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## THE DUTCH SETTLEMENTS IN HUDSON COUNTY

Paper read before "The Hudson County Historical Society"

by the Rev. Cornelius Brett, D. D.

Friday evening, March 27, 1908.

“**G**EOLOGICALLY, Hudson County lies at the southern end of the deep valley of the Hudson River and Lake Champlain. So deep is this valley, that a rise of 150 feet in the sea-level would cut off New England from the rest of the continent, making it a great island. This valley was once the bed of an immense glacier of an average depth of 2,000 feet. It denuded the ridges of earth and disintegrated rocks, depositing mud and gravel.” For this beginning of Hudson County in the long, long ages before man arrived, or the first Dutch gutteral was uttered, I am indebted to a member of this society, our fellow citizen Alexander McLean, who assisted Prof. Cook, the learned State Geologist, in his explorations and surveys.

Topographically, our County is the smallest in the State, covering less than 75 square miles of highland and lowland, rock soil and swamp. Geographically, it includes the land lying between the Hudson and the Passaic, between the lower limits of the Palisades and Kill von Kull. Politically, the County was in 1840 set off from old Bergen County, which originally extended from the Kill to the New York State line. The northern portion retains the name Bergen, to which it has no right; while the new County was baptised Hudson, after the river which washes the eastern shore.

The aborigines of New Jersey belong to the great Algonquin family, whose branches reached from the frozen shores of Hudson Bay to the beaches of the Gulf of Mexico. The nation spreading their wigwams over our now familiar hills and plains was the Lenni Lenapé. The name is said to mean “our men,” or the “original Indian.” The people are described as of moderate stature, properly shaped, dark-eyed, black-haired, wearing the all-too-familiar scalp-lock, their bodies usually anointed with animals’ oil or stained symbolically with mineral or vegetable dyes. Among the men there were many who approached physical perfection, the women in youth being statu-

esque rather than beautiful. The tribes lived in villages, but wigwam sites were frequently changed as the nomads sought new hunting and fishing grounds. They lived in the midst of squalor, usually upon maize, beans and roasted nuts, but when the supply could be obtained, devoured the fish from bays and rivers and the abundant game of the forests. Local opium was not an issue at their council fires, for intoxicating drink was unknown until introduced by the whites. The rudest form of tribal government prevailed; but as compared with other tribes, the Lenni Lenapé seem to have been remarkably peaceful. Their relics of arrow-heads and rude implements of stone and sun-baked pottery are still found in the hills of Essex and the valley of the Raritan.

It may be a shock to historical prejudices to announce that Henry Hudson did not discover the river which bears his name. John Fiske remarks "the student of history gets accustomed to finding that the beginnings of things were earlier than had been supposed." Attracted by the fisheries on the Newfoundland banks, sailors from southern Europe, as well as Normandy and Brittany, arrived in large numbers. They found fish more abundant than gold, and became practical in their adaptation of the unknown treasures of the New World. From time to time these fishing boats entered the mouths of the large rivers, and there are traces in maps and log books of their presence in our own magnificent harbor. On the 17th of January, 1524, Giovanni de Verrazano, in command of a single ship, *La Dauphine*, set sail from the Madeira Islands, determined, if possible, to reach Cathay. About the middle of April he arrived at Sandy Hook, which he called Cape St. Mary. The neighboring hillsides were alive with peering savages. He was not deceived, as Hudson was, by the delusion of a northwest passage through the Hudson River, for he likens the upper bay to a beautiful lake and tells of the steep hills between which "una grandissima riviera" (a very great river), emptied into the bay. Canoes filled with red men, brave in paint and feathers, darted hither and thither. On his departure from the harbor, he seems to have discovered Coney Island, to which he gave the name "Angouleme," in honor of Duke Francis, afterward Francis the First of France. He cruised along the southern shore of Long Island, gathering wampum at Rockaway Bay, almost circumnavigated the island, called Block Island



“Louise,” after the king’s mother, and gave to Point Judith (the familiar torture of passengers on the Fall River Line) the name of Cape St. Francis.

In 1525, the Spanish Captain Estevan Gomez calls the Hudson River “The River of the Steep Hills,” and probably purchased some furs from the Mohawks of northern New York. In 1542, a Frenchman, Allefonsce, approached New York Harbor through Long Island Sound, and a few phrases in his descriptive letter indicate that he encountered the dangerous currents at Hell Gate.

On certain old maps, immediately after Verrazano’s voyage in 1527, there began to appear the name of “Norumbega.” The maps were, of course, rude suggestions of the outlines of sea and shore, without any attempt at measurement or triangulation. This strange name seems to be applied to three things:

1st. A spacious territory over which the name is written large.

2nd. A river somewhere in that territory.

3rd. A town or village somewhere upon that river.

There is no difficulty in locating the territory, for it is what may be roughly described as equivalent to New England. But concerning the river there has been a wide difference of opinion, and concerning the origin of the name, to quote from Fiske, “there has been much broad guessing.” The historians of Maine have claimed the Penobscot River as the original Norumbega. Bostonians, who are given to claiming everything in sight, imagine that the Charles River was intended. Why should the people of New Jersey be less ambitious? We certainly have as much warrant as any other claimant for the assertion that the river of Norumbega was the Hudson and that the town was an original settlement on Manhattan Island, which had been swept away before the coming of the Dutch.

We therefore begin our history of Hudson County by the claim that the familiar name of Bergen is the oldest title given by early explorers to any part of the North Atlantic seaboard which has held its place unto the living present. I fortify my claim by an extract from John Fiske:

“The name is evidently connected with Verrezano’s voyage, and the Hudson River is the only one which in his letter he speaks of entering. He describes the Hudson as a very

broad river running between small, steep hills, which indicates that he may have gone up as far as Spüytten Duyvil. Now, if this was really the River of Norumbega, visited and described by this party of Frenchmen, it is fair to ask if the name may not be some French epithet mutilated and disguised in its pilgrimage among the map makers. Might not the map name 'Norumbega' be simply a Low Latin corruption of 'Anormée Berge?' In sixteenth century French, that means 'Grand Scarp' and where could one find a better epithet for the majestic lines of cliffs that we call the palisades? A feature so unusual and so striking, that no one could hardly fail to select it for description. The river Norumbega, then, is simply the river of the Grand Scarp. It is in favor of this view that on some old maps the name occurs as 'Norumberg' and 'Anorumberga." One hundred and forty years later, the founders of the first permanent settlement in New Jersey revived the ancient name, and, giving the Dutch ending to the French "Berge," they called the Grand Scarp by the familiar name "Bergen," which, for nearly 250 years, has been honored by our fathers and ourselves.

These early explorers must not, however, be allowed to snatch the laurels from the brow of Henry Hudson. When he discovered the magnificent harbor of New York, and the lordly river which bears his name, it was virtually a fresh discovery. All traces of the Norumbega and the French had vanished. No relic had been left behind by Florentine or Spaniard, while the English claims to the territory were so vague and undefined that Europe never acknowledged them. Moreover, the colonization of the New Netherlands was the direct result of Hudson's voyage.

The absorption of the French in their own internal struggles diminished their enthusiasm for discovery and colonization. Spain had ceased to be the mistress of the Atlantic. Meanwhile the English and the Dutch were coming to their own as the recognized sea-kings of the age. The Muscovy Company was incorporated in England in February, 1555. Its object was the discovery of a northeastern passage to the Indies, and incidentally trading with Russia on the way. One of its founders was a Henry Hudson, an alderman of London. His grandson bore his name and carried his arms. We are told that a warm friendship existed between Hudson and that

famous Captain John Smith, who did such noble service in the colony at Jamestown. He first appears in history as the commander of an expedition to the northeast in 1607. Of the man himself we know very little. Diedrich Knickerbocker is the only historian who has ever ventured to describe his personal appearance. He tells us that Hudson had learned to smoke tobacco under Sir Walter Raleigh, and is said to have been the first who introduced the fragrant weed into Holland, which made him the most popular man in the Low Countries. "He was a short, square, brawny old gentleman with a double chin, a massive mouth, and a broad copper nose which was supposed, in those days, to have acquired its fiery hue from the constant neighborhood of the tobacco pipe. He wore a true Andrea Ferrara tucked in his leather belt, and a commodore's cocked hat on one side of his head. He was remarkable for always jerking up his breeches when he gave out orders, and his voice sounded not unlike the brattling of a tin trumpet, owing to the number of hard northwesterners which he had swallowed in the course of his seafaring. His mate was a certain Master Robert Juet (some pronounced it Chewit), because he was the first man who ever chewed tobacco."

On the 4th of April, 1609, Hudson sailed out of the Zuyder Zee in the service of the East India Company. It was not an uncommon thing, at that time, for explorers of renown to pass from one service to another. His vessel was the *Half Moon*. It could not have been heavier than eighty tons. One historian says that it was twenty tons smaller. It was known as the Vlie Boat, in Holland, because it was built to sail on the river Vlie. Its crew consisted of less than twenty souls, half English, half Dutch. The general instruction given by the company was that the *Half Moon* should not sail south of 60° and that an attempt should be made to discover the northwest passage to the far-off Indies. Hudson disobeyed his orders by cruising up and down the Atlantic seaboard until, on the 3rd of September, he anchored off Sandy Hook. Even though 85 years before, Verrazano had looked upon the same beautiful prospect, and French mariners had followed him to bring back to Europe furs in exchange for beads, we look upon this little yacht, riding at anchor in the great ship channel that forms the gateway to the harbor of New York, as the pioneer of that civilization which has come to claim for its own the great me-

tropolis of the western world, destined to be within a century the most populous city on the globe. Hudson's log has been lost, but fortunately the private memoranda of his mate are in the archives of the Hague. He shows his appreciation of the beautiful when he says: "It is a very good land to fall in with and a very pleasant land to see." To the south stretched the long strip of sand now occupied by the defenders of our city, and the heights of Navesink rose invitingly before him. The great horseshoe of green, broken again by the sparkling waters of the Raritan and the distant heights of Staten Island, bounded the prospect towards the north. The natives seemed friendly. They were clad in loose but well-dressed skins, and the women wore ornaments of yellow copper. They were ready to exchange green tobacco for knives and beads and brought samples of their maize and bemp. They also laid upon the deck of the *Half Moon* huge yellow spheres which the Dutch called the vine apple, and for the first time Europeans knew the value of the American pumpkin as an addition to their dietary. Pumpkin pies were probably to come later, when Dutch dairies had been established. But that such huge fruits could be so delicious, was a surprise to the hungry navigators, content for so many months with hardtack and salt meats. One of the Indian names for the Hudson River was "The place for the pelicans," and all early explorers tell us that the island of Manhattan was at times white with swans. Seals in large numbers came half way up the bay. Robyn's Reef, familiar to those who cross the ferry to Staten Island as the site of the lighthouse whence at night comes the beautiful flash, derived its name from the seals which covered it, robyn being the Dutch name for seal. Tradition says that a whale once came up as far as Cohoes, a town on the river above the head of present steam-boat navigation.

Speaking of names, few rivers have ever boasted of so many as our Hudson, for beside the Indian titles, the Dutch called it The Great River, and to distinguish it from the Delaware, The North River. At one time it is called Mauritius, in honor of Prince Maurice of Orange, while from the west bank and the east bank came in succession the names, The River of Pavonia and the River of Manhattan. It was, however, reserved for the English, on their conquest, to give the name and the title of the explorer himself, who, although he sailed

under the Dutch flag, was an Englishman by birth.

Three days after his arrival Hudson dispatched a dory with John Coleman in command of four rowers. They found the shores on both sides pleasant with grass and flowers, and a little removed from the shore they noted that great oaks covered the hills. The Indians taught them the value of sea food and brought them fish of great variety and abundance. Lobsters six feet long, such as we never see in market nowadays, are described by the chronicler; and for the first time a European tasted an American oyster. We read of ambrosia reserved for the gods, but what must have been the gastronomic surprise of these white men as the copper-colored savages opened blue-point and saddle-rock, and they learned the exquisite flavor of oysters on the half shell, without our modern dread of typhoid fever! Would that Charles Lamb might have told this story as he has told of the discovery of crackle by the Chinese! Coleman and his party made their way to the mouth of Kill von Kull, that is, the Kill, or River, of the Bay. They seem to have entered the Kill and rowed as far as Newark Bay, which they called Achter Coll (The Back Bay), to distinguish it from the harbor or the front. The news of the arrival had meanwhile reached the Island of Manhattan, whose tribes were not so friendly as those of New Jersey, and canoes filled with braves in war paint and feathers put forth for the first battle with their conquerors. The little crew beat off their assailants, but not until a poisoned arrow had wounded their captain, who soon after died. The Dutchmen made their first landing in New Jersey to lay their comrade beneath the sands of the Hook. He was the first of many martyrs to perish, in the cause of advancing civilization, in our now populous Middle States—the first white man to be buried in the soil of our own New Jersey. The Society of Colonial Wars is proposing, as part of the ter centennial of 1909, to commemorate this tragedy by marking John Coleman's grave.

On the 11th of September, the *Half Moon* weighed anchor and made her way to the north of the Kill, and on the next day stood off our own Communipaw. On the 13th, invited by the prospect of finding the passage to the East Indies and covering the captain with glory as the great explorer of all time, the *Half Moon* began the ascent of the Hudson River. A day's sail brought them to Stony Point, to be celebrated in af-

ter years by the mad exploit of Anthony Wayne. On the 22d, as the lead showed little more than a fathom of water, the captain was forced to the disappointing conclusion that he was sailing on a river whose shallows and narrows dissolved his day-dream of a navigable channel opening towards the spice groves of the Indies. We wonder whether the crew were too sorrowful to give their captain the laugh, as another disappointed boat-load did at Ha Ha Bay on the Saguenay. On the return voyage the *Half Moon* was attacked by the enraged savages near the northern point of Manhattan Island. There was no loss of life, but the vessel took refuge in a harbor on the Jersey shore, just to the north of what is now known as Castle Point. From the diary of Juet, we have the first description of our county:

“Within a while after” (that is, after the attack by the Indians, on the second day of October, 1609) “we got down two leagues beyond that place and anchored in a bay clear from all danger of them on the other side of the river, where we saw a good piece of ground, and hard by it there was a cliff that looked of the colour of white-green, as though it was either a copper or silver mine, and I think it to be one of them by the trees that grow upon it, for they are all burned, and the other places are green as grass.”

We recognize in this an accurate word picture of Castle Point, on which are situated the mansions of the Stevens family. On the fourth of October the *Half Moon* was back again in the harbor and immediately set sail for Europe. Hudson confessed his failure and disappointment, but, on the other hand, told such wonderful stories of the abundant game on the mountains overlooking the river, that the Netherlands were stirred with enthusiasm.

The year 1609, memorable for Hudson’s great discovery, closed the contest between Spain and the Netherlands. Spain reluctantly acknowledged what had long been an accomplished fact, the independence of the Dutch provinces. The acknowledgment, it is true, only took the form of a truce which was to last twelve years. But those hardy Dutchmen knew full well that Spain could never recover her advantage, and that the cause of civil and religious liberty had triumphed in the Low Countries. During the next four years, private enterprise sent out seven small ships to exchange the skins of

beaver, otter, and mink, so valuable in northern Europe, for blue glass beads and stripes of red cotton.

The heart of the citizen of New Jersey swells with pride as he reads the veracious history by the aforementioned Diedrich Knickerbocker, which maintains that the colonization of the Western Shore of the Hudson River was affected before the first huts were built on Manhattan. We find Knickerbocker guilty of an anachronism in a description of the ship which brought over the colonists. He says:

"She was named *Goede Vrouw*, in compliment of the wife of the President of the West India Company," but, as we shall find, the West India Company was not organized until 1618, and by that time a palisaded fort had been erected and a little colony of rude huts gathered around it on Manhattan Island.

Knickerbocker is, however, minute in his description of the ship: "She was of the most approved Dutch construction, made by the ablest ship carpenters of Amsterdam, who, it is well known, always model their ships after the fair forms of their country-women. Accordingly it was 100 feet in the beam, 100 feet in the keel, and 100 feet from the bottom of the stern post to the taffrail. Like the beauteous model, who was declared to be the greatest belle in Amsterdam, it was full in the bands, with a pair of enormous cat-heads, with a copper bottom, and withal a prodigious poop. For a figurehead they bore the goodly image of St. Nicholas."

After a prosperous voyage from Holland, they came to anchor under Gibbet Island. This was the early name of what is now Ellis Island, because, in early colonial days, criminals were carried thither for execution. Here they looked upon the little Indian village, which even at that time bore the name of Communipaw.

A boat was immediately dispatched to enter into a treaty with the Indians, but the Indians were so terribly frightened at the tremendous and uncouth sound of the Low Dutch language, that they one and all took to their heels, scampered over Bergen hills, and buried themselves in the marshes, where they all miserably perished to a man, their bones being collected and decently covered by the Tammany Society of that day, formed that singular mound called Rattlesnake Hill, which rises out of the centre of the salt marshes, a little to the left of the Newark causeway. Finding the place deserted, the crew

of the ship landed on the shore and founded the settlement which they called by the old Indian name.

From Communipaw the colonists set out one day to found the more important colony on Manhattan Island, and for this reason Knickerbocker gravely asserts that "Communipaw was the egg from which was hatched the mighty city of New York."

Washington Irving seems to have been particularly attracted towards the Communipaw of his day. Writing just a century ago, he asserts, from his own experience, that on a clear summer evening you may hear from the Battery of New York the obstreperous peals of broad-mouthed laughter of the Dutch negroes.

"As to the honest burghers of Communipaw, like wise men and sound philosophers, they never looked beyond their pipes, nor troubled their heads about any affairs out of their immediate neighborhood. They lived in profound and enviable ignorance of all the troubles, anxieties, and revolutions of this distasteful climate. I am even told that many among them do verily believe that Holland, of which they have heard so much from tradition, is situated somewhere on Long Island; that Spiking Devil and the Narrows are the two ends of the world; that the country is still under the dominion of their High Mightiness; and the city of New York still goes by the name of New Amsterdam. The traits of the original settlers are handed down inviolate from father to son. The broad-brimmed hat and broad-skirted coat continue from generation to generation. The language likewise continues unadulterated by barbarous innovations, and so critically correct is the village schoolmaster in his dialect, that his reading of a Low Dutch Psalm has much the same effect on the nerves as the filing of a hand-saw."

Irving further tells how two famous relics were preserved in one of their farmhouses from generation to generation. One was Governor Wouter Van Twiller's hat, and another was Governor Kieft's shoe. These had gathered the dust of a century, when, in a spasm of house-cleaning, one of the Dutch mothers swept them out. The shoe she swept into the bay, where it speedily became covered with oysters, and the famous "Governor's Foot" brand was developed. The hat fell into the garden and was speedily enfoliated by a growing cabbage, which variety, known as the "Governor's Head," soon became



famous in the markets of New York.

Going back to the early days, he tells us that a brisk trade in furs was soon opened and the burghers of Communipaw grew rich, because the Dutchman's hand on the scale always weighed one pound, and his foot two pounds, so that no pile of peltries ever weighed more than two pounds.

There is a tradition still current among the old families of Communipaw, that somewhere in the 30's Washington Irving was entertained at the old Van Horne House, still standing on Phillips Street, behind the cove, which so rapidly is becoming a part of Jersey City real estate, and was escorted on a tour of inspection of the old houses which at that date were standing.

When Knickerbocker's history was first published, our Dutch father's took umbrage at the pleasantries of the author, and some waxed indignant at the liberties taken with the founders of the New Netherlands. Irving explained that he did not expect to be taken seriously, and that his chronicle was nothing more than a jest. A change came over the spirit of criticism a little later when the name Knickerbocker, which Irving first heard among the families of Rensselaer County, was adopted as a title of the descendants of the founders of New York and New Jersey.

It is a question of absorbing interest to the historians of Hudson County, whether the narrative of an early colonization on the western bank of the Hudson was born of Irving's imagination or was founded upon some document or record to which the author had access.

Mr. Winfield, in his valuable History of Hudson County, refers in a footnote to the incident, but expresses grave doubt as to its historic truth. He gives, however, as his authority, O'Callahan's History of the New Netherlands, published in 1846. O'Callahan merely mentions the tradition, but in a footnote quotes two earlier authorities, to wit, Albert Gallatin, who wrote in 1836 a very valuable monograph on The Indian Tribes of the Vicinity of New York, and a Moravian missionary by the name of Heckwelder, who published in 1817 a narrative of his experiences among the Indian tribes. Gallatin cordially accepts the tradition of a settlement on the west bank of the Hudson on the authority of Heckwelder. Heckwelder settled in Bethlehem, Pennsylvania, and devoted his life to tours on horseback among the Indian tribes of Pennsylvania. He is

said to have gone as far west as the site of our present city of Detroit. He tells the story as told to him by the Delaware Indians. Because of the fierceness of the Manhattan Indians and the comparatively peaceful disposition of those who swarmed on the western bank of the river, a shipful of Hollanders, intent on fur-trading, made their first landing somewhere within the limits of our present county. They were hospitably received, and when the colonists asked for a little land on which to build their houses, they suggested that they would only need so much as might be covered by the hide of a bull. As the request was modest, it was granted without opposition. But the aborigines were somewhat chagrined at the trick of the mariners, which they had learned from Queen Dido in the founding of Carthage. They cut the bullock's hide in very narrow strips, so that when the strips were laid together, they enclosed a goodly piece of New Jersey real estate. This purchase is not recorded in any of our archives, but Heckwelder accepted it as gospel truth. In all probability the tradition had found its way to New York before the beginning of the 19th century, and Washington Irving, with a genial smile upon his well-rounded face, made use of it to humble the pride of the metropolis of his day, by pointing to the little village behind Gibbet Island, as the mother city, or to repeat his own phrase, "The egg out of which New York was hatched." If there be any foundation in fact for the Delaware legend recorded by Heckwelder, accepted by Gallatin, and made the theme of Knickerbocker's pleasantries.

This settlement must have been made about the year 1610.

In 1613 it is certain there were several huts on Manhattan Island, built not by home-makers, but only by men who tarried between the voyages for the purpose of collecting furs brought by the Indians of the vicinity in exchange for such trifles as seemed of value to the hunters. It was, of course, a profitable business. Well might the beaver form the emblem of the first seal of New Amsterdam.

In 1615 a three years' charter was secured by The United New Netherlands Company, and on its expiration in 1618 the Dutch West India Company was duly established.

The first serious attempt to colonize was made in 1623, when Cornelius Jacobsen Mey (May) brought over thirty families and a commission to act as Governor. A year later he was dis-

placed by William Verhulst, and in 1626 Governor Minuit bought Manhattan Island from the Indians for the enormous sum of \$24. In a recent exhibit of congested population in New York, an object lesson of growth was given by the comparison of a cube 1-10 of an inch in dimension representing Minuit's purchase money, and another cube standing  $4\frac{1}{3}$  feet in height representing \$2,775,000,000, the present assessed value of New York real estate. The question is asked, "Who produced this aggregation?"

Colonization, however, lagged. Life was too pleasant in the low countries, where the thrift of the farmers and the luxury of the burghers filled every soul with sweet content, to permit any but adventurers and men of strong prophetic enthusiasm to venture out for the founding of a new Holland in the western wilds.

In 1628 Jonas Michaelius, the first minister, arrived, and the Church of New York was duly organized. In 1629 a stimulus to emigration was offered by the establishment of the patroonage. To such men as were deemed worthy by the directors of the company, a grant of 16 miles upon the bank of a navigable river, with practically unlimited back country, was offered, provided they would within four years settle within their own territory fifty families. Certain privileges and exemptions were granted, with the understanding that the patroon was to exercise feudal jurisdiction over his domain and establish a quasi-order of nobility. It was also stipulated that the patroon should satisfy the Indian claims by purchase.

The history of New Jersey practically began in 1630, when the Council of New Amsterdam, acting as agents for one of the directors of the Dutch West India Company, a burgher of Amsterdam, Michael Pauw by name, purchased from the Indians the territory which is now included within Hudson County. The compensation given to the Indians is not named, but it is vaguely specified as "a quantity of merchandise," the receipt of which the Indians acknowledged.

There seem to have been two deeds, the first dated July 12th, 1630, and the second, covering a still larger territory, executed on November 22nd of the same year. The territory is described as "Hobocan Hackingh, lying over against the afore-said Island Manahatas, extending on the south side Ahasimus, eastward the River Mauritius, and on the west side surrounded by a valley and morass through which the boundaries of

said land can be seen with sufficient clearness and be distinguished." Hoboken was commonly accepted as a Dutch name, which commemorated in the New Netherlands a village on the Scheldt, a short distance from Antwerp. By strange coincidence there was, in the early days of New Amsterdam, a burgher of some importance in the colonial life, who passed by the name of Hoboken. Probably originally he was a Van Hoboken, that is, a man from the old Dutch town. Mr. Charles Winfield, however, in an elaborate monograph has shown that the use of this name in the original deed of 1630 stamps it as an original designation which the Dutchmen attempted to alliterate. Its resemblance to Hoboken on the Scheldt is merely a coincidence. The name was always associated in the earliest documents with "Hackingh," which means "land," or "territory," and "Hobocan" is an Indian word for "tobacco," or "tobacpipe." Another spelling is "Hopoghan." The significance of the name may be found either in the crooked shore which bends into the river at Castle Point, where even now the resemblance to the pipe may be traced; or, more probably, in the soft sandstone of the naked cliff, which is still visible from the river, as the foundation of the Stevens' mansions at Castle Point, out of which the Indian brave was wont to carve his tobacpipe. Here it was, long before the white sails and white men came to take possession of their happy hunting grounds.

"On the mountains of the river,  
 On the great red pipestone quarry.  
 Gitche Manito, the mighty,  
 He, the Master of Life, descending  
 On the red crags of the quarry  
 Stood erect and called the nations,  
 Called the tribes of men together.

"From the redstone of the quarry,  
 With his hand he broke a fragment,  
 Moulded it into a pipehead,  
 Shaped and fashioned it with figures;  
 From the margin of the river  
 Took a long reed for a pipe-stem,  
 With its dark green leaves upon it,  
 Filled the pipe with bark of willow,  
 With the bark of the red willow;  
 Breathed upon the neighbouring forest,  
 Made its great boughs chafe together,  
 Till in flame they burst and kindled;

And erect upon the mountains,  
 Gitche Manito, the mighty,  
 Smoked the calumet, the peace-pipe,  
 As a signal to the nations.

The nations have answered the call. Passing from Manhattan, at your choice, by the electric car beneath the river bed or by the splendid boats connecting with the road of anthracite, we listen to the mingled polyglot of Europe and Asia, while the incense from pipe and cigar may still be seen as in the beginning, rising over the pipe quarries of Hoböcan Hackingh. Perhaps Longfellow had in mind this very scene when the legend of the calumet continues:

“And the smoke rose slowly, slowly,  
 Through the tranquil air of morning,  
 First a single line of darkness,  
 Then a denser bluer vapour,  
 Then a snow-white cloud enfolding,  
 Like the tree-tops of the forest,  
 Ever rising, rising, rising,  
 Till it touched the top of heaven,  
 Till it broke against the heaven,  
 And rolled outward all around it.”

Still later Pauw acquired from the Indians Staten Island, and his patent extended from Hoboken to Amboy. He called it after his own name in its Latinized form, Pavonia.

According to Pauw's contract with the company, he agreed to bring from Holland, within four years, fifty families, one-fourth of them being settled during the first year after his title had been certified. It is needless to say that he did not comply with the provisions of his grant. He seems to have made an effort to induce settlers to occupy his lands, and a few individuals actually built small houses and began to cultivate the soil.

Michael Paulusen was probably the first representative of Pauw within his domain. Captain De Vries tells how he was rowed over to Pavonia and received by Michael Paulaz, as he was also called, an officer of the company. Whether this man remained after his authority had ceased is not known, but he remained long enough to give to the point of land putting out into the bay where the present station of the Pennsylvania Railroad Company is situated, the name which adhered for many years, Paulus Hook. Hook, spelled originally Hoeck, is the

Dutch for point of land, or cape. Before our great docks had been built out into the river, and before there had been so much filling in on the shore, the irregularities of the river bank were more noticeable, and Paulus Hook was the first stretch of land which greeted the incoming argosy after passing Sandy Hook.

Jan Evertse Bout soon after built a house at Communipaw. If the early settlement, which Washington Irving describes, had any real existence, all traces of it had passed away long ere 1634, when Bout became superintendent. His official life was short, for in 1636 Pauw's factor, Cornelis Van Voorst, arrived. His mansion, as they called it at the time, was erected near the shore at Ahasimus. The house was built of logs and thached with cat-tails. To congratulate him on his arrival, in the summer of 1636, Governor Wouter Van Twiller, of New Amsterdam, accompanied by the redoubtable Captain of the Fort, De Vries, and the Rev. Everardus Bogardus, the minister of the Church of New York, afterwards made famous as the husband of Aneke Jans, were ferried across the Hudson and were sumptuously entertained by Van Voorst from the contents of a recent importation of good Dutch schnapps.

It is said that a grave matter of State was under discussion at the time, a question of jurisdiction which for many years was acute in the colonies. A murder had been committed in Pavonia, and the question whether Van Twiller could exercise sway within the domain of the patroon, or whether Van Voorst was really Governor of the patroonage, was an important issue. We are not told how the question was ultimately settled, but when Van Twiller and Bogardus, much exhilarated, had put off in their little boat, Van Voorst brought out a small field piece and diplomatically saluted the retiring Governor. A spark from the cannon fell in amongst the green rushes of the roof, and Van Twiller's passage was illumined by a costly conflagration.

Meanwhile, the failure of Michael Pauw to bring over, according to contract, fifty families of pioneers, brought down upon him the wrathful indignation of the authorities in New Amsterdam and the company which had made the contract. For expenditures already made in connection with his patroonage, he was paid by the company 26,000 florins, and his title of Patroon of Pavonia forever ceased.

The Van Voorsts, however, seem to have retained a large

acreage as their own, and the name is retained as the designation of one of our city parks, while among the present residents of Jersey City many descendants of the Factor are to be found. The first white girl born in the New Netherlands was Sarah Rapelje of Long Island. The first white boy was Ide Van Voorst. We shall meet him later in the history of Bergen.

The relinquishment of all privileges and exemptions in Pavonia left the whole territory on the west bank of the Hudson in the hands of the Dutch West India Company, and thereafter colonists made their arrangements of purchase or lease with the directors of the company. On the arrival of Governor William Kieft, in 1638, there were seven bouweries, that is farms, with their houses and outbuildings and three plantations, that is land lying under cultivation in outlying districts.

It is interesting to record the names of these original settlers in what is now Hudson County. To Hoboken belongs the honor of establishing the first brewery, hard by the farmhouse built by Aert Teunissen Van Putten. This was indeed a prophetic venture. As the beaver was the chosen emblem of Manhattan, so stein and pipe may well be graven on the seal of Hobocan Hackingh.

Van Voorst had died shortly after he had leased his bouwerie from the company, and for several years his widow administered affairs with the energy of a Dutch mother. But to console her in the midst of her loneliness, the widow married one Jacob Stoffelson, who thus became the landed proprietor of the former capital of Pavonia.

One Abraham Isaacsen Ver Planck had purchased a bouwerie at Paulus Hook. The mouth of Mill Creek had been leased by Egbert Woutersen, who seems to have sublet a part of his domain to small farmers known as Soap Johnnie and Cornelis Arrisen, who at once showed their enterprise by planting tobacco. At Communipaw, Jan Evertsen Bout had made a purchase from the company. He seems to have been a man of some importance in the New Netherlands. He was born in 1601 and came from the Barneveldt in the ship *Eendracht*. He finally removed to Brooklyn, from which place he represented his constituents in the Twelve Men, and was afterwards one of the Eight upon whom were laid the responsibilities of advice to the Governor of the New Netherlands. The southern bouwerie was at Cavan's Point, about where the Central Railroad now crosses the Morris Canal.

This, then, was the first picture of Hudson County, a row of farms bordering the Hudson, from the point where the Palisades end at Weehawken to the Kill von Kull. Seven sturdy farmers gathered their little families around them, pastured their cattle, tilled their soil, fared plainly yet abundantly, for the husbandman must be the first partaker of the fruits of the soil, and on summer evenings gathered under the porch to smoke in meditative mood and talk of the old days in the fatherland, or to discuss the more pertinent questions of policy in the government of the colony. The inventory of the Van Voorst estate, taken at the time of the death of the original settler, reveals a wealth of pewter dishes and costly raiment. We can picture them now, on a Sunday, these wellfed farmers, and the gude vrouws from each home, being rowed across the river to the Church of the Mill Loft, where Michaelius preaches, or to the Church of St. Nicholas within the fort, where Bogardus expounds the Heidelberg Catechism and thunders forth with the Canons of the Synod of Dort, against his enemy Governor Kieft.

The Indians are friendly, they bring their furs and their maize to the very doors of the settlers, and there is always at hand a supply of beads for the purchase. Sometimes a treasured copper kettle buys an extraordinary lot of beaver skins, and now and then, against the colonial ordinance, some greedy settler would allow an Indian to possess a coveted rifle with the accompaniment of powder and shot. Some of the more precocious aborigines learned a little of the Dutch gutteral, as the settlers pronounced a few Indian words, and a patois of mingled Indian and Dutch grows up in the settlement. There is no school, no place of worship on the west bank of the Hudson, and the social life is carried on along the water-way. The roads are mere tracks through the wilderness, but the ever ready boat is moored to the shore, and Dutch hospitality ever welcomes a neighbor to the best that the house affords. The colony grows very slowly, for in their avaricious monopoly the company refuses to part with the land save under grievous restrictions, and the tide of home seekers from the fatherland had hardly begun.

Kieft's administration was irritating not only to the white men, but to the Indians. He attempted to lay taxes upon them, but found the spirit of the forest protesting against his ex-



actions. His theory that the fort being a protection to the Indian, they should help pay for it, was scouted in the wigwam. Long before Kieft came, in Governor Minit's day, an Indian came into New Amsterdam with a few furs for sale, when he was set upon by the inhabitants and slain. He was accompanied by his brother's son, a little boy, who escaped from his tormentors, and carried back to the council fire the determination to be revenged upon the white man. By 1641 the boy had grown to manhood. Stealthily he paddled his canoe across the Hudson and found a poor, unoffending farmer by the name of Smits not far from the Collect, which ran into the Hudson near what is now Canal Street. He murdered his man and fled. Kieft demanded his surrender, the surrender was refused, and then and there Kieft would have declared war against the aborigines. He was restrained by the advice of the colonists.

Meanwhile, in 1642, pioneers had moved as far north as Tappan over the New York State line, and also at Hachensack, an Indian name for the lowlands. One of the Van Voorsts, while roofing a house on the Hackensack Bouwerie, was slain by an Indian chief. Again the murderer was demanded. The council of the Hackensacks offered an indemnity in wampum. This was refused, and from that moment every bouwerie became a fort. With trembling the children went to bed, and for fear of the dreaded tomahawk the fathers kept the watch.

It was in the early part of the memorable year 1643 that the warlike Iroquois from the north, who lived in deadly feud with the Leni-Lenapé, came down upon them in battle array. Relying upon the promised protection of the Dutch, the defeated tribes fled before their pursuers and sought refuge in the neighborhood of Communipaw. A few even crossed to Manhattan and asked the shelter of the fort. The best of the colonists advised pacific measures. The opportunity had then come to gain forever the friendship of the neighboring tribes, but Kieft yielded to the counsel of the Sons of Belial and committed an awful crime which stained the soil of our own county with blood drawn in treachery. Shame be upon that waspish nature which planned the massacre of the Indian braves at Communipaw.

On the evening of the 25th of February the boats put out from the fort carrying 80 well-armed soldiers under the Dutch flag. For years it had been known as the Point of Laughter;

but to day the outcries of murdered men, women, and children may be heard floating across the bay. No quarter is given. The papoose and the squaw are put to the sword or thrown into the water. It is a massacre, not a battle. Without the loss of one of his own troops the commander draws off, leaving 80 Indians dead on the field. What could the colonists expect but revenge? Derick Straatmacher ventured forth in the delusion that all the Indians had perished, but at least one remained, for the farmer fell pierced by a poisoned arrow.

From house to house the alarm spread across country and along the river. All who could possibly do so made their way to the shelter of the fort in New Amsterdam. The Van Voorsts at Ahasimus were not, however, quick enough to evade the aroused fury of the tribes. Their house and out-buildings were burned and the little boy Ide was carried captive as far as Tappan. The only man who seems to have retained his wits during this disgraceful episode was Captain De Vries. He fearlessly crossed the river with a little band, bid defiance to the savages, and rescued the captive boy. Not a farmhouse remained. Smoking ruins marked the places where the hearthstones had been laid. Their property was looted, and those who were not slain were driven away from their own homes. For two years the war raged, and the western bank of the Hudson was deserted.

The unhappy exiles thus bemoaned their condition: "Every place almost is abandoned. We wretched people must skulk with wives and little ones that still are left, in poverty together, by and around the Fort on Manhattas."

In 1645, more than a year and a half after the outbreak of hostilities, a treaty of peace was made by the Council of New Amsterdam with the hostile tribes. I am specially interested in the treaty because it contains the name of one of my ancestors. He signs his name to this important document *La Montagne*; but we find it with the varied spelling of the time, and he was usually known as Dr. Jan De La Montanye. He belonged to one of those Huguenot families exiled for conscience sake. Of the family in France we know nothing, but the name "John of the Mountains" implies that they came from the hill country of Burgundy. He is called in co-temporary documents "very learned," and also a "Santo," which means that he was a native of St Onge. He was born in 1595, three years before the

Edict of Nantes restored order to the realm, but it is probable that his family emigrated to Holland within the ten years of public unrest succeeding the murder of King Henry the Fourth. He graduated from the University of Leyden with the degree of Doctor of Medicine and married Rachel De Forest, the daughter of that Jesse De Forest, who at one time proposed to the British Admiralty to bring over a Colony of French Huguenots, provided a guarantee of religious liberty might be granted them. This being refused by the bigots of the time, America lost the opportunity of receiving a group of the ancient heroes of France into her great wilderness. Jesse De Forest died in Amsterdam. His two sons and his grandchildren, the sons and daughters of La Montanye, came to New Amsterdam, and their descendents to-day are numerous. On a map of New Amsterdam in 1642 his name is written on a lot not far from where the Pearl Street of to-day opens towards the north to cross Wall Street. He was the first teacher appointed by the municipality of New Amsterdam, and was also the Vice-Counsellor of the colony. In this capacity he signed the Treaty of 1645, which the Indians faithfully kept for ten years.

One by one the original proprietors of Pavonia crept back and rebuilt their deserted bouweries. Bout, at Paulus Hook, sold part of his holding to Michael Jansen, who was the progenitor of the large Vreeland family of our county. Michael had at first settled on the patroonage of Rensselaer, but was unwilling to obey the laws of the territory forbidding private dealings in furs. He engaged in a contraband trade, and thus drew down upon himself the wrath of the patroon. He fled to New Amsterdam, made his peace with his former proprietor, and bought his own farm within the precincts of our present Jersey City. He seems to have been a man of remarkable energy. He represented Pavonia in the Council of the Nine Men called upon to advise Governor Stuyvesant, and was one of the petitioners for a municipal charter. In 1654 he started a brewery; in 1658 he sold part of his land to one Harmon Smeeman. He was a member of the Bergen Congregation, which in 1662 petitioned for a minister, and made good his desire by a liberal subscription of 25 florins.

Gradually the unoccupied portions of the county were settled. Jacob Jacobsen Roy, the first gunner of New Amsterdam, received a grant on Constable Hook, or Gunner's Point.

The huge plant of the Standard Oil Company now occupies that portion of our county.

The original name of Greenville was Minkakwa, which is still preserved in the name of one of our political clubs. Its meaning is "The Place of Good Crossing," probably because through it lay the easiest pass from the Great Bay to the Back Bay. Here it was that Claus Castensen, called the Norman, and also Van Sandt, received a grant from the company.

The first settler at Weehawken was Maryn Adriansen. Weehawken was an Indian name, probably meaning "The Land of the End," because the Palisades, which lift their pillared rocks as a wall to the lower Hudson, here dip towards the river. In the primitive days of New York Weehawken invited excursionists from the city, who rowed across the river and then climbed its heights. Among these was the book-keeper poet Fitz-Greene Halleck, who writes:

"Weehawken! In thy mountain scenery yet,  
 All we adore of nature in her wild  
 And frolic hour of infancy is met;  
 And never has a summer's morning smiled  
 Upon a lovelier scene than the full eye  
 Of the enthusiast revels on,—when high

"Tall spire, and glittering roof, and battlement,  
 And banners floating in the sunny air;  
 And white sails o'er the calm blue waters bent,  
 Green isle and circling shore are blended there  
 In wild reality. When life is old,  
 And many scenes forgot, the heart will hold  
 Its memory of this."

The older inhabitants of Bergen well remember a creek, which, starting from Tuers Pond, not far from the Bergen Reformed Church, found its way to the bay between Cavan's Point and Greenville. It derived its name from the first proprietor of the territory at its mouth—Derick Zieken. Patents were also given to several families along the Bergen Neck, now Bayonne. They were described in the deeds as situated between Communipaw and Kill von Kull.

These settlements, however, had no political existence, save as they formed part of the New Netherlands under the domination of the Governor sent out by the West India Company. There was never a time when the government was satisfactory. The citizens of the Dutch Republic had been ac-

customed to political freedom in their own country, and resented with ceaseless protest the attempt of the commercial company through despotic governors, to subject them to laws and ordinances of their own individuality.

After the patroons had abandoned their attempts to establish a feudal system, the restrictions of the company upon the free sale of land discouraged colonists from attempting to find homes in Manhattan and vicinity. The company saw their mistake after a while, and the conditions were changed so that immigration was encouraged, and better people began to colonize. In order to encourage the colonists by a representative government, Governor Kieft invited the appointment of Twelve Men; but when, like the Douma, they criticised the ruling Czar, the body was dissolved. In 1643 Kieft invited Eight Men instead of Twelve to advise him, and Bout from Communipaw was the representative of Pavonia. Kieft, however, became impossible, and the company superseded him by the famous governor whose name is linked with the closing years of Dutch New Amsterdam, Peter Stuyvesant.

Stuyvesant was a soldier who had done duty under his country's flag. He had lost a leg in his battles, and he carried around with him that famous wooden leg, with which he is said to have stamped upon the floor when the members of the council disagreed with him. He arrived in May, 1647. He came like a peacock with great state and pomp. Washington Irving calls him "A valiant, weather-beaten, mettlesome, obstinate, leathern-sided, lion-hearted old governor." He promised to govern the colony as a father would his children. But even paternal rule was too strong for the burghers of New Amsterdam, and Peter was constantly quarreling with his neighbors. He admitted to share in his administration a Council of Nine Men, but they seemed to have little voice in the real government of the colony, and the discontent was not allayed until the municipality was chartered by the appointment of a Schout, two Burgomasters, and five Schepens, in the year 1652.

The City Fathers met the same problem which disturbs the Greater New York to day. The drinking habits of the settlers invited the opening of a comparatively large number of taprooms. It is said that at one time one-fourth of the houses clustered around the fort were open for the sale of intoxicating drinks. The excise fees were used to support the church.

The church in the fort was built by a subscription signed on the night when Dominie Bogardus' daughter was married, while the guests were in an hilarious condition. The free use of alcohol roused the phlegmatic Dutchmen to numerous quarrels, and these were continued even on the first day of the week, commonly called Sunday.

In the old home the intensity of religious differences made every man a zealot for the reformed faith, but the wildness of a new life had a tendency to make people careless. The Governor, as a defender of the faith, issued several decrees on the subject of church attendance, and from time to time called the people together to listen to fast-day discourses, or to give thanks for the prosperity of the colony and the quietness of life.

In 1647 Stuyvesant complains "that men are getting drunk, quarreling, smiting each other on the Lord's Day of rest, of which on last Sunday we were ourselves witnesses." The old Governor seems to have set an example to Dr. Parkhurst and Mr. Samuel Wilson by personally inspecting the city with a view to the discovery of infractions of the law. He, therefore, issues a new order that the lid is to be put down until two o'clock in the afternoon, thus giving everybody a chance to attend divine service in the morning. If a second service is to be held in the afternoon, then the taverns must remain with closed doors until four. Every evening the curfew is to ring at nine o'clock, and all good citizens must hie them to their homes and remain in quietness until morning. For selling intoxicants after curfew a fine of 200 guilders was to be imposed. It was further decreed that all occupations were to cease during the service on the Lord's Day, all games must be suspended, and the ordinary operations of the farms must be neglected, while woe to any wicked boy who should be caught playing ball, or even seen throwing a fishing line from some convenient headland on the river!

The municipality also had its building laws, commanding the removal of wooden chimneys and thatched roofs. They restrained the hogs and goats from tresspassing on neighbor's property, or running on the streets. They arbitrarily enacted laws concerning the currency. Indian wampum and beaver skins were used in trade. On the shores of Long Island may still be found a deposit of shell dust. In my first parsonage at Flatlands I had several loads of it carted for the walk around

my house. It is the result of the pounding of pieces of shell in order to get at the heart of the shell, which, being strung upon a rude cord, made from the fish, became the currency, not only of the Indians, but of the white settlers. In the big chest where the church kept its relics at Flatlands, I found several strings of the old wampum, which had been used by the members of the congregation in payment of church expenses.

Laws were also enacted to regulate the size and fineness of a loaf of bread. All imports and exports paid a duty at the customs, and trade in furs was forbidden, because this most profitable of all ventures must remain forever as the prerogative of the West India Company. These ordinances, of course, were to be respected and obeyed in the outlying bouweries as well as within the limits of New Amsterdam.

A marked feature of the New Netherlands was the beginning of that mingling of European peoples, which has ever been a characteristic of New York. One might roam in New England from Greenwich to Cape Cod without hearing a single sentence save that of the pure Old English tongue. But the hospitality of New Amsterdam had been extended to people of every clime and nation, and while Dutch prevailed, all the languages of Europe might be heard in the streets. A census taken in 1652 showed that there were only 800 people living on Manhattan Island, and in all the colony, including Rensselaerwyck, Esopus, Long Island, and Pavonia, only 4,000 souls.

During the ten years of peace in Pavonia, only one instance of Indian depredation occurred, although we can imagine that the loaded rifle always hung over the fireplace in the great kitchen, and wives and mothers knew how to shoot should occasion be demanded. On the 9th of March, 1649, the body of Simon Walinges Vanderbilt was found pierced by Indian arrows within the Paulus Hook region. The matter being duly considered by the council, it was agreed that the outrage should not be revenged. The inhabitants had reason to dread a second Indian war, and wisely concluded that a single crime, committed perhaps by a wicked Indian, could not be charged against the tribes.

In 1665 a change came over the peaceful spirit of the colony. Hendrick Van Dyck, who by the way, was also one of my ancestors, occupied a lot on what is now Broadway, extending westward to the river. He had come to the colony during

the governorship of William Kieft, commissioned as an ensign in the little Dutch army which manned the fort. When his only son Cornelis was born, the baptism was an event of great importance. It was recorded on the first page of the records of the Church of New York. Governor Kieft himself was god-father. Van Dyck returned to Holland, where he received the promotion as Schout Fiscal under Peter Stuyvesant. Both the governor and his lieutenant were of irascible temper, and the quarrel between them began on the ship before they left port. It was continued during the whole official life of Van Dyck, whom old Peter forced out of office. On his capacious city lot he had planted a valuable orchard, and one night, when the peaches were ripening on the trees, Dame Van Dyck noticed skulking thieves among her much beloved trees. Her husband yielded to the impulse of the moment, brought out his rifle and fired at the intruder. An Indian girl dropped from the tree. The rash deed was like fire in a mass of tow. The news spread among the Indians of the western river, and within a few days they came to take their vengeance. Canoes filled with Indian braves, gay with paint and feathers, landed on Manhattan. Van Dyck fell wounded with an arrow, while his friend and neighbor, Van Der Grist, who had come to protect him, was slain outright. The assault was the signal for a terrible war. One hundred colonists were killed and one hundred and fifty were taken captive. The inhabitants of Pavonia fled aghast, and twenty-eight bouweries were destroyed, while three hundred families, homeless and in abject poverty, were thrown upon the hospitality of their neighbors on Manhattan. "Not one white person was left in Pavonia." It is a wonder that the savages held their hands from the utter extermination of the colonists, who had thus on two occasions called them to the warpath.

When prisoners had been exchanged at a pow-wow at Paulus Hook, and when peace between the white men and the Indians had been restored, the Council of New Amsterdam took advantage of the happy hour to repurchase from the Indians the land on the west bank of the Hudson. The deed was executed in 1658 and signed by the Indian chiefs and the tribes which claimed to be the proprietors. The land is described as beginning at the Great Clip above Weehawken, referring to the rock at which the Palisades dip into the Hudson,



thence westerly to Siskakes or "the place where the snake hides," thence to Kill von Kull and Constable's Hook, and back along the river to the place of starting. This is the first mention in any record of the name Snake Hill, of whose formation Washington Irving has given us the legendary narrative already noted. Both the name and translation remain in Se-caucus, a well-defined locality in our county, and Snake Hill, the seat of our county institutions. The compensation given to the Indians for what is now Hudson County is included in the following memorandum:

Eighty fathoms of wampum  
 Twenty fathoms of cloth  
 Twelve brass kettles  
 Six guns  
 Two blankets  
 One double brass kettle  
 One half barrel of strong beer

And further, the Indians bound themselves to move from the land, which they had conveyed, at the first opportunity.

The planters of Pavonia, restless within the confines of New Amsterdam, and homesick for their devastated and desolated homes, began once more to creep back again. They were, however, warned by edict from the council, dated January 18, 1656, that residence outside of the pale of protection was at their own peril; while a second edict places a heavy fine upon any who should attempt to live on an isolated farm. The inhabitants of all the outlying farms were commanded to "concentrate themselves in villages and hamlets," so that they might the more effectually protect themselves against the assaults of the savages and barbarians. The former settlers of Communipaw presented a remonstrance against these edicts, and asked permission to return to their own lands. Permission was immediately granted, but with the reiteration of the old order that no settlements were to be made without concentration and protection.

For at least two years these good people waited in idleness, or pursued other occupations in New Amsterdam, and meanwhile, on the 16th of August, in the year 1660, the advantages of the heights were suggested, and a petition, coming from several inhabitants of the province, prayed for the privilege of cultivating the farms behind Communipaw and forming there

a village. The petition was promptly granted on three conditions:

1st. A spot must be selected which they can defend with ease.

2nd. While lots are to be given freely to actual settlers, each colonist must bind himself to begin to build his house within six weeks after he has drawn his lot.

3rd. From each house there must be at least one enlisted soldier, able to bear arms in defence of the village.

There is no record of obedience to this order, but there is documentary evidence that it had been obeyed in a deed conveying a certain piece of land near the village of Bergen, in the "open maize land." This Gweykonk or "Open Maize Land" was a clearing which the Indians had cultivated before the arrival of the white men, and was situated near the corner of Bergen Avenue and Montgomery Street. It is significant that passersby in the early autumn and late summer may still see a little plot of maize, its purple tassels floating in the summer breeze, surrounding the stately mansion of our fellow citizen, Mr. John Winner, which stands on the site of the Indian wigwams.

Another document in evidence is a letter from Stuyvesant to the directors of Holland, which calls their attention to three or four villages still needing preachers, and until the need be supplied deprived of religious services. He names New Utrecht and Gravesend on Long Island, New Harlem of Manhattan, and the newly-planted villages of about thirty families across the river. This document is dated Fort Amsterdam in New Netherland, the 6th of October, 1660. On that day Bergen was like an infant for which no name had yet been found, but of whose existence there could be no doubt.

These data fix as accurately as possible the date of the foundation of the village of Bergen. In some of our histories of New Jersey, written by men who had never seen a Dutch document or its translation, it is asserted that Bergen was founded by the Danes as early as 1617, and one author with brilliant imagination asserts that some of Hendrich Hudson's men went ashore, climbed the hill, and built their first homes in Bergen.

There was no settlement of white men on our heights until the late summer of 1660, and then, complying with the con-

ditions of the Council in New Amsterdam, the sound of adze and hammer was heard, and all at once a village rose, surrounded by a palisade, and included within the four blocks around our present Bergen Square. Like Minerva from the head of Jove, Bergen sprang full-armed from the will of Father Wooden Leg. Its boundaries, naming the streets as we know them at present, were Newkirk Street on the north, Tuers Avenue on the east, Vroom Street on the south, and Van Reypen Street on the west. These boundaries included a space of eight hundred feet square. It has retained the old plan to the present time, and from its centre afterwards was laid out from the Kill von Kull northward the Old Bergen Road, which is now Bergen Avenue. The surveyor was Jacques Cortelyou, who is probably the first surveyor to arrive in the colony.

The colonists brought with them their church and their school. The vexed question of the first house of public worship will perhaps never be definitely settled; but after weighing all evidence, I am prepared to accept the tradition that a log church was erected at a very early day outside the Palisade, on the high ground within the cemetery of the Bergen Reformed Church, overlooking Vroom Street, at the corner of Tuers Avenue.

At the centre of the town an open space had been left where the cattle might be tethered at night. This is our present Bergen Square. On one of the central corners a lot was set apart for the coming schoolhouse. The colonists were so fully occupied in the building of their own homes, that for several years the school site was left vacant; but they must have engaged a schoolmaster at the very beginning. In the court records of New Amsterdam it appears that on December 17th, 1663, the authorities of Bergen appeared before the council praying that an order be issued to compel Engelbert Steenhuisen to perform his contract as voorleser. It is represented that "more than a year ago he was employed, not only as voorleser, but also to keep school. The said Steenhuisen accepted this, and has now served for more than fifteen months, being allowed a salary of 250 guilders in wampum annually, and some other emoluments beside school fees considered proper and fair." He was, according to his contract, to select himself and provide a convenient place to keep school in. He wishes to throw up his contract, because the community has failed to pro-

vide the lot for the schoolhouse, and because they expect him to pay taxes on the two bouweries which he owns, and also to do military duty when required for the defence of the palisade. The Council patiently heard the case and then ordered that Engelbert Steenhuisen must keep his contract to the end of his term of office. The discontent of the schoolmaster probably hurried the schoolhouse, which must have been erected within two or three years.

On the 4th of September, 1661, a court, consisting of a Schout and three Schepens, was installed. The villagers were allowed to choose their own magistrates; but continued, however, to choose only honest and intelligent men, professors of the Reformed religion. Tilman VanVleek was the first Schout. Michael Jansen, Harman Smeeman, and Caspar Stymets were the first Schepens. With this Michael Jansen we have met before, as the ancestor of the Vreeland family, having added the surname at a later date. Appeals from this court are taken to New Amsterdam; but cases are dismissed in the higher court, when it is shown that they are under consideration in Bergen. On one occasion a case is dismissed in New Amsterdam December, 1662, because the deponent lives in Bergen, and it is too stormy to come over.

In February, 1662, a well was dug at the centre of the square, so that the people might be supplied in their homes without the labor of digging individual wells, and the cattle watered at a common trough. The well was dug by the cooperation of all the men, each taking his turn in a labor for the common weal.

Encouraged by the success of Bergen, the proprietors of Communipaw came back to their deserted homes, and formed a second village, and in the winter of 1661 a ferry was established between Communipaw and New Amsterdam. Probably the first extensive road ever laid out in the county connected the people on the shore front behind Gibbet Island, through Communipaw and Summit Avenues with Academy Street and the eastern gate of the palisaded town. Bergen and Communipaw were rival towns, and a suit between them to establish the title to a certain meadow land was tried before the Council on Manhattan.

A document on file with the Secretary of State in Albany shows that a subscription was raised in 1662 for the support of

a minister. But the wilds of the New Netherlands presented few attractions to the scholarly men who filled the pulpits of the Netherlands, and as the colonists would not have for a minister one who had not been educated in one of the universities, as well as fully ordained by the Classis of Amsterdam, they were not able to secure a learned and pious pastor in response to their call. The worship of God, however, was not neglected. Every Lord's Day the people assembled, were led in prayer by the voorleser, sang one of the Psalms set to the familiar old tunes in the fatherland, and listened to a sermon from one of the old Dutch Books of Homilies. From time to time also the ministers of New Amsterdam were ferried over the Hudson, administered the sacraments of Baptism and the Lord's Supper, and solemnized the rite of matrimony. The church records began with the roll of members in 1664, and from the following years baptisms and marriages are recorded. The first male member to be recorded was Nicholas Verlett, brother-in-law of Peter Stuyvesant, who seems to have bought the deserted brewery at Hoboken.

In connection with the founding of Bergen, two questions have been asked: "Who were these settlers?" and "Whence came they?" The answer, gathered from a scrutiny of their names, so far as they have been preserved, shows that they are principally emigrants from the Netherlands, while perhaps a few were Danes, Swedes, and Norwegians. The theory finds acceptance that many were old soldiers from the Netherlands, who had fought under Orange, and who were rewarded for their faithful service by a city lot in the new town on the Grand Scarp.

The origin of the name is also a question of interest. It has been claimed that the capital of Norway was honored by making the town its namesake; but there is no ground for this. Nor is there any evidence that any of the settlers came from the little town of Bergen-Op-Zoon.

Mr. Winfield suggests a fanciful derivation from the Dutch verb "berger," to be safe. This would have been significant, because there was certainly safety from Indian arrows behind the palisades. But it is more likely that the verb "berger" had its origin in "berg" (the mountain); for "as the mountains are round about Jerusalem," so find men safety in the eternal hills. The high ground suggested the name. As we find the

early Frenchmen pointing to the Anormée Berge, corrupted into Norumbega; so in their own language the Dutchmen cry out on beholding the hill, "Bergen."

There seems at first very little connection between the great events which form the history of Europe and these little colonies on the Atlantic seaboard. But a philosophic view of history shows the inter-relation of outlying districts with the throbbing centres of national life.

Oliver Cromwell died in 1658. Had he lived, or had his weakling son been able to sustain the burden of the protectorate, there would probably have been no quarrel between England and Holland, and the States-General would have remained in peaceful possession of their beloved settlements. But when the protectorate failed, and on that merry Mayday of the very year in which Bergen was founded, Charles II. came back to England and set up his licentious court in Whitehall, misunderstandings between the countries separated by the Northern Sea began to agitate the world.

Finally war was declared. The Dutch navy had almost driven from the seas the ships of Great Britain. Pepys's Diary tells us how poorly prepared were the navies of Charles to grapple with the victorious ships that had destroyed the sea-power of Spain. The Dutch vessels entered the Thames River and laid the towns towards the sea under tribute to their prowess. But reprisals must be made in America. England claimed the whole of North America by virtue of the early discoveries of the Cabots.

In England the New Netherlands were still included under the Virginia Charter. The only rival flag from Newfoundland to Florida was that of the States-General over Fort St. Nicholas. It was easy for Charles to make good this claim by executing a deed for the provinces which the Dutch claimed, to his brother James, the Duke of York, and it was almost as easy in the absence of a Dutch fleet from the Atlantic Ocean to send over an expedition heavy enough to silence every gun on Manhattan. It is on record that credit was given to Bergen for two charges of their cannon fired about eight o'clock of the morning of October 18, 1664, to warn the country of the approach through the Narrows, a view of which their watchers enjoyed, of the hostile ships. When the fleet arrived in 1664, the burghers in New Amsterdam, headed by their minister,

prayed their governor to do nothing rash. The old soldier had at first refused to surrender and threatened to blow up the fort with all within it; but better councils prevailed, and without firing a gun New Amsterdam capitulated.

While this squadron of conquest was still on the water, James, the Duke of York, conveyed to Lord Berkeley and Sir George Carteret, afterwards Lord Carteret, all the territory lying between the Hudson and the Delaware, and as Carteret was born in the island of Jersey and was governor of that island, which took its name from Cæsar during the Roman Conquest of Great Britain, our State was duly christened "Nova Cæsarea," or New Jersey. It is wonderful that a single stroke of a pen could create a State and give it an enduring name.

Governor Nichols, who commanded the attacking fleet, had already named the lands lying on the west of the river Albania, after the Duke of Albany; but as Sir Philip Carteret, younger brother of the Lord, arrived as governor in July, 1665, the name by which the province had been baptized was confirmed in all his documents, and by reason of his imperial orders we are living to-day in New Jersey.

Governor Carteret established his capital at Elizabeth, and at once confirmed the charter of Bergen, which recognized all Dutch titles and re-organized its court. A tribute of £15 annually was paid by Bergen, in consideration of such concession.

A singular document was issued by Peter Stuyvesant on October the twenty-sixth, probably of the year 1665. The year date is so obscure as to remain in doubt. It is a retroactive decree. It seems that the early patents by which land was held individually in Bergen and vicinity had been lost, and this certificate was issued by Stuyvesant as the former Governor of the New Netherlands to form the basis for the subsequent decrees of Carteret, re-affirming the rights of individuals within the territory of New Jersey.

On the 13th of August, 1665, magistrates were appointed for the re-organized court under the English rule. We recognize two names of former City Father's—Harman Smeeman and Caspar Steinmets, and two new names, Elias Michaels and Ide Van Voorst, the son of Cornelius Van Voorst, the original factor of the patroon, whom we met in the earlier history, as the little boy captured by the Indians during the first Indian war. He had returned to Pavonia and purchased a large farm, form-

ing in after days the township of Van Voorst, long afterwards to be included in the corporation of Jersey City.

What the earlier settlers did for their "booze" is not recorded. It is hardly probable that they were total abstainers. There were many hard drinkers among the early colonists, and, as we found, the vice of intemperance had made great inroads in New Amsterdam. But according to the record Bergen waited six years for its tavern, and then one Christian Pieters was licensed to keep it. Where it was situated I am not able to state; but the old house on the corner of Bergen and Glenwood Avenues, opposite the Armory, is built upon the site of a former tavern, which was owned by the Stuyvesants, and Anna Stuyvesant, said to be the sister of old Peter, was a member of the Bergen Reformed Church in 1664. I have recently seen a mortgage by a Peter Stuyvesant in 1811, probably descended from Old Peter, who could not write his name.

I have included these years, from 1664 to 1673, in "The Story of the Dutch Beginnings," because at this time the English influence was hardly felt in Old Bergen.

In 1668 delegates were elected to the First Provincial Assembly in Elizabeth; but the Dutch School and the Dutch Church under its voorleser, with the assistance of the ministers of New York, continued; and the Dutch language was spoken in the homes and the market-place. By this time danger from the Indians had ceased. Suddenly they had removed away to remote regions, and Dutch and English were left in full control.

On St. Bartholomew's Day, 1667, the Peace of Breda formally ceded the New Netherlands to the English, and on the following New Year's the peace was proclaimed in New York. Thereafter the colonists calmly accepted the situation and prepared to make themselves comfortable under His Majesty, Charles the Second.

In the policies of Europe there was a close alliance between England, Sweden, and Holland, for the purpose of curbing the aggressions of Louis the Fourteenth; but the alliance was scarcely two years old, when the weak and fickle King of England, tempted they say by a French mistress, broke away from the Triple Alliance and joined hands with his old enemy of France to declare war upon Holland.

The Dutch despatched a fleet magnificent for the day, of



23 warships carrying 1,600 troops, as well as the crews, to prey upon the English shipping upon the coast of America. During the hot weather of August, in the year 1673, the victorious fleet paid a visit to New York. After a brief exchange of volleys with the fort, which had been christened Fort James, the troops landed above the city, marched triumphantly to the gateway on Bowling Green, and in a few minutes the fort had a new name, Fort William Hendrick, after the new Staatholder; while the New Netherlands and New Amsterdam, afterwards New York, were christened over again New Orange.

Carteret sullenly remained in his domain on the Achterkoll, but his dominion had ceased, and Anthony Colve, a captain of infantry, was made Governor of the New Netherlands.

The inhabitants of Bergen and vicinity gladly heeded the summons to surrender. Their representatives speedily crossed the river to lay their submission before the new governor, and, according to his orders, one Sunday morning after service, the officers of the law appeared, and all the citizens, summoned by blast of trumpet, took the oath of allegiance to submit to the States-General in Holland and to their appointed representatives in New Orange. We can imagine the rejoicing among the old Dutch families! The Cross of St. George came down, and proudly floated the insignia of their fatherland. The little cannon for defence against the Indians boomed out the salute to the flag, and the townspeople of Bergen crowded the Square with the warmest congratulations on the triumphs of their beloved country across the sea.

Again there were edicts issued, re-organizing the courts and confirming titles. The lawyers were busy making good the tenure of farms and town land. An ordinance by the Council of Bergen, concerning the observance of the Sabbath, was amended in New Orange to legalize work of charity and necessity.

The second occupation by the Dutch, however, was of short duration. Spain cast in her lot with her old enemy of the Netherlands as a diplomatic manœuvre to prevent the disintegration of Spanish territory by the King of France, and all parties being tired of war, a treaty was signed at Westminster between the British King and their High Mightinesses of the Hague, which re-established peace and ceded forever to the English the provinces of the New Netherlands.

It required a new grant from Charles the Second to the Duke of York to return to the status previous to the Dutch conquest, and a new, though reluctant, grant from the Duke of York to his old friends, the proprietors of New Jersey. The status of our State was re-established, New Jersey remained a British province until the revolution and the Declaration of Independence. The domination of the English was not unwelcome to the colonists. Statesmen of even Dutch birth or parentage perceived the impossibility of continuing a Dutch province between the growing and prosperous New England colonies and the enlarging boundaries of Pennsylvania, Delaware, and Maryland. The Frenchmen were threatening from the north. There was perpetual bickering between the authorities of New England and the New Netherlands. There were troubles on the Delaware with everybody except William Penn, and peace was impossible without an English master. Moreover, Carteret had treated the people of New Jersey with extreme liberality, and the Dutchmen who had founded their new homes in the western wilds, were above all desirous of the peaceful possession of their bouweries.

Therefore, as the curtain rings down upon the Dutch rule in America, we behold the unification of the colonies on the Atlantic seaboard under one flag; and in view of the succession of events in the next century, we gratefully acknowledge the kind Providence which cemented this union as a preparation for the closer confederation of the Revolution and the birth of the "United States of America, by the grace of God, free and independent."

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## THE DUTCH UNDER ENGLISH RULE, 1674-1775.

Paper read before "The Historical Society of Hudson County"  
by Daniel Van Winkle  
No. 2. Thursday evening, April 23d, 1908.

**A**S we have learned, the transfer of allegiance of the inhabitants of the province of New Netherlands to the English, under the Treaty of Westminster in 1674, was effected without any unusual commotion.

The Dutch were a philosophic as well as a phlegmatic people, and so long as their personal rights and privileges were kept inviolate, they pursued their avocations with complacency regardless of the political changes that were going on about them. A natural reverence for lawful authority constrained them to submit, and the oath of allegiance to the English king was taken with a facility equalled only by their renunciation of the same obligation but one year previous.

They had left the fatherland, lured by the glowing accounts of the riches of the new world, expecting to gain there the wealth and comforts for which they had been striving under less favorable conditions. They were essentially a home-making as well as a home-loving people, and, influenced in part perhaps by their faith in the promise that "the meek shall inherit the earth," submitted to the change of administration with becoming resignation. Be this as it may, they continued the even tenor of their way, cultivated their fields, disposed of their produce in the neighboring city, and accumulated their guilders with genuine Dutch pertinacity and satisfaction.

In this cheerful submission they were amply justified by the liberal terms of capitulation, which stated that "all people shall continue free denizens and shall enjoy their houses, lands, and goods wheresoever they are within this country, and dispose of them as they please. The Dutch here shall enjoy their own customs concerning their inheritance," &c.

These liberal concessions were afterward supplemented in the pronouncement of Governor Carteret, as will be seen hereafter, and doubtless aided much in the peaceful establishment of the English rule.

In order to obviate any difficulty of title to the New Neth-

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erlands that may have arisen through the successive ownerships, Charles II. June 29, 1674, made a second grant to the Duke of York of the territory previously conveyed, and which was somewhat indefinitely described as "All the property from the city of New York eastward to the Connecticut River. Westward along the coast beyond the Delaware River, and to the northward up Hudson's River so far as Schenectady, and from thence to the lakes of Canada, and thence westward so far as the Senecas' land or the Indians' hunting reacheth."

It will be recollected that Lords Berkley and Carteret had appointed Sir Philip Carteret, Governor over the province of New Jersey, and he, as Governor, had published his concessions defining the rights and privileges granted thereunder. These were of so liberal a character, that settlers were attracted and drawn even from the New England provinces. Note the settlement and growth of Newark and Elizabethtown.

Notwithstanding this, envious eyes were cast upon the fair province of New Jersey. The Royal Governors of New York did not relinquish their efforts to secure the re-annexation of the territory and continued their attempts to exercise jurisdiction over it.

Governor Andros in 1678, and in 1687 his successor, Governor Dongan, urged the claims of the royal government, and prayed His Majesty "to add to New York: Connecticut and Rhode Island, for the reason that as Conn. now lies it takes away from us almost all the land of value that lies adjoining to Hudson's River; and as for East Jersey, it being situate on the other side of Hudson's River and between us where the river disembogues itself into the sea, paying no custom and having likewise the advantage of having better land, and most of the settlers there out of this government, we are like to be deserted by a great many of our merchants who intend to settle there if not annexed to this government. Goods are being run there without the payment of His Majesty's customs, and no way of preventing it. And as for beaver and peltry, it is impossible to hinder it being carried thither; the Indians value not the length of their journey, so as they can come to a good market, which these people can better afford them than we, they paying no custom or excise inward or outward."

"Privateers and others can come within Sandy Hook and take what provisions and goods they please from that side. Of-

ten ships break bulk there and run their goods into that colony, with intent afterward to import same privately at more leisure into this province. And indeed to make Amboy a port will be no less inconvenient for the same reasons. Neighboring colonies being not come to that perfection, but that one fort may sufficiently serve them. We of this government look upon that bay that runs into the sea at Sandy Hook to be Hudson's River, therefore as my instructions are that all vessels that come into Hudson's River shall enter at New York, I claim impost of all entering Sandy Hook."

And again Governor Sloughter presents in 1691 an additional remonstrance. After alluding to the grants of King Charles to the Duke of York, he continued: "Out of this," that is, the New Netherlands, "the Duke of York granted a certain tract of land unto Lord John Berkley and Sir George Carteret, limited and bounded by Hudson and Delaware Rivers. The revenue that is established in this province is of such a nature that if the encroachments and pretences of our neighbors be removed, it will not only be sufficient to defray the charge of Your Majesty's government, but also bring profit into Your Majesty's coffers."

"East Jersey is situate on Hudson's River over against Long Island, Staten Island, and New York, and they pretend by the aforementioned grant to be a free place and have free ports to trade as they please, which if admitted, must certainly destroy Your Majesty's interest and revenue here; for what merchant will come to New York and trade and pay to Your Majesty 2 and 10 per cent. with the excise and Your Majesty's duty settled here, if they can at two or three miles distance over against the same place go and be free from any duty or imposition whatsoever? Wherefore we ask that these territories be re-annexed to Your Majesty's province."

Certainly cogent and substantial reasons, and New York has never lessened her demand for tribute from other territory down to the present time. However, the fiat had gone forth and the rights of East Jersey were successfully maintained.

But to retrace our steps somewhat. In 1676 the province of New Jersey had by various transfers come into the possession of Sir George Carteret, E. Billinge, William Penn, Garven Lawrie, and Nicholas Lucas, and on July 1st of that year, what was called the Quintipartite Deed, was agreed upon and

signed by these five men, dividing the province into East and West Jersey. The line of partition, as described and laid down was "from the east side of Little Egg Harbor, straight north through the country to the utmost branch of the Delaware River, with all powers, privileges, and immunities whatsoever." By this conveyance Sir George Carteret became sole owner of East Jersey, while West Jersey fell to the ownership of the other four. A controversy arose between the owners of these sections questioning the justice of the division, the West Jersey owners complaining they had not received an equitable share, and efforts were made for a re-adjustment of the dividing line that resulted in a final determination in 1719.

The uncertainty of boundary lines and the indefiniteness of grants and patents caused much difficulty in the early days of the province. The Dutch burgher brought with him an inherited love of his "home acre," and he not only clung to it with a peculiar tenacity, but strove to increase its bounds whenever practicable. The very indefiniteness of the grants, made it not difficult for the more shrewd, to circumvent his less favored neighbors. Even as late as 1732 Governor Colden reports:

"As no special quantity of land or definite bounds appear in the grants, the extent of the claim appears to have been gauged by the avarice of the grantee. I have heard of one instance, at least, where the patent grants 300 acres, and the patentee now claims upwards of 6,000 within the bounds of his grant. Others suspecting that such disproportion between the real quantity, and the quantity expressed in the grant might invalidate the patent, gave the description, for example, 1,000 acres of profitable land besides woodland and waste, and yet, where the lands are granted, perhaps there were not 10 acres that was not woodland. Oftentimes, to guard against any rigid interpretation of the grant the words, 'Be it more or less,' were inserted, and consequently ten times as much as was intended was successfully claimed." He continues:

"Their boundaries are generally expressed with much uncertainty by the Indian names of brooks, rivulets, hills, ponds, falls of water, &c., which are known to few Christians," and then plaintively sets forth that "It is too well known that an Indian will show any place, by any name you please, for the small reward of a blanket or a bottle of rum," and naively adds:

“These things supposed, I can make no doubt of a remedy in the common course of law, but, notwithstanding of this, I apprehend that it will be accompanied with so many difficulties that it will be better to think of some other; for few grants in America are made with such skill and care, that some flaw may not be found in them by a strict and legal search. So that every man will be apt to look upon any attempt of this kind as in some measure his own case, and those that are really concerned will use all their art to stir up the people to make it a county quarrel.”

Sir George Carteret, by will dated December 5, 1678, devised all his interest in East Jersey to trustees to be sold for the payment of his debts. Two years later, in 1680, this was done, and the title to the territory became vested in the twelve men who purchased it and who were known as “The Twelve Proprietors of East New Jersey.” In 1683 these Twelve Proprietors conveyed by special deed one-half their respective interests to twelve others, whereupon East New Jersey was now owned by twenty-four Proprietors, each of whom held in fee one twenty-fourth part of the territory so described. The property sold by these Proprietors, from time to time, was subjected to an annual rent of one halfpenny per acre, and confirmatory grants of previous conveyances were made subject to the same rental. The property lying within the limits of Bergen was included under this charge, which was afterward compounded to £15 sterling per annum. The payment of this being neglected, a controversy arose between the freeholders of the township of Bergen and the Lords Proprietors. Smarting under the injustice of this charge, and feeling that the rights as granted to them under the Dutch government and afterward explicitly confirmed by the Carteret Charter, was being ignored, the indignation of the burghers became intense, and they utterly refused to comply with the unjust demand. Whereupon one of their number was seized to ensure the payment of the claim. A compromise was afterward effected and a general release and quit-claim deed was given to the freeholders, through which such annual rental was extinguished for the consideration of \$1,500.

The Proprietary government seemed to have cared little for the true welfare of their constituents, for in 1700 we find a remonstrance from the people of East Jersey to King

William, complaining "that notwithstanding the settlers had purchased lands at their own cost, the Proprietary government or their agents, without any pretended process of law, have given and granted great parts of said lands by patent, to several of the said proprietors and others as they see fit, and that although there was a pretense of government, they were without defence or magistrates to put the laws into execution: and pray for a fit person for Governor qualified according to law, who as an indifferent judge may decide the controversies and settle all differences. That there did not remain among them the shadow of law or gospel, having neither judge or priest."

In 1682 East Jersey was divided into four counties—Bergen, Essex, Middlesex, and Monmouth. Bergen County is described as follows: "That on the eastern division the county shall begin at Constable Hook and so run up along the Bay and Hudson's River to the partition point between New Jersey and New York, and along that division line to the division line between the east and west sections of the province to the Pequannock River, and thence by such river and the Passaic to the Sound (or the Achter Kohl), and thence by the Sound to Constable Hook where it began." Out of this territory the present counties of Passaic, Bergen, and Hudson were erected, the latter being practically identical with the old Indian grant to Peter Stuyvesant in 1658, and the townships of Harrison and Kearney. It is this territory with which we are mostly concerned in our investigations, although it may be necessary, from time to time, in order that the then existing conditions may be understood, to include other territory.

At this time there were 70 families at and about Bergen town; 40 at Communipaw; about 20 at Bayonne and Greenville; 1 at Paulus Hook; 5 or 6 at Aharsimus; 2 or 3 at Hoboken and above, with a few additional scattered throughout the country.

In the early days the dwelling houses of the settlers were congregated within the towns of Bergen and Communipaw, while their farms extended out over the outdrift (or Buyten Tuyn), as the outlying territory was called. But after all danger from Indian incursions was past, farmhouses were erected in different sections of the county, and until within the last half century their vine-covered walls and quaint gabled



roofs tinged with the moss of years, added much to the picturesqueness of the landscape.

The great fertility of the soil and its proximity to a never-failing market attracted many thrifty settlers, and the whole county became a noted farming district. Much of the territory, however, especially the northern portion, retained its primeval aspect and was covered with dense woods. These furnished abundant supplies for fuel, and the fences that marked the boundary lines of the individual farm lands. Much of the Fall was spent in cutting the trees into suitable lengths, which were transported during the Winter on a sled, and stacked in great heaps convenient for use. There were then no air-tight furnaces or steam-heating refrigerators, to excite to a righteous indignation the long-suffering householder, but just large wide-open fireplaces, whose cavernous mouths ever yawned for a supply of nutriment from which to extract the grateful warmth that struggled with the icy blasts roaring about the wide chimney-tops, at times scattering the sparks and ashes over the well-scoured floor. In the early Springtime, farming duties were supplemented by, and intermingled with fishing and oyster industries, and the early reputation of the bay as being "the abode of numberless edible fish of divers sorts and kinds" was long sustained. Shad, sturgeon, and salmon were taken in abundance, while the oyster beds were divided and their boundaries designated and clung to with as great pertinacity as those of the farm lands.

April 15, 1702, the Proprietors surrendered the government to the crown, and Lord Combury was constituted Captain-General and Governor-in-Chief. He arrived in 1703. Long and protracted negotiations were entered into without result. He was succeeded by Lord Lovelace, who summoned the Council to meet him at Bergen, December 20, 1708, and the following Spring met the Assembly at Perth Amboy. His death occurred shortly after, and Robert Hunter, appointed as his successor. Negotiations which had been far advanced by Governor Lovelace were resumed and progressed favorably.

In 1709 Bergen is described as follows: "In situation on Hudson's River, opposite and adjacent to New York, it opens an advantageous intercourse with that market. Their lands are generally good for grass, wheat, or any other grains. The Schuylers have here two large parks for deer. The inhabitants

of the country being the descendants of the Low Dutch, or Hollanders, that originally settled there under the Dutch title, preserve their religion of their ancestors, and worship after the manner of the Reformed Churches in the United Provinces—in principle Presbyterian, yet in subordination to the Classis of Amsterdam. Their language, in general, bears the Dutch accent, nor have they forgot the customs of Holland. They have of houses of worship Dutch Calvinist, 7; Dutch Lutheran, 2. In this county are the Schuyler Mines. Sixteen miles above Newark are the remarkable Passaic Falls, the precipice from the highest part of the rock is supposed to be seventy feet perpendicular.”

Anxiety to secure a complete settlement of the difficulties to land titles, which had for so long disturbed the peace of the people of Bergen: and encouraged by the favorable outcome of the negotiations with Governor Hunter, a petition for a new charter was presented by the Freeholders, and by act of Assembly this was granted January 14, 1714, giving the petitioners a new charter as a community under the name of “The Trustees of the Freeholders, Inhabitants of the Township of Bergen.” All the previous grants and privileges were by this act confirmed. Still the land troubles continued to vex the peace of the community. Like Banquo’s ghost, they would not down. Adverse claims of interest in the common lands were continually arising in regard to the cutting of timber, and in many cases, the encroachments thereon by the unauthorized occupancy of portions of same by individuals.

As may be imagined, dissatisfaction developed into antagonism, and the controversies became frequent and embittered, and continued until 1743, when an agreement was effected in following terms:

“It is agreed by and between all and every the parties to these presents, that whatsoever part of the common and undivided lands have been taken by them, or either of them, at any time heretofore taken up, used or claimed, and added to their patented or purchased lands, shall forever after be deemed taken and adjudged, and shall remain and continue in common till a division be made of the said common and undivided lands.”

They likewise determine upon a survey under certain specified conditions, each one agreeing to pay for the survey of his own tract or grant. But the Dutch settler esteemed the solid earth as the safest and most valuable investment, and

consequently his desire to become possessed of his portion, and to make that portion as extensive as possible, led him sometimes to reach out beyond the limits of ordinary prudence and justice.

It will be recollected that in the early days the houses of the settlers were in compact towns or villages like Bergen and Communipaw, while the farm lands extended out into the "Buy-ten Tuyn," or outside gardens.

These farms were very indefinite as to boundaries, and difficulties were constantly arising from the alleged encroachments of adverse claimants. Likewise the lands not so appropriated were held in common and were known as the "Common Lands," and the owners of the several tracts of ground appropriated had an inalienable right of forage and pasturage in such lands.

This right had existed from the early settlement of Bergen, and the inhabitants of that town and of Communipaw waged a merry war over their respective rights of pasturage. In an ad. of William Bayard, for renting the "Island of Hobuck," Dec. 1, 1760, this right is alluded to as enhancing the value of the farm, in following terms:

"This farm has a right, in Bergen Commons, to turn out what cattle you please, and be supplied with timber for fencing and firing," and continues: "It is finely supplied with fish and oysters in great abundance all around it, and scarce anything in America can equal its convenience for marketing, as in good weather you may cross, taking one time with another, in one-half hour."

The right, however, to an indiscriminate use of the Common Lands led to much waste and unnecessary destruction, and legislative action was determined on "for settling the claims to the Commons, as the respective portions in which the same ought to be divided."

Nothing definite was accomplished until 1764, when, commissioners having been appointed, notice was published as follows:

"Whereas, by a late law of the province of New Jersey, entitled 'An act appointing a commission for finally settling and determining the several rights, titles, and claims to the Common Lands of the township of Bergen, and making partition of same,' do hereby give notice that at ten o'clock in

the forenoon of March 6th next, at the house of Stephen Bourdett at Weehawken, we will meet to survey, run out, and ascertain as well the bounds and limits of the said township of Bergen, as well as the bounds of each and every grant contained within the limits thereof, and all persons are requested to produce their original deeds, patents, or claims before the 21st day of February next."

In order to defray the expenses attending such partition, a farm of about 350 acres of land was advertised for sale. On the 16th October the Commissioners met and made the allotment that forever settled the strifes and controversies in relation to the land titles. They were given full power to hear, and finally determine, according to their discretion, the claims of said inhabitants, which determination was final and "included all persons whatsoever." This commission was duly executed, field books and maps were made, and the titles and bounds to all lands became thereby definitely settled. The determinations of these commissioners with their field books have since been accepted as the foundation of all land titles in the county.

This happy settlement of a long-continued and vexing problem was received by the burghers with relief and satisfaction, and they settled down to the routine of an ordinary humdrum life. Through their thrift and industry the hills and fertile fields responded with a wealth and abundance of products, for which a ready market was found in the neighboring city: to the wharves of which the heavy-laden periaguas plied their way under the guidance of the skilful skipper, oftentimes accompanied by his "gut haus vrouw," who was just as eager to enjoy the delights of shopping and bartering, as the modern dame to secure the advantages of the bargain counter.

In this strenuous, bustling age, we can scarce realize the quietude and conservatism of those early days, before the bitter strife of struggling humanity had robbed life of the peaceful contentment that enveloped it. And so that we may the better appreciate the then-existing conditions, we must blot out all these busy activities by which we are surrounded, and hark back to the time when our river flowed by in its limpid purity, and an atmosphere of quiet and contentment brooded over the land.

At Hoboken the prominent headland of Castle Point pro-

jected out into the bay, forming to the north Weehawken Cove. To the south the river-bank curved inward to Newark Street and Willow Avenue, continuing thence with a southeasterly trend, it swept by the Van Vorst bouwerie at Fifth and Henderson Streets to the point of Paulus Hook.\*

Below this point a similar sweep formed the South Cove to Cavan Point and gave to Communipaw its famed harbor and fisheries. From thence southward the shore again curved inward to Constable Hook and Kill von Kull.

Now; where the aristocratic Bayard was lazily wafted over the bay in his luxuriantly appointed periaugua, are the massive storehouses and docks of the German steamship companies, while where mine host Van Vorst's porch—whose steps were almost lapped by the wavelets of the river—afforded him a clear view of the river and city beyond, now loom up great warehouses and factories, fringed by a cordon of railroad wharves, whose serrated fronts have advanced many hundred feet into the bay.

At Communipaw the faint outline of the original shore may be seen, half hidden by the debris left by the onward march of improvement, and but a few short months will intervene before this too will be blotted out, and the outer pier line established upwards of three thousand feet to the eastward.

At Constable Hook and vicinity, the Standard Oil Corporation has completely obliterated all semblance of the colonial conditions. (Maps showing changes in shore lines filed in Historical Society rooms.)

Nor are the physical changes the only ones to be observed: for until long after the Revolution, the Dutch inhabitants of this territory retained the customs and habits of the fatherland, and the hearty greetings in the familiar Dutch vernacular heard on every side, strengthened the illusion, that here had been transported a bit of the land of dykes and windmills.

Although a different element had come in at Castle Point through the Bayard family, their frivolities and extravagances failed to seduce these easy-going denizens from the even tenor of their way. And although but a short distance away: that typical old Dutchman Van Vorst withstood all the allurements

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\*From about Hudson and Essex Streets to Phillips Street and Johnston Avenue, and continuing southward along Phillips Street to Standard Oil Property.

of his aristocratic neighbor, and indulged in his inherited methods of enjoyment with wonted zest and true Dutch enthusiasm.

He was a kindly old soul, combining the shrewdness and thrift of the Dutch burgher, with a love of recreation that relieved his life from the dull routine and monotony, that too often saps the life energy of the tiller of the soil. He was a man of stalwart frame and ruled over his domain like some feudal lord. A stern, uncompromising supporter of what he considered was just and right, he could not brook the cruelty and injustice that sometimes marred even the recreations of the day: and he frequently rescued the negroes from the rough treatment of unduly exhilarated roysterers, to whose propensities he had freely ministered through the love of sport that dominated him. He was a lover of fine horses, and woe betide the careless groom who in the least neglected the toilet of these cherished animals. Nothing gave him so great delight and satisfaction as to drive about the surrounding country and listen to the hearty encomiums of his neighbors upon the "luister" of his team. In order to enlarge his facilities for indulgence in this recreation, he laid out a race-course on the sand-hills scarce half a mile from his residence, which was greatly appreciated by the sporting element of the day, as is shown through the numerous ads. and newspaper extracts.

August 14, 1769, it is announced that "Races at Paulus Hook begin the 9th of October," and that "Good crafts will be ready at each ferry to convey over all persons who incline to see the races." These races attracted crowds from the neighboring city, and here frequently his Dutch neighbors congregated to test the vaunted powers of some farm-horse that had developed a dislike for the slow-going routine of his owner. Van Vorst was always present at these meetings and infused his enthusiasm into his staid neighbors to such good purpose, that often during the still hours of the night, the shrill tongue of some long-suffering "haus vrouw" could be heard denouncing in unmeasured terms the folly of her drowsy partner.

Van Vorst's possessions were separated from the mainland by the Mill Creek: a stream of goodly size that wound its tortuous way from the bay at about the present intersection of Johnson Avenue and Phillips Street, and thence in a northerly direction crossing present Grand street, about 150 feet east of Pacific Avenue, continuing thence still northerly through the

marsh to the Point of Rocks, the present site of the Pennsylvania Railroad roundhouse, and along the base of the hill, around back of Aharsimus Cove, meeting the waters of a creek emptying into the bay at Hoboken.

This stream was of great advantage to the old Dutch residents for readily transporting their farm products to the markets of New York. A favorite landing place was at Newark Avenue where the West Shore freight house now stands, and also at the bridge that crossed the stream near Prior's Mill, that stood about the present junction of Fremont Street and Railroad Avenue. Perhaps we may better realize the importance of this stream by inserting following ad.:

"11th October, 1770, to be sold.—A large white wood periaugua 5 years old, now in good order, with a new suit of sails. She is 32 feet long and 7 feet wide. Suitable for a miller or farmer. She now lies at Prior's Mill, in Bergen, where any person may view her."

It has been stated that the inhabitants of this territory accepted the change of government without demur. And why not! True, they were living under English rule, but were they not breathing a Dutch atmosphere? Not only were their property rights guaranteed, and their freedom to worship in accordance with the rites and forms of the religion of the fatherland secured to them; but the use of their cherished language was not interdicted. What wonder, then, that for many years after the tide of emigration swept over the land, changing and in some instances completely obliterating the racial characteristics: Hudson County remained loyal to the fatherland, and its inhabitants dwelt together a community of their own, undisturbed by the strifes and turmoils of the outside world.

In these strenuous times we can scarcely realize the quietude and familiar intercourse of those early days. During the years immediately following the definite settlement of the government of the province, the country was in a state of gradual evolution. The uncertainty attendant upon the tenure of land and the rights and privileges of the settlers, was dispelled through the wise action of Governor Carteret, as has been shown, and the building up of their homes became the sole endeavor of the sturdy settlers.

For many years there was scarce anything to disturb the quiet save ordinary neighborhood differences, or the usual events connected with the progress of human life. Deaths, marriages, and births occurred in turn, and we learn through scanning the records of the olden time that after all, human nature has not so greatly changed.

The virtues of the departed were descanted on with considerable verbosity, and so greatly overshadowed the faults and peccadillos that flesh is heir to, that even the nearest relatives had difficulty in recognizing the word-picture presented by the worthy preacher. It would seem as though the sea of matrimony is in all ages liable to be ruffled by storms of passion and incongruity. The wedding ceremony was performed with solemnity and often conducted with unusual and prolonged jollification, but with a tenure just as uncertain as at the present time.

November 25, 1751, we read that a marriage had taken place between a widower of 8 months and a widow of 35 years (giving names). "The ceremony was performed with the utmost solemnity before a very crowded audience." In March following, four months after, we learn "That the above parties have ever since lived in the happy enjoyment of each other for the most part until the 9th of this month, when by consent of both parties, in the presence of a number of spectators, after having given security never to be burdensome to each other, as likewise for their loyalty while absent, parted never to meet again in the state of matrimony. What the cause was we know not, but some who pretend to know, say they had not courted long enough before marriage.

We likewise find a number of advertisements cautioning tradespeople against trusting runaway wives on the advertiser's account. An aggrieved wife retaliates by stating in the public print that "the expense of advertising her was unnecessary, for no one could be found who would trust the advertiser himself in the slightest degree."

We will close this chapter on human frailty by quoting the exaggerated wail of a poor disciplined soul, who unwittingly exposes her own weakness while expatiating upon the faults of her husband. And yet her sufferings seem to have been compensated for through the great felicity of her after experience.

"You must understand that I have for some years past



borne with uncommon patience the lashes of an ill-natured husband who constantly made it a practice to stay at a slop-shop till he had drowned his senses in rum, his darling delight: and then I must stand clear, for the merciless wretch would spare neither my tea cups or saucers to throw at my head, besides whipping of me: but he always had compassion on the rum glasses which stood close by them; and though we have had but two of those glasses for these eight or ten years, yet they have lived to see as many dozen tea cups and saucers broke over my head, for he says, if I can't drink my tea out of those glasses I shall go without, which I had rather not do, for I should imagine I was drinking rum instead of tea.

"I will have tea cups and saucers, for I must own I love tea as well as he loves rum. \* \* \* My case being happily noised abroad induced several generous young men to discipline him. These young persons are styled Regulators, and so they are, with propriety, for they have regulated my dear husband and the rest of the bad ones hereabouts, that they are afraid of using such barbarity.

"And I must with pleasure acknowledge that since my husband has felt what whipping was: he has entirely left off whipping me, and promises faithfully he will never begin again, which I have reason to believe. There never was a better harmony subsisting between man and wife than there is at present betwixt us, and we are as happy as we were in our courting days."

Perhaps we may find it restful and refreshing, as well as interesting, to turn aside from the busy bustling energy of today and contrast with it the quiet, easy-going conservatism of the "olden time," and those who have in late years experienced the nervous tension induced through a departure for a transatlantic voyage, might well long for a few breaths of the somnolent atmosphere that enveloped the travelers whose experience is here related. The manuscript is entitled "Journal of Our Voyage to New Netherland, begun in the name of the Lord and for His glory the 8th day of June, 1679, and undertaken in the small flute ship *Charles*, of which Thomas Singleton was master, but the supreme authority over both ship and cargo was in Margaret Phillipse, who was the owner of both, and with whom we agreed for our passage from Amsterdam to New

York in New Netherland at 75 guilders for each person, payable in Holland."

The travellers left the little settlement of Wieward in Friesland and set out for Amsterdam at four o'clock in the morning, so as to arrive in season to take the vessel which was scheduled to sail the next day. They travelled by canal boat and reached their place of destination at midnight the same day, and finding the vessel seemingly about to sail, entered into negotiations with Margaret, as she is designated, for passage as already intimated.

Margaret was a good type of the much-prized "ondersteuneun vrouw." Active, ambitious, and energetic, she was possessed of a native shrewdness and business tact that could not be surpassed even in these days of the new woman. She was a notable person in her time, the daughter of one Hardenbrook, who, as related, "was settled at Bergen opposite to New Amsterdam." Her first husband was a prominent merchant in that city, and she threw into his business all the Dutch thrift and energy she had inherited, to such good purpose that wealth flowed in upon them. Whether the unflagging energy of the doughty Margaret excited in the mind of her partner the desire for a rest that was to him impossible under her continued activity, does not appear, but, whether wistfully or not, he laid down the burden and entered upon his long rest. She continued the business with renewed energy, and after a decorous interval married one Frederick Phillipse, who through the fortune thus bestowed upon him became the possessor of the great Phillipse Manor in Westchester County, New York.

But to return to our travellers. After arranging for passage they remained at Amsterdam four days, and, having exhausted the attractions of that city, finding no evidence of immediate departure on the part of Margaret, they went on to the Texel, where the *Charles* was to take on additional cargo, consuming nine days more of anxious waiting before the vessel arrived. At last, on the 21st of June, they departed, beating along the coast to Falmouth, and one month later, on the 21st of July, set sail for the new world.

On the 21st of September, or exactly three months afterwards, the *Charles* anchored in the lower bay of New York.

For lack of time we are unable to dwell upon the occurrences of the voyage, which were many and varied, except to

allude to the indignation of our passenger, as he relates the "penny wise and pound foolish," as he calls it, economy of the thrifty Margaret: how one Sunday "she stopped the ship on her course and endangered the lives of two men to save a worthless mop which a girl, attempting to rinse out, had let fall into the sea."

On arrival in Manhattan they were guided by one of their fellow passengers who had returned from a short visit to the fatherland, and their passage was obstructed through the salutations of his many friends whom they met. They were given, to quote, "some of the fruit of the country, very fine peaches, and full-grown apples, which filled our hearts with thankfulness, and these were washed down with copious draughts of madeira."

"The next day was Sunday and we walked out a while in the fine morning air along the margin of the clear running water of the sea. Afterward, to avoid scandal and for other reasons, we turned into a church in the fort to hear a minister preach who had come from the up-river country, from Fort Orange, where his residence is, an old man named Dominie Schaats, of Amsterdam. We found in the church truly a wild, worldly world. I say wild, not only because the people are wild, as they call it in Europe, but because most all the people who go there to live, or who are born there, partake somewhat of the nature of the country."

In the afternoon they heard Dominie Nieuwenhuysen, and at the close of this service they were taken into a tavern "to taste the beer of New Netherlands."

"October 26th we crossed to Communipaw about noon. We found here a woman named Fitje, from Cologne. We found her a little pious after the manner of the country, and you could discover there was something of the Lord in her, but very much covered up and defiled. She has many grand-children, all of whom are not unjust. We continued our journey along a fine broad wagon road to the other village called Bergen, a good one-half or three-quarters of a mile inland, where the villagers, who are almost all Dutch, received us well and were rejoiced to see us."

The travellers were here hospitably entertained and relate the efforts that were made for their accommodation and comfort, the cider and fine apples provided for their delecta-

tion being worthy of special mention. The following day, being desirous to return to the city, they found, as related "one who was anxious to cross, because he was going to bring back Dominie Tessemacher, who had promised to come next day and preach for them, for although there is a considerable congregation in this vicinity, and they are abundantly able to support a minister, they have none, for it is not easy to obtain one, and there is no probability of their doing so as long as the country belongs to the English, though they intend to build a church next spring. For the present they have a voorleser who performs his service for them on Sundays in the school-house where they assemble."

The voorleser was a very important personage in those days. He was minister and chorister as well as sexton and undertaker. Except on the very infrequent occasions, when it was possible to secure a preacher from the neighboring city, he officiated at all religious gatherings, read sermons from the ponderous tomes selected and sent from Holland, intoned the Psalms and Hymns, and thundered forth the Dutch guttural with appropriate emphasis, and after having ministered to the spiritual wants of the community while living, he deposited them in their last resting-place with becoming solemnity.

The Church was ever of supreme importance in the minds of the early settlers, and their first efforts were directed toward the erection of a suitable building in which to worship. The one they built, was for many years the only house of worship in Hudson County, and every Sabbath morning farm wagons and carryalls laden with devout worshippers, wended their way from all parts of the county to the sacred edifice.

Succeeding the first little log church and school (for it was used for both purposes) alluded to by Dr. Brett: a substantial stone building was erected on the plot corner of Vroom Street and Bergen Avenue in the year 1680. It was octagonal in form and surmounted with a belfry. The sexton stood in the centre of the building when ringing the bell, and permanent seats were placed around the outer edge of the audience room for the male attendants, the centre space being reserved for the women, each of whom occupied a chair. This chair was the personal property of the occupant and in many instances, was carried by the slaves to and from the homes, as occasion required.

Renewed efforts were now made to secure a permanent minister, but the number of *authorized* preachers who were conversant with the Dutch language was limited, and they must needs be content with such service as could be procured from New York. We find, therefore, in the church records, from time to time, such names as Selyns, Dubois, Megapolensis, Van Niewenhuysen, Van Zuren, and others, as having ministered to this congregation. At last it appeared as though their efforts were to be crowned with success.

In the Spring of 1650, one Peter De Windt applied as candidate for the congregations of Bergen and Staten Island, which were then united. They joined in a call to him, a copy of which is still preserved in the archives of the Old Bergen Church. He was sent to Amsterdam for ordination, for the Home Classis had supreme control over the churches of New Netherlands, and there presented his "testimonium" as a candidate. He was then ordained by the Classis of Amsterdam and sent back to New York for installation. Before this occurred, however, certain irregularities in his conduct had been discovered, and he was formally deposed.

Although somewhat discouraged through this unlooked-for result, the congregation issued a call to Mr. William Jackson on the 22d of June, 1753. He was a student under the Rev. John Frelinghuysen, at Raritan, N. J. In the Fall of the same year the call was accepted, and he was sent to Holland to prosecute his studies and be ordained under the auspices of the Classis of Amsterdam. According to the terms of the call he was to receive for his support while absent the sum of £100 (\$500), and on his return, a parsonage in addition to his salary.

To the building of this they now gave their attention. It was located on the site of the present church, and before Mr. Jackson's return was ready for his occupancy. He returned in 1757, and on the 10th of September was duly installed, and thus, for the first time since their organizations in 1660, the congregations of Bergen and Staten Island had their own spiritual head. Shortly after his return Mr. Jackson married Anna Frelinghuysen, the companion of his youth, and daughter of his old preceptor, and their names are found together upon many of the pages of the old Dutch Bible recently unearthed by our Historical Society.

The Rev. Mr. Jackson was a man of unusual ability, with

a command of language and a personal magnetism that made him a most attractive and forceful speaker. It is related that upon occasions the throngs that pressed about him to hear the words that fell from his lips were so great, that he was obliged to station himself at the church door, so that the crowd without, as well as the audience within, could hear the message he brought.

The unsettled condition of land titles was causing the Church, as well as individual landholders considerable uneasiness and anxiety. This was, however, allayed by legislative act 1764 appointing Commissioners for determining the several rights, titles, claims, &c., "having regard to the rights and allotments due to the Church." In the report of these Commissioners the following plots were adjudged as belonging to the Church:

First. "The plot whereon the Church now stands, with the burying ground adjoining." (The present graveyard on the southwest corner of Bergen Avenue and Vroom Street.)

Second. "The plot on which the parsonage now stands, with the garden and a small piece of pasture land adjoining thereto." (The present Church property at Bergen and Highland Avenues, but at the time extending from Glenwood to about 125 feet north of Highland and running west practically to West Side Avenue.)

Third. "A farm lot lying southerly of the town of Bergen." (A plot on the west side of Bergen Avenue south of Clendenny.)

Fourth. "A lot of timbered land, &c." (At New Durham.)

Up to 1771 the Church had held allegiance to the Classis of Amsterdam, but the time had now come for independent action. The difficulties and delays attending the required education and ordination of their ministers in the fatherland led to the consideration of the question "whether they could not as well be properly equipped in this country." A bitter controversy ensued, which finally resulted in obtaining a royal charter in 1770 for Queens, now Rutgers College, and thus opportunity was at hand for the proper equipment of future ministers.

December 20, 1771, a charter was granted to the Church by George III. in the name of "The minister, elders and deacons as follows: Rev. William Jackson, Minister; Abraham Diedrichs, Robert Syckles, George Vreeland and Abraham

Syckles, Elders, and Johannes Van Wagenen, Hendricus Kuyper, Johannes Van Houten, and Daniel Van Winkle, Deacons." To them was given the power of appointing a schoolmaster and such other officers as were necessary. It is thus readily seen how intimately the church and school were connected in the early days, the latter being considered a part of, and not merely an adjunct of the church.

The Consistory exercised full control. Not only choosing a schoolmaster, but as appears among the items of expenditure preserved in the church books: superintending the erection of a school-house and attending to the general repairs of the building. Following entry appears:

"On Tuesday, May 11, 1708, Mattheus Benson has made a beginning with the new school-house and commenced with the foundations. Andrien Vermeulen laid the corner-stone." The following contributions are recorded:

Johannis Michelse.....	10 loads of stone
Cornelis Blinkerhoff.....	10 loads of stone
Maritze Hartmans .....	10 loads of stone
Johannis Thomasse.....	5 loads of stone
Frederick Tomasse.....	1 load of clay
Uldrich Brouwer.....	4 loads of stone
Johannis Pouwelsse.....	8 loads of stone
Johannis Pouwelsse.....	3 loads of clay
Matheus Demott.....	1 load of stone
Matheus Demott.....	10 loads of clay
Jacob Jacobse Van Winkle..	5 loads of clay
Jacob Jacobse Van Winkle..	5 loads of stone
Robert Segelse.....	1 load of clay
Jan Lubberse.....	5 loads of sand
Jan Lubberse.....	1 load of clay
Jan Lubberse.....	1 load of lime

This building was erected on Bergen Square, the site of present No. 11, and was doubtless occupied until the erection of the Columbian Academy on the same site in 1790.

The Rev. Mr. Jackson's ministrations were very successful, and the octagonal building became inadequate for the accommodation of the growing congregation. Consequently a larger building became necessary and was decided upon. Notwithstanding the threatening aspect of the times, the work was commenced and a commodious, substantial building of

stone was erected on the same site in 1773. Over the front door a stone bearing following inscription was placed in the wall:

“Kirk gebouwt In het yaer 1680. Her Bouwt in het yaer 1773.” (Church was built in the year 1680. This church built in the year 1773.)

This stone is still preserved in the south wall of the present church edifice, which was erected in 1840.

That education has always been considered of the utmost importance, it may be noted that the schoolhouse and church appeared simultaneously, or rather that religious services were in the very early days held in the school-house. The Pastor or Elders visited the school, and catechised the pupils in the elementary truths of religion, in which they were to be instructed by the schoolmaster, as well as in the elementary branches of education.

October 30, 1693, bills were passed by the State Assembly “for settling a school and schoolmasters in every town and throughout the province,” and as noted in the public prints, “By a law passed the last sessions a public lottery is directed for a further provision toward founding a college for the advancement of learning within this colony, to consist of 5,000 tickets of 30 per cent each: 1,094 of which to be fortunate, 15 per cent. to be deducted from the prizes. As such a laudable design will greatly tend to the welfare and reputation of this colony, it is expected the inhabitants will readily be excited to become adventurers. Public notice will be given of the precise time of putting the tickets in the boxes, that such adventurers as shall be minded to see the same done, may be present at the doing thereof. Such as forge or counterfeit any ticket or alter the number, and are thereof convicted, are by the act to suffer death as in case of felony. Tickets are to be had at the dwelling houses of Messrs. Jacobus Roosevelt, and Peter Van Burgh Livingston, who are appointed managers. The managers would acquaint the public that upwards of 1,000 tickets are already engaged to the Hand in Hand and America Fire Companies in this city (N. Y.) to whom the tickets are already delivered. The prosperity of the community greatly depending upon the regular education of youth, it is not doubted but the lottery will soon fill. Those, therefore, that design to become



adventurous, are desired speedily to apply for tickets or they may be disappointed."

The gambling instinct seems to have been just as deeply implanted in human nature in those early days as at the present time, and "venturing" was considered of eminent respectability, for we find advertisements offering inducements to "adventurers," as they are called, for the benefit of churches, schools, hospitals, and in fact almost any object that required financial support.

The question of the proper observance of the Sabbath was even at this early date productive of much discussion, and a "Bill for the better observation and keeping holy the first day of the week," &c., which was passed by the Deputies, was rejected by the Council for the following reasons:

"This act enforces people by pains and penalties to worship, whether their worship is true or false. Better none than any."

"The bill obliges all persons to worship in public or private, or pay five pence. Every person who has not witness of his private worship must pay five pence. It seems unreasonable to take witness for private worship \* \* \*." "If one man esteem a day above another, another esteems every day alike. Let every man be fully persuaded in his own mind. Liberty of conscience ought to be preferred and licentiousness punished, which this bill seems not equally to secure."

The Presbyterian Church was at this time very active in its attempts to "disseminate Christian knowledge," and the Revs. Gilbert Tennant and Samuel Davies were sent abroad in the interest of the College of New Jersey. As a result of their efforts, although "emmissaries were employed both at home and abroad to blacken Mr. Tennant and frustrate his designs," through letter from Edinburgh dated May 31, 1754, we learn that collections were appointed to be made at the church doors of all the parishes in Scotland by order of the General Assembly, as they "were sensible that the encouraging of said college is of great importance to the interest of religion and learning, and the support and farther advancement of the Kingdom of Christ in those parts of the world."

Perhaps we may obtain a better conception of the general conditions prevailing at these early times through a few advertisements and selections from the newspapers of the day, than

by a mere descriptive account. These oldtime journals still preserve a flavor which is to us not unpleasant in this hurried age: for much of the history of past centuries is reflected from their columns: and an accurate record of the moral, social, and political conditions may be found in the quaint advertisements that appeared in their issues.

We miss the flaming headlines with which the aggressive newspaper of to-day attracts public attention, but we turn with a sigh of relief to the plain matter-of-fact announcements, whether it be affecting the fate of nations, or the punishment of the neighborhood scold. The proprietor—as well as editor—gathered his own news from the taverns and coffee-houses along the wharves, where numerous “old salts” were ever ready to regale him with tales of wonderful adventures and hairbreadth escapes. What wonder, then, that in such congenial companionship the flight of time was unheeded and the news so gathered adorned the columns of some later issue.

He was his own typesetter and laboriously worked off his sheets on his rudely-constructed hand-press. For recreation he followed up his delinquent subscriber and delivered his paper himself. Verily a contrast with the newspaper of to-day with its aggressive, strenuous reporters, pushing a recalcitrant victim to the wall, and worming out the shortcomings of a hitherto unsullied life: to be run off on the multiple machine and scattered to the winds, for the delectation of countless breakfast tables. What a difference. Notice the calm confidence of the following appeal to the sympathy of the public:

“We have very little news and the post not expected until next Saturday, but as we have lately been obliged to give several supplements, we hope all such of our friends as are upwards of one year in arrears, will now think it time to discharge the same, as the weather continues severe and the printer but illy provided to stand the brunt of a long Winter.”

The disinclination of the early Dutch settler to part with his possessions or relinquish any of his hard-earned stivers without a proper “quid pro quo,” compelled even the Medical fraternity to recognize the absolute necessity of furnishing him with full value received, as will be seen from following ad. of 1760, when inoculation as a preventive to smallpox was just being introduced. To prepare the victim for the process they generously prescribed.

“The night before you inoculate, give a few grains of calomel well levigated with a like quantity of diaphoretic antimony unwashed, proportioning the amount of calomel to the constitution of your patient—from 4 to 10 grains for a grown person, and from 1 to 3 for a child—to be made up into a small bolus or pill, with a little conserve of roses or any common syrup. The next morning a dose of pulvis cornachini made with equal parts of diaphoretic antimony, scammon, and cream of tartar. Repeat the bolus or pill three times, that is, every other night after inoculation, and on the fifth day give a dose of Burhave’s Golden Sulphate of Antimony—about 4 grains of it with 2 or 3 grains of calomel made into a small pill. In the intermediate days give 2 or 3 papers of the following powder: Diaphoretic antimony, 10 grains; salt pommel, 6 grains; calomel, 1 grain. Mix together for a grown person. Proportionate for children.” Still quite a goodly number survived.

However, the Fraternity was just as considerate and as desirous of preserving the integrity of the Profession as at the present day, as is proven by the following Caution to the Public, published in 1771. “The impartial Public will not, I dare say, expect that I would expatiate on the excellency of Physic, nor bestow encomiums on those worthy gentlemen of the Faculty who are of the greatest utility to society. \* \* But I hope my injured fellow citizens will not take it amiss, when I expose to their view a few melancholy instances of the deadly effects that arise from the application of the sick, to illiterate, ignorant, boasting pretenders.” \* \* (Here follow the melancholy instances).

“’Tis not for me to make particular observations on the above cases, but I shall leave the feeling, tender heart to judge what a rueful train of calamities must inevitably succeed. The father destroyed, leaves to perish the poor widow and a numerous offspring of helpless children. Mothers torn away from their tender babes, and children snatched from their distressed and mourning parents by the fraudulent deception of the venomous quack.”

The members of the legal profession were charged with growing rich, “while belligerent creditors and harassed debtors were becoming poor.” It was claimed that “law-suits were multiplied at the instigation of lawyers, whose fees not only swallowed up the moneys collected by them, but brought their

clients and frequently the Sheriff in debt to them." Many petitions praying for relief against the lawyers came before the Assembly, and in some instances the popular feeling ran so high that the Courts were not allowed to convene.

June 15, 1775, a petition of the Freeholders and inhabitants of Bergen was submitted, asking that "Circuit Courts be appointed yearly, complaining of the great delay of justice by the practitioners of the law, in demurrers, special pleading, and special verdicts."

A miniature riot is described in following dignified style in a New York paper:

"The young gentlemen rakes who broke so many windows at midnight, in this city, to show their unchristian rejoicing, may be assured if they don't make satisfaction for the wooden shutters broke on Beaver Street, their names will be put in this paper and they be proved house-breakers."

In describing an accident that had occurred in a downtown mansion, wherein a servant in falling down a long flight of stairs dislocated her neck, closes the announcement with the following in double-faced type: "*It is said that this caused her death.*"

Note the delicacy of expression in following ad.:

"Taken away, supposed through mistake, from Mr. Verdon Elsworth's, at Powles Hook, a neat saddle with plated stirrups and a double curb bridle with plated bits. The person that took them away left a very bad saddle in the room thereof."

In the *New York Gazette*, May 17, 1753, is the following:

"Notice is hereby given that the widow of Balthazar Somner, late from Amsterdam, now lives next door to Mr. Lefferts on Potbakers Hill in Smith Street, New York. Grinds all sorts of optic glasses to the greatest perfection, such as microscope glasses, spying glasses of all lengths, spectacles, reading glasses for near-sighted people or others, also spying glasses of three feet long which are to be set on a common walking-stick and yet be carried in a pocketbook. All at reasonable rates."

Another from the *Weekly Postboy*, of June 4, 1753:

"Imported in last vessels from London and to be sold by Richard Smith, Schoolmaster, near the Fly Market, a neat assortment of men and women's gloves and mittens, woman's quilted Persian petticoats, callimanco stuff, ladies' new-fashioned black silk bonnets. A variety of long and short hoop petti-

coats. Choice Scotch snuff in lb. and  $\frac{1}{2}$ lb. leaden canisters, &c."

This combination of Scotch snuff with other necessary articles of female apparel, would seem to indicate that the good Dutch vrouws were as little averse to this form of dissipation, as the modern devotee of Lady Nicotine is to indulgence in smoking, whether public or private.

The facilities for transportation is lucidly set forth in the *New York Mercury* of September 24, 1753:

"Notice is hereby given to all persons that are inclinable to transport themselves, goods, wares, and merchandise from the city of New York to the city of Philadelphia, that they may have the opportunity of obliging themselves that way twice a week, wind and weather permitting. Daniel O'Brien, with a commodious stage boat, well fitted for that purpose, will attend at the Whitehall Slip, near the Half Moon Battery, at the house of Scots Johnny, in New York, in order to receive goods and passengers, on Saturday and Wednesday: and on Monday and Thursdays will set out and proceed with them to Perth Amboy Ferry, where there is kept a good stage wagon ready to receive them, which will on Tuesday and Friday mornings set out and proceed with them to the house of John Predmore, in Cranberry, where there is kept a fresh set of horses and driver, who immediately proceeds with them to the house of Jonathan Thomas, in Burlington, where there is kept a commodious stage boat waiting for their reception, Patrick Cowan, master; who immediately sets out and proceeds with them to the city of Philadelphia."

As may be imagined, the demand for prompt and regular mail service was extremely limited, and arrangements for the reception and distribution of letters very crude. In 1753 an ad. states:

"The postoffice will be removed on Thursday next to the house of Mr. Alexander Colden, opposite to the Bowling Green in the Broadway, where the Rev. William Pemberton lately lived, where letters will be received and delivered out every day (Saturday until the arrival of the posts, and Sundays excepted) from 8 in the morning till 12 at noon, and from 2 in the afternoon till 4, except on post nights, when attendance will be given until 10 of the clock at night, and all letters for persons living in town that remain uncalled for on post nights,

will on Monday morning be sent out by a penny post provided for that purpose.

“N. B.—No credit will be given for the future for postage of letters.”

The postal service was organized in 1710 by act of Parliament. The Postmaster-General of the colonies was “to keep his chief letter office in New York, and other chief offices at some convenient place or places in other of Her Majesty’s colonies in America.”

In 1753 Benjamin Franklin was appointed Postmaster-General for the colonies, and was guaranteed the sum of £600 for the salary of himself and assistants. It may be interesting to know that in 1790 there were but 75 postoffices in the country, while in 1800, 10 years later, the number had increased to 903. The rates of postage in 1816 were: Single letter carried not over 30 miles, 6¾c; over 30 and under 80 miles, 10c; 80 to 150 miles, 12½c; over 150 and under 400 miles, 18¾c; over 400 miles, 25c.

The postal facilities of Bergen County, although rarely required, were dependent upon the city of New York, and the denizens thereof were obliged to wait for their infrequent letters, until some accommodating neighbor on his business trip to the city collected them and on the following Sunday distributed them at the church. If the persons to whom they were addressed were not present, some nearby neighbor undertook their delivery, or they were handed to the “voorleser,” who delivered them as opportunity offered. We find following among letters advertized:

N. Y., July 5, 1763  
 “Rev. Wilhelmus Jackson”  
 “Bergen.”

The growth of the territory—now Hudson County—was mainly along the ridge of high ground that extends north and south throughout the whole limit of the county. This was hemmed in on either side by deep marshes somewhat similar to those now skirting the western slope of the hill. Hoboken was an island, isolated from the surrounding territory by deep and in many instances impassable marshes. Lower Jersey City was in much the same state. It consisted of four small islands, or sand hills that rose out of lagoons intersected with ditches and filled with yawning

swamp holes. It can thus be readily understood why its early growth was retarded. For many years it was considered but a landing-place for occasional boats, and even this was of rare occurrence, as the old ferry established at Communipaw attracted the regular traffic.

At Castle Point stood the Summer residence and farmhouse of the Bayards. Here they lived in regal style. The farm covered the whole of present Hoboken and extended into the boundary of Weehawken. It was well stocked and provided many rare fruits. Here were to be found all the delicacies of the season, and peaches, nectarines, grapes, plums, apples and pears of peculiar and delicious flavor, were distributed with a lavish hand, among the many and frequent guests from the city.

At Aharsimus Cove nestled the homestead of the redoubtable Cornelius Van Vorst; and the waving corn and grain that covered the hills of Aharsimus gave evidence of the thrift of the owner. At Powles Hook, now lower Jersey City, was the ferry landing and hotel owned by Michel Cornellisse, and the passengers arriving here by stage, were often not unwillingly detained by the jolly host, whose business instinct suggested ways and means for delaying the departure of the boat or stage; a scheme that resulted in the further replenishment of his coffers.

At Mill Creek Point and along the shore at Communipaw were the homesteads of the Van Hornes, Bushs, Britdens, Posts and others, while along the road to Bergen other Van Hornes, Vreelands, and Brinkerhoffs had established their right to the soil.

Scattered throughout the county other farms had likewise been developed, but particular mention of these will be made in special papers on the different sections. It might be interesting, however, to treat the old town of Bergen with more particularity. Some of its features have disappeared, but there are those still living, who can recall the ancient weather-beaten homesteads of the revolutionary times, that had sheltered many generations.

Only one of these remains in almost its original form—the Sip homestead at the corner of Newkirk Street and Bergen Avenue—the main walls of which were built in with rubble and yellow clay and fastened with interlacing slabs of wood, which,

with the passage of time, have become like iron. The original structure has, of course, been modernized somewhat, but the walls of the main building still remain as when the Dutch builder with his apprentices, gathered up the stones from the surrounding farm and fitted them in so deftly, that although they may be readily lifted out by hand, they still preserve the original solidity of form and strength.

The formation of the old town is still preserved at Bergen Square, on the northeast corner of which stood the school-house. Toward the east and on the north side of Academy Street was the Romaine homestead, and on the same side, about midway between Tuers and Summit Avenues, the Van Winkle homestead stood, with the well-sweep overhanging the front porch. These were both low one-story stone buildings with upper gables covered with hewn clapboards.

The Newkirk house stood on the west side of Tuers Avenue south of Newkirk Street, and on the east side near Vroom Street was the Van Houten homestead. These were the only buildings east of the square in its immediate vicinity: with the exception of the Demott homestead on the southeast corner of Bergen Avenue, the site marked by the ancient building still standing.

On the southwest corner of Bergen Avenue and Vroom Street, still occupied as a burying ground, the old Dutch Church, that followed the octagonal building of 1680, was erected. On the opposite side of Vroom Street and facing Bergen Avenue stood the long, low, one-story Parks homestead, its heavy walls, low thatched roof, and small windows suggesting durability and strength.

West of the Square, on opposite sides of Academy Street, stood the Van Reypen and Van Wagenen homesteads, part of the property being still occupied by the descendants of the original owners. On the northwest corner of the Square and Bergen Avenue was the Cornelius Sip house, afterward bought by the church for a parsonage, while diagonally opposite was the original Sip homestead, before more particularly alluded to.

Similar buildings were scattered along the roads reaching north and south from Bergen Woods to Bergen Point. They stood in the midst of farm lands, the surroundings of which betokened the labor necessary for their clearing.

In 1702 war was declared against the French by England,



because of the claims of Louis XIV. to the throne of Spain.

July 1, 1706, there were 700 men from New Jersey under arms, ready to proceed to New York.

February 28, 1708, requisition was made on New Jersey for furnishing 200 men to accompany the expedition against the French at Canada, and an act was passed to prevent persons from leaving the province or absconding to avoid service.

July 30, 1711, it is stated from New York that the "New Jersey forces are to be there to-day, in order to go to Albany on the expedition." How many of these were from our own territory has not been ascertained, but doubtless the full quota was furnished. As peace was concluded with the treaty of Utrecht in 1713, their time of service was comparatively brief.

Again, in 1739, England became involved in war with Spain, and His Majesty expressed his faith in, and reliance upon the people of his colonies in following terms:

"His Majesty hath determined to raise a body of troops in his colonies, and although he has not fixed any quota for New Jersey, because he would not set bounds for their zeal for his service: does not doubt but they will exert themselves with a becoming earnestness. He expects his loyal assembly of New Jersey will provide victuals, transportation, &c."

July 31, 1740, House of Representatives of New Jersey passed an act making current £2,000 in bills credit for above purpose. In order to prevent privateers or supplies from reaching the Spanish territories, all Collectors of Ports were required to secure bonds from all vessels before sailing.

In 1746 regiments of Bergen and Essex County Militia were ordered to hold themselves in readiness to proceed to New York in case of alarm there, as an attack upon that city was feared.

August 22, 1746, Council was informed that supplies and transports were ready for immediate embarkation of the troops, and orders were issued for their procedure to Albany, N. Y.

September 27, 1746, Colonel Peter Schuyler was appointed to command the New Jersey troops. He was born in the Schuyler homestead, that stood on the east bank of the Passaic River (now Arlington). He was a brave, courtly gentleman, wealthy and public-spirited, and contributed liberally of his means whenever occasion demanded. In this expedition he advanced several thousand pounds. The Schuyler copper mines

were a source of great wealth to the family, and were discovered through the accidental finding by a slave of a piece of copper ore of exceeding richness. The location of these mines may be still seen at Arlington.

A letter from Albany, dated July 6, 1747, announces the safe arrival of the Colonel and men at Fort Saratoga. Peace was declared in 1748, and the Assembly notified to prepare an account of the expense incurred in connection with this expedition. This was rendered May 28, 1750, when the province of New Jersey was adjudged to have expended £2,231, 18s, 4d.

In 1754 the French, with their Indian allies, invaded the territory of the English King and committed several depredations and atrocities. During the Winter of 1755, Indian attacks along the frontier were frequent. Jacob De Hart was appointed commander of the forces on the frontier service and enrolled a detachment for defence.

June 2, 1756, we learn from a proclamation of Governor Belcher that Indian atrocities were being committed to such an extent, that stringent measures were adopted to prevent them. He promised to pay to every inhabitant of the colony who should take alive and deliver to any garrisoned fort, or jail, any male Indian enemy above 15 years of age, 150 Spanish dollars. Or if killed, on the exhibition of his scalp or other sufficient proof, 130 dollars. And for every male inhabitant of this colony retaken from the Indians, 150 dollars.

This reward for the capture or killing of *unfriendly* Indians led unscrupulous persons to attack those who were friendly and inoffensive—as the scalplocks alone did not indicate the difference—and in order to protect these latter, they were cautioned to remain within the bounds prescribed by the treaty. This place of refuge included the territory of Hudson County, as may be seen from following general description :

“A line drawn from the sound between Staten Island and the main and by a line back from the great road that leads to Elizabethtown, Newark, Wesel near Passaic Falls, and to Pompton, and on the nearest straight line through Bergen County to the Jersey line on the shore of the North or Hudson River, and so by the waters to where it began on the sound.”

Even this did not prevent their slaughter, for several complaints were made, that certain parties had banded together for

the purpose of obtaining the scalps of Indians within this territory.

The New Jersey regiments were placed under the command of Colonel Peter Schuyler, who left New York for Albany March 12, 1756. He was reported at Albany April 12th, and posted at Oswego last of June. He was here captured by Montcalm and afterward released on parole pending exchange.

November 21, 1757, he arrived at New York from Canada by way of Albany. In the evening "a bonfire was made on the common, most of the houses in town were illuminated, and the public in general testified great joy on his arrival."

At Newark, N. J., he was saluted with the discharge of 13 cannon. "All the principal houses were illuminated, a bonfire erected, which was attended by several hundred people, and the cannon continued firing the remainder of the evening."

July 3, 1758, he was notified that his parole was expired and that "Monsieur Montcalm had rejected the proposals that were offered in regard to his exchange." He immediately set out to redeem his parole, and July 24th "was received with great courtesy by Monsieur Montcalm and all the regular officers."

He was shortly after exchanged, and November 27th "arrived at New York from Canada by way of Albany and brought with him a number of prisoners of exchange."

In 1759, we find him again in command of 1,000 men who were designated "as jolly, likely young fellows as were ever seen in these parts. They made a very handsome appearance, being genteely clothed from head to foot." This campaign terminated in 1762, when peace between France and England was declared. Colonel Schuyler died March 7, 1762.

In the commission as Governor issued to Francis Bernard in 1758, he was instructed as to the method of choosing Representatives and the qualifications of members.

"Perth Amboy and Burlington being respectively the seats of government, the inhabitants of each of these places shall be privileged to select two representatives, and the Freeholders of the counties of each section shall separately select 2, making the composition of the whole body 24 members."

A property qualification is exacted as follows:

"No one shall be capable of being elected a representative, who shall not have 1,000 acres of land in his own right in the di-

vision for which he shall be chosen, or have a personal estate in money, goods, or chattels to value of £500 sterling: and that no act of a private nature shall be passed without proof, that public notification was made of the parties' intention to apply for such act in the several parish churches, where the premises in question lies, for three Sundays successively."

In their communication with each other the inhabitants of the Provinces generally followed the old Indian trails that led from the river inland, and, as occasion warranted, other private roads or lanes were laid out for convenience in reaching outlying farms or woodlands. In the early history of the town, the road crossing the old town plot from north to south (now Bergen Avenue) was extended from time to time in both directions, until it reached from Hackensack and English Neighborhood to Bergen Point. Powles Hook was reached by means of present Newark Avenue, and a corduroy road was laid over the marsh from the foot of the hill.

The wood lots of the inhabitants of the old town of Bergen were at the northern and southern sections of the county. They were obliged literally to hew their way, which they did by the most convenient route, and the old decayed tree-stumps in some of these abandoned byroads in later years furnished an inexhaustible supply of "punk" for the flint and iron age. Along the lines of these main roads were laid out afterward the highways that connected the different parts of the territory. Thus, Bergen Woods Avenue to the north and Old Bergen Road to the south, were but the outcome of the pioneer's enterprise.

In 1682 the General Assembly of New Jersey appointed a Commission to lay out, construct, and repair roads in Bergen County. In 1704 the Grand Jury of each county were empowered to appoint two persons from said counties, to lay out all necessary cross or byroads. June 3, 1718, what is now known as the Hackensack Turnpike was laid out. October 21, 1741, an act was adopted, for continuing highways from Bergen Point to Bergen, and to some convenient place on Hudson River, and for crossing that river to New York. On October 10, 1764, a road to Bergen Point was opened up. June 28, 1766, an act was passed authorizing and directing the laying out of a road "from a suitable place from the southwest Point of Bergen up along Newark Bay, and from thence over to Paulus Hook." This

would indicate the Old Bergen Road from Bergen Point to Newark Avenue, and thence along same to the bay. Until the opening up of Grand Street in 1848, all land travel from Communipaw or the lower part of the county, must pass over this route to reach Powles Hook ferry, or take the steep and stony mill road via Prior's Mill.

Cornelius Van Vorst had opened up a road from Aharsimus to Prior's Mill, where it joined with the road succeeding the old Indian trail, to the trading post at Paulus Hook; and over this route he was enabled to reach the old church at Bergen.

June 27, 1765, "A road was laid out from Newark, to the public road near Bergen leading to Powles Hook, and ferries established over the two small rivers, Passaic and Hackensack, which made the distance from Powles Hook to Newark eight miles. It will be a level and good road when the causeways are made, and as said road will be very commodious for travelers, and give a short and easy access of a large country to the markets of the city of New York, and be of general benefit both to the city and country: it is hoped they will unite in the necessary expense of rendering said road fit for travelers," &c.

August 8, 1765, "By a law passed 2d June last, Commissioners were appointed to run out straight public roads leading through said province between New York and Philadelphia, and empowering them to raise a sum by a public lottery not exceeding £500 toward defraying the expense thereof, and agreeable to said law the scheme of a lottery is now advertised, consisting of 2,222 tickets, at \$4 each, 62 to be fortunate," &c.

The increase of population now demanded better facilities for transportation. September 5, 1750, a ferry between Staten Island and Bergen Point was established, and an advertisement states "that a short, safe, easy, and convenient way is fixed by means of this ferry, and a wide, comfortable road for all travelers passing to the city of New York from any of the southern ports."

July 2, 1764, the *New York Mercury* informs us that "The long-wished-for ferry is now established and kept across the North River from the place called Powles Hook to the City of New York."

In connection with the establishment of this ferry, a stage coach line to Philadelphia was announced, "as starting from

Powles Hook on Wednesdays and reaching Philadelphia the Friday following. Returning leaves the latter city on Mondays and arrives at Powles Hook the next Wednesday by the lately established Post Road on Bergen, which is now generally resorted to by the populace, who prefer passage by said place before the danger of crossing the bay."

January 31, 1766, Van Vorst petitioned the Council at New York for a free landing place in that city for his ferry, offering in return the same facilities on this side the river. He stated his equipment to be "3 large and 2 small boats." His petition was granted. A post road was established at this date between New York and Philadelphia in connection with this ferry, which was located at the foot of present Grand Street, and now boats and perianguas plied back and forth "as the wind served or the weather permitted." The road extended through present Grand Street to Green, thence running diagonally and connecting with Newark Avenue at Warren Street. The ferry owners were compelled to keep this causeway in repair, and as it crossed the marsh and was continually washed by the tides, they were subjected to a considerable expense that jeopardized the profits of transportation. Much controversy ensued, the details of which cannot here be related.

Numerous advertisements of the establishment of stage lines to different parts of the province indicated a recognition of the demand for better traveling facilities.

November 16, 1767, Mattheus Ward of Newark acquaints the public that he still continues his stage from Newark to Powles Hook, as usual, except that after the 20th of November he will return from Powles Hook at 11 o'clock for the Winter.

May 9, 1768, "John Barnhill, in Elm Street, Philadelphia, and John Mersereau, at the new Blazing Star, near New York, continue their stages in two days from Powles Hook ferry, opposite New York, to Philadelphia. Returns from Philadelphia to Powles Hook in two days also. \* \* \* Set out from Powles Hook and Philadelphia on Mondays and Thursdays punctually at sunrise, and meet at Princeton the same night to exchange passengers and return the day after. Those who are kind enough to encourage the undertaking are desired to cross Powles Hook ferry the evening before, as they must set off early."

July 11, 1768, "A wagon to set off every day in the week

(Sundays excepted), one from Powles Hook, another from Mr. James Banks at Newark, precisely at half an hour past seven o'clock in the morning, and at half an hour past four in the evening. Meet at Captain Brown's ferry (on the Hackensack) and exchange passengers. Every Monday, Wednesday, and Saturdays Ward's wagon returns immediately from the said ferry through Newark to Elizabethtown. Stays there till three o'clock in the afternoon, and then returns back again through Newark to Powles Hook."

August 29, 1768, "A sale of lots adjoining town of Bergen in East New Jersey. The whole pleasantly situated, having beautiful views of the city of New York, North River, Bay, and Narrows."

In 1768 "Stageway between Paulus Hook ferry and Hackensack will begin September 14th to set out about 7 a. m. from the house of the widow Watson at New Barbadoes, where the best entertainment may be had, and will proceed to Paulus Hook, from whence the wagon will set out on its return at 2 p. m. every Monday and Friday. Best usage to passengers, each paying 2 shillings from one place to the other. The stage will stop regularly about 8 a.m. and 3 p.m. at the tavern of William Earle in Bergen Woods, where any passenger coming over Weehawk ferry may readily get passage."

September 25, 1769, "New stage to New York from Philadelphia on the Old York Road. Sets out from the sign of the Bunch of Grapes in Third Street at sunrise. Proceeds by the Crooked Billet, Coryell's ferry, Bound Brook, Newark, and from thence to Powles Hook opposite New York. It will set out regularly every Tuesday morning during the winter season, performing the journey from Philadelphia to Powles Hook in two days. \* \* \* That part of the country is very pleasant, the distance and goodness of the road not inferior to any. There is but one ferry from this to Newark. The road is thickly settled by a number of wealthy farmers and merchants, who promise to give every encouragement to the stage."

But time will not permit us to linger. The gradual growth and development of the territory continued, and the characteristics of the fatherland were preserved in the customs and language of the people. Through their isolation from surrounding territory they became a community of their own, as it were,

forming one large family of similar tastes and habits, yet with the same variety of disposition that is found in all well-regulated families, and which serves to divest life of a tiresome monotony.

Intermarriages strengthened the bond, and so close was the relationship, that individual joys and sorrows became the property of the whole neighborhood, and helpful hands and sympathizing hearts shared alike in all the experiences of daily life.

But the peace and tranquility of the community was destined soon to be disturbed. The difficulties with the mother country were fast culminating into open hostilities, and the clouds of coming war were already overshadowing them, while the uncertainty of the future weighed down their minds with anxious forebodings. Their innate love of liberty impelled an open sympathy for the colonists, striving against unjust oppression. Yet the fear of losing their much cherished possessions suggested a judicious neutrality and inactivity, that could not be maintained. Torn by conflicting interests, while some continued true to the traditions of their fathers, many wavered in their allegiance, and finally allied themselves to the existing powers, hoping thereby to avoid the losses and privations that threatened them.



# The Historical Society of Hudson County.

Organized January 17, 1908.

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## THE UNDERGROUND RAILROAD IN HUDSON COUNTY.

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Paper read before "The Historical Society of Hudson County"  
by Alexander MacLean,  
Friday Evening, October 30, 1908.

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THE MENTION of an Underground Railway at this date suggests a noisy subway train, or a sub-aqueous tunnel; but sixty years ago the term conveyed a very different impression, varied by the sentiment or prejudice of the individual. To the opponents of slavery, it meant an avenue of escape from bondage in the South, to freedom in the North; to the pro-slavery man, it meant an iniquitous aid to robbery. To all, it meant a chain of hiding-places in the long journey from the South to Canada, in which runaway slaves were hidden during the day—and a list of men and women who risked all in providing for the present needs of the fugitives,—and guides to the succeeding night's shelter.

These hiding-places were known as Stations, and the friends of freedom were known as Station Agents. Jersey City, by reason of its geographical position, was perhaps the most important transfer point in the East, and it is this fact that calls for special attention at this time.

The underground railroad in New Jersey sprang from the same spirit that produced the patriots of the Revolution—though the abolition of slavery was a live issue half a century before John Hancock made his signature famous.

Slavery, and the efforts continued for more than half a century to regulate or abolish it, have produced a large and interesting part of our written laws, and our legislative history. Time will not at present permit detailed mention of the record from the time when the first Quaker Apostle of Abolition began preaching freedom for the negroes, one hundred and seventy-five years ago, down to the liberation of the last human being held in bondage in this State, but a glance along the line will aid us in trying to understand the warmth of the partisans of slavery, and freedom.

It will be sufficient to touch on the tops of the stepping-stones in the current of our history, to show how the slave

question was made a part of our politics, and created bitterness, continually enhanced by disappointments and vituperation. Nor is it desirable to consider the whole underground system, which extended from the Mason and Dixon line and the valley of the Ohio on the South, to the Canadian border on the North. The four routes which were in New Jersey, all converging in Jersey City, are those which now interest us.

In the general glance which required to understand the growth of the abolition movement, it will be seen that during the first half of the seventeenth century there were no questions about the moral wrong of slavery, and slaves were introduced into New Jersey contemporaneously with the advent of the English settlers.

The first act of our legislative body prohibiting harboring or transporting negroes, was passed in 1675—thus showing that slavery had become so general by that time that regulations were required, and the more stringent laws of 1682 show that Indians as well as negroes were held as slaves.

From 1702 a sort of trust was created in England, that secured a monopoly of the slave trade for New Jersey. It was known as the Royal African Company, and a part of its duty was to provide a constant and sufficient supply of merchantable negroes at moderate rates.

In 1714 a law was enacted to limit the number of slaves, in order to encourage white immigration. This law placed a tax of ten pounds per capita on all slaves imported into New Jersey.

It was about this time that opposition to negro slavery began to develop. One faction opposed slavery on the ground that negro labor was not profitable—and the other faction on the ethical and moral grounds.

The head tax act expired in 1721, and for nearly half a century thereafter, the live issue in politics throughout the State was the regulation and restriction of slavery.

The leader on the ethical side was John Woolman, a Quaker preacher, and he easily won the aid of the Society of Friends, who were quite numerous in South and West Jersey. By 1738 slavery, so far as the Quakers were concerned, was practically abolished in this State.

In the meantime, the spirit that culminated in the Declaration of Independence had spread among the people, and for a

series of years petitions setting forth the evils of slavery, and praying for relief, had been sent to the Legislature annually, but these met the fate that has overtaken local petitions for the last quarter of a century. The Revolutionary war and the hard times that followed it, overshadowed the slavery question for a time, but in 1785, a law was enacted, providing a penalty of fifty pounds for bringing a slave imported from Africa into this State, if imported after 1776, and twenty pounds for any others imported. In 1788, the importation of slaves from abroad was prohibited, and for several years there were many laws passed to regulate and restrict slavery, but it was not until 1804 that a law was enacted that was intended to put an end to slavery in New Jersey. This bill was before the legislature for two years before it passed. It was strongly favored—and bitterly opposed.

It provided that children born to slaves after July 4, 1804, should be free after reaching twenty-five years of age, if males, and twenty years if females. The right of service being the transferable personal property of the owner. It was believed that this law would gradually extinguish slavery, but it did not, and an emancipation act was passed in 1846. This law also permitted slavery to continue, though it made a rapid reduction in the numbers held in bondage. This is shown by the National Census. In 1790 the census showed 11,500 slaves. In 1800 there were 12,500. Bergen County, then including Hudson County, had 2300 slaves in 1800, or about one sixth of the population. After this, each census showed a falling off due to the gradual emancipation act. In 1850 there were still 236 slaves, and 18 remained in 1860. In fact, it was still possible to own a slave under certain conditions in New Jersey until the 13th Amendment to the National Constitution was adopted in 1865.

Francis Newton Thorpe in his constitutional history of the American people says—"The negro in bondage was an outcast; overlooked by the tax-gatherer; refused admission to the schools; denied entrance to the trades; living on the thorny side of village life; doctored by charity; watched by a slaveholding democracy; rejected from the society of the whites, and forbidden to mingle freely with his own." They were in a condition to excite pity and compassion.

It was natural that those who believed that all men were

created equal, should oppose slavery, also that the opposition should in time take definite form. It was equally natural that the first abolition society should be organized in Philadelphia. There under the shadow of Carpenter's Hall, in 1785, the first society was started. Other States followed;—the first in this State was organized in 1792.

These early abolitionists considered only the ethical side of the matter, and did not engage in aiding fugitives to escape, but according to Lucius Q. C. Elmer, "confined themselves to protecting slaves from abuse, and to aiding their manumission by legal proceedings."

In addition to these abolitionists who were contented with academic discussion of slavery, there grew up another class who felt that something should be done to check the spread of slavery. They felt that they had a mission in life—an aim for their effort.

They believed that a great movement was in progress, and they wanted to know that they were doing something to aid its development. They were morally and physically brave, and they wanted to share their liberty. These were the men who began to aid fugitive slaves to escape from bondage.

These men held no meetings to denounce the sin of slavery. They worked secretly and in danger, and their numbers and their ability increased with years, until they developed what came to be known as the Underground Railroad.

There were general causes which led to this organization, just as the general question of Slavery produced the other class of Abolitionists.

The efforts of slave-holders to enlarge the slave territory, produced this second class of active abolitionists, and we need merely glance at the leading events in the slave-holders work in this direction to see how it embittered the liberty-loving people of the North.

In 1802 the Louisiana territory was bought. In 1809 Florida was purchased, thus adding immensely to the slave area, and creating a demand for slaves that caused wholesale importation from Africa. This business assumed such proportions that a law was enacted by Congress in 1808 prohibiting the further importation of slaves, but this law was evaded, and slaves were brought until very near the outbreak of the war. The last slaver captured was executed on one of the islands in

New York Bay but a few years before the outbreak of the Civil War.

In 1818 the upper part of the Louisiana purchase, then called Missouri, petitioned for admission as a State, and started a feud among the settlers that frequently caused bloodshed, and continued for half a century.

So acute was the controversy at the time, that the academic Abolitionists talked of an African colonization scheme to get rid of the negroes. In 1816 a society was organized in Princeton for this purpose, and Liberia is the outcome of its efforts.

The prohibition of slave importation, and the great demand for slaves due to the enlargement of the slave territory, changed the condition of the slaves, and introduced breeding farms to raise them for the market. It may be noted that healthy babies were quoted as having a trade value of ten dollars a pound.

The independence of Texas offered another opportunity to expand the slave territory, and the agitation of this question produced the celebrated "Gag law" in Congress which prohibited any speech or resolution relating to slavery. It also resulted in the exclusion of all abolition letters or pamphlets from the mails.

The efforts at repression were unsuccessful, and an attempt to intimidate by riotous attacks on abolitionists was equally abortive, though many places suffered from the riots, the worst being in Philadelphia. One of these riots took place in Newark on July 11, 1834, during which a church was damaged, and minor riots in many places broke out from time to time. The first time the late Major Pangborn spoke in Jersey City, he was stoned on the platform in an open air meeting on Jersey Avenue between York and Montgomery Streets, no hall being open for an abolition meeting. I may mention incidentally that the Major made his speech, though his clothing was soiled by the missiles thrown at him before the audience rallied, and used the "cooper's butts" which they had carried in expectation of some interference.

But to go back. It was in 1837 that Texas offered annexation—an offer that was declined because it would involve a war with Mexico. Calhoun subsequently got up a treaty providing for this annexation in the interests of slave owners, but this was defeated in the Senate, and thus became an issue in

the campaign of 1844, in which Martin Van Buren and Henry Clay were both defeated, and Harrison was elected after a campaign that still holds the record for political excitement. Harrison did not live long enough to do anything, and John Tyler succeeded him, and made possible the annexation of Texas, and the Mexican War. The slave owners thus gained a territory larger than France or Germany, and the demand for slaves was stimulated to such a degree that free colored people were in danger. Many were kidnapped, and it was proposed to enslave all free colored residents of the southern States. Arkansas did pass such a law.

The efforts of the early settlers of Kansas to make that a free State caused a repetition of the outrages which had disgraced Missouri, and the South tried by colonization and violence to drive the "free-soilers," as the anti-slavery people were called, out of the State. By 1850 an organized effort developed the border ruffians, and produced a civil war that continued for years, and gave to the state the name of "Bleeding Kansas".

In 1850 the Fugitive Slave law was passed by Congress. Under its provisions, slave hunting in the North became profitable.

Within the first year after the law became operative, there were more fugitive slaves seized in the North than had been captured in the preceding sixty years. This is very fully set forth in Horace Greely's *Irrepressible Conflict*, and in the Court records.

Great brutality was used in this business, and many men and women with their families were taken from their homes in the North, even where they had lived here peaceably for twenty or thirty years, and raised their families here—and they were returned to slavery,—the individuals being sold to different owners and permanently separated.

A number of sensational cases attracted wide attention—not a few victims committing suicide to escape the horrors of a return to slavery.

The Dred Scott case which began in 1852, and was held back until after the Presidential election of 1854 for fear that it would defeat Buchanan, caused a fresh outburst in the free States against slavery. The Dred Scott case is so little known now, that its bearing is not generally recognized. Dred Scott



was a slave owned by Dr. Emerson, an army surgeon. In 1834 the doctor was transferred to Rock Island in Illinois, and took his slave with him. Major Taliaferro, also of the army, was transferred to the same army post in 1835, and took with him his slave woman, Harriet.

In 1836, both were transferred to Fort Snelling in Minnesota, then a territory. Dred and Harriet had, with the consent of their owners, married and had two children, both girls. The Doctor later moved to St. Louis, and there afterward sold the family, consisting of the parents and the two children. Dred subsequently brought suit for his freedom, and the Circuit Court of St. Louis decided in his favor. The case was appealed to the United States Supreme Court, and Chief Justice Taney decided that a slave had no standing in court, and reversed the decision of the lower court.

In his opinion he outraged public sentiment in the North, by declaring that residence in a free State did not make a free man; that a negro could not be a citizen, and that the Declaration of Independence did not include negroes. It was a long opinion, and calculated to arouse enmity.

To this was added the continued violence in Kansas, which finally led to John Brown's ill-advised raid in 1859. These events added a cumulative flame to public opinion, which was drifting toward civil war unconsciously. The pro-slavery people were more bitter than the anti-slavery people, but there was as much determination on one side as there was on the other, and out of that determination the Underground Railway gained force and popularity.

The enactment by the British Parliament in 1833 of a law which provided for the abolition of slavery in all British Colonies, was preceded by eloquent speeches whose winged words carried hope to many victims of man's inhumanity to man, and negroes in the South learned that freedom would be theirs if they could set their feet on British soil. Prior to this there had been sporadic escapes, and many fugitives had secured homes in the northern States, but each knew that danger lurked in unexpected places, while many were recaptured, and returned to servitude more galling because of the taste of freedom that had been enjoyed.

The abolition of slavery in the British Colonies made Canada the Mecca of the hopes which were cherished among the

slaves, and helped to give direction to their efforts to escape, and to the assistance required by their sympathizers in the northern States.

Thus there were two currents in abolition thought;—lines of faith and lines of work; and in looking back on a closed past, it is evident that these lines coalesced after the Presidential campaign of 1844. Many of the Abolitionists were willing to risk their lives and their property in the cause of humanity, and they found all of the common faith ready to aid in money or kind, in maintaining lines of communication between slavery and freedom.

It was the passage of the Fugitive Slave law in September 1850 that made the U.G.R.R. popular and gave it national prominence.

This law provided that any United States Commission could surrender a colored man or woman to any one who claimed the negro as a slave; that the negro could not give testimony; that citizens were commanded to aid slave hunters, as a sheriff's posse is directed to assist in the search for an escaped murderer, and it provided fine and imprisonment for those who prevented recapture, or who harbored runaway slaves. It also provided for civil as well as criminal procedure, and that damages up to the assessed value of the slave, could be collected from those who aided an escape, as well as a fine and imprisonment. Rewards were offered for the capture of runaways, and shifty and shiftless men in the "neck of travel" formed bands to catch slaves. The efforts of these slave catchers but caused extra precautions in conducting fugitives, and enlarged the number of contributors to the fund that paid for clothing, railroad fare, and other expenses.

The leakage from slavery extended all along the Pennsylvania border, though the short cut across Delaware from the Chesapeake and the banks of the Susquehanna were favored routes. All these minor routes led to New Jersey, where there were four regular lines of communication, all converging in Jersey City.

The most important, because the most travelled route began at Camden, where Rev. T. C. Oliver received the fugitives from Philadelphia, a convergent point for many routes extending far south into slave area. Mr. Oliver in person or by deputy took the fugitives by the river road to Burlington, known

on the route as Station A. There John Coleman, Robert Evans, Enoch Middleton, and Samuel Stevens provided food, shelter and transportation. They also provided raiment where required, especially shoes—for many of the fugitives arrived barefoot or nearly so, or else had the yellow split-leather shoes which were provided for slaves in the South. These shoes were not only cheap, but served to distinguish the slave.

From Burlington to Bordentown through Mercer County to Princeton, there were many Quaker farmers all ready to afford food and shelter in case of bad weather or pursuit. The principal agents in this section were J. J. Earl, Elias Conove and Bush B. Plumley.

From Princeton to New Brunswick was a short stage, but it was considered dangerous because spies and slave catchers watched the bridge over the Raritan River, and notified their employers at points beyond. Jonathan Freedlyn, and Adam Sichler were the main station agents in New Brunswick to whom the runaways were delivered. Cornelious Cornell who lived near the bridge, acted as scout for the line, and warned those who forwarded the fugitives of the presence of spies or danger.

In describing this section of the route, Francis B. Lee in his history of New Jersey said—"North of the Raritan River the system of the Underground Railway was diversified. Of minor routes, some passed around Metuchen and Rahway leading to Elizabethport. However, after the slave chasers gathered there so thickly, the extension went around Newark and thence to New York."

When there was too much risk on the bridge over the Raritan, the wagons were sent down to Perth Amboy, or skiffs were used for crossing the river below the bridge. This detour made fresh stations, but their locations and the owners are now unknown.

The second route started at Salem, about forty miles below Philadelphia. This was an independent route for about sixty miles, with its own agents and stopping places, merging with the main line at Bordentown. It was made in three stages; the first ending at Woodbury, the second at Evesham's Mount, and the third at Bordentown. This route was well known to the slaves along the Chesapeake, who reached the Delaware river at various points, and were carried to Salem,

where the Rev. T. C. Oliver and Abigail Goodwin took charge of them. Miss Goodwin confined her personal expenditure to the barest necessities in order to provide food and raiment for the fugitives, and her connection with the Society of Friends gave her means for disposing of escaping slaves with speed and safety. She received gifts of money and clothing from many sources, and always had supplies for men, women and children.

She was a liberal contributor, and a model of sustained self-sacrifice. She died November 2, 1867, aged seventy-three years.

The third route began at Greenwich, the little town on the Delaware that raised a monument a few weeks ago to the patriots who destroyed a cargo of tea about the time that Boston had its Tea Party, before the Revolution. The fugitives for this route arrived by boat from the vicinity of Dover, and colored lights were used as signals of approach and identification. These blue and yellow lights were shown from boats manned by volunteer watchers, and the exchange was made out of sight from land. This route led by Swedesboro and Mount Holly to Burlington, and thence by the main line.

The visible workers on the Greenwich line in Cumberland County were Levin Bond, Ezekiel Cooper, Nathaniel Murray, J. R. Sheppard, Thomas B. Sheppard, Alges Stanford, and Julia Stanford. In Glouster County, on both the Salem and Greenwich line, the workers who are known were William Douden and two colored men, Pompey Lewis and Jubilee Sharper. In Mercer County the active agents were Elias Conove, J. J. Earl, and Rush B. Plumley. In Union County Joseph Garrison was the leader. There were many more who were active agents, but there are no records to be found that show who they were, how the messages were sent, or where the fugitives were lodged and supplied with necessities. Originally there were letters, later there was cypher code, but the passage of the Fugitive Slave law not only made these hazardous, but made it necessary to destroy every scrap of writing that could become evidence. The more active workers even quit attending abolition meetings to avoid even the appearance of interest in the cause. This obnoxious law made it easier and more profitable for the slave hunters as well as more dangerous for the active abolitionists.

The absence of records makes research along this line of

inquiry difficult; for the most diligent search fails to reveal anyone who was engaged in aiding the runaways. They have all gone to their reward, and presumably have been joined by those who benefited by their assistance and sympathy.

It is known that at many points between New Brunswick and Jersey City there were men and women who watched for danger, and whose warnings caused delay or divergence. There were many barns along the route that afforded shelter,—but how the warnings were conveyed, and by whom, must remain unknown. It is probable that many of these shelters were similar to that provided in my father's barn. This was off the main line, about three miles from Newark. It had a sleeping place in the loft behind the hay, supplied with horse blankets, and hay for bedding. When the retreat was in use, a ladder was placed in a sheltered position against the back of the barn, thus offering a means of escape if enemies entered below. This shelter was used when danger at the Passaic or Hackensack bridges made a detour of Newark desirable. The fugitive arrived at the barn sometime during the night, frequently without notice. Food was carried into the loft very early in the morning, and the children on the farm were notified to keep away from the barn during the day. They soon learned when there was "a fresh coon" in the barn, and were early impressed with the need for knowing nothing about the presence of these strange visitors.

After sleeping the most of the day in strict seclusion, the fugitives were forwarded to Jersey City, where John Everett, or Peter James Phillips, or some agent of theirs, took them in charge.

From Jersey City the negroes were taken to the Hudson River Passenger Station at the corner of Church and Chambers Streets, just in time for a night train for Albany. If this station were too closely watched, the fugitives were taken to a house on West Broadway where Lewis Tappan and his brother Arthur conducted a Sunday School for adult negroes. This afforded temporary shelter until the coast was clear.

Frequently it was decided to ship the negroes to river ports up the Hudson, and the small sloops and schooners, and even the coal-laden canal boats were utilized for this purpose. Some of these small vessels arrived at Harsimus Cove at the foot of Washington Street—with brick and building material

for Washburn & Campbell; some brought lumber for Samuel Davidson at the foot of Montgomery Street,—his wharf being about where the First National Bank now stands. Some brought lumber for Morrel and Van der Beek, in the neighborhood of the foot of Steuben or Morgan Street.

The canal boats which were towed to up-river points loaded with coal, were sometimes used,—the skippers being willing to run some risk for the sake of the free labor offered,—a very desirable item in windy weather on a canal boat, which requires constant pumping because of limited freeboard. Whether each shipment was a separate transaction with the skipper, or was known to the principals, must remain a mystery. It seems probable that they knew of it, but preferred not to acknowledge it, for prudence dictated seeming ignorance.

The general route led by the Newark or Belleville turnpike along Newark Avenue to the ferry, and thence to the railroad station in New York. Spies watched the wagons arriving after dark, and the necessity of paying ferriage on the cargo made it compulsory for drivers to divulge to the ferry-master that there were passengers in the covered vehicle. Sometimes the spies caught sight of the fugitives, and captures and escapes were frequent. For this reason, there were always men in the crowd who knew how to guide the fugitives, and there were runways known to these guides which led to safety.

Sometimes the negroes were hurried to the home of Dr. Henry Holt in Washington Street, where a rear entrance gave egress on Plymouth Street, and friends directed the hunted creatures to New York by way of the Hoboken ferry to Barclay Street. Sometimes they were led to the foot of Washington Street, or to the lumber yard wharf near the ferry; sometimes they were taken to the foot of Hudson Street, and hidden in the coal boats. Mr. Daniel Van Winkle of our Society was a witness to one of these escapes, where the guides shook off the pursuers and reached a coal-laden boat discharging a cargo, where the runaway was placed in a small, cave-like compartment beneath the cabin of the boat, the entrance to which was then covered with coal; there, half smothered by coaldust, the fugitive remained in hiding until the pursuit ceased, and he could be dug out and started again on his way to freedom.

The general feeling in Jersey City was adverse to the slaves, and to abolitionists. The anti slavery sentiment was confined to the Whig party, a political organization that outlived its usefulness, but which in dissolution gave birth to a new party, that drew from the old, elements to create a strong organization.

The anti-slavery tendency of the new party caused it to be known as the Black Republican party, and in the beginning, it attracted all the animosity which had been concentrated on the abolitionists. There was such a predominance of pro-slavery sentiment in Jersey City that it even affected the churches, and these closed their doors to all who wished to speak for the slaves, or who denounced the attitude of Congress and the Courts in connection with the Fugitive Slave law. The revulsion of sentiment produced by the outrageous methods used in enforcing this law, and especially the decision in the Dred Scott case, made recruits for the abolitionists, and created a desire for a new church where freedom would be the keynote. This led to the organization of a Church Society under Congregational rules in 1857, out of which came the Tabernacle, a church that filled a very important part in this city's history for a couple of decades. The number of persons who sympathized with this movement was growing at that time, but the number of those who were willing to assume the risks involved in openly espousing the cause, was small; and the temporary organization worshipped in hired halls—first in the Lyceum, then in Park Hall, in Franklin Hall, and back to the Lyceum; finally, to the old church at the corner of Grove and Montgomery Streets. It was only through the courtesy of the Hedding M. E. Church that a church edifice was procured to install the first pastor of the Congregational Church, and it was not till May, 1863, that the congregation completed its building, and the Tabernacle became the most popular church in the city. By that time the great war had changed the opinions of the people, and every family had representatives at the front with the colors, and every church in the city had a flag flying to attest its loyalty to the Union. The Emancipation Proclamation had been issued, and the need for an Underground Railway had forever ceased.

How many runaways were carried over the Jersey City and Hoboken ferries is not known. It is certain that many of

the individual operators had passed a thousand fugitives through their care, and that, of something over one hundred thousand slaves who were aided to freedom, more than sixty thousand went through Jersey City. The fact that, as I have said, great secrecy was necessary, and that the movement was carried on after dark, and in covered wagons, prevented the general public from knowing the extent of the business.

The difficulties and dangers to which the small group in Jersey City were exposed can only be imagined now. Often, by the various routes, twenty-five or thirty would reach them in a single night. These had to be provided for with food and shelter, and with transportation; in cold weather, it also meant extra clothing.

John Everett's house became a base of supplies, but his resources as well as his ingenuity were frequently taxed to the utmost, in order to provide for his guests. The railroad fare alone sometimes calling for more than a hundred dollars in a single night. But the chain of contributors kept him supplied, though who these contributors were, was not always known even to him.

They are all gone now—these men whose courage and devotion had no record save in a consciousness of a duty well done; whose belief in a higher law made them defy the written statute, but many a grave in a southern battlefield holds all that remains of their disciples and assistants, for they truly sowed the seed that armed a nation of free men, and led the way to Lincoln's Emancipation Proclamation, and the constitutional amendment that forever removed the stigma of Slavery from our country, and made our flag to fly over the homes of the brave, and the land of the free.



# The Historical Society of Hudson County.

No. 4.

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## HUDSON COUNTY DURING THE REVOLUTION.

Paper read before "The Historical Society of Hudson County"  
by Daniel Van Winkle,

No. 4. Tuesday evening, December 22, 1908.

THE EVENTS that led up to the struggle for Independence on the part of the Colonists in revolutionary times are too well known to need repetition at this time, except in so far as they relate to local conditions.

In its inception, the most earnest advocates did not contemplate a separation from the mother country, but recognizing the injustice with which they were treated by the Home Government, the Colonists asked only the enactment of such laws as would protect them in their rights of property, and government through representation. The unwise and arbitrary action of the Royal Government brought to a culmination a result that was at first scarcely dreamed of. Like many other great events of history "Man's inhumanity to man" developed a condition fraught with far reaching consequences, which resulted in the uplift and betterment of mankind.

The Rebellion of the American colonies against the government of Great Britain was no sudden uprising, or the spasmodic effort of an inflamed mob because of some fancied injustice; but was the result of calm, deliberate judgment after earnest and continuous efforts to harmonize the existing differences with the Crown. Throughout all the proceedings of the Council and General Assembly of New Jersey, as well as in the expressions of public speakers in conventions held by the people, there is found an expressed unwillingness to sever the relations between the Colonies and the Mother Country and lamenting any necessity that would force such action: Yet at the same time the demand for the recognition of their rights, and correction of existing abuses, was adhered to with firm determination.

As early as 1768 the following petition and address to the King was adopted by the House of Assembly of N. J. Touching in its pathos, and almost humiliating in its expressions of loyalty, it shows the earnestness of the petitioners, and their aversion to throwing off their allegiance to the Home Government.

“We your Majesty’s loyal subjects, the representatives of your colony of New Jersey, confiding in Your Majesty’s paternal affection for your people, humbly implore permission to approach the throne and to present our supplications in behalf of ourselves and our constituents, Your Majesty’s faithful and afflicted subjects.

“Before that happy period in which the Empire of the British Dominions was, by favor of Divine Providence, for the felicity of those Dominions, and of Europe in general established in your illustrious House: our ancestors with the consent of the Crown removed from their native land, then abounding in all blessings—but that perfect security of liberty and that merciful spirit of administration which renders your royal family so justly dear to your remotest subjects—ventured with their helpless relatives, through a vast ocean and trusted themselves with their tender companions, to the inhospitable and unknown wilderness of this New World, the horrors of which no consideration could render tolerable, but the prospect of enjoying here that complete freedom which Britains never thought could be purchased at too great a price.

“The subjects thus emigrating, brought with them as inherent in their persons, all the rights and liberties of natural born subjects within the parent State. In consequence of these, a government was formed under which they have been as constantly exercised and enjoyed by the inhabitants, and repeatedly and solemnly recognized and confirmed by your Royal predecessors and the Legislature of Great Britain.

“One of these rights and liberties vested in the people of this colony, is the privilege of being exempt from any taxation but such as is imposed on them by themselves, or by their representatives, and this they esteem so invaluable that they are fully persuaded no other can exist without it. Your Majesty’s signal distinction is, that you reign over freemen: and your peculiar glory, that you reign in such a manner that your subjects, the disposers of their own property, are ready and willing whenever your service calls upon them, with lives and fortunes, to assert your cause” . . . .

“We beseech Your Majesty to do them the justice to believe, that they can never fail on any future occasion to demonstrate their devotion to Your Majesty, nor that they can resign without unutterable shame and grief, the honor and satisfaction

of voluntarily and cheerfully expressing in the strongest manner their circumstances will admit, their unfeigned affection to Your Majesty's person, their distinguished duty to your government, and their inflexible resolution to maintain your authority and defend your Dominion.

“Penetrated with these sentiments, this your people, with the utmost concern and anxiety, observe that duties have been lately imposed on them by Parliament for the sole and express purpose of raising a revenue. This is a taxation upon them from which they conceive the right to be protected by that acknowledged principle of the Constitution: that freemen cannot be legally taxed but by themselves, or by their representatives: And that they are represented in Parliament, they not only cannot allow, but are convinced that from their local circumstances they never can be.

“Most Gracious Sovereign. The incessant exertion of your truly royal cares to procure your people a prosperity equal to your love of them, encourages us with all humility to pray that Your Majesty's clemency will be graciously pleased to take into consideration our unhappy circumstances and to afford us such relief as Your Majesty's wisdom shall judge to be most proper.”

SIGNED, CORTLANDT SKINNER,

Speaker House of Assembly, N. J., May 6, 1768.

Such were the sentiments of the people of New Jersey many times reiterated, emphasizing continuously their loyalty to their King and asking only guarantee of that liberty and justice, that was of right accorded to every British subject. Notwithstanding this temperate attitude, their petitions were successively rejected not only, but new burdens imposed and exacted, until, weary of conciliatory temporizing, demands and threats on the part of the Colonists supplanted remonstrance and petitions. These led to retaliatory measures by Parliament affecting the Colonies, and the Boston Port Act served to hasten their consolidation.

Gov. Franklin of New Jersey wrote to the Earl of Dartmouth under date of May 31, 1774: “It is difficult to foresee what will be the consequences of the Boston Port Act. It seems as if the merchants of Philadelphia and New York at their late meeting were inclined to assist or co-operate with those of Boston in some degree. A Congress of members of the several Houses of Assembly has been proposed in order to agree on

some measures on the present occasion. The Virginia Assembly some time ago appointed a committee of correspondence to correspond with all the other Assemblies on the continent, which example has been followed by every other House of Representatives. I was in hopes that the Assembly of this Province would not have gone into the measure, and I took some pains with several of the principal members for that purpose, which I had reason to think would have been attended with success. For though they met on the 10th of November, yet they avoided taking the matter into consideration . . . until the 8th of February, and then I believe they would not have gone into it, but that the Assembly of New York had just before resolved to appoint a committee, and they did not choose to appear singular."

In this manner was the real sentiment of the people misunderstood or at least misinterpreted and their temper underestimated. On the 21st of July following, a Convention of the Committees of the several Counties of New Jersey was held at New Brunswick to nominate delegates to the Congress to be held in the city of Philadelphia. There were seventy-two members present at this Convention, and the following resolution was adopted: "That the Inhabitants of this province are and ever have been, firm and unshaken in their loyalty to His Majesty King George III, and that they detest all thoughts of an independence on the Crown of Great Britain. Accordingly we do in the most sincere and solemn manner recognize and acknowledge His Majesty."

The people of Bergen, June 25, 1774, adopted the following: "The meeting being deeply affected with the calamitous condition of the Inhabitants of Boston, etc.

"Resolve, that we think it our greatest happiness to live under the government of the illustrious House of Hanover" still "we conceive the late acts of Parliament declarative of their rights to impose internal taxes on their subjects of America, as manifold encroachments on our national rights and privileges as British subjects, and as inconsistent with the idea of an American Assembly.

"We acknowledge King George III to be our lawful and rightful sovereign, to whom under his royal protection in our fundamental rights and privileges we owe, and will render all due faith and allegiance. We think the several late acts of Par-

liament for shutting up the Port of Boston—invading the charter rights of the Province of Massachusetts Bay—and subjecting supposed offenders to be sent for trial to other colonies, or to Great Britain—the sending over an armed force to carry the same into effect and thereby reducing many thousands of innocent and loyal inhabitants to poverty and distress—are not only subversive of the undoubted rights of His Majesty's American subjects, but also repugnant of the common principles of humanity and justice."

Even at this late date it is readily perceived how repugnant the people were to openly declare a separation from the mother country. At the meeting alluded to, delegates to represent N. J. to attend the Continental Congress to be held at the city of Philadelphia on or about the first of the following September were appointed for the purpose as stated, "to meet, consult, and advise with the Deputies from the other Colonies and to determine upon all such prudent and lawful measures as may be judged most expedient for the Colonies immediately and unitedly to adopt, in order to obtain relief for an oppressed people and the redress of our general grievances."

A petition to the King was adopted by the Congress at Philadelphia and rejected. News of the affairs at Lexington and Concord were received at New York April 23d, and forwarded at once to Trenton and Philadelphia, and on May 31, 1775, following resolution and circular was adopted in Provincial Congress, and sent to the several counties of N. J.

"In Provincial Congress, Trenton, N. J., June 1, 1775.

Anxiously desirous to promote as far as possible a union among the inhabitants of this Colony, we have thought proper to recommend to them the enclosed association which we desire may be immediately signed by the good people of your township . . . .

"We the subscribers, freeholders and inhabitants of the Township of ———— in the County and Province of New Jersey, having long viewed with concern the avowed design of the ministry of Great Britain to raise a revenue in America, being deeply affected with the cruel hostilities already commenced in Massachusetts Bay for carrying that arbitrary design into execution: convinced that the rights and privileges in America depends under God, on the firm union of its inhabitants, do with hearts abhorring slavery and ardently wishing for a re-

conciliation with our Parent State on constitutional principles: solemnly associate and resolve under the sacred ties of virtue, honor and love to our country, that we will personally, and as far as our influence extends, endeavor to support and carry into execution whatever measures may be recommended by the Continental and Provincial Congress for defending our Constitution and preserving the same inviolate," with a further agreement "to support civil officers and observe the directions of the Committee acting according to the Resolutions of the Provincial and Continental Congress."

These were endorsed and adopted by the different townships of N. J.

It is interesting to note here an extract from a letter of the Earl of Dartmouth to Gov. Franklin of N. J., dated June 7, 1775, which explains itself.

"We have received an account through the channel of a private ship sent on purpose, as we conceive, by the Provincial Congress assembled, of a skirmish between a detachment of the King's troops and some rebels in the neighborhood of Boston: this account, as you will readily believe, is made up with a view to create alarm here and answer the ends of faction, but as we have not yet any intelligence from General Gage, I can only say with great satisfaction that it has failed of its object and has had no other effect than to excite that just indignation that every honest man feels, at the measures adopted in North America for supporting by acts of open rebellion a resistance to the laws and authority of this kingdom."

On the 4th of July, 1775, Gov. Franklin wrote to the Earl of Dartmouth from Perth Amboy: "It is reported that a thousand of the New Jersey militia are ordered to march to the city of New York to join the common people now there under the command of one Wooster . . . Ever since the Lexington affair, as Your Lordship will see by the public papers, hostile measures seem to engross the attentions of the whole continent."

In his reply the Earl of Dartmouth states: "In this situation therefore it is the King's firm resolution that the most vigorous efforts should be made, both by sea and land, to reduce his rebellious subjects to obedience."

Aug. 2, 1775, Gov. Franklin notified the Earl of Dartmouth of the formal declaration and preparation for carrying



on war. And on Sept. 5 following, complained that his despatches were opened at the post office, and that the Provincial Congress, which lately met at Trenton in this Colony, had taken upon themselves the entire command of the militia and appointed officers. That Lord Stirling, though one of His Majesty's Council for this Province, has accepted a colonel's commission from the Provincial Congress of New Jersey.

A strange infatuation seemed to possess the minds of the English Government and officials. From the present standpoint it would appear as though a judicious and conciliatory policy might have avoided the strife, and after effects, resulting from the unwise and arbitrary action of the Home Government. There seemed to be on their part a stubborn unwillingness to realize the actual conditions, and although the Colonists repeatedly expressed their loyalty and presented their grievances in a respectful manner, their appeals were unheeded and petitions disregarded. As late as March 28, 1776, Gov. Franklin of New Jersey, even after his arrest by order of Lord Stirling, wrote to Secretary Lord George Germain as follows: "I have been told that a majority of the Provincial Congress, which lately met at Brunswick, appeared to be inclined to adopt an independency should it be recommended by the Continental Congress at Philadelphia, but I do not imagine that would be the case with the present members of the New Jersey Assembly. Notwithstanding it must be allowed that the minds of a great number of the people have been much changed in that respect, since the publication of a most inflammatory pamphlet in which that horrid measure is strongly and artfully recommended."

And yet on this very date the Committee of Safety announced: "Considering the critical situation of the city and province of New York, we do order and resolve that three battalions of militia be drafted out of the militia of this Province, included in which are from Middlesex 100 men, from Monmouth 140 men, from Essex 220 men, and from Bergen 200 men, forming one of the battalions." On the 29th of June the British fleet appeared at Sandy Hook and shortly after landed the troops on Staten Island. Gen. Howe writes to the Home Government: "We landed on this island to the great joy of a most loyal people, long suffering on that account under the oppression of the rebels stationed among them."

“There is great reason to expect a numerous body of the inhabitants to join the army from New York and the Jerseys and Connecticut.”

During these activities the General Congress at Philadelphia was discussing what John Adams pronounced “The greatest question that will ever be debated in America and as great as ever was, or will be, debated among men,” and on the 2nd of July passed unanimously a resolution that “these Colonies are and of right ought to be free and independent.”

The die was now cast, and although the action of Congress had been feared, as well as anticipated, it was welcomed by the patriots as extinguishing the hopes of those obstructionists who were holding out hopes of a reconciliation as a justification for their inaction and indifference toward the patriot cause. Washington accepted it as ending the perplexing hindrances to military action: because of the prevailing uncertainty, and issued an order stating “that this important event will serve as a fresh incentive to every officer and soldier to act with fidelity and courage.”

Meanwhile the British forces were augmenting, and an army of 30,000 men was gathered in the vicinity of New York.

Events now followed each other with great rapidity. Washington had accepted and assumed command of the Continental Army, troops were being enrolled and organized, and preparations were hastened to resist the expected descent upon New York City by the British fleet. In pursuance of a plan of defence determined upon, Lord Stirling was assigned to the command of the forces on the west bank of the Hudson. That part of Hudson County known as Paulus Hook was recognized from its location and conformation to be an important point of vantage. It was a point of upland extending out some distance into the Bay and comprising practically the territory now contained within the boundary of Essex Street on the South, Hudson to Morris on the East, thence irregularly to and along Green to just above the Pennsylvania Railroad, thence in a northwesterly course to about the junction of Warren Street and Newark Avenue, and thence along Warren to Essex, the southerly boundary line.

This section was almost isolated, being separated from the high ground whereon Bergen was located, by deep marshes, which were intersected with salt holes and lagoons, and at

certain stages of the tide was entirely covered with water and at all times difficult to cross. A short distance to the west a sand hill rose from the marsh in the territory now bounded by Barrow, York, Brunswick Streets and Railroad Avenue, while to the North were the hills of Aharsimus, reaching from about Fifth Street to the Erie Railroad, and from Henderson to Cole. In the distance Castle Point at Hoboken loomed up against the horizon, while to the south, Mill Creek Point and Communipaw, with its few boueries, connected with the main land at Bergen by a narrow neck of sand, could be seen.

Lord Stirling, recognizing the importance of holding this territory, determined upon the building of fortifications at Paulus Hook and, in order to establish communication with the main land, he proposed a good road from Powles Hook to Brown's Ferry on the Hackensack River, near the present Plank Road bridge, and also one for the northern end of the County from Weehawken to the Hackensack River. To guard against the danger of incursions by the enemy from Staten Island, he suggested that fortifications be erected on Bergen Neck. These suggestions were acted upon, and a portion of the Bergen, Essex and Middlesex militia were assigned to the work.

Hugh Mercer of Virginia, a warm friend of Washington, and his associate during the disastrous Braddock campaign, threw in his fortunes with the American army. He was an ardent patriot, a member of the Committee of Safety, and had been instrumental in the organization of the Virginia militia. On the 5th of June Congress granted him the commission of Brigadier General. The flying camp was about being formed in New Jersey, and the Pennsylvania militia was being transferred to that State. Lord Stirling having been transferred to New York, General Washington gave the command to Mercer and ordered him to Paulus Hook to receive and assign the raw troops as they arrived. Mercer entered upon his duties with his accustomed energy, and through frequent consultations with Governor Livingston, who resided at Elizabethtown, concerted plans to repel the expected invasion. He at once strengthened and improved the fortifications at Paulus Hook, and early became impressed with the necessity of watchfulness over the enemy stationed on Staten Island, because of the facility with which they might from that point, make incursions in New Jersey. He disposed his flying camp to prevent such

action. Redoubts were thrown up on Bergen Neck, on the high ground located at about 45th Street and Avenues B and C in Bayonne. A fort was here likewise erected, which was maintained throughout the war—although held for only a short time by the American forces—until the evacuation of Paulus Hook. He also stationed guards at the ferries on the Hackensack and Passaic, and as the Pennsylvania militia arrived, they were assigned to the post on Bergen Neck.

General Mercer, discovering that aid and information was being freely furnished by the inhabitants of Bergen to the British forces on Staten Island, stationed a force at Bergen Point and issued orders that no intercourse should be held between these points, but the temptation to turn their farm produce and provision, into golden crowns led many to disregard these orders, and as opportunity offered the sturdy burghers under cover of the night, continued their nefarious traffic regardless of the penalties threatened. Candor compels us to admit, that in the old township of Bergen there were extremely few who so deeply sympathized with the patriot cause as to forego the opportunities for personal advantage. Nor was this lukewarmness and disloyal sentiment confined to our locality, for Washington wrote: "The known disaffection of the people of Amboy and the treachery of those on Staten Island, who after the fairest professions have shown themselves our most inveterate enemies, have induced me to give directions that all persons of known enmity and doubtful character should be removed from those places," and Governor Livingston stigmatizes his own neighbors as being composed of "unknown, unrecommended strangers, guilty-looking Tories, and very knavish Whigs." This disloyalty was at the inception of the war one of the greatest difficulties confronting the Patriot army, for every contemplated movement was in danger of being revealed to the enemy, unless carefully concealed.

And why should we judge them too harshly. Of course, from our present standpoint, saturated as we are with a spirit of patriotism, we are apt to condemn any course that would seem antagonistic to the principles of our liberty as now understood, but we must remember that at the period to which we allude, while the desire for a certain liberty was very general, the methods of securing and maintaining such a condition were by no means unanimous. As we have seen in all the remon-

strances and petitions presented to the Home Government, there was expressed not only an unwillingness to sever the bond that united the Colonies with it, but a desire to continue the existing relations, even while demanding a practical recognition and correction of the injustice to which they were subjected. There was grave doubt in the minds of many whether a stable independent government *could* be established by the Colonies. There were disagreements and controversies among the States in regard to their individual rights and an unwillingness to combine for the general good: and even after the Provisional Government was formed, it had no authority to enforce its own enactments or protect its own people. The cautious conservativeness of the early settlers of Hudson County would naturally cause them to hesitate the risk of losing their all, by adherence to a projected policy that had but little chance of enforcement. At the very beginning of the strife they saw what seemed to be the overwhelming defeat of the American army, and in its weakness, its inability to hold or protect the territory in which they lived. Their homes, their all, were left to the mercy of a foreign soldiery, and is it great wonder that they attempted to preserve a neutrality that could not be maintained? Being in the possession of and under the control of the British, the territory was considered by the Patriot army as legitimate ground for spoilation, and hence through their action estranged any who may have been favorably inclined. As a result the affiliation of the settlers with the Royalist army was but natural, and their recognition of, and adherence to the English Government to be expected.

An equal candor, however, compels the assertion that there were some, whose love of liberty overbalanced every other consideration and their names shine forth with a greater lustre by reason of the contrast.

The people of Hudson County were soon to realize that actual warfare was commenced. On the 12th of July, 1776, a ship of forty-four guns, a frigate of twenty-eight, and three tenders got under way at Staten Island and were seen coming up the bay. The drums beat to arms, and in a few minutes every man was at his station, well provided with all necessities for a vigorous defence. As they drew near, the batteries stationed at the lower end of New York City opened up a vigorous fire, to avoid which, when off Bedloe's Island, the ships veered

toward the Jersey shore. They here met with a warm reception, and the batteries at Paulus Hook opened up a spirited fire, which was actively replied to by broadsides from the vessels as they passed up the Hudson. Whether on account of unskilful gunners, or the rapid motion of the ships, but little damage was done, the report being "none killed or wounded, and but two shots penetrated the house of Verdine Ellsworth, a hotel keeper at Paulus Hook." That the ships of war were not so fortunate may be seen from an extract from a letter dated at Fort Montgomery: "The ships of war in the North River are now at Haverstraw. 'Tis evident their designs are frustrated, not expecting we were so well prepared to receive them . . . The most damage they received was in passing the Battery at Powles Hook and the Blue Bell. The cook of one of the ships had a leg shot off, and some others were wounded. A twelve pounder lodged in the foremast, one came through her quarter galley into the cabin, and her shrouds and rigging suffered much." In this engagement "our troops behaved with uncommon bravery," and the steadiness they displayed under fire encouraged the Americans to redouble their efforts for successful resistance. The wisdom of General Mercer in posting a guard at Bergen Point was shown in the defeat of several attempted raids by the British, from their vessels, as well as from Staten Island. A despatch dated New York, July 22d, states: "Yesterday several discharges of cannon and musketry was heard in this city, and by the appearance of a cloud of smoke over Bergen Point it is imagined our people on the Jersey shore have had a skirmish with the enemy from Staten Island."

And again on July 25th: "Our troops stationed at Bergen Point give the ministerial fleet and army some uneasiness by firing at the tenders, boats, etc. It so galls and provokes them that they return the fire with great fury, but have not done the least damage to our people. Last Lord's day a great many shot were heard in this city. The occasion was this: a barge from the fleet full of men landed on the Point, but were opposed and driven off by our troops. A smart fire ensued from a tender for a considerable time without doing any injury." Rumors of contemplated attacks from Staten Island were persistently circulated, and August 22d, 1776, a letter from New York stated: "This night we have reason to expect the grand

attack from our barbarian enemies. The reason why follows: the night before last a lad went over to Staten Island, supped there with a friend, and got safe back again undiscovered. Soon after he went to General Washington, and upon good authority reported that the English army amounting to fifteen or twenty thousand men, had embarked and were in readiness for an engagement . . . That the Hessians, being fifteen thousand strong, were to remain on the island and attack Perth Amboy, Elizabethtown and Bergen, while the main body were doing their best here."

The enemy delaying the expected attack, General Mercer determined to take the initiative and attack the British encampment on Staten Island. In this movement he was obliged to proceed with great secrecy and caution, so that the enemy might not be apprized of his intention, by the Tories who abounded in and about Bergen. A detachment of the British forces had crossed from Staten Island and succeeded in establishing a battery at Constable Hook, on what is now the Standard Oil property, and Mercer's plan contemplated a descent upon this post. His orders state "that a party was to attempt to surprise the enemy's guard on Buskirk's Point, which is on the south-east corner of Bergen Point; this party does not seem to be large, but it is possessed of two six pounders. The party that makes the attack must not go over the causeway or road over the meadow, the cannon being in all probability appointed to command that pass, but should be provided with some boards and proceed in two or three columns over the meadow, where they will meet with no other obstructions than a small creek or ditch, which they will easily pass with the aid of the boards. If this place is carried, a cannonade and bombardment, should as soon as possible commence on the ships, a great number of which now lie within reach of the place. A cannonade should also commence on Bergen Point opposite the church and Decker's, where it is said about six hundred men are posted. This cannonade with round and grape shot would confuse the troops in forming and prevent their succoring the guard at Elizabethtown point, or opposing our party who make their descent near Shuter's Island . . . The party for these several matters should be about seven hundred men beside the riflemen." Unfortunately a fierce storm set in which prevented the crossing of the Kills as intended, and defeated the project.

In the early part of August, Bergen was occupied by Colonel Bradley's regiment. General Mercer had collected throughout East Jersey a considerable number of men, and Washington needing reinforcements in New York, wrote him to that effect. Mercer replied as follows: "Powles Hook, August 15th, 1776:" "The points along the shore opposite to Staten Island are sufficiently guarded and new troops are daily arriving. If you approve, a body of four hundred men, well accoutred, from the Delaware Counties, may be stationed at Powles Hook and four hundred of the Jerseymen for the flying camp at Bergen town: eight hundred men will cross to-day to join you." At this time special activity was observed among the British troops on Staten Island, and it was conjectured that some decisive movement by them was eminent. On the 28th of August General Mercer wrote to the President of Congress, from Newark: "On the way yesterday evening General Wooster's Aide-Camp met me with a few lines from the General, signifying that it was General Washington's orders that I should march with all our army under my command immediately to Powles Hook. The necessary orders were sent to Amboy, Woodbridge and Elizabethtown last night, and I hope to have on Bergen ready to pass over to New York, if required, from three to four thousand men. Our whole force including the New Jersey militia from Powles Hook to Shrewsbury amounts to eight thousand three hundred men . . . What troops I have I am pushing on to Bergen, and shall be with them immediately."

The British had at last decided upon a definite plan of action, and at the very time this letter was written the battle of Long Island was raging fiercely. It is not our purpose to follow in detail the disastrous results that followed this engagement. The defeat, and successful retreat of the American army across the East River, their brief occupation of New York City, the successive engagements there, are all matters of familiar history. A fort had been commenced on the New Jersey shore, opposite Fort Washington, to aid in preventing the passing and repassing of hostile ships. It was named Fort Constitution, and was supported by a strong detachment from the flying camp entrenched in its vicinity.

The fate of New York City was now evident. Preparations for its capture and occupancy were completed by the British



commander, and the waters of both the East and North Rivers bore the vessels of the fleet into commanding positions for aiding the design. "On the morning of the 15th of September, 1776, the *Asia* and two other ships of war proceeded up the North River, but were roughly handled by our battery at Powles Hook, and the next morning by daylight, as reported, the *Asia* came down much faster than she went up, three ships of war being nearly all destroyed by four of our fire ships that ran in among them, and nothing prevented their total destruction but a gale of wind that sprung up at that instant." The energy with which the American army, even under the threatening aspects, carried on their defensive operations, frustrated the enemies' intention of dividing the Colonies by obtaining full control of the Hudson.

Congress decided that Fort Washington "should be retained as long as possible." It was strongly reinforced and Fort Constitution opposite—afterward called Fort Lee—strengthened. A temporary cessation of hostilities now prevailed, and Washington was greatly perplexed at the continued inaction of the enemy. He admonished General Mercer to keep a vigilant watch from the Jersey shore: occasionally he crossed over to Fort Constitution and with General Green, who had commanded there, and extended his reconnoiterings down to Powles Hook, to observe what was going on in the city and among the enemy's ships. Green, who had been made Major Gen. with permission to establish his headquarters at Bergen or Basking Ridge, as circumstances might require, was enjoined to keep in communication with the main army, so as to secure a retreat in case of necessity. It was soon seen, in view of subsequent military operations, that Powles Hook was untenable, and I herewith append an authoritative account of the succeeding occurrences.

Powles Hook, September 15, 1776.

"After Long Island was evacuated, it was judged impossible to hold the City of New York, and for several days the artillery and stores of every kind had been removed, and last night the sick were ordered to Newark in the Jerseys, but most of them could be got no further than this place and Hobuck. As there is but one house at each of these places, many were obliged to lie in the open air till the morning, and their distress, when I walked out at daybreak, gave me a live-

lier idea of the horror of war than anything I ever met with before: the Commandant ordered them everything for their comfort that the place afforded, and immediately forwarded them to the place appointed and prepared for them."

About eight this morning three large ships came to sail and made up toward the Hook. The garrison consisting of the 20th Continental Regiment (Colonel Durkee's) and a regiment of Jersey militia (Colonel Duychinck's) were ordered into our works. Soon after they had taken their posts, the ships came up near Jersey shore to avoid our shot from the grand battery—the removal of the cannon from which they were ignorant of—and as they passed up the North River kept up an incessant fire upon us. Their shot, a great part of which was grape, raked the whole Hook, but providentially one horse was all the loss we sustained by it. The fire was briskly returned from our battery by Captain Dana, who commanded a company of the train on this station. It gave me great pleasure to see the spirit of the troops around me, who were evidently animated by the whistling of the enemy's shot, which often struck so near as to cover them with dust.

About eleven o'clock a furious cannonade was heard a little above New York, and before night numbers came over from the city, and informed us that it was evacuated by our troops, and about sunset we saw the tyrant's flag flying on Fort George. Having received intelligence that a number of our troops were in the city, and the enemy spread across the island above it, two small parties were ordered to assist them in making their escape. Two captains with about forty men, two brass howitzers and about two tons of military stores were brought off by one of them; the other party, consisting of five men only, were fired upon by the enemy, when one Jesse Squire, of Norwich, was wounded, who together with another man fell into their hands.

16th. About two o'clock this morning an attempt was made to burn the ships that passed up the North River yesterday, and anchored about three miles above us. One of them, the *Renown*, of fifty guns, was grappled but broke her grappling and came down to us again, another cannonade ensued, but no damage was received on our side. The brave Colonel Duychinck, who did all he could to retain his men, could now keep his regiment no longer, but was obliged to retreat to

Bergen, from which time Colonel Durkee was left on the Hook with only a part of his regiment, consisting of about three hundred effective men.

17th. An express arrived with information that Colonel Williams from Connecticut was ordered to reinforce us and might be expected the next day, but he was not able to join us till our retreat to Bergen the 23d. This day a large quantity of lead, musket ball and buck shot was discovered in a suspected house about a mile and a half above us, and brought down to this place and properly secured for the United Colonies. Toward night the *Renown* returned back to her station up the North River, but kept near the eastern shore to avoid the shot from our battery which, however, kept up a brisk fire upon her as long as she was within reach.

20th. The *Renown* returned back again to the fleet, and though she passed close in with New York shore, yet as there was very little wind, about forty shot from our battery were fired at her, many of which took effect. She lay all next day upon a careen to repair.

September 21st, Powles Hook—"At two this morning we were waked by the guards, who informed us that New York was on fire. As the fire began at the south-east end of the city a little east of the grand battery, it was spread by a strong south wind, first on the East River and then northward across the Broadway, opposite to the old English Church (if I mistake not the name) from thence it consumed all before it between Broadway and the North River near to the College, laying about one third part of the city in ashes. . . had not the wind, as it veered to the west died away, the remainder of that nest of vipers would have been destroyed. This evening a seaman who said he belonged to Providence, and that he was taken and obliged to fight against his countrymen on board the *Roebuck*, made his escape by swimming from New York to this place. He informed that the men on board the *Roebuck* were very sickly, that they had lost one hundred since they left the Capes of Virginia. He also gave notice that preparations had been made to attack this post; that a number of large ships were to come up and endeavor to silence our batteries, while a large body of troops in boats, which we discovered on the opposite shore above us, would endeavor to cut off our retreat: that it

was to have been executed this morning, but the fire prevented."

The abandonment of New York by the American forces, and the subsequent occurrences that led to the retreat across New Jersey, placed the troops gathered at Paulus Hook and Bergen in a very precarious position. The British having control of the waters that hemmed in the peninsula on two sides, and the possibility of their throwing across the northern portion a cordon of troops, that would effectually cut off those posted below, made their capture almost certain. Washington, foreseeing this, when he found his position on the east side of the Hudson untenable, ordered the supplies and provisions to be made ready for immediate removal. News of a contemplated attack having been received through the medium of deserters from the enemies' lines, orders were issued for its evacuation.

22d. "As no reinforcement could be sent us, we received orders this morning to remove our artillery stores and baggage and hold ourselves in readiness to retreat, and before night most of them were removed."

"About 9 A. M. we saw the enemy embarking in flat-bottomed boats about two miles above us. They appeared in large numbers on the shore after their boats, about thirty, were full. Four ships at the same time came to sail below and stood up towards us, but they soon came to anchor again, and the boats which had pushed off, returned back. Had they come at this time we must either have retired and left them large quantities of artillery stores, or fought their army and navy at the same time with our small detachment, and that under every disadvantage, but they thought fit to retire to get more strength, as appeared afterward, though they could not be ignorant of our weakness, the men being paraded every day in full view of them."

23d "At one o'clock P. M., having removed everything of value, we were ordered to retreat from the Hook. As soon as we began our march, four ships came up and anchored near the shore around the Hook. At the same time a great number of boats and floating batteries came down from just above New York, the latter ran up into the cove (Harsimus) opposite the causeway that leads to Bergen. After taking a considerable time to see that there was nobody to hurt them, they began a most

furious cannonade on our empty works, which continued until they had wearied themselves. In a word, they dared to come much nearer, and displayed the boasted British valor in much brighter colors than ever they had, while there remained a single man to oppose them."

"Meanwhile our little battalion retreated with drums beating and colors flying, to Bergen, and before night the brave Britons ventured on shore and took possession of our evacuated works, where they have taken every precaution to prevent our formidable detachment from returning, and driving them from a post which with so great a display of heroism they have got possession of."

"The post we now possess covers the Jersies. Here we are reinforced by a number of regiments. More are daily coming in. The sick are recovering, the troops in high spirits, and we have no fear but we shall be able to maintain our ground against all the bandits of George the royal" ———.

The army was now advantageously posted on the heights, about one mile from the enemy, where entrenchments were constructed, the remains of which could be seen at a comparatively recent date near the present line of Baldwin Avenue, north of Academy Street. Here they received considerable reinforcement. A guard was left at Prior's Mill, which was situated on the west side of Mill Creek, which flowed along the foot of what was known as the Point of Rocks, a high point extending out from Bergen Heights to about where the Pennsylvania Railroad round house now stands, at the crossing of the Pennsylvania Railroad by the tracks of the West Shore.

The capture of Fort Washington on the New York side rendered any attempt to obstruct the navigation of the North River from Fort Lee useless, and Washington determined to withdraw his forces to a more secure place in the interior. He ordered all the ammunition and stores to be removed, preparatory to its abandonment. This was effected almost entirely, when early on the morning of the 20th it was discovered that the enemy had landed in force a few miles above. General Green at once sent out troops to hold them in check and notified Washington, who was at Hackensack. He arrived at the fort shortly after, and in order to thwart the design of the enemy to cut off the American troops, saw the necessity of an immediate retreat to secure the bridge across the Hackensack.

The troops sent out to check the enemy were recalled, and the retreat commenced in all haste. Of necessity much of the baggage and stores was abandoned, and even the tents were left standing and camp kettles over the fire. The van guard of the British pressed the American troops hardly, but they succeeded in crossing the river without loss and encamped at Hackensack. The main forces at Bergen were also withdrawn with the consolation left in a report, "That all grain and military stores had been removed, and when we are gone a naked spot is all they will find. No other damage will follow except a depression of some people's spirits who, unacquainted with places, circumstances and the secret reasons for such relinquishments, are apt to despond as if everything was lost. We shall leave a guard of observation behind us, this may prevent the enemy's discovering our removal for a day or two."

From the time of the evacuation of Paulus Hook until the close of the war the present territory of Hudson County was practically in the possession of, and under the control of, the English, and its proximity to New York prevented any serious attempts at its continued occupancy by the American troops. Still through the frequent raids of the Patriots, and incursions, the British were kept in a constant state of watchfulness and unrest, that prevented extended operations on their own part, or in conjunction with the general movements of their army. We are therefore confined in great measure to newspaper extracts, and reports naturally tinged with royalistic sympathy, for our knowledge of events affecting that territory. During the whole duration of the war this section was subjected to its devastating influences, and our investigations convince us that General Sherman's definition of war was just as true in Revolutionary times, as during our Civil War. With the withdrawal of the American troops, the whole of our territory became under the complete control of the British. Although they were as eager to secure the supplies and provisions as the remaining inhabitants were to furnish them—of course for compensation—often times the vigors of war pressed down upon the latter with great severity. Foraging parties were not always actuated by principles of right and justice, and frequently seized without recompence those supplies that had been so carefully gathered with the hope of pecuniary reward. And then, the frequent descents of bands of marauders, connected with neither party

except as might from time to time favor their efforts for plunder, wrought havoc with the belongings of the inhabitants. Their houses were plundered, their grain and cattle seized and themselves subjected to every indignity. The Refugees stationed at Fort Delancy on Bergen Neck were a source of terror. They were commanded by Major Ward, who was a notoriously vicious character, and vented his spite upon any who did not willingly yield to his demands. Sometimes these incursions developed somewhat ludicrous situations probably not fully realized always, by the participants. On at least one occasion a band of "tatterdemalions" descended upon those who were attending Divine Service at Bergen and compelled an exchange of clothing, and the ragged misfits that adorned the persons of some of the Dutch burghers excited the risibility, even of their terrified "haus vrouws." At another time, as one of the pretty "*jonk vrouws*" was engaged in kneading the dough for the weekly bread baking, a party of these marauders suddenly appeared, and as usual unceremoniously entered the house. Demanding eatables they accosted the maiden in a familiar manner. She plainly showed her displeasure, and with mantled cheek and flashing eyes, resented the intrusion. Her indignation so heightened her attractiveness, in the eyes of the officer of the band that he attempted to embrace her, whereupon she seized the dough "bockey" and plunged it over his head. His frantic efforts to rid himself of the sticky mass, which falling to his shoulders closely adhered to his hair and eyes, so excited the merriment of his companions, that the doughty maid was enabled to escape what might have been serious consequences of her hasty but timely action. Fortunately at this moment a detachment from the Flying Camp, which had been closely following the marauders, arrived on the scene and captured the entire band.

The American troops were hard pressed for want of provisions, and during the time the army remained at Hackensack and vicinity made frequent raids. General Washington wrote from headquarters near Liberty Pole: "Our extreme distress for want of provision makes me desirous of lessening the consumption of food by discharging from this place as many as possible. Some brigades of the army have been five days without meat. To endeavor to relieve their wants by stripping the lower parts of the county of its cattle, I moved two days

ago to this place, and yesterday completely foraged Barbadoes and Bergen Neck. Scarcely any cattle were found, but milch cows and calves of one and two years old, and even these in no great quantity. When this scanty pittance is consumed, I know not to what quarters to look."

Raids were frequent, and the occupants of this territory were kept in a constant state of unrest. From English sources we learn April 7, 1777, that "the rebels came down to Secaucus last Wednesday and carried away all the grain, horses, cows and sheep they could get together, which they were obliged to swim over Hackensack River for want of boats."

"May 12th Colonels Barton and Dougan marched with a force of three hundred men by way of Paramus to attack some rebels under General Heard at Pompton. A party of rebels, consisting of some officers and twelve men, proceeding on an enterprise to seize the person of Mr. Van Buskirk at Bergen Point, were intercepted on their return through the vigilance of Colonel Tumbull, commander at Powles Hook, whose men fired upon them, and Mr. Livingston was killed on the spot, and another person named Van Dobson taken prisoner, and was brought to town the next day and safely lodged in the Provost. The above gentry plundered several houses in and about Pemrepogh, particularly Barent Van Horne, Mr. Vree-land, Mr. Van Wagenen and Walter Clendenne, and in the last mentioned house Mr. Livingston received his wound."

"May 26, 1779. The detachment of the enemy that landed in Bergen County on Monday, the 17th instant, consisted of about one thousand men, composed of several different corps under the command of Colonel Van Buskirk. Their path in this incursion was marked with desolation and unprovoked cruel murders. Not a house within their reach belonging to a Whig inhabitant escaped . . . Having in some measure satiated their appetite for blood and plunder, and dreading the vengeance of our militia, which by this time was collecting in considerable numbers, the enemy precipitately retreated to their boats and went off to New York."

On the other hand we learn from English sources under date of July 24, 1779: "Early yesterday morning a party of the Fourth Battalion, New Jersey Volunteers, were ordered out by their Lieutenant Colonel Buskirk, under Captain Allen to intercept a gang of rebels who paint themselves black and



commit murders and thefts in Bergen County. Three of them were met at a small distance from the town of Bergen carrying off an inhabitant, but being briskly pushed, two of them were made prisoners!"

But it is unnecessary to continue the recital. Enough is here shown to foreshadow the existing conditions in Hudson County during this period.

Major Henry Lee of Virginia in one of his frequent raids down into and across Bergen Neck, discovered that the post at Paulus Hook was carelessly guarded. He conceived the plan of making a sudden descent, capturing the garrison and destroying the defences. Washington thought the attempt attended with too much risk and was unwilling to favor the enterprise, but Lee's pertinacity and enthusiasm overcame all his objections. Finally he gave his consent, but enjoined him to exercise the greatest caution, and if successful to bring off at once any supplies, or destroy whatever could not be removed. It seemed a rash undertaking to attempt to cross the deep marshes and overcome the strong fortifications that had been erected, and that within the hearing of the garrison at New York. Truly "fortune favors the brave." The very strength of the position had rendered the garrison careless in their security. The natural defences, as have been described, had been greatly strengthened by cutting a deep ditch across the westerly boundary of the Point with a row of Abatti inside. A fort stood near the intersection of Grand and Washington Streets, and along the southerly boundary a row of redoubts stretched with block houses in commanding positions. A garrison of 500 men under Major Sutherland occupied the defences. Lee was stationed at New Bridge about 14 miles from the Hook, and when prepared for the enterprise in order not to excite suspicion that he was about to engage in an unusual enterprise, made his customary preparations as for a foraging expedition. So that his line of retreat would be secure, he ordered boats to be stationed at Dow's Ferry on the Hackensack (foot present St. Paul's Avenue) to facilitate his return; for there was no intention of any attempt to hold the place. The only object was, through a sudden and unexpected descent to gain access to the works, dismantle them, destroy all stores possible, and withdraw his troops, with whatever prisoners might be captured, and thus by a brilliant "coup" infuse new courage and vigor in the hearts

of the Colonists, and at the same time impress upon the British officials their stern determination to continue to the bitter end their struggle for Independence. Lee's arrangements were made with great care. A force under command of Lord Stirling was stationed at New Bridge to cover his retreat, and guards were posted at the different roads leading to Paulus Hook. His route was down the present Hackensack turnpike to Union Hill and thence through the woods to Prior's Mill, from whence a roadway led to Powles Hook. To fully realize the possibility of these movements, it must be remembered that the whole range of high ground known as Jersey City and Weehawken Heights was covered with dense woods, affording a complete shelter for large bodies of men. In some manner, either through the treachery or ignorance of the guide, the troops were misled, so that they did not reach Prior's Mill until three o'clock on the morning of the 19th, although they had started in the afternoon of the previous day. Already the eastern sky began to show signs of coming day, and as the tide was rising, which at its full overflowed the causeway and filled the ditch at Warren Street, no time was to be lost. The skirmishers reported complete silence at the works, and the troops were immediately pushed forward under the command of Lieuts. McAllister and Rudolph. As they plunged into the ditch a sentinel fired his musket and an uproar immediately ensued. The guards were seized and in a few moments the Americans were masters of the situation. Major Sutherland succeeded in reaching a block house with a small force, whereby he escaped capture. As day was approaching Maj. Lee could not delay long enough to dislodge him. The firing had aroused the British in New York, and he ordered an immediate retreat. Captain Forsyth was sent to Prior's Mill with a picked body of men and ordered afterward to take a position at Bergen to cover the retreat.

I quote from the official Report of Major Lee:

"On my reaching this place I was informed by Cornet Neill, who had been posted there during the night for the purpose of laying the bridge and communicating with the boats, that my messenger directed to him previous to the attack had not arrived, nor had he heard from Capt. Leyton who had charge of the boats.

"Struck with apprehension that I should be disappointed

in the route of retreat, I rode forward to the front under Major Clarke, whom I found very near the point of embarkation and no boats to receive them. In this very critical situation, I lost no time in my decision, but ordered the troops to regain the Bergen Road and move on to the New Bridge. At the same time I communicated my disappointment to Lord Stirling by express, then returned to Prior's Bridge to the rear guard.

“Oppressed by every possible misfortune, at the head of troops worn down by a march of thirty miles through mountains, swamps and deep morasses, without the least refreshment during the whole march, ammunition destroyed, encumbered with prisoners, and a retreat of fourteen miles to make good, on a route admissible of interception at several points, by a march of two, three or four miles, one body moving in our rear, and another (from the intelligence I had received from the captured officers) in all probability well advanced on our right; a retreat naturally impossible to our left. Under all these distressing circumstances, my sole dependence was in the persevering gallantry of the officers and obstinate courage of the troops. In this I was fully satisfied by the shouts of the soldiery, who gave every proof of unimpaired vigor on the moment that the enemy's approach was announced.

“Having gained the point of interception opposite Weehawken, Capt. Handy was directed to move with his division on the mountain road in order to facilitate the retreat. Capt. Catlett, of the Second Virginia Regiment, fortunately joined me at this moment at the head of fifty men with good ammunition. I immediately halted this officer, and having detached two parties, the one on the Bergen Road in the rear of Major Clarke, the other on the banks of the North River, I moved with the party under the command of the captain on the center route. By those precautions a sudden approach of the enemy was fully prevented. I am very much indebted to this officer and the gentlemen under him for their alacrity and vigilance on this occasion.

“On the rear's approach to the Fort Lee road we met a detachment under the command of Colonel Bull, which Lord Stirling had pushed forward on the first notice of our situation to support the retreat. The colonel moved on and occupied a position which effectually covered us.

“Some little time after this a body of the enemy (alluded

to in the intelligence I mentioned having received from the officers while in the fort) made their appearance, issuing out of the woods on our right, and moving through the fields directly to the road. They immediately commenced a fire upon my rear. Lieutenant Reed was ordered to face them, while Lieutenant Rudolph threw himself with a party into a stone house which commanded the road. These two officers were directed mutually to support each other and give time for the troops to pass the English Neighborhood Creek, at the Liberty Pole. On the enemy observing this disposition, they immediately retired by the same route they had approached, and took to the woods. The precipitation with which they retired preventing the possibility of Colonel Bull's falling in with them, saved the whole.

"The body which moved in our rear having excessively fatigued themselves by the rapidity of their march, thought prudent to halt before they came in contact with us. . . . The troops arrived safe at the New Bridge with all the prisoners about one o'clock p. m. on the 19th."

The American loss in this dash was but two killed and three wounded, while they had secured and carried off 159 prisoners. The effect of this brilliant affair was most encouraging to the Patriots. Congress passed a resolution of thanks, and Washington wrote a letter of high commendation.

During the following winter but little occurred in Hudson County except the usual raids. The inhabitants obtaining a quasi protection from the British, continued their avocations as best they could and found in them, on the whole, ready and profitable customers for whatever they could furnish in the way of supplies and provisions. Some of them secured passes and crossed over to the city, where they found a ready and better market than at home, but these expeditions were always attended with danger, for the watchful Tories and Refugees, ever on the alert, frequently despoiled them on their return, of whatever they may have received from their venture. These attacks the burghers attempted to avoid through preconcerted signals, but these were soon discovered and the originators were subjected to additional indignities because of their attempt at evasion.

As an illustration of the manner in which information as to the enemy's designs and movements was obtained, we

might relate an incident wherein one of Bergen "haus vrouws" was the chief actor.

Janetje Van Ripen, wife of Nicholas Tuers, whose homestead stood on the site of the present Fourth Regiment Armory, had crossed over to the city on one of her occasional marketing trips. While there, she stopped at a tavern kept by "Black Sam," so called because of his dark complexion. Sam was a staunch Patriot at heart and was enabled oftentimes to convey valuable information to the American commander. As his hostelry was frequented by British officers, he was enabled often to gain a fair knowledge of what was occurring, through the scraps of conversation he overheard. On the occasion of Mrs. Tuer's visit, knowing her deep sympathy with the Patriot cause, Sam confided to her that he had overheard some British officers talking about a conspiracy, that was under contemplation in the American Army that would be far reaching in its effect. On her return home she told her brother Cornelius Van Ripen, who immediately went to Hackensack, the then headquarters of the army in this section, and revealed what he had heard. When offered a reward, the sturdy old Patriot spurned it with indignation saying, "he did not serve his country for money." The discovery of Arnold's contemplated surrender of West Point proved the accuracy of the information.

The capture of Andre and the discovery of Arnold's infamous treachery caused great consternation in the American camp, and persistent rumors were prevalent of an extended conspiracy involving other officers of the army high in position. Washington desired to secure the person of Arnold so as to thoroughly investigate these rumors, and at the same time if possible save Andre from an ignominious death. Why such special efforts should have been made to protect him from the natural consequences of his disreputable conduct is hard to understand, save that the universal horror and condemnation of Arnold's infamous conduct over-shadowed every other consideration, and Andre's personal bravery and social attractions excited a deep sympathy for him in his unfortunate position.

He was possessed of those peculiar qualifications that at once captivated all with whom he came in contact. He was intensely loyal to his King, and his conscientious adherence to the cause he had professed, could excite nothing but respect and admiration; but when he disregarded the sacred rights of

the home to which he had been welcomed, and presumed upon the intimacy and opportunity that such recognition afforded him, to initiate and carry on, with a man already tempted beyond his strength, a project so infamous as to merit the condemnation of even the very power he served, it must be admitted that the great sympathy he had inspired was not justified.

He had used his former acquaintanceship with Mrs. Arnold to establish through her, a means of communication with her husband, and her unconscious co-operation rendered the task comparatively easy.

At the time of Arnold's assuming the command at West Point July, 1780, his condition was desperate and deplorable. He was not only filled with resentment because of the public reprimand he had received, but his extravagances had burdened him with debts from which there was no escape, and his reckless nature led him to welcome any project that promised any prospect of pecuniary relief. The fact that West Point was considered the key to the whole military situation, placed him in a position that would enable him to solve all his difficulties, and at this critical moment came the voice of the tempter urging the hope of a munificent reward, could he secure special military advantage to the English forces. Andre carried on the nefarious negotiations with all the charm and finesse he possessed, and the point was reached, when a personal interview became necessary. Andre became the accredited agent for the consummation of the scheme, which failed only because of a combination of circumstances too well known to need repetition here.

The previous intentions or readiness of Arnold to engage in some such scheme does not excuse Andre for treacherously betraying the confidence gained through friendly association and social intimacy. His condemnation would only seem the deeper because of his thorough knowledge of social amenities and exactions. However, one of the reasons given for the attempted capture of Arnold was, that Andre might be preserved from an ignominious death.

Major Lee was summoned to a conference with the Commander in Chief, and the situation discussed at length. The evidence that Arnold was not alone in the base conspiracy was circumstantial, and involved officers who stood high in the confidence of Washington. So great was the suspicion aroused in

Washington's mind through the defection of Arnold, that when Major Lee suggested, that the information they had received might have been put forth designedly by the British commander to destroy the good feeling existing among the officers of the American army: he replied that the same suggestion could have been made in regard to Arnold a few days before.

After long deliberation a plan was determined upon, whereby Arnold was to be seized, carried to Hoboken and from thence to the American camp. As a reward for his treachery he had been made a Brigadier General in the British army, and all the deserters from the American army assigned to his command.

In order to obtain access to Arnold's person, it was necessary to find some stanch, reliable Patriot to assume the disgraceful role of a traitor and seemingly cast in his lot with the enemies of his country. After much persuasion John Champe, a young Virginian, a member of Lee's Flying Camp, reluctantly consented, and the time was fixed for carrying out the design.

It was determined in case of the premature discovery of the pretended desertion of Champe, that Major Lee would, on some pretext, delay the pursuit until Champe's escape would be assured. Unfortunately, as he was about leaving on his mission, he fell in with a patrol who at once challenged him. Finding his challenge unheeded, he discharged his musket, and immediately the camp was in an uproar. Meanwhile Champe put spurs to his horse and rapidly sped on his way.

Captain Carnes, officer of the day, assembled his squadron and reported the facts to Major Lee. Chagrined at the possible interruption of the plan determined upon, the Major used every endeavor to delay the pursuit. Pretending to have been just awakened from a sleep, he required the captain to repeat his report in detail, and then asserted that the guard had mistaken some frightened countryman, who had inadvertently wandered in the vicinity of the camp, and ridiculed the idea that any member of the legion would desert.

But the desertion of Arnold was too recent to allow such an event as impossible, and the captain retired to inspect the assembled horse. He quickly returned and stated that the scoundrel who had gone was Sergeant John Champe.

Deeply affected at the supposed baseness of a soldier extremely respected, the captain added "he had ordered a party to make ready for pursuit and begged the major's written orders." Major Lee continued his dilatory suggestions, but finally, having exhausted every plausible excuse, was obliged to issue in customary form the following order: "Pursue as far as you can with safety Sergeant Champe, who is suspected of deserting to the enemy, and has taken the road leading to Paulus Hook. Bring him alive that he may suffer in the presence of the army, but kill him if he resists, or escapes after being taken." A shower occurring shortly after Champe's departure enabled his trail to be followed with accuracy. The pursuers pushed forward rapidly and ascending a slight rise near the Three Pigeons, a few miles north of the village of Bergen, they saw the object of their pursuit but a short distance in advance. At the same moment Champe discovered his pursuers and immediately put spurs to his horse and abandoning his intention of reaching Paulus Hook—which he realized would appear to his pursuers as his destination—he determined to seek the protection of two British vessels anchored in the bay back of Bergen.

"Entering the village of Bergen, Champe turned to the right, and disguising his change of course as much as he could by taking the beaten streets, turning as they turned, he passed through the village and took the road toward Elizabethtown Point, now Oxford Lane.

"Middleton had meanwhile divided his force, taking different routes from the Three Pigeons, but when the two detachments reached the bridge (at Prior's Mill) he found the sergeant had slipped through his fingers. Returning up the road he enquired of the villagers of Bergen whether a dragoon had been seen that morning ahead of his party. He was answered in the affirmative, but could learn nothing satisfactory as to the route he took. While engaged in inquiries himself, he spread his party through the village to strike the trail of Champe's horse, a resort always recurred to. Some of the dragoons hit it just as the sergeant, leaving the village, got in the road to the Point (Bergen). Pursuit was renewed with vigor, and again Champe was descried. He, apprehending the event, had prepared himself for it by lashing his valise (containing his clothes and orderly book) on his shoulders, and



holding his drawn sword in his hand, having thrown away the scabbard. This he did to save what was indispensable to him and prevent any interruption to his swimming. . . . As soon as Champe got abreast of the two galleys, he dismounted and, running through the marsh to the river, plunged into it, calling upon the galleys for help. This was readily given. They fired upon our horse and sent a boat to meet Champe, who was taken in and carried on board and conveyed to New York, with a letter from the captain of the galley stating the circumstances he had seen."

The return of the pursuing party to camp with Champe's horse and accoutrements suggested to the assembled soldiers that Champe had been killed. Lee, hearing their shouts and acclamations, "reproached himself bitterly with the blood of the high prized faithful and intrepid Champe." When he discovered the contrary, to use his own words, "his joy was now as full as the moment before his torture had been excruciating. Never was a happier conclusion; the sergeant escaped unhurt, carrying with him to the enemy undeniable testimony of the sincerity of his desertion, cancelling every apprehension before entertained, lest the enemy might suspect him of being what he really was."

On Champe's arrival at New York he was, as expected, assigned to Arnold's detachment. The project promised complete success, and on the appointed night a guard was stationed at Hoboken to receive the prisoner. Unfortunately the night previous to the appointed time, Arnold changed his quarters, and consequently the project was defeated. Again preparations were made to carry out the original design, but the embarkation of Arnold and his troops for the Southern Campaign destroyed all hopes, and the attempt was perforce abandoned. Andre's fate and Arnold's subsequent life are matters of history.

During the winter of 1779-1780 there was great privation and suffering because of the severity of the weather. The extraordinary demand for fuel in the city of New York carried a corresponding increase in its value. As the heights of Bergen were covered throughout their whole length with a dense growth of timber, the owners were not averse to seize the opportunity of adding to their substance by cutting it for fuel and disposing of it to the needy citizens. But the Tories and Refugees abounding in the county were likewise awake to the

chance and vied with the owners in securing control of the market.

The extent to which these marauding parties were devastating the forests excited the utmost indignation among the settlers of Hudson County, and they made every effort to protect their property. Collisions were frequent, and the marauders were obliged to erect defences at different points along the heights for their protection. Perhaps the most noted of these was the Block House erected near Bull's Ferry on Guttenberg Heights. It was rendered famous by the well known screed written by Major Andre entitled "The Cow Chase," in which effusion he caricatures liberally General Wayne's attempts at its capture July 21, 1780.

Under orders from the Commander in Chief, Wayne, with a considerable force, undertook an expedition down over Bergen Neck, intending the capture of a number of cattle that had been collected there, and likewise the destruction of the block house at Bull's Ferry. The cattle were gathered in, and on the return an attempt was made to carry out his instructions and destroy the block house. The attack was made with great vigor, and several wood boats lying at the dock near by were burned. The strength and solidity of the works defeated the object of the Americans and, notwithstanding a furious cannonading was kept up for some time, the small force by which it was defended successfully resisted all attempts for its capture, and the besiegers were obliged to retire with the loss of several killed and wounded.

The importance of this engagement was greatly magnified, mostly through the wide circulation of Andre's effusion before alluded to, although the failure of the expedition was a matter of deep regret to the American forces. The block house remained in the possession of the Refugees until near the close of the year, when its garrison was transferred to the defences at Bergen Neck (Bayonne.)

On the 24th of August, 1780, General Lafayette encamped with his troops on Bergen Heights near Waldo and Newark Avenues: from this commanding position he looked down upon the British at Paulus Hook and kept watch of their movements. His foraging parties extended their operations down to Bergen Point, at which place they were fired upon by the batteries on Staten Island. They secured considerable plunder of cattle

and forage, and when remonstrated with by the inhabitants, they replied "that as *they* had contributed very little to the American Cause, what was taken was only in the way of just taxes."

During the latter part of the war the American officers met frequently at Bergen for consultation, and Lafayette, Greene and Wayne here determined upon future movements. I recall that when a boy, the spot where Lafayette and Washington conferred together in Van Wagenen's apple orchard, was pointed out to me, and in after years on the occasion of Lafayette's visit to this country, a cane made from the old tree that had shaded them was presented to the General. This tree was located back of the present Van Wagenen homestead on Academy Street, west of Bergen Square.

At this time the scouts from both sides were extremely active, and raids were frequent, by not only the Patriots and Loyalists, but from the bands of unprincipled, irresponsible marauders, who took advantage of the troublous conditions to assume partizanship with either party as best suited them. The character of these raids may be best understood from a few newspaper extracts taken at random.

"August 28th, 1780. The rebels on Saturday burnt Colonel William Bayard's new house and barn at Castile, on the north end of Hoebuck (Hoboken), and destroyed all the forage and timber to be found there, to a very large amount."

Same date: "Generals Washington, Lafayette, Greene and Wayne, with many other officers and large bodies of rebels, have been in the vicinity of Bergen for some days past. They have taken all the forage from the inhabitants of that place."

"Captain William Harding, with a detachment from Fort Delancy on Bergen Neck, went out as far as Newark and captured four prisoners and about thirty cattle, which they brought back with them."

"September 5th, 1781. Last Wednesday a party of Ward's plunderers from Bergen Neck came to the neighborhood of Hoebuck, where they collected a number of cattle, which the inhabitants retook and killed and wounded many of the miscreants."

But the crowning outrage of all perhaps was perpetrated by a band of Tories under the command of one Hatfield. Un-

der the assurance of General Clinton, then encamped on Staten Island, that the safety of all those who brought provisions to the island would be guaranteed, and they permitted to dispose of the same without molestation; one Stephen Ball carried over a cargo of beef. On landing he was seized by Hatfield, maltreated, subjected to a mock trial and hung on a tree at Constable Hook.

These fragments tell the story of Hudson County during the remaining years of the war. While the strife was most bitter between the Patriots and Refugees, consequences fell with the greatest force upon the non-combatants and their families. Pillage and plunder continued without cessation, and the hardships to which they were subjected, were those peculiar only to the embittered warfare carried on about them. But the trend of events pointed to the ultimate success of the Patriots. The surrender of Cornwallis in October, 1781, foreshadowed the final result, and those who had adhered to the Royalist cause from motives of self-interest, now endeavored to ward off their impending punishment, by professing their allegiance to the power now gaining the ascendancy: while the Tories and Refugees, whose activity had caused much of the prevailing privation and suffering, realizing the fate that awaited them in case of capture, were already turning their thoughts to some safer haven.

Major Ward, commanding the Refugees who had been stationed so long at Bergen Neck, and whose depredations had caused so much terror and anxiety to the settlers, realizing the hatred he had inspired because of his excesses, destroyed the works, and October, 1782, with his whole force of miscreants embarked for Nova Scotia.

The point of Paulus Hook was now the only place in New Jersey where the British still retained a foothold, but with the news of the treaty at Paris January 20th, 1783, they prepared for its evacuation, and November 22d, 1783, the last Royalist departed from the territory, never again to return. A few days afterward Washington bade farewell to his officers at Francke's Tavern in New York City and crossed the river to Paulus Hook on his way, as he supposed, to a quiet retirement.

The crucial test was now over, and right nobly had it been withstood. Privation, suffering, even death itself were esteemed

as nothing, compared with the priceless boon that had been secured. The dawn of a new era was beginning to dispel the clouds of darkness and despondency that had for so many years overshadowed the land, and the hills, and the valleys, and the mountains were already tinged with the glorious beams of the Sun of Liberty that betokened the near approach of the perfect day.



# The Historical Society of Hudson County.

No. 5.

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HUDSON COUNTY—  
ITS WATER FRONT DEVELOPMENT.

Paper read before "The Historical Society of Hudson County,"  
by John C. Payne, C. E., Secretary and Engineer of the  
Riparian Commission of the State of New Jersey, Thurs-  
day evening, March 25th, 1909.

Although our paper to-night has primarily to do with the development of the water front of Hudson County, I shall not attempt to go into the details of land transfers, or the names of enterprises, with useful but tiresome statistics, which are the units that go to make up the grand sum of our worth; and I shall ask you to go with me to other parts of our state for some of the illustrations of the principles on which riparian interests are administered.

Nor, indeed, shall I attempt to fully cover the ground of legal inquiry and decision of all the cases that have claimed the attention of our courts, for that would make my paper far too long, and my purpose is rather to attempt to give a general view of the principles upon which the water front of our County has been developed.

ORIGIN OF THE STATE'S TITLE.

The title of the State to the lands flowed by tide water at mean high tide is as ancient as the discovery and conquest of the country, because it is founded on the ancient law.

Briefly, the history of the discovery and occupation of this part of the country is:

That in 1497, Jean and Sebastian Cabot, under commission of Henry VII of England, sailed along the coast of North America and claimed for their sovereign the entire country, the shore of which they occasionally saw at a distance.

In 1524, J. DeVerrazzano, a Florentine, in the service of Francis I, King of France, is supposed to have visited the Bay of New York.

In 1525, Estavan Gomez, a Portugese, in the service of Emperor Charles V, visited the Bay of New York.

In 1598, some Dutch, in the employ of the Greenland Company, came into the Bay of New York and erected a winter shelter and a fort for protection against the incursions of the Indians.

In 1603, Henry IV of France, by virtue of the discoveries of DeVerrazzano in 1524, above referred to, gave to Des Monts that portion of the country lying between the 40th and 46th degrees of north latitude. This included the greater part of New Jersey; but the grant of the French King was ignored by James I of England, who, in 1606, granted to the South Virginia or London Company, and the North Virginia Company, practically the same land.

From the time of the earliest discoveries, up to the Revolution, the occupation and control of this part of the country was passed back and forth among the Dutch, the French, the English and the Indians, and an account of this period, as affecting the locality, will be found in the interesting papers already read to you by Dr. Brett and Mr. Daniel Van Winkle, of this Society.

The title of the State to the lands under water is founded on the ancient doctrine of the sovereignty of the King. The first diversion of the title of the King is that of the grant from Charles II to James, the Duke of York, March 12th, 1664. This grant covered much of the land along the coast, from Maryland to Maine, and on June 24th, 1664, James, the Duke of York, sold to Berkeley and Carteret that part of the grant from King Charles, of March 12th, 1664, now known as New Jersey, and in 1676, New Jersey was divided into East and West Jersey and held by what were known as the Lords Proprietors.

In the year 1702 these Proprietors surrendered to Queen Anne all the rights of government held by them, reserving, however, the rights of property. The title to the soil of the tidal waters was not within the reservation, but again passed by the surrender of the government of the Proprietors to the Crown of England.

Thus the title to the lands under water, being vested in the King of Great Britain, at and before the Revolution of 1776, became vested, by the law of nations and the right of conquest, in the people of the then Colony, and now, State, of New Jersey, by the successful War of Independence.

Previous to this time, however, what is known as the Board of Proprietors of East Jersey set up the claim of title to lands and lands under water under grants made March 12th, 1664, and June 29, 1674, by Charles II of England, to James,

Duke of York, and by the latter to Sir George Carteret and John, Lord Berkeley, June 24, 1664, and July 29, 1674; and by the legal representatives of Sir George Carteret to the said Board of Proprietors, February 1st and 2nd, 1683; and by a confirmation of said Board of Proprietors, made by James, Duke of York, March 14, 1683; and by divers other instruments, Indian titles and otherwise. They claimed to have been recognized as owners of the lands under water, by express acts of the Colonial Government, and to have made large numbers of grants of said lands.

The Proprietors' right of property in the lands above water was and is unquestioned, but that of their rights in lands under water has been the subject of much discussion and litigation. The decision, adverse to their rights, is the case of *Martin V. Waddell* (16 Peters, page 367), by the majority of the judges of the United States Supreme Court, and has been generally accepted as a final settlement of the question; but the opinion of the minority of that court was so strongly in favor of the rights of the Proprietors, that it has left a lingering question in their minds, which occasionally finds expression in grants of lands flowed by tide water, which grants, however, are not recognized by the authorities of the State of New Jersey.

The original grant to the Proprietors was in consideration of what they expressed as a "competent sum of money," and in addition to all the lands in the described boundaries, gave

"All rivers, mines, minerals, woods, fishings, hawkings, huntings, and fowlings, and all other royalties, profits, commodities and hereditaments whatsoever;" and I presume on the strength of this wording, they based their claim of title to lands under water, which claim, however, has never been admitted by the State, but has been successfully contested.

This title gave the Proprietors rights in all the lands and general property in the province, and also in the government. The right of government was exercised until 1702, when it was surrendered to the Queen. The whole property was subject to the rights of its Indian owners, and the grant from the King gave the Proprietors the exclusive privilege of purchasing from the Indians. (See William Penn and others on this subject, Gordon's New Jersey, pages 40, 41.) This privilege, though contested in the earliest provincial courts, was always

sustained, and at the session of the first Legislature after the Proprietors' surrender of the government, the law first enacted was that "For regulating the purchasing of lands from the Indians," (Neville, page 1). This law forbid, with heavy penalty, any person purchasing lands from the Indians except by authority of the Proprietors; declared all such purchases previously made illegal, and required the possessors to take title from the Proprietors within six months thereafter.

The Indians highly valued their rights of fishing, as the reference to them in their deeds of sale show; and the immense quantities of shells, piled in heaps at all convenient places along the shores, bear witness that they improved these rights to great profit. There are a hundred acres or more of land at South Amboy which are covered from six to eighteen inches deep by these Indian shell deposits. The soil about Communipaw is full of them, and they can be seen all along the creeks and bays from South Amboy to Cape May.

The Proprietors purchased all these rights of the Indians, and paid satisfactory prices for them. The purchases were generally made in tracts of a few square miles each, until nearly the whole State was covered by their deeds. Many of these deeds are recorded in the Proprietors' books and in the Secretary of State's office; and at an assembly of all the Indian tribes of New York, New Jersey and Pennsylvania, held at Easton, Pennsylvania, from October 8th to the 26th, 1758, two deeds were executed by the Indians and their attorneys, one of which, by the Delawares, was for all the land south of a line drawn from Sandy Hook up the Raritan River and its north branch to the Alamatong (Lamington) Falls, and from thence crossing to the Delaware River at the Paoqualin Mountain (Water Gap). In this the boundary along tide water is low water mark. The other deed, executed by the Minisink and Pompton Indians, was for all that part of the State lying north of the above mentioned division line and terminated at the north by a straight line drawn across the country from the mouth of Tapaan in latitude  $41^{\circ}$  north, on the Hudson, to Cohecton, in latitude  $41^{\circ} 40'$  north, on the Delaware.

#### GRANTS BY THE PROPRIETORS.

Among the "surveys" or grants to individuals, covered or partially covered by the tide waters, (the word "survey" mean-

ing a grant), made by the Proprietors within Hudson County, was one in 1746 to "Arch. Kennedy of Bedloe's Island," and on Holland's Map of 1775, Bedloe's Island is called "Kennedy's Corporation."

Another "survey" or grant by the Proprietors, in Hudson County, in 1803, was to "Elisha Boudinot, Budd Tract, in Harsimus Cove."

In 1835, a "survey" or grant in Communipaw Cove was made by the Proprietors, of "Black Tom," which is now a part of the National Docks Warehouse enterprise.

And as recently as March 4th, 1880, the Proprietors of East Jersey granted to George H. Cook the reef or island on which Robbins Reef Light stands, also the reef or shoal known as "Oyster Island," both in New York Bay.

With these "surveys" or grants of "Robbins Reef" and "Oyster Island" from the Proprietors as a basis, application was made by George H. Cook to the State of New Jersey for a confirmatory title or the rights to the lands under water surrounding these "surveys," as lands pertaining to riparian ownership, but the application was refused by the State and no further claim has been made under these Proprietors' "surveys" or grants.

It will be of interest to call attention here to the attitude of the United States Government towards the title of the State of New Jersey to its lands under water, and to the machinery of the State in conserving this relation:

On March 16th, 1875, the Legislature of New Jersey passed an act entitled "An Act authorizing the cession of jurisdiction and conveyance of lands of this State, under tidal waters, to the United States, to be used as sites for light houses, beacons, and other aids to navigation," (P. L. 1875, Chap. 138, p. 28). This act provided that whenever the United States desired to acquire title to lands belonging to the State of New Jersey, covered by the tidal waters, for the site of a light house, beacon, or other aid to navigation, application might be made to the Governor by a duly authorized agent of the United States, describing the site required; and that thereupon the Governor was authorized and empowered to direct the Riparian Commission to make a survey and map and report the same to him; whereupon, the Governor was to convey the title of said lands to the United States Government, upon such terms and

conditions as might be agreed upon. The act provided further that no single tract thus conveyed should contain more than ten acres, and that the State of New Jersey should retain concurrent jurisdiction over the same, so that all process, civil or criminal, issuing under the authority of this State, might be executed by the proper officers, upon any person or persons amenable to the same, within the limits of the lands granted; and provided further that no part of such lands so granted should be used for quarantine purposes; and providing, finally, for the reversion of the lands to the State upon the discontinuance of their use by the government for the purposes for which they were ceded.

It was under this act and without regard to the grant by the Proprietors to George H. Cook of the site of Robbins Reef Light House, that is so attractive and prominent a feature of the shores of our county to its citizens returning from Europe, that the State of New Jersey, upon an application made by the United States Government in 1880, through its Governor, then General George B. McClellan, granted the rights to the United States Government, which accepted the same, thus putting the stamp of approval or confirmation upon the title of New Jersey to these lands under water as paramount to that of the Proprietors.

It will be noticed that the procedure for the United States to follow in acquiring lands of the State for light house purposes is different to that of the government or an individual in acquiring lands of the State for commercial uses. In the latter case application is made directly to the Riparian Commission, who pass upon the same, subject to the approval of the Governor. It would be interesting to know what was in the minds of the Legislature of 1875, when this act was passed.

And further, in confirmation of this attitude or acceptance by the United States Government of the paramount title of the State of New Jersey to lands flowed by tide water at mean high tide, it is interesting to note that in 1901 an application was made by parties interested in the exploitation of a scheme of development of certain lands under water lying about midway between Ellis and Bedloe's Islands in New York Bay, asking the State of New Jersey for a grant of the State's title to these lands. The State of New Jersey applied to the War Department for approval of the lines defining this development.

The War Department declined to approve such lines on the ground that the rights and necessities of commerce would not permit of the construction in question, and adding that the United States Government, owning Bedloe's and Ellis Islands, and using them for national purposes, were entitled to whatever rights and privileges belonged to riparian owners in the lands under water around and between these islands, and stating that it was not only possible, but probable that, in the near future, the United States might wish to use these lands for public purposes. This seemed like an intimation on the part of the Government of ownership or control; whereupon, the Riparian Commission inquired of the Secretary of War

"Whether the Federal authorities claimed ownership in the lands under water in New York Bay, surrounding Ellis and Bedloe's Islands, so that they may appropriate the same to the uses of the United States Government without making application therefore to the State of New Jersey."

The answer of the Government, through the Secretary of War, is as follows:

"In reply I beg to state that the action of the Secretary of War, which was communicated to the Riparian Commission of New Jersey, was simply the modification of the harbor lines around Ellis Island, by extending the pier and bulkhead lines in accordance with the request of the Secretary of the Treasury. This action was no assertion of title or ownership in the lands under water, but simply a regulation of its use with regard to the navigable waterway and the interests of commerce."

An interesting instance of the exercise of the claim of the Proprietors to lands flowed by tide water, came under the notice of the state authorities some few years ago, when two gentle and amiable ministers of the Gospel, hailing from that city noted for gentle and amiable citizens, appeared with a petition for the right to occupy part of an island in the lower tidal waters of the State; and the language of the petition is so unworldly, it may be of interest to quote it:

PETITION TO PURCHASE A CERTAIN MARSH ISLAND, WEST OF  
HOLLY BEACH INLET, CAPE MAY COUNTY,  
STATE OF NEW JERSEY.

TO THE HONORABLE

THE RIPARIAN COMMISSION OF THE STATE OF NEW JERSEY.

"The petition respectfully represents

1. That your said petitioners are citizens of the United States

- and of the State of Pennsylvania, residing in the City and County of Philadelphia;
2. That in March of the year 1902 while spending some time at Holly Beach, in the County of Cape May, State of New Jersey, noticing with favor a portion of unoccupied marsh island bordering the west edge of the first main channel west of Holly Beach, across which said island the County bridge from Holly Beach to Rio Grande (now completed), was then building, they, the said petitioners, did stake off and apportion to themselves on the aforesaid marsh island, portions of the same for the purpose of erecting thereon summer cottages for the use of themselves and families;
  3. That your said petitioners pursuant to their first intention have erected on the said portions of the said marsh island cottages as aforesaid, and also have interested other persons to do the same;
  4. That the said petitioners have rendered the said portion of marsh island accessible, and desirable for occupation by certain improvements, the cost of which they have borne, among which is a substantial foot walk bridge, two hundred and fifty feet or more in length;
  5. That the said petitioners having been the pioneers and originators of this colony, desire to secure the said marsh island for settlement by respectable settlers, and for the protection of those persons already settled thereon, and to that end, have had the said marsh island surveyed, a plan of which survey, together with a description of the same, is hereunto affixed and marked with the letter "A," and made part of this petition;
  6. That the said marsh island is not improved land of the State, nor is it included within any lands designated for improvement, but it is wholly covered by from two to three feet of salt water every ordinary tide, and is a mud flat covered with sedge grass at low tide;
  7. That your petitioners desire your honorable Commission to fix such reasonable and just price as may be deemed proper for said marsh island upon payment of which by your petitioners a clear and defeasible title thereto may be granted them;
  8. That your petitioners desire your honorable Commission to fix a time and place, when and where they may appear and be heard regarding this petition for purchase; and such other privileges as your honorable Commission may deem fitting;

And your petitioners will ever pray, etc."

It just happened that at the time the newspaper men were devoting some attention to this department of the State. Anyone



who has had experience with the young gentlemen who write up the daily news knows what an energetic and enterprising lot of young men they are: how cleverly, out of little, they can build an ornamental and attractive structure.

The newspaper men got hold of this unique case, and in the papers appeared such headlines as these:

“Baptist Ministers Seize a New Jersey Island.”

“They Noticed it with ~~the~~ Favor and so They Simply Swiped it.”

“Will Trust in God and Senator Hand,” &c,

and wrote the matter up in the following facetious way, which cleverly contained very much of truth:

“Each one of the four Riparian Commissioners of this State at their meeting this morning sat bolt upright in his chair and gasped in utter astonishment as two Philadelphia Baptist ministers, with much washing of hands with invisible soap, and unctuous tones, gently preferred the modest request that the board should give them the title to an island in Cape May County which the revered gentlemen had, as they felicitously termed it, “noticed with favor” and quietly pre-empted it, without so much as by-your-leave-gentlemen-of-the-State-of-New Jersey.

“‘Eh?’ said the Chairman.

“‘What?’ ejaculated the Board’s Counsel, horrified.

“‘Bless me!’ exclaimed another Commissioner.

“‘Dangerous precedent,’ observed the Secretary, ‘for instance, if some one should notice with favor my house, what then?’

“To make matters all the more complicated behind the ministers sat Senator Robert E. Hand of Cape May County, who had before the Board an application for the very identical island, too. Genial Bob, quietly enjoying a “chaw”, listened blandly to the ministers’ arguments and regarded the entire proceedings as a huge joke. His application was in first, and since truth must be told, Bob, to use a well-known metaphor, had neatly euchred the ministers. Bit by bit the Commissioners were put in possession of the facts of a very singular case, the beginning of which is best told in the ministers’ own refreshing language, as set forth above.

“So like the Israelites of old, these Philadelphia ministerial pioneers found a promised land, and they rushed back to their kith and kin in far away sleepy Philadelphia and conveyed to them the glad tidings. They engaged the services of Robert E. Hand, a guileless dock builder, oyster planter, general contractor and everything else in Cape May, to set the pilings for the cottages. Bob was only too delighted, and very soon there was a small colony of the elect of Philadelphia on stilts. But Bob, like Dickens’ famous character, Joey B, ‘was sly, devilish

sly,' and when he found that the worthy colonists had no title to their land, he resolved to put that right by asking one in his own name, doubtlessly for the purpose afterwards of making the ministers a present of it.

"While this was being done, the Secretary had everything not screwed down in the offices, which might be 'noticed with favor' removed to an inner room." (This was the facetia of the newspapers).

The fact in the case was that the East Jersey Proprietors had made a grant to one of the parties, although, as stated in the petition, "The Marsh Island is wholly covered by from two to three feet of salt water at every ordinary tide." The conclusion of this matter was that the grant by the Proprietors was ignored by the State and these amiable ministers, who were most admirable gentlemen, were confirmed by the State in their title to the little Venice they had 'noticed with favor.'

#### STATE BOUNDARY LINE.

Reference was made to a survey or grant by the Proprietors in 1746 of Bedloe's Island, in Hudson County, to Kennedy. Apprehending it may be questioned by some that Bedloe's Island was and is in Hudson County, a brief history of the determination and location of the boundary line between New Jersey and New York will be of interest:

The exact definition of the boundary line between New York and New Jersey seems not to have interested the earlier inhabitants of these two States, and so apparently unimportant an incident or industry as that of gathering oysters and other shell fish from the waters of Raritan bay is responsible for the determination and finally the actual location of this boundary line.

The value of lands under water in Raritan Bay was recognized early in the last century. Raritan Bay is a shallow, land-locked body of water, subject to the ebb and flow of ocean tides and fed by many fresh water streams, possessing every requisite necessary for the successful and profitable cultivation of shell fish.

Beds of natural growth, where oysters and clams grew in great abundance, were found by the early settlers, and for a long time these proved sufficient to supply the wants of the scanty population. The rapid growth of population and the apparent danger of depletion from over fishing soon rendered

artificial propagation necessary, and about the year 1810, the first oysters were planted and cultivated in Raritan Bay.

At first all the land under water in Raritan Bay was considered as common to the residents of both States, and no attempt was made to divide them according to State lines, and not until the industry began to grow in importance, and the land consequently to increase in value, did local jealousies and disputes arise between the citizens of New York and New Jersey.

These disputes soon grew to be of a serious nature, and sometimes ended in bloodshed . . . Especially was this so after the Legislature of each State had made it a misdemeanor for citizens to take or cultivate oysters in the waters of the other State, and in 1834 a treaty or compact was entered into by the two States in which it was agreed that "the boundary line between the States of New York and New Jersey shall be the middle of the Hudson River, of the Bay of New York, of the water between Staten Island and New Jersey and of Raritan Bay to the main sea." This agreement was entered into on September 16th, 1833, and confirmed by the Legislature of New York, February 5th, 1834, by the Legislature of New Jersey, February 26th, 1834, and approved by the Congress of the United States, June 28th, 1834. This, though vague, was sufficiently definite for a long time, but the rapidly increasing number of planters and the great demand for oyster lands soon led to the occupation of the lands in the most valuable part of the bay. The indefinite nature of the description of the boundary line given in the agreement of 1834, became a source of constant dispute, and in 1886, pursuant to a joint resolution of the Legislature, Governor Green appointed Robert C. Bacot, A. B. Stoney and George H. Cook a commission on the part of New Jersey to cooperate with a similar Commission on the part of the State of New York to locate and mark out in Raritan Bay the line of 1834. The Commission concluded its work and made its report to the Governor on December 20th, 1887.

The work of this commission was so satisfactory that it was continued to definitely locate and mark out the boundary between the States in Staten Island Sound, Kill von Kull, New York Bay, and the Hudson River. It was in the latter part of this commission work that the Honorable Robert C. Bacot, who was chairman of the Commission on the part of New Jer-

sey, as well as the Engineer of the Riparian Commission, clung so tenaciously and successfully to the contention that the treaty of 1834 fixed the middle of the channel of New York Bay, and not the middle of the area of the waters of the bay, as the boundary line, as contended for by the New York State Commissioners. This resulted in giving to the State of New Jersey, not only a greater area of land under water, but in fixing the boundary line in the centre of the deep water channel, and placing Ellis and Bedloe's Islands, as well as Oyster and Robbins Reef within the State of New Jersey, and in Hudson County.

A curious and amusing incident occurred off the shores of Greenville about the year 1875:

The State of New Jersey had made a grant of lands under water in New York Bay, opposite the shores of Greenville, the grant extending some three thousand feet into the waters of the bay. The grantees had proceeded to bulkhead the outer end of this tract and to fill it in with refuse from the city of New York. This, in time, came to be a great nuisance, as the malodors arising from the effect of the summer sun were wafted by the prevailing southeasterly breezes of summer to the then bucolic residents of the sylvan shores of Greenville. They protested, but the protests were not loud enough to reach over the intervening half a mile of water from their shores to the offending filling. And so the aid of the law was invoked for relief, and the late Charles H. Winfield, that eloquent practitioner of the law, was employed to secure, through the courts, relief for our citizens.

In the trial of the case the defense was set up by the offending parties, under that ancient and exploded theory that the city of New York controlled the waters of the Bay of New York to the New Jersey shore, and disregarding also the fact that they had accepted the title and paid the State of New Jersey for the lands in question, that the Greenvillians were not entitled to any relief, as the offense they complained of was within the jurisdiction of New York and not of New Jersey.

Mr. Winfield, resourceful in repartee, as well as in law, replied to the court, with convincing effect, that leaving out the question whether the locus of the filling was in New York or New Jersey, there was no question that the odors were in

New Jersey, and that they were indicting the odors and demanded relief. The court took that view of it and afforded the relief asked for.

The examination and care of the monuments marking the boundary line of the State, is one of the many duties devolving upon the Riparian Commission of the State. By act of April 4th, 1891 (P. L. 1891, p. 324), the Riparian Commission is authorized and directed to cause an examination of the monuments and to report to the Legislature their condition, and to make necessary repairs, &c.

#### STATE CONTROL OF ITS RIPARIAN LANDS.

No particular supervision or control seems to have been exercised by the State over its lands under water until 1851, when the Legislature passed what is known as the Wharf Act, to which I shall refer later, entitled "An Act to authorize the owners of lands upon tide waters to build wharves in front of the same." (P. L. 1851, p. 335.)

It appears, however, that since the beginning of the nineteenth century, the Legislature of the State of New Jersey has, from time to time, made grants, the more important of which were located under the waters of the Hudson River and New York Bay.

In 1802, a conditional grant of two acres was made to Nathaniel Budd, which was a small part of the grant by the Proprietors to Elisha Boudinot in 1803. (This grant by the Proprietors covered about fifty-three and one-half acres of land under water, and lay between Fourth and Twelfth Streets in Jersey City, Pavonia Avenue running about through the centre of it.)

In 1804, a grant was made to the Associates of the Jersey Company, covering practically, the land under water in front of the southern part of old Jersey City. A map, in a good state of preservation, is still in existence, showing the Hudson River water front from Harsimus or First Street, south to South Street or the Morris Canal basin. It is a map advertising the sale of this property, and has an interesting engraving of the water front of Jersey City, showing the old Pennsylvania station and ferry slips, the Cunard docks, with the single smoke stack, side wheel steamers, partly square rigged, as sailing vessels, and also, approaching the slip, an old-fashioned

walking beam ferry boat, with the name "D. S. Gregory" on the paddle box.

In the background appears the roof and spire of the old Washington Street Presbyterian Church, of which, within the memory of many still living, Dr. Imbrie was the pastor.

This church enjoyed the unique distinction of having been transported, piece meal, from where it originally stood, on Wall Street, New York City, across the river, and re-erected, in substantially its original form. It stood on the east side of Washington Street, adjoining the park on its southerly side, and nearly opposite the Gregory homestead. One of the Gregory boys was the organist in the church, and the writer of this paper, when a young man, sang in the choir. It was out of no disrespect to the amiable and able pastor, Dr. Imbrie, that at the beginning of the sermon, on warm summer mornings, a part of the choir would silently steal down the stairs from the organ loft and seat themselves under the peaceful shade of the trees in the park, hearing, if not listening to, the voice of the earnest old doctor, as it came through the windows, until warned by its cessation that the time had come to resume their places and part in the service.

This church was subsequently torn down and apartment houses erected on its site.

The legend on the map in question reads as follows:

"DAVID SCOTT, AUCTIONEER

MAP OF

VALUABLE PROPERTY IN JERSEY CITY

BELONGING TO THE ASSOCIATES OF THE JERSEY COMPANY

AND OTHERS

SIXTY LOTS IN BLOCKS

C TO I FRONTING ON AND EXTENDED 150 FEET EAST FROM

HUDSON STREET,

WILL BE SOLD AT PUBLIC AUCTION IN JERSEY CITY ON

WEDNESDAY THE 24th JUNE, 1857 AT 2 O'CLOCK P. M."

The side wheel, square rigged ocean steam ships shown in the engraving of 1857 are interestingly foreshadowed in the following act of the Legislature of New Jersey, passed in 1848, (P. L. 1848, p. 256), as follows:

"Relative to the pilot laws of the United States.

"1. BE IT RESOLVED by the Senate and General Assembly of the State of New Jersey, That the passage of the act of

March 2nd, 1837, by congress, by which the business of pilotage in the bays and harbours adjoining this State and the State of New York, was thrown open to citizens of this State, appointed as pilot under our laws, was an act of justice to the State of New Jersey, and loudly called for by the appalling disasters upon our coasts, which before that time continued to occur in quick succession.

- “2. And be it resolved, That the results of the experience of the last ten years, the greatly diminished number of wrecks of vessels approaching our shores, the superior vigilance and care of the New Jersey pilots, the danger of a renewal of the melancholy scenes and loss of life which attended the wrecks of the Mexico and Bristol, the impolicy and injustice of again erecting a monopoly, encouraging criminal remissness on the part of the pilots, all combine to furnish an unanswerable argument against the repeal of the present law.
- “3. And be it resolved, That the recent establishment of a line of ocean steamships from Great Britain, whose terminus is at the Port of Jersey City, furnishes an additional argument against the repeal of that act.
- “4. And be it resolved, That the Governor of this State be requested to forward a copy of the foregoing resolutions to our senators and representatives in congress.”

“Approved February 11, 1848.”

In 1836 the State made a grant to Nathaniel Budd of the entire fifty-three and a half acres lying on the Hudson River between Fourth and Twelfth Streets in Jersey City, practically the same tract granted by the Proprietors to Boudinot in 1803.

In 1838 the State made a grant to the Hoboken Land and Improvement Company practically covering all the land under water in front of Hoboken.

In 1848 the State made a grant to Stephen Vreeland covering land under water adjacent to Caven Point.

In 1849 a grant was made to Ingham and Jenkins covering lands under water at Bergen Point.

In 1869 a grant was made to the United New Jersey Railroad and Canal Companies, which is known as the Pennsylvania Railroad, of lands under water in front of the Pennsylvania Railroad Company's property.

After March 31st, 1869, the control and administration of the Riparian interests of the State was placed in the hands of Commissioners appointed by the Governor and confirmed by the Senate.

## THE WHARF ACT.

In 1851, the authorities of the State seem to have recognized the necessity of placing the supervision and control of the construction of wharves or docks in the hands of the local authorities affected by these improvements, and on March 18th, 1851, (P. L. 1851, p. 335), the Legislature passed what is known as the "Wharf Act."

This act gave the shore owner the authority to build docks or wharves in front of his lands and outlined the necessary procedure to be followed in obtaining the right to do so. It set forth that any owner of lands situated on tide waters who might desire to build a dock or wharf to extend beyond the limits of ordinary low water, should first obtain a license for that purpose from the Board of Chosen Freeholders of the county in which the lands might lie; it provided that applications should be advertised in a newspaper published in the county, and, as throwing a little light on the advance we have made, provided that, in the event of a county in which no newspaper was published, that the notice might be published in the paper of an adjoining county. This notice was to be published for six weeks and was to be put up in five of the most public places in the neighborhood of the lands in question, and the notice was to specify the location and dimensions of the dock or wharf intended to be built. The freeholders, upon proof of these formalities having been complied with, were to make an examination and if, in their judgment, the improvement did not appear to be injurious to public navigation, after giving opportunity to those opposed to be heard, granted the license sought.

This license was to specify the limits of the improvement, be recorded in the minutes of the freeholders, and recorded in the clerk's office of the county.

It was also provided that the dock in question should be built within five years of the time of issuing said license and that the rights to the same should thereafter be vested in the shore owner, and contained an interesting provision that it should not be assignable, except with, and as pertaining to the land in front of which it was constructed, and that it should pass by any sale of said lands as appurtenant to the same, thus clearly being a recognition of the inherent right in the shore owner to the uses and advantages of the waterway.



It was also provided that in case of an owner situated on tide water, which was a boundary line between two counties, practically the same procedure should be gone through with by the freeholders of both counties.

There were other provisions which are more in the nature of details and not interesting in this connection.

It is of interest, however, to note that the Legislature, in 1851, defined the terms used in the act, and the eleventh section is as follows:

“And be it enacted, that the term ‘shore’ in this act shall be construed to mean the land between the limits of ordinary high and low water; the term ‘shore line’ to mean the edge of the water at ordinary high water; and the term ‘shore owner’ to mean the owner of the lands above and adjoining the shore line.”

This act applied to the entire State, of course, and numerous docks were built under it, perhaps a greater number in Essex, Hudson and Union Counties than in any other riparian counties of the State.

No compensation to the State appears to have been provided for in the act and what the expenses were to these shore owners in acquiring their licenses is a matter known only to the parties interested. There was much good natured gossip on this question: without doubt, the committee of the freeholders appointed to examine the locality of the dock applied for, was hospitably treated by the applicant. There is no reason to doubt that the applicant provided glasses through which a view, favorable to his application, might be obtained by the freeholders, and, as was the custom in those days of few hotels and less expeditious means of travel, the comfort of the visiting freeholders was looked after as a matter of kindly hospitality, if nothing else.

A former Governor of this State, upon applying, as counsel, for the full right of the State to land on which existed a dock built under one of these freeholders' licenses, was asked by the State representatives if he knew what the license the owner had obtained from the freeholder had cost him. The ex-Governor, who was known for his genial nature, smiled in a reminiscent way, shaking his head, and said he could not tell.

In 1869, the supplement to the act of 1864, creating the Riparian Commission, was passed, and the Wharf Act of 1851 was repealed so far as it applied to the waters of the Hudson

River, New York Bay and Kill von Kull (to Enyard's Dock on the Kill von Kull); Enyard's Dock being about at the foot of Ingham Avenue in Bayonne.

Attempts were made thereafter to continue the work of construction under freeholders' licenses, but the State objected and commenced suit to prevent this being done and was successful in its endeavors.

The freeholders continued to have authority to grant licenses in the rest of the riparian counties of the State until July 1st, 1891; but on March 20th, 1891, an act was passed repealing the Wharf Act as to the entire State; provision being made in such repeal that the freeholders might continue to exercise their authority under the act of 1851 until July 1st, 1891, and the further condition that any reclamation authorized under such licenses should be completed before January 1st, 1892. So that, notice being served on the shore owners by the act of March 20th, 1891, that the Wharf Act was to go out of use on July 1st, 1891, a great rush was made in the intervening three months, particularly in Hudson, Union and Middlesex Counties, to secure these licenses, and there being but six months between July 1st, 1891 and January 1st, 1892, within which to complete any structures authorized, expedients were resorted to in an attempt to comply with the provisions of the Wharf Act of 1851, and the holders of these licenses hastened to make reclamation of the lands under water so as to come within the provisions of the act. These improvements consisted, in many instances, and in most instances, of simply placing piles or monuments at intervals along the land covered by their respective licenses. In many instances these piles were strung along, covering spaces of from one hundred to three thousand feet. In some instances some form of construction was attempted, such as piles connected by a string piece; in others a double row of piling had been driven, capped and planked.

Neither this form of construction, nor the method of obtaining the licenses, conformed with the requirements of the act of 1851, and a case was brought to issue in 1894 to test the questions involved.

A land owner, in 1891, had secured one of these licenses from the freeholders and had driven a line of piling as above described, and then sold the land with this license and this

construction attached. The purchaser then proceeded to build a substantial and usable dock under color of title by this license and reclamation. The State thereupon, through the Attorney General, filed an information to compel the removal of the dock erected by the owner, as an encroachment upon lands of the State. After a careful presentation of the case on the part of the State and of the land owner, the court decreed that the land in question was located on lands of the State, without the authority of the State, and was therefore decreed to be a purpresture upon the lands of the State and that the land owner should cause the removal of the same; also that the land owner should pay the costs of suit. This case is that of *The State, Attorney General, Informant, vs. The American Lucol Company*.

This finally disposed of the question, both of the right of the freeholders to grant licenses and the character of the improvements to be made under the same, and although the right to the use and continuance of a specific dock, properly built under freeholders' license is not questioned, it is not the title of the State, and when conveyance of shore front property is now made the full title of the State is sought.

In 1864 (P. L. 1864, p. 781) the Legislature appointed a Commission to look into the subject of the riparian rights of the State, and in 1865, this Commission made a report. In 1869 (P. L. 1869, p. 1017), the act was passed creating the Riparian Commission and repealing the Wharf Act as to the Hudson River, New York Bay and Kill von Kull. In 1891 (P. L. 1891, p. 216), the Wharf Act was repealed as to the rest of the tidal waters of the State and thereafter the Riparian Commission was the only source through which riparian grants were made.

The fact of the absolute ownership of the State in these lands under water was not acquiesced in by all of the legal authorities:

In 1864, when the Legislature was questioning the more methodical administration of these lands, the opinion of legal authorities was sought as to the rights of the State; and while most of the authorities agreed that the State's title was absolute, Honorable F. T. Frelinghuysen, Attorney General of the State, in an opinion given to the Senate on the question as to whether the State had a right to dispose of the lands under water adjoining the shore to other than riparian owners, after careful reasoning and citing of cases, concludes:

"That the State cannot authorize another than the riparian owner to interpose between him and tide water and cannot take the shore between high and low water mark for public use without giving compensation."

The present rule and practice is that the State may consider the application of a non riparian owner after the riparian owner has had six months' time within which to make the application himself; but the act of March 31st, 1869, provides that a grantee who is not the owner of the ripa

"shall not fill up or improve said lands under water until the rights and interest of the riparian owner in said lands under water (if any he has) shall be extinguished",

and this is followed by the method of procedure to conserve his rights.

The act of March 20th, 1891, however, provides that the owner of the ripa shall have six months' notice of the application of a non riparian owner, but makes no mention of the "rights and interest (if any he has)" in the lands under water applied for.

It would seem as though the owner of lands fronting or bounding on a tidal stream had some rights of access to and use of the water, which he could not be deprived of without due process and compensation. Governor Marcus L. Ward, on April 11th, 1864 (Legal Doc's 1867, p. 25) in filing, without his approval, a bill granting certain lands under water in the "South Cove" to Mathiessen and Wiechers, Sugar Refining Company, on the ground that the company were not the owners of the ripa, used the following language:

"It appears to me that the owners of lands adjacent to tide waters have a better right to those waters for certain purposes than other citizens of the nation. It would create consternation among the owners of such lands through (sic) the State, to learn that no respect whatever was to be paid to the advantages derived from their adjacency to tide water."

This inherent right in the upland or shore owner is recognized by the State of Pennsylvania: By act approved June 8th, 1907, a "Board of Commissioners of Navigation for the River Delaware and its navigable tributaries", was established, and the law and practice of the State is expressed by the board as follows:

"It has never been the practice in Pennsylvania to dis-

tinguish riparian rights from other rights connected with the land: owning to the water line, the owner has the use of the water, just as the owner of land abutting on a street has the use of a street."

The contrary view seems to be supported by a decision of the Court of Errors and Appeals in this State in the case of *Stevens vs. The Paterson and Newark Railroad Co.*, (5 *Vroom*, 532), but a writer in a report to the Legislature of New Jersey, in 1883, furnishes the following interesting statement of fact and citation of cases, in relation to the ground for this decision:

"We desire it understood that we should not assume to sit in review upon any decision of that Court if we conceived that the Court itself would still adhere to the decision then made, but the circumstances are such as to lead to the inevitable conclusion that the Court which decided the Stevens case would overrule that decision were the opportunity to present itself. That case was decided in the year eighteen hundred and seventy, and the point was determined upon legal authorities cited by the learned chief justice who delivered the majority opinion. Reference was made to the case of *Gould vs. Hudson River R. Co. N. Y. 2 Seld. 522*, and so far as the Court was controlled by the American decisions it is safe to say that it made the case of Gould a leading authority. But it is perfectly clear that the Court sought to ascertain and determined to declare in favor of the English rule of law, upon the point as to the right of the shore owner. In ascertaining the rule of law upon that point as applied by the English Courts, our Courts cited and mainly relied upon the case of *Buccleuch vs. The Metropolitan Board of Works*, decided by the *English Court of Exchequer*, the decision of which came to hand while our Court was considering of its decision in the Stevens case. That decision of the Exchequer Court was adverse to the right of the shore owner, and being then unreversed was treated by our Court as properly stating the English rule of law upon that point; and upon this the *Stevens* case was decided adversely to the right of the shore owner. Chancellor Zabriskie who took part, however, rendered a very elaborate dissenting opinion in which he held that the riparian proprietor had a right to the natural privileges conferred on his land of which he could not be deprived even by the State without due compensation.

"After the decision of the *Stevens* case by our Court upon the strength of the case of *Buccleuch vs. The Metropolitan Board of Works*, as determined in the Court of Exchequer, an appeal was taken in the latter case to the House of Lords, and after elaborate argument the decision of the Exchequer Court was on April thirty, eighteen hundred and seventy-two, reversed and the right of the shore owner established by the highest court

of England. Law reports 5 (House of Lords) 418. It may be well for us to see just what the House of Lords there decided. The case arose as follows: The Duke of *Buccleuch* was the owner of a lease and in possession of *Montagu House* which had an ornamental garden in its rear which adjoined the river Thames, and the natural flow of the water at high tide brought it up to his garden wall—the frontage of the garden on the river was one hundred and forty-five feet. The Metropolitan Board of Works under authority of Parliament constructed an embankment along the river Thames which cut off the flow of the water to the Duke's Garden. We now cite some of the propositions stated by the Judges in the House of Lords:

“The Duke was entitled as riparian owner to the regular flow of the water all along the extremity of his garden.’ . . . . ‘Now, the deprivation of the water right is clearly an injurious affecting of the premises to which it is annexed within the proper meaning of the term.

“No doubt has been entertained by any of the judges who have had to consider this case that the plaintiff is entitled to compensation in respect to the taking of his causeway and the consequent *injury to his property* by depriving it of the direct access which that afforded to the Thames.’ . . . . ‘The plaintiff, as owner of land abutting on a navigable river was entitled to a right of access to the stream along his whole frontage, and not merely at the spot where his jetty projected.’ . . . . ‘The Duke had the land constituting the residence *Montagu House*, with the court yard, offices, and garden attached and had annexed and appurtenant to it the jetty or landing place, and although he had not the bed of the river he had the easement, or right, or privilege by whatever name it may be called, of the flow of the river *Thames* in its natural channel up to his garden wall. He had one entire thing! He had not the land alone, or the jetty alone, or the right of the flow of the water of the river alone; he had all combined together; and if any one had done an act injurious to the land or the jetty, or to the right to the flow of the water, he would have had a legal right of action against him. If the owner of the soil of the bed of the river, or anyone else had constructed an embankment and roadway upon the jetty or landing place, so as to shut out the Duke's premises from the river, he could have maintained an action against him for two causes: first, for destroying his jetty; secondly, for depriving him of his riparian right.’ . . . . ‘The property of the plaintiff in error in this case was what is commonly called riparian property. The meaning of that is, that it had a water frontage. The meaning of its having a water frontage was this, that it had a right to the undisturbed flow of the river, which passed along the whole frontage of the property in the form in which it had been formerly accustomed to pass, that being the state of

things, this water frontage with these rights which the plaintiff in error possessed, were taken for the purposes of the act. Beyond all doubt, the water right was a property belonging to the plaintiff, for which compensation was to be made!"

And the writer goes on to cite other English cases to the same effect, and states that the American rule as determined by the Supreme Court of the United States, is in full accord with the principles laid down in the English cases cited, following this assertion with references to a great number of adjudicated cases, and concludes as follows: The conclusion is, that these decisions of the highest tribunals both in England and in this country have wholly subverted the rule laid down in the Stevens case, and affirmed that the shore owner has such a vested right to have the water flow to his ripa as he cannot be divested of by the State without the exercise of eminent domain.

I am bound to admit, however, that the decision in the case of the *Mayor and Council of the City of Hoboken vs. Pennsylvania R. R. Co.* (124 U. S., P. 656) is rather disconcerting to this view. The syllabus in this case holds, generally, that:

The act of March 31, 1869, is not objectionable under the State Constitution on account of its title; that the interest of the State in the riparian lands is a distinct and separate estate, and that a State's grantee holds the exclusive title against the adverse claim of right of way by a municipality by virtue of an original dedication to high water mark.

Although there have been cases in New Jersey where application has been made to the State by a non-riparian owner, the question of the equity of the riparian owner has never been passed on by the Riparian Commission, for the reason that in some of these cases, the application has been made with the consent of the riparian owner, and in others the riparian owner has, before the expiration of the six months, availed himself of his right and presented his own application, so that the question of the rights or equity of the shore owner has not arisen.

Honorables Abraham Browning, Cortland Parker and George M. Robeson, agreed practically that the State had the right to dispose of these lands under water without regard to the owner of the upland in front of which they were situated; and yet, running through the reasoning and decision of all these men is a recognition that, up to 1851, the shore owner,

under what was called the "common law", had certain courtesies or rights, and these rights have been recognized in the decisions of the courts to the extent that any reclamation of lands under water between high and low water line, made previous to the year 1869, vested the title to such lands in the riparian owner.

This custom or principle was affirmed in the great case of the Trustees of the School Fund and the Lehigh Valley Railroad vs. The Central Railroad Company of New Jersey, in the following manner:

About the year 1863, the Central Railroad Company bought the fringe of the shore, or a strip three feet in width, all the way from about where the old abattoir stood on the shore at Lafayette around, to and across the mouth of Mill Creek, to about Warren Street in Jersey City, and under this ownership, as well as under a claim of right through its charter proceeded to construct, by building on a trestle, a railroad which is still the line of the Central Railroad, to the Central Railroad Ferry, and also proceeded to fill in a considerable part of what is known as the South Cove or Communipaw Bay.

In 1865, the Commission appointed to examine into the subject of riparian rights and to submit maps, submitted a map showing certain basins and lines for improvements in these same waters. The Central Railroad Company, disregarding these lines, proceeded with improvements and developed and filled in large areas.

In 1872 the Riparian Commission, by direction of the Legislature, granted to the New Jersey West Line Railroad Company, to whose title and charter the Lehigh Valley Railroad Company had succeeded, a block of land some five hundred feet in width by about four thousand feet in length, running through the heart or axis of the lands under water afterward granted to the Central Railroad Company, about one-half the area of which had been, up to that time, bulkheaded and filled in by the Central Railroad Company.

Now this block of land five hundred feet wide by four thousand feet long, was in front of upland to which the New Jersey West Line Railroad Company neither had, nor claimed to have, any title, but was granted on the assumption that the State was the absolute owner of its lands under water, and without the courtesy of the six months' notice provided for in



the act of 1869; but I have an impression that the rights or claims of the Van Horne family, who owned most of the upland in front of which this land under water lay, were satisfied or quieted.

The Central Railroad Company, which had been requested and pressed by the State authorities to either desist from filling in these lands under water or to apply to the State for a proper grant for the same, did apply in 1874, and a grant was made in that year to the Central Railroad Company for \$300,000, of all the lands under water in Communipaw Cove and New York Bay, as well as in some other waters of minor importance, in front of upland owned by the Company, with the exception of the land granted to the New Jersey West Line Railroad Company and some others not germane to this phase of the question.

No attempt was made by the New Jersey West Line Railroad Company to occupy or use the land and land under water granted by the State in 1872; but the Lehigh Valley Railroad Company, having succeeded to the rights of the New Jersey West Line Railroad Company, with the cooperation of the Trustees for the support of Public Schools, who were interested in the question, proceeded, by suit in ejectment, to establish its title to the land in question, and succeeded in this suit as to the entire area covered by the grant, with the exception of a very small portion lying between the original high water line, which had been filled in by the Central Railroad Company previous to the year 1869; thus affirming, in a case of stupendous importance and financial magnitude, the principle above set down that previous to 1869 reclamations made between the high and low water line became the property of the adjacent shore owner, and also that the State was the absolute owner of the lands under water and could, with the possible limitations above suggested, convey the same to anyone, regardless of the shore or upland owner.

There is an idea or an impression prevalent, even among lawyers, that adverse possession does not operate or run against the State; that is to say, that the rule that ordinarily applies to an individual having had adverse possession of lands for the period of twenty years, vests title to the same in such possessor, does not apply to the State of New Jersey. This is, however, not true.

A general statute of the State of New Jersey, which will

be found in No. 2 of the Revision, page 1978, Section 27, provides:

“That no person or persons, bodies politic or corporate, shall be sued or impleaded by the State of New Jersey for any lands, tenements or hereditaments, or for any rents, revenues, issues or profits thereof, but within twenty years after the right, title or cause of action to the same accrue, and not after.”

But this fact, while it would, no doubt, vest title in lands filled in below high water line, if the State did not assert its title within twenty years of the time the encroachment was made, the rights of the State to the lands under water in front of the same would not in any way be impaired or changed.

So that the practice, founded on law and subsequent legislation and decisions of the court is, that a person owning land fronting on the navigable water at mean high tide is entitled to apply to the properly constituted agent of the State for title to the lands under water out to such line or lines for improvements as may be fixed by the State through these agents, and thereafter to attach all the rights and emoluments incident to the navigable waters in question, such as the right to fill in and build upon and exercise the ordinary property rights as well as to collect wharfage and such rights as are incident to navigation.

The practical application of these doctrines and of the administration of these interests of the State is that the Commission or authority having it in charge make an examination of the waters under contemplation and decide where the line for solid filling and the line for piers may be placed, which shall at once make the shore attractive and useful for commercial development and convenient of approach by vessels, and at the same time conserve and not encroach upon or interfere with the general navigation by the public of the waters in question.

Upon receipt of an application for such water rights by the owner of the shore or ripa (and in the case of a non-riparian owner the proceeding is only delayed six months), the Commission having previously fixed the lines above referred to and filed a map showing the same, in the office of the Secretary of State, proceeds to acquaint itself with the value of the lands in question, or rather, to fix such a price as will adequately compensate the State for its equity in these lands, at the same time seeking not to embarrass or discourage the location of commercial industries or enterprises desiring the rights.

When this price has been fixed and agreed to by the applicant, the question of his title is submitted to the legal advisor of the board and upon approval of the same a description and formal grant conveying the rights of the State is prepared, is signed by the Commissioners, is submitted to the Governor for his consideration and signature, if approved, has then the State Seal attached and attested by the Secretary of State, and is then ready for delivery upon receipt of the consideration. This consideration, when received, is paid into the State Treasury, and is then invested and the proceeds devoted to the support of free public schools.

A number of interesting questions arise in the administration of this trust, which, while perhaps of particular interest to the legal profession, are of interest to every thoughtful mind, as a part of the administration of the great water front of our county and State.

The question as to the location and direction the lines of these lands under water shall take is an interesting one: what is known as the Massachusetts Rule has been generally followed in this particular, and, briefly stated, it is that where a shore line is continuously straight, or practically so, for any considerable distance, the lines of the lands under water are said to run at right angles to this shore line, and the only limitation to this principle is, how much of the shore shall be considered in the application of this rule.

In the practice in our own tide waters, before the creation of the Riparian Commission, a shore owner at Edgewater in Bergen County, in 1866 procured from the freeholders, under the Wharf Act of 1851, a license to build a dock, and the description in this license illustrates one of the phases of this branch of the subject:

The license in question was issued under the act of 1851, and the description is as follows:

“License to build such dock, wharf or pier in front of his said lands, in the Township of Hackensack, in the County of Bergen, beyond the limits of ordinary low water mark in Hudson River:

“Beginning at the northeasterly corner of the lands owned by the licensee, where the northerly boundary line of said land terminates at low water mark on said river” (you will note the presumption is that the licensee already had the right to go out to low water mark) “and running thence easterly and perpen-

dicular to the stream or currents of said river about 500 feet"; (it is not difficult to apprehend the confusion that would arise from making all of the grants along an ordinary river perpendicular to the stream or currents of the same); "thence southerly along and parallel with said stream or current, about 100 feet; thence westerly, on a line perpendicular to said stream or current, about 500 feet to low water mark; thence along low water mark northerly 100 feet to the place of beginning."

And this license is signed by G. G. Ackerman, Director, and witnessed by M. M. Wygant, Clerk, and is proved by the said clerk before Manning M. Knapp, Master in Chancery, March 12th, 1866.

But when the Riparian Commission, in 1869, fixed exterior lines for solid filling and piers, they took in a much longer section of shore front than that contemplated by the freeholders, and the consequence was that the line for solid filling fixed for the section considered by the Riparian Commissioners, was not parallel to the smaller section previously considered by the freeholders, and a line at right angles to the line fixed by the Commission was not parallel to or coincident with the line fixed by the freeholders for the license in question.

The licensee in this case, after 1869, when the Wharf Act was repealed as to the Hudson River, continued the work of constructing this dock for which he had the license in 1866, and was stopped by the State of New Jersey on the ground that his rights had expired, or had become forfeited under the repeal of the act, and he was obliged to take out the rights, to continue his work, from the State, which he did in 1875, and when this grant was made by the State, through its Riparian Commissioners, it was made on the broader principle of lines perpendicular to an exterior line that should parallel a greater extent of shore front than that contemplated by the freeholders in 1865; the result being that a section of land under water, in the form of a trapezoid, was left ungranted by the State, and was afterwards added to the grant made in 1875.

Again, the Massachusetts Rule provides that where there is a pronounced cove, with jutting capes on either end, causing a less frontage on the exterior line than on the shore, it becomes necessary to apportion the frontage on the exterior line proportionally to the frontage on the shore; and a pronounced example of this condition is the New York Bay shore, between Caven Point and Constable's Hook.

The principle laid down was equitable and in our State became legal, for in a suit in ejectment to try the question of title to lands on the Passaic River, over which there was a conflict arising, from a difference of opinion as to the direction these lines should take, the rule above set forth was affirmed by the court in the case of the *Delaware, Lockawanna & Western Railroad Company. vs. Cornelius Hannon*, in 1875, reported in *8th Vroom*, p. 276.

Still another development or modification of this question of the bounds of the lands under water arises from the legal proposition that accretions made and joining to the upland inure to and become the property of the owner of such upland; but the direction of the side lines of such upland owner across this accretion to the new high water line was the subject of dispute until adjudicated upon by the courts.

One can readily see, in the case of an owner fronting on the shore, the side lines of whose land approach the shore rapidly converging and leaving but a limited frontage on the high water line, if this high water line is extended by land formed in front by accretion, that the continuation in straight lines of these original land lines might very easily meet before the new high water line was reached and the owner be deprived of any frontage whatever on the water; or on the other hand, where these land lines in question diverge as they approach the shore, to continue them in straight lines would unduly increase the frontage of such owner by the time they reached the water.

Another very interesting development of the law of accretions was very thoroughly shown in a case some twenty-five years ago in which the owners or successors in title of the Highlands of Navesink sought to eject the Central Railroad Company and others from the occupation and use of the present strip of land running between the ocean and the Shrewsbury River, between Sandy Hook and Long Branch.

The title to the locality now known as the Highlands, just south of Sandy Hook in Monmouth County, on which the conspicuous Twin Light Houses stand, was vested in the Hartshorne family in 1761, and the Highlands were divided into two equal parts by a line running very nearly east and west. This partition line began at a point back in the country and came down in very nearly a straight line by definite courses and distances to the "sea".

About twenty-five years ago the successors to the Hartshorne title began suit to eject the Central Railroad Company and others from the use and occupation of the strip of land running between the ocean and the river, in front of the Highlands, on the ground that their title ran to the "sea". Their claim was that their title went across the river and across this strip of sand to the present ocean or "sea".

An examination of the very ancient maps in the possession of the government in the Congressional Library at Washington, as well as the reading of history, disclosed the fact that at the time of this deed in 1761, the "sea" did actually wash up against the foot of the Highlands; there was no strip of sand intervening between the river and the "sea" and Sandy Hook joined on the Highlands, at what would be the northeast part of the same. The surveys also demonstrated that the distance measured from the original starting point ended at the foot of the Highlands, west of the River, and did not carry across the river to the present shore of the ocean. The government maps and history also showed that this strip of sand had grown up and joined by accretion to the extension northward of Long Branch and Monmouth Beach, and after a very carefully conducted suit, in which the late Chancellor Williamson and Mr. Robert W. De Forrest appeared for the Railroad Company, and the present Judge William H. Vredenbergh appeared for the successors in title to the Hartshorne family, the courts decided that the lands in question were formed by accretion, joining on to the land to the south, and the Railroad Company and others, having taken title through this source, were rightfully in possession.

Dr. Cornelius Brett in his very valuable paper read before this Society March 27th, 1908, entitled "The Dutch Settlements in Hudson County", laying the foundation for a series of historical papers, on page 3, says:

"On certain old maps, immediately after Verrazano's voyage in 1527, there began to appear the name of 'Norumbega.' The maps were, of course, rude suggestions of the outlines of sea and shore, without any attempt at measurement or triangulation."

I have with me this evening a fac simile reproduction of a map of this locality, made about the year 1615, which agrees almost exactly with Dr. Brett's description of the map of 1527,

and where it differs, it is a tribute to the Doctor's delightfully literary and yet discriminating reading and knowledge of maps.

The Doctor says of the maps of 1527:

"The maps were of course, rude suggestions of the outlines of sea and shore, without any attempt at measurement or triangulation."

This was literally true and describes the map of 1615 I have before me, except in this map, nearly one hundred years later, some attempt has been made to suggest measurement and triangulation, for the degrees of latitude are shown.

The writer of this paper has in his possession copies he made in 1882, at the Congressional Library in Washington, of maps of this locality made in 1680 and 1776, which, with the map of 1615, form an interesting exhibit of the progress of cartography in one hundred and sixty years. These maps show plainly that, at the time there was no strip of sand, as now, forming the Shrewsbury River, but that the sea or ocean washed up against the Highlands, and the inlet described by Cooper is very clearly shown on the interesting United States Coast Survey Chart, published about the year 1844.

I know of no more attractive and truthful description of this locality than that contained in Fenimore Cooper's "The Water Witch". He is leading up to the dramatic disappearance of the beautiful niece of Alderman Van Beverout. The worthy Alderman saw no sin in pushing commerce a step beyond the limits of the law, and after a bargaining conference with Master Seadrift, of the Brigantine *Water Witch*, who seemed to divide his time between smuggling and love-making, the niece disappeared. Shortly afterward, during a storm, the *Water Witch* also disappeared, and the gallant English captain, Ludlow, of her Majesty, Queen Anne's Frigate *Coquette*, in love with the niece as well, was much puzzled to account for her disappearance. He found, upon sounding the inlet the next day, that there were two fathoms of water at high tide, thus explaining the disappearance of the *Water Witch*.

Cooper's description of this locality, however, agrees so closely with the conditions of the coast in his day, as shown by the United States government charts, I am impressed with the thought that the graceful author used them as the *mise en scene* for his story of happenings back in good Queen Anne's time—he says:

"A happy mixture of land and water, seen by a bright moon, and beneath the sky of the fortieth degree of latitude, cannot fail to make a pleasing picture. Such was the landscape which the reader must now endeavor to present to his mind.

"The wide estuary of Raritan is shut in from the winds and billows of the open sea by a long, low, and narrow cape, or point, which, by a medley of the Dutch and English languages, that is by no means rare in the names of places that lie within the former territories of the united provinces of Holland, is known by the name of Sandy Hook. This tongue of land appears to have been made by the unremitting and opposing actions of the waves on one side, and the currents of the different rivers that empty their waters into the bay, on the other. It is commonly connected with the low coast of New Jersey, to the south; but there are periods of many years in succession, during which there exists an inlet from the sea, between what may be termed the inner end of the cape and the mainland. During these periods, Sandy Hook, of course, becomes an island. Such was the fact at the time of which it is our business to write."

On the subject of maps, I want here to pay tribute to the accuracy of the maps of the United States Coast and Geodetic Survey. It would require a paper in itself to give any idea of the devotion and fidelity of the United States Government Engineers to this vitally important work from the selection and measurement of the base line, an operation as delicate as the most delicate surgical operation; the determination of the Primary triangulation, with its development into the Secondary and Tertiary; to the filling in of the minutest details, the extent and enormous importance of the Hydrographic work to the commerce of the world, as well as to the lives of the millions of human beings coming to and leaving our shores, is too little understood and therefore too little appreciated; but I want, here, after an acquaintance with and professional use of the Coast Survey Charts of our Government, extending over thirty years, to testify that I have found them minutely and absolutely accurate and reliable; and I regard the United States Coast Survey Department second to none in importance in its administration of the affairs of our great nation.

An interesting decision affecting the law of accretion was given in what is known as the "Shriver Case".

On July 17th, 1897, William Shriver made application, in due form, and complied with all the requirements of the board in furnishing an accurate survey of the lands in front of which



the riparian rights were desired, abstract of title, &c., and after consideration of the application and action thereon, the board, on August 31st, 1897, executed the grant and delivered the same. The grant in question covered a strip of land under water the width of the lot owned by Shriver, and within the side lines of the same, extended from the high water line as it existed at the time of the grant, about one thousand feet into the Atlantic Ocean, said grant stating that it was conditional upon Shriver being the riparian owner.

Subsequent to the time of the grant by the State the action of the ocean was such as to make up or form land in front of the high water line as it existed at the time of the grant, and upon Shriver taking possession of this accretion, the Ocean City Association, in the Supreme Court, brought suit in ejectment against Shriver to recover possession of the land, and judgment was rendered against said association. Upon the case being carried to the Court of Errors and Appeals, however, the judgment of the Supreme Court was reversed and judgment given the Ocean City Association.

The following is a brief statement of the case as presented to the Courts:

The plaintiff, the Ocean City Association, in 1880, purchased a tract containing several thousand acres of wholly unimproved land, known as Pecks Beach, in Cape May County, and lying between the Atlantic Ocean and Great Egg Harbor Bay. On this tract a summer resort, known as Ocean City, has grown up. In 1883 the association caused a map to be made, showing a part of the above tract laid out into streets, and blocks divided into lots. On this map Ocean Avenue was delineated, practically parallel with and distant some 250 feet inland from the high water line of the Atlantic Ocean, and the space so intervening was undivided. By deed bearing date October 29th, 1884, the Association conveyed lot No. 849 to one Henry B. Howell. This lot is on the westerly side of Ocean Avenue, between 9th and 10th Streets. It had between it and the Atlantic Ocean, Ocean Avenue and the strip of undivided beach above referred to, and was simply described as a 104 50 x 135, lying between Ocean Avenue on the east and a 15 foot alley on the west. Howell, by deed dated April 21, 1895, conveyed this lot by the same description to William Shriver, the defendant in this suit. There was evidence that the ocean,

after 1880, gradually worked inland, carrying away the undivided beach and Ocean Avenue, or the greater part of said Avenue in front of the lot in question, and that in 1895 the ordinary high water came up to this lot. In 1897 the ocean began to recede, and the grant of the Riparian Commissioners to Shriver in 1897 indicates a high water line in Ocean Avenue and west of the centre line of the same. The grant by the Riparian Commissioners to William Shriver of August 3rd, 1897, covered in terms a tract of land under water, at mean high tide, the width of his lot, and within the side lines of the same, extended from the high water line as it existed at the time of the grant 985 feet into the Atlantic Ocean to the Commissioners' exterior line.

The syllabus of the opinion of the Court of Errors and Appeals, written by Depue, C. J., and dissented from by Magie, Ch., and Dixon and Collins, J. J., is as follows:

"Held that if the plaintiff (The Ocean City Association) was the owner of the land on the line of ordinary high water in front of this lot, at the time of its deed to defendant's grantor, it is the owner of the land obtained by accretion, since the riparian owner is entitled to all alluvial increase, and defendant did not become the owner of the land conveyed by the riparian grant, and therefore, an instruction that, if the high water line in 1895 advanced to this lot, it became a riparian lot, and whatever alluvial increase the ocean, in its advance, brought to and in front of the lot belongs to the defendant was erroneous."

From the reasoning of the Court in this case, it would seem that if land is carried away by erosion of the ocean, the title to the land so carried away is not lost, but if the ocean recedes, and the land reappears and the original ownership is capable of identification, the subject does not lose his property.

And this principle is set forth in the famous treatise "*de jure maris et brachiorum ejusdem*," ascribed to Lord Chief Justice Hale, the acknowledged authority on this branch of the law, in the following quaint language:

"If a subject hath land adjoining the sea, and the violence of the sea swallow it up, but so that there be reasonable marks to continue the notice of it, or though the marks be defaced, yet if by situation and extent of quantity and bounding upon the firm land, the same can be known, though the sea leave this land again, or it be by art or industry regained, the subject doth not lose his propriety."

Under this case and adjudication it is of importance for us

all, in acquiring riparian rights, either as adjuncts to our business enterprises or as part of our sea-shore homes, to learn what the position or location of the high water line was at the time our title originated.

A very ancient exercise of the ownership of the State over these lands under water took the form of granting to persons the right of fishery, and as early as 1783 this right was exercised by the State and has continued down to the present time. I believe such a fishery right existed in front of the Van Buskirk Farm on New York Bay at Constable's Hook.

These fishery rights consisted of a grant of the right to use the shore between high water mark and low water mark for the purpose of drawing seines or nets that were used for the best known and popular purpose of catching shad, and those who have witnessed the extensive operations of the shad fisheries on the Delaware will have some idea of the extent and value of these rights. These rights are held paramount to the rights of the upland owner to acquire the land under water for commercial purposes and must be reckoned with or extinguished before they can be disregarded.

These rights are not so valuable now as they were formerly, for the reason that they are not so productive, the shad being not nearly so plentiful and in some cases having almost disappeared. It will be a surprise to most of us that the catching of whales was ever a New Jersey industry, and nothing indicates in so marked a way the natural changes that take place in the course of years as a reference to an act passed by the Assembly of New Jersey in 1693, which recites as follows:

“Whalery in the Delaware River has been in so great a measure invaded by strangers and foreigners” &c and enacting.

“That all persons now residing within the precincts of this province or within the province of Pennsylvania who shall kill or bring on shore any whale or whales within Delaware Bay or elsewhere within the boundaries of this Government, to pay one-tenth of the oyl to the Governor.”

In the very interesting paper read by Mr. Daniel Van Winkle, President of this Society, under the title “The Dutch Under English Rule, 1674-1775”, reference is made on page 12, as follows:

“Van Vorst's possessions were separated from the main-land by the Mill Creek: a stream of goodly size that wound its

tortuous way from the bay at about the present intersection of Johnston Avenue and Phillips Street, and thence in a northerly direction crossing present Grand Street, about 150 feet east of Pacific Avenue, continuing thence still northerly through the marsh to the Point of Rocks, the present site of the Pennsylvania Railroad roundhouse, and along the base of the hill, around back of Aharsimus Cove, meeting the waters of a creek emptying into the bay at Hoboken.

"This stream was of great advantage to the old Dutch residents for readily transporting their farm products to the markets of New York. A favorite landing place was at Newark Avenue where the West Shore freighthouse now stands, and also at the bridge that crossed the stream near Prior's Mill, that stood about the present junction of Freemont Street and Railroad Avenue. Perhaps we may better realize the importance of this stream by inserting the following ad.:

" '11th October, 1770, to be sold.—A large white wood periagua 5 years old, now in good order, with a new suit of sails. She is 32 feet long and 7 feet wide. Suitable for a miller or farmer. She now lies at Prior's Mill, in Bergen, where any person may view her.' "

This graphic and interesting description leaves in our minds a delightful picture of a quiet stream that rose and fell with the tides of New York Bay and Hudson River, washing the shores of Communipaw and "Mill Creek John Van Horn's farm" and on whose bosom floated the commerce of that ancient time, stopping at the busy shipping ports of Prior's Mill and others along its line; but the facts to-day are that the Creek in question is nearly obliterated. Some sections of it remain as the axis of a swamp, but the greater part of it has been filled in and is covered by buildings either for dwelling or commercial uses.

Still, the title of the State to the lands originally flowed by this ancient stream, so graphically portrayed, remains; and even to-day, when property is transferred, any part of which occupies the site of the now obliterated Mill Creek,—this "stream of goodly size",—it is necessary, before the title companies will guarantee and insure the title, for the State to release, by deed signed by the Governor and sealed with the Great Seal of the State, attested by the Secretary of State, its ancient rights in the premises.

It must have been with some surprise, and, it may be, indignation, that our neighbors, the Stratfords, in the course of the formation of a company in the development of their important paper industry on Cornelison Avenue, just south of Montgomery Street, as recently as 1905, found it necessary to secure the State's title to the lands anciently flowed by Oyster Creek, which lazily meandered, a tributary to Mill Creek. We can hardly imagine such a thing as taking oysters from this locality.

In considering the development of the water front of our County, we shall find that our early legislators found it necessary to remonstrate and protest against the actions and attitude of our neighbors across the Hudson. This question is not a sentimental one as regards the interest and history of Hudson County's water front:

Previous to August 11th, 1880, the matter of fixing exterior lines for docks, etc., on the waters of New York Bay and waters tributary thereto, was left largely in the hands of the municipalities interested, and resulted in encroachments on the waterways that were viewed with alarm by students of the subject. I think, without doubt, both New York and New Jersey were open to criticism; but in a report made by a commission appointed by our Legislature in 1848 to ascertain the extent and value of the lands under water in Hudson County, reference is made to the boundary line agreement of 1834, as follows:

"The boundary line between the States of New York and New Jersey, . . . shall be the middle of said river," &c. "Since the date of this agreement, very extensive alterations of the New York shore, &c., have been made, &c., and yet larger extensions are in serious agitation. It is respectfully submitted that measures should be adopted to ascertain and locate this boundary line by survey monuments, &c., before it is involved in incertitude and possible dispute," &c.

This suggestion was not adopted and the very result predicted followed. It was not until 1888, forty years after, that the boundary line was definitely fixed, and it was necessary to resurrect and reconstruct the maps of the shore line of 1834 in order properly to do so.

This report of the Commissioners in 1848 is a most interesting one and will repay careful reading in its entirety; but I will give some extracts which I think will interest you:

The report states that the Commissioners met in Jersey City on June 6th, 1848, and at subsequent times; that they had a map prepared to exhibit the water line of the County of Hudson; that the map was prepared "in a manner entirely satisfactory by Andrew Clerk, Esq., of Jersey City;" and a series of thirteen written questions were submitted to the corporation of Jersey City and others, "and full and explicit replies obtained."

The Commissioners make graceful acknowledgment in the following language:

"The Commissioners desire to make grateful acknowledgment for these and other facilities, and, indeed, for a kind and courteous reception on the part of all with whom they came in contact in the prosecution of their enquiries."

Then follows an interesting description of the shore line of Hudson County and a reference to the ancient grants and laws affecting the subject.

I shall refer here to only a few of the questions and answers above referred to:

"Fourth: To what purpose or uses are or may the lands between high water line and the channel or New York line, be applied?"

Answer by Jersey City:

"Some of the lands below high water line on the east side of Hudson County, are occupied for piers and wharves; a portion of said lands have been reclaimed and applied to streets, building lots, &c.; nearly all the flats on the east side of the County may be advantageously applied to the same and kindred purposes."

"Sixth: To what uses are such lands applied which lie south of Jersey City, and to what further uses may they be applied, if reclaimed, under the authority of the State, now and prospectively?"

Answer by Jersey City:

"The lands flowed by the tides south of Jersey City, are all natural oyster beds, and furnish subsistence to a large number of fishermen. If reclaimed, these lands would be valuable as building lots."

"Eighth: How much of the lands formerly covered by water has been reclaimed within the limits of Jersey City? how reclaimed and to what uses put?"

Answer by Jersey City:

"About ten acres of land, formerly covered by water, have been reclaimed in Jersey City, by filling in with earth to raise

it above high water; it is used for streets and building lots, and is worth at least *two hundred thousand dollars*. The entire profits of the speculation have been received by the "Associates of the Jersey Company," who, as pretended owners, either reclaimed the land and then sold it in building lots to others; or as in most cases, sold . . . the submerged land in its natural State, to be filled up by the purchaser. A small portion of the reclaimed land is held by lessees of the Associates for a coal depot and landing place for the Cunard steamers."

"Tenth: What was the extent of the projected improvement north of Jersey City?"

Answer by Jersey City:

"The projected 'improvement' so called, is believed to embrace at least twelve acres."

These answers will cause us to smile as we contemplate the present development of the water front of our County.

This same series of questions was propounded to H. Southmayd, Esquire, and I give his answer to the eighth question, as it gives so intelligent a description of the conditions in lower Jersey City at that time:

"Question 8th: How much of the lands formerly covered by water has been reclaimed within the limits of Jersey City? How reclaimed, and to what uses put?"

"Answer: Jersey City, in the year 1804, contained seventy-three acres, three rods and thirty links, as will appear by a map of Richard Outwater, made about that time. When the Associates bought, Mangin's Map was made and laid out all of Jersey City, containing seventy-three acres as before stated, including twenty-three acres of land under water unreclaimed, lying around the city. Eleven acres of this twenty-three are still under water and unreclaimed. Nearly four acres of the land reclaimed have been reclaimed by the New Jersey Railroad for their depot, and for the depot of the Hudson River Railroad Company, for which they paid but a nominal consideration to the Associates of the Jersey Company, nearly two acres, or a block of thirty-two lots, by the Morris Canal Company, also paying a nominal consideration—the remainder being one hundred and four lots, or about six and a half acres by the Associates of the Jersey Company and their grantees. Besides this, the Associates, thirty or forty years since, reclaimed a strip of land east of Hudson Street, of about twenty feet wide, beginning at Essex Street, and extending to York, about one thousand feet; and recently the land now used by the Cunard Line of Mail Steamers between Jersey City and Liverpool, was reclaimed by the Associates, containing about thirty lots, exclusive of wharves and streets. The uses for which the property thus reclaimed has been put, have been stated, to

wit: The strip of land east of Hudson Street, the Cunard improvement for the accommodation of that line of steamers; the New Jersey Railroad and Hudson River Railroad Depots; the Morris Canal Wharf. Some of the land reclaimed is now owned by private individuals; that is to say, some lots on Hudson Street, and some on Montgomery Street, and other parts of the City, on which dwelling houses, hotels, stores, manufactories, foundries, &c., have been erected. Forty-eight lots have been given for church, school, market and public grounds. The manner in which this land has been reclaimed has been mostly by building bulk-heads, filling them up with broken rock, stone, and by surplus earth from the streets and rubbish from the City of New York. Recently the mud outside of the bulk-head has been applied to the filling up inside by a dredging machine; this, though expensive, is in a measure compensated by the greater depth of water obtained."

J. D. Miller, Esquire, made a general reply to the thirteenth question only: Mr. Miller states that:

"He is the owner in right of his wife of about two hundred feet of shore in township of Van Vorst, in the County of Hudson, extending along and fronting on Harsimus Bay or Hudson River. It is an ancient shore against which the tides always have and still do flow. It has been held and enjoyed by the former owners as a shore, for more than two hundred years. . . . The land under water in front of this shore has been used and enjoyed from time to time, by the former owners, to some extent for an oyster fishery."

Mr. Miller expresses the opinion that he is entitled to the right of enjoying and improving all the lands under water in front of said shore, subject only to the adjudicated and acknowledged right of the State of New Jersey, a very wise and proper answer, and one that was very much of the same purport, but sixteen years earlier, than the opinion of Chancellor Zabriskie.

Some of the categorical answers will cause a smile as we look at the present development of the water front of Jersey City.

In the year 1849, the Legislature passed an act to compensate these Commissioners, as follows:

(*P. L. 1849, p. 336*).

"To compensate the Commissioners, therein named:

"Be it resolved by the Senate and General Assembly of the State of New Jersey, that the Treasurer of this State be authorized and directed to pay to the Commissioners appointed by resolution of *twenty-third of February, eighteen hundred and*



*forty-eight, to investigate and report* as to the extent and value of the lands under water owned by the State, within the limits of the County of Hudson, as follows:

“To William H. Leupp, chairman of the said Commissioners, for per diem, mileage and drawing report, two hundred dollars.

“To Martin J. Ryerson, one of said Commissioners, for per diem, mileage, and services, one hundred and fifty dollars.

“To George F. Fort, one of said Commissioners, for per diem, mileage, and services, one hundred and fifty dollars.

“To Andrew Clerk, for preparing map for the State, by order of said Commissioners, seventy-five dollars.

Approved March 2, 1849.”

The Andrew Clerk above mentioned being the partner of Robert C. Bacot, Engineer.

New Jersey seems to have kept its eyes jealously on New York, for on March 14th, 1855, the Legislature passed a Joint Resolution, (P. L. 1855, p. 800) as follows:

“In relation to encroachments made in the harbor of New York.

“WHEREAS, it is alleged that, by certain erections made and contemplated in the East and Hudson Rivers, under and by authority of the State of New York, the usefulness of the Brooklyn Navy Yard is impaired, if not endangered, and the channels of the East River, and the Hudson River much innovated upon and narrowed to the injury of the main entrance channel of the harbor of New York and to the injury of the Jersey Shore, and also to the navigation of the Passaic River, leading to Newark, the largest port of entry in this State; and whereas, also, counter encroachments upon the part of New Jersey would greatly injure the navigation of the Hudson, and impair the usefulness and capacity of the harbor of New York; and whereas, also, the establishment of a water line, outside of which no erections should be made, would seem to be necessary to arrest similar innovations in future—therefore,

“1. Be it resolved by the Senate and General Assembly of the State of New Jersey, that the Legislature of the State of New York be requested, so far as the same may be within its power, to cancel and repeal all grants to build and erect wharves, piers, bulkheads and docks, in the immediate neighborhood of the Brooklyn Navy Yard, the erection whereof, would injure and impair the usefulness thereof, and to remove the more glaring erections in the East River, to the injury of the commerce and harbor of New York, and also to the injury of New Jersey.

“2. And be it resolved, that the Legislature of the State of New York be requested, in such manner and by such means

as it may think best, to survey, lay out, and establish in the rivers and harbor of New York an exterior water line, beyond which no erections shall hereafter be made to the injury of the commerce of New York, or to, either directly or indirectly, injure the State of New Jersey.

"3. And be it resolved, that the Governor of this State be requested to forward an attested copy of the above resolutions to His Excellency the Governor of the State of New York, to be laid before the Legislature of said State.

"Approved March 14, 1855."

We can hardly think the concern of our early legislators for the Brooklyn Navy Yard was wholly unselfish, for this was followed up by what must have seemed to the citizens of the cities of New York and Brooklyn, an impertinent, if pertinent, report to the Legislature of our State, as follows:

#### REPORT.

"The Joint Committee of the two Houses appointed in conformity with a communication from His Excellency Governor Price, communicating an invitation to meet the Governor and the Committee of Commerce of the Legislature of New York for the purpose of viewing and considering the encroachments upon the bay and harbor of New York,

#### REPORT

"That on the thirtieth day of January last, your committee, accompanied by His Excellency Governor Price, and E. L. Viele, Esq., the engineer of our State Geological Survey, proceeded to New York, and at the time appointed met his Excellency Governor Clark, of the State of New York, the Committee of Commerce of said State, the State Engineer, with other gentlemen occupying important offices under the government of that State.

"That your committee, in connection with the above-mentioned authorities of the State of New York, the Governors of New Jersey and Connecticut, accompanied also by officers of the Government in charge of the Navy Yard, with other persons representing the commercial interests of New York, proceeded to examine certain encroachments made, and in progress, and contemplated upon the Brooklyn side of the East river.

"Your committee upon the first view of the matter regarded such encroachments as matters with which New Jersey had no interest, and should not express any opinion; but upon reflecting they came to the conclusion that such encroachments were prejudicial to her; inasmuch as they jeopardized the interests which New Jersey has, in common with every other State of the Union, in the Brooklyn Navy Yard, and the immense government expenditures at that point.

The report then goes on to state the effect of these encroachments at the Navy Yard upon the Sandy Hook Channel, affecting the interests of New Jersey, through her water front on the Hudson River and New York Bay, and stating the extent of the encroachments on the East River, the effect on its channels, and, calling attention to the injury done, report their visit to Jersey City as follows:

“The committee also visited Jersey City for the purpose of examining, if any, and what encroachments had been made there, and it was a matter of just pride to your committee that, comparatively speaking, no encroachments had been made upon the Jersey side, yet your committee think that the wharves and piers lately erected by the New Jersey Railroad Company are extended farther than well comports with the interests of New Jersey, in this important matter, of keeping unimpaired the harbor of New York.

“By these two docks some encroachment, in the opinion of your committee, has been made on the channel of the Hudson River, narrowing and deepening the river at this point. The same authority which claims the legal right, and which authorized these extensions, could, had they seen fit, have extended them by the same claim of power, some thousand feet further into the river, producing the same deplorable results now existing in the East River, between New York and Brooklyn. Your committee are informed that the right by which these innovations are made, or claimed to be made, are claimed under the charter to the Jersey Associates, giving them power to improve their lands under water. *It would seem that a power of this kind to impair the great interests of New Jersey in the harbor of New York should be found in a strict construction of explicit legislation*, and if the rights by which these encroachments are made are restrainable they should, if possible, be restrained by timely legislation for the public good.”

The committee then goes on to call attention to the necessity for the full flow of the tide through the Hudson and East Rivers, the Passaic and Hackensack Rivers, in order to keep unimpaired the Sandy Hook Channel, and concludes its report by saying:

“Inasmuch as the State of New York has been the cause of this triple injury to New Jersey, your committee are of the opinion that the Legislature of the State of New Jersey should, by resolution, express her dissatisfaction thereat, and request, in a friendly way, the State of New York to repeal all fraudulent grants improperly obtained from the State to the injury of the Navy Yard or the harbor, and by purchase, or otherwise,

remove other innovations upon the East River that now exist, to the injury of New York and New Jersey."

Two joint resolutions were prepared in accordance with the above report, calling attention to the situation as set forth in the report, and providing for the appointment of commissioners to advise as to the proper control of the development of these water front lands.

What the feelings of these ancient legislators would be if they could view the changes that have taken place in our shore front since their time, is hard to conjecture. They "viewed with just pride (in 1855)—" that comparatively speaking, no encroachments" (as they called the development of our water front) "had been made upon the Jersey side, except the New Jersey Railroad Pier and Cunard Dock", and they "regarded with concern the power given the Jersey Associates and others to improve their lands under water, and thought they should be restrained for the public good."

How fortunate for us, as a county, their fears and forebodings were not regarded seriously; or we might still have Harsimus Cove as an oyster ground, and the shore of the Hudson River about the middle of Hudson Street. It might, however, be some consolation to them to know that the "South Cove Grant" is still as it was in 1872, and still a name to conjure with.

Major William L. Marshall, now Brigadier General, Chief of Engineers, United States Army, was asked whether he thought the scour of the currents was going to maintain the required depth in the "Ambrose Channel," which you know is the new and direct channel from the Narrows to the sea. General Marshall conceived the idea of this important work and it is still under his charge, although he is now Chief of Engineers. The General smiled, in his good humored way, and replied: "Well, if it don't, there are plenty of dredges that will."

And the direful results which were feared in 1855 have not followed; the great development of our water front is ours; and if we have to dredge a little now and then, we have the commerce that requires it and the means with which to do it.

On August 11th, 1880, Congress passed an act providing for the appointment of a board of engineers to be called the New York Harbor Line Board, composed of United States Army officers, who were necessarily, by their training, also engineers;

this board to act in an advisory capacity to the Secretary of War on all matters relating to the waters of the Bay of New York and waters tributary thereto.

Since 1880, all applications for the establishment of dock lines must be made to the Secretary of War, who refers them to this Harbor Line Board, who, after public hearings, advise and recommend lines to the Secretary of War for his approval; and under the River and Harbor Act of March 3rd, 1899, no structure or filling in is allowed to be commenced in these waters unless the lines for the same have been passed upon by the Secretary of War.

The State of New Jersey, as well as the City of New York, has been active and persistent in securing the consent of the Secretary of War to the extension of the dock lines on the Hudson River, New York Bay, and waters tributary thereto. Both sides have succeeded in securing extensions until it seems that the waterway of the Hudson River could no further be judiciously encroached upon. The claim or charge is made by New York that Hudson County has been a greater trespasser than New York, and instances the extension of the shore line of Harsimus Cove some 3000 feet in support of this charge; but it must be remembered that Harsimus Cove is or was an indentation into the westerly shore of the Hudson River, between Castle Point and North Point in Jersey City, on which Edge's Wind Mill stood, had very little water over it, and the filling in of the same was an advantage to the regimen of the Hudson River; while New York has made its greatest encroachment some 1300 feet into the river at its narrowest point, opposite Castle Point, leaving only a width of half a mile in the river at that point.

We must remember also in this connection that the channel of the river is on the New York side of the centre and within the past month we have been treated to the strange sight of an ocean steamer, the *Deutschland*, hard and fast aground just in front of the ferry at the foot of Exchange Place, Jersey City, by reason of the northerly winds making an unusually low ebb tide.

But what compensation time brings! Directly underneath where this steamer was held by the mud of the river bottom, busy men were working and construction cars were running to and fro through the twin tunnels that will soon connect Ex-

change Place, Jersey City, with Cortlandt Street, New York; and directly under where the ancient ferry boat, *D. S. Gregory*, is shown in the advertisement previously referred to, of lots for sale on Hudson Street in 1857, run these two tunnels that shall take us, in two or three minutes, to the business centre of New York, while, with the *D. S. Gregory*, it took us half an hour at best and sometimes half a day.

The history of the development of Hudson County would not be complete without reference to these tunnels and to the courage and genius of the men who have made them an accomplished fact.

The first tunnel was from Fifteenth Street, Jersey City, to Morton Street, New York.

The tunnel in question has a history involving the financial and engineering ambitions and hopes of men long since ruined and dead. The river ooze, through which the present construction to-day so eloquently and convincingly testifies to the skill and energy of the engineers who planned and executed it, once held in its slimy embrace the bodies of men whose lives had been drowned out by the inrush of the waters of the Hudson River, and although the tragedy is now almost forgotten, in the New York Bay Cemetery, in Jersey City, stands a modest shaft surmounted by the figure of a man. On the face of the stone the legend reads: "In memory of Peter Woodland, aged 32, killed in the disaster at the Hudson River tunnel, on Wednesday, July 21, 1880." And he was a man, for he elected to drown with fourteen of his workmen in his effort to save them rather than save himself.

The history of this tunnel, or these tunnels, (for there are two), each designed for single track,—one eastward and one westward, but coming together at either end,—goes back over a quarter of a century.

In the year 1874 a company obtained a franchise and began operations. The method of construction adopted was the use of compressed air, but the shield, so successfully used by the present engineers, was not thought of, and to its absence was due the frightful tragedy above referred to. After the accident in 1880, work was abandoned until 1890, when a syndicate of English capitalists was formed, which prosecuted the work, accomplishing about 1,500 feet in the north tunnel and about 600 feet in the south tunnel. Striking a ledge of rock, how-

ever, at this time, and no doubt striking much more formidable rocks in their financial boring, the project was abandoned.

Then came Mr. William G. McAdoo, a New York lawyer, as President, who associated with himself Mr. Charles M. Jacobs and Mr. John V. Davies, the eminent engineers, and under the masterly supervision of these men, the River Tunnels are an accomplished fact.

### RECEIPTS.

The total receipts from the sale of riparian lands up to the present time amount to about six million dollars, and the greater part of this has come from the sale of the water front of Hudson County. It is estimated that there are still in the possession of the State lands that will come into use within a reasonable period valued at, perhaps, three and a half million, and still other lands that will have to wait for future development, valued at, perhaps, ten million.

The administration of this valuable and important interest of the State is one requiring careful consideration. It is a subject but little understood, it is a matter in which the interests of a greater part of the State seem opposed to that of the other part, and, as in other important matters, opinions are most freely expressed by those having the least knowledge on the subject.

The policy of the State has been to sell these lands for commercial development. This has brought a considerable revenue into the State and into the school fund; it has made possible the establishment on our shores of important industries. A representative committee, composed of Senators and members of the Legislature, in 1906, who gave this subject careful consideration and made a personal examination of the improvements, stated in their report that they

“were not prepared to advise that the policy which had made possible this development was really wrong,” and while this is negative praise, it is their opinion after careful consideration, and if any other conclusion could have been reached, it, no doubt, would have been.

The opinion is expressed by people who evidently do not fully understand the subject, that these lands should have been “held”, as they term it, for the use of the State.

In the first place, this opinion carries with it an apparent ignorance of the fact that, while the State is the owner of the

land under water, subject to the rights or equities, if any, of the shore owner, it owns no upland, has no means of access from the land to the water, or of access from the water to the land, and, as a practical question, the upland owner is the only person who can buy the land under water and administer it.

Having in mind the fact that these lands under water are appurtenant to upland wholly under the title and control of private ownership, to obtain which, if there was any law making such a thing possible, by the right of eminent domain, could only be acquired by the State upon payment to such owners of the full value of the upland, which value would have reflected in it the principal value which is now supposed to be attached to the land under water, there would be no practical way in which it could appropriate and expend the millions necessary to any development, to say nothing of the impossibility of anticipating what kind of development would meet the requirements and needs of the various enterprises seeking location on our shores.

Some of these tracts, for which the State has realized enormous sums during the past years, are comparatively small holdings, part only of the holdings and works of enterprises already located there and forming part of the tangible wealth and worth of the State; many of them unattractive water fronts, needing the initiative of interested owners who have sought out and induced enterprises to come to this State and locate, and who have expended millions of dollars in making the location of these enterprises possible, but only after seeking them out and finding just what kind of development is demanded for that particular industry.

In most of these cases these owners have become the pioneers in the development of a section that had theretofore escaped the notice or had not been impressed on men responsible for the establishment of manufacturing and other enterprises needing water front, and the result of this individual enterprise has been the creation of new communities as well as the rehabilitation of older ones.

It would have seemed not only a commercial absurdity but an affront to these men, who, in advance of their time and without the encouragement of their fellows, sought out these enormous enterprises and brought them to the shores of New Jersey, not to have had the cooperation and encouragement of



the State in their efforts to induce the holders of capital to locate within the borders of our State.

The impression seems to be in the minds of some that the State of New Jersey held in completeness and perfection some going concern, or at least a water front developed as to its docking and wharfing privileges, improved and made suitable for the erection of buildings and works, with surrounding accommodations for the housing and schooling and churching of the operatives of these works, with the necessary railroad connections, and, in short, a city complete and perfect, except for the occupants.

The exact reverse of all this is true. The State owns not a single foot of upland. A great deal of the upland in question is difficult of improvement and development; a great deal of it must be filled up at enormous expense and the railroads must be brought to it; and, more than all, in almost every instance, the water front itself is not capable, in its present condition, of use, but must be made so by the expenditure of large sums of money by the owner of the upland in order to create such a depth of water as to make the narrow frontage sold by the State available for commercial uses.

In this connection it is of interest to hark back to the report of the Legislative Committee on this very subject of the policy of the disposition of the State's lands, in which Hudson County is so vitally interested, made to the Legislature on January 15th, 1883, over twenty-six years ago; The Committee says:

“Had this question been considered at the outset of action by the State, doubtless much might have been said on both sides of the proposition of long leases by the State, but we are not prepared to suggest that policy now. It is urged with great force that the best commercial results cannot be attained except by a title as complete as the State can give.”

#### STATEMENT OF DEVELOPMENT.

A statement of the location and extent of the water front of Hudson County, much of which has been reclaimed and improved, will be of interest:

From the County Line on the north to the north side of Weehawken Cove,—about three miles,—the exterior line for improvements is on an average one thousand feet beyond the original shore line and comprises about 350 acres.

This section includes the famous duelling ground where Hamilton and Burr fought.

At Weehawken Cove, in front of the famous Elysian Fields, the line for improvements is half a mile beyond the original shore, at its greatest distance, and the cove is about one mile in length and covers about 130 acres.

The Elysian Fields was the scene of the murder of the attractive tobacco shop girl, Mary Cecelia Rogers, on July 25, 1841. The Elysian Fields of that day, no doubt, corresponded to the Coney Island of a later day. This murder formed the foundation for Poe's "Mystery of Marie Roget", which was written in Philadelphia and appeared in Snowden's "Lady's Companion" in November, December, 1842, February, 1843.

The facts in this celebrated case that made the Elysian Fields famous, or infamous almost the world over, are as follows:

Mary Cecelia Rogers, when about nineteen years of age, was known as "The pretty cigar girl", she having worked in John Anderson's tobacco shop at 321 Broadway. New York then had a population of 300,000, living mostly below Canal Street.

Mary's widowed mother kept a boarding house at 126 Nassau Street.

A few weeks before her death, she left Anderson's employ and assisted her mother in the boarding house, when it became known that she had accepted an offer of marriage from Daniel C. Payne, one of the boarders, a young man employed as a cork cutter at 47 John Street.

On a beautiful Sunday morning, the 25th of July, 1841, Mary told her fiance, about ten o'clock in the morning, that she intended spending the day with her aunt, a Mrs. Downing, who lived at 68 Jane Street, and she would return by the Broadway stage, reaching Ann Street about six o'clock in the evening.

Although the morning was fair, a violent thunder-storm broke out in the afternoon, the rain falling in torrents. The storm was so formidable that Payne (who does not appear to have been a very ardent lover, although he committed suicide soon after the death of his betrothed), did not go to meet the stage, thinking Mary, on account of the storm, would remain at her aunt's over night; and it was not until noon of the next day that the fact of her disappearance became known; and although probably the best known young woman in New York, not a person could be found who had seen her after she left her home at ten o'clock on Sunday morning.

On the Wednesday following, her dead body was found floating off Castle Point, Hoboken, bearing every indication of having been murdered and plundered.

Numerous arrests were made, but nothing was discovered until John Adams, a New Jersey stage driver, gave information that he had seen Mary Rogers arrive in Hoboken by Bull's Ferry, accompanied by a tall, well dressed man of dark complexion, and go with him to a resort near the Elysian Fields, known as Nick Moore's, but kept by a Mrs. Loss. Mrs. Loss admitted that this was true, and that after partaking of some refreshments, the pair had gone in the direction of the woods. Two months after the death of Mary Rogers, Mrs. Loss informed the police that her sons had found the girl's parasol and gloves in a thicket nearby. It was now believed that the time and place of the tragedy had been discovered, but opinions differ as to whether she had been murdered by the tall, dark companion, or by one of the gangs of ruffians that frequented the Fields at that day.

It appeared that Mrs. Loss was shot by one of her sons (accidentally, he said) on October 24th, 1842, and died on the 9th of November following. It seems that Mrs. Loss could not keep from talking of the Mary Rogers' affair, and it is supposed that the sons, fearing their mother would reveal the secret of the murder, encompassed her death by the alleged accidental shooting.

In 1904, a Mr. Clemens discovered a vital clue in the newspaper of August 5, 1841, as follows: "On August 3, the body of an unknown man, about 35 years of age, was found floating near the foot of Barclay Street. The body had been in the water some days. The unknown was a tall, swarthy man, and was without a coat."

The conclusion Mr. Clemens comes to,—and he thinks it is strange it should not have occurred to the authorities at that time,—is that Mary Rogers and the "tall dark man" were marooned by the terrific rainstorm and were killed by the sons of Mrs. Loss and cast into the river.

It is a curious and interesting coincidence that the name of "Loss", so tragically prominent in the celebrated case of 1841, should be the same as the surveyor who made the map of Hoboken in 1804, which is the authority for the original shore line, and is mentioned in hundreds of conveyances

and titles in Hoboken as the "Loss Map of 1804." I do not regard this similarity of names as any reflection on the character of the surveyor of that ancient time, any more than I do the similarity in the names of the indifferent wooer of the unfortunate Mary Rogers and that of the writer of this paper; the old adage, perhaps, applies: "A rose by any other name," &c.

The front of the City of Hoboken, from Castle Point to Hoboken Ferry,—about three-quarters of a mile,—has the line for improvements about 1200 feet beyond the original shore line, and covers about 150 acres.

At Harsimus Cove, from Hoboken Ferry to Montgomery Street, in Jersey City,—about a mile and a half in length,—the line is, on an average, 3200 feet beyond the original shore line, and comprises about 575 acres.

At Communipaw Bay, to the line of Communipaw Lane,—about a mile long and three-quarters of a mile wide—containing about 475 acres.

New York Bay to Constables Hook,—about four miles long,—the Exterior Line for improvements is about 6000 feet beyond the original shore line, covering about 2500 acres.

Kill von Kull front of Bayonne—three and one-quarter miles in length, almost entirely developed, with an average distance of 600 feet beyond the original shore line for improvements, covering about 230 acres.

With the miles of but slightly improved stretches of Newark Bay and Hackensack and Passaic River shores, comprising about 5,000 acres in all, on which now stands the water front development of Hudson County. It is a matter of growth coincident with the development and growth of the nation, and is a monument to the enterprise of the pioneers who brought it about and to the spirit of New Jersey that made it possible.

A talented and enthusiastic young minister, lately called to one of our prominent churches, said recently:

"I am not interested in the past development of the water front of Hudson County, but I am interested to know what the development is going to be in the future."

I say to that young man, he can predict, with fair certainty, what the future development will be by studying the development of the past, and in no other way.

What this development would have been if left in the hands

of the municipalities comprising the county, is entirely conjectural; but it may be of interest to recall that the Legislature, by Act of April 4, 1872, granted to the city of Jersey City, for the nominal consideration of one thousand dollars, a tract of land under water in the lower part of old Jersey City, lying between the extension of Van Vorst Street and Grove Street, containing about twenty acres. This grant was made conditional upon the payment by the municipality of one thousand dollars, but so little was thought of this now considered valuable tract of land that the municipality refused to pay this nominal sum and thus perfect its title.

Under the presumption that the municipality had forfeited its rights to these lands under water in question, the State of New Jersey, in 1874, purported to vacate the same, and embodied them in a grant to the Central Railroad Company of New Jersey. Subsequent litigation, however, brought forth the decision of the courts of last resort in the State, that the title of the municipality of Jersey City to these lands was still in force, and the city thereupon carried out the provisions of the act and became the absolute owner of these lands. The fact remains, however, that from 1872 up to the present time,—a period of thirty-seven years,—no use has been made by the municipality of this tract of land under water and no development attempted.

In 1878 the State granted to the municipality of Jersey City a tract of land under water on the Hudson River 130 feet in width, adjoining Morgan Street on the south, and for some reason no profitable use has ever been made of this water front holding.

In 1886 the State granted to the municipality of Bayonne three tracts of land under water; one on New York Bay, near the foot of East 35th Street; one on Kill von Kull at the foot of Ingham Avenue; and one on Newark Bay at the foot of West 30th Street.

No development or use has been made of the New York Bay tract; a dock has been built on the Kill von Kull tract; and a dock has been built on the Newark Bay tract; both used by the public.

These are about the only cases of municipal administration of water front property in Hudson County.

## THE USE MADE OF THE PROCEEDS OF THE SALES OF THE STATE'S LANDS UNDER WATER.

On March 31st, 1869, (P. L. 1869, p. 1017), an act was passed creating the present Board of Control of the riparian interests of the State; and section ten of that act provided that the moneys received from such sales should first be appropriated to the payment of the expenses of its administration, then to the payment and liquidation of the State debt, and afterward invested and the interest paid over to the Trustees for the maintenance of free schools.

On April 6th, 1871, (P. L. 1871, p. 98), an act was passed devoting all moneys thereafter received from the sale and rental of lands under water to the support of free public schools.

On March 19th, 1890 (P. L. 1890, p. 92), an act was passed repealing the above and making the proceeds of the sales and leases of these lands, made after the passage of the act, applicable to the "necessary" expenses of the State. This was under Governor Abbett's administration, but on April 24th, 1894, (P. L. 1894, p. 123), under Governor Werts' administration, an act was passed repealing the last mentioned act and devoting the proceeds of the sales and leases of the riparian lands again to the support of free public schools.

In an opinion by Attorney-General Samuel H. Grey, in 1901, the learned Attorney-General expressed the opinion that any money, stock or other property appropriated to the support of free public schools under the provision of the Constitution, Article 4, Sec. 7, paragraph 6, were constituted a fund that could not be devoted to any other purpose than the support of free public schools. And in the light of this opinion it is questionable whether the use of the moneys from the sale of the riparian lands, between the years 1890 and 1894, during which period they were diverted to general State purposes, was a lawful use of the money; but there is no question that now all of the proceeds of the disposition of the State's lands is devoted to the support of free public schools throughout the State.

Article 4, Sec. 7, paragraph 6, of the Constitution of the State provides:

"That the fund for the support of free schools and all money, stock and other property which may hereafter be appropriated for that purpose, shall be securely invested and remain a perpetual fund."

The board having control of the fund is called "Trustees of the School Fund", and is composed of the Governor of the State, the Secretary of State, the Attorney General, the State Comptroller and the State Treasurer.

### SOME OF THE COMMISSIONERS.

In conclusion, in connection with the development and administration of the water front of Hudson County, it is interesting to note the names of some of the men who were entrusted with this duty:

We find that, in 1848, a committee, composed of W. H. Leupp, Martin J. Ryerson and George F. Fort, were appointed "To investigate and report as to the extent and value of the lands under water owned by the State within the limits of the County of Hudson", and reported to the Legislature.

It is an interesting fact that the George F. Fort referred to in 1848, was Governor of the State of New Jersey from 1851 to 1854, and is the uncle of the present Governor of New Jersey, Honorable John Franklin Fort; so the fact appears that the administration of this great asset of the State began in the same family, in 1848, that is administering it in 1909, sixty-one years after.

In 1864 a committee was appointed to inquire into the subject of the riparian rights of the State, and among the commissioners appointed for that duty we find the name of Jacob R. Wortendyke, father of the present Assistant Engineer of Jersey City, and of Mrs. Watson, the wife of Dr. W. Perry Watson; also at that early day we find Robert C. Bacot, Esquire, for many years an honored resident of Jersey City, as Superintendent and Engineer; and it is interesting to note that Mr. Bacot continued as such Superintendent and Engineer until the year 1897, a period of thirty-three years, when, by reason of age, he retired with the respect and regret of those associated with him in the administration of this trust.

In 1869 the commission contained the name of Peter Vredenburg, father of James B. Vredenburg, the eminent counsellor of our own city, and of Judge William H. Vredenburg, of Freehold; also the name of Honorable Bennington F. Randolph, father-in-law of Governor Joseph D. Bedle; and others.

No thoughtful person can regard the subject of the development of our water front without interest.

There stands on a prominent point of land on the east shore of the Hudson River, enclosed by a plain iron barrier, under the shadow of Grant's Tomb, a simple stone monument, on which is inscribed, "Erected to the memory of an amiable child"; this stone has stood there a hundred years and more. I know of no better spot from which to obtain a view of the magnificent development of the water front of the northern part of our county than this; and I know of nothing that so strongly impresses the mind with the fact of the passage of time.

As you look on the resting place of this sleeping child, "the world forgetting, by the world forgot", you are back a hundred years in the quiet of undisturbed nature. Raise your eyes, and you look on another order of things,—the life and activities of the commercial world of to-day.

Or, stand on the upper deck of one of our uptown ferry boats, or one of the Staten Island ferry boats, and let your eyes thoughtfully rest on the development of the shores of our county,—all gained out of the mud and slime of the shoals of our water front,—and you will be impressed by what has been accomplished.

How easy it is to criticize, and what wonders are not performed by men whose chief claim to distinction is an abnormally developed hind-sight.

But we write of men of the past. What they lacked in spectacular and sensational activities, they made up in solid worth and character, and theirs is an inheritance to be preserved. They laid the foundations with dignity and builded with integrity; and the Hudson County Historical Society does well to add to its archives the names of men, and their achievements, which have stood the test of time.



# The Historical Society of Hudson County.

No. 6.

Organized January 17, 1908.

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## COLONIAL LAND CONFLICTS IN NEW JERSEY.

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Paper read before "The Historical Society of Hudson County"  
by Edgar J. Fisher, A. M.,  
February 25, 1909.

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### I—GENERAL STATEMENT.

The most annoying and distracting feature of the somewhat complicated history of the Jerseys during the Colonial period was the adjusting of conflicting land claims.

Of course, during the eighteenth century as in the other colonies, the people of New Jersey, represented by the Colonial Assembly, had bickerings with the royal authority, represented by Governor and Council, but such disturbances were naturally temporary, coincident with the administrations of those Governors, who showed little sympathy for Colonial affairs in New Jersey. It was often the case that the contests between the Assembly and the Governor and Council, were precipitated because of the conflicting land titles—the Council upholding the proprietary interests and the Assembly showing opposition thereto.

Such a division was natural, for the Council members were often in a majority of cases holders of large proprietary interests, while the Assemblymen represented the people in the disturbed sections who claimed lands under counter-proprietary titles. For the most part, the question of ownership of two extensive tracts of land, designated as the Elizabeth Town Purchase and the Monmouth Purchase, was the cause of the difficulties.

These tracts comprised practically five counties of the present State,<sup>1</sup> the Monmouth Purchase including the settlement of Middletown and Shrewsbury<sup>2</sup> and the Elizabeth Town Purchase the towns of Elizabeth Town, Newark, Woodbridge Piscataway and Bergen.<sup>3</sup> At irregular intervals during the Colonial Life of New Jersey, after an apparent adjustment of claims, the vexatious disputes would again arise to plague the proprietors.

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(1) Tanner, p. 59.

(2) Lee I, p. 136.

(3) Lee I, p. 137.

From the year 1703, when the East Jersey and West Jersey proprietors surrendered their rights of government to the crown, until after 1738, the year in which New Jersey obtained a separate Royal Governor—the Royal Governor for New York having been since 1703 appointed to have jurisdiction over New Jersey also—there was a period of comparative quiet, as regards the land disputes. But during the administration of Governor Lewis Morris unrest again became evident and continued throughout almost the whole of Governor Belcher's long administration assuming at times a very serious aspect. For an adequate understanding of the land troubles of the Jerseys after the Union period, it will be necessary briefly to review the early contests, because for the most part the latter dissensions grew out of and had their inception in the same general misunderstandings that characterized the early struggles.

## II—EARLY HISTORY OF THE ELIZABETH TOWN AND MONMOUTH TRACTS.

It will be remembered that in 1664 King Charles II had granted to his brother James, the Duke of York, the lands lying between the Connecticut River and Delaware Bay. Under the command of Colonel Richard Nicolls, a fleet was despatched by the Duke to take possession of the territory and oust the Dutch.<sup>1</sup> The expedition proved successful and Nicolls was the Governor of this territory, which thus included New York and New Jersey. In September of that year (1664) some settlers from Jamaica, Long Island, applied for permission to purchase some land, which permission being granted by Nicolls, these settlers—"Bailey, Denton and Watson, their Associates, their Heirs and Executors"—by purchase obtained a deed to a tract of land from three Sagamore Indians. In the words of the indenture the tract was bounded "on the south by a river commonly called the Raritan River, and on the east by the river which parts Staten Island and the Main, and to run northward up after Cull Bay till we come at the first river which sets westward out of the said Bay aforesaid and to run west into the country twice the length as it is broad from the north to the south of the afore mentioned bounds".<sup>2</sup> Bailey, Wat-

(1) Whitehead: Settlement of Elizabeth, N. J.

(2) N. J. A. I, 15.

son and their associates had this purchase confirmed by a patent from Nicolls, with the proviso that they should render a certain yearly rent to the Duke of York or his assigns, according to the customary rate of the country for new plantations. This grant—the so-called Elizabeth Town Purchase—contained a tract of great extent, probably between 400,000 and 500,000 acres.<sup>3</sup>

In June, 1664, while the Nicolls fleet was still at sea, the Duke of York, evidently anticipating the successful outcome of the expedition, granted by deeds of lease and release to Berkley and Carteret, that part of his newly acquired territory which we know as New Jersey. Of this grant, Nicolls was of course unaware when he confirmed the purchase of Bailey, Watson and associates and indeed he probably was not informed of the transfer to Berkley and Carteret until December of that year (1664).<sup>4</sup>

Thus in these two grants, the one of Nicolls to Bailey and associates and the other from the Duke of York to Berkley and Carteret, there are two conflicting claims to the same tract of land. In this conflict of grants is found the source of those disturbances that for decades disturbed what might well otherwise have been a period of peace and quiet in New Jersey history.

After New Jersey was deeded over to Berkley and Carteret, the Lords Proprietors commissioned Philip Carteret, a cousin of the proprietor, as their Governor. According to the "Concessions and Agreements" issued by the proprietors, lands were to be taken up only by warrant from the Governor, and were to be patented by him. Quit rents were not required until March twenty-fifth, 1670, after which they were to be paid annually, "a halfpenny of lawful money of England for everyone of the said acres". The arrival of Governor Carteret in America was not marked by any disquieting omens, premonitions that might possibly have been expected of the two conflicting interests which later would assert themselves so positively, and indeed indications point to the fact that the settlement was quietly made under the concessions instead of under the Nicolls grants,<sup>5</sup> for the fact is that a large majority of the people,

(3) Hatfield: History of Elizabeth, p. 36.

(4) N. Y. Col. Doc. III, p. 105.

(5) Tanner, p. 68.

sixty-five male inhabitants, swore fidelity to the Lords Proprietors claims.<sup>6</sup> Newark, Piscataway and Woodbridge were settled deliberately under the Concessions and to oppose the proprietors came as an after thought.<sup>7</sup>

In point of law, as to the legal ownership of the lands in question, the case rests clearly in favor of the Proprietors' cause. The emptiness of a claim based merely on Indian purchase was apparent even to the anti-proprietary settlers themselves. But their position regarding the Nicolls grants can not be sustained. Those transfers of lands took place after the tracts had passed from James' ownership. By eminent lawyers,<sup>8</sup> the opinion was given, that "The Delegated Power which Col. Nicolls had, of making grants of the lands, could last no longer than his Master's interest, who gave him that power; and the having or not having notice of the Duke's grant to the Lord Berkley and Sir George Carteret, makes no difference in the law, but the want of notice makes it great equity, that the present proprietors should confirm such grants to the people who will submit to the concessions and payment of the present proprietors common quit rents".<sup>9</sup> This right in equity the proprietors always respected, offering to confirm the grants made under the Indian purchase and the Nicolls patent, but at the same time justly claiming their right to the yearly rent, as prescribed by the concessions.

The pinch first came with the advent of 1670 and the first demand for quit-rent, as authorized by the concessions and agreements. There was a general refusal on the part of the inhabitants to pay the rent, and Governor Carteret, helpless before determined opposition, leaving Capt. Berry as his deputy, went to England to impress upon the authorities the sad state of affairs existent in New Jersey. The result was decisive and the opposition melted, before proclamations of the proprietors commanding obedience to Berry, and asserting the invalidity of claims held under the Nicolls patent.<sup>10</sup>

Shortly after came the Dutch conquest of New York, to be followed closely by the reconquest of the English. Subse-

(6) N. J. A I, p. 49.

(7) N. J. Historical Society 2nd Series, I, p. 161, reg.

(8) N. J. Historical Society, 2nd Series, I, p. 160.

(9) Elizabeth Bill in Chancery, p. 41

(10) Lee I, p. 138.



quent to this double change of ownership which New York experienced between 1673 and 1674 the Duke of York reconveyed East Jersey to Carteret. The patent which James obtained from the King after the surrender of New York to the English was an absolutely new one which according to English law annulled previous grants. Hence in the same way, the Duke's reconveyance to Carteret gave the latter a new and unquestioned title to his part of New Jersey, and would in point of law necessarily rob the Nicolls patent of any possible validity which might previously have been claimed for it. And such was indeed the case, for with a single exception, all of the original Elizabeth Town associates obtained warrants for surveys under the proprietors, as was also quite generally the case in Newark and Piscataway.

For a considerable period there were occasional mutterings of discontent heard, but the twenty-four proprietors, into whose hands East Jersey had now come, never relaxed in their opposition to any recognition of the Nicolls grants, and comparative quiet was maintained. This, however, was the lull before a formidable storm, which when its power was spent, was a chief cause of the surrender of the proprietary government to the crown. In 1693, when Jones ejected James Fullerton, a landholder under proprietary title, from his land, the ejectment suit of Jones vs. Fullerton followed, which in the Perth Amboy court resulted in a decision in favor of Fullerton.<sup>11</sup> By an appeal to King in Council James obtained a reversal of the decision. This decision was the match which kindled the smouldering embers of anti-proprietary discontent. The King was petitioned to grant relief from the Proprietors, proprietary courts were overthrown, and scenes of violence were frequent. In the so-called Clinker Lot Division,<sup>12</sup> a great extent of territory was surveyed and divided by the Elizabeth Town claimants in utter disregard of proprietary rights.

Indeed the Clinker Lot Right then did not recognize the existence of such an inconvenient abstraction as proprietary rights. At this juncture, as has been said mainly because of the inefficiency of the proprietary government, both the East Jersey and West Jersey Proprietors transferred their powers of

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(11) Hatfields, Elizabeth, p. 242.

(12) Tanner, p. 79.

government to the crown, retaining, however, unaltered their rights to the soil of the province.

In the instructions to Lord Cornbury 1702, the first Royal Governor of the Jerseys, it was ordered that the right of the soil should be secured to the Proprietors by the passage of an act of the Legislature.<sup>13</sup> At the Assembly's first session the so called "Long Bill" was prepared for this purpose, and in part provided for the invalidation of claims to land based on the Nicolls patent. Cornbury, disgruntled at what he regarded as lack of financial support, prorogued the Assembly before the passage of the "Long Bill", and this bright hope for a definite and final decision of the conflicting interests was shattered. While Cornbury was surrounded by his inner circle of corrupt politicians,—a Colonial Tweed Ring—the interests of the Proprietors dwindled to a very low state. During his administration, the way was paved for great difficulties to the Proprietors by the illconsidered grants of the two large Ramapo and New Britain tracts. During Governor Ingoldby's regime an ill-starred attempt to secure the right of soil to the Proprietors was made, but was practically smothered in an Anti-Proprietors Committee of the Assembly.

Upon the succession of Governor Hunter in 1710 proprietary affairs began to take on a brighter hue. The new Governor took the position that property disputes should be settled not by legislative action but by judicial decision.<sup>14</sup> An excellent theory that was, and just also, but the conditions were too stoutly opposed to its successful and satisfactory adoption in practice.

Nevertheless a test case was actually tried in the Supreme Court with the natural result, a proprietary victory, for the court was admittedly in the Proprietors' favor. Numerous surveys were then made by the Proprietors and the dissensions seemed on a fair way toward settlement, but such a supposition subsequently proved to be a delusion, although in 1725, a case—that of Vaughan vs. Woodruff—had been decided against the Elizabeth Town adherents, they were averse to any conclusive settlement.

In 1731 suits of ejectment were brought against them in several cases, the case of Lithgow and Robinson standing as

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(13) N. J. A. II, p. 517.

(14) N. J. A. XIII, p. 427.

the test. The tables were again turned, the case being decided against the proprietary interests. Encouraged by this decision the Elizabeth Town associates began bold proceedings. Funds were collected by assessment with which to maintain their claims to land title, preparations were made for dividing lands not parcelled out in the Clinker Lot survey, and in 1737 the associates themselves brought an action against one Vail, who held his land under proprietary title.

This case was ultimately decided against the Proprietors, but to offset the effect of the reversals in the cases of Lithgow vs. Robinson and Jackson vs. Vail, the Proprietors had met favorable decisions in other cases, resulting from ejectment proceedings brought by them against some of their opponents.

Such was the early history of Elizabeth Town purchase up to this time, then there had been certain decisions rendered, some in favor of the Proprietors, others in favor of this anti-proprietary party.

Little time need be spent in the consideration of the land troubles arising from the Monmouth Patent to 1738. This tract was granted in 1665 by patent from Gov. Nicolls to William Goulding and others, who had before the arrival of the English expedition purchased the land from Indians. It included lands between the Raritan and "Sandy Point" and extending back into the interior for some distance.<sup>15</sup>

Three years from date the patentees were to have settled 100 families on the lands, and for seven years they were to be free from rent.<sup>16</sup> When Gov. Carteret arrived, the settlers located there refused to recognize the authority of the proprietary title over the lands. When the quit-rents were demanded in 1670 resolute resistance was offered, but an agreement was finally reached between Berkley and Carteret, and the Monmouth purchasers, according to which in return for the surrender of the claims under the Nicolls Patent the settlers were to have their land granted to them individually in accordance with the terms of the Concessions.<sup>17</sup> This was more an apparent than real settlement, for the people of Middletown later showed their dissatisfaction, even professing exemption from the payment of quit-rents.

(15) Tanner, p. 61; Whitehead: "E. J. under the Proprietors", p. 45.

(16) Parker, N. J. Historical Society, 2nd Series III, p. 18.

(17) Tanner, p. 63.

### III—THE CONTEST DURING GOV. MORRIS'S ADMINISTRATION.

The varying successes of their suits seemed to have tantalized the Elizabeth Town settlers beyond their powers of endurance, and they determined to put an end to the whole business with one fell swoop. To submit their case directly to the King was the determining stroke which they agreed upon. Mr. Fitch, a Norwalk lawyer, was engaged to draw up a petition to the crown.<sup>1</sup> After stating the early history of the grant of New Jersey and the Nicolls patent. The petition asserts that Gov. Carteret "was so far from insisting on the said Lord Berkley's and Sir George Carteret's right to the lands purchased by your humble Petitioners' Ancestors" that he purchased Bailey's share.<sup>2</sup> In many suits, the petition continues, the petitioners have been successful, but by their continued ejection suits the "would be proprietors" reduced the inhabitants to distress. The Governor, Chief Justice, Judges and even juries were interested against the petitioners and hence there was no prospect for the distressed subjects except to be heard at "The Fountain of Justice" under Your Majesty's Royal Care and Protection.<sup>3</sup> The King was asked to hear and determine the question, appoint disinterested commissions from the colonies to decide or grant some other relief. There were 309 names affixed to the petition. It was read in Council July 19, 1744, and subsequently referred to the Lords of the Committee of Council for plantation affairs, and later to the Lord's Commissioners for Trade and Plantations, but beyond that nothing is known of it.

In 1745 serious difficulties arose on that part of the Elizabeth Town Purchase tract where Newark was situated. On September 19, 1745, Samuel Baldwin, a member of a Committee of Essex County, chosen to protect the affairs of the people in their land rights, was arrested for cutting logs on the so-called Van Gesin's tract. The Proprietors alleged that his conduct violated a legislative enactment of 1713, which provided that any man cutting trees on lands not his legal property "should be fined twenty shillings." In a demonstration, which must

(1) Hatfield's: Elizabeth, p. 366.

(2) N. J. A., VI, p. 209.

(3) N. J. A. VI, p. 206, reg.

have loomed before the little town of Newark as a dangerous riot, a crowd of Baldwin's sympathizers broke open the county jail at Newark, where he was confined, and released him. Governor Morris thereupon sent a message to the Assembly urging that the riotous condition of the province be earnestly considered, and that the disorders should not spread, proper acts should be passed, either a militia act or other acts.<sup>4</sup> To this suggestion the Assembly replied on October 3d, by deploring the lawless riot at Newark, but expressing the opinion that existent laws were sufficient to bring their violators to justice.<sup>5</sup> The Governor could get little satisfaction from the lower house, for that common cause of dissention, the pulling of the purse strings, was at this time a bone of contention between them. Morris at least relieved his mind by retorting that even if the laws were sufficient to punish the rioters the Militia Act there in force could not quell such an uprising as then pestered the colony nor could the "Officers and Courts necessary to convict them, attend that service,—without salaries or some provision to defray the charge of prosecution, which are not provided, nor, as appears intended to be provided, by your house."

His Excellency ordered the Attorney General to prosecute any who had been active in the riot and at the same time, with the advice of his Council, directed the Essex County Sheriff to be diligent in the apprehension of the disturbers of the place and violators of the law, committing all such to any jail they thought most proper. The diligence of the Sheriff resulted in the arrest and commitment to the Newark jail of Robert Young, Thomas Sarjeant and Nehemiah Baldwin. But of these prisoners, Baldwin was boldly rescued while being taken by the Sheriff from the jail to the Supreme Court, and the other two were released from the jail by a crowd of rioters. Again the Governor appealed to the Legislature to take steps to prevent the defiance of government and contempt of laws, this time with more satisfactory results. The Assembly evidently saw the light, for a bill for "Better Settling and Regulating the Militia" was ordered to be brought in. Indeed the tone of the Assembly was so patronizing as to arouse suspicion.

There now appeared several publications designed to justify the acts and claims of the contending parties. A commun-

(4) N. J. A. VI, p. 399.

(5) N. J. A. VI, p. 250.

ication of the rioters (February 1746) upheld the questionable proceedings in Essex County on the ground that the Proprietors threatened ejectment proceedings against all who would not subscribe to certain unreasonable demands.

It was thus the consequent exasperation of the people, that refused to contain itself longer because their "Rights, Properties and Possessions" had been invaded by the Proprietors. In a lengthy statement sent forth from a Council meeting at Perth Amboy in March 1746, the Proprietors, after rehearsing the history of the titles in dispute, pertinently remarked that if any land deeds were taken based on any titles whatsoever, except "In the Name of the Lords, Proprietors of East New Jersey", according to an act of 1683 such transactions were criminal<sup>6</sup> and by an act of 1703 were invalid unless confirmed by the General Proprietors within six months from the date of the act. Responsibility for the confusion in the province was shifted to the rioters who had "Set up sham deeds procured from strolling Indians, for a few Bottles of Rum". A tract which went by the name of the Horseneck Purchase figured largely in the ejectment proceedings complained against by the people. James Alexander, Robert Hunter Morris and David Ogden were the three Proprietors most heavily involved in this tract. According to the proprietary statement these men, with Ogden as negotiator, endeavored to have certain conciliatory propositions accepted by the people, but failed.<sup>7</sup> Consequently ejectment proceedings were instituted, in any or all of which the issue might have been joined, an appeal to England taken if so desired and a settlement definitely obtained. The poor deluded people are urged by the Proprietors "To flie to the Mercy of the Laws for the Expiation of their criminal riots and to the Mercy of the Owners of the Lands they have been pillaging."

Two formal petitions prepared by some of the so-called rioters were brought into the New Jersey Assembly and read. One claimed to be from inhabitants in the northern part of the colony; the other from "eight persons chosen by a great number of the inhabitants of the northern part of this province, a committee to represent and act for them" On April 26th, 1746, Samuel Nevill, an Assemblyman of exceptional ability and

(6) For the Act of 1683, See N. J. A. VI, p. 302.

(7) N. J. A. VI, p. 302.

great prominence in the colony, but also a Proprietor, made an elaborate argument before the Assembly against the petitions.<sup>8</sup> Paragraph by paragraph both petitions were considered by the speaker and answered. Nevill concluded by moving that the petitions be rejected, but that the Governor "should extend His Majesty's mercy to those people by a general pardon, under such restrictions and upon such conditions as to his excellency shall deem proper." The movement toward an act of pardon, at this time progressed no farther than the preparation of such an act, and this fact together with the impossibility of the Council and Assembly's agreeing upon an act to prevent future riots did not bode well for the peace of the province.

In April, 1746, a communication was sent to the "House of Representatives" signed by seven rioters, reviewing Ogden's former proposal of a trial at law and professing their willingness to join in issue according to the proposal. A preference was stated that the action be brought against Francis Speirs, of the Horseneck Tract. The General Proprietors agreed to bring an ejectment suit against Speirs and announced that their attorney would be at the next Supreme Court at Perth Amboy to sign the general rule for joining issue in the said action. Later the rioters complained that they were engaged in their opponent's cause and desired the Proprietors to release one of their attorneys that he might be engaged to appear for the prospective defendants. That the Proprietors refused to do on the ground that all those connected with their side of the case had been in charge of their affairs for some years, that there were many other attorneys in New Jersey and New York not engaged by "fee or interest for the Proprietors," and that the Supreme Court would require attorneys if necessary to serve the committee of the rioters.<sup>9</sup> These preliminaries all came to naught, for none of the rioters made application to the Supreme Court for attorneys nor took any steps to have a trial on their claims.

Governor Morris died on May 21st, 1766, and when President Hamilton, acting Governor, met the Assembly in June, he called their attention to the distressed condition of the province, the inefficiency of all methods of relief and urged them to take rigorous action, lest they suffer the resentment of the King and Parliament. Later in the year, at President

(8) N. J. A., VI, p. 408.

(9) N. J. A. VI, p. 392.

Hamilton's request, Alexander and Morris wrote to the Lords of Trade complaining of the riots, and to the Assembly's inactivity, prophesying too that unless quelled the disorders would spread and effect the dependence of the plantations. While this letter to England was tinted to exaggerate the conditions, nevertheless it was true that the colony was not becoming quieted. On the first day of November the Assembly, having taken no action on the riots, asked to be dismissed, and had their request granted. Shortly after, the jail of Somerset County was robbed of a prisoner, and threats were made against Nevill, then a judge for Middlesex County. The only measure which the president could take was to issue a proclamation forbidding the colonists to join the rioters, or assemble with them. But disturbances were beginning in Morris County, where one Darymple with his family was unceremoniously ousted from property which he had held under title from the East Jersey Proprietors.

In June, 1747, one of the most serious of the demonstrations occurred at Perth Amboy in Middlesex County, where a large number of armed men marched against the jail, and contrary to the warning of the Sheriff, forcibly opened it and released one Bainbridge, who was held under indictment for participation in the attack on the Somerset County Jail. The disturbances reduced even Chief Justice Robert Hunter Morris to pessimism, for in July, 1747, he wrote to James Alexander, that although the Assembly was about to meet he had no hopes of any effectual measures resulting, and that the Grand Jury at Amboy would hardly indict the rioters for riot, to say nothing of their holding them on a charge of high treason—the indictment which Judge Neville had urged upon the jury to return. In truth, the outlook for the peace of the province was not encouraging, for with no remedy in sight, "persons who had long holden under the proprietors, were forcibly ejected; others compelled to take leases from landlords, whom they were not disposed to acknowledge; whilst those who had courage to stand out, were threatened with, and in many instances, received personal violence."

Under these conditions there was convened at Burlington in August, 1747, the first session of the Legislature to meet under the inspiration of the puritanical Jonathan Belcher, the new Royal Governor of New Jersey.



#### IV—CONFLICTS AND PARTIAL ADJUSTMENT DURING GOVERNOR BELCHER'S ADMINISTRATION (1747-57).

The accession of Belcher had been regarded with great satisfaction by the disaffected persons in the colony, but so far as can be ascertained their joy was unavailing. As appearances go, it was however, not without foundation, because Belcher interested himself in the First Presbyterian Church of Elizabeth Town, of which congregation many of the defendants against the Proprietors were communicants.

But the Governor's first message to the Legislature must have left a discouraging ring in the ears of the Elizabeth Town claimants. A committee of the rioters sent a congratulatory message to Belcher soon after his arrival, expressing the hope that under his wise administration the disorders, which they regretted, would cease, and that the "Lord of Hosts" would "Arise for the help and succor of the oppressed poor and crushed needy ones."<sup>1</sup> The good Jonathan assured the rioters that his duty led him to support the King's authority and punish "breakers of the public peace" but, with evident faith in the maxim that "soft words turn away wrath, but the wringing of the nose brings forth blood", he promised them his protection "in all things consistent with Reason and Justice". In a second dutiful petition to the Governor, several of the distressed settlers frankly confessed that they had no intention or desire of sundering the bonds that held them to His Majesty's authority, but had acted only in defence of their own and their poor neighbors' rights which were in danger of suffering great harm.

In his first address to the Legislature in August, 1747, Governor Belcher urged that all departments of the government unite in an endeavor to suppress the disorders and restore quiet. To this address the Council pledged its support, and the Assembly acted in a manner which presaged and augured well for a harmonious administration under the new royal executive. The Assembly notified the Council that it had appointed a committee of nine to confer with a committee of the Council upon the subject as to the ways to suppress riot and disorders, meetings of the joint committee to be held at the house of the Widow

(1) N. J. A. VII, p. 63.

Hunloke in Burlington.<sup>2</sup> Much to the Council's impatience the proposed meetings were deferred, various excuses being given by the Assembly. On December 10th, after the Council had received news of a riot in Hunterdon County, it pressed upon the Assembly the urgent need of meetings of the committees. The Assembly ultimately condescended and meetings were held. It had been rumored that a "tumultuous procession" of rioters was about to take up the march to lay their grievances before the Legislature.

The joint committee recommended that each house pass resolutions discouraging any such demonstration. Such resolutions were passed, pointing out that such procedure would be not only dangerous to the peace of the province, but would also be an infringement on the liberty of the Legislature, inasmuch as the intended procession was desired to awe and influence the Council and Assembly. In January, 1748, there was laid before the joint committee a statement of facts, prepared by the Council Committee, concerning the riots and the remedies attempted by the government to put an end to them. To what extent the work and influence of the joint committee was responsible for two acts which were now passed by the Legislature, designed to put an end to the disorders, it would be difficult to state. One of the acts had progressed as far as its second reading during Governor Morris's administration, but had then been defeated by the Assembly, while the other had at least been previously suggested.

The first act was for "Suppressing and Preventing of Riots, Tumults and other disorders within this Colony". It passed the three readings and received the Governor's assent in remarkably quick time. This act was modelled after the Riot Act of Great Britain, which declared it to be a felony "for twelve or more, tumultuously assembled together, to refuse disperse upon the requisition of the civil authority, by proclamation, in form set forth in the act". This measure was passed in February, 1748, as was also the second act, "An Act to Pardon the Persons Guilty of the Insurrections, Riots, Tumults and other disorders, raised and committed in this Province." The act recites that many are thus guilty, and as some had prayed supplication of the Governor, this free pardon was

(2) N. J. A. XV, p. 539.

granted them. Justices of the Supreme Court, or Commissioners appointed for the purpose, were to receive pardons and administer the oaths to the penitent culprits.

The mad rush for executive clemency which some had hoped for did not materialize, and it was not until the next August that any applied to take advantage of the act of grace,<sup>3</sup> when nine rioters entered into bond and took the oaths. The Council advised the Governor not to dissolve the Assembly until the rioters had accepted the act of pardon; and the Governor acted accordingly. Some of the prominent councilmen felt strongly that should the Assembly be dissolved and new elections be held, rioting would predominate at the elections and there would be returned to the Assembly a large anti-proprietary majority. But that was but one horn of the dilemma. When this same Assembly met at its next session, what should be done with the rioters who had not accepted the act of grace, and they were decidedly in the majority? James Alexander, the prominent councilman, took the ground that once ignored, clemency could not be offered again. His solution naturally reverted to the necessity of strengthening the hands of government so that guilty persons could be not only taken, but kept and brought to justice. That something needed to be done to the "hands of government" was evident, for they now began to fight amongst themselves.

The disturbances continued, new outbreaks occurring during November, 1748, in the vicinity of Newark and Perth Amboy.<sup>4</sup> They called forth a memorial from the East Jersey Proprietors to the Governor asking him to interpose in support of the King's authority, and arguing that the refusal to accept the act of grace was a clear proposal on the part of the culprits of an intention to throw off their dependence on the English crown. This prompted the Governor to again lecture the Legislature—the Assembly in particular—on the necessity of suppressing the "dreadful confusions". The Council's response was considerate, but the Assembly insinuated that the laws were not fully executed, and said that if this defect was remedied, the laws still proving to be inefficient, they would consider the matter at the next session.

This reply of the Assembly afforded ample opportunity

(3) N. J. A. XVI, p. 11.

(4) N. J. A. VII, p. 178.

for a conflict between the houses, for the Council immediately defended the executive officials of the colony, maintaining that more effectual enforcement of laws could be obtained only by added appropriations for the support of the government. Such an imputation upon the Assembly's control of the purse strings was resented and brought forth the resolution among others, "that this House have a right to enjoy their own sentiments, in all matters and things that shall come before them, without being accountable or censured by the Council for the same." The Council, convinced that the Assembly was guilty of a brazen neglect of duty, urged the Governor to join in laying the condition of the province before the King and his ministers. The Governor signified his intention of trying one more session of the Legislature before appealing to the King. At this juncture the unusual happened. The Governor and Council came into conflict! After receiving notice from the Council that it wished to give him advice, Governor Belcher proudly informed them that when he wanted their advice, he would ask for it. A few days later, December 22d, 1748, the Council communicated to Belcher the opinion that his stand regarding advice was wrong. Again the Council pressed for immediate application to the King. These facts can be interpreted as signifying the Governor's lack of sympathy with the strong proprietary interests in his Council and a possible influence which his religious activities and reputed tolerant attitude toward the rioters may have had on his official acts.

Duty so strongly impressed the councilmen, that notwithstanding the Governor's refusal to join with them, an address was sent to the King and also to the Duke of Bedford, then Secretary of State, urging that such measures be taken as should be thought best to secure peace in the province. At about the same time, in December, 1748, the Council of Proprietors of East Jersey also sent a petition to the King, asking his protection for their property at this time, when the colonial laws were unavailing and it was impossible to execute them. The importance of the matter was urged upon Ferdinand John Paris, the London agent of the East Jersey Proprietors, by Alexander and Morris. Their plan was that Paris should persuade the Secretary of State or the Board of Trade to order Governor Belcher to call the Assembly to action, and if it refused to act, to threaten the sending of troops for the restoration

of order. Any hopes the Proprietors had of such strenuous action were punctured by Paris's letter to Alexander, stating that no more than a "strong instruction" from the King to Belcher to call the Assembly could be expected.

The suspicion with which the Proprietors began to regard the Governor became evident. A new Assembly had been convened in February, 1749, but had taken no measures against the rioters, which fact it was charged was a virtual confirmation of their case. The proprietary agent, dutiful to his clients, promised to look with diligence for any possible complaints against Belcher in order that the scale might be turned against him. But the imputations against the Governor were somewhat shattered by his message to the Lords of Trade, sent on April 22, 1749. The Assembly, he said, had no regard for what he directed, there was no hope that they would raise money to protect the jails and quell the disturbances, and consequently the King's special orders would be awaited with great expectancy. Notwithstanding this Alexander and Morris sent to Paris some charges which could be used against the Governor. In justification of his action in not joining the Council in our address to the King, Belcher himself wrote to the Duke of Bedford that he regarded it more for the King's honour that action should separate, basing his belief on his interpretation of the character of the Colonial Government. He renewed his request for special orders from the King. The Lords of Trade began their consideration of the conditions in New Jersey.

Dated June 1, 1740, the report of the Lord's Commissioners for Trade and Plantations upon the condition of New Jersey was sent to the Lords of the Committee of Council. The report gave in detail the basis of the proprietary claims and a lengthy statement of the disorders in the province. After a review of the claims of the rioters the report, little sparing the feelings of the Elizabeth Town and other claimants, characterized them as a "Set of Freebooters who enter upon any lands, and cut down and destroy the timber, tho' the lands have been ever so long granted to others under the King's title."

It was the Lords' opinion that the laws passed in New Jersey designed to check the disorders should be disallowed, in

accordance with a report of the Attorney-General and Solicitor-General. The rise and progress of the outbreaks were due principally to the weakness of the government, consequent upon the necessity of the governor's either obeying the popular will or being refused support.<sup>6</sup> As to remedies, the report declared the most efficient would be to send a "sufficient military force under the direction of a commander to be appointed for that service." Or four companies from New York could be sent under the command of an authorized person, allowed to act independently by having a competent salary settled upon him at home. Or if it is believed that either of the above remedies would not be efficient, New Jersey may be re-united to the Government of New York according to the plan in vogue before 1738.

The Lords of the Committee of the Privy Council, as a result of the above report, in July, 1751, directed the Attorney-General and Solicitor-General to prepare a draft of a commission to be issued for investigating the grievances of the King's New Jersey subjects. The Lord's Commissioners for Trade and Plantations were ordered to prepare the draft of an additional instruction to be sent to the Governor of New Jersey. The instruction was to be drawn so as to include an expression of the King's displeasure with the Assembly for its inactivity, a notification to the inhabitants that a commission had been ordered to inquire into their grievances, and a declaration that the King had in consideration "the granting an Act of Indemnity to all those who shall appear to have merited the same," with the added injunction that the people behave themselves for the future.

The Attorney-General and Solicitor-General submitted the commission which they had been ordered to prepare. The full and impartial report on New Jersey condition. They were granted by the commission as drawn full power to receive necessary information, to examine witnesses and to send for persons, books, papers or records that might be useful. This tentative commission was transmitted to the Lords of Trade who, in reporting it to the Committee of Council, gave the opinion that if the committee was executed "it must be by the appointment of such persons to be Commissioners as shall be men of known prudence, temper and ability; that these Commissioners should

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(6) N. J. A. VII, p. 521.

be chosen out of some of the neighboring colonies or sent from hence, as your lordships shall judge most proper, but we are inclined to think that persons sent from hence would be the least liable to suspicion of interest, prejudice or partiality." The Lords of Trade viewed favorably a suggestion of the Attorney-General and Solicitor-General that one of the disputed property cases be brought up for a final judicial determination, which when settled would serve as a rule for all other cases<sup>7</sup> and they remarked that, conformable to that idea it might be well to send an additional instruction to the Governor of New Jersey.

In the meantime while the authorities at Whitehall were evolving ways and means for the reduction of the restless Jersey men, there was no abatement of that restlessness in the colony. The disturbers of the peace indeed seemed inclined to regard legislative apathy as a commission allowing them to defy the law. The counties of Essex, Middlesex and Bergen particularly became the scenes of violence. Two men, Ball and Bunwell, having been imprisoned, were rescued, but later returned to confinement voluntarily and petitioned for speedy trial. The Assembly urged the Governor to issue a commission for holding court of oyer and terminer in Essex County, but the Governor, acting upon the Council's advice, refused on the ground that lawful and impartial juries could not be obtained in the County of Essex. In September, 1749, the Governor again appealed to the Assembly to take action, but fruitlessly. The appeal was renewed in February, 1750, after a riot at Horsenecks, but elicited the response from the Assembly that legal prosecution was the only measure to be pursued, and the disturbances might have been checked if the Governor had heeded the request for a commission of oyer and terminer in Essex County.

After a brief respite from disturbances, there occurred in April, 1752, another jail-breaking and the release of a prisoner committed for high treason at Perth Amboy. Although the Governor had issued his warrant that extra precautions be taken to hold the prisoner, one Wickoff, in confinement, he was spirited away before the extra precautions could be taken. The Council, on being asked by the Governor for advice, stated that

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(7) N. J. A. VIII, p. 90.

inasmuch as orders might be expected from the home government at any time, they should be awaited.<sup>8</sup> Belcher continued during the summer of 1752 patiently to ply the London authorities for orders. The Council now despaired of any good coming from the Assembly, told the Governor it would be useless to have another session of the Legislature to consider the state of the colony, and became content with the suggestion that the Attorney-General "should proceed according to the known laws of the land "

When the Assembly did meet in May, 1753, it listened to the regular exhortation that some action should be taken to bring the colony out of its difficulties. But after this session of the Legislature the Governor could write to the Lords of Trade merely the oft-repeated news that nothing had been done to check the riots, and made the oft-repeated request that the King's orders be sent.

Early in 1754 Hunterdon County became the scene of disorders, and Governor Belcher issued a proclamation commanding the magistrates to punish the guilty persons.<sup>9</sup> One year later another disturbance occurred in the same county, and there followed the usual procedure—the chief executor's request for advice from the Council, and the subsequent issue of a proclamation ordering the magistrates to be diligent and the sheriff to suppress the riots.

By August, 1755, after more than one half a century of gloomy land dissensions, the horizon began to clear. That is, there came a relief from the intermittent distractions, and the development of a disposition on the part of the people to submit their land title cases to the regular course of judicial procedure. As early as August, 1753, Belcher, doubtless encouraged by the less frequent occurrence of riots and the apparent harmony between them had written to the Lords of Trade that the province was in a "better state of peace and tranquility,"<sup>10</sup> and that the Proprietors should improve this excellent opportunity by bringing forth their actions of trespass and ejection.

Over a year passed before an answer from the Lords of Trade to the above letter reached New Jersey. This answer from London, which Belcher laid before the Council in Novem-

(8) N. J. A. XVI, p. 379.

(9) N. J. A. XVI, p. 433.

(10) N. J. A. VIII, p. 151.



ber, 1754, advised that the Governor use his influence in persuading the Proprietors to bring their trespass actions before the courts for adjudication. A Council Committee considered the matter and after six months elapsed reported to the Governor. It stated that after continued offers on the part of the Proprietors to rioter's committee to join in an action, one Tompkins was entered as defendant in 1752, the case to be tried a year later before a Middlesex County jury, but delays had postponed the trial of the case. In the meantime according to report which came to the Council Committee, it was seen that the spirit of rioting was disappearing.

In Essex County at least sixty rioters were indicted, confessed the indictments, submitted to the mercy of the court, were fined and ordered to good behaviour for three years. They complied and paid the costs of prosecution. In Hunterdon County even more auspicious omens were observed. In the trial an action of trespass before the Supreme Court at Burlington, the plaintiffs were able to set forth their case as so just and so evident, that not only were the jury and bystanders convinced, but even the rioters settled upon the lands involved in the case, and the defendant's lawyer, who advised his clients "to contend no farther against so clear a title."<sup>11</sup> The light of the proprietary point of view dawned upon the wayward settlers of Middlesex and Hunterdon Counties, but the majority of the people of Essex County had not yet, according to the Proprietors, become "sensible of their errors."

It must be borne in mind that the inhabitants of Middlesex and Hunterdon Counties were not included in the original Elizabeth Town Purchase. The determining factor in their outbreak had been the influence of the general restless conditions about them, or as was so often mentioned in the letters and reports of that time, the disorders spread. Coupled with that was doubtless the hope of substantiating their questionable claims against those of the Proprietors and in so doing, freeing themselves from the obligation of the quit-rents, which they had regarded with such hostility. But in Essex County, the seat of the Elizabeth Town Purchase, the outcome was different.

In Essex County the Elizabeth Town Purchase controversy came to an end, but not to a legal settlement. On April

(11) Bill in Chancery, p. 81.

13th, 1745, there was filed with the Clerk in Chancery (Tho. Bartow) the Elizabeth Town Bill in Chancery. This was an exhaustive defence of their claims, which the Proprietors had had prepared, as complainants, and submitted to the Governor, then Lewis Morris. It was signed by James Alexander and Joseph Murray, as "of Council for the Complainants."

After the case of the plaintiffs has been stated, the bill concludes, praying that the defendants be commanded to appear on a certain day in "His Majesty's Court of Chancery of this Province, then and there to answer the Premises". The Governor was asked to grant writs of injunction, commanding the defendants and confederates to commit no further "Waste or spoil upon the lands in question, by cutting of timber or otherwise howsoever, until Your Excellency shall have given farther directions therein."<sup>11</sup>

The committee of Elizabeth Town engaged William Livingston and William Smith, as their counsel, to prepare an answer to the proprietary document. This work, "An Answer to a Bill in the Chancery of New Jersey", was not completed until August, 1751, and was printed the following year by subscription. Affixed to the "Answer" are the signatures of 449 freeholders and inhabitants of Elizabeth Town.

As mentioned above the Bill in Chancery was submitted to Governor Morris, who had established a Court of Chancery and himself exercised the officer of Chancery. Morris's connections might naturally have inclined him toward the proprietary cause had he passed a decision upon the case, but his death in 1746, over five years before the answer was prepared, prevented that contingency. On the other hand, had the case been adjudicated before Belcher, there are facts which might have suggested his possible leaning toward the defendant's cause.

The case dragged along, and for unknown reasons was not settled before Governor Belcher, in New Jersey Court of Chancery. Some of the leading men connected with the suit died.<sup>12</sup> Before a decision was rendered the strenuous events beginning in the late fifties interrupted further progress. To furnish troops for the French War became the paramount question for some time after 1757. Shortly after came the tense

(11) Bill in Chancery, p. 81.

(12) Hatfield, p. 372.

situation caused by the Stamp Act, from which time until the outbreak of the Revolution thought and energy was diverted into other channels than a suit in Chancery over disputed land titles. During the Revolution there was a suspension of legal business, and after the colonies had gained their independence and New Jersey had become a State the suit was never again reopened. Thus this controversy, which had been a thorn in the side of the province for almost a century, was never legally decided.

There remains to be mentioned one event. During the long period of excitement in the colony, due to the events from 1756 until after the Revolution there is the record of just one case of a disturbance in Essex County. In 1762, during Governor Hardy's administration, it became necessary to issue a proclamation, because of "unwarrantable proceedings by rioters." The proclamation is issued to prevent calamities, such as vexed the province "but a few years since." The usual admonition is given to the civil and military authorities that they exercise vigilance in suppressing disturbances, and to the King's subjects, that they obey the laws, and refuse assistance to disturbers of the peace.

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# The Historical Society of Hudson County.

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## BAYONNE AND SOUTH HUDSON.

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Paper read by DeWitt Van Buskirk, before Hudson Historical Society, October, 1909.

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While other bold navigators and explorers may have sailed past Sandy Hook and through the Narrows before Hendrick Hudson, we Dutchmen like to regard him as the discoverer of this beautiful section of America and the grandest harbor on the Atlantic Coast. Though he was an Englishman, the enterprise was a Dutch enterprise, in the interest of the Dutch East India Company.

Hudson and his bold crew of the "Half Moon" are accepted in history as the first white men to make the harbor and explore the glorious river that bears his name. When he cast anchor on the third day of September, sixteen hundred and nine, in the horseshoe inside Sandy Hook (that beautiful outer harbor of this great port), the sight that met his eyes must have been a glorious one. The Navesink Highlands to the south, the expanse of Princess Bay to the west, the Narrows and the heights of Staten Island to the north, with the broad ocean, over which he had so recently passed, to the east, must have been a picture of delight. This spot is to-day the "Mecca" of the yachtsmen and the sportsmen. Then, later, as he felt his way through the Narrows, past the high wooded shores of Staten Island and Long Island and cast anchor, as Winfield's history has it, near the mouth of Kill von Kull, he felt safe from every danger of the sea, and as quoted from his diary, he found the shores on both sides "as pleasant with grasse and flowers and goodly trees as ever they had seen and very sweet smells came from them." Of the harbor he says, "we saw that it was a very good harbor for all winds." He found the Indians on the Long Island and Manhattan side of the bay unfriendly. One of his best men was killed in an attack upon the men who were sent out in a small boat to explore the shores of the bay, but he also found the Indians on the New Jersey side of the harbor to be far more friendly than those on the easterly side. Winfield says "this

attack was probably made at the mouth of the Kill von Kull. It is also probable that the canoes were from Manhattan, for the Indians on the Jersey side visited the ship next day and seemed to be ignorant of what had happened." This would not have been so had the attack been made by any of the neighbors on the west side of the bay. It must also be borne in mind that there was no intercourse between the tribes on the opposite sides of the river.

From this place of anchorage of the "Half Moon" exploration parties were also sent through Kill von Kull and up Newark Bay, afterward called Achter Coll, that is the back bay, to distinguish it from the New York Bay. Afterwards this name of Achter Coll or Arthur Kull was applied to the narrow strip of water lying between Staten Island and New Jersey from Perth Amboy to Elizabethport.

It will thus be seen that Hendrick Hudson and his men had a very kindly regard for the beautiful stretch of land bounded by waters of Newark Bay, Kill von Kull and New York Bay, now known as Bayonne.

With its dense woods and the beautiful foliage, with the shores in their natural state, this territory must have been extremely attractive. Bayonne can therefore claim, with no unnecessary stretch of imagination, to have been the first of the territory explored by our distinguished Dutch discoverer.

I will endeavor, in the time that is allotted me, to trace the development of this section of Hudson County down to the present time. This section of the County has been from its first discovery and settlement, and is now more or less tied up and affiliated with the larger settlements of Bergen, Jersey City and New Amsterdam or the great city of New York. The events of independent historical importance that appertain distinctively to this territory have been apparently few. I will endeavor, however, to outline what will be of interest to this society. I cannot claim very much of original research, but have gathered what follows from various sources, including local tradition and recollections of some of the old settlers, and I make use of much information from Winfield's History of Hudson County.

Constable Hook, by reason of its nearness to the Narrows, and also because it is at the mouth of Kill von Kull, appears to have secured prominence in its early days out of proportion to



its later importance. This point, as you well know, is a distinctive name given to that portion of Bayonne which lies opposite New Brighton, Staten Island, and is now the center of a live of oil and other industries. This point, containing one hundred and fifty morgens (about three hundred acres) was granted to Jacobson Roy, a gunner of Fort Amsterdam, hence the name *Konstable*, the title for gunner, and *Hocke*, Point, Constable Hook, or Gunner's Point.

In those days it was probably, as in later years, and before the great industries located there, a piece of rolling land of sandy character with salt marshes intervening. VanBoskerck's Point, which is really a part of the same formation of land jutting out into the bay was to the north of the point, distinctively named Constable Hook. On VanBoskerck's Point stood a peaked roof one and one-half story stone house of moderate dimensions, until recently torn down by the Standard Oil Company, among the first, if not *the* first house ever built in Bayonne. It was the homestead of one branch of the VanBuskirk family who, generation after generation, tilled the soil as farmers, assisted by slave labor, and marketed their surplus products at the growing city of New York. Transportation of produce, etc., in those days was by "pierauga," a type of sail boat much like a schooner in rig with no jib or topsails. The old house remained in the family until recently purchased by the Standard Oil Company. Near this house was the old VanBuskirk Cemetery, where nearly all the old settlers were buried. Here was buried old Peter VanBuskirk and his descendants, also the ancestors of the Cadmus, Vreeland, Cubberly, VanHorn, Garrabrant and many other old families. This burial place was not much used after 1880 and fell into decay and was neglected. The bodies of many were removed to other cemeteries and since the purchase of the surrounding property by the Standard, the old graves and vaults have all been wiped out and oil tanks have been erected where these old worthies slept; the bones of some were not cared for and re-interred elsewhere before the ruthless hand of commerce laid hold of these historic grounds; they were scattered and the stones that marked their resting place destroyed. Many old headstones and records of historic value were thus wiped out and are beyond recall.

Roy received a patent for these lands in March, 1646. In

1654 patents were issued for lands between Gemonepas and the Kilvankol. What was formerly called Pamrapo but then Pemrepogh, now a portion of the Third Ward of the city of Bayonne, was within this grant. It was an Indian name.

During this period the growth of the settlement was much retarded by the unfriendly attitude of the Indians, who had been incensed by the treatment they had received from the Dutch at New Amsterdam. The barbarous attacks upon the isolated farm houses scattered over this territory compelled the inhabitants to fly for shelter to New Amsterdam and their houses were burned, and cattle driven off. For a number of years it was unsafe for them to return to their farms and rebuild. After the troubles with the Indians had subsided this section of the country became again inhabited by the former owners and by others who came with them, until clusters of houses, built near each other for mutual protection, formed themselves into villages or hamlets. Gradually the Indian disappeared from this locality, withdrawing to the interior where he would not be molested by the intrusive white. The forests were cleared and as the farms were extended the population increased.

Winfield relates in his history how the villages of Pemrepogh and Mingague were accused of not contributing their fair share to the support of the precentor and schoolmaster at Bergen. The magistrates of Bergen ordered that all should pay a certain portion of this expense. These villages disregarded this demand and the authorities in New Orange were called upon to compel them to pay their share. The result of this appeal was that these inhabitants were ordered *to pay up*. After this decision, it is related by the historian that "the schoolmaster confided to his whip a more artistic flourish and the precentor chanted with a clearer voice, but his triumphant cadences were soon turned into the doleful minor by the unregenerate stubbornness of Mingague and Pemrepogh. These uncircumcised in heart thought Old Hundred and Windham, piping out from under the pulpit, very good music for those who were educated up to that standard, and were willing to pay for the luxury. The schoolmaster, with eyes severe, piloting the bewilderedurchin through the mazes of the multiplication table by the aid of the birch, was very good in his way to those who lived near enough to enjoy the blessing of his wisdom. But they reso-

lutely refused to be thus edified or instructed, and declined to contribute to the general expense of such benefactions. Persevering in their disobedience, another order was made that immediate execution should issue against these unwilling debtors. This put it up to the unwilling debtors either to fight or remonstrate against what they considered an oppression. They chose the latter. Lourens Andriessen, the ancestor of the VanBuskirk family, at Mingague, and Jooset Vander Linde were appointed agents to submit the cause of the people to the authorities in New Orange. This appeal, however, was without avail. Other disputes arose later, but were ultimately compromised without bloodshed.

Almost all of the lands of Greenville and Bayonne were used as common lands for cattle grazing, and it was not till subsequent years that these lands were divided into severalty among their respective owners.

Nothing of very marked historical importance seems to have occurred after this period until the time of the Revolutionary War, nor did this locality grow very largely in population. It still consisted of isolated farm dwellings and two or three small hamlets. During the Revolutionary period it seems to have been to some extent a thoroughfare for the fighting forces between Staten Island and New York and Northern New Jersey. Winfield relates that when Admiral Howe's fleet came into the harbor he anchored off the mouth of Kill von Kull and his troops landed on Staten Island. Fearing an attack from Staten Island, General Mercer, on July 4th, 1776, placed a guard of five hundred men at Bergen Neck.

Later, it appears that the force of men that had been placed in this locality was not sufficient to protect it, and it was proposed to send the Pennsylvania militia to Bergen Neck. The different passes in Bergen Neck were to be fortified. There were skirmishes between the outlying forces during all the time Howe's fleet was within the harbor, and this continued along the entire shore of Bergen Point to Elizabethport. Evidently some of the British forces had occupied Constable Hook. Later, when the British got in full occupancy of New York, the Continental troops were withdrawn from this section and the Tory and the English contingent occupied the neck of land, and Fort Delancy was used as an outlying post by the Tory forces. This

fort was located, as far as can be determined, on the high ground near the old homestead of Hartman Vreeland (recently torn down) about at 52d street, west of Avenue C.

During the remainder of the Revolutionary War the Tories were in practical control of this neck of land, and no events of Revolutionary interest occurred there. The bushwackings and skirmishings were of a trivial character between small bands of soldiers or hangers-on. No event of historical importance appears to have transpired in this section during the period after the Revolutionary War, and until the War of 1812, nor during that war, although the harbor of New York was undoubtedly the scene of naval activity.

Later, during what is known as the "Cholera Year," which was in the '30's, a large number of the inhabitants of this place were taken down with this scourge and died. Tradition attributes the scourge to the fact that bedding or other stuff, which had been upon some ship infested with cholera lying in the harbor, had been thrown overboard and had drifted to the shores of Bayonne and some of the people had come in contact with it, either by using the bedding or otherwise, and thus the disease got a foothold, which swept over the entire neck, leaving devastation in its path.

The inhabitants of this section, afterwards comprising Bayonne, were scattered, but might be considered as divided into about four very small settlements or groups. One was at Bergen Point near the ferry landing to Staten Island. This ferry was at first propelled by horse power and many an involuntary voyage toward New York or Elizabethport was taken, while crossing, because the power generated was not sufficient to stem the swift tide of the Kill von Kull. Later, these inconveniences were overcome by the introduction of the steamboat. This, however, was many years afterwards. A postoffice was established here, known as Bergen Point Postoffice.

A second and possibly the oldest settlement was at Constable Hook. In this section, there were about five or six families. Here afterwards, were the farms of the Vreelands, VanBuskirks and Terhunes. The old tidal mill located on a tidal creek near where now stands the works of the Oxford Copper Company, was in operation to grind the farm products, wheat, rye, buckwheat of the farms of Bergen Neck and Staten Island. The mill was known

as Terhune's Mill. From this point also, where Kill von Kull joins New York Bay the transportation by boat to New Amsterdam was cheap and easy.

The first factory to invade this territory was the Bergen Point Copper Company, prior to 1848; then came White's Sulphur Works, located here in 1850. Now, the whole Hook is covered with the tanks and stills of the Standard Oil Company and the factories of other large corporations.

The third settlement was at Centreville. This community consisted of several farm houses located near together. Later, however, quite a group of houses clustered around the country store, located near what is now the corner of 22nd street and Avenue D or Broadway. In the later days, Hanson Carragan's store, located there, was the general dispensary of the dry goods, wet goods, groceries, clothes, tobacco, farm utensils, drugs, paints and every conceivable kind of merchandise needed by the farmer or fisherman. Here, also, a postoffice was established, called the "Centreville Postoffice."

Afterwards, a road house of considerable proportions, known as the "Mansion House," was built at the corner of 21st street, or Old Hook Road and the Plank Road, and owned and run by one Dodge, afterwards called the "City Hotel" and kept by one White.

The fourth hamlet or settlement was at Pemrepough, afterwards called Saltersville. One historian says that in 1680 there were about twenty families comprising this hamlet. In later years, when the neck of land had become more thickly populated, a postoffice was established here, which was called "Saltersville."

#### CIVIL WAR.

At the breaking out of the War of the Rebellion, it is doubtful whether there were more than four or five hundred people residing in the limits of Bayonne. It was still a rural community. It was, however, intensely loyal. It has been difficult to get any satisfactory record of the men who went from Bayonne to serve as soldiers in this war, but a large number of men enlisted with Newark or Elizabeth companies.

At the outbreak of the War, a militia company was organized, known as the "Close Light Guards." It was so named from the fact that Joseph B. Close, who was then quite a wealthy

resident and property owner here, provided money for some of the equipment. It was a company of about sixty men, captained by John J. VanBuskirk, afterwards promoted to Major. The company formed a part of the Second New Jersey Volunteers, and went to the front in April, 1861. These men were among the first who enlisted under the three months' call of President Lincoln. It was then thought that the war could be quickly terminated, and that three months would be sufficient to end it. Afterwards, most of these men re-enlisted in the Twenty-first New Jersey Volunteers, of which Hiram VanBuskirk, afterwards Colonel of the Fourth Regiment, was Major. The Colonel of this regiment was VanHouten.

Andrew VanBuskirk and John Vreeland were captains in this regiment, both of them residents of Bayonne. They drilled in the ball room of a hotel which was located on the Old Plank Road near what is now 50th street, for a time kept by Egbert Wauters.

Among the old residents and veterans of the Civil War still living in Bayonne are William Dexter, Nicholas Cubberly, John Vreeland, Jacob Oliver, Fred Boorman and James C. VanBuskirk. James C. VanBuskirk served through the entire war from '61 to '65, and was for four and one-half months a prisoner in the prison pens of Andersonville, Georgia. He served in many of the prominent battles of the war, as did several of the other veterans.

#### VOCATIONS.

The earliest inhabitants at first subsisted by trade with Indians, farming a little, where the lands could be easily cleared, and supplementing their agricultural activities by fishing and oystering. Fish and oysters were abundant in these waters. Whitcomb in his history of Bayonne says: "Money was almost unknown, the unit of value being a beaver skin, and the currency being provided by bits of clam and periwinkle shells deftly cut and polished. They traded honorably and gave and received fair values. Yankee tricks were unknown to them. They were slow to form new acquaintances, but were firm in their friendship. On early mornings, probably once a week, it was a common occurrence to see a group of Dutchmen with their sugar-loaf hats and leather breeches, together with their wives in their multiplied petticoats and other paraphernalia, entering skiffs on the New York Bay Shore to convey them to New Amsterdam.

There they would spend the day trading their fruit, vegetables, oysters and fish for clothing, beer, tools and the like, and gossiping with their friends. A road, or at least a path, led from this section over to Bergen Town, over which these settlers would travel occasionally for the same purpose that took them to New Amsterdam.”

Later, as the heavy growth of timber, the forest primeval, was, bit by bit, cleared away, the land, which was very fertile, was devoted to farming, the commons or common land being open for grazing to the cattle of the neighborhood. Many of the inhabitants devoted their whole time to the water vocations. The inhabitants secured a good living by these means and were contented and happy.

When the slave was introduced to assist in the farming and to be the servant of these humble Dutch settlers, I have not been able to learn. That there were slaves in several of the more prosperous families and that some of their descendants still live in this section is an undoubted fact. Slavery was not abolished in this State until the year 1846. Previous to this, however, through the efforts of the Quakers, several legislative acts were passed in New Jersey, penalizing slave holders and tending towards the gradual abolition of slavery. An important act of this nature was passed in 1804. In 1790, Bergen County, of which Hudson County was then a part, had twenty-three hundred slaves, and these comprised about one-sixth of the population.

In 1800 there were 12,500 slaves in New Jersey.

1810	“	“	10,900	“	“	“	“
1820	“	“	7,500	“	“	“	“
1830	“	“	2,200	“	“	“	“
1840	“	“	674	“	“	“	“

These negroes, in many cases, assumed the family names of their masters, so that to this day you will find some dusky Van Horns and VanBuskirks in the directories of Bayonne and Jersey City. Many of them, after their liberation, continued to live in cabins located on the farms of their former masters and were aided and looked after more or less by them.

As the population increased, the variety of vocations in-

creased also. The residents seldom visited New York except to market their products.

Gradually, the loveliness of this section, its beauty of location nearly surrounded by the waters of New York Bay, Kill van Kull and Newark Bay, and its healthfulness, attracted business men of New York and Jersey City. Improvements were introduced, streets laid out, the sections grew together and the city was born.

The present city of Bayonne is the southerly part of Bergen Township, formerly known as Bergen Neck. This township was one of the component parts of the County of Hudson, which was set off from the County of Bergen in 1840.

Legislation relating to that part of Bergen Township lying south of Morris Canal, looking toward making it an independent municipality, was first enacted in 1857, when a legislative commission was appointed to survey and lay out streets and avenues in said locality. Messrs. A. D. Mellick, Jacob A. VanHorn, Jacob M. Vreeland, Hartman Vreeland and Egbert Wauters were the first commissioners named and they were to be paid for their services *one dollar per day each, for each day employed*. Rather modest pay when compared with allowances to present day commissions.

Afterwards, this section of Bergen Township was named the Township of Bayonne, this being the name originally given to that part of the township, now known as Central Bayonne, and extending from 30th street to 38th streets, from New York Bay to Newark Bay.

Messrs. Benjamin F. Woolsey, Erastus Randall, Peter Bentley, David Smith and associates bought the entire Cadmus tract, locally known as the Jasper Cadmus and the John Cadmus or Cadmus farms, and laid them out into building lots with streets and avenues. They planted shade trees, graded and laid sidewalks and beautified and developed the property. Many dwelling houses were erected by them and other improvements were made. The name "Bayonne" was taken from that of the French city of the same name and seemed peculiarly fitting to this locality, by reason of its delightful situation between the two bays.

In 1869, the city of Bayonne was chartered, and since that time its growth has been remarkably rapid.



Population 1870.....	3,834
1880.....	9,372
1885.....	13,000
1890.....	19,033
1900.....	32,722
1905.....	42,000
1906.....	44,170
1909.....	48,000

In the early days, this section of Hudson County, or as it was then, Bergen County, was very sparsely inhabited. Holland Dutch farmers occupied nearly all of the lands extending from Kill von Kull to Bergen. In the upper section, the farms ran from New York Bay to Newark Bay. Besides the Cadmus farms alluded to above, there was in this section the Jacobus VanBoskerck farm, which he divided between his four sons, James C. VanBoskerck, David VanBoskerck, Abraham VanBoskerck and Cornelius VanBoskerck.

Adjoining this farm on the north was the Jasper Cadmus farm, one part of which was entailed to his son, Jasper Cadmus. North of this was the farm of Richard Cadmus, locally known as "Uncle Dicky Cadmus." Then came the Vreeland farm, part of which was afterwards sold to David B. Salter, and part was acquired by Hartman Vreeland. This was bounded on the north by the Thompson farm, afterwards acquired by James Currie. This property is still in part held by the Currie family.

The more southerly portions of the Neck and extending to Bergen Point, were owned by the Zabriskies, Garretsons, Cadmuses, Vreelands, VanHorns and other well known Dutch families.

Constable Hook, now a noisy, busy hive of industrial activities, where the great plants of the Standard Oil Company, Tidewater Oil Company, Pacific Coast Borax Company, General Chemical Company, Orford Copper Company and other industries are located, was originally all owned by the VanBuskerck and Vreeland families.

#### ROADS AND TRANSPORTATION.

The first road through this neck was located on the westerly side near Newark Bay, and parallel thereto, west of what is now the Boulevard or Avenue A.

There are several places where traces of this road are plainly visible yet. Then the Bergen Road was laid, which became afterwards the Plank Road, known as the Jersey City and Bergen Point Plank Road. The new plank road was built by a stock company and was a toll road. This continued as a toll road until the incorporation of the city. When the new plotting of the city was finally accepted, and streets were graded in accordance therewith, the old Plank Road fell into disuse and has since been abandoned and vacated, except where its line was coincident with the line of Avenue D (now Broadway), one of the principal arteries of the city.

The other old road which ran longitudinally through the city was what was called the "back road" and is now Avenue A, or from 36th street north, the Boulevard. This road in the early days ran through a most delightful stretch of woodland.

The Kings Highway, leading from Paulus Hoeck to Bergen Point, was laid out in 1764, and this was the old road laid nearer Newark Bay Shore. This became part of the stage route between New York and Philadelphia.

The Bergen Road was laid in 1796. The first means of public conveyance between Bergen Point and Jersey City was by the stage coach. Winfield says: "In 1764 we first set up to start from Paulus Hoeck for Philadelphia via Bergen Point and Blazing Star Ferries. The vehicle used was a covered Jersey wagon without springs. Three days were consumed in dragging it to Philadelphia. It was modestly called a 'Flying Machine.'"

About 1840 a steamboat line was established, running to Newark. Soon afterwards this boat, the "Passaic," began making stops on her trips to and fro through Kill von Kull at Enyard's Dock, Bergen Point, which was located near the foot of Ingham avenue. This afforded quite quick transportation to New York. Afterwards, other steamboats running to other points, Elizabethport, Perth and South Amboy, stopped here for passengers and freight, either regularly or on signal. Prior to the construction of the Central Railroad from Elizabeth to Jersey City, the company had operated a ferry from its Elizabethport terminus to New York, and the residents of the Bergen Point section of Bayonne were afforded good and quick service for those days by means of these steamboats, which made regular stops each way at a dock near the foot of Avenue C, although the original

dock for these landings was further east. The first of these boats was the "Red Jacket," afterwards rebuilt and called the "Chancellor;" also the "Wyoming." Afterwards the "Kill von Kull," a large cattle, freight and passenger boat, was built and put in commission on this route. The latter boat continued to operate especially to accommodate the freight traffic of Bergen Point and Elizabethport long after the railroad was in operation. This boat was used during the War of the Rebellion to transport a troop of artillery from New York to Annapolis.

About 1850 a local stage route was established by Jacob Merseles and was operated by him and afterwards by George Anderson from Centreville, at the Mansion House, corner of the Hook Road and the Plankroad to Jersey City and New York. This was the only means of public conveyance between these sections in use until the construction of the "Dummy Railroad" by the Jersey City and Bergen Railroad Company, about 1860.

#### JERSEY CITY AND BERGEN RAILROAD COMPANY.

The following are extracts taken from a report of condition of the Jersey City and Bergen Railroad made to its stockholders in June, 1867:

The Jersey City and Bergen Railroad, from Jersey City Ferry to Bergen Hill, was incorporated in 1859 and construction was commenced in February, 1860, and opened for travel July 4th, 1860. The branch to Pavonia Ferry was built during the summer of 1863, and the cars placed on this line October 15th, 1863. The road to Bergen Point was commenced in the summer of 1862, and opened for travel to Bayonne May 13th, 1863, and to Bergen Point October 14th, 1863. The distance from Jersey City Ferry to Bergen by either the Plank Road or Hudson City route is about three miles. The distance from Newark Plank Road or Dummy Junction to Bergen Point is six miles. The act of Legislature compelled them to change their route from the Jersey City and Bergen Point Plank Road through Bayonne, to a line between Avenue C and Avenue D and run under the Central Railroad.

Quoting from the report: "According to agreement with the land owners, a substantial bridge was built over the Morris Canal, wide enough for double track railroad and the accom-

modation of vehicles. The cost of land to date is \$60,732.16; of equipment \$76,696.30,

“The stable, feed house and car house on Bergen Hill, and engine house at Bergen Point, are substantial and commodious buildings, built of brick. The passenger house and shops at Bergen Point, and house for employees at Bergen Point, are of wood. The repair shop at Jersey City is under the rear building of Taylor’s Hotel, this right having been reserved in the sale of the property to the Messrs. Taylor.

“The company have in their road  $8\frac{1}{4}$  miles of track, laid with rails of the Philadelphia pattern, 45 lbs. per yard,  $2\frac{1}{4}$  miles grooved rail, 27 lbs. per yard, laid on Pavonia avenue Line, Communipaw Line, &c., and  $8\frac{1}{2}$  miles of saddle rail, 36 lbs. per yard, on Dummy Road and Bergen Hill.

“The company own

160 horses,	1 cart, &c., shops, tools,
40 cars,	harness,
4 stages,	6 steam passenger cars,
11 sleighs,	shops, stationary en-
3 wagons,	gine and tools.”

The total value of the property, including right of way and franchises, was placed at \$544,000 at the date of this report.

The incorporators were Dudley S. Gregory, Jacob M. Merseles, Matthew Armstrong, Peter Bentley, John H. Cornelison and such other persons as might thereafter be associated with with them.

Capital stock, \$250,000. By certificate filed with the Secretary of State, September 28, 1883, dated July 20, 1883, the capital stock under Act of March 23, 1883, concerning horse railways, was increased to a total of \$500,000. It was further increased by statement filed September 15, 1887, with the Secretary of State, to \$1,000,000. Mr. John W. Heck, through whose kindness I was enabled to secure the authentic data concerning this railroad, given herein, informs me that when the railroad was transferred to the Consolidated Traction Company \$400 per share was paid for the entire capital stock of the road, making a total of \$4,000,000 for the road. That this franchise is easily worth \$10,000,000 to-day.

The company was empowered to "construct a railroad from some point on the Kill von Kull, at or near Bergen Point, to the Newark Turnpike Road, leading from Jersey City to Newark, with the privilege of constructing one or more branches, extending to the several ferries in the County of Hudson south of the city of Hoboken, said road not exceeding 60 feet in width, except in cases of excavations and embankments, &c."

The motive power to be used was limited to horse power. This limitation was removed by Act of 1863, page 284, in which it is enacted that said company may use and run upon their road steam passenger cars similar to those now owned by them, built by Grice & Long and known as dummy cars, and such steam cars only, but said cars shall not be run on any part of said road at a greater speed than twelve miles an hour, nor in the cities of Jersey City and Hudson at a greater speed than eight miles an hour; further power to regulate and control speed, &c., given to the several cities; the act contains also the following proviso: "That said company shall not construct a road on that part of Avenue D as laid down on the map of Bergen Township, south of the Morris Canal, in the County of Hudson, which lies south of Thirty-seventh street, as laid down on said map, but shall locate and construct the same between Avenue C and D, as near equi-distant from each as practicable, from Thirty-seventh street to Fifth street on said map; and said road shall not cross the Central Railroad of New Jersey on a level therewith, but shall be so constructed as to pass over or under the same."

*A Supplement, Laws 1867, page 1018, allowing them to use upon that part of the road from the Newark Plank Road in the Town of Bergen to the Kill von Kull, their cars and steam dummy engines free from all control or interferences by any of the municipal authorities of any town or township except in the Town of Bergen where the Council might regulate the speed of the cars at not less than six miles per hour, and not faster than ten miles an hour; and prohibit the running of cars on Sunday except for funerals south of the Newark Plank Road, and that whenever the carriage way outside of the rails should be paved on Ocean avenue from the Newark Plank Road to Myrtle avenue, then the company to pave their tracks between their rails*

and to use horse instead of steam power thereafter between said Plank Road and Myrtle avenue.

*By Act of 1873, page 1458*, the company was empowered to lay a railroad to connect with the tracks of the "railroad known as the New Jersey Railroad and Transportation Company, at or near the place known as the Bergen Cut in Jersey City and to be operated in connection therewith and to extend the railroad hereby authorized through the County of Hudson to some point on the Kill von Kull at Bergen Point, to establish a ferry across the Kill von Kull to Staten Island; and there to connect with any other railroad now built or hereafter to be built."

*By ordinance of the City of Jersey*, approved June 17, 1864, the use of steam or *dummy engines* on any of the tracks of any horse railroad company in Jersey City laid on any of the streets *was prohibited*, with penalties, &c.

The early ordinances of the city of Bayonne on the matter are as follows:

(1). *Passed Sept. 15, 1885*, D. W. Oliver, Mayor, authorizing the laying of tracks on Avenue C from the city line and Morris Canal to Meigs street; to Avenue D; to Linnet street; to Orient street; to Fifth street; to Avenue R; to First street; and a branch on Twenty-seventh street from Avenue C to Avenue J; fare not to exceed five cents for any distance within city or from any point within the city to or from any point in Jersey City on the Greenville route. Cars to run at least once every half hour each way between six in the morning and eight in the evening and hourly between eight in the evening and midnight.

(2). *Ordinance passed Sept 24, 1886*, to lay rails in Avenues D and S to Meigs street to Fifth street.

(3). *Ordinance passed April 20, 1888*, to lay tracks on Fifth street and Avenue R to Avenue A; on Avenue A to First street and on First street to the Old Dummy Road, connecting with the tracks on Avenue R.

The act passed by the Legislature March 28, 1882, regulating fares on horse cars in cities of the first class, introduced by the Hon. James C. Clarke, fixed the fare at five cents for each passenger; prior to that, excess fare was charged to certain portions of the city and Bayonne, aggregating eight and ten cents.

"The Junction" at Grand street and Communipaw avenue, derived its name from the fact that it was the junction where the

dummy road started for Bayonne; some time afterward the use of dummy cars were prohibited in Jersey City in 1864.

The cars used on this, our first railroad, were combination cars, with the steam engine in the front portion and passenger space behind, with only a light wood partition between. The engine was an upright low power affair. The cars had small driving wheels and were a slow, unsatisfactory means of travel. They had a very bad habit of jumping off the track. This consisted of a light iron rail, laid on triangular wood sleepers and these resting on ties embedded in the earth, no ballast being used. The result was that the road was never in fit condition to carry the cars with safety for reasonable speed, had the engines been capable of speeding, and the schedule of time could not be maintained. Besides, after a time, Jersey City would not allow the steam propelled cars on its streets, so that a transfer to horse cars, at first at the Junction, and later at Claremont, was necessitated with its incident delays and inconveniences.

The passengers were often called upon to assist the composite engineer and firemen, and the conductor, comprising the train crew, in "boosting" the car on the track or in assisting it up the steep grades.

At what is now 28th street, a turntable was built in the woods surrounding a hotel and picnic resort, known as "Bayonne Grove." Here many of the cars terminated their trips and were sent back to Jersey City. This grove was a very popular resort for a time, having a large dancing pavilion, swings, &c. It was immediately in the rear of the first school house built in Bayonne, known as the "Little Red School House," fronting on the Plank Road, afterwards Avenue D.

The dummy cars were discontinued shortly after this, although the Jersey City and Bergen R. R. Co. kept its franchise alive in a desultory way by running *horse cars* drawn by mules until the introduction of the "trolley" cars.

The line of this road through Bayonne began at Avenue D and Morris Canal, and ran thence along Avenue D to what is now 32nd street, where the road turned to the northwest to about midway between Avenues D and C, and ran thence over a private right of way direct to West Eighth street, where it passed under the Central Railroad near the Eighth street depot and continued

on to Kill von Kull or First street, terminating along side of the Latourette House.

Later, the horse car route was abandoned, and through the urgent influence of David W. Oliver, when he was Mayor of Bayonne, the Jersey City and Bergen Railroad Company obtained the franchise to build, and built its road in Avenue C and Avenue D over the route now operated by the Public Service Corporation and equipped it with electricity for trolley cars.

This means of transportation afterwards had the competition of the Central Railroad of New Jersey, which company, under an act of the Legislature of 1860, was authorized to bridge Newark Bay between Elizabethport and Bergen Point and extend its road to Jersey City. This extension was completed and opened for travel in 1864.

The building of the Central Railroad of New Jersey furnished the first real and satisfactory transportation facilities to and from Bayonne to New York and to Elizabeth and towns to the west. Through the courtesy of Mr. William G. Besler, Vice President and General Manager of this railroad, the following history of the development of the road and its construction through Bayonne and Jersey City has been prepared, and I take the liberty of incorporating this in my paper.

#### SCRAPS OF HISTORY CONCERNING CENTRAL RAILROAD OF NEW JERSEY.

The Central Railroad of New Jersey was built between Somerville and Elizabethport in the years 1834 to 1842 by John Owen Stearns and Coffin Colkett, and after completion was leased to and operated by them. In 1846, after liquidation of the property, these two men purchased it and reorganized it. Mr. Stearns was elected Superintendent. Later, the Somerville & Easton Railroad was organized and built to the Delaware. The new and old company were consolidated in 1849 as the Central Railroad of New Jersey, and Mr. Stearns became its Superintendent. He continued in this position until his death in November 1st, 1862. During the later years of his incumbency the line from Elizabethport to Bergen, now Jersey City, was projected.

The act authorizing the extension was passed in 1860 and the road was opened for travel into Communipaw Ferry on



August 1st, 1864. The bridge across Newark Bay was not yet completed. At that time the road reached the water front at Jersey City by a trestle one mile in length, extending from just east of the present Communipaw Station to the North River front. The filling of this trestle began immediately and street dirt and rubbish of every description was hauled from New York on scows and dumped in the trestle. Within a few years the entire trestle was filled to the bulkhead front along the river.

A very primitive frame structure was erected for a station and occupied the site of the present Central Railroad of New Jersey Terminal Building. The ferry between Jersey City and New York, known as Communipaw Ferry, was the first legally established ferry between Manhattan Island and the Jersey shore. It was originally located at the foot of Communipaw avenue and was established there in 1661. William Jausen was in charge of it. Prior to the entry of the Central Railroad into Jersey City, with ferry facilities to the foot of Liberty street, all passengers were taken to the Elizabethport water front and transported from there by steamer to New York.

With the establishment of the line of railroad from Elizabethport to Jersey City began the development of that section of the country from Bergen Point to Jersey City. In the beginning the track was laid upon the natural surface of the ground, up hill and down dale and through meadow. A steam shovel was put to work in the cut just east of Bay Bridge and afterward in the vicinity of what is now 33rd street, and also at Communipaw, to provide a graded surface for a roadbed, and the track was laid upon it as fast as it was completed, a single track upon the graded roadbed being operated first in connection with the track laid upon the natural surface of the ground referred to above. Shortly after, the second track upon the graded roadbed was completed and the temporary track was removed.

Benjamin S. Moore, who, until four years ago, ran a passenger engine for the Central Railroad of New Jersey, handled the first passenger train from Bergen Point to Jersey City over this temporary track. The engine was brought from Elizabethport on a float to the end of the trestle work that was under course of construction from the Bayonne shore westward, and had reached a short distance out into the bay, and was then drawn up from the float on to the trestle by inclined rails with

block and tackle under the supervision of Samuel Moore, who was then the General Master Mechanic of the Central Railroad of New Jersey. This engine was called the "Clinton," and was also used in work train service hauling dirt from the steam shovel while the construction of the roadbed was under way. The car used for transporting the passengers was an ordinary light flat car with temporary seats built upon it.

The bridge across Newark Bay, connecting Elizabethport with Bayonne, was commenced in 1861 and completed in 1865, at a cost of \$327,653.49. The draw span was operated by hand power, two men being employed in the day time and two at night. Under the tracks of the Central Railroad of New Jersey, in close vicinity to what is now the subway at West Eighth Street Station, there was a steam dummy line which ran from Bergen Point to Jersey City, through what is now the Bayonne district. The neighborhood of what is now East 49th street was then called Saltersville and was one of the most important points in that locality. It was the headquarters for the contractors building the road. Their employes, who lived across the bay, came from Elizabethport to Bergen Point by steamer and there took the dummy line to Saltersville. This dummy line consisted of a small car propelled by steam, the boiler in the engine being located in a small compartment in the forward part of the car, the passengers occupying seats in the second or rear compartment. The car, while simple in construction and plain in appearance, was a dwarfed representation of the gas electric cars now manufactured.

The first station built by the railroad to serve the public was near the location of the present West Eighth Street Station. At that time Bayonne consisted of a number of small communities scattered along at intervals through that district, and were known by the names of Bergen Point, Centerville, Pamrapo, Saltersville and Bayonne, all of which were afterwards consolidated into what at this time constitutes the city of Bayonne.

When the railroad ran between Elizabethport and Somerville, only three trains were operated in each direction. After its tracks were extended into Jersey City, and Newark Bay Bridge put in operation, several additional trains were put on the schedule, and as business warranted an increase in the number of trains, others were added until the present train service was reached.

One of the foremost men in the development of the New Jersey Central Railroad was Mr. John Taylor Johnston, who served as president of the company from 1848 to 1877. It was he who projected the line from Elizabeth to Jersey City through Bayonne. From a railroad publication, to which I have had access through the kindness of Mr. Besler, I have culled two letters written in 1863 and 1864 by Mr. Johnston to his wife, which throw an interesting side light on the conditions then existing.

“JERSEY CITY, July 25, 1863.

“Yesterday I spent on the extension, taking Messrs. Dodge  
 “(William E. Dodge, Sr.), and Green (John C.) and Chancellor  
 “Williamson, over the route for the first time. The party con-  
 “sisted of six. They were pleased and astonished at the pur-  
 “chases at Bergen Point, etc., that had been made, and the su-  
 “periority of the character of the peninsula through which the  
 “route runs. The work on the road is at last fairly under good  
 “headway, and I begin to think that the time will come, one of  
 “these days, when I can have the first faint glimmer of an idea  
 “of what can be accomplished this season. At Bergen we lunched  
 “under the trees on provender brought with us from Jersey City  
 “and had rather a good time. The bay was crossed in a boat,  
 “stopping to see the work on our great pivot pier. Here, on  
 “the bridge, and on the road west of the bridge, I was quite up-  
 “lifted in spirit by finding everything further advanced than I  
 “had dared to expect. At Elizabethport we found a lot of  
 “‘Secesh’ prisoners and wounded, mostly wounded, which had  
 “come down the road waiting transportation by the United States  
 “to David’s Island, East River. I talked with a number of the  
 “men and found them generally civil, decent fellows, and rather  
 “talkative than otherwise. Some of the wounds were fearful.  
 “There were many whose arms had been amputated at the  
 “socket, and one poor fellow had his lower jaw almost entirely  
 “shot off. The only way that they could give him water or  
 “nourishment of any kind was by pouring or throwing it into  
 “what little mouth he had left. There was another lot on the  
 “road coming down, and they expected to send about 10,000  
 “down in this way. What is the reason for sending them so far  
 “I cannot say.”

The second letter deals with the celebration which took

place on the occasion of the formal opening of the extension from Elizabeth to Communipaw, and is of absorbing and historic interest. It reads:

“PLAINFIELD, July 30, 1864.

“MY DEAR WIFE:

“I telegraphed you last evening, before leaving the city, that the excursion had gone off splendidly. There were no mishaps of any kind to be overlooked or apologized for. The day was fine, hot in the afternoon, but a good breeze always. The train stopped for me on its way to Flemington, and the excursion proper started from there at 11.30 a. m., stopping at the different stations for the invited guests. At Elizabeth the bulk of the guests joined, and from there we left with two trains of ten cars, each well crowded. At least 1,000 people were in the two trains. Now came the new road, but we went on to Newark Bay Bridge, one and one-half miles long, over the celebrated draw that is exercising the Newarkers so much, and then stopped to let the excursionists get out and see the draw (216 feet long) revolve on its axis to let sundry craft through. It all worked well. A blunderhead of a schooner went through with a double wiggle that looked as if she would run into the bridge, but she didn't, and several other craft went through with a rush, all loudly cheered by the crowd. The train only stopped again at the 'steam paddy,' which tickled the party so much that I had hard work to start away again. Arriving safely at Communipaw, there was the 'Central,' and on board they went. Two long tables were set through the carriage ways, from end to end of the boat, and I had arranged to have a blessing asked at each before they set to work, but before any such thing was possible, all hands and mouths were hard at work, and it is very doubtful if twenty on board knew whether we went down the bay or up the bay, or both, as we did. They did find abundance of time, however, to praise the boat. She is universally admitted to be a beauty, even by those interested in running her down. The fifty baskets of champagne and forty baskets of claret (don't tell John Bard or the Doctor) began now to disappear with marvelous celerity, and though, as a whole, the crowd behaved well, yet as soon as we saw some beginning to get noisy, we stopped off the wine and kept the fun within bounds. Before we landed I

“got on one of the tables and made them a short speech, thank-  
 “ing them for their attendance, making a suitable allusion to  
 “John O. Stearns, and giving the necessary information about  
 “the return trains. Then they began cheering for one another,  
 “and at 4.45 I had the satisfaction of landing them at Pier 2,  
 “North River, without accident or drawback of any sort. It  
 “was a successful opening and it was a DECENT one. So far as  
 “I saw there was not a drunken man or even half seas over in  
 “the lot, and we had plenty who do that same occasionally.  
 “For the day President Johnston was a very popular man, and  
 “was complimented right and left.

“Signed,

“JOHN TAYLOR JOHNSTON.”

#### CHURCHES.

In the colonial days, far more than at present, the life of a community revolved around the church. It was the hub of every activity and this was particularly true of a Dutch community with its inherited religious proclivity. The settlers of Bergen Neck were almost exclusively of Dutch descent.

Prior to 1828, the residents of this locality had been supporters of the old Bergen Church.

From Dr. Brett's research, it appears that the Rev. Wm. Jackson became the first pastor of the church in 1753, although there had been a church organization there since 1661. Religious services were held in the schoolhouse located at Bergen Square, as early as 1662, and the first church was built there in 1680.

In this church the inhabitants of the hamlets, settlements, or villages, as you choose to style them, of Greenville, Pamre-paw, Centerville and Bergen Point, were constant attendants.

Dominie Jackson also had charge of the Dutch Reformed Church on Staten Island, and each Sunday he drove down from Bergen to Bergen Point and crossed the Kills to Port Richmond.

After a time some found it more convenient to attend the church at Staten Island than to drive or walk the long distance, often over muddy or almost unpassable roads, to Bergen.

This led to the organization of a congregation and the building of a church known as the Dutch Reformed Church of Bergen Neck.

It was during the summer and fall of 1828 when this church was built. The building cost \$1,600. Dr. Brett, in an historical sermon delivered in the First Reformed Church of Bayonne, in commemoration of the seventy-fifth anniversary of that church, says: "Preceding the application (to the Classis of Bergen) for organization, a number of members of the church in full communion, and heads of families adhering to the church, entered into an agreement among themselves, dated December 9th, 1828, which read as follows:

"We, the subscribers, inhabitants of Bergen Point and Neck, being desirous of promoting public worship and the means of grace among us, do by this, our voluntary act, associate ourselves into a friendly society and congregation, hereafter to be known and distinguished by the name of the Reformed Protestant Dutch Church of Bergen Neck in New Jersey, for which purpose we do most cordially set our signatures to this paper, praying the great head of the church will prosper our undertaking."

At this time the church building had been completed and stood on the easterly side of the Plank Road, afterwards Avenue D, now Broadway, at 29th street. The grounds were donated by Richard Cadmus, and a part of the grounds are now owned by the Bayonne Hospital and Dispensary.

The petition to Classis for church organization was signed by Richard Cadmus, Thomas Cubberly, Jacob Cubberly, Mary Cubberly, wife of Jacob, James VanBuskirk, Jacob Van Horn, Catherine Van Horne and Ann Vreeland.

The first pastor of the new church was Rev. Ira C. Boice, who was installed September 15th, 1829, who served as such until 1844, and was succeeded by Rev. James Romeyn, who was in turn succeeded by Rev. J. C. Dutcher in 1850 to 1854; Aaron L. Stillwell, 1854 to 1864, and Theodore W. Wells, 1865 to 1873. He, in turn, was succeeded by Rev. Charles H. Stitt, D. D., who was beloved by all and served until his death. Rev. Dr. W. W. Knox, now of New Brunswick, was his successor.

In 1852, the Reformed Dutch Church of Bergen Point was formed, and a church building erected on lands donated by Albert M. Zabriskie, located on what is now Lord avenue, between Second and Third streets. This congregation is now known as the Fifth Street Reformed Church, of which the Rev. F. S. Wilson is

pastor. The first pastor of this church was Dominie Dutcher, who left Bergen Neck Church to take this pastorate. The church building on Lord avenue was destroyed by fire on Sunday, February 24th, 1901.

The congregation of the Bergen Neck Church discontinued the use of its old building in 1867. The new and more commodious building, corner of 33rd street and Avenue C was completed in 1867 and the old building was afterwards sold to Solon Humphreys, Esquire, who donated the use of it for a time to the Trinity Episcopal Church for a mission. Later, it was purchased and used by the Bayonne Republican Club for a club house and recently was sold to a German Lutheran Church organization. The old structure was moved to a lot on West Twenty-ninth street, near the Boulevard, and it is now again in use for religious purposes.

The name of the Bergen Neck Church was afterwards changed to that of the First Reformed Church of Bayonne, of which the Rev. W. H. Boocock is now pastor.

A very few of the old Dutch families are still represented in the membership or connected with this church, such as the Cadmuses, Vreelands, VanBuskirks, Cubberlys.

#### *Methodist Church.*

The first Methodist congregation in Bayonne was incorporated on June 22nd, 1844, as the Bergen Neck Church. This name was changed by the Legislative Act on February 26th, 1868, to Madison M. E. Church, Bayonne. The first church building was erected near the corner and on the westerly side of the Old Plank Road (now Broadway) and formerly 29th street, now 24th street. This was a very small frame building and by reason of a trivial incident was called the "Bee Hive." It seems that the building was so rarely used and was so badly cared for (no janitor being employed in those days) that the boys of the neighborhood had damaged some of the windows and it took so long a time for the church officers to have these damages repaired, that a swarm of honey bees got into the church and formed a nest in the upper part, near the roof, and began to deposit their honey there. These bees on a Sunday, after a time, became too attentive to the discourses and to the members of the congregation who attended there, so that it became a question of who should vacate, the congregation or the bees, and it was only after the expenditure of

considerable energy and a marked exhibition of courage on the part of the human occupants, that the bees were finally dislodged. The name, however, remained, and it was called the "Bee Hive Church" as long as the church building remained in that locality. The old building was abandoned and a more modern and larger structure was erected nearly opposite this on the easterly side of what was Avenue D (now Broadway) corner of 24th street, which remained the meeting place of the congregation until about 1868, when the old building was moved to the corner of Avenue D and what is now 32nd street, and stood for many years where Garrett's or the City Hotel now stands. This building was afterwards sold and torn down and the congregation moved to its present and commodious building, corner of Avenue C and Thirty-first street. This has always been a very flourishing congregation, and since its organization there have been outshoots from it to the north, where at the corner of 46th street and Avenue C, the present 46th Street M. E. Church is located and another congregation formed at the Bergen Point section, and they have a very neat structure with a very active congregation, at Avenue C and Sixth street.

#### *The Roman Catholic Church.*

The first organization of a Roman Catholic Church in Bayonne was started in the year 1852 by the celebration of mass at the house of one John Walsh by the Rev. John Kelly, of St. Peter's Church, Jersey City. A congregation was organized and a church built in 1860 on Evergreen street and was called "St. Mary's Church." It was then a mission and continued until August, 1863, when it was formed into a parish and the Rev. Peter P. Neiderhauser was its first rector. He was succeeded by the Rev. Patrick McGovern. In August, 1876, Father Killeen was assigned to the pastorate, who retired in 1896.

The present church at the corner of Avenue C and Fourteenth street was erected in 1880, through Father Killeen's efforts, but the church building has been since enlarged to double its original size and sisters' building and school buildings have been added, besides the erection of the priest's house.

Father Killeen was succeeded by the Rev. Isaac P. Whelan, in 1896.



The present pastor is Rev. Andrew M. Egan. The congregation is said to comprise over five thousand souls.

Since the organization of St. Mary's Church, Bayonne has acquired a very cosmopolitan population and nearly every nationality is represented there. It is stated that nearly one-half of the population of the city is affiliated with one or the other of the Catholic churches.

To accommodate their worshippers, the Catholic Church has built in the city of Bayonne a large number of buildings since St. Mary's.

St. Henry's Church, located on Avenue D (now Broadway) near 26th street, has a large following and they have recently purchased an entire block of land lying between Avenue C and the Boulevard, 27th and 28th streets, on which they propose to erect a new church building with rectory, school and other buildings. This will mean a large expenditure of money, and facilities for taking care of an extensive parish will be afforded.

St. Vincent's Church is located at Avenue C and Forty-seventh street,—a young organization, but a very flourishing one.

Besides these, there is an Italian church, a Greek Catholic, a Hungarian, and a Slavish or Polish church.

### *The Episcopal Church.*

The first organization of an Episcopal Church in Bayonne was effected through the instrumentality of Messrs. Solon Humphreys, David Latourette, John VanBuskirk, Charles Davis and S. G. Brown, and others. The strict Calvinistic doctrine, as preached in those days in the Reformed Dutch Church, then located on Lord avenue, near Third street, was not in accord with the more liberal views of some of the very many excellent men who had come to the beautiful shores of Bayonne to make it a place of residence and they resented some of these doctrines and determined to have an organization of their own under the jurisdiction of the Episcopal Church. For that purpose, a meeting was called at the Latourette House, on Kill von Kull, on the 13th day of July, 1859. The first vestry consisted of Messrs. Solon Humphreys and David Latourette as Wardens and the Vestrymen were Messrs. A. L. Rowe, S. G. Brown, Charles Davis, J. H. Watson, Joseph Hewlett, John VanBuskirk and Cornelius Simonson. Plans for a church building were accepted on August 11th,

1859, and building was started at once. Prior to this they held services in the old school house, situated on Dodge street and Avenue D.

The church building was destroyed by fire on December 17, 1879. Plans for the present church edifice were immediately made and the building started. The church was opened on Sunday, July 10th, 1881.

The rectors have been the

Rev. F. S. Rising,	-	-	1860-62
Rev. Thomas Jaggard,	-	-	1862-64
Rev. G. Z. Gray,	-	-	1865-1876
Rev. G. H. Walsh,	-	-	1876-1883
Rev. Harold Arrowsmith,	-	-	1883-1896
Rev. F. M. Kirkus,	-	-	1896-1905
Rev. A. L. Longley,	-	-	1905

There is also Calvary Episcopal Church, now located on Avenue C near 45th street, which serves the population in the north end of the city; and also St. John's Episcopal Church, located on Avenue C and 34th street, Bayonne. The two first named churches have always been rather of the low church affiliation. St. John's Church has been considered that of a high church tendency.

#### *The Baptist Church.*

The First Baptist Church in Bayonne was organized in 1882. This church drew very largely from the membership of the First Reformed and the Methodist congregations. Mrs. Mary E. Srerell had always been a very earnest worker in the Baptist Church before her removal to Bayonne, and even after she lived here attended worship occasionally at Dr. Parmley's Church in Jersey City. She was instrumental in the organization of the First Baptist Church in Bayonne. This was in October, 1882. The church building was erected in 1884 and 1885; was dedicated April 5th, 1885. This building is located at the corner of 33rd street and Avenue C. The congregation is comparatively small, but is very active.

A Baptist Church has also been formed in the Centreville section and is really the outgrowth of the removal of the First Baptist Church from that section where it was originally started to 33rd street.

There is also a Baptist Church located at Bergen Point which is in very excellent condition. They have a very pleasant commodious church located at Fifth street and Humphreys avenue.

#### *Presbyterian Church.*

The residents of Bayonne who have had Presbyterian affiliations were for many years cared for in the Reformed churches, but about fifteen years ago a company of communicants of the First Reformed Church, feeling that they could support an independent congregation, formed a Presbyterian congregation, and they afterward erected a building corner of Forty-second street and Avenue C, and have built up a very fine organization known as Christ Presbyterian Church.

For a time there was located in the Bergen Point section a Presbyterian Church which was an offshoot of the Lord Avenue Reformed Church. This congregation afterward merged with the Reformed Church of Bergen Point and became what is now the Fifth Street Reformed Church, reuniting the two sections which had been estranged for a time. The Presbyterian congregation, while they were separated, had erected a very appropriate brick building, corner of Fifth street and Newman avenue and had worshipped there for a number of years under the ministration of the Rev. H. W. F. Jones as pastor. On the reuniting of these two congregations, Mr. Jones retired and Mr. Wilson was called. Additional property was purchased and new buildings added, and is now one of the most progressive and thriving congregations in this city.

There is also the Third Dutch Reformed Church, which is under the Classis of South Bergen, and the congregation is made up almost exclusively of persons of German descent, who have a church corner of Twenty-first street and Avenue C.

There are several organizations of the various sects of the Lutheran Church and the German Church located in Bayonne, each having their churches or meeting places, and other organizations of religious character that have no church buildings.

#### SCHOOLS.

The first school building erected in Bayonne was a small one-story structure, built probably by private subscription, on a

plot of ground now occupied for a fire engine house, adjoining the present club house of the Democratic Club, on Avenue D (now Broadway) near Twenty-seventh street. It was known as the "Little Red School House," the schoolmaster being supported by the payment of a small sum per month for each child. John Carragan was one of the first schoolmasters, and school was held only in the winter months, the children having been too useful as help to care for the farms or in the other occupations of their parents, to be spared during the other seasons.

About 1850, this little school building became too small to accommodate the rising generation of this growing community, and a larger building with a second story school room was erected. The school assembled in this building, which was located on the same plot of ground, was taught by various school masters, among others John Carnrick and John E. Andrus, both of whom were afterwards quite successful in the business world, and the latter is still living and is or was Congressman from the Yonkers district, New York State.

For very many years, the children who wished to attend school in this section from Greenville to Bergen Point had to travel to the little red school house. Later, a building was erected on Dodge street, at the Bergen Point end, to accommodate the children of that section. And later still a similar building was erected in the Saltersville or Pamrepo section. These three schools were the only ones in existence in the Township of Bayonne when the city was incorporated.

Now, by reason of the rapid growth of population, we have ten commodious school buildings and are engaged in the erection of a high school building at a cost of nearly \$300,000, which in its appointments will compare favorably with any school structure in the State.

We have a very efficient Board of Education, appointed by the Mayor, and politics has been eliminated from this department of city government. We have on the rolls of our public schools over eight thousand pupils.

Besides these, there are several very largely attended parochial schools maintained by the Roman Catholic churches. St. Mary's parish has a school building which cost \$60,000, and they have over fifteen hundred pupils in attendance.

## BANKS.

The banking for this section was all done in the early days through the banks of Jersey City. The old Hudson County Bank and the Bee Hive or Provident Institution for Savings in Jersey City were the favored depositories for the farmers and the modest capitalists of this community.

In 1872, three years after the incorporation of the city, some of the energetic business men of the place obtained a charter from the Legislature for the establishment of a banking institution in Bayonne and selected the name of the Mechanics' Trust Company. They were, however, ahead of the times. The panic of 1873 came along and real estate and other values fell flat.

Nothing was done under this charter until 1886, when the business men of the city again took up the matter, obtained the necessary subscriptions to the capital stock and with \$25,000 paid in of an authorized capital of \$100,000 commenced business at No. 203 Avenue D, on the first day of March, 1886. This capital was afterwards increased to \$50,000. This company now has deposits aggregating over \$3,500,000.

There are now three other banking institutions in the city, namely, The First National Bank of Bayonne, Bayonne Trust Company and the City Bank of Bayonne.

The aggregate deposits of all the banking institutions is over five and one-half millions.

The city's growth has been more rapid than any other city of the State. Large and important manufacturing industries have located here. Great diversity of activity is represented in these enterprises.

We manufacture or refine and ship from Bayonne more oil than any other city in the world. It is said to be a fact that the foreign shipment of this one product from this city exceeds in value all the foreign shipments from the Port of Boston. We send away enormous quantities of copper, nickel and their amalgams; also borax, boric acid, soap, sulphur, silks, bedsteads, electric and submarine cables, motors and motor boats, automobiles, whiting and its by-products, boilers and engines, perfumes and various extracts, chemicals, various by-products of oil, and coal in large quantities is shipped from this point for the eastern as well as for the local markets.

The water frontage of Bayonne is unexcelled. The city is growing rapidly, as a magnificent manufacturing and shipping locality.

Much of the most valuable of this frontage is still undeveloped. The improvements now being made by the U. S. Government in and around the waters surrounding Bayonne in deepening the channels, &c., and those in contemplation, both in New York and Newark Bays, will add largely to the water frontage of Bayonne, available for docks, warehouses, railroad or steamship terminals or for large manufactories.

The construction of a channel along the east side of Newark Bay, to ascertain the cost of which by a survey, a government appropriation was recently secured, would at once convert about four miles of shallow shore land of comparatively little value into manufacturing and dock sites.

It is not within the scope of this paper for me to assume the role of prophecy. I cannot refrain, however, from predicting for the city of Bayonne, particularly from a commercial standpoint, a most flourishing future.

It is becoming and is to be essentially a commercial and manufacturing town. Its beauty of location, practically surrounded as it is by the waters of New York Harbor, has been its undoing as a place of residence. The encroachments of commerce in the adjacent territory and the ever-increasing value of water frontage upon New York Harbor has attracted to our shores some of the largest industries in the country. The beautiful residences which lined our bays and the Kill von Kull only a few years ago are rapidly disappearing. The families have nearly all moved away. The older members have died and the encroachments of the factory are gradually converting the handsome residences into office buildings or causing their removal and the grounds are being covered with factory buildings.

The Port of New York is the gateway of the railroads from the West and the point of transshipment of the products of the Western grain fields as well as the landing place of the foreign manufactured goods. This will make the water frontage of New York Harbor an asset, ever increasing in value. The wharves of Manhattan Island can no longer afford economical space for the transaction of this great and ever increasing business. The overflow must come to the Jersey shores and bring with them the

manufacturers whose plants must be located on tidewater where the ocean vessel can land the raw products and take from the factory the manufactured output for distribution either along the coast or to foreign shores.

New Jersey has long been held back by the jealousy and narrowness of the dominant interests in the city of New York, but the commercial instinct is prevailing and a broader view of the situation is being taken. The advantage of location of the New Jersey frontage being on the continental side of the harbor is causing investors to appreciate our superior situation.

It is my prediction that within twenty-five years the population of Bayonne will increase fourfold and its commercial importance will be enhanced in far greater proportion. With Newark Bay, Passaic and Hackensack Rivers, Arthur Kill and Kill von Kull forming a part of the great Harbor of New York, and all the commerce of this section originating in or passing through or by Bayonne, this important little city must grow tremendously, commercially and every way. The growth of the country is assured and cannot be interrupted for any great period of time; therefore Hudson County will have no cause to be ashamed of the response which our city will make to the demands of commerce and to the growth and well being of the County and State.





# The Historical Society of Hudson County.

No. 8.

Organized January 17, 1908.

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THE PUBLIC WATER SUPPLIES OF HUDSON CO., N. J.  
Particularly with reference to the Jersey City supply.

Paper read before "The Historical Society of Hudson County"  
by Edlow Wingate Harrison,  
Thursday evening, November 18th, 1909.

**W**ATER being a prime necessity of life, the works required for its collection, conservation and distribution are among the most enduring of the monuments which mark the progress of the human race all over the earth, and in all periods; in fact back into the darkness before recorded history.

As in the past, so it will be in the future, and when the earth in time becomes a cold, dead globe like the moon, the last monuments to show that it once was the abiding place of man, will be the ruins of massive masonry which formed parts of the water supplies of its former population.

Indeed, if we can judge from what scientists have discovered of the life history of the universe, the last ages of man on the earth will probably be marked by life and death struggles among the peoples for the control of the fast diminishing supplies of water.

There are wells and cisterns, dug before Abraham's time, still in use, and as well known on the great trade routes of Asia and Africa, as Chicago and St. Louis on our railroad lines.

The first artificial water supply in Hudson County, and the State of New Jersey, was probably from three wells.

In 1633 the Dutch East India Company erected two houses, one at Communipaw, occupied in 1634 by Jan Evertsen Bout, and one at Ahasimus, occupied in 1636 by Cornelius Van Vorst, and in the same year, 1633, Michael Paulusen erected a hut on Paulus Hook, where he purchased peltries from the Indians.

As all these locations are on the sand dunes, then surrounded by salt water, it is likely the necessity of potable water for man and beast was satisfied by digging shallow wells into the water bearing substratum, just as the settlers and their forefathers had done in the sand dunes inside the dykes of Holland.

As, before the introduction of a public supply, a good well was seldom abandoned, there must be tradition still in exist-

ence which can locate the positions of these three first marks of civilization in this County and State, and it would be interesting if this Society could obtain the information and preserve the record.

In February, 1643, occurred the atrocious massacre of the peaceful Tappan Indians on the shore of Communipaw Bay, at Jan de Lacher's Hook near the mouth of Mill Creek, by the orders of Governor Keift.

The uprising of the natives, which followed this brutality brought on an Indian war covering all the country from the Raritan to the Connecticut, and resulted in driving the few settlers then in New Jersey to the protection of the Palisades of New Amsterdam.

On the restoration of quiet, a few settlements were made in the County, it would seem, generally along the shores of the Hudson and Bay, at Pamrepaw, Caven Point, Communipaw and Weehawken, and it is to be presumed that each household had its well.

But it was not until 1660 that Governor Peter Stuyvesant, old soldier that he was, carried into effect his plan of having a central fortified place, in which the settlers could build their houses secure from the attack of enemies, and pass to and from their tillable lands in the outlying country.

This was the foundation of the Town of Bergen, first made up of a square bounded by palisades set along the lines of four narrow streets, at present called Newkirk, Vroom, Van Reypen and Tuers.

In the centre of the open space, now Bergen Square, was dug a public well, which still exists under some feet of filling and paving and the rails of the trolley line.

This well may be considered the first public water supply in the County, and the State.

No better monument could be set up to commemorate the settlement of Bergen, than to dig out this old well, and erect a handsome canopy over it, with the proper inscriptions, and a roster of the first settlers. For about two centuries, this old well was used by the neighborhood.

For nearly two centuries, wells and cisterns furnished the potable water supply of the County, while the change took place from Colony to State, and population slowly grew.

On November 1st, 1847, Messrs. Clerk and Bacot reported

a plan for a public supply to be taken from a small reservoir in the cutting of the New Jersey Railroad, now Pennsylvania Railroad, just west of the present Boulevard crossing. The largest quantity available was about 250,000 gallons per day, which it was proposed to elevate to a distributing reservoir to be made on top of the Hill, not less than seventy-five feet above tide. This lower reservoir had been excavated by the Railroad Company for use in supplying its engines.

By an Act of the Legislature, dated March 18th, 1851, Edwin A. Stevens, Edward Coles, Dudley S. Gregory, Abraham L. Van Buskirk and John D. Ward were constituted a Board to be known as the Water Commissioners for the Township of Hoboken and Van Vorst, and the City of Jersey City.

The members of this Board were empowered to employ engineers, surveyors, and such other persons as they might deem necessary in order to enable them to report on a plan for supplying these places with a sufficient supply of good and wholesome water, with an estimate of the expense of carrying out such plan.

No compensation was allowed the Commissioners.

At this time it was estimated that the population requiring water and likely to use it in the three communities, was about 17,000 in number.

The Commission estimated that the whole space lying east of the Hill in Jersey City and Hoboken, and, on the Hill, lying south of a point sufficiently elevated to form a site for a distributing reservoir, would in time be occupied by 250,000 people.

Their estimate based on experience, probably obtained from English sources, was that an average of thirty (30) imperial gallons a day would be required for each person, and they therefore looked for a supply equal to furnishing seven and one half million gallons. In order that sufficient head should be available for fire purposes, the elevation of the reservoir, it was decided, must not be less than 125 feet above high water.

The supply needed at first was estimated at about 500,000 gallons per day.

They engaged Wm. S. Whitwell, late chief engineer of the Eastern Division of the Boston Water Works, as an expert, and employed Messrs. Clerk and Bacot, city surveyors, to

compile a connected map of the proposed water district, showing the built up portions, and the length and sizes of service pipes required.

To show what Jersey City escaped, it is interesting to read over the different projects seriously proposed and examined into by the Commissioners.

The proposition to use the small reservoir in the railroad cut was rejected, as it was not capable of supplying more than fifteen gallons per head, and also, the water was found, on analysis, to contain sixteen grains of inorganic solids per gallon—about the amount of inorganic solids found in rather thin city sewage to-day.

Examinations were made of the small streams coursing down the west side of Bergen Hill toward the Hackensack River, and a suggestion was considered for using the west slope of the Hill for a gathering ground, catching the rain water in a net work of sub-soil drains, and conducting it to a reservoir from which it could be pumped to a distributing reservoir on the heights.

This plan was rejected, very fortunately, as it was found that the storage required would be abnormal, and the quality of the water not as good as desired.

Rockland Lake in New York State was considered, but objected to as being in New York State, and the supply being only equal to a delivery of two million gallons per day. The expense of the long conduit was also against this plan.

Some one suggested a plan for a dam across the Hackensack River, and the meadows, at a point not far above Newark Avenue, with the idea of keeping the salt water out, and forming a great shallow lake, from which water could be drawn by a side cut to the foot of the hill, and there pumped to the reservoir.

The expense and certainty that the vegetation in the water would render it unfit for potable use, led the Commission to pay little attention to this scheme.

One plan suggested is of interest, because it was almost directly in the line of what has, at last, been done to provide the present supply.

Roswell L. Colt, President of the Society for the Promotion of Useful Manufactures at Paterson, offered to furnish from the canal above the Falls, at a head of 106 feet above tide,

nine and one half million imperial gallons per day of upper Passaic water, at a price of \$4,000.00 per annum.

This represents a capitalization to-day, at four per cent, of \$100,000.00, or just about one half the rate paid for the diversion of the new supply from the upper Passaic Valley, at a head of 305 feet. This shows that the value of water powers in New Jersey have declined since that day.

Another proposition from the same interests, was to furnish about five million gallons per day from the Passaic River above the then projected Dundee Dam, or from Dundee Lake, at a cost capitalized at four per cent of \$75,000.00.

The expense of the long conduit, and the total cost which would have entailed a very heavy burden upon the small community, and also the danger of entering into a contract with the Society as a joint lessee with other parties, led the Commission to reject these offers.

If the first had been accepted, it is possible the whole history of water supply in New Jersey might have been materially changed.

A proposal was considered to take the water from the Bloomfield level of the Morris Canal, at an elevation of 174 feet above tide, and deliver it by gravity in the distributing reservoir on Bergen Hill, at an elevation of 140 to 150 feet. The scheme proposed raising the dam at Greenwood Lake, which was afterward done.

The quantity of water proposed to be drawn was seven million, five hundred thousand gallons per day. The price asked by the Canal Company was \$250,000.00, and the estimated cost of works \$719,396.00, or a total of \$969,396.00.

Doubts were raised as to the right of the Canal Company to use the water in this way without legislation. There was also an objection to becoming possibly involved in joint ownership in water rights, and fear of litigation with owners on the Pompton and Wynokie Rivers.

While these plans were being considered, the engineer, Mr. Whitwell, seems to have been putting in a rather industrious summer, with the result that the Commission finally decided to take the water from the Passaic River at Belleville, pumping it to a reservoir on Barbadoes Neck, or Coppermine Ridge, at an elevation of 150 feet, and then by gravity to the distributing reservoir on Bergen Hill.

The estimated costs, without land damages, for a supply sufficient for a population of 66,666 persons, at 30 gallons per head per day, was \$653,359.00. Land damages were estimated, on the basis of the same item on the recently completed Croton works, at  $3\frac{1}{4}$  per cent of the whole, or at \$26,131.00, making total estimated cost \$679,493.00.

At that time the debt of Jersey City was about \$24,625.00. The city property was estimated to be about \$33,730.00. The assessed valuation was \$7,761,618.00.

The distance the water was proposed to be brought to the distributing reservoir was 41,800 feet.

In the estimate of revenue to be received from sale of water, the following items were included:—

- 2,500 houses with one bath and one closet;
- 15 bakeries; 1 brewery; two printing offices;
- 33 steam engines, 10 horse power each; 6 slaughter houses;
- 1 soap manufactory; 10 hotels (where are they?); 100 tavern saloons, &c.;
- 26 ocean going steamers per annum;
- 15 locomotives;
- 250 horses and cows.

The direct income was estimated at \$42,045.00 per annum. The saving in insurance at \$20,000.00 per annum; saving in expense of fire department \$1,000.00, and in public cisterns, wells, pumps, \$3,000.00. Total—\$66,045 per annum.

It was noted that the apparatus for extinguishing fires is more abundant, and the firemen more numerous in Jersey City and Hoboken in proportion to population and value of property exposed, than in New York, and the water was less abundant than it ever was in New York.

The estimated cost, which was not exceeded in construction, was equal to about \$37.50 for each individual, computed at 17,500 requiring water. The Croton Works had cost \$43.00, and the Cochituate Works at Boston \$35.00 per head. The new supply from Boonton will cost, when purchased outright, about \$30.00 per head.

Thus the first Board completed their work and reported to the Legislature of 1852.

It is a refreshing commentary on our advance in the science of city government to compare this plan considered and settled upon in one year, involving a burden of \$37.50 per head, with



the weary years which it took for the officials who were charged with this duty between 1882, when the demand for a new supply became urgent, and 1899, when the contract was finally let, to formulate plans contemplating a much lighter comparative expenditure, and in the face of a typhoid death rate running four or five times the normal.

The first Commission consisted of the very gentlemen whom we are often told by fervid statesmen of to-day, bartered away the birthright of the city, its water front and streets; placed upon the city the burden of railroads and canals, owned legislatures, and were very much in the over-lord class, but in this work they showed very clearly that they were leaders of men by natural right, and loyally and without cost gave to the public the advantage of the great powers which had proved so successful in their personal enterprises.

On receiving the report, authority was given March 25, 1852, to a new Commission to raise the money and carry out the recommendation.

This Commission, for the first years, was partly appointed, John D. Ward, Dudley S. Gregory, and Moses B. Bramhall; also the President of the Board of Aldermen for the time being, and one person to be elected at the first charter election following.

After 1855, one Commissioner was to be elected each year, the terms being for four years.

The new Board received twenty-two proposals for their first offering of \$300,000 six per cent. loan, the aggregate of the offers being \$1,434,000.

The bonds brought a premium of a little over two per cent.

Mr. William S. Whitwell, the engineer who had made the preliminary examinations, was appointed chief engineer.

The works were commenced and completed substantially on the same lines except as to the enlargements made from time to time, as they exist to-day, partially abandoned for use.

Work was commenced August, 1852, and the pump was started at Belleville June 16, 1854.

This pumping engine was an interesting feature in the work; it was the largest steam pumping engine in America, and one of the largest in the world, with a steam cylinder 80 inches in diameter; it was of the Cornish type, an improvement upon the Boulton and Watts engines used extensively in Eng-

land for water works service, and had a capacity of raising about 4,000,000 gallons 157 feet in twenty-four hours, at normal speed.

Its net efficient horse power was about 120, and at that time it was looked upon as marking an epoch in water supply engineering.

The engine was built by Robert P. Parrott of the West Point Foundry, who afterward designed and built the celebrated Parrott guns, used extensively in the Civil War.

The choice of this type of engine was brought about by a circumstance which is another instance of the great influence upon American material progress of a well known Hudson County family.

Some thirty years before this Mr. John Stevens, while in England purchasing material for the infant Camden and Amboy Railroad, designed and had rolled and shipped to America the first T rails.

In 1851 Mr. Edwin Stevens, while a member of the original Water Board, was in England, very probably with his yacht the *America*, which that year won the Queen's (now America's) cup. He employed Mr. George A. Phipps, an English engineer, at his own expense, to examine into and report as to the economy and advantages of different types of pumping engines used at the London water works, with the result that the Cornish type was recommended. Mr. Stevens reported in writing to the Commission.

From time to time the works were enlarged until in 1882 their capacity was equal to delivery of about twenty million gallons per day.

A little before this, Hoboken had severed her connection with the supply, and contracted with the Hackensack Water Company for a supply from the upper Hackensack, but this loss was partially made up by a contract with Bayonne, which only lasted a few years on account of the growing polluted condition of the Passaic River at Belleville.

At the time of the installment of the Jersey City works, the Passaic River was justly considered one of the purest sources of supply in the country, based on the then known and accepted standards. Newark was a small town, and did not extend much above the present Turnpike Bridge. A bar in the river below Belleville held back the tidal flow. Passaic was a village, and

Paterson a small town grouped about the mills below the Falls. There were no sewers discharging into the stream.

In 1872 John P. Culver, then chief engineer, called the attention of the Board to the rapidly increasing pollution by sewers. He calls the water still pure, but notes bad taste and odor during the summer.

In 1873 a chemical examination was made by Profs. Wurts and Leeds. This shows in the light of present day knowledge, the river was too greatly polluted for safe use as a supply.

At that time, and for fifteen years afterward, the whole science of bacterial pollution was unknown, or only guessed at.

In 1874 the bar below Belleville had been removed by the U. S. Government with the result that the incoming salt water, with a proportion of Newark sewage, began to show at the intake of the supply.

In 1882 the evil had become glaring and dangerous; the occurrence of a very dry period, and consequent low water in the river, intensified the trouble. Typhoid became prevalent in Newark and Jersey City, and the Water Boards of the two cities commenced agitation for a remedy or a new supply.

Then followed a period of several years of floundering and ignorant mismanagement on the part of the city authorities and their advisers.

The situation was embarrassed by reason of the unsettled state of knowledge as to the effect of sewage pollution upon a water supply. While large volumes of sewage were being poured into the stream at Paterson, the action of the oxygen in the water, and re-aeration below that city, removed the organic before the lower river was reached as far as could be determined by chemical analyses, and some of the greatest chemists in America, and medical men of high standing, as late as 1888 went on record that the supply, though unpleasant in taste and odor, was harmless to health.

In the meantime the typhoid death rate grew, and the gases from the city sewers was ascribed as the cause.

In 1888 Passaic put her sewage into the river and reinforced the partially nitrified water from Paterson with a new dose of organic filth.

Yet in a suit in Chancery to restrain the work, the claim of the appellant city of Newark that, though the chemical analysis showed destruction of organic in the flow of some hours, bacter-

ial examination disclosed the presence of pathogenic germs. This evidence was ignored, and the Court gave an opinion, that the science of bacteriology had not yet established its right to consideration in the Court of Chancery.

In 1891 Newark secured a new and pure supply from the Pequannock water shed, but Jersey City still blundered along, until in 1895 the typhoid death rate had reached eighty (80) in a 100,000. The rate now is about fifteen, and the city was daily losing population and wealth.

Mayor P. Farmer Wanser then performed the most meritorious act which can be credited to any Mayor of Jersey City for a generation, and cutting the knot, made a contract with the East Jersey Company for a temporary supply of pure water, thus saving many hundred lives.

In 1899 a contract was entered into with the Jersey City Water Supply Company for the water rights, land and plant necessary for a present supply of fifty million gallons of water per day, and the rights and lands necessary to extend to seventy million gallons, with gravity delivery from the Rockaway River at Boonton.

Financial troubles of the company delayed the work of construction for two years, but in 1904 the water was turned on and has been used without interruption ever since, though a tedious litigation over minor details of the contract has delayed the actual acquirement of the works by the city.

The contract price of the new works is \$7,595,000.00, of which seven million may be fairly taken to represent the cost of the fifty million gallons daily supply, and \$595,000.00, the added cost on account of the right to draw the additional twenty million gallons per day.

This is at the rate of \$140,000 per million per day for the initial supply, and about \$30.00 per head of population.

The first works, exclusive of capitalization of cost of operating pumps, cost about \$340,000 per million gallons per day.

The original Croton Works for New York cost \$360,000 per million per day, and the original Boston Works, \$500,000 per million per day.

The estimate for the new Catskill supply to New York is somewhat over \$300,000 per million per day.

Jersey City has no cause to grumble at her bargain. The works could not be duplicated for \$12,000,000.00 to-day.

The Jersey City supply presents some interesting and original features of construction.

The aqueduct, about 22.6 miles long, includes 17 miles of six foot diameter riveted steel pipe, at the time of construction the longest steel pipe of as large dimension constructed.

A large part of the pipe is under a pressure over one hundred pounds per square inch.

There are about four miles of reinforced concrete conduit on the line, the first instance of such construction being used for water supply, and an example which has since been followed extensively.

The main dam at Boonton ranks as a structure with the great dams of the world. It is 3,150 feet long, 2,150 feet being of masonry, and 1,000 feet of earth with concrete corewall. Its maximum height is 114 feet, with a width at base of 77 feet, and 17 feet at the top.

There are about 260,000 cubic yards of masonry in the structure. A mass which would make a block which, stood on end, would cover four city lots and tower seven hundred feet in the air.

The masonry of the dam is the first instance in modern engineering of a method of construction which has since been adopted for nearly all the larger dams designed in the United States, including the completion of the Croton, the irrigation dams in the West, and the greatest dam in the world, now being constructed at Shokan for the new supply for New York. This masonry consists of enormous blocks of granite, rough as from the quarry, dropped into a semi-liquid mass of concrete, into which they sink and bed themselves. This form of construction was given the name of Cyclopean Concrete by the engineers, and the name has passed into the language and is now generally used in describing such work. No skilled labor is required in this construction, very rapid progress is possible, and the work is enormously strong and water tight. The daily and monthly records of construction on the Boonton dam exceeded any previous records made up to that time.

The top of the dam is 310 feet above the sea, and the lake empounded is 100 feet deep at the deepest point, over two miles long, and about half a mile wide, and is one of the most attractive bodies of water in the State.

In excavating for the foundation of the dam in the triassic

sandstone, some very interesting fossils were found. Some twenty feet below the rock surface many tracks of dinosaurs appeared in the stone as they had been left in the mud of the ancient sea or lake, and some ten feet deeper numerous layers of fossil fish were found, pressed between the layers of shale, as flowers between the leaves of a book.

An amusing incident occurred apropos of these fossil fish

The State geologist spent some time at the work, making a collection of specimens, and one day a party of Jersey City people visited the ground, accompanied by several reporters.

The fossils were a subject of conversation, and one of the reporters, in search of a story, asked the professor, "About what date were these fish swimming?"

"Date!" was the reply, "we don't reckon geologic periods by years."

"Yes, but I want to make a story—can't you say a thousand years, time of Moses, or Adam, any old time."

"Well," said the professor, "let us see. You know there was a time we call the glacial period. Since that period the great canyon of the Colorado has been cut down a mile or so, and the whole topography of upper North America altered. Well, suppose we say the glacial period was yesterday. Then on the same scale we can say these fish were swimming a week ago."

There is another new thing which has had its origin in the Jersey City works, which is worthy of note, and is, in my opinion, likely to result in enormous advantages to the world.

In the Chancery suit between the city and the company, the question of the true intent of the contract as to the standard of the purity of the water, and the point where that standard should prevail was at issue.

It was decided by the Courts that the water, as a whole, delivered to the city, complied with the standard of the specifications, but, there were some indications that at some times, for a short period, under a rare combination of circumstances, the water might be a little below this standard, and that it was the duty of the company to prevent this.

The danger was very remote, and to install a bacterial filter plant was equivalent to taking a twelve inch gun to kill a partridge.

The company, through its sanitary officer, Dr. John L.

Leal, and its consulting sanitary engineers, Messrs. Rudolph Hering, George W. Fuller and George A. Johnson, commenced a series of experiments to find a means of insuring the absolute purity of the water at all times.

The result of these experiments has been the discovery that, by the introduction of fifteen one hundredths of a part per million of potential oxygen obtained by the use of five pounds of bleaching powder, per million gallons of water, any pathogenic bacteria in the water could be practically annihilated.

This method has been used now since the latter part of September, 1908, with the result that Jersey City has been receiving a practically sterile water, the bacterial count running below fifty per cubic centimeter, with a total absence of the *Bacillus Coli*.

To those who fear that this process may have ill effect upon the users of the water, it is reassuring to know, from the highest scientific authority, that, from careful examination for any indication of the treatment in the water, as delivered in Jersey City, it is estimated that a person would have to drink one gallon per day of water, for eight thousand years, to get a medicinal dose of chlorine, such as is sometimes administered to patients suffering from typhoid fever.

The results here have interested the authorities in charge of the water supplies of many cities, and it is very probable that the process will, in a few years, be very extensively used, where the circumstances are similar to those in Jersey City.





# The Historical Society of Hudson County.

No. 9

Organized January 17, 1908.

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## "POWLES HOEK" AND OLD JERSEY CITY

Read before the "Historical Society of Hudson County"

January 14th, 1913,

No. 9

by Daniel Van Winkle.

**B**ECAUSE of the failure of Michael Pauw to comply with the terms and conditions of his grant, all that region lying on the west bank of the Hudson, called Pavonia, which included the present territory of old Jersey City, came again into the possession of the Dutch West India Company.

This tract is described in the original grant to Pauw dated November 22d, 1630, as "Aharsimus and Arresick extending along the river Mauritius and island Manhattan on the east side and the island Hobocan Hacking on the north, and surrounded by marshes serving sufficiently for distinct boundaries."

To those who are not familiar with the early topography of this region, the above description probably appears somewhat indefinite, and consequently a more detailed explanation may appropriately be given. Of course, to appreciate more fully the conditions then existing, all present changes and improvements must be mentally obliterated and the whole territory relegated again to its primitive state. Jutting out into the waters of the bay and river, we find a tract of land of irregular elevation and contour, reaching from about present Essex Street on the south, to First Street on the north, bisected by streams and low lying marsh, frequently completely covered with tide water. On the south, this tract bordered on the waters of Communipaw Cove, which at that time covered the land now occupied by the New Jersey Central Railroad Terminal and all improvements located south of Essex Street. On the north, by Harsimus Cove and Hoboken Creek, or the division line between Jersey City and Hoboken. On the west by the marshes lying at the foot of the hill east of the line of the West Shore branch R. R. With the exception of three mounds or sand hills, a deep marsh which was overflowed by tide water, covered the whole tract. One of these mounds bordered the bay and

was located south of Montgomery Street and East of Warren, another lying between York Street and Rail Road Avenue and reaching from Barrow westward to Monmouth. The third between Henderson and Cole Streets, reaching from First Street to and above Hamilton Square.

On the mound bordering the bay and first mentioned, the Dutch West India Company had established a trading post in charge of Michael Paulus, as appears from a letter written by Captain David De Vries dated May 20, 1633. "Coming to the boat on Long Island, night came on and the tide began to turn so that we rowed to Pavonia and were there received by one Michael Paulus, an officer of the company." From this fact and from its curvature at the outer end, the projection of land became known as Powles Hoek, or Point of Paulus, Hoek signifying Hook or Corner.

June 17, 1634, Jan Evertsen Bout succeeded Paulus as the company's superintendent, and he in turn, two years later, was followed by Cornelius Van Vorst, whose descendants have been closely identified with the growth and development of our city.

The first conveyance by the West India Company of lands within the limits of Pavonia was to Abraham Isaacsen Planck, dated May 1, 1638, as follows: "This day date underwritten before me, Cornelius Van Tienhoven, Secretary of New Netherland; appeared the Hon., wise and prudent Mr. William Kieft, Director General of New Netherland, on the one part, and Abraham Isaacsen Planck on the other part, and mutually agreed and contracted for the purchase of a certain parcel of land called Powles Hoek, situated westward of the island Manhattan, eastward of Aharsimus, extending from the North River unto the valley which runs around it there, which land Mr. Kieft hath sold to Abraham Planck, who also acknowledges to have bought the aforesaid land for the sum of 450 guilders, calculated at 20 stivers the guilder, which sum the aforesaid Abraham Isaacsen Planck promised to pay to the Hon. Mr. Kieft in 3 yearly installments."

As the value of one stiver in our money is 5 cents, the amount paid by Plank for Paulus Hoek was \$450. He here established his farm or bouerie and remained in possession of same for upwards of sixty years.

April 5, 1664, Governor Peter Stuyvesant, who succeeded Kieft, granted to Cornelius Van Vorst a plot of ground at the head of Harsimus Cove, southwest of the wagon road, which became his home lot, and at the same time other additional property lying to the south of Aharsimus and extending to Jan De Lachers Hook, for all of which, after the acquisition of New Netherland by the English Government 1664, he received from Governor Carteret a confirmation deed.

North of Van Vorst's holdings, and reaching to the limits of Hoboken, was an unappropriated tract of land. It will be remembered that at the time of the surrender to the English, the property rights of the Dutch were guaranteed in following terms: "All people shall continue free denizens and shall enjoy their houses, lands and goods wheresoever they are within this country and dispose of them as they please. As this tract was included in the grant of Peter Stuyvesant to the village of Bergen and no claimant appeared, it became part of the common lands of Bergen and after the occupation of the territory by the English it became the common property of the Duke of York, on whom Charles II bestowed the country of New Netherland; and hence became known as "The Duke's Farm." It will thus be seen that all the land lying east of Bergen Hill and south of Hoboken to Communipaw Cove was divided between Planck, Van Vorst and The Duke's Farm, and was under the control and within the limits of the township of Bergen by virtue of the grant of Peter Stuyvesant, dated October 26, 1661.

September 13, 1698, Cornelius Van Vorst purchased from Planck, Paulus Hook under the same description as conveyed by the West India Company to Planck sixty years before, and he therefore became the sole owner of all the land below the Hill between the Duke's Farm and Communipaw Cove. He here maintained his farm and ruled over his household with feudal power. He died at a good old age and his descendants continued closely identified with the growth and development of the modern city. Cornelius Van Vorst, the 5th in the line of descent from the old pioneer—who officiated in the early days as Pauw's superintendent—deserves more than

a passing notice, as he was the connecting link between colonial and more modern times.

He was noted for his many activities. While cultivating his farm land assiduously, he was a great lover of out-door recreation and indulged freely in the sports common to those early times. He established a race course on the high ground near Montgomery and Varick Streets in 1753, and horse racing continued until the Revolutionary War. In 1764 he established a ferry to New York, in great part to afford facilities for the citizens there to attend the races. As advertised in the *New York Mercury* of July 2, 1764: "The long wished for ferry is now established and kept across the North River from the place called Powles Hook to the City of New York. Good crafts will be ready at each ferry to convey over all persons who may incline to see the races—good stables with excellent hay and oats will be provided for the horses, and good accommodation for the grooms. To start at 2 o'clock precisely on each day." These races continued until the war great attractions for the sporting men of the neighboring city, as well as for the farmers in the adjoining territory, who sometimes surprised other participants by securing first honors and prizes. In connection with the ferry a road was established leading from the landing along the line of present York Street, turning northwesterly at Washington across to about Warren near Newark Avenue and afterward extended along the line of Newark Avenue across the marsh through Van Vorst's land to and over Bergen Hill. Another road ran from the ferry road, approximately along Railroad Avenue to Prior's Mill, which was located near the junction of Fremont Street with Railroad Avenue, becoming part of the post road, continuing along and ascending the easterly side of the hill on the route of Mill Road to Mercer Street, and thence across to Bergen Avenue, forming the stage route from Paulus Hook to Philadelphia.

Because of its favorable location Paulus Hook was considered a point of vantage during the Revolutionary War, and was early seized upon by the British as a base of operations. It remained in their possession throughout the whole war and was the scene of the raid by Light Horse Harry Lee in 1779,

the details of which have become familiar through its recent celebration. Van Vorst espoused the Patriot cause with his customary energy and was appointed Lieutenant-Colonel of the Bergen County Militia by the Provincial Congress June 29, 1776.

For several years Paulus Hook was but the abode of a small agricultural community and served as a landing place for travellers to West or South. A stage line was established in 1764 in connection with the ferry, from Paulus Hook via Bergen Point and Elizabeth to Philadelphia in three days. In 1769 a new route was opened via Newark, Elizabeth and Bound Brook. 1772 John Mesereau left Powles Hoek three times a week and running to Philadelphia in 1½ days. The next year he left Paulus Hook Tuesdays and Fridays at or before sunrise and went to Princeton, there meeting the stage from Philadelphia and returning the next day. For the accommodation of passengers one Michael Cornelison built a dwelling near present Grand Street, east of Greene, which served likewise for a tavern and ferry house.

After the close of the Revolution, in common with the rest of the country, Paulus Hook and the surrounding territory passed through a period of readjustment and soon all traces of the war were obliterated. The ferry and stage lines resumed their operations and the farmers cultivated their fields industriously, encouraged by the excellent market they found in the neighboring city. As may be imagined, the ferry was as yet in a very primitive condition, being composed of a landing with steps down to the water, and periauguas or flat bottom boats, which were often at the mercy of the wind and tide, the intervals of crossing being regulated thereby. In order to transport their produce the farmers were obliged to unload it from their wagons and carry it on the boats, transshipping it in the same manner on arrival on the opposite side. Their teams were left at the landing until their return. The stages remained on this side of the river likewise while their passengers crossed on the boats, and having transacted their business recrossed and resumed their places in the coach for the return trip. About 1800, Major Hunt leased the ferry and hotel property and erected additional sheds and stables for the

accommodation of the stage lines centering at this point. These were the only buildings in Paulus Hook at that time, the entire population numbering fifteen persons of all ages.

At last the natural advantages of Paulus Hook were recognized. February 8, 1804, John B. Coles, a New York merchant, purchased the Duke's Farm and preparations for the improvement of the property were at once undertaken. Survey was made and maps prepared, dividing the plot into 292 blocks of 32 lots each.

Shortly after, Anthony Dey obtained a perpetual lease from Cornelius Van Vorst of Powles Hook with following limitations as expressed in the conveyance. "Bounded on the east by Hudson's River. On the north by said river or the bay commonly called Harsimus Bay. On the south by the said river, or the bay commonly called Communipaw and on the west by a line drawn from a stake standing on the west side of said tract (from which stake the flag staff on Ellis Island bears S 1-20<sup>1</sup> E and from which the chimney of the house of Steven Vreeland on Kayman bears S 56<sup>0</sup>.10<sup>1</sup> W. From which the steeple of the Bergen Church bears N 50<sup>0</sup>-20<sup>1</sup> W) N 26<sup>0</sup>.30<sup>1</sup> E to Harsimus Cove aforesaid, with the right of ferry from the said tract or parcel of land across Hudson's River and elsewhere, and the right and title of the said Cornelius Van Vorst under the water of Hudson's River and the Bays aforesaid opposite the said premises as far as his right to the same extend." Dey likewise took immediate steps for the improvement of the property.

Associated with him were other New York merchants as appears from the *Sentinel of Freedom* of March 13, 1804, as follows :

"We understand that Anthony Dey, Richard Varick and Jacob Radcliff, Esqs., of the City of New York, have obtained from Mr. Van Vorst a perpetual lease of the land and premises known as Paulus Hook. Application has been made to our Legislature for an act of incorporation for themselves and associates and leave given to present a bill at the next sitting. It is contemplated to level the place and lay out a regularly planned city. It will be laid out in 1,000 lots valued at \$100 each, requiring of every original adventurer 6%, which amounts



to \$6,000, equal to the sum agreed to be paid Mr. Van Vorst annually. We further understand that some of the most wealthy and influential citizens, both of New York and this State, have embarked in the undertaking; and who knows but that a very few years will make it the emporium of trade and commerce of the State of New Jersey."

In order to effect a proper organization for the holding and development of the property, Anthony Dey, April 18, 1804, conveyed to Abraham Varick of New York City the property at Paulus Hook, who the next day conveyed to Richard Varick, Jacob Radcliff and Anthony Dey lands on Paulus Hook as shown on a map made by Joseph T. Mangin of the City of New York "also the present wharves and rights of soil from high to low water mark, to extend from north to south the breadth of 480 feet on Hudson Street and the right and title to the land under water in Hudson's River opposite to the said premises above granted, together with the exclusive right of ferry from Paulus Hook to the City of New York and elsewhere."

The act alluded to above was passed November 10, 1804, incorporating "The Associates of Jersey," giving them a perpetual charter with almost absolute rights and power, and arrangements were made for putting the property on the market at once.

The following Prospectus was issued:—"The Proprietors of Powles Hook have lately completed their purchase and agreed with Major Hunt, the present occupant, to deliver the possession of the premises to them (except the ferry buildings now occupied by him) and they give notice they will commence the sale of lots at Powles Hook at public vendue on Tuesday, the 15th day of May next at Powles Hook; and on the succeeding day at the Tontine Coffee House in the City of New York. The sales will commence at 12 o'clock noon on each day. A map of the whole ground will be exhibited and the conditions of the sale made known by the first day of May next at the office of Mr. Dey, No. 19 Pine Street, in the City of New York, and also on the days of the sale. An accurate survey of the premises is now making, which will include the extent of the grounds both at low and high water mark and the soundings

in the river to the depth of 16 feet at low water, for the purpose of building docks or wharves, at proper distances in the channel, which closely approaches the shore along the whole front upon the river. The different elevations of the ground will also be accurately taken in order to ascertain the proper height for the central streets, from which the most advantageous descent will be given in every direction to the water. It is proper to notice that the whole premises will be surrounded by the waters of the Hudson."

"The tide at present, unless obstructed, flows through a small ditch in the rear, which extends from the North to the South Bay. A straight canal along the line by which the property is bounded on the West, is proposed to be opened, of sufficient depth and dimensions for the passage of flat bottomed boats by which the whole tract will be insulated and possess the benefits of navigation on every side."

"The natural shape of the grounds with these and other advantages will also furnish a fair opportunity to determine by experiment how far local situation with the aid of proper regulations will tend to protect the health of its inhabitants. This is an object that shall receive early and strict attention."

Thus early were the splendid commercial possibilities of our city recognized, but the same paralyzing influences prevented the execution of the project, that even to this day hinder and delay the carrying out of important needful improvements.

The property was laid out into 1344 lots. Hudson Street at times overflowed by tide water, was the eastern boundary, Harsimus Cove and First Street the northern; a line drawn from about the corner of Washington and First Streets to South Street or Communipaw Cove, formed the westerly boundary, while the waters of the bay limited the southerly extent. The intersection of Grand and Washington Streets, being the highest part of the town, established the grade for the whole plot, inclining from this point in all directions. The northerly side of Montgomery Street was washed by waters of a goodly sized creek and the westerly side of the plot just beyond Washington Street descended into a deep marsh which was intersected along Warren Street by a tidal creek which continued along the line of Newark Avenue and emptied its

waters into Harsimus Cove at Henderson Street. Boats of goodly size frequented this creek which was the landing place for the many shad fishermen who frequented the waters of the bay; for the discharge of their cargoes.

Notwithstanding the efforts made to attract investors, the development of the plot was slow. The persistent claim of ownership by New York of all lands under water to low water mark on the New Jersey side of the river, caused the new enterprise much embarrassment. This claim was of course denied by the Associates, who, notwithstanding the warnings to desist from building wharves, continued their operations, but the uncertainty in reference to the water rights greatly interfered with the projected sale and only a few lots were disposed of with following results: 2 lots on Morris Street at \$225 each, and 1 at \$230, 2 lots at \$250, 1 lot on Montgomery Street at \$200 and 1 at \$250. Robert Fulton located his ship yard on the river bank at Greene and Morgan Streets and received deed dated November 3, 1804. The controversy over the vexed question of riparian ownership continued for 30 years and was not definitely settled until 1834, when New York relinquished her claim but insisted upon the continuance of her jurisdiction over the bay and harbor.

The old Van Vorst holdings were divided by will in 1814, his son John Van Vorst receiving the old original homestead at Pavonia and the lands adjacent thereto, and nephew Cornelius that portion lying between "Harsimus and Jan Le Lachers Hook".

He (Cornelius V. V. 5th) built a homestead on the rise of ground near the northeast corner of present Wayne Street and Jersey Avenue. It was a commodious mansion of the comfortable colonial style with a wide porch extending along the entire front and shaded by a group of large willow trees. For many years it was the centre of social enjoyment and continued to be occupied by descendants of the family until the erection by Cornelius the 7th of the building on the southerly side of Wayne Street nearly opposite the site of the old homestead, when it was demolished. In the sidewalk in front of this building was placed the stone that formed the base of the

equestrian statue of George III which had been erected at Bowling Green, New York, before the Revolution, but which was destroyed at its outbreak. This was an object of interest and invited inquiry from the passerby, because of the three indentations in which the hoofs of the horse had been imbedded.

In April, 1805, the Jersey Bank was organized and shortly after a building was erected on the corner of Greene and Grand Streets. This venture was found to be not remunerative and about six years after, or March, 1811, the directors obtained a New York charter under the name of the Union Bank and removed to Wall Street, New York City.

McCutcheon's Hotel on York Street near Greene, with its extensive stables reaching through to Montgomery Street, was the terminus of the numerous stage lines from different points West and South. Near the ferry at the foot of the street a circular open space was reserved, around which the stages were driven, on arrival, to discharge passengers at the landing and then return to the stables. In 1805 a hotel on Grand Street west of Hudson was built, afterward called the Hudson House.

The first house built under the new regime was in 1806 on Essex Street, which locality, before the march of improvement obliterated its natural beauties, was most attractively situated for residential purposes. High and commanding, the ground sloped gradually to the shore, affording a wide unobstructed view of the bay, bordered by the hills of Long and Staten Island in the distance. It naturally became in the early days of the city the choice location for residences.

Notwithstanding the utmost efforts of the Associates, the growth of the embryo city was slow. Although laid out into blocks and lots, the streets were ungraded as well as unlighted. The water supply was unsatisfactory and no definite system of governing and control had been established. In order to secure a general water supply, the Associates in 1807 offered a bounty of \$1.00 per foot toward the cost of digging wells, provided they were at least five feet deep. Under this offer one Amasa Jackson dug a well 5 feet wide and 17 feet deep at the foot of Sussex Street, receiving therefor the sum of \$17.

August 10, 1816, Colonel Varick purchased 3 lots on Essex Street, directly fronting the bay, and erected a double

brick dwelling; others followed him and in a short time the shore was lined with comfortable attractive homes, with the dormer windows affording a convenient and attractive outlook over the bay, and the quaint gothic structure of Captain Rogers', located on the northwest corner of Essex and Hudson Streets, is still distinctly remembered by many old residents. At that time the shore of the bay at high water mark curved southwesterly from Morris Street, along and above the westerly line of Hudson to near the foot of Greene Street on Communipaw Cove, and the captain was obliged to build a sea wall for the protection of his door yard which was filled in behind it. It may be wondered why, when vacant lots were so numerous, the captain located his domicile in such close proximity to the water, but a long continuance of sea life had made him somewhat of an amphibian and it was his delight to walk his front porch in the face of a fierce southeast storm, as though pacing the deck of his vessel in years gone by. Others located along the northerly side of Essex Street, among them Phinehas C. Drummer, the proprietor of the glass works and afterward mayor of the city, Messrs. Halsey, Wintringham, Ruggles, Vroom and others.

November 13, 1819, the Associates applied to the Legislature for the passage of an act to incorporate the City of Jersey in the County of Bergen, which act was passed January 28, 1860.

Under this act the control of the city passed under a Board of Control consisting of five freeholders called selectmen and the limits of the city determined as follows: "Bounded on the west by a creek between the Associates of Jersey and lands of Cornelius Van Vorst, east by the middle of Hudson's River, north by Harsimus Cove and south by Communipaw Cove and South Street. The amount of the annual tax levy was limited to \$100, and in 1825 Joseph Kissam, who had been appointed tax collector, reported collections amounting to \$18.45, balance arrears. This amount was increased in 1828 to \$39.87, balance arrears.

The selectmen met at the hotel on Grand Street and paid for all accommodations including light, heat and stationery, the sum of \$1.00 for each meeting, increasing the revenue by

fining themselves for tardiness 25 cents and for absence 50 cents.

Because of the defects and limitations of this act, no improvements could be carried forward, taxes could not be collected or assessments levied, and enlarged powers of government were found necessary.

January 23, 1829, this act was repealed and an act Incorporating the City of Jersey City in the County of Bergen was passed, by which the number of selectmen was increased to seven and the amount of tax levy to \$300, but the power of levying assessments for improvement was omitted. Progress was slow. The total population at this time was 1,357.

In order to encourage the permanent settlement and development of the city the Associates set apart for church purposes a tier of lots running through the blocks between York and Sussex Streets, directly opposite the present No. 1 school building. The lots fronting on Sussex Street were assigned to the Episcopal denomination, those directly in the rear of these and fronting on Grand Street to the Presbyterians—afterward in 1830 turned over to the Reformed Dutch—opposite and fronting on the north side of Grand Street to the Catholics and in the rear of these and fronting on York Street to the Methodists. These two latter plots were located directly on the edge of the marsh, and the unstable foundation caused much trouble. The little frame building of the Methodists was built on piles and because of the difficulty in entering the building on account of the rise of the tide, a raised plank path from the high ground a few feet to the east, was required.

The Catholics, however, were much more embarrassed, for their deed from the Associates contained the stipulation that the building should be erected of stone with walls of certain demensions. Unfortunately proper consideration had not been given to the character of the ground, for when partly erected the foundation gave way and the westerly wall fell. The restrictions were partly removed and the church opened in 1837. The Episcopal and Reformed Dutch Churches had previously been opened and the original building of the latter denomination was, in later years, when greater accommodation was needed, moved to the opposite side of the street and named Park Hall.

This building became the favorite meeting place for all public gatherings and in later years, at the outbreak of the Civil War, it was the recruiting office for the Communipaw Zouaves and throughout the continuance of the war a resting place for many regiments on their way to and from the front.

In 1815 Isaac Edge, was among the first to locate at Powles Hook, obtained from the Associates a plot of land bordering on the Hudson River and erected a grist mill at about the present intersection of Greene Street with the Penn. R. R. embankment. He constructed a wharf on the easterly side for the convenience of farmers who brought their grain by water. This was the favorite mode of transportation in those days. Farming and fishing were usually combined, so that every farmer owned his own boats, and their communication with the New York markets was by means of sail boats or, as they were called, periauguas.

In 1824 the glass works were located at the foot of Washington Street, corner of Essex, and the next year the Jersey City Pottery, one block west on the corner of Warren. These were noted institutions in their day and constituted an important element in the industrial activities of the new city, furnishing employment to a majority of the wage earners located here.

In 1828 a distillery was built on Hudson Street by one Murray, and a saw mill at the foot of First Street by Van Vorst. This was destroyed by fire in 1835.

The oldest industries of our city and having a continuous life to the present time are Colgate & Company's soap works established 1806 and the Joseph Dixon Crucible Company, established 1827. These enterprises have developed into the most extensive manufacturies of their respective products in the world, and the superior quality of their productions have given them a well established world wide reputation.

In the original plan of the city a market place, after the plan of Washington Market in New York, was designed to be located on Communipaw Cove, foot of Washington Street, but the design was never carried out. This plot was bisected on the construction of the Morris Canal, and during the cholera epidemic a pest house was erected on the outer section, and

afterward it was used as a refuge for the city's poor. In 1868 it became the site of the Jersey City Charity Hospital and so remained until the property was absorbed by the sugar refinery.

On the south side of Essex Street along the shore of Communipaw Cove was the Thatched Cottage Garden, which became a noted place of amusement. Fire and target companies from New York frequented the garden on their excursions, and dancing, bear baiting, baloon ascensions, and other athletic exercises were offered as attractions. Truly they were sporting characters in those early days as witness item from *Jersey City Gazette* June, 1835: "An immense concourse of spectators from New York assembled at the Thatched Cottage Garden to witness the race between the *Wave* and *Eagle*, boats belonging to two companies of New York amateur boat clubs. The crews were composed of those far famed Whitehallers, who on this occasion gave further evidence of their skill. The race was for \$1000 and \$50 additional to winner given by the proprietor of the Garden. The distance rowed was from the Garden around Bedloes Island and back. The *Wave* came in about 200 yards ahead. Time, 17 minutes 15 seconds."

The first horse ferry boat carried no cabin above deck and, in case of inclement weather the passengers retired to the hold where a room was suitably fitted up for their accommodation. Boxes of stones were moved about the deck to counterbalance any unequal weight of the wagons ferried across, and in case any special attraction drew the passengers to one side of the boat, its equilibrium was greatly disturbed, much to the consternation of the nervous or timid.

The first steam ferry boat was launched January 17, 1812, and called *The Jersey*. Fulton's description says, "She is built of 2 boats, each 10 feet beam, 80 feet long and 5 feet deep, distant from each other 10 feet, forming a deck 30 feet wide and 80 feet long. The propelling wheel was hung between these hulls so as to protect it from injury when entering the dock or from ice." The boats were guided between the piers by means of floating platforms of triangular shape with the wide part at the shore end and tapering to a point at the outer end of the pier. Trips were made every hour by St. Paul's clock in New York City, as stated by the *Sentinel of Freedom*:



“The first trip drew thousands of spectators to both shores, attracted by the novel and pleasing scene. One may now cross the river at the slight cost of fifty cents, the same as on bridge.”

In 1813 the *York* was added and the trips doubled, or as stated “every half hour by St. Paul’s clock in New York.” The rate of ferriage was 12½ cents each way. This imposed a daily tax of 25 cents on each resident for regular trips. Another cause of the slow growth of the city.

The first postmaster at Powles Hook was Samuel Beach, appointed January 1, 1807. Early letters were sent to Newark or New York and remained at the post-office in those cities until called for, or were addressed in care of one of the wholesale dealers in those places, with whom the local business men were in communication. In later years letters were delivered through the agency of friends and neighbors who called at the post-offices for personal or neighborhood letters. Saturdays being the designated market days, farmers and others congregated at that time for barter and trade and the opportunity was taken advantage of for the distribution of letters.

The first post-office in the newly incorporated City of Jersey City was established in 1831, with William Lyon as postmaster. The post-offices were located to suit the convenience of the different incumbents, as appears from following item of May 6, 1835. “We learn that William R. Taylor has been appointed postmaster of Jersey City in place of William Lyon, resigned. We hope that our citizen will now be accommodated with an office in a central location. The present residence of the new postmaster is altogether out of the way and not a proper location.”

As an evidence of the characteristic shrewdness prevailing in those early days it may be refreshing to note the rigid economy exacted in the post-office department, as shown from a proclamation published in the *Jersey City Gazette* August 22, 1838, as follows:

“To the hirelings in my employ in the post-office department.”

“Whereas, it is the desire of the department to make the best possible show of economy and wisdom in the best conduct

of its business, and as the day of small things is not on any account to be despised, and

“Whereas, in a wise arrangement in our national currency, many fractions of cents may be made in giving change for specie or bank bills and the Spanish coin in use in our land.”

“Now, therefore, the numerous hirelings in the employ of the department will take particular notice that it is expected of them in all cases, that in *receiving* money they will reckon *pence* as cents and thus receive 4 per cent. on the amount; and in paying out money they will observe the contrary course, reckoning *cents* as pence and share another 4 per cent., by which means the government will realize 8 per cent. upon all sums passing through the department. And in addition to my former recommendation as to the use of paper and twine, I would direct all my hirelings that in cutting the twine tied around the packets of letters and papers, they be particularly careful to cut near the knot if indeed the knot cannot be untied, which they will do if possible.

[Signed]

AMOS KENDALL.

Dated at Washington, D.C., August 3, 1838.

A number of burglaries occurring just after the organizing of the city government, the Board of Aldermen resolved themselves into a police force and divided in two sections, one part remained on duty from 9 P. M. to 12, the other performed service the remainder of the night. Conjugal discipline, however, demurred at the continuance of this method, and shortly afterward two officers were appointed for night duty.

The present police department was organized in 1856.

Previous to 1829 protection from fire was through the medium of bucket brigades and the water supply was obtained from the river, and passed by means of buckets along long lines of men to the scene of conflagration. September 21, 1829, Liberty was organized and at first housed in M. Cutcheon's stable. Afterward a house was built on Sussex Street, adjoining the Town Hall, and in later years was located on Greene Street north of Montgomery and adjoining the N. J. R. R., the R. R. Company donating a plot of ground for the purpose. In March, 1836, Arraseoh 2, was organized and for a time

reposed peacefully adjoining Liberty 1 in Sussex Street, but as was the case in the old volunteer days, feuds frequently broke out between these companies and the glass house boys who joined Arraseoh 2, delighted in the scrimmages resulting from the strife for "first water."

Empire hook and ladder 1 was organized April 1, 1842, and located at Grand and Van Vorst Streets, and was considered the aristocratic company of the city, and the Saturday night wassails of clam chowder and — lived long in the memory of the participants.

The favorite "swimming hole" was in the mill creek at the foot of the hill where the West Shore depot now stands, with fine sandy bottom and pure clear water from 10 to 15 feet in depth, dependent upon the state of the tide. All along the brow of the hill and extending back some distance a dense cedar grove afforded a good hunting ground for rabbits and small game. In later years, after the emancipation of slaves in this State, the section where the City Hospital now stands was chosen for the meeting place of the colored people for their "Bobilation" celebration.

In 1835 the New Jersey R. R. and Transportation Company opened their route to Newark as the first link of their projected through line to Philadelphia and announced in the *Jersey City Gazette* of that date.

"The public is respectfully informed that the New Jersey R. R. is now open for public use between Newark and New York and cars will commence running to-morrow eight trips each way daily, fare 37½ cents, ferry to New York 6¼ cents. New York and Easton stage passengers will cross the river from foot of Cortland Street to Jersey City, then take post coaches through Springfield, Chatham, Morristown, Mendhane etc., and arrive in Easton same evening. Morristown stage will leave Newark every day at half past one o'clock, so that the passengers who leave New York in the morning by the Hoboken stages, the steam boat *Newark* at 10 o'clock or the R. R. cars at half past eleven will be in time to dine at Newark and take the stage for Morristown."

Before the completion of the cut through Bergen Hill,

cars were drawn over the hill by horses and steam connection made at Marion.

November 26, 1836.

### GREAT SPEED BY NEW JERSEY R. R.

An experiment was made a few days since, says the *Newark Daily Advertiser*, to ascertain the time required to transport express mail over this road from Jersey City to New Brunswick, distance  $30\frac{1}{4}$  miles. It was performed as follows : From Jersey City to Newark by horsepower, 8 miles in 27 minutes, Newark to East Brunswick by locomotive,  $22\frac{1}{4}$  miles in 40 minutes. Total 1st trip, 1 hour 7 minutes. Returning from East Brunswick to Newark 40 minutes, Newark to Jersey City, horsepower 25 minutes, total returning, 1 hour 5 minutes.

With the completion of the New Jersey R. R. came the passing of the lumbering stage coach which gradually disappeared, being transferred to Newark and New Brunswick to connect the northern parts of the State with the R. R.

The Paterson and Hudson R. R. terminated at Marion and there connected with the New Jersey R. R. upon its completion. The rolling stock consisted of "three splendid and commodious cars, each capable of accommodating 30 passengers, with fleet and gentle horses for motor power." Afterward when steam was introduced it must have been with many misgivings, for a subsequent advertisement states "The steam and horse cars are so intermixed that passengers may make their selections and the timid may avail themselves of the latter twice a day."

The location of the ferry to New York was changed to Montgomery Street at Hudson and its equipment consisted of a gallows frame on each end of which chains were passed which were fastened at one end to the floating landing bridge, which adjusted itself according to the state of the tide, and the other end to a box of stones suspended so as to constitute a balancing weight for the bridge. Up to this time communication with New York had been of a somewhat desultory nature and confined to day trips. Dudley S. Gregory, who had become a resident of Jersey City in 1834, perceiving the possibilities of a proper development of its natural advantages, threw his whole energy to the general advance and improvement of the

city and advocated more frequent ferry service. He urged upon the Associates the importance of night boats. A meeting of representative men from Newark and Paterson as well as from the home city was called for the furtherance of this object, and as a result the Associates acceded to the request, as appears from following item published May 27, 1835 : "It gives us much pleasure to inform the inhabitants of Jersey City and its vicinity that the steam boat *George Washington* is now undergoing repairs preparatory to being placed on the ferry as a night boat. This step of the Associates removes the only objection to a residence here \* \* \* \* On Monday next, the night ferry commences. It is the intention of the Associates to commence the night boats as soon as the day boats stop and to run regularly every half hour from each side of the river until one o'clock A. M. The price of passage has been fixed at 6¼ cents, the same as that charged in the day time. We congratulate our fellow citizens as well as those of Aharsimus, Bergen, Newark and Paterson, on this occasion, as we will now be able to interchange civilities with our friends in New York, and also to participate in the numerous rational amusements with which that city abounds. We understand there have been several sales of lots by private contract the present week."

The ferry service was greatly improved and an increase in the residential population followed. As indicating one of the chief industries at this time we find following congratulatory notice under date of May 16, 1835 : "The shad fishery has closed for the season and our fishermen have all drawn their stakes. We learn with pleasure that they have all done a profitable business, the season having been more lucrative than for years past."

The improvements in transportation facilities gave a new impetus to real estate operations, auction sales of lots were held and the effect of the new enthusiasm made manifest. In June, 1835, lots on Essex and Morris Streets sold for nearly \$1,500 each, and the following month Montgomery Street lots brought \$1,050 to \$1,425 and the Washington Street corner \$1,500. Considerable activity in building now followed. The choice residential section spread through Sussex and Washing-

ton to Grand, and many of the most substantial citizens located there. A row of frame dwellings was erected on Grand Street east of Washington and opposite the Hudson House, Goodman Alley, running from Grand to Sussex Streets, bisected the block between Greene and Hudson and was bordered by several frame cottages.

An item in the *Jersey City Gazette* of June, 1836, states that "\$4500 was refused for a lot 25x100 corner of Greene and Sussex Streets which three years ago could have been bought for  $\frac{1}{8}$  that sum;" also

"The large two story and basement modern brick house corner Greene and Grand Streets, with two lots of ground 50 feet on Grand Street and 100 feet on Greene Street was sold for \$10,000, and the three story brick with two lots of ground same dimensions directly opposite on Grand Street brought \$7500;" as yet no grading could be undertaken except through individual operations. Petitions for improvements were received, but as there was no power to raise money for such purpose conferred by the charter, nothing could be done. Finally February 22, 1838, a new charter was passed and Jersey City incorporated as a separate and independent municipality. Up to this time it had been a part of the township of Bergen. It thereupon became a full fledged city under the title, "The Mayor and Common Council of Jersey City." The vote on the adoption of the charter was almost unanimous in favor; only 9 votes out of 286 being recorded against. The first meeting of the Council was held April 16, 1838, and was composed of the following gentlemen: Dudley S. Gregory, Mayor, Councilmen Peter M. Martin, James M. Hoyt, William Glaze, Henry Southmayd, Isaac Edge, John Dows, John Griffith, Peter Bentley, Jonathan Jenkins and Ebenezer Lewis. The city now received a new lease of life. Authority was given the officials for the carrying out of their respective duties.

The Common Council now had power to enforce its ordinances and collect unpaid taxes and assessments. Finances were placed on a firm, substantial basis. The Town Hall was built on the north side of Sussex Street west of Washington, part of which was appropriated for school purposes. Nathaniel

Ellis was appointed city marshal and pound keeper and located in Town Hall.

The gathering place for many of the public spirited citizens was at David Smith's store, corner of Greene and Grand Streets, and public measures were here discussed with an earnestness and fidelity that would put many of our modern conclaves to shame. Here was originated the project for furnishing a general water supply, for lighting and policing the city, banks and insurance companies were organized and many civic improvements determined upon.

In the early 40's Edge's firework manufactory was established, the first enterprise of this nature in this country. It soon became noted for the excellence and variety of its productions, and furnished the pyrotechnical displays for the principal cities of the Union. No small undertaking, for at that time no 4th of July celebration was considered complete without a display of fireworks. In 1845 Mr. Edge presented on the Boston common the first display of *moving* fireworks seen in this country, representing the bombardment of the forts at Vera Cruz during the Mexican War by the United States vessels, described as "one of the most realistic pictures that could be produced."

A printing office was established on Sussex Street between Greene and Hudson by Stephen Southard, the principal business of which was the printing of lottery tickets. He lived in the only house on the north side of Montgomery Street between Greene and Washington, and surrounding him were garden plots and corn fields.

On Saturdays the farmers from the surrounding country drove in with their produce, which was sold to the residents, or disposed of by barter to the storekeepers.

On the southeast corner of York and Greene Streets, Grinnell's jewelry factory was located, and adjoining on the east was the Pioneer Sugar House where pyramid sugar was moulded, so called from the shape of the mould. It was wrapped in blue paper and disposed of to the grocer, who broke it off in such quantities as his customers desired, who in turn broke it in small pieces to be used as loaf sugar only on special occasions. This industry languished after a few years

and both this and the adjoining property passed into the ownership of Colgate & Company.

A bakery was established on the corner of York Street and Greene in the building still standing, and another on the south side of Sussex Street between Greene and Washington. This was afterward removed to the corner of Montgomery and Washington. Kingsford's starch factory located at Wayne above Monmouth, and a rope walk extended from the west side of Jersey Avenue north of Railroad Avenue to and above Varick.

At the time of the separation of present Hudson County from Bergen, the first court presided over by Chief Justice Joseph Hornblower was held in the Lyceum Hall in Grand Street and continued in that locality until 1843, when the court was removed to the "Newkirk House," Five Corners, where it remained until the completion of the Hudson County Court House in 1845.

Allusion has been made to the printing of lottery tickets. Before the early 50's lotteries were in vogue and considered a legal and reputable business. One of these was regularly drawn at the American Hotel on Montgomery Street west of Hudson. The tickets were dropped in the wheel and drawn by a blindfolded boy. As fast as the numbers were announced, they were attached to the wings of carrier pigeons to be carried to different places of destination. They were also displayed on large flags so that they could be easily deciphered from the opposite shore. Several years after a wave of excitement broke over the city and the lottery business received a new impetus. In 1858 Noah D. Taylor drew the capital prize in a lottery, of \$60,000 and free entertainment was given by him in every public house in the city, to all who wished to participate. Taylor at once rose from an obscure errand runner to a prominent citizen. He was illiterate but genial and large hearted and turned a listening ear to many tales of woe. Exchange Place had been extended and the ferry removed to its present location, and Taylor purchased a plot of ground in 1860 on which part of the Commercial Trust Building now stands, and erected thereon Taylor's Hotel which became at once a famous hostelry. Its proximity to the ferry made it the favorite place of resort for sporting characters



from the neighboring city, and its convenience for railroad and steamer passengers added greatly to its clientage. Taylor was elected to the Assembly and afterward ran against Isaac W. Scudder for Congress from this district. He was defeated and from that time his star began to wane.

In 1840 and 1841 a temperance wave swept over the city. The saloons had become very numerous, and in some cases facilities for obtaining liquor by their employees, were provided by manufacturers. The temperance element endeavored to awaken a public sentiment antagonistic to these, through frequent meetings. An association was formed under the name of the "Washingtonians". Two halls were built especially designed for their use, one near Gregory and Henderson Streets, the other at Newark and Jersey Avenues. In these meetings were held and appeals made to the Common Council to restrict the number of licenses granted, but as at the present time, political influences were too strong, and the money received for licenses too potent an advocate to permit the curtailing of this source of supply. Nevertheless the agitation continued and as a consequence the manufacturers forbade the drinking of liquors on the premises, but the saloons continued to gain in prosperity, a heritage handed down through successive generations to modern times.

Political enthusiasm in the early days was even more intense than now, and the severe denunciations of the opposition and fierce appeals for popular support could not be surpassed even by the much venerated Bull Moose leader.

In 1840, during the Harrison campaign, a log cabin was erected near the ferry and a live coon guarded the premises. On either side of the entrance was placed a large card labelled "Hard Cider", which at times was generously distributed, and at the close of the campaign the sympathy of the victors was extended to the defeated candidates in the following poetical effusion:—

"The journey is rough, but never mind that,  
 For an experienced steersman is political Matt.  
 Full many a dark passage he's treaded before,  
 And he'll land you all safe on that wide-spreading shore"—  
 Salt River.

The advantages of Jersey City as a seaport is set forth in a petition of S. Cunard as follows, October, 1846, "That your memorialist has visited New York for the purpose of selecting a suitable docking and of making arrangements for the erection of buildings for coal and other stores necessary for the accommodation of Atlantic steamships."

"That your memorialist is convinced that Jersey City offers as great advantages for this purpose as any other place in the bay of New York. That he has entered into a provisional arrangement for the requisite accommodation for a term of years," and submitting map and plans.

This was supplemented by a petition from the N. J. R. R. and Trans. Co., dated November 13, 1846, to the Common Council of Jersey City, "for consent to extend the dock and pier and to erect the buildings required by S. Cunard for the accommodation of his line of Liverpool steamers." Petition granted.

As a result the Cunard line of steamers located at the foot of Grand Street December 20, 1846, the *Hibernia* being the first vessel to dock. This was an occasion of great rejoicing, and her arrival was signalized by a salute of 100 guns. It was customary to announce the arrival and departure of each vessel by the firing of a cannon, until through absentmindedness the gunner neglected to withdraw the ramrod, which, upon the discharge of the gun, was projected through the smoke stack, narrowly missing some of the passengers. The risk was considered too great to continue the practice, which was consequently abandoned.

The White Star line of steamers also located for a short time near the present Erie ferry at Long Dock, but the expense and inconvenience of transporting the cargoes to and from New York City was so great that both terminals were removed to that city.

As the growth of the city progressed, considerable inconvenience was experienced because of the lack of local banking facilities. In some cases the leading business men became the depositories of their less favored fellows, but more often some cunningly devised receptacle concealed the much cherished hoard. Sometimes the banks of the neighboring cities of

Newark and New York were the custodians of such surplusage as accumulated. In 1839 the Provident Institution for Savings was incorporated and regularly organized September 29, 1843. The beehive was adopted as its insignia, by which name it is still known. The first deposits were received only in the evening, and the money received, placed in the safe of Dudley S. Gregory, whose office was located in the Darcey Building, corner of Hudson and Montgomery Streets, now known as the Fuller Building.

The Hudson County Mutual Insurance Company was also organized, and having no local habitation, the applications and policies were sent by messenger, for investigation and signature, to the officers at Bergen, where they resided.

A cosmorama was erected near the ferry landing at Hudson Street which, by a proper adjustment of mirrors, presented a moving panorama of the river with all its activities, and views of the adjacent territory.

In 1851 the Hudson County Bank was organized as a bank of deposit and discount, and in 1853 the Mechanics and Traders followed, which in 1864 became the First National Bank, and on the extension of Exchange Place built on the s. e. corner of Hudson Street, its present location, and one Davidson erected a row of brick buildings adjoining on the east.

Even as late as September 22, 1849, we find route for "a canal from a point near "Strawberry Hill" and contiguous to the Morris Canal, and from that to continue in a northeasterly direction to the railroad and under the same near the Point of Rocks on the east side of Bergen Hill, thence continuing along the foot of the Hill to the Arch Bridge (on Newark Avenue near West Shore R. R. crossing) which should be enlarged and the Turnpike Road raised so as to admit of large boats navigating the canal, to pass under the same, thence continuing along the foot of the Hill to near the Hoboken Road, and so on to the bay between Hoboken and Coles Street wharf."

In 1849 an epidemic of cholera in New York caused precautionary measures to be adopted in Jersey City, and notwithstanding the virulence with which the disease raged in the neighboring city (June 25th to 30th, 208 cases and 89 deaths), none were reported in Jersey City.

Until a comparatively recent time a not inconsiderable portion of the territory of old Jersey City was devoted to farming and trucking, and the editor of the *Jersey City Gazette* under date of October 23, 1838, thus launches forth in praise of the accomplishments of two of the prominent citizens of those early days.

"Mr. Mills of Harsimus has an assortment of vegetables at the American Institute Fair in Castle Garden, New York, sufficient to supply the larder of a Granum boarding house for one-half year. Among the items is a pumpkin weighing 163 pounds and of just right color and shape. We should like exceedingly to be sentenced to starve upon it for a week, properly condimented and culinated."

"Charles F. Durant exhibited the different stages of silk manufacture, from the egg of the worm, through all its transformation to the perfect silk, and also some beautiful twist prepared with common rope walk machinery. Both of above secured prizes for their proficiency."

In those early days the water supply was limited and procured only from wells, the cost of which was assessed on the property in the immediate neighborhood, contained within a circle, the radius of which extended half way to the next pump. So that the water should be kept free from pollution a keeper of the pump was selected from among the nearby residents, and while operating under no enacted ordinance, it was considered that the preservation of his own health would cause him to exercise due watchfulness against contamination or pollution. Water was also carted about the streets in casks and sold at the rate of one penny a pail.

March 18, 1839, the westerly boundary of the city was extended to Grove Street from First Street on the north to Communipaw Cove on the south. The territory north and west of these division lines remained a part of Bergen township until March 11, 1841, when by act of Legislature it became separate and distinct under the name of Van Vorst Township, with following boundaries: On the north by a creek following from the bay, separating it from Hoboken. On the west and south by Mill Creek, following to Communipaw Cove to Grove Street and on the east by Grove Street and Harsimus Cove. The

first township commissioners being Cornelius Van Vorst, Thomas Kingsford, Matthew Erwin, Jeremiah O'Hara and Elias Whipple. Owing to the inconvenience of reaching the northerly section of Van Vorst Township its growth was slow, and until the establishment of the Erie Ferry in 1861, attracted no particular attention.

As early as 1733 Archibald Kennedy received from George III the "sole right to run ferry boats or scows and to erect wharves for same between a place called Pavonia, alias Aharsimus, on the New Jersey side of the Hudson and the New York side of the river." He forfeited this right through his neglect to carry out the provisions of his grant. Twenty years after, May 23, 1753, a petition was submitted to the Common Council of New York for a ferry from "the west end of Pearl Street to Harsimus," but no action seems to have been taken. February 28, 1849, the Pavonia Ferry Company was incorporated, but it remained for the Erie Railway Company to establish and operate the Pavonia Ferry on the completion of the Bergen tunnel in 1861. The first three boats on this ferry were secured from the Brooklyn Ferry Company and were named the *Niagara*, *Onalaska* and *Onata*.

The terminus of the Erie R. R. was at Piermont on the Hudson, whence passengers and freight were conveyed by boat to New York, a long and tedious route. An increasing demand for adequate transportation urged the establishment of a more expeditious route.

In the winter of 1855 the New Jersey Legislature granted two charters, one, empowering the New York and Erie R. R. Companies to purchase land in New Jersey and to complete the Paterson and Hudson River R. R. The other, incorporating The Long Dock Company, with "the right to construct a railroad to connect with any other railroad then constructed or organized to be constructed according to law," and granting certain ferry privileges. Under these grants steps were at once taken to secure an outlet on the lower Hudson for the traffic of the Erie. A large tract of unoccupied land between Jersey City and Hoboken was purchased. It consisted of 212 acres and is the property now occupied by the Erie R. R. at Long Dock.

The Long Dock Company was formed and under an arrangement with the Erie began the improvement of the property. The Paterson and Hudson R. R. terminated at Marion, and at this point connected with the tracks of the New Jersey Transportation Company (now Penn.) and continuing to the depot at Exchange Place.

To avoid this detour the tunnelling of Bergen Hill was determined upon, and at that time was a tremendous undertaking. Meanwhile the work at Long Dock was pushed forward and at the completion of the tunnel the present route came into full operation and the adjacent property rapidly developed.

In the very early days, Bergen was the principal settlement in what is now Hudson County, and the only place offering religious and educational advantages. Until about 1830 the old Dutch Church at Bergen was the only organized congregation, and the Columbia Academy, located at Bergen Square, was justly noted for the excellence of its training, and many of those who went forth from its walls became prominent in various lines of activity. Among its regular attendants were many of the residents of Paulus Hook and Van Vorst Township. All the doctors lived at Bergen, and when there was any need for medical attendance in old Jersey City, a messenger was sent to the Hill to procure it. Doctors Hornblower, Gautier, Cornelison and Cadmus were all clustered about the Square, while the lawyers naturally gravitated toward lower Jersey City, and "there were giants in those days." A. O. Zabriskie, J. D. Miller, Peter Bentley, Edgar B. Wakeman, Jacob R. Wortendyke, were able representatives of the legal fraternity. Among the names enrolled on the records of the old Bergen church, were the Van Vorsts, Traphagens, Garretsons, Van Kleecks and others.

For the convenience of the residents of Aharsimus a road was constructed from about present Henderson and Fourth Streets, crossing the marsh at about Monmouth to Railroad Avenue, following its route to the mill and connecting with the old post road and along this route many of the residents of Van Vorst Township wended their way to the old church. Even after nearer facilities for worship were offered, the older

generations continued their connection with the old church, and some of their descendants were regular attendants at the weekly services after the establishment of churches at Paulus Hook and Van Vorst.

The growing population of Van Vorst Township encouraged the attempt to form a local religious organization, and in January, 1846, a movement to that end was instituted. Cornelius Van Vorst offered a suitable plot of ground on Wayne Street, together with a contribution of \$1,000. The following March a regular organization was effected under the title of "The First Reformed Church of the Township of Van Vorst."

The next year an Episcopal Church organization was started on Grove Street near Newark Avenue, afterward in 1853 erecting the present Grace Episcopal Church building. Other denominations followed.

In 1844 the Presbyterian organization secured a plot of ground on the northeast corner of Washington and Sussex Streets and removed to that location "the stone steepled meeting house" that stood on the north side of Wall Street, New York City. This building was demolished and removed with such care that it was possible to reconstruct it on the identical lines and plan on which it was first designed, thus presenting in its new location the same appearance as the original building.

The first school was started in the Town Hall in Sussex Street west of Washington in 1809. In 1838, William L. Dickinson opened a classical school on the south side of Grand Street and about the same time the Catholic Parochial School was opened almost directly opposite. This latter organization developed into St. Peter's Parish with its splendid equipment, much of whose success and growth being due to the wise foresight and prudent initiative of the Rev. Father Kelly, whose energies were freely given to the civic as well as moral development of our city. The first school of Van Vorst township was located on Third Street near Grove with Isaac Coriell as principal.

We learn from the message of Mayor Peter Martin in 1840 "That a public school has been established on such liberal principle that any resident of the city, however poor, may avail himself of its benefits. The highest price for tuition per

quarter is \$1 00, the lowest 50 cents, but children whose parents or guardians are not able to pay for their tuition, are not on that account debarred from the privileges of the school."

July 23, 1843, an ordinance was adopted by the Council of Jersey City which recites "That all monies that may hereafter be received from tavern licenses, the city quota of the surplus revenue, the interest of the city proportion of the Bergen Corporation Fund, be and the same are hereby appropriated to the support of Public School No. 1, kept in the Town Hall, and such other public schools as the Common Council may from time to time erect and establish."

Albert T. Smith was the first teacher of the school in the Town Hall, and February, 1847, he became principal of the first *free* public school in Jersey City, and George H. Lindsley his first assistant. In 1851 Mr. Smith resigned and he was succeeded by Mr. Lindsley, who held the position continuously until the time of his death, a period of over 50 years.

The early mayors of Jersey City were as follows:--

Dudley S. Gregory, serving 1838-39.

Peter Martin, 1840.

Dudley S. Gregory, 1841.

Thomas A. Alexander, 1842.

Peter Bentley, 1843.

Phineas C. Dummer, 1844-47.

H. J. Taylor, 1848-49.

Robert Gilchrist, 1850-51.

The disadvantage under which the people labored before the advent of this age of luxury and conveniences, is alluded to in a communication published in the *Jersey Sentinel* November 20, 1846, as follows: "You would confer a great favor on the undersigned, if you would call the attention of the Com. on Pumps and Wells to that section of our city west of Warren Street. We have been sadly neglected all Summer and Fall. Our pumps are nearly always out of order, and most of us have to go to Van Vorst Township for water, when by a little attention and expense we might have an abundant supply. . . . We in reality pay a great deal more than our proportion of taxes and have the least done for us. We therefore claim as a



right that our City Fathers take more care of their children in this community.

Many Taxpayers—Sundry Housekeepers—Justice demanded.”

John D. Ward, whose stately figure made him a marked man wherever he appeared, was particularly insistent that some provision should at once be made for a sufficient supply of good wholesome water. Time and again he urged upon the Common Council the necessity of immediate action. October 4, 1844, he presented a plan for the erection of water works at Belleville, on the Passaic River, the waters of which at that point was clear and free from all impurities and the supply abundant. Finally, March 25, 1852, the Legislature authorized the work, and the reservoir was completed June 30, 1854, and the following August the city mains were supplied.

One of the most noted characters of Van Vorst Township was Robert Harriott, more familiarly known as “Micky Free.” He was a firm believer in squatter sovereignty and provided his house with wheels to facilitate the practical carrying out of his peculiar doctrine. He finally settled permanently among the rushes on the south side of Newark Avenue near Sixth Street, where he ended his days in contentment surrounded by his ducks and myriads of mosquitoes.

Another individual who made himself well known was one Ashcroft, who constituted himself a prophet, foretelling the dire calamities to befall the people of Jersey City on account of their wickedness, and standing, sometimes at the street corners, often on the brink of the high Point of Rocks (where the P. R. R. round house now stands) with hands outstretched over the city, his voice was frequently heard crying out “Woe, woe, woe to Jersey City, the day of vengeance is at hand.”

Among the industries established during the infancy of our city and still continuing are Colgate & Co. Soap Works, Joseph Dixon Crucible Co., J. H. Gautier & Co. Crucible Works, and Steele & Condict. The products of these firms are scattered world wide and have probably located Jersey City in the minds of foreign nations more effectually than any other influence.

March 18, 1851, Jersey City absorbed Van Vorst Township, the first step to the general consolidation. that has resulted in our present city of such magnificent possibilities.

By the subsequent absorption of the neighboring municipalities of Bergen, Hudson City, and Greenville, its territory was greatly enlarged, and its growth and development will doubtless continue until the whole county will be united as one great city, a consummation to be hoped for, as a community of interest and a consolidated government will tend to a more economical government and uniform development.

# The Historical Society of Hudson County.

No. 10.

*Papers*

Organized January 17, 1908.

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## THE CLERGY OF HUDSON COUNTY.

Paper read before The Historical Society of Hudson County

January 25th, 1915

No. 10

by Rev. Cornelius Brett, D.D.

I offer another paper in the historical series of Hudson County because several of our members who are gathering material have not yet had the time to put their data into shape for this annual meeting of the Society.

In telling the story of the men who have ministered in spiritual things to successive generations in our churches, you may omit names which are deserving of a place in the annals of our religious life. If, therefore, any of you miss the mention of men whose names are as household words in your own families, please pardon the omission. I shall carefully exclude from consideration all my contemporaries who are still living.



REV. CORNELIUS BRETT

During my first pastorate on Long Island, the father of a large family brought a son for baptism, when by request of the parents I gave the name of Abraham Lincoln to the babe, the ladies of the congregation turned one to the other, wittily saying, he has run out of family names and has begun on great men. As I was a very intimate friend, I told him of the criticism, and he replied, "Some of the family wished me to give the boy the name of Lincoln Grant, but I made up my mind that I would never call a child of mine after a great man, until he had passed away".

We must expect to find the early members of the clergy in what is now Hudson County, among Dutch dominions. The church of Bergen was not only the first church in the County and State, but for 150 years it continued to minister to this community in dignified solitude. Until the year 1771 the

Dutch Reformed churches were missions under the care of the Classis of Amsterdam, in Holland. The church of Bergen, although organized in 1660 with a Consistory, was under the charge of ministers of the church of New York.

As there was no road in the early days between Paulus Hook and Bergen, these distinguished gentlemen were ferried from the Battery to Communipaw, and thence over the old road following Communipaw to Summit, and Summit Avenue to an extension of what is now Foye Place to Bergen Avenue, where they found themselves at last enjoying the hospitality of one of the pioneers of the Village of Bergen.

Among these dominies from New York, two are worthy of special mention as the earliest clergymen of Hudson County, Henry Selyns and Gualtherus Du Bois.

Henry Selyns was one of the most distinguished ministers of the church of New York. After spending a short time in the service of the church of Holland, he was called to the new church of Brooklyn, on a four-year contract. At the end of his term he insisted on returning to his native land to gladden the hearts of his aged parents. He was chaplain in the Dutch army and pastor of another church in Holland, when in 1671 he returned to New Netherland and became pastor of the church in New York. He was for several years all alone in this most important charge. He was a statesman as well as a minister, and when the English governor opposed the treaty rights of the Dutch Church, he stood nobly for religious liberty, and finally secured the first charter given to a church in the province of New York. He was officiating during the Leisler episode, which time forbids us here to rehearse. He opposed Governor Leisler and exulted in his downfall, With all his exacting duties in New York he found time to cross the river and look after the affairs of the little colony of Bergen. The first "List of members" of that church is in his handwriting. The page photographed by the Holland Society, which will be published in the Year Book of 1915, is a replica of his own handwriting.

Gualtherus Du Bois, having been ordained by the Classis of Amsterdam, came to New York as a colleague of Selyns during the last year of the 17th century. He is described as a man of purely wise judgment, whose conciliatory dealings with

the many opposing interests added greatly to the establishment of the Reformed churches in the Province of New York and New Jersey. He was more like a bishop than a pastor of a single church; and he gave to Bergen more than its share of devoted ministry. He entered upon his ministry as a bachelor, but found a helpful spouse in Helene La Boelen, a half sister of that Catherine Rombout who is the mother of all the Bretts of New York.



REV. GUALTHERUS DU BOIS

Although a Dutch minister, his family were probably refugees from France. His father, Peter Du Bois, served in the old Church of Amsterdam. Many of his descendants are to be found in this country.

A paper on the Clergy of Hudson County would be incomplete without the mention of the faithful Voorlezers, who kept alive the church of Bergen in the absence of the ordained ministers. The Voorlezer was a regularly licensed lay minister. His duties were enormous. Every day, except Saturday and Sunday, he taught the children of the Dutch in the common school. On Sunday he gathered the faithful in the old Octagonal church, led them in singing a psalm to the worship of God, offered prayer, read The Law, and a sermon from an approved collection of Dutch homilies. He kept the records of the church, which are still in existence, and have been printed by the Holland Society of New York. The Voorlezer also officiated at funerals, he was custodian of the two palls, one large enough to cover a man's coffin as he was carried to the tomb, and a smaller one for the dear children who from time to time might be taken from their earthly homes. When the dominie finally arrived in Bergen, the name Voorlezer was dropped, and that official was called the clerk of the church.

Under such administration, with the help of the visiting clergy from New York, the church of Bergen continued to live and thrive for about ninety years. They had failed to secure a pastor not because the congregation was unable to contribute

to his support, but because it became almost impossible to persuade the worthy dominies of the old country, so comfortably settled in their luxurious homes, to endure the privations of the new settlements. About the year 1750 the little community of Bergen was greatly rejoiced to hear of the arrival of the Rev. Peter DeWint, and the willingness of the clergy of New York to install him as pastor of the church. DeWint came over with full credentials of ordination from the Classis of Amsterdam. He took up his residence in Bergen and immediately became immensely popular. He is described as a man of great eloquence in the pulpit and winning manners in social life. But the voice of scandal followed him from his old home, and it was openly charged that DeWint had forged his certificates of license to the Classis of Amsterdam, and the Classis had therefore declared his ordination void. A letter from the church of Bergen to the Classis of Amsterdam had been printed, in which they asked that their beloved pastor be permitted to remain with them. They speak of their love for him, and his usefulness to the church, as he not only preached on Sunday, but during the week on Wednesday. It is interesting with this letter in evidence, to carry back the beginning of our mid-week service, which has become so universal in all the churches of our county, and which is almost as universally ignored by the people. The Classis of Amsterdam, however, denied the petition of the church, and insisted on maintaining its discipline. DeWint was obliged to retire, and the Voorlezer resumed his duties.

The first regular minister was called in 1753. Wm. Jackson was the son of Patrick Jackson, a Scotsman, who found his way to New York early in the 18th century, married a Dutch lady and, in the absence of a Presbyterian church, became identified with the Dutch church of New York. He brought with him the stalwart piety of his native land, and when Presbyterian preaching was reckoned a crime in New York, he incurred the risk of fine and imprisonment by opening his own house for the services in English, of Presbyterian ministers. He was a successful man and left a goodly heritage to his only son, William.

A generation before, Theodorus Jacobus Frelinghuysen had left a comfortable settlement in Holland to enter the ser-



vice of the Dutch communities of America, and tucking his saddlebags over his horse's neck, plunged into the forests along the Raritan, where a few clearings had been already made, and a scattered group of churches awaited the service of preachers of the Gospel. He found piety at a low ebb, and immorality dominant among the youth of his large parish. He opened his home for students of theology, as no theological seminary had as yet been established, and when his son, the Rev. John Frelinghuysen, took his father's place, he continued his efforts to instruct consecrated young men in theology, and the duties of their noble ministry. Wm. Jackson was one of the students of John Frelinghuysen, at Raritan, which is now the village of Somerville, N. J. William found opportunity in the intervals of his study to pay his devoted attentions to the daughter of the household, Anna Frelinghuysen, whom he afterwards married.

Owing to the difficulty of securing a competent and regularly ordained minister, the churches of Bergen and Staten Island had waited long for pastors. When his preceptor thought Jackson competent to preach, he advised him to accept the united call from Bergen and Staten Island, which stipulated that he should go to Holland, continue a term of years at the university, and receive his ordination from the Classis of Amsterdam. The churches united in the payment of bills for the support of the young student, who finally returned and was installed pastor of the Bergen church in the year 1757. The congregation built a parsonage on the site which had been held for more than a century for this purpose. The old stone house stood on the site of the porch of the present edifice, corner of Bergen and Highland Avenues. The church at that time stood in the middle of the cemetery, on the corner of Vroom Street and Bergen Avenue. After a service of about thirty years, Jackson began to show signs of an aberration of mind. He was wont to use unseemly language in the pulpit, and his discourses were voted too long, even for the generous discourses of that day. He was in his day an evangelistic preacher, and compared with Whitefield. He preached one Sunday at Somerville, when the throng was so great that he made his pulpit at the door, so that the congregation seated in the pews, and those standing around the church, might both listen to his discourse.

He had a beautiful voice and was a finished orator. When his preaching days were over, the congregation of Bergen settled on him the use of his parsonage for life, and for twenty-four years he and his goodwife lived together under the care of Mr. and Mrs. Simmons, whose descendants are still worshipping with the congregation of Bergen.

When I became pastor of Bergen, an old lady used to tell me how as a little girl in her father's house, she shared in the ministrations to Mr. and Mrs. Jackson. They are entombed in the old cemetery, corner Bergen Avenue and Vroom Street. Their only surviving son, Rev. John Frelinghuysen Jackson, was afterwards pastor of the church of Harlem. A memorial window in the Bergen church was the gift of William Jackson's great granddaughters. On the retirement of Mr. Jackson, the union with Staten Island was severed.

A new church had been organized at English Neighborhood (now Englewood and vicinity), and the Rev. John Cornelison was called to be pastor of this new congregation as well as of that of Bergen. In 1793 the homestead of Cornelius Sip on the n. w. corner of Bergen Avenue and the Square was purchased for the church parsonage, and was used as such until the erection of a new parsonage on the corner of the Square and Academy Street. After a few years he relinquished his charge in English Neighborhood and gave himself entirely to the service of the church of Bergen. He was greatly beloved by all his people and by his colleagues in the ministry. He was especially devoted to the colored people of his charge and admitted many of the descendants of the slaves, who were servants in the old families, into the communion of the church.

The first Sunday School was held in the parsonage, where Mrs. Cornelison gathered the little girls of the neighborhood to study the Bible. One of the members of this class survived until a good old age, and I have frequently heard her tell the story of her love for Mrs. Cornelison.

During the later years of Mr. Cornelison's ministry other churches were organized and other ministers came in to share with him the responsibility of the county. A primitive Methodist church was organized near the Five Corners, but we have no records of its ministry. This was the predecessor of the Simpson Methodist Episcopal Church, which is still prosperous and has through all these years exerted a wide influence on the

spiritual life of our community. A small settlement was also effected around the ferry at Paulus Hook, now lower Jersey City, and ever alert to preach the Gospel, the Episcopalians entered this new and hopeful field.

On August 21, 1808, the Rev. Edmond D. Barry, D.D., conducted services in the upper room of the Town Hall, and



REV. EDMOND D. BARRY

and continued until the Spring of 1847, when he was succeeded by Rev. Charles Aldis, who resigned in 1849, and Rev. James Bowden was called to supply the vacancy and entered upon his duties July of the same year.

Meanwhile in the year 1807 the first attempt was made to establish a church of the Reformed Dutch persuasion there. Rev. John M. Cornelison of Bergen, and Peter Stryker of Belleville, informed the Classis of Bergen, that the inhabitants of Jersey City desired a congregation to be formed under the jurisdiction of that body; that the Associates of Jersey had offered them a grant of land on the south side of Grand Street provided they would build a church of certain dimensions thereon, within two years. A committee was appointed by the Classis to further the object, and ministerial supplies were provided for several Sabbaths.

In April, 1808, the Committee reported the impracticability of continuing the organization, owing to the insufficient number of male members to form a Consistory. Another effort was made for the same object, resulting as before, in consequence of the limited number of inhabitants and their inability

from 1809 to 1816. He then removed to Baltimore, where he remained eight years, during which time the little church dwindled away. In 1824, at the request of the Bishop of the Diocese, he was induced to enter upon the charge anew, and persevered in his undertaking until a congregation was again collected. A corner stone was laid and a substantial church erected and dedicated, known as St. Matthew's. In June, 1844, Rev. A. C. Patterson became assistant

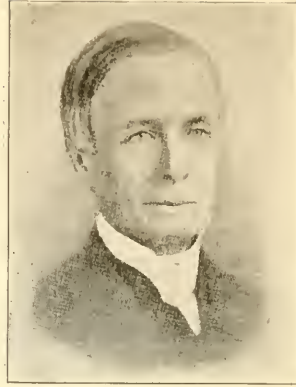
to sustain it. In 1828 the Associates deeded the land referred to above, to the First Presbyterian Church of Jersey City for the purpose of erecting a church edifice thereon, to be occupied as a place of worship by the congregation then worshipping in the old Town Hall under the pastoral care of Rev. Mr. Olcott. (At this time, 1828, Rev. Dr. Yates, the former pastor of Reformed Church in this city having just completed his theological studies in the seminary at New Brunswick, was invited by the Presbyterian congregation to preach to them in the old Town Hall and there delivered his second sermon )

On the 31st of January, 1830, the people then constituting the First Presbyterian Church, the pulpit of which had become vacant by the removal of the Rev. Mr. Olcott, submitted through the trustees and session to the congregation, the propriety of becoming a Reformed Dutch Church under the care of the Classis of Bergen. By an almost unanimous vote the congregation decided to unite with said Classis, and a petition signed by forty-eight heads of families and thirty-eight communicants, was presented to the Classis on the 15th of February same year. It was favorably acted upon and a consistory elected and ordained, the church duly constituted, and the Rev. Mr. Meeker of Bushwick, L. I., installed as pastor May 9, 1830. On the 20th of October following, the connection was dissolved at his own request, and February 8th, 1831, Rev. J. R. Talmadge was called, who continued until January, 1833, when he resigned. November 19th, 1833, Rev. Matthias Lusk was installed as pastor, and continued until October 26th, 1848, when he requested a release, which was granted, and Rev. John Austin Yates, D.D., of Schenectady, was called as pastor. The call was approved by the Classis of Bergen and the 3d Sabbath of September, 1849, appointed for his installation, but his sudden death occurred August 26th, 1849. His successor was Rev. Daniel Lord of Piermont, N. Y., who was installed June, 1850.

These three churches,—the primitive Methodist Church north of the Five Corners,—St. Matthew's—and the little Presbyterian Church of Jersey City, were the only religious organizations existing in the year 1828.

On the death of Rev. John M. Cornelison, the Rev. Benjamin C. Taylor was called from the church of Acquackanonck to

the church of Bergen, and was in active service forty-four years. As a pastor he was welcomed in every home from Bergen Point to Bergen Woods, and members of his congregation were found even in Hoboken, Harsimus and Communipaw.



REV. BENJAMIN C. TAYLOR

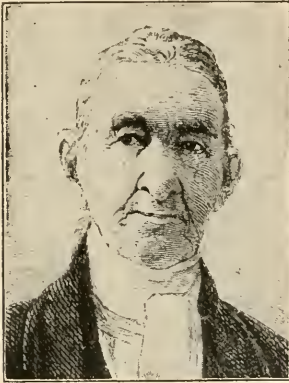
From all these widely scattered hamlets, men and women crowded the old church which had been erected during the ministry of Jackson. It was necessary about 1840 to erect the present spacious edifice. Dr. Taylor was pre-eminently a man of affairs. His counsel was sought by the American Board of Commissioners for Foreign Missions, whose headquarters were in Boston. He witnessed the Charter of old Jersey City with its west boundary at Grove St., rejoiced in its growth when the township of Van Vorst was added, and also lived through the years of organization of the independent cities of Bayonne, Bergen, Hudson City and Hoboken. He lived to see Jersey City stretch out her enfolding arms and take to herself the villages of Lafayette and Greenville, with the cities of Bergen and Hudson City.

He was at one time superintendent of the public schools of old Bergen. He was a true bishop among the churches, assisting at the organization of every Reformed church in Hudson County, and many of those in Essex. He retained an alert mind until within a few days of his departure, but his physical infirmity made it necessary for him to resign the active pastorate and become Pastor Emeritus in 1871. He lived ten years longer, frequently taking part at the public services of the church, until he finally won his crown of rejoicing after an energetic and most useful career.

Before indulging in my personal reminiscences with contemporaries with whom I have had the privilege of working for the last thirty-nine years, a few names may be mentioned of faithful men who labored in the several parts of our county previous to the year 1876.

Although located at English Neighborhood, because of his

labors in the northern part of Hudson County, Rev. Philip Duryee may, with justice, be claimed as among our early min-

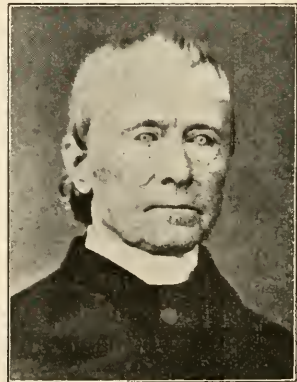


REV. PHILIP DURYEE

isters. A number of his parishioners at English Neighborhood lived at and about New Durham, and Dominie Duryee, as he was affectionately called, conceived the idea that a Dutch church should be organized in that part of the county. Accordingly he travelled from English Neighborhood to the little school house that stood at that time at the foot of Church Lane on the Hackensack Plank Road, and gathered the people together for Divine Service. Their number increased to such an extent that the propriety of organizing a church was suggested, but it was not until four years later, in the year 1839, that the Reformed Church of New Durham was organized. Dr. Duryee was continued as temporary pastor for one year, until a regular pastor could be secured. He was a man of earnest purpose and won the love and affection of all with whom he came in contact.

A Roman Catholic church, St. Peter's, was on the north side of Grand Street, Jersey City. The new church was finally built on the corner of Grand and Van Vorst Streets, and the old building used for St. Aloysius Academy and college.

In 1844 Rev. John Kelly came to Jersey City and assumed charge of the existing parish. He was a man of indefatigable energy and may be considered the real pioneer of the Catholic religion in Hudson County. His love for the people and care for the children endeared him to all of whatever denomination. During the draft riots of 1863 he brought order out of chaos by a simple priestly word.



REV. JOHN KELLY

To meet the growing demands of his persuasion he founded new parishes and built churches in all parts of the county. During the construction of the Erie tunnel he saw the opportunity for a new organization in that section of the county and determined to form a church. He secured a small frame building on Hopkins Avenue, and Rev. Aloysius Venuta was appointed in charge.

Father Venuta came from Sicily. He had become involved in political disturbances there and was obliged to flee the country. On his arrival here he officiated in several different



REV. LUIGI VENUTA

places until his appointment at St. Joseph's. He was possessed of great personal magnetism and soon drew together a large congregation. He found it necessary to procure a new site and provide a larger church, and the present flourishing organization located on Baldwin Avenue is the outcome of his labors. During the construction of the Erie tunnel numerous labor disturbances occurred, and Father Venuta was often instrumental in not only quelling them,

but preventing more serious outbreaks. He also started the parish of St. Patrick's and built a small frame church near Library Hall, which was placed under the charge of Rev. Patrick Hennessy. Father Venuta died January 22, 1876.

Because of the changing character of the population in lower Jersey City, the original congregations have been obliged to abandon their houses of worship and transfer them to other nationalities. A Polish Roman Catholic church occupies St. Matthew's, the old First Reformed is occupied by a Greek organization, and old Trinity by a Polish Catholic church.

Dr. Barry's family remained after his decease and took a deep interest in the philanthropic work of the county. Miss Barry will long be remembered as the organizer of the Daisy Ward of Christ Hospital, and as the editor of the little paper still printed and named by her as "The Daisy", in which she sought from month to month to interest the children of our

State, the sick children lying first in the Daisy bed and afterwards in the Daisy Ward of that magnificent hospital.

The early years of the Grand St. Reformed church was a period of continuous struggle and pastors followed each other in quick succession.

In April, 1857, Rev. David H Riddle was duly installed and entered upon the duties of his pastorate. At the same time the new church building was dedicated. Dr. Riddle entered upon his work with great enthusiasm, and the growth and increasing interest of his congregation gave abundant evidence of his earnest labors.

Henry Martyn Scudder was the son of the pioneer missionary first in Ceylon, then in Arcot, India, whose descendants have become beacon lights in that great continent. He was born on missionary



REV. DAVID H. RIDDLE



REV. HENRY MARTYN SCUDDER

to minister to the oriental church and population was likewise afforded.

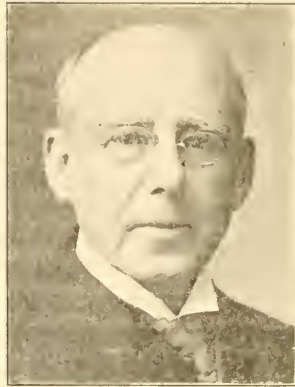
Another pastor of the Grand St. church was the Rev. George Peek. He was unusually tall, and he and his brother Alonzo became known as the "Peeks of Teneriffe." He was

ground and returned to America with broken health, and yet with a continued desire for service in the ministry. Some of you may remember that magnificent series of lectures on "The Religions of India" which were his contribution to the historical religious thought. He was an eloquent preacher, and during his ministry the church of Grand Street was crowded to the doors. He left Jersey City for San Francisco because a larger field was promised, and an opportunity



afterwards succeeded by the Rev. Wm. W. Halloway, Jr., who was pastor from 1871 to 1876 and afterwards found his life work in the Presbyterian church at Dover.

Previous to the Civil War the ministers of Jersey City were pre-eminently conservative. They were especially reticent concerning African slavery. This condition of affairs led to the organization in 1858 of the First Congregational church. The spacious Tabernacle, as it was called, on



REV. WM. W. HALLOWAY

the corner of York and Henderson Streets, was erected, and nearly all the families of New England origin were gathered into their congregation. The platform of this church became an open forum for the discussion of civil affairs, and the building was made available for concerts, lectures, and commencements. The first pastor who died in its service was the Rev. John Milton Holmes, who is

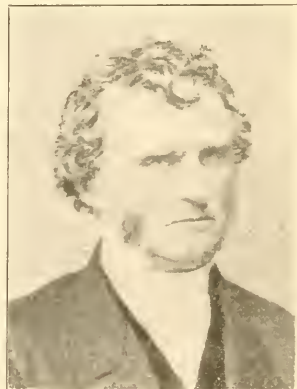


REV. JOHN MILTON HOLMES

everywhere mentioned as a man of highest culture, and with a noble enthusiasm for the rights of man.

The Rev. Ira C. Boice, who was pastor of Bergen Neck, now the First Church of Bayonne, is still remembered by a few of the very old people, who revered and loved him.

Rev. Chas. H. Stitt, D D, belonged to an old New York family and was a graduate of our institu-



REV. IRA C. BOICE

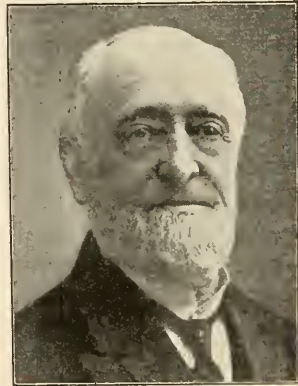
tions at New Brunswick. He served the First Reformed church of Bayonne from 1874 until his death, which occurred in April, 1881.



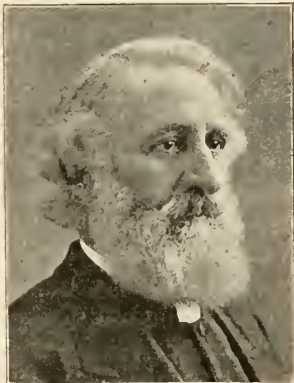
REV. WM. J. ROMEYN TAYLOR  
all serving influential churches.

The Rev. Cornelius Wells, D. D., son of the Rev. Dr. Rainsford Wells, pastor of the First church of Newark, was the Park Reformed church pastor for a little while. He was one of the most active ministers the Reformed church had ever known. An earn-

The Park Reformed church of Jersey City also had its succession of noted preachers who gave their best services to this district. The Rev. Wm. J. Romeyn Taylor was the son of the venerable pastor of the Bergen church. He served both in Wayne Street and the Park church, and for a time was secretary of the American Bible Society. He was for many years afterwards pastor of the Clinton Avenue church of Newark. He gave three sons to the ministry who are



REV. CORNELIUS WELLS  
est practical man in every way. His life work was given to the church of Flatbush, L. I.



REV. J. ROMEYN BERRY

Rev. J. Romeyn Berry was another descendant of that famous Romeyn family of Hackensack; was also in the succession of the ministers of the Park Reformed church.

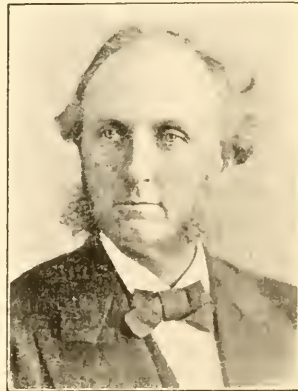
In February, 1844, Rev. John Johnstone, then pastor of the Jane Street Presbyterian church, New York City, was invited to preach on Sabbath evenings in the Lyceum located on Grand Street, Jersey City, and the following April the First Presbyterian church was regularly organized.

It was erected on the corner of Sussex and Washington Streets. The building was originally located on Wall Street, New York City, but was taken down stone by stone, and ferried across the Hudson on barges, and was erected like a child's toy house. Rev. John Johnstone was installed as regular pastor May 20th, 1844, and remained until May, 1850, when he resigned and on June 12th of that year Rev. David King was installed.

Methodism was originated in old Paulus Hook, or what was then legally known as the City of Jersey, through the instrumentality of some members of the Methodist church of New York City. The first meeting was held in a private house in Morris Street, between Greene and Washington. In 1829 a small frame church was erected on the south side of York Street on four lots given by the Jersey Associates, but it was not until 1835 that Jersey City became a separate station, and the Rev. John McClintock appointed to the charge. The congregation greatly increasing, the brick building still standing, was erected on the old site, and was dedicated in 1843. This building has since been known as Trinity church. Among the

Methodist pastors who served in old Trinity, the people of old Jersey City remember the Rev. Dr. Dashiell with peculiar affection. He was a man of the people and in the days of the old Volunteer Fire Department, when the fire house was the Young Men's Club, he was the self-appointed chaplain of the department and made frequent visits during the evening hours to obtain a personal influence over the "boys".

Another pastor of Trinity in the days of Old Jersey City was



REV. R. L. DASHIELL

the Rev. Mr. Corbett. He was a noted figure of his time, of commanding presence, swarthy complexion, high cheek bones and long straight hair; he possessed all the characteristics of the American Indian. He was a powerful preacher, although somewhat eccentric, and his reproofs from the pulpit to the irreverent were stinging and effective.



REV. JULIUS A. BUNGEROTH

Rev. Julius A. Bungeroth was the first duly ordained minister of "St. Matthew's German Evangelical Lutheran church of Jersey City." The church was organized in 1861 and at first occupied the building erected by "The Particular Baptist church of Jersey City and Harsimus", on Barrow Street near Newark Avenue, but in 1863 secured the building of "The Bethesda Baptist Church", located on the southside of South 4th (now 5th) Street. Rev. Bungeroth was earnest in his work and a popular preacher among our German citizens. He officiated from 1862 until the time of his death, 1866. He was succeeded by the Rev. Geo. Ewh, who was installed in 1866 and continued in charge until his death April 7, 1881.

Rev. Hiram E. Eddy was installed as pastor of the Second Presbyterian church of Jersey City, May 1871, and continued his pastorate there until 1875. He was a powerful and acceptable preacher, and under his care the church grew and prospered. He was a man of impressive appearance, tall, and his large head was covered with a copious growth of grey hair. After he ceased to be pastor of the Second Presbyterian church he continued his labors in Jersey City for several years as pastor of a mission on Erie Street.



REV. HIRAM E. EDDY

Since 1876 every pastor in Hudson County has been my personal

friend, and the closing part of this paper will take the form of reminiscence.

I do not believe that any city of its size has ever been served with so faithful and efficient a body of clergy as Jersey City.

During the years when lower Jersey City was still a delightful place of residence and a social center, the Rev. Dr. Abercrombie was rector of St. Matthew's church. He was a man of fine physical proportion and magnificent presence. St. Matthew's under his administration became a mother of churches in different parts of the county, and by his energy Christ Hospital was founded and endowed.



REV. R. ABERCROMBIE

Rev. Dr. Imbrie was pastor for forty years of the First Presbyterian church. He was a graduate of Princeton University and a typical old-fashioned Presbyterian minister, an instructive and beloved preacher.



REV. WM. E. IMBRIE

He believed in the personal and imminent coming of the Lord, and believed that it was impossible to do more than tone up the world a little by the ministry of the church, until Christ should come to judgment, with authority to break down every evil and reign in righteousness. When the removal of members of his congregation to the Bergen section made it impossible to continue the organization of the First Presbyterian church,

the property was sold, and the proceeds expended in enlarging the First Presbyterian church of Bergen, on Emory Street, which received the remnant of the membership and took the title of the older organization, the First Presbyterian Church

of Jersey City. Dr. Wm. E. Imbrie was made pastor emeritus and worshipped in the new church home until his death.

The Rev. Wheelock H. Parmly, D.D., pastor of the First Baptist church, served the church and city for a period of more than forty years. His resemblance to Henry Ward Beecher was marked, and his eloquence in the pulpit far-famed. He continued after his retirement for several years as pastor emeritus, and after his death the church assumed the title, the Parmly Memorial church. The old building has been recently sold and a new and beautiful edifice erected by the congregation on the corner of Fairmount Avenue and Boulevard.



REV. WHEELOCK H. PARMLY

In the Wayne Street church Rev. Paul D Van Cleef served as pastor and pastor emeritus for more than fifty years. When he was installed, the church was outside the boundaries



REV. PAUL D. VAN CLEEF

of Jersey City, which at that time extended only to Grove Street. The corporate name of the church is the First Church of Van Vorst. The township of Van Vorst extended from Grove Street to the foot of the Hill, and to the Erie ferry on the north, and was named after the family who had purchased it in early days. Cornelius Van Vorst, the father of the family, was the factor of Michael Pauw, who was the patentee of the whole water front extending from Wee-

hauken to Perth Amboy, and named by him after himself, Pavonia. Dr. Van Cleef was a graduate of Rutgers College and the Theological Seminary of New Brunswick. He was an eloquent and practical preacher, genial in his manners and greatly beloved by his parishioners. His last sermon was exceedingly

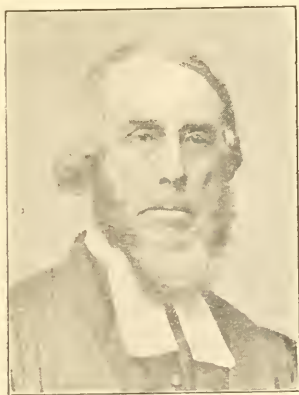
dramatic. It was preached in the Grand Street church on the eve of dissolution. He was stricken with apoplexy while preaching and for several weeks hung between life and death. Although he lived for several years, he never was able to preach again.

In the Second Presbyterian church the Rev. Alexander McKelvey, D. D., ministered most efficiently when there were large congregations still attending the down town churches. He was one of the most eloquent preachers Jersey City has ever known.



REV. ALEXANDER MCKELVEY

In the Third Presbyterian Church, known later as the McKensie church on account of the magnificent gift of the millionaire sewing machine manufacturer, two pastors are worthy of mention.



REV. JAMES HARKNESS

Rev. Dr. James Harkness was one of the early pastors of the Scotch (afterwards Third) Presbyterian church of Jersey City. He was installed October 21, 1862. At that time the congregation was located on Erie Street, but during the pastorate of Dr. Harkness, the brick building on Mercer Street above Varick, was erected and this afterward became their church home. Dr. Harkness was a notable preacher, of high scholarly attainments. He was well versed in He-

brew, Latin and Greek languages and firmly believed in the second coming of Christ and in the literal rendition of the Bible. His ministry covered a period of sixteen years and was eminently successful. He was born in Scotland in 1803 and was graduated from the Edinburgh University. After graduation he studied medicine and received his full degree. He carried on the double work of practicing medicine and preaching

the Gospel for many years. He was one of the originators of the Gamma Sigma Society.

Another noted minister was the Rev. David Mitchell, who for a period of ten years labored faithfully in the parish of the Scotch Presbyterian church in Mercer Street, Jersey City. He was an earnest and forceful preacher and was greatly interested in city welfare work and the cause of education. He established the John Knox Presbyterian church on Manning Avenue as a mission chapel.



REV. DAVID MITCHELL

Rev. Mr. Mitchell was born in Glasgow, Scotland, May 3d, 1833, and at an early age, shortly after graduation from Glasgow University, he was called to the pastorate

of one of the largest parish churches in Scotland. He came to this country in 1864 and became pastor of the Canal Street Presbyterian church in New York City. In 1875 he was called from thence to the Central Presbyterian church in Toronto, Canada. At the end of eleven years' successful pastorate in this field in 1886, he came to Jersey City, and the remainder of his life was devoted to church work until, on account of ill health, he was forced to retire to private life, remaining in Jersey City until his death in December, 1898.

In the Park church ministered for twenty five years my dearly beloved friend, J. Howard Suydam. He was genial in his greetings to all, a preacher of rare excellence and popular with all classes. During his pastorate special music in the Park church was attracting crowds to the church on Hamilton Square.



REV. J. HOWARD SUYDAM



Rev. Wm. Verrinder became the pastor of Union Baptist church of Jersey City, which was afterwards organized as the First Baptist Church in 1849. In 1853 he resigned his pastorate to devote himself to the general religious work of Jersey City. The Jersey City Mission and Tract Society was organized and Mr. Verrinder was the city missionary. He gathered around him a faithful band of co workers from churches of all denominations, divided the city into districts and secured the distribution of tracts printed by the American Tract Society in all the homes of the city. Although many of these publications were theological rather than practical,



REV. WILLIAM VERRINDER

and were found dull reading to the average household, the visit of a christian worker once a month, was an untold benediction. Mr. Verrinder was also appointed by the Board of Freeholders of Hudson County, chaplain of the county institutions and often trudged through snow and sleet to Snake Hill, that his services might not be interrupted. He personally conversed with prisoners in their cells and sick in the hospital, often administering the last consolations of the Gospel to the dying. He was loved and respected by everybody and only ceased his labors when the infirmities of age prostrated him. He died in the year 1891.

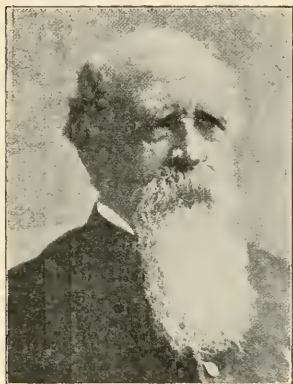


REV. J. C. EGBERT

Rev. Dr. J. C. Egbert continued the succession of long pastorates in Hudson County by serving the Presbyterian church of West Hoboken for over forty years. Jersey City appreciates the valuable services of his son, Prof. James C. Egbert, who was president of the Jersey City Board of Education when our Dickinson High School was erected.

Residents of old Hudson County will remember a stalwart Scotch preacher in the Second United Presbyterian church, the Rev. Robert Armstrong, D.D. The Scotch Presbyterians of the whole county honored and revered him. He was a pulpit orator of great power and an old-fashioned pastor, welcomed in every home.

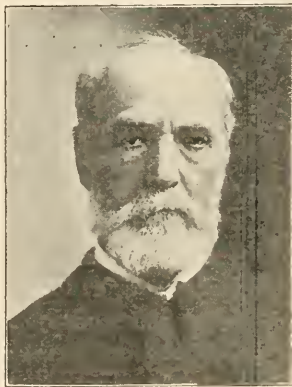
Dr. W. V. V. Mabon was installed in the church of New Durham (now known as the Grove Church of North Hudson) in 1846. He was especially distinguished as "The Friend of Education". He served as active pastor for thirty-five years. At the beginning of his labors the surrounding territory was occupied by a farming community with little hamlets scattered here and there. About 1850 a German immigration began that greatly changed social and civic conditions, and Dr. Mabon opened his church for a German service. From this beginning two German churches have been established.



REV. W. V. V. MABON

He served as county superintendent in the public schools and received into his family young men whom he prepared for college and the Gospel ministry. It was a fitting tribute to his skill in pedagogy, that the Reformed church elected him in 1881 its Professor of Theology in the Seminary at New Brunswick.

In Trinity church, afterwards St. Mary's near the Five Corners, the Rev. Dr. Spencer M. Rice was the rector when I came to Jersey City. After his retirement from the rectorship he lived among us as rector emeritus, and was a prominent figure in the social life of our city. He served in earlier years in Grace church, Van Vorst. One of his parishioners, a Mr.



REV. SPENCER M. RICE

Blakely Wilson, died in Egypt while on a health tour of the Nile. He was buried in that historical land, but his family greatly desired to remove his body and have it laid in the family cemetery. The pastor was commissioned to undertake the task, and visited Egypt with a commission from the family to accomplish the work. It was exceedingly difficult to overcome the prejudice of ignorance and greed, but after indefatigable labors he succeeded, and made a return voyage as custodian of his friend. Assisting at the funeral of Mr. Wilson, whose wife was a member of our church, was one of the first public duties assigned to me as pastor of the Bergen church.

Rev. Daniel Frederick Warren, D.D., was born in Middleboro, Mass., in the year 1826. His ancestors came over in the *Mayflower* and he was a lineal descendant of General Warren,



REV. DANIEL FREDERICK WARREN

of Bunker Hill fame. Dr. Warren received his classical education at Geneva, N. Y., and was prepared for the ministry at the General Theological Seminary, New York City. His first parish was Marcellus, N. Y.; from there he went to Auburn Prison as chaplain, then became first rector of Church of the Ascension, Buffalo, N. Y., then rector of St. Mary's, Mott Haven, now Borough of the Bronx. He was called to be the first rector of Trinity Church, Elizabeth, N. J., in 1859. After seeing that

parish well established, he left Elizabeth in 1869 to assist Dr. Lawrence at the Church of the Holy Communion, New York City. After a few years he was called to St. Mark's, Chicago, then to Pottstown, Pa., and Edgewater, N. J., Church of the Mediator. Then to Holy Trinity, now St. Mary's, Jersey City, in the year 1888. This was his last parish and one he loved so well. The best work of his ministry and the best years of his life was given to it. St. Mary's of Summit Avenue stands as a monument to his faithful and wise devotion to the parish. Dr. Warren was chaplain of Christ Hospital, Jersey City, and chaplain to both the societies of "Patriots and Founders" and

"Descendants of The Mayflower" of New York. He died October 10th, 1903. May Light Eternal shine upon him.

With four of my neighbors I was in very close touch until they were called to their reward. The rector of St. Paul's Episcopal church was the Rev. Dr. Putnam. He was like a father among the families of his charge, and likewise to many other old Bergen families. He was an elocutionist of rare power. One of his colleagues told me that often when he was tired and found it difficult to discover a topic for discourse, he would call on his friend Putnam, lie down on his sofa, and ask him to read the Gospel and Epistle, Psalter and lessons for the next Sunday, and he was sure that the intonation of his friend's voice would call his attention to some hidden meaning in these lines.



REV. FERNANDO C. PUTNAM

Another friend was the Rev. Edward French of the First Presbyterian church. Before any Presbyterian church had been organized in the Bergen section, Presbyterian residents worshipped in the Bergen Reformed church. During the days, however, when considerable emphasis was laid upon the difference between the Old School and the New, a number of progressive Presbyterians organized a Presbyterian church, affiliated with the New School Presbytery, and thirty-one of the first members were dismissed from the mother church to effect their organization. They built their edifice on Emory Street near Ber-



REV. EDWARD FRENCH

gen Avenue and called as pastor the Rev. Edward French. He was a lovable and wise man and remained until his death, which

came after a very short illness, one of the most efficient, spiritual leaders in all the city.



REV. ANDREW HENRY

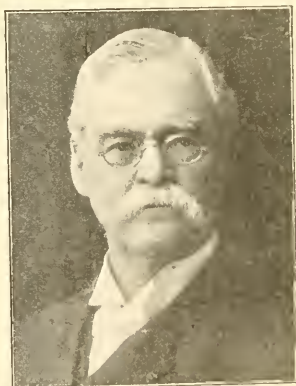
pastor of the Summit Avenue United Presbyterian church, which he organized as a colony from the First United Presbyterian on Barrow Street. He was descended from one of the

Quaker families who were among the founders of the city of Philadelphia. His mother was of the sturdy Scotch stock. He was a graduate of the college in Monmouth, Ill., and of the Allegheny Theological Seminary. He was a leader in every enterprise of the Kingdom, and was especially noted as a friend of the working people. He was especially useful as secretary of the organization to which he belonged, having been in early days a court reporter. He was

prominently affiliated with the Sunday School Association of the county. On his way to the city hall, to present to the commissioners of Jersey City, a plea for the paving of Montgomery Street with wooden blocks instead of stone, when in front of his own church, and near the City Hospital, he was suddenly stricken, and was carried dead to his own home near by.

Another pastor of the United Presbyterian church, beloved by all who knew him, was the Rev. Andrew Henry, D.D., who was the second pastor of the First United Presbyterian church on Barrow Street to move into the Bergen section. By his energies was erected the church on the corner of Sip and Tonnele Avenues. With only a short illness of warning, he too was taken from us.

My dear friend, the Rev. Arney S. Biddle, D.D., LL.D., was

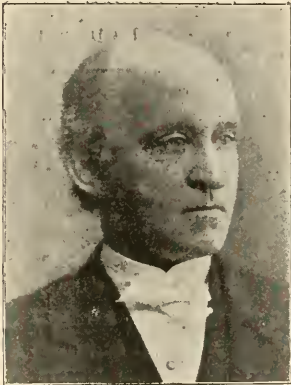


REV. ARNEY S. BIDDLE

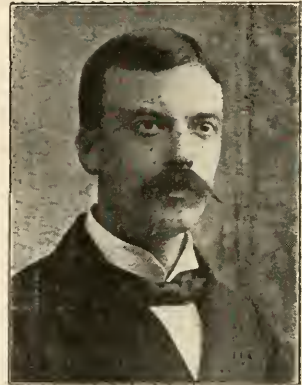
More than fifty years ago the ministers of Jersey City of all denominations organized a club, which is still in existence. Meetings are held each fortnight, usually at the homes of the members, where papers are read on topics connected with theology, church government and general religious interest of the community. In the earlier days, arrangements were made at Gamma Sigma for meetings during the week of prayer, and other union service. Dr. Biddle was the efficient clerk of the society from 1889 until his death.

In the most recent loss from the ranks of the Jersey City clergy is that of the Rev. George S. Bennett, D.D., who was pastor for twenty-seven years of the Grace Protestant Episcopal church (Van Vorst). He was eminently successful both as preacher and pastor and an efficient supporter of Christ Hospital. This church was duly organized for Christian service and the whole city mourns his loss.

Nor must we forget the church of Lafayette, where for so



REV. WM. RANKIN DURYEE

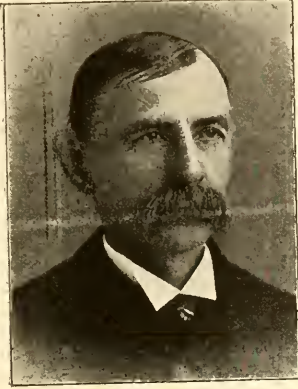


REV. T. J. KOMMERS

many years the Rev. Wm. Rankin Duryee, D.D., was the faithful pastor. On his father's side he was descended from the Dutch of Manhattan and Long Island. His mother was a Rankin and was of Scotch descent. Dr. Duryee was a man of culture, fond of poetry, and in recognition of his literary attainments he was called to be professor of English in Rutgers College. He was followed in the pastorate of the Lafayette church by a studious young man, born in the Netherland, but possessing a true American spirit. His name was T. J. Kommers.

He was handicapped during his whole ministry by a physical weakness, which culminated in his last illness. His sun went down while it was yet noon.

The Rev. Alexander H. Young was born in Louisville, Ky., in the year 1838 After serving in several pastorates of



REV. ALEXANDER H. YOUNG

the southern Presbyterian church, he was called to be the first pastor of the new church of Greenville, N. J., organized in 1871, and continued in that service twelve years, during which time he gathered a prosperous congregation and built the chapel which was at first used for the Sunday service as well as the Bible school. A splendid church building, with beautiful stained glass windows, was afterwards erected.

After leaving Greenville, Mr. Young was occupied for several years in business enterprises and finally accepted a call from the Presbyterian church in Matawan, N. J., which was his last service

One of the more recent pastors of the Greenville church was the Rev. Mr. Eggleston. He was a graduate of the Union Theological Seminary in New York City. His studies led him along the line of advanced Sunday School methods. After a few years' service in Greenville, he was called to a Presbyterian church in Brooklyn, where he had an opportunity to organize a large modern Sunday School, thoroughly graded. He was in great demand by Sunday School instructors, to whom he explained his methods of organization. His zeal and energy exceeded his physical strength, and he early succumbed to the wear and tear of an earnest life.



REV. G. H. EGGLESTON

James N. Fitzgerald as a Methodist minister served in the limits of the present Jersey City several times, first at the Palisade M. E. church from 1864 to 1867, and then at Centenary M. E. from 1874 to 1877. Before entering the ministry he had



REV. JAMES N. FITZGERALD

studied law and was admitted to practice as a counsellor-at-law of New Jersey, practicing for a short time at Newark. His legal studies and inclinations left their impress upon his mind. He carried his methods of legal reasoning into the pulpit and became noted for the logic and force of his sermons, and at the annual conferences for his argumentative ability. In debate, and particularly upon parliamentary questions, he was the despair of presiding bishops, when episcopal authority encroached

upon the privileges of the plain clergyman. His executive abilities were early recognized, and he moved surely and steadily upward to the Episcopacy.

He was reared in an atmosphere of holiness, and no doubt favored his mother in inherited tendencies; holiness meetings conducted by "Mother Fitzgerald" at her home and camp meetings were religious happenings of note in their day. He possessed a warm and sympathetic nature which often expressed itself in song, and when moved, his melodious voice would break forth into song from the pulpit. One of his favorite songs being "The Ninety and Nine".

His favorite pastime was the game of chess, at which he notably excelled.

While returning from the Orient on a trip to the mission field, he was suddenly smitten and passed away in the full vigor of his activities as a Bishop of the Methodist church.

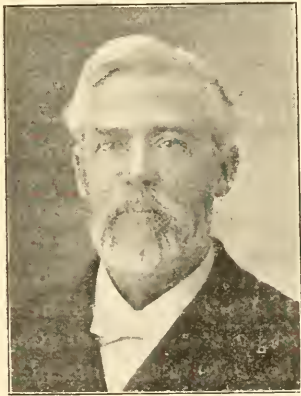
Bishop Henry Spellmeyer was one of the most noted men of the New Jersey Conference. He was engaged in active pastoral work for thirty-five years, and his activities and devotion to the church interests attracted general attention, and as the result, he was elected bishop in 1904 by the largest vote



ever cast for that high office. His allotment to Trinity church, Jersey City, inaugurated a season of deep religious conviction. He was a preacher of superior ability, and his sermons attracted large and interested congregations.

He possessed a charming personality, gathering to himself many choice friends, and through a judicious and practical ministry endeared himself to all who came in contact with him. He was born in New York City November 25th, 1847, and died March 12th, 1910.

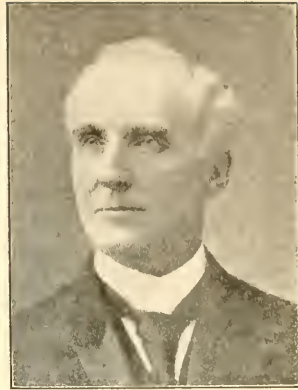
Rev. Edson W. Burr served as pastor of Methodist churches in Jersey City for nine years; six years at Centenary M. E. church, 1872 to 1874, 1884 to 1887, and three years at Lafayette M. E. church, 1878 to 1881. He came of a noted New



REV. EDSON W. BURR

England family which furnished the ministry with men of high repute, among them being his brother, Rev. J. Kelsey Burr, a biblical scholar of renown, and pastor of the Hoboken M. E. church at three different periods

Edson W. Burr was small in stature, but very active, untiring and methodical in all his work. After his student years he taught in several seminaries. Among his studies, the languages and natural science were favorites. His sermons indicated his special fields of study, and often became lectures on astronomy, or other branches of science extolling the handiwork of the Creator. The teachings of modern science he found reconcilable with biblical doctrine. His appeals to his listeners were largely through their intellect, not ignoring the value of the emotions in pointing the way to eternal life. He impressed all by his



REV. HENRY SPELLMEYER

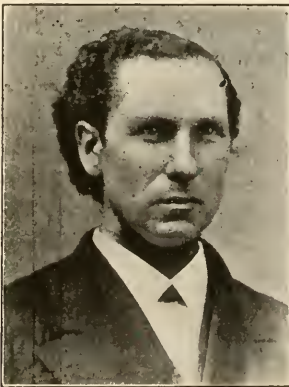
deep piety and sincerity, and the consistency of his life. His memory is cherished by many in our city for his labor in their behalf, and in leading them into the path of spiritual peace and happiness.

Dr. John Atkinson was another noted Methodist preacher identified with early Methodism in Hudson County. He was appointed to the pastorate in Jersey City four times, once at Emory, twice at Trinity, and at the West Side Avenue churches. As a preacher he was clear, logical, convincing and intense. He was emphatically a Methodist preacher and believed in Methodist experience and Methodist methods. In every church in which he preached he influenced the brethren to pay their debts and improve their property, and left the churches in a better condition than he found them, both spiritually and financially. For forty-two years he labored in the Gospel field, faithfully and earnestly. He was born in Salem County, New Jersey, December 6th, 1835, and died in Haverstraw, New York, December 8th, 1897.



REV. JOHN ATKINSON

Dr. Atkinson's literary efforts were noteworthy. He was painstaking in his investigations, and his researches threw new light on the early history of Methodism. He was a great lover of music and was the author of the hymn "We shall meet beyond the river", as well as of other musical treatises.



REV. DANIEL R. LOWRIE

Rev. Daniel R. Lowrie, another famed Methodist pastor, before entering the ministry, studied medicine for two years, but gave up that profession to become an itinerant minister. In 1862 he was received on trial by Bishop Baker in Hedding Methodist Church, Jersey

City. He was appointed to Emory church, Jersey City, 1867-69, to St. Paul's church, Jersey City, 1873-75, to the Methodist church at Hoboken, 1879-81. He was made presiding elder of Jersey City, and appointed to Emory church 1892-96. Thus twenty years of his ministry were spent in Jersey City. His ministry in every place was unusually successful, and resulted in enlarged and interested congregations.

For the last thirteen years he was manager of the Methodist Missionary Society. As a pastor he was faithful and industrious, and was naturally kind, sympathetic and sociable. To the young he seemed as young as any, and to the older ones a loving companion.

He was born at Paisley, Scotland, September 8th, 1834, and departed this life August 17th, 1899.

John Wesley Young was born in Pennsylvania January 31st, 1833, and died March 23d, 1913. He was a member of the Newark Conference for 53 years, remaining in the active pastorate until 1891. At that date he became secretary to the Committee of Apportionment of the Missionary Society and officiated as such until 1912. He devised new plans for increasing the efficiency of the society, which were found



REV. JOHN WESLEY YOUNG

very effective. In 1871 he was financial agent for the Centenary Collegiate Institute. He was located at Grace Methodist church.

The story of the clergy of Hudson county would not be complete without some reference to the German pastors with whom it has been my good fortune to co-operate. Pastor Ewh of St. Matthew's Lutheran church in Jersey City exercised a wide influence among his



REV. GEORGE EWH

countrymen. He was a thorough German but had embraced the cosmopolitan spirit of our American institutions. At one time the church gathered all the German population of lower Jersey City. The church at its organization occupied a small brick building which is still standing on Barrow Street, having bought it from the Particular Baptist church. The congregation then purchased a larger building on Fifth Street and now worships in the magnificent temple with its chime of bells.

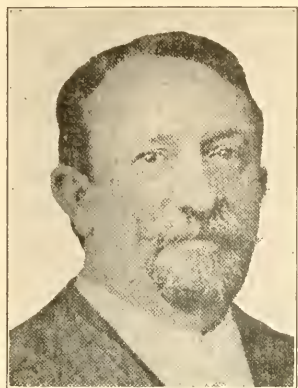
The Rev. Leopold Mohn, D.D., of Hoboken, came to this country as a young man who had just graduated from the German Gymnasium. He had an evangelical spirit and was very anxious to do missionary work among his countrymen. On his arrival, Dr. Mabon was president of the Hudson County Bible Society and employed young Mohn as colporteur, to distribute Bibles in the county. He speedily acquired a speaking knowledge of the English language and was specially useful among the Germans, where he left many copies of the Word of God. A single incident I think will interest you. At the Synod of 1881, held in the city of Schenectady for the purpose of electing a professor of theology, there was a division in



REV. LEOPOLD MOHN

the church between the conservative and progressive elements, each having its candidate for office. Many ballots were taken without an election. A single vote was cast on the first ballot for Dr. Mabon. In all subsequent ballots that vote reappeared, and finally when the two parties began to get discouraged they began to increase the Mabon vote until at last, with practical unanimity, he was chosen. That vote was cast by his old protege, Leopold Mohn. Dr. Mohn canvassed the whole county with a view of establishing German churches where they might be needed. Through his influence many of the churches where the German language is still preached, were founded. I shall never forget the funeral of Leopold Mohn. All Hoboken turned out to see the cortege pass. The church could not begin to hold the throngs who sought admission. It was their universal appreciation of a good man.

A similar scene was enacted when the Rev. Dr. Meury, of North Hudson, was carried to his last resting place. He had



REV. E. A. MEURY

served for twenty-five years as pastor of the Second church of Hudson City. He was a native of Bern, Switzerland. He could preach in English as well as in German, but confined his labors to the German speaking people, and to his own young people who were outgrowing the speech of their fathers. His labors with the prisoners in our Hudson County jail, and especially with men under sentence of death, whom he on several occasions accompanied to the scaffold, will

never be forgotten.

Many of us enjoyed a delightful friendship with two of the Roman Catholic clergy, who were members of the Cosmos Club.

Father Hennessy of St. Patrick's possessed the face and figure of an old saint. He was a holy man. In the discussion of matters pertaining to religious life, he gave expression to ennobling sentiments with deep religious fervor. He was buried near the corner stone of his church on the corner of Bramhall and Ocean Avenues.



REV. PATRICK HENNESSY

Father Corrigan, of St. Mary's, Hoboken, was a saint of a jolly type. He possessed a fund of Irish wit which caused explosions of laughter during his criticism of affairs in general. At one of the entertainments of the Cosmos Club held in the rectory in Hoboken, he offered champagne for the delectation of the company, with the remark that there were a few bottles that the bishop had left. He had quarreled with his bishop, when a special messenger of the Pope, Monsignor, afterwards Cardinal Satolli, was sent to America to calm the disturbance. He gave

a great banquet to the cardinal, which I had the honor to attend. I may close with one of Father Corrigan's old stories, which all



REV. PATRICK CORRIGAN

the older members of the Cosmos Club remember. The temperance question was under discussion, and Father Corrigan told of his efforts to establish what he called "Teetotal Society" of St. Mary's. He had talked of it at every mass for a month and finally, on the day when the society was to be organized, he urged the whole body of men in the congregation, perhaps eight or nine hundred being present, to come at once to the parish hall and organize the society. After disrobing,

he went to the hall and found it empty, took a seat at the head of the table, and waited for the members to appear. About half an hour later Charlie Scott, as he expressed it, "the only nagur in the parish", put his reluctant head through the door. He said to himself, "Great Scott", then turning to his African member cried out, "Come in, Charlie, don't be afraid, come and sign your name to the pledge." Charlie's name was the only signature obtained that day, but he announced on the following Sunday to the Teetotal Society, that it would take a vacation for a few weeks. He then worked up the matter privately and a large and flourishing society was founded.

Since this paper has been read at the annual meeting of the Historical Society, it has been revised with the addition of many names.

The author of this paper acknowledges his indebtedness to Mr. Daniel Van Winkle and Mr. John Heck for valuable memoranda. Also to Mr. Daniel Van Winkle for his efficient aid in securing portraits of many of the ministers to whom allusion has been made.





# The Historical Society of Hudson County.

No. 11

*February*  
Organized January 17, 1908.

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# HUDSON COUNTY

(PART ONE)

## EARLY HISTORY AND FORMATION

No. 11

by Daniel Van Winkle

December 22d, 1916.

THE early history of the first settlers of the territory now known as Hudson County shows fully the unflagging industry, and stern determination that urged them on in the conquest of the new land. Sturdy and resourceful, no difficulties were too great to be overcome. Perhaps in their individual strivings, sometimes their ambitions led to encroachments upon another's rights and led to reprisals, but the differences were usually referred to arbitration and amicably settled. But it was found that some more definite and effective way must be provided for the determination of these neighborhood differences.

It will be remembered that the permission to settle included the obligation to gather in villages. This meant that their houses must be placed within the defences, while their farms were located outside. These were called "Buyten Tuyn" or outside gardens. This outside territory or "outdrift" was conveyed October 26th, 1661, by Governor Stuyvesant to the inhabitants of the village of Bergen in the same manner as it was purchased by him from the Indians January 30th, 1658. All this territory including the village of Bergen, and now practically, with the addition of the Barbadoes Neck afterward added, is known as Hudson County.

This outside land was held in common and used for pasturage and farming, but because of the depredations of the cattle on unfenced land, and also because of the unwarranted fencing in of choice sections of grazing land, this ownership in common became the source of great annoyance, and complaints were made because of the damage sustained. Arbitrators were appointed and the inhabitants commanded to submit to their decision. But sometimes the disputants were unwilling to submit, and as were their right, they were obliged to turn to the Court at New Amsterdam.

At that time the form of government was vested in a Director General or Governor and Council, with the right of appeal from their decisions to the States General of Holland. This authority was established at New Amsterdam in 1653, and

their power extended over the whole of New Netherland, for there were then no State or Territorial divisions, the whole country being under one and the same government. The members of the Council held office at the pleasure of the Director himself, so that he was in reality the supreme ruler. In one instance with the aid of a file of soldiers he ejected the whole Council because of their disagreement with his policy, and in another instance, actually caned a recalcitrant member. This Court had power to establish Inferior Courts in the different villages or towns, when needed, their decisions to be submitted to the Central Court for final action.

The local differences, springing up continually, led to requests for the establishment of local courts, for the people felt that these neighborhood differences could be settled more wisely at home.

September 5th, 1661, in response to a petition presented by the inhabitants of Bergen, an ordinance was passed by the Director and Council, granting to them, "an Inferior Court of Justice, with the Privilege of Appeal to the Director General and Council of New Netherland, to be by their Honors finally disposed of . . . this Court to consist of one schout who shall convoke the appointed schepins, and preside at the meetings, etc., commencing on the 20th of this month." The following were elected by the Director and Council as Schepins for the organization of the Court: Michel Jansen, Harman Smeeman, and Caspar Stynmets. This Court was authorized to "enact some ordinances respecting surveys, highways, outlets, fencing of lands, building of churches and schools . . . but to submit their opinions in writing to the Director General and Council." Tielman Van Vleck was made schout, and under this simple government the people prospered. The first form of municipal government in the State of New Jersey.

Probably one of the first acts of the newly established Court at Bergen, was the granting of a petition of William Jansen "to work a ferry between Bergen and the Island of Manhatta," for we find that on December 22nd of that year, he asked the Director and Council at New Amsterdam "to ratify a permission given him by the schout and schepens of Bergen, to work a ferry, etc. This was done and in pursuance thereof, a ferry was established with landing at Communipaw. The

rates for daytime and fair weather were fixed, but at night or in stormy weather they were "to be as the parties might agree." The ferryman was to keep his boat in readiness at all times, but more particularly on three days of the week, to be agreed upon unanimously by the inhabitants of Bergen and Communipaw.

Jansen evidently expected he was to enjoy the monopoly of transporting produce and passengers across the river, for shortly after, in 1662, he complained that the people of Bergen ferried themselves over as they pleased, much to his loss and discomfort, and that the authorities of Bergen had decided that each one had a right to keep and use his own boat. He therefore appealed to the Council at New Amsterdam December 28th, 1662, for relief. The Bergen authorities upheld their decision and furthermore complained that Jansen had refused to carry over some who applied for ferriage. Jansen justified his refusal on the ground that such refused to pay the ferriage rate. The final result seems to have been a partial victory for both sides, for the schout was instructed "to aid the ferryman in getting his pay" and that he (the ferryman) "must do his duty or be dismissed." It does not appear how long Jansen officiated as ferryman, but June 25th, 1669, Governor Carteret issued a license to one Pieter Hetfelsen "to be the only and constant ferryman between Communipaw and the City of New York, for and during the term of three years from the date hereof . . . for his own proper use and benefit" and at the same time prohibiting all persons whatsoever from transporting or carrying over any person, goods, corn or cattle, without the consent of the said ferryman, but any person may keep his own boat or canoe, for transporting his own goods or his own family, but no other." One of the conditions of this license seems to have originated the "Free Pass" system in this State for transporting officials free, for as stated "the said ferryman is at all times and on all occasions, for the public service, when thereunto required by the Governor, or those authorized by him, to carry over any person, packet or letter gratis, etc."

Sometimes differences arose with the people of Communipaw in respect to cattle straying and fence lines, but they were no more serious than often occur in any community, when the

selfishness of human nature asserts itself for the sake of personal advantage.

Under the wise administration of Governor Stuyvesant the colony grew and prospered. Being in great part a farming community, cultivated fields appeared in place of unbroken woodland, and comfortable homes soon sheltered the hardy settlers, while the energy and enterprise of the traders carried their activities to the English settlements, and aroused a fear among them lest they should be overshadowed by their Dutch neighbors. The village of Bergen was fast becoming the nucleus of a greater community, and with its Court of "schout and schepens" was the arbiter of its outlying dependencies.

England had never relinquished her claim to the territory of New Netherland, but had never given it much concern, until it was discovered that the Dutch colonies were fast becoming important rivals to her in building up the trade and commerce, and developing the industries of the new land. She found them crowding out toward her settlements on Long Island and along the Fresh (Connecticut) river; hence she determined the only way to get rid of her troublesome neighbors, was to drive them out or control them.

Accordingly Charles, who was King of England at the time, gave to his brother James, Duke of York, the territory claimed by the Dutch as New Netherland, and likewise on May 25th, 1664, dispatched a fleet of four vessels under command of Colonel Richard Nichols to enforce this claim. Early on the morning of the 18th of October following, the English vessels were seen from the hills of Bergen, coming through the Narrows, and a cannon was fired to warn the people of their approach.

As the fleet, with the English flag flying, drew near, the people on both sides of the river watched to see what would take place. Col. Nichols demanded the surrender of the city and submission to the English government. Governor Stuyvesant stormed about and refused the demand, declaring he would first blow up the fort. The Dutch burghers of New Amsterdam, however, fearful of the destruction of their property, begged the Governor to do nothing rash and at last he yielded to their entreaties. The Dutch flag was displaced by the English ensign, and New Amsterdam now became New

York, so called in honor of the Duke of York, who was now the owner of the territory by right of possession as well as by Grant.

The Duke of York, by deed dated September 3rd, 1664, conveyed to Lord Berkeley and Sir George Carteret, that part of his grant now known as New Jersey, so called from the island of Jersey, the birthplace of Carteret.

Under the "Concessions" made by Lord John Berkley and Sir George Carteret to "The Adventurers and Planters of New Jersey," Feb. 10th, 1664, following "Powers and Privileges" were granted:

"To constitute and appoint Courts in the particular Corporations already settled."

"To choose twelve Deputies or Representatives . . . . who shall join with the Governor and Council for making necessary Laws."

"Where Parishes, Divisions etc. . . . are made, the Inhabitants . . . . shall annually on the 5th of June, meet and choose Freeholders for each Division, etc. . . . to be the Representatives of same . . . . which body or the major part of them, shall with the Governor and Council be the General Assembly of said Province."

This Assembly was empowered to enact such "Laws, Acts and Constitutions as shall be necessary for the well government of the said province," which Laws were to be "Consonant to reason and as near as may be to the English Laws and Customs."

It "should constitute all Courts with Limits and Powers of same, and determine the several officers of said Courts, etc." Philip Carteret was made Governor. He arrived in 1665 and reorganized the Court at Bergen as one of his first acts. This was to be held and kept open in the town of Bergen as often as necessary. The officers of the Court were: President, Nicholas Varlett, Harmon Smeeman, Caspar Stimmets, Elias Michelson and Ide VanVorst. They took the oath of allegiance to the English King, November 20th, 1665, and all the inhabitants were required to do likewise. They were now in truth subjects of the English crown.

Governor Carteret ordered an election to the Assembly to be held at Elizabethtown, May 25th, 1668. The members

elected convened for the first time the next day (the 26th). On the 22nd of September following, Governor Carteret granted a new charter to the town and freeholders of Bergen, which "confirmed all the Titles to land that had been granted by the Dutch, and all the Rights and Privileges they had enjoyed" specifically stated, and describing the boundaries of the same as follows:

"The bounds and limits of the aforesaid Town and Corporation of Bergen is to begin at the North end thereof, from a place called Mordavis meadow (near present Shadyside) lying on the west side of Hudson's river, from thence to run on a northwest line, by a three rail fence that is now standing to a place called Espatin, and from thence to a little creek surrounding N. N. W. till it comes into the Hackensack river, containing in breadth from the top of the hill, one and one-half miles or 120 chains, from thence it runs along said Hackensack river upon a S. S. W. line till it comes to the point or neck of land that is over against Staten Island and Shooters Island in Arthur Cull Bay, (S. Wly. corner of Bergen Point) containing in length about twelve miles, from thence to run eastward along the river called Kill van Kull, that parts Staten Island and the main, to a point or neck of land called Constable's Point or Hook and from thence to run up northward all along the bay up into Hudson's river till it comes to Mordavis meadow aforesaid, so that the whole tract of upland and meadow properly belonging to the jurisdiction of the said Town and Corporation of Bergen, is bounded at the north end by a tract of land belonging to Captain Nicholas Varlett and Mr. Samuel Edsall, on the east side by Hudson's river, on the south end by the Kill van Kull that parts Staten Island and the main, and on the west side by Arthur Kull Bay (Newark Bay) and Hackensack river. The whole, both upland, meadow and waste land, containing according to the survey, eleven thousand, five hundred and twenty acres, English measure."

To encourage settlers, Carteret after his appointment as Governor in 1664, issued an edict to the effect that every man who should embark with him, or meet him on his arrival "provided with a good musket, bore twelve bullets to the pound, with bandelins and match convenient and with six months' provisions" for himself, should receive one hundred and fifty acres



of land, and a like amount for every servant or slave brought with him provided with the same necessities.

The change of government produced scarcely any effect in the village of Bergen. The people had been assured that their title to their land would be guaranteed and their rights would not be interfered with. The Dutch language was spoken and the church services and school instruction continued without change. The people were no longer compelled to keep the ever ready musket close at hand, while working in the fields or forests, for the Indians could not withstand the advance of civilization, and had withdrawn deep into the recesses of the forest, where their savage instincts might have full play.

But the States General of Holland were not disposed to give up so easily their valuable possessions, and they determined to make an effort to secure again the territory that had been taken from them by the English. They therefore sent five vessels, under the command of Capt. Anthony Colve, to retake their former possessions. This fleet arrived at New York July 30th, 1673, and the Fort at New York surrendered on demand, and the Dutch again took possession of New Netherland. Capt. Colve was invested with chief authority, was made Governor and changed the name New York to New Orange. A demand to surrender was sent to "the village of Bergen and the Hamlets and Boueries thereon depending, etc."

We may well imagine this demand did not disturb the inhabitants, for now once more the flag of the homeland floated over them. They at once sent in the names of some of their citizens from whom their magistrates might be chosen. On the 18th of August, 1673, the following were appointed after taking the oath of allegiance.

Schout and Secretary—Claes Arientse.

Schepens—Gerritt Gerritse, Thomas Fredericks, Elias Michelse, Peter Marcellessen, and Cornelius Abraham.

These took the oath on the 21st following, and were notified that the commander would visit their town on Sunday after the sermon, in order to administer the oath to all the people. On coming to the village as appointed, the commander and council found the burghers of Bergen and dependencies to be seventy-eight in number, sixty-nine of whom appeared at

drum beat and took the oath. The magistrates were ordered to secure the oaths of those not present. And now again there was a period of readjustment, but fortunately for the people, except in name, no actual change had occurred. They continued to live in the same houses and cultivate the same farms, with the same confidence, whether their title to the land was written in Dutch or English.

August 25th, Governor Colve notified the authorities of Bergen that they must be prepared to help defend New Orange in case of attack by the English and that they should contribute to the fortifying of the city according to their means.

In response a military company was raised, and September 4th, 1673, Casper Steinmetz was made captain, Hans Diedrick was made lieutenant and Adrien Post, ensign. March 4th, 1674, notice was sent to all the militia officers of the province to gather at New Orange, to discuss plans for defence, and it was decided, in case of danger threatening, boats should be sent over to Bergen to ferry over the troops. But Colve's reign was short, for on the 9th of July, 1674, a treaty was made between England and the States General of Holland, whereby New Netherland was given up to the English government and remained subject thereto until the termination of the war of the revolution.

Again the change in ownership of the territory of Bergen, required a new oath of allegiance to the English king. This was taken without delay. They had experienced a somewhat similar change, and had no reason to fear any unjust treatment. They were chiefly anxious about their rights and privileges, and as long as they were sure these were not to be interfered with, they cared little whether the government was Dutch or English. They were assured that "all people shall enjoy their lands, houses and goods wheresoever they are within this country, and dispose of them as they please. The Dutch here shall enjoy their own customs." These liberal terms doubtless had much to do with the cheerful submission of the people.

Carteret was re-commissioned as Governor and after a renewal of the Oath of Allegiance convened the Assembly at Elizabethtown November, 1675, and among its first enactments was a provision for the holding of Courts in each County

in the months of March and November in every year, as follows:

“Bergen and the adjacent Plantations to be a County.”

“Elizabethtown and Newark to make a County.”

“Woodbridge and Piscataqua to be a County.”

“and the two Towns of Nevysink to be the Fourth” (Middletown and Shrewsbury).

It will thus be seen that there were no exact boundary lines established, the evident intention being to designate some central points, where the courts should be held for the convenience of the surrounding neighborhood. To remedy this indefiniteness, the Assembly established a more certain division as follows: Bergen County to contain “All the settlements between the Hudson and Hackensack rivers, beginning at Constable’s Hook and so to extend to the uppermost bounds of the province northward between the said rivers, with the seat of government at Bergen. (The specified boundaries of the other counties do not concern us at the present time).

The rich farming country lying in and adjacent to the valley of the Hackensack attracted the attention of the settlers, and in 1670 a company of sturdy Hollanders purchased from the Indians what is known as the Acquackonock Grant. This grant covered much of the present Passaic County and Belleville. Many of the grantees with their families removed thither and were followed by others. June 8th, 1677, one David Demarest purchased from the Indians a large tract of land extending from the Palisades on the west bank of the Hudson to the Hackensack river, and reaching north about six miles, and with a company of Huguonots settled on this tract. The withdrawal of the Indians and the continued friendship of the few remaining, gave confidence to the settlers, and they gradually spread out farther in the country and the population grew apace.

In 1693 the limits of Bergen County were enlarged and under the new description covered practically the territory now embraced in the counties of Hudson, Bergen and Passaic. In the same year, 1693, for the better control of local matters, the different counties were divided into townships. Bergen County was divided into three townships, viz: Bergen township, New Barbadoes township, and Hackensack township.

Bergen township included all the territory purchased from the Indians by Governor Stuyvesant in 1658, being the present Hudson County east of the Hackensack river. Hackensack township is described as all the land between the Hudson and Hackensack rivers, that extends from the corporate bounds of Bergen township to the partition line of the province.

New Barbadoes township covered, in addition to other territory, all the land in Barbadoes Neck betwixt the Hackensack and Passaic rivers, this latter description containing the present units of Harrison, Kearney, Arlington and East Newark, or as familiarly known, West Hudson.

The government of these divisions was by means of a township committee chosen each year at a meeting of the citizens duly called. At this time matters of general interest were openly discussed, especially the raising of moneys for the public benefit and the manner of its expenditure. Owing to the extent of the territory and for the better accommodation of the people of Bergen township, the elections were held on two successive days, in the upper part of the township on one day, and in the lower part on the next day, usually at the Three Pigeons, New Durham, and at the Stuyvesant Tavern alternately, the remains of the latter still decorating the corner of Bergen and Glenwood avenues. This difficulty was afterward overcome by a division of the township into North and South Bergen townships, the Pennsylvania Railroad cut being the dividing line.

The laying out and maintenance of the roads seems to have been regarded as the most important function in those early days, and for their better control, Bergen township was divided into nine road districts, each under the supervision of an overseer. To meet the necessary expenses a road tax was laid, which the land owner was permitted to work out in lieu of the payment of money, and it was the practice of many of the farmers to join together with their teams, in their efforts to prevent the diminishing of the family purse. These road districts were designated by the names of Bergen Point, Pembrepogh, Communipaw, Bergen, North Bergen, Secaucus, New Durham, Weehawken and Bulls Ferry.

The enlargement of the County of Bergen and the continuing increase of population in the northwestern part, de-

manded better and more central court facilities. Until 1709 Bergen village was the county seat and hence the place for holding the county courts, but at this date the village of Hackensack was designated as the county seat, it being more centrally located, and hence the county courts removed thither.

Meanwhile the inhabitants of the Township of Bergen pursued the even tenor of their way. The increase of population and the clearing away of the woods had in a great measure driven away the fur bearing animals, the capture of which had been a source of livelihood in earlier times, and hence the cultivation of the soil was found to be more remunerative. Most of the adventurers had disappeared, leaving behind them a thrifty, industrious community, who devoted themselves to the raising of cattle and produce suitable for the markets of the neighboring City of New York.

Because of the peculiar topography of the township of Bergen, the inhabitants of the village and immediate surroundings formed a community of their own. The marsh land surrounding the hill on the east and west prevented easy access or egress, and consequently they lived separate and apart from outside activities. Several families located at Communipaw, a few at Pamrepo, and on the high ground at Aharsimus and Paulus Hook were two or three others, but as a rule the houses of the settlers clustered about the village of Bergen, while isolated farm houses appeared at intervals over the surface of the hill. They were a farming community and were able to supply most of their simple wants through their own industry. There was a hard practical side to life that does not exist in these days. Then, housekeeping meant hard personal work, and the daily duties of the family circle demanded an economical use of every passing hour. The clothing was not only made by hand, but the cloth from which it was fashioned was made from the flax and wool spun and woven by the homely carding board and spinning wheel. The young girl was early taught the use of the needle and was given her share of the household sewing, and the old grandmother's trembling fingers knitted the stockings and mittens for the family, while the mother, or "Hausvrow," as she was called, bustled about keeping an eye on all the domestic activities. The visits to the city was made in their own periauguas for the purpose of dis-

posing of their farm products and procuring the few luxuries they craved. Therefore, notwithstanding their partial isolation, the inhabitants of the township were well informed of transpiring events, for on his return from the city the traveler was eagerly questioned at the nightly corner store gathering, concerning what he had seen and heard. Along the shore, even to Bergen Point, the farmer fishermen were attracting to their numbers many who were allured by their evident thrift and comparative prosperity. The Bayards had left Hoboken, their estates confiscated, and its natural attractions were already drawing to the river banks varied accommodations for pleasure seekers from New York. The upper part of the township still remained in almost primitive wildness, with here and there a low rambling farm house seemingly hiding under the overhanging trees, thus showing the gradual advance of civilization.

The City of New York was already foreshadowing its great commercial importance, and the territory on the west bank of the river was attracting attention not only because of its proximity and convenience of access, but because of the possibility of its future development. The extended water front presented unrivalled facilities for commercial and manufacturing enterprise, while from its location it was the natural distributing point for the products of the whole nation. Stage lines had already been established and the increasing traffic with the south and intermediate points suggested a more rapid development. Through the shrewd foresightedness of Anthony Dey, John B. Coles and Col. John Stevens, the respective territories of Old Paulus Hook, The Duke's Farm and Hoboken were being developed, and many were attracted to these shores for a place of residence. Improved ferry accommodations to the neighboring city aided in the development, and the influx of population, especially along the water front, indicated a populous community in the near future.

The part of present Hudson County first attracting attention from the outside world was what was then known as Paulus Hook, afterward Old Jersey City. Its great advantages as being the natural outlet for the whole nation, and its proximity to the City of New York, gave it a special value not only for commercial purposes, but likewise, because of its

desirability as a place of residence. Under its former appellation it was a small agricultural community, and as has been seen, served as a landing place for travellers to and from the South and West.

It will be remembered that in the early days Cornelius Van Vorst had become possessed of Harsimus and Paulus Hook, which tracts were confirmed to him by Governor Carteret on the English acquisition of New Netherland.

A considerable tract adjoining these tracts had been designated as "The Dutch West India Farm." As this was included in the grant of Peter Stuyvesant to the Town of Bergen, January 3d, 1658, of the lands purchased by him from the Indians, it became a part of the lands held and enjoyed in common by the inhabitants of said town. Although the rights of property was conceded to the then owners by the concessions of 1664, when the English came into possession of New Netherland, Governor Nichols by proclamation dated June 15th, 1665, claimed this farm was confiscated to the English crown. Under the charter of Charles Second to James, Duke of York, the whole of New Jersey (which eventually came into possession of "The Twelve Proprietors") was ceded to him and hence, as part of his property, it became known as "The Duke's Farm." In 1724 one Archibald Kennedy claimed title to this farm through "The East Jersey Proprietors," but as it was part of the common lands of the Township of Bergen, his title was opposed by the "Freeholders of Bergen." After much litigation the title was determined to be in "The Trustees of the Township of Bergen" and the controversy ended. February 4th, 1804, the said Trustees sold the same to John B. Coles, a New York merchant, for the sum of fourteen thousand two hundred and eighty-five dollars and seventy-five cents, but the title was not entirely perfected until 1809, when the Proprietors relinquished their claim for a lump sum.

Shortly after the purchase of "The Duke's Farm" by Coles, Anthony Dey obtained from Cornelius Van Vorst a perpetual lease for Paulus Hook, as expressed in the conveyance, "Bounded on the east by the Hudson's river, on the north by the said river or the bay commonly called Harsimus Bay, on the south by said river or the bay commonly called Communipaw, and on the west by a line drawn from a stake standing on the west

side of said tract . . . to Harsimus Cove aforesaid, with the right of ferry from the said tract or parcel of land across Hudson's river and elsewhere, and the right and title of the said Cornelius Van Vorst under the waters of Hudson's river and the bays aforesaid opposite said premises, as far as his right to the same extends."

Because of Van Vorst's close connection with the early history of the territory here treated of, it would seem appropriate to here make of him some special mention. He was the fifth in line of descent from Pauw's Superintendent. Although a great lover of outdoor sports, he did not neglect the cultivation of his farm. He kept strict rule over his dusky retainers and required of them their full stint of work, yet at the same time realizing their simple natures demanded some recreation, he many times not only relaxed his strictness but aided them to gratify their simple desires and received on this account better service than he would otherwise have obtained. In 1753 he laid out a race course on the high ground near present Montgomery and Varick streets, where at that time a sand hill rose from the marsh to a moderate height. This was frequented by not only the residents of Paulus Hook, Aharsimus and neighborhood, but attracted many lovers of sport from the City of New York. In order to facilitate transportation from the city, and at the same time bring him a goodly recompense, in 1764 he established the Paulus Hook ferry, as we find advertised in the *New York Mercury* of July 2nd, 1764. "The long wished for ferry is now established and kept across the North River from the place called Paulus Hook to the City of New York. Good crafts will be ready at each ferry to convey over all persons who may incline to see the races. Good stables with excellent hay and oats will be provided for the horses and good accommodations for the grooms. To start at two o'clock precisely each day."

The same year a stage line was established in connection with the ferry from Paulus Hook via Bergen Point and Elizabeth, to Philadelphia in three days. In 1768 we are informed that "a stage wagon between Paulus Hook ferry and Hackensack will begin on Friday, the 14th of October, to set out about seven in the morning . . . and will proceed to Paulus Hook, from whence the wagon will set out on its return



at two o'clock in the afternoon, which stages will be regularly performed every Monday and Friday, and the best usage given to passengers, each paying two shillings from one place to the other."

In 1769 a new route was opened to Philadelphia via Newark, Elizabeth and Bound Brook. In 1772 John Mersereau left Paulus Hook Tuesdays and Fridays at or before sunrise and went to Princeton, there meeting the stage from Philadelphia, and returning the next day.

From the above citations we may readily perceive the meagre transportation facilities afforded the people in those early days, but still apparently sufficient to meet the demands of the then travelling public.

Afterward Michael Cornelissen and Abraham Mesier became proprietors of the ferry, but it seems neglected to procure a license to land from the Common Council of New York City, whereupon question was raised "whether the people of that part of Jersey called Paulus Hook, have any right of ferriage from this city." Archibald Kennedy, who claimed to be owner of "The Duke's Farm," taking advantage of the controversy, immediately made application dated May 3rd, 1765, to the Common Council, for the exclusive right of ferry between New York and the west shore of the Hudson at Harsimus, but Van Vorst remonstrated so strenuously and to such good purpose that the application was denied on the ground that he (Van Vorst), had expended a considerable sum of money not only in erecting a landing, but in laying out and maintaining an approach to the ferry on the Jersey side (Newark avenue) and he finally secured the right of ferriage.

Two years later the same privileges were offered at auction March 23rd, 1767, but connected with the obligation to maintain and keep in repair "a causeway one-half mile long and a lane nearly twice as long." After a time the purchaser found the expense attending the necessary repairs, together with the heavy rental, were too great to enable him to run the ferry profitably and hence March 1st, 1770, abandoned it.

Subsequently Abraham Mesier secured it for three years at a rental of thirty pounds per year. At the expiration of this term, or May 1st, 1774, the lease was continued, but at a higher rate. Shortly after this Mesier died and the ferry be-

came part of his estate. Doubtless during the revolutionary war, the ferry operated very irregularly, but after the evacuation of Paulus Hook by the British November 27th, 1783, operations were regularly resumed, and we find that in 1786 Mesier's widow petitioned for "the repairs of the ferry stairs on the New York side." We find that Van Vorst had continued to reside at his old home in Harsimus during the revolution, notwithstanding its occupancy by the royalists, and on this account was suspected by some of having royalistic tendencies, but events proved otherwise. To save his family from annoyance and insult he removed them temporarily back in the country, but to protect his property remained at home. His intercourse with the soldiers was none too peaceful, and on one occasion, during a controversy with an officer, he did him bodily harm. For this he was arrested and locked up in "The Old Sugar House Prison" in New York. Fortunately for him, Sir Henry Clinton, who was in command at New York, heard of his plight, and being an old acquaintance, released him with a reprimand. But his independent nature could not brook the insolence of the British officers, and he was again imprisoned with the same result.

About 1800 Major Hunt leased the ferry and hotel property and erected additional sheds and stables for the accommodation of the stage lines centering at this point. These were the only buildings in Paulus Hook at that time, the entire population numbering fifteen persons of all ages. For the purpose of creating a holding company for the development of the property, April 16th, 1804, Anthony Dey conveyed to Abraham Varick of New York City, the property at Paulus Hook, who the next day conveyed it to Richard Varick, Jacob Radcliff and Anthony Dey, as shown on a map made by Joseph Mangin of the City of New York "also, the present wharves and rights of soil from high to low water mark to extend from north to south the breadth of 480 feet on Hudson street, and the right and title to land under water in Hudson's river opposite to the premises above granted, together with the exclusive right of ferry from Paulus Hook and elsewhere."

November 10th, 1804, an act was passed by the State Legislature, incorporating the above named persons under the name of "The Associates of Jersey," giving them a perpetual

charter with almost absolute rights and power. The property was laid out in lots, which were offered for sale at the Tontine Coffee House in New York City, under a most attractive and alluring description, but notwithstanding the efforts to attract investors the development of the property was slow. Robert Fulton was among the first to take advantage of the new order of things. He located his ship yard and dry dock on the river bank at present Greene and Morgan streets, receiving a deed therefor November 3rd, 1804. Other industries followed and several of the lots sold and dwellings erected thereon.

In 1807 a building was erected on the north side of Sussex street, west of Washington, which was used both for educational and religious purposes. May 12th, 1808, "The Jersey Academy" was incorporated and Reuben Winchell served as preceptor. The school convened in the lower part of the building, the upper story contained a hall in which religious services were held. In the basement the unruly were confined.

In 1815 Isaac Edge obtained a grant of land from the Associates, on which he erected a grist mill, among the first of the industries located at Old Paulus Hook. In 1824 the glass works were established at the foot of Washington street, corner of Essex, and the next year The Jersey City Pottery located one block west, on the corner of Warren. These were noted institutions in their day, not only for producing superior wares, but furnishing employment for a majority of the wage earners of the city. The oldest industries of our city having a continuous life are Colgate & Co. and the Joseph Dixon Crucible Co. These enterprises have developed into the most extensive manufactories of their respective products in the world, and the uniformly superior quality of their productions have given them a well deserved world wide reputation.

November 13, 1819, the Associates applied to the Legislature for the passage of an act to incorporate "The City of Jersey in the County of Bergen," which act was passed January 28th, 1820. The city now passed under the control of five freeholders called Selectmen. The limits of the city were determined upon as follows: "Bounded on the west by a creek between the Associates of Jersey and the lands of Cornelius Van Vorst (about on a line with the present Warren street), east by the middle of Hudson's river, north by Harsimus Cove,

and south by Communipaw Cove and South street." The Selectmen met at the hotel in Grand street, paying for all accommodations the sum of one dollar for each meeting. This amount was met in part by the imposition of fines upon themselves, viz: twenty-five cents for tardiness and fifty cents for absence from any meeting. September 9th, 1823, a tax of one hundred dollars was authorized, but being without power to enforce payment of same, only thirty-seven dollars and eighty-seven cents was collected. January 23rd, 1829, the above act was repealed and an act incorporating "The City of Jersey City in the County of Bergen" was passed, granting additional powers. May 11th the first watchmen were appointed. The following September the first regular provision was made to guard against destruction by fire, through the formation of a "bucket brigade" consisting of volunteers. The equipment was several leather buckets, which were provided by the Selectmen. Public cisterns were dug at convenient points for the collection of rain water for use in case of fire, while the water for drinking was obtained from private wells mostly, although a few public wells were likewise dug.

In case of fire a line was formed to the nearest cistern, or in case it was more convenient, to the river bank, and the buckets filled with water and passed from hand to hand to the place of conflagration. The first regular volunteer fire company was organized in McCutcheon's hotel on York street, east of Washington, in 1829. The Volunteer system continued until 1871, when the present paid fire department was organized.

In 1832 an event occurred that has left a lasting impress upon our city, whether to its actual advantage or not is perhaps debatable. The New Jersey R. R. and Transp. Co. (since absorbed by the Penn. R. R. Co.) located its terminal in Jersey City, and its progressive occupation of much of the territory, its absorption of the water front, and exemption from taxation, in part at least has prevented other improvements that would probably have been to the more lasting benefit to our city. The road was incorporated March 17th, 1832, being designed to provide the then new facilities of railway travel between Trenton and New York "and to restore the old colonial and revolutionary route over New Jersey through Newark, Elizabeth, Rahway, and New Brunswick to Princeton and Trenton." The work of excavating through Bergen Hill was tedious, and during the interval the cars were drawn by horses over the hill from present Marion, where the track terminated until the completion of the

cut. In order to save an expense of \$100,000 an old ravine was followed at the eastern end, the direction of which may still be seen in the "S" like curve east of the Summit avenue tube station.

To show that the difficulties of operation is not entirely of modern origin, an extract from a letter of one of the officials is here given. "February 5th, 1836, as regards the trains to Rahway, you observe that the arrangement is made for the future, and that as soon as we run a locomotive to Bergen Hill, they have no more to do with Newark than with Elizabethtown, . . . For the present I am desirous to have you see to their getting on properly, changing horses, etc. Another difficulty seems to have been in properly distributing the cars. There is but one car here to go out at 11.30 o'clock. Please remember the cars must not get all at one end, and that the two train cars must not go except in their trains. As there is but little business doing, why not have a portion of the cars at Jersey City."

At this time wood was used for fuel and was brought by vessel and unloaded on the unfinished dock. "February, 1836, we have two loads of wood at Jersey City, one pile at the end of our Bulkhead, and the other on the South Ferry dock. If the ice is firm enough to have it carried ashore, it had better be done now." December 2nd, 1836. — has sent me word that he wishes to clean his pumps on Sunday. Please find out if it is absolutely necessary to stop, and if so send the mail by sleigh."

The Jersey City *Gazette* of 1835 states as follows: "The public is informed that the N. J. R. R. is now open for public use between Newark and New York, and cars will commence running to-morrow, eight trips each way daily, fare 37½ cents, ferry to New York 6¼ cents. Morristown stages will leave Newark every day at half-past one o'clock, so that passengers who leave New York in the morning by the Hoboken stages, the steamboat *Newark* at 10 o'clock, or the railroad car at half-past eleven, will be in time to dine at Newark, and take the stage for Morristown." The whole road from Philadelphia was finished and engines operated the entire length January 1st, 1839. The Paterson and Hudson R. R., a line to connect the city of Paterson and vicinity with the ferry at Paulus Hook, was incorporated January 21st, 1831, and went into operation June of the following year. Its termination was at Marion, (its route being the

same as the present New York and Susquehanna R. R.) where it connected with the New Jersey R. R. and Transportation Company's line (now the Pennsylvania R. R.) The road was announced as being equipped with "Three splendid commodious cars, each capable of accommodating thirty passengers and drawn by fleet and gentle horses, a rapid and delightful method of travel." Afterward steam was introduced as a means of propulsion, which called forth the following announcement: "The steam and horse power are so intermixed that passengers may make their selection, and the timid ones avail themselves of the former twice a day." This road was afterward absorbed by the Erie and was the route by which that road reached tidewater at Jersey City, until the completion of the Erie Tunnel in 1861.

In 1835 "The Jersey Associates" donated the site on which the Jersey Academy stood, containing two lots of ground, to the city for school purposes. April 11th, 1836, a committee was appointed "to take possession of the building now standing on the school lots and alter same for a town hall and lock-up." The trustees of the Jersey Academy, being indebted to St. Matthew's Church (which denomination had been occupying the building) in the sum of \$100, this amount was ordered paid, and the city became sole owner of the property.

To show the gradual advance of improvements, the following is inserted. March 6th, 1835, in response to a petition of the citizens residing on Grand street between Hudson street and the public square (Washington street) for lamps to be placed in that locality, the Street Committee "was authorized to erect six lamps along Grand street, as requested, providing the residents along said street will bind themselves to furnish oil for said lamps for the space of two years."

Again the want of greater powers was felt, and February 22nd, 1838, Jersey City was incorporated as a separate and independent municipality. Up to this time it had been a part of the township of Bergen in the County of Bergen, but it now became a full fledged city under the title of "The Mayor and Common Council of Jersey City." March 17th, 1839, the westerly boundary of the city was extended to Grove street from First street on the north to Communipaw Cove on the south. The territory north and west of these division lines remained a part of Bergen Township.

This is the first evidence of the dismemberment of the territory conveyed to Governor Stuyvesant in 1658 by the Indians and by him granted to the inhabitants of the village of Bergen, becoming afterward "The Township of Bergen." With the growth of the community, the different needs of the different localities became apparent, and hence the demand of each separate settlement was in accordance with their actual wants. The more thickly settled portions of the territory needed a more extended form of government with greater expense, than was required in the more sparsely settled rural communities. With these only a simple recognized authority, to whom appeal could be made in case of need, was necessary, in most cases being limited to deciding upon the amount of money to be raised for school and road purposes, hence the growing demand for independent governments with power to legislate for the individual needs of each unit. A more extended description of those into which the present county is at present divided will be given hereafter.

The growth of population in the eastern part of Bergen township, and the increasing necessity for greater and more convenient court accommodations led to an agitation for the division of Bergen County. Its extended area reaching from the Hudson river and New York Bay on the east, to and beyond the present City of Paterson on the north and west, and the increase of population throughout this territory, especially along the eastern border, demanded immediate action to relieve the situation. With the court of the county located at an inconvenient distance, with inadequate means of communication, subjecting them to great outlay of time and expense, the residents of the eastern portion of the county began a systematic movement for better facilities for court procedure. As expressed in the petition for the creation of a new county "Because of the great increase of business from year to year, calling for the attendance of parties, jurors and witnesses at distances varying from 12 to 20 miles; and the proximity of the City of New York, requiring the exercise of a rigid police, they (the inhabitants) are at an inconvenient distance from the county town and courts of justice, etc."

A meeting of the inhabitants of the town of Bergen and vicinity was held at Drayton's Hotel (junction of Hoboken and Newark avenues) North Bergen, October 26th, 1839.

Resolutions were adopted setting forth the inadequacy of court privileges and requesting relief from the Legislature, through the erection of a new county.

January 12th, 1840, a petition was submitted to the Legislature, for the passage of an act forming a new county out of the township of Lodi (which was located in Hackensack township) Bergen township and the city of Jersey City. February 4th following a bill was passed erecting the County of Hudson, defining its boundaries (as at present recognized) covering an area of 43 square miles, the smallest County in the State, now the most populous, and likewise dividing the new county into townships. "The present township of Bergen shall remain Bergen township. That part of the Township of Lodi lying within the limits of the County of Hudson, shall be known as the Township of Harrison. Jersey City to remain a city in the County of Hudson."

The Chosen Freeholders of the townships of Bergen and Harrison, and of the city of Jersey City, shall constitute the Board of Chosen Freeholders of the County of Hudson. At a joint meeting of the Legislature held February 27th, 1840, following persons were appointed officers of the new county:

Robert Gilchrist, County Clerk; Edmund W. Kingsland, Surrogate; Stephen Garretson and Cornelius Van Vorst Kingsland, Judges.

The first County Court was organized April 14th, 1840, and held in Lyceum Hall still standing on the south side of Grand street, west of Washington, Chief Justice Hornblower presiding. September 19th, 1843, the court removed to the hotel then standing at the junction of Hoboken and Newark avenues.

The first meeting of the Board of Chosen Freeholders was held May 13th, 1840, at Drayton's Hotel, Five Corners. The members of same were:

From the township of Bergen, Garret Sip and Abel I. Smith.

From the township of Harrison, Joseph Budd and William C. Kingsland.

From the City of Jersey City, John Griffith and Abraham Van Santford.

George H. Brinkerhoff was made sheriff and Jacob D. Van Winkle county collector.



The report of the first County Collector submits receipts and expenditures from June 13th, 1840, to May 27th, 1841

Receipts	-	-	-	\$5097.32
Expenditures	-	-	-	4990.35

And for the year from May 27, 1841, to May 13th, 1842

Receipts	-	-	-	\$3712.77
Expenditures	-	-	-	3482.52

The Budget for Hudson County for the year 1916-17 is about \$3,000,000.

The necessity for enlarged and permanent court accommodations was soon evident and the location and erection of a suitable court building became the all absorbing question. Different sections of the county claimed the distinction. At last it was determined to submit the question of location to a vote of the people. The election was held June 2nd, 1840, with following result:

Bergen cast 306 votes for North Bergen.

Jersey City cast 281 votes for Jersey City and 20 for North Bergen.

Harrison cast 54 votes for North Bergen and 2 for Jersey City.

The Freeholders thereupon selected the plot whereon the present court house is standing. Plans were drawn and adopted, but the corner stone of the contemplated building was not laid until October 17th, 1844, and the building completed and dedicated March 11th, 1845. The Jersey City "Advertiser" of March 15th, 1845, gives the following description: "The location of the building we believe is generally known, being in North Bergen, a short distance from the brow of the hill, somewhat central between that and the Five Corners. The building is constructed of trap rock, and has been raised as remarked by the overseer, as it were out of the very ground on which it stands, the stone being taken therefrom. The court room is 48 by 49 feet and is in the second story. On the ground floor are the offices of the county clerk, surrogate, State attorney and sheriff, and also the Grand Jury room. . . . The court house in its design, manner of execution, etc., as far as we have heard, has given general satisfaction, and as we have remarked in our last, reflects becoming credit upon all who have contributed in any way toward its construction."

The following extract from the address of Chief Justice Hornblower at the dedication of the Court House may be of interest:

“ . . . . . When you first conceived the plan of being erected into a separate county, it met with my approbation and received my support from no sinister motive. I remembered the old town of Bergen, when it had very few inhabitants except old-fashioned, honest Dutchmen, and very few houses except those not built for show, but for domestic comfort and convenience, long, low and unpretending in appearance, but durable in materials and opening upon the streets, some two or three hospitable doors, into which the friend or stranger might enter and find a welcome, and from which they might retire and leave a blessing behind them. Hoboken then consisted of little else beside a well kept public house and a beautiful retreat from the noise and bustle of the neighboring metropolis. No Jersey City then adorned your shores—nothing but a large, long ferry house, occupied successively by an Ellsworth, a Smith and a Hunt, with here and there a boatman's or fisherman's cabin, stood upon the heap of sand, called Powles Hook. Your settlements were sparse, your occupations agricultural and industrial, and your population small, but healthy, peaceful and honest. You needed for many years within my recollection but one physician to administer to your physical necessities, but one man of God to supply your spiritual wants, and not even one lawyer to satisfy your litigious propensities, for you had none to be satisfied. Peace reigned throughout your borders—simplicity of life and manners and honesty of purpose, were the prevailing characteristics of the good old Dutch who almost exclusively occupied your county in the days of my boyhood. A court at Hackensack and a few Dutch justices at home were all you wanted to punish the few offenders and settle the few lawsuits that troubled you in those days. But, alas, we fear those good old days have gone by, never to return. The rapidly increasing population of our country and the vast improvement in science and the arts, and the enterprising spirit of the age in which we live, have wrought a mighty change within the period even of my memory. The facilities of steamboats and railroad cars and the increasing spirit of trade, and commerce, of manufacturers and the arts, have brought the good old town of Bergen into contact with the world, cut up her territory into small localities, studded her shores with splendid buildings, turned her farms into country seats her cabbage ground into pleasure gardens and her dwelling places into workshops and manufactories. Such in fact, has been the change in appearance and population of that part of the old county of Bergen that now constitutes the county of Hudson, that I can scarcely retrace the steps of my boyhood, when in my visits to my friends here or in the City of New York, I used to travel these hills. When, therefore, you first contemplated the formation of a new county, I favored the object because I was satisfied that if not then absolutely necessary, the time was rapidly approaching when the increased number of inhabitants, the diversified character of your population, the rapidly extending trade and commerce with the city

of New York and other places, the consequent increase of bargains and contracts, of litigation and of crime, would call for a stronger police, for increased vigilance on the part of the magistrates and peace officers, and for a seat of justice nearer your own doors. . . ."

This building served its purpose until the completion in 1913 of our present magnificent structure, whose architectural beauty, and completeness of design, compels universal admiration.

At the time of the erection of Hudson County the territory was very sparsely settled. There were groupings of houses here and there, generally at some cross roads, and scattered widely apart farm houses appeared among the trees. The quaint houses of old Bergen town, still clustered about the square, in the center of which stood the Liberty Pole that marked the location of the well dug in Indian times. Communipaw nestled along the same shore line with contour unchanged since the savage launched his canoe, or Jensen's periaugua ferried over his infrequent passenger to New Amsterdam. Hoboken was but a delightful summer resort frequented by many for the enjoyment of its healthful attractions, the subject of song and story, while Paulus Hook had just attained the dignity of a city with limits at Grove street, under the name of "The Mayor and Council of Jersey City," but in most cases still retaining its old familiar name. The northern part of the county was almost entirely woodland and was the source from whence many of the occupants of the lower part of the county obtained their firewood. All along the western slope a fringe of wood extended, separating the upland from the marsh that reached to the river bank. Southward the little groups of Pamrepo, Saltersville, Centerville, Constable Hook and Bergen Point gathered in their immediate neighborhoods, and with the territory stretching from shore to shore, now forming the opulent City of Bayonne. From Weehawken to Bergen Point, broad, fertile farm lands yielded their abundance to the toiling husbandman, who at certain seasons abandoned his well tilled fields for the equally remunerative water farms, stocked with toothsome shad, delicious oysters and other shell fish, for which a ready sale was found in the markets of the neighboring city. At this time but two roads extending north and south afforded vehicular communication between the different sections (Bergen avenue and the Back Lane, now called West Side avenue.) At intervals narrow lanes leading from

these gave access to the different farms. In the northern part of the County, what is now the Hackensack Plank Road, led to the Bergen County Court House at Hackensack.

The woods and marshes that covered the greater part of the county, at certain seasons abounded in game of many kinds and afforded a goodly recompense to the hunters who frequented them. Immense flocks of wild pigeons passed over in the early Fall and settled in the woods and grain fields on the western slope, and were ensnared in large numbers by the watchful sportsman who gathered in a goodly sum from their sale in the city markets.

From these rural beginnings our present populous county has grown within little over three-quarters of a century. Although the central ridge of high ground extending north and south throughout its center, presented unsurpassed opportunities for attractive homes, the difficulty of access because of intervening marshes, and the characteristic love of the Dutch land owner for his home acre, prevented its more rapid development. The casual wayfarer from the neighboring city, tired from its noise and bustle, often sought the quiet of our shores and lingered among its rural surroundings, inhaling the pure health-giving breezes that swept in from the sea. But the progressive influences of the nearby city were felt, and the transforming of some of the old farms into building lots and gardens, opened up the opportunity for secluded home life. One by one more modern houses dotted the hilltop, and the advantages offered for manufacturing and commercial purposes being recognized, the hum of busy industries soon displaced the old time quietude and echoed from the heights of Weehawken to the shores of Bergen Point.

As we have seen, Hudson County includes within its bounds not only the territory lying between the Hudson and the Hackensack, but also that between the Hackensack and Passaic rivers in addition. It hence secures an unusual water frontage which, if properly developed, would at once bestow upon it unrivalled commercial and manufacturing facilities. Probably one reason for the delay in pushing these natural advantages to the utmost, was because of the marshy nature of the shores bordering on these rivers, and the great expense attending their development. Hudson County is somewhat peculiarly situated. A

ridge of land of varying width beginning at the Kill van Kull, where it is but a few feet above tide water, stretches out in a northerly direction with an increasing elevation until at the upper end of the county an altitude of over 300 feet is reached—the ridge here merging into the Palisades of the Hudson. The area between this upland and the rivers on both sides, as well as the territory west of the Hackensack to within a short distance of the banks of the Passaic, where the upland again appears, was composed of deep salt marsh, making the approach from the river banks as well as intercommunication very difficult. This difficulty is now being in a great measure overcome. The growing demand for manufacturing sites and the increase of population have compelled the improvement of these marshes, and they are fast being converted into dry land and appropriated for manufacturing and business purposes, and ere long our county in the guise of a consolidated city, must assume its proper position among the important commercial centers of the world.





Young









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