

A history of Allendale, New Jersey,
as it was in 1869 by Henry Clay Anthony.
Also, an account of the Blizzard of March
12, 1888 - and a genealogy of the Anthony
Family of New York, written in 1938 by
"Henry Clay Anthony of Allendale, first
child and son born to Daniel and Susan
(Steele) Anthony at 59 Magin Street, New
York City. Also an account of the Steele
Family. This copy was made by Mary Anthony
(Henderson) Lathrop, niece of Henry Clay
Anthony, 325 East 72nd Street, New York.

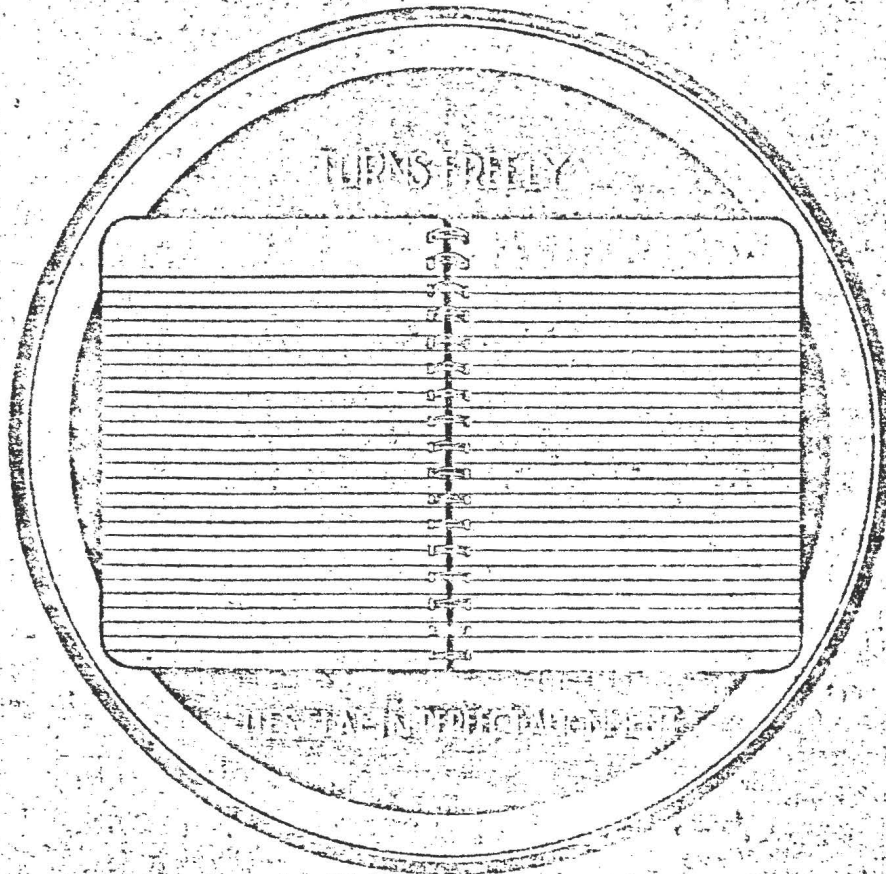
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History of Glendale
in 1869

By Henry C. Anthony

RING-MASTER 1938

PAT. PEND.



The Superior

Theme And Composition Book

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History of Allendale in 1869

(1)

Population

Estimated as about 250. Based on the school district lines.

Area

1600 acres -

Roads
and
Streets

Franklin Turnpike. Starting about where Wierens Gas Station now located - extending North as far as the now De Nevers Estate. The street now called West Allendale av. from Franklin Turnpike West to the intersection of the now called Street Present av.

The street now called Present av. running North. Starting just below the property of Mrs Perry Citchley and going across the Franklin av. and the old Salt Gate House. Continuing to the property of the Gamblers.

Stillsider av. Starting from Present av. was then called the road to

Roads

Streets

Ramsay road - and extended as far as the McHally property - the road now called Forest road led to Nyckoff

Brookside av. as now called started at Crescent av. west to the property of Sumner. West Alondale av. as now called. started at the railroad track west to Crescent av. East Alondale av. East from railroad track to the property of Appert. - Continued from there to what is now known as the Boro Lane road this was all of the roads in Alondale in 1869 -

Citizens
Fund.

Franklin Champin

property owners on roads. Starting from the South end - going to the North line -

Alfred Ackerman. East and West side of the pits. Aaron Ackerman East & West sides - Peter Powell. East & West sides - John A. Garrison

Allyson
and
Deputy
owners

East & West side - Henry Mallinson
~~East~~ ^{East} West side. Joseph Mallinson
~~East~~ ^{West} East side - Stephen Cable East and
west. Quinous Quackembush - East side
John Van Horn - west side - Abram
Quackembush East and west. Fall gate
Hill house. owned by the den Franklin
Lumpkin Co - Peter Rapeljin West
side John Dier. East side -
Michael and John Nilson west side
R. V. Ostrand ^{West} East side Patrick
Garwin ^{West} West Alondalv ^{av.} Peter Powell
East side R. B. Cable - East side -
Abut Gabrick East and west.
East Alondalv av. Peter Powell
R. B. Cable Abut. Gabrick -
West Alondalv av. Jos. H. Mallinson
Mick Roswell - No East side -
Gus May so side John & Youmans.
No 2 and south side -
Hills side av. Jos. H. Mallinson
Garret Smith No 1 and south side -
William Christopher - East & west side

Citizens
and
Property
owners

Brookside avr - Isaac Coates -
East south side - Jacob Smith - No -
end south - John Post - No - south -

Current avr. starting on the Southern
line John Van Blacorn - East west
side John A. Storms - East west
Chas R. Merrill - East west. Daniel
Anthony - East side. Jos H. Mallison
and John Youmans - East west.
Charles Albert - East west. C. Luadenbach
East. Abram Ackerman - East west
Now Crossing the Susquehanna River
proprietors and Luadenbach - John
Wilson East west. E. Linkhouse
East John Gamble East west.

Buildings
Stores
School.
Churches

There was only one Store in Allendale
that was located just back of the
railroad station as now. its proprietor
was Charles May - it was a two
story Store and Concrete base. it was
a general Country Store. and he

Y. eding,
Stores
School
Chuches

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Sold all kinds of merchandise
he conducted a small bar in our
corner - where he dispensed Gro-
cery - Joe H. Mallinson had a Carriage
and printing shop - on West Alameda
St. - Henry Mallinson ran a
blacksmith and Carriage place - on
this ^{Franklin} was all of the public business
at that time -

No Chuches - our Public School
on Franklin St. - same location as
the present Municipal Building -

Architectural

Some of the dwellings - were of true Dutch design - they were one and a half stories. first story of stone - the rest clap board siding - the roof the long sloping - one ~~side~~ side was four feet long and thick at the base - and were hand split from red Cedar - a porch extended the entire front of the house - and the timbers were hewn out of logs - one to two open fire places - and a ditch over attached to the house where all backing was done - the other houses were more modern -

School

The first school house in Alkendale was one of the little red school houses - it was located on the point of land that makes the division of Chestnut St. and the turnpike now owned by E. W. Higgins - this school had been destroyed some time before 1869.

School.

After the first school was destroyed the people in the vicinity decided to have a new one. Peter Powell sold a plot on Fraustler Turnpike - the site of the present Municipal Building for 50⁰⁰ with the proviso that in the event that the School house was abandoned the plot of land would revert back to his estate.

The school was a square building about 60 ft long - by 30 ft wide with a cupola on the front part of the roof which contained a bell - one end of the room was a black board extending the entire base of the room a raised platform of about 1 1/2 feet where the teacher sat. Remainder of the room desks and aisles - it was heated by a large stove in the center - of the room. The fire went out every night and in the winter if you did not sit near the stove it was very cold - lighted

by oil lamps - this school was my first school in the winter we had, as many as eighty scholars - and the one teacher taught every thing from the A, B, C to and including Algebra. Hours were from 9 am. to 12 - 1 to 4 Pm. five days a week vacation July 1st to Sept. 1st. only other vacations were the holidays -

The only churches - there was one very small building located - what is now ~~now~~ called Waldwick on the Turnpike about where the old mill used to run - the room in the building contained a small pulpit and pews benches for the people to sit on - the Methodist held their services there - it was called the New prospect Church, they continued to hold services there until the present church was built. now this place is called Waldwick -

Occupation
and life
of the
Cibizos

Alfondo at this time was given
over entirely to farming and
fruit growing - the crops were
Corn - rye Oats - buckwheat and
hay - the principal Cash Crop - was
Strawberries - every farmer had from
one to five acres - in this crop -
the season began about June 1st until
July 1st. the principal market was
New York City and Paterson -
the berries were picked in half pint
woolen wood basket with handles.
an expert picker could pick 300
in a day. the berries had to be hulled
and it was a back breaking work
as the writer can vouch for as
the first money I ever earned was
by that method - the picker was
paid one Cent per basket. have
seen at the railroad switch as
many as five Car load box cars
leave for New York a Commission
handler the product in New York

this was the first money that the farmers received in the Spring - and that meant a general pay day to all of their creditors - the payment of all indebtedness - was based on Strawberry money - that was then the custom - Paterson was the local market for all other products -

Seasons Winter generally began about Nov-15th with cold and snow. Hauls generally were made had skating or sleighing and the snow and ice laid on the ground until March 1st. March 15th snow ice and frost gone and the farmers started their Spring plowing. I have a diary of my father showing that he plowed peas and potatoes March 17th probably he thought better the day better the drier - and summer weather by June 1st. and frost by September 15th. at times during the winter the

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Snow would be from two to three feet deep on the level. and at times would drift so badly that the Indians would have what was called breaking in the roads. that is knocking the drifts so that the roads would be open to the public.

Heating
and
Lighting

Heating was done principally by wood - only a few homes possessed Coal Stoves - Lighting entirely by oil and Candles.

Railroad
and
Station

The first Erie R.R. Station was a small building where the waiting rooms now stand - the railroad then was what was called a broad gauge line - extending from Jersey City to Buffalo N.Y. the engines were burning wood as a fuel - the cars were much smaller and the trains much shorter cars lighted

Railroad
and
Station

with oil and heated by two stoves
one in each end of the Car. if you
were riding in these Cars. if you
were not near the stove - you
became very Cold - the brakemen had
to use the hand brake when stopping
the train - the run to Jersey City
took about one hour. Trains that
stopped at Altonville were two in
the morning one at Noon and
two at night - the first Station
Agent was Smith Roswell - he
was Agent for a number of years -

Hunting
and
Fishing

This vicinity was then a hunters
paradise - the only game law
was the hunting season - which
began November 1st until January 1st
no other restrictions and the fishing
any time during the year - the streams
were filled with all kinds of fish.
and the uplands - and fields were

was over run with Rabbits Quail Partridge
woodcock and gray squirrels -
the beautiful large fields of tillable
land - is now covered with brush
and woods -

Living

There was no heated houses. excepting
stoves and fire places - no baths or toilets
if you wished to take a bath in
winter - it was the wash tub in the
kitchen - however the people was not
interested in sanitary measures then.
When the water in the streams and
ponds became warm enough the
whole family went to their favorite
bathing place and did their spring
washing - their foods were simple
and not many - they raised their own
Rye and Corn which they had
ground in flour and meal. No
wheat flour - No fresh meat other
than their own Chicken and
pork they raised sufficient hogs.

to furnish them with fresh meat and salted and smoked pork so you see that their menu was limited - but they were healthy and long lived race - The passing of the alder people the younger generation gradually gave up farming and took other pursuits - and those beautiful fields ^{were} given over to brush and woods.

Taking
and
Polling
Places

at this time Alameda had no polling district - they voted in various places - Ramsey, Hoboken, Nyckoff and Saddle River - they eventually had enough voters to establish a taking district and their voting place.

Post
Office
facilities

There was no regular Post office in Alhambra. the mail was given to the railroad Station Agent. and you called for it. a few years later the Government appointed the railroad Agent Smith Rowell as Postmaster and he served in that capacity for over 20 years -

Wisc.

It is so bad that some of the old houses could not have been preserved to show their Architect. Unfortunately there is nothing left of old Alhambra

The history of the Anthony family in Alhambra. In the early Spring of 1869 my father bought a farm on Crescent. av. of John A. Storm. it consisted of 26 acres a one and half story high. it contained first floor one large room with a bed room connecting large room had an

fireplace - a wide hall - and stairs
 leading to the second floor -
 a dining room - with bed room.
 connecting a large kitchen and
 bed room - an outside kitchen - with
 open fireplace - and a large Dutch
 oven - a fire well - and a
 well house - a good cellar under
 the main house - a large barn - and
 other buildings - some years later
 my father bought seven acres of
 wood land on the south end of the
 farm from John A. Garrison and
 three acres from Jos. A. Mallison
 on the north end - which is now a
 part of Recreation Park my
 father was a ship builder in New York
 located in Margin St. comprised
 of a brown stone three story and
 basement house - and a large
 plot of ground - containing his shop
 office - and engine to furnish
 power. It all arrived in Alford's

June 15th 1867 - about 11 am -
 Mr O R Merrill met us at the
 station and we proceeded to his
 house - there were my father
 Daniel Anthony my mother Aunt and
 half sister - my sister and myself
 as our furniture had arrived - we
 were at once began to get our things
 arranged - I have lived in Alameda
 since that time with the exception
 of two years in New York when I
 was first married - My father
 started in to be a farmer - he hired
 men to clear the fields of stumps and
 brush and build fences - he planted
 a large number of all kinds of
 fruit trees - and vines - all kind
 of vegetables - at one time we grew sweet
 potatoes tobacco and peanuts - he
 wanted me to become a farmer and
 started at once in a small way - after
 a few years my father gave up
 farming and went back to business

at times he would be away on business from one month to three before coming home - that then made me manager - as all the farm work I continued with this until I was 18 years. I had then had all of the farming I wanted - for the market got very bad and you could not make your living on the farm - so I went to New York and secured a position with a firm in Liberty St ~~as~~ as office boy - this getting up at 2 or 3 AM to go to Paterson market. After me for a farmer - as there was no other way to get to the store or station but the road through and West Alondis so my father made a path through our property - to the Sherwood and Selman tract: build a bridge over the brook this path came out where the house now stand corner Brookside ave and Mallinson St. from there to the corner of Park ave. and first St.

How Almaden
received its name.

Almaden was named:

Before the building
of the Erie RR. through the place
it was a part of Hoboken
Township - the railroad's Chief
Engineer - a Mr. Almaden when
the road built a station here
it was named after him - hence
Almaden.

The Engineer Col. William
Almaden

This path was in existence and used by every one living west of our place - nearly twenty years - and if continued would have become an public highway - my father then decided to open the road - then called Anthony St. now part of Brookside av. - the other road that was planned to cross his property was a one - that Hillside av. would continue on through to first st. these streets were laid out on the plans of the Sherwood and Palmer map - now on file in Hackensack.

All of the above is accurate and correct data - as furnished by my mother and the then older Citizens and my own recollections

Henry C. Anthony
1938

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The Blizzard of March 12th, 1888

My recollections of that awful-wonderful and most severe cold and snow storm -

I was in my twenty seventh year, living home with my parents in Albndale N.Y. and was employed by Ogden & Co a lumber concern located at the corner of Washington and Light St. New York City.

Sunday March 11th it rained: during the night, it snowed - Monday morning it was still snowing and getting cold - my brother Sam. and self took a train that left Albdale at 7¹¹ AM - and my father took one that left at 6³⁰ AM - at 7³⁰ AM Monday AM, the wind had developed into a gale snowing so hard and with the wind - you could not see across the street. ~~The~~ The train managed to get to Paterson one hour late!

we could not go any further -
 they switched our train on the
 track back of the depot. and we
 staid in the Cars. until 3:30 Pm
 we were playing Cards. a friend
 playing Cards with us suggested
 that we had better find a place
 to sleep. we tried every where. all
 of the few hotels and rooms were
 filled. my friend happened to
 remember of a friend of his that
 lived somewhere in No main St.
 across the river. so first and I
 started out to find him - we
 managed to locate him. arrived at
 his place exhausted and nearly
 frozen. he could put us up -
 we staid there until Wednesday.
 that 9m. it had stopped snowing
 and was much warmer. and the
 high wind had gone. Paterson
 for those few days and nights was a
 wild place. for there were people