



AMONG THE OLD-TIMERS who lived in Allendale before the turn of the century were members of the Kipp family. They resided in a cabin that used to stand on the east side of Franklin Turnpike near the Waldwick line. Shown are Mrs. Kipp and her four children.

Berries And Summer People Profitable In 1889 Allendale

By EILEEN DECKER

ALLENDALE — The suburban community of today aside from some remaining landmarks bears little resemblance to the small village of 75 years ago. The 400 residents drew their livelihood from two major sources — truck farming, especially berries and fruit, and “summer boarders.”

In fact so many strawberries were shipped from the town that their growth and cultivation were considered to be an industry. At the peak of the season as many as six carloads a day rumbled from the Erie Station bound for New York markets. Lest one become too nostalgic it is wise to

note that berry pickers were paid a penny per basket.

Weary farmers, pickers and brokers retired, on departure of the train, to the Sherwood and Tallman Hotel or to Charlie May's general store which had a bar to quench their thirsts and revive their flagging spirits. The present Allendale Hotel next to the Erie tracks is built on the site of the Sherwood Tallman hostel.

Business life centered around the Erie station which at that time was located on the East side of the tracks. There was a wheelwright, blacksmith and a carriage painting plant. The blacksmith, a town character, was fondly known as “Griddlegreaser” (John

Van Horn). He was known for his inventive skill and there were few tasks to which he did not turn his hand including that of gunsmith.

Almost every farmhouse had a “boarders” sign on its gatepost and an estimated 300 summer visitors sought refuge from the hustle and bustle of the big cities. Among the attractions offered the visitors, as they were commonly called, were swimming, fishing, hiking and tennis.

It was not until 1890 that the Lorough got paved streets and some macadam roads. Also installed at that time were 13 oil street lights and its first street-lighter J. Morton Southwick.