

**THE RAILROAD COMES TO ALLENDALE
— 1840-1869 —**

Old-timers in our area could remember 19th century equinoctial storms, “freshets,” and floods that occurred usually in March and September (and sometimes at other times of the year) and broke mill dams and damaged buildings.

January 1841 brought some severe weather with flooding doing damage to crops and buildings. Charity Ackerman wrote in her diary about one storm on January 7, 1841: “A very severe freshet and a great deal of damage done by it, houses and bridges swept away.” At the end of that same month, she reported, “The shock of an earthquake was felt through this country. At Newark it was quite severe.”

Farmers worked hard to keep their acreage productive, and nature's occasional assaults made more work for them, including removing and clearing debris, rebuilding stream banks and walls, and repairing milldams and buildings. Farming was hard, relentless work.

Farms in Allendale at this time were largely subsistence farms — with each farmer raising enough to meet his own family's needs, and to barter with local tradespeople for their services, with perhaps a bit left over to take to the Paterson, Newark, or New York City markets to sell. In addition to his grain, vegetable crop and fruit production, nearly every farmer kept a few cows, horses, pigs and chickens. Most farmers also had a trade or occupation in addition to farming — they were also blacksmiths, tanners, cobblers, wheelwrights, carpenters, stonemasons, etc.

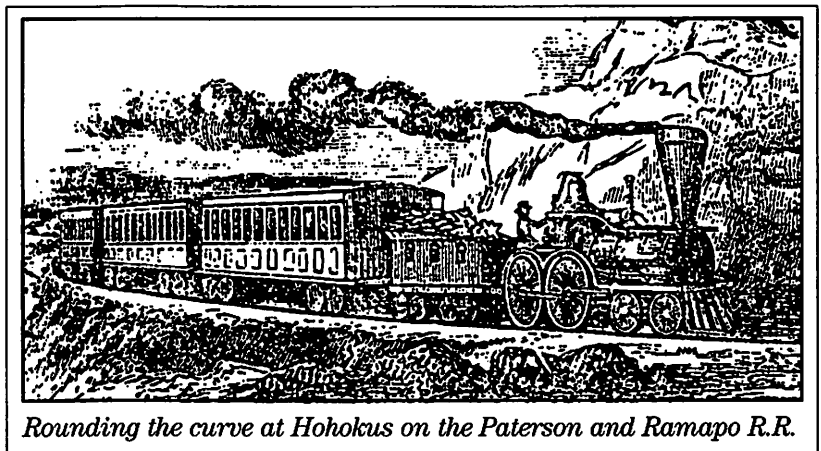
Very soon into the decade, however, came an event that would eventually change the use and value of the farmland in Allendale.

THE PATERSON AND RAMAPO RAILROAD

On March 10, 1841, the Paterson and Ramapo Railroad Company was incorporated by the New Jersey State Legislature. The incorporators were authorized to construct a railroad from a suitable place in or near the town of Paterson to some suit-

able point or points in or near the division line between Franklin Township and New York State.^{1,2}

Joseph Warner Allen, for whom the depot here would later be named, was sent to survey the course of the railroad. At Paterson on February 28, 1844, Allen submitted to the stockholders of the Paterson and Ramapo Rail Road Company a report and surveys of a proposed route through the Hohokus valley. His estimate of the cost of building the railroad, which included grading, bridges and culverts, super-



Rounding the curve at Hohokus on the Paterson and Ramapo R.R.

structure, land, depots, and incidentals, was a total of \$195,483.68.³

On December 9, 1845 the railroad company's directors approved and adopted Allen's survey and a copy of their resolution and the original map were filed with the office of the Secretary of State at Trenton.

Advertisements for proposals and bids from railroad contractors were first printed in *The Intelligencer*, published at Paterson on June 16, 1847. Joseph Warner Allen, the surveyor, had been engaged by the Paterson and Ramapo company officers to supervise the construction, and he received bids and negotiated contracts.

The railroad was completed on October 19, 1848, and the event was celebrated with festive ceremonies which were covered by reports in both Paterson and New York newspapers. Two trains of new cars drawn by locomotives named the *New York* and the *Ramapo*, carrying railroad directors and

invited guests (including two Mexican War Generals), left Paterson for a pleasant excursion to Ramapo (Suffern's). There they were met by rounds shot from a cannon, "a large concourse of citizens" along with a band, and a banquet prepared and served by Delmonico in the "spacious" Ramapo depot to about "three or four hundred persons." The opening of the line was also reported in *Scientific American* in its issue of October 28, 1848.⁴

The completion of the line was followed by two or three weeks of trial runs, after which public trains began to run. On November 8, 1848, Martha Ann Zabriskie, a Saddle River resident who kept a journal of local events, wrote in her diary, "The new railroad line is now in operation from Ramapo, Patterson and New York (called the Jersey Blue)." The line ran from the depot at Suffern's to Jersey City, where ferry boats carried passengers to New York City. Local newspapers, in the fall of 1848, announced: "The Paterson and Ramapo Railroad being finished, the cars will commence running regularly on Wednesday, the 1st of November."⁵

Although the line ran to Suffern's Depot where it met the New York and Erie line, passengers and freight had to transfer to Erie cars because the two lines at that time had different track gauges (the Erie's track being 6'-0" and Ramapo's 4'-10"). Broad gauge tracks were laid through to Paterson in 1852, after the Paterson and Hudson Rver Rail Road and the Paterson and Ramapo Rail Road were combined into the Union Rail Road, and then leased to the New York and Erie. After the track gauge conversion was completed, the New York and Erie sold their narrow-gauge rolling stock, The only prospective purchasers were scrap dealers and other railroads with narrow gauge tracks. In March 1854 the the original *New York and Ramapo* locomotives were valued by Jacob S. Rogers (one of the owners of Rogers, Ketchum and Grosvenor in Paterson, builders of the locomotives) at \$5,800. and \$5,200. Subsequently, the *New York and Ramapo* locomotives were sold to the Sussex Mine railroad in west New Jersey, owned by A. S. Hewitt.⁶

Joseph Warner Allen, the surveyor and supervisor of the Paterson and Ramapo Rail Road, was the son of Samuel Allen and Sarah Warner. He married Sarah Burns Norcross and one of their six children was William Frederick Allen, born October 9, 1846 at Bordentown, New Jersey. Joseph Warner Allen had lived for a time (probably sometime between 1847

and 1848), while he worked in this area, with the Abraham G. Ackerman Family in their home at what is now 475 Franklin Turnpike (formerly the home of John Fell). Allen was also chief engineer of the

Hoboken Land and Improvement Co., the Dundee Water Power and Land Co., and various other railroad enterprises. As deputy quartermaster-general of New Jersey, he organized and equipped the first eight regiments of three year volunteers for the Civil War. Serving as Colonel of the Ninth New Jersey Volunteers, he joined the Burnside expedition to North Carolina, where he was drowned off Cape Hatteras in 1862.^{7,8}

Warner's son, William Frederick Allen was an editor and railroad expert. In some accounts, he is erroneously given as the Allen for whom Allendale was named, but

it was in fact his father after whom the community was named. William Frederick Allen's claim to fame is as the "father of standard time." In 1883 he devised a practical plan for a common-sense adjustment between local and standard time which was adopted by every railroad in the United States. Within a few weeks it was extended throughout the world.^{9,10}

When, about 1850, a small depot, on the narrow guage, two track railroad line was built here, the station was named "Allendale" after the railroad line's surveyor, Joseph Warner Allen.¹¹ Joseph Mallinson is said to have leased the land and the depot building to the railroad company as an inducement for them to establish a station stop here.

Like other nearby communities, some of which took their names from railroad stations (such as Ramsey's, Suffern's), the village that grew up around this station came to be called Allendale long before the borough of that name was incorporated.

A New York and Erie Railroad time table of December 20, 1852, shows that the trains made 12 stops per day at Allendale: 6 eastbound and 6 westbound.¹³

By 1859, the line was run as the Union Division of the New York and Erie Railroad. *The Paterson Daily Guardian* of April 25, 1859 described the old station house at Allendale as "deserted, and...fast going to ruin." *The Bergen County Journal* of July 2, 1859 reported: "The Depot at Allendale having by neglect been allowed to run down, the Erie Company finally suspended stoppage at the station some two years ago. A new spirit has recently invaded that section and the people are determined to have a depot. Mr. Mallinson has lately fitted up a little station, which he

RAIL ROAD NOTICE.

THE PATERSON AND RAMAPO RAIL ROAD

BEING finished, the Cars will commence running regularly on Wednesday the 1st of November—leaving New-York by the Jersey City Ferry Boats, foot of Courtlandt-street, at 8 o'clock, A. M. and 5 P. M., and Suffern's Depot, (on the Erie Rail Road,) on the arrival of the Cars which leave Post Jarvis at 6 A. M. and 3 P. M.

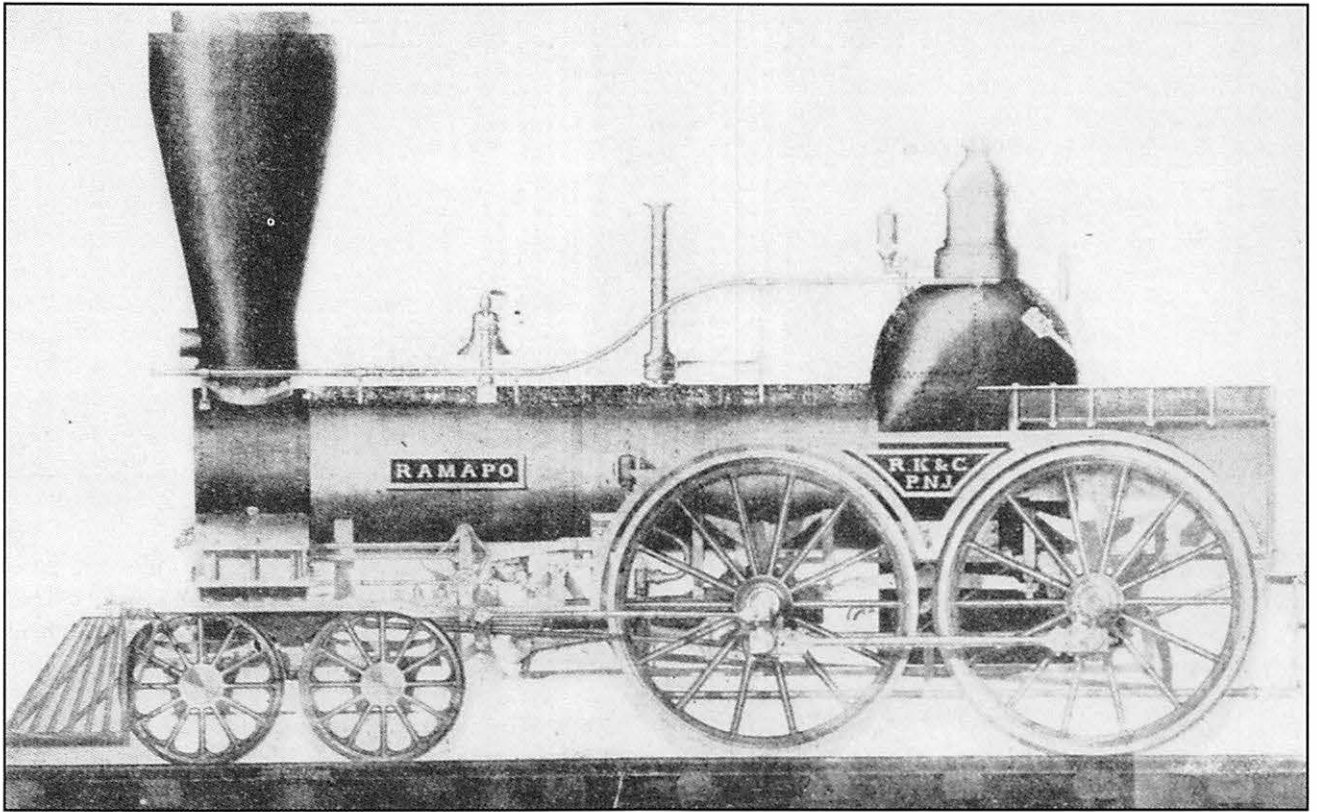
THE ACCOMMODATION TRAIN
Will leave Suffern's Depot at 7 A. M., and Courtlandt-street Ferry, New-York, at 1 before 3 P. M.

The Train to and from Paterson

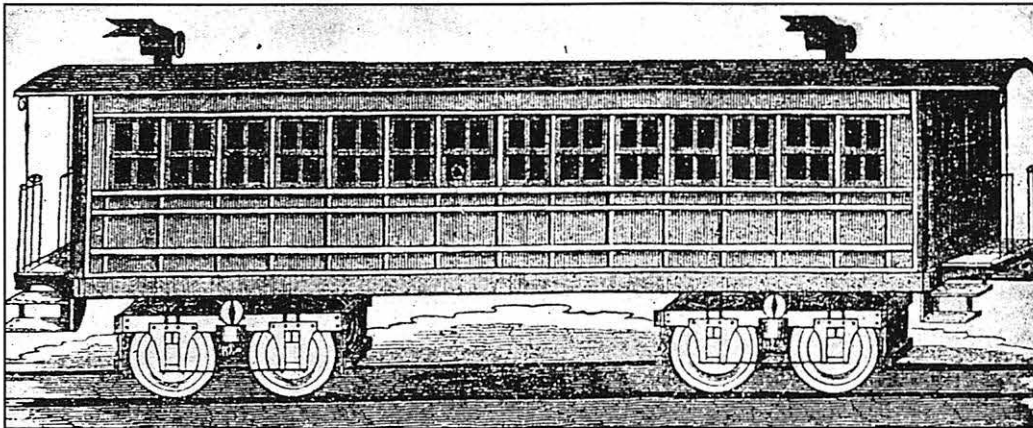
Leave Paterson,	Leave New-York.
At 8 ¹ / ₂ o'clock, A. M.	At 9 ¹ / ₂ o'clock, A. M.
11 ¹ / ₂ " " P. M.	12 ¹ / ₂ " " P. M.
3 " " P. M.	4 " " "

(*) Passengers are requested to be at the Ferry five minutes previous to the hours of starting.
October 31, 1848.

*The first timetable of the
Paterson and Ramapo Railroad.*



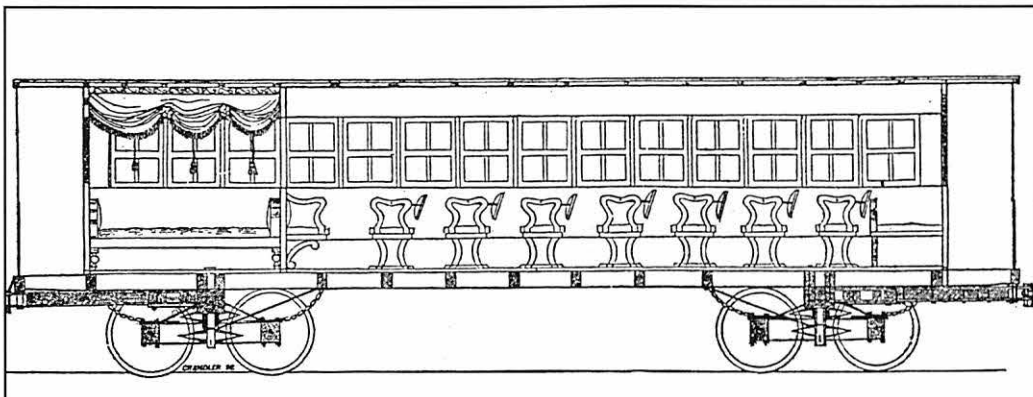
Above, Paterson & Ramapo R.R. — Ramapo. A reproduction of an actual engine that ran on the Paterson railroads. Built by Rogers, Ketchum and Grosvenor; locomotive builders of Paterson, NJ.



Top left — Passenger car of the type built for the Paterson and Ramapo Railroad in 1848.

Lower left — A longitudinal section of a passenger car of 1848.

Seating capacity 44 with a ladies room at one end. Note the drapes at the window and toilet accommodations. No heating stove is shown, but one was usually placed either in the center of one side, replacing a seat, or at the end. Cars like this were about 36 feet long and weighed approximately thirteen tons. Built by Davenport and Bridges, Cambridgeport, MA.



Illustrations from Lucas, "From the Hills to the Hudson," 1944.

NEW YORK AND ERIE RAILROAD.—TIME TABLE,
For the government and information of Employees only.

This Time Table is in no case intended for the information of the Public, nor as an advertisement of the Times or Hours of any Trains. The Company reserve the right to vary from any of them, at their pleasure, and will not be responsible for any information herein contained.

No. 20. (C. 1.) TAKES EFFECT MONDAY, DECEMBER 20, 1852. Union R. R.

TRAINS MOVING EAST.												TRAINS MOVING WEST.											
FIRST CLASS.												FIRST CLASS.											
PAR. PASSENGER.	PAT. PASSENGER.	PAT. PASSENGER.	PAT. PASSENGER.	PAT. PASSENGER.	MILE PASSENGER.	WAY PASSENGER.	NIGHT EXP. PASSENGER.	MAIL PASSENGER.	DAY EXP. PASSENGER.	STATIONS AND Passing Places.		DAY EXP. PASSENGER.	MAIL PASSENGER.	NIGHT EXP. PASSENGER.	WAY PASSENGER.	MILE PASSENGER.	PAT. PASSENGER.	PAT. PASSENGER.	PAT. PASSENGER.	PAT. PASSENGER.	PAT. PASSENGER.	PAT. PASSENGER.	
11:15am	6:00am	12:30pm	8:50am	7:30am	2:27am	2:04am	10:23am	9:23am	9:50am	New York, N.Y.	7:00am	9:00am	5:00pm	3:30pm	6:00am	8:00am	12:45pm	4:45pm	6:30pm	11:30pm			
11:08am	5:45am	12:21pm	8:43am	7:23am	2:17am	1:54am	10:16am	9:16am	9:43am	Jersey City, N.J.	7:15am	9:15am	5:15pm	3:45pm	6:15am	8:15am	12:35pm	4:55pm	6:40pm	11:40pm			
11:02am	5:41am	12:15pm	8:37am	7:13am	2:10am	1:47am	10:10am	9:10am	9:37am	Dep. Bergen.	7:25am	9:25am	5:25pm	3:55pm	6:25am	8:25am	12:30pm	5:05pm	6:50pm	11:50pm			
10:58am	5:40am	12:09pm	8:28am	7:08am	2:05am	1:43am	10:03am	9:02am	9:33am	Spencerville.	7:30am	9:30am	5:31pm	4:01pm	6:31am	8:31am	12:25pm	5:10pm	6:55pm	11:55pm			
10:51am	5:34am	12:01pm	8:21am	6:56am	1:57am	1:38am	9:56am	8:57am	9:28am	Hackensack Br.	7:33am	9:33am	5:35pm	4:03pm	6:35am	8:35am	12:20pm	5:15pm	7:00pm	12:00pm			
10:48am	5:33am	11:58am	8:18am	6:48am	1:47am	1:35am	9:53am	8:54am	9:25am	Boiling Spring.	7:41am	9:41am	5:44pm	4:13pm	6:44am	8:44am	1:30pm	5:24pm	7:05pm	12:05pm			
10:40am	5:28am	11:48am	8:11am	6:42am	1:41am	1:28am	9:51am	8:52am	9:23am	Passaic Bridge.	7:45am	9:45am	5:48pm	4:21pm	6:48am	8:48am	1:25pm	5:20pm	7:10pm	12:00pm			
10:30am	5:25am	11:38am	8:00am	6:30am	1:35am	1:25am	9:43am	8:44am	9:15am	Hayden's.	7:46am	9:46am	5:50pm	4:24pm	6:49am	8:49am	1:40pm	5:35pm	7:12pm	12:11pm			
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Paterson.	8:12am	10:12am	6:14pm	4:45pm	8:39am	10:13am	1:53pm	6:15pm	7:25pm	12:20pm		
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Rock Road.	8:21am	10:21am	6:25pm	4:54pm	8:50am	10:22am	2:00pm	6:38pm	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Hoboken.	8:28am	10:28am	6:31pm	5:01pm	9:03am	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Allendale.	8:33am	10:33am	6:40pm	5:10pm	9:10am	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Ramsey.	8:37am	10:37am	6:46pm	5:16pm	9:20am	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Paterson.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Suffern, N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

All Paterson Passenger Trains will stop at Bergen on signal.
The Night Express Passengers, the Milk Passenger, and the Paterson Passenger Trains Nos. 1, 7 and 8, run every day, both ways, and No. 4 between Paterson and Jersey City, on Sundays.

THOS. A. EMMET, Supt. U. R. R., Jersey City. CHAS'S MINOT, Supt.

keeps faithfully and in good order. The cars now stop there again as formerly."

In 1859 a new freight house was built at Allendale and by the end of March 1860, a new station was being built, of gravel-wall construction.¹⁴

In September 1869, thieves broke into the Erie ticket office at Allendale, and stole about \$12 in cash.¹⁵ A United States Post Office at Allendale opened November 11, 1869 in the Erie Railroad station, with Smith Roswell, also the Erie station agent, as the first postmaster.

A later Allendale station agent, Michael McDermott recalled the old wood and coal burning locomotives of the 19th century. "If you think the engines give off lots of smoke now," he said in a 1930 interview, "you should have stood by the station fifty years ago and watched 'em going through. Why, one of those old combination wood and coal burners, with its huge stack would pour out enough smoke and cinders to blacken any laundry within 100 yards of the station if the wind was right."¹⁶

The farmers of the area certainly realized the importance of the railroad in transporting their crops, but whether the full impact the railroad would have on Allendale was understood is questionable. For the railroad, before too long, was to bring a boom to land values, turn farmland into building plots, and transform a rural community into a vacation paradise and later to a commuter's suburb.

ROADS

In 1852 the toll road, Franklin Turnpike was taken over by the state and its original width of 60 feet was cut to 50 feet.¹⁷ The Turnpike, as it was called locally, was the major thoroughfare through the little community, and even gave the settlement what may have been its first name — by 1830, the Allendale area was called "the Turnpike," and people living there were

said to live "at the Turnpike."

Harman Smith lived at the Turnpike toll gate at Allendale in 1841 and by 1855 the Charles K. Christopher family was living in the toll gate house. J. A. Oblenis later lived there, and ran a "beer shop" and variety store in the building.

Bergen County Road Return F144, filed in Hackensack in 1853 mentions the Franklin Turnpike through what is now Allendale to what is now Waldwick, running "the whole distance over lands formerly belonging to the Franklin Turnpike Company and lately belonging to Josiah Pierson." Mentioned in Allendale are the house of John G. Ackerman, the road to Saddle River, and Dubois Hasbrouck's house. Mentioned in what became Waldwick are the Methodist Church, the house of Garret H. Bamber, and the Liberty Pole.

Other early roads through the community included the old Paterson Road (later Crescent Avenue) and what was known as "the road to Browbent" and later as "the back road to Ramsey" — Hillside Avenue.

RECREATION

The first three schools in Allendale were built on Franklin Turnpike, and they served as social centers and meeting places in addition to their educational function. Allendale residents in 1859 could attend a course of free lectures at the little red schoolhouse at the corner of Franklin Turnpike and what became Chestnut Street. The lectures, reported *The Paterson Daily Guardian*, were delivered "for purpose of elevating virtue and eradicating vice." John Van Horn was one of those who lectured.¹⁸

A campground owned by A. Ackerman, near the schoolhouse and about a half-mile from the railroad station, was a favorite place for camp meetings, picnics and other social gatherings.¹⁹ This campground was probably located on the east side of Franklin

Turnpike about where Elmwood, Midwood and Homewood Avenues are today.

SCHOOLS

One of Allendale's teacher-principals in the first schoolhouse, on Franklin Turnpike near Chestnut Street, was Miss Mary E. Bentley. Miss Bentley was present in September 1929 when the new school on Brookside Avenue was dedicated.²⁰

Allendale's second schoolhouse was built in 1862 at a cost of \$2,000. It was located about a quarter mile from the depot on Franklin Turnpike, on the site of what is today Police Headquarters north of East Orchard Street. It was surrounded by shade trees. Early teachers in the first, as well as this second, school included Henry H. Vanderbeck, John Binder, and Mary Geroe. James Alfred Ackerman, who had also attended the Allendale school as a pupil, taught here in 1875.

About 1860, the trustees of Allendale School District No. 6, Aaron Ackerman, Peter G. Powell, and William White, purchased from Peter G. Powell and Maria A. Powell for \$25 the plot on which the school was subsequently built. The land was sold with the provision that in the event it was no longer used for public school purposes, it would revert back to Powell or his estate. Nearly a century later, in the 1950s, when the building was turned over to the borough for use as a Borough Hall, the borough was obliged to obtain releases from the Powell estate.

The new school was 25 by 35 feet in dimensions, one story, and was fitted out with a belfry, bell, and blinds. When the building was completed, the old 1826 school building was removed to John Wilson's farm, where he used the structure as a granary.^{21, 22}

CHURCHES

Teachers in the Methodist church at New Prospect in 1844 were Peter Bush, Samuel Coe, James Van Blarcom, Stephen Hammond, Aaron Ackerman, Henry Mallinson, Horace Holcomb, Ann Kinsey, Ann Bell, Catherine Crouter, Rebeckah Coe, Eliza Ann Everson, Harriet Duer, and Lavina Ackerman.

The Paramus Methodist Episcopal Church at New Prospect (Waldwick) determined on May 30, 1848 to change its name and officially incorporated as "The Methodist Church of New Prospect." The name and incorporation were not legal, however, until April 30, 1863, when the official papers were recorded at Hackensack by C. L. Blauvelt, Bergen County Clerk at the time.

Land on Franklin Turnpike in present-day Waldwick (then New Prospect) was purchased from Henry Ackerman about June 1866 on which to build

a new church. On July 14, 1866 it was decided to erect an \$8,000 45' x 70' building, and on November 11, 1866, the corner stone was laid. The bell was installed about June 1867 and the new building was dedicated on December 15, 1867 during the pastorate of Rev. J. E. Switzer. Switzer had a house built for his family on East Allendale Avenue in Allendale about this time.

The New Prospect M.E. Church was the mother church to the Methodist church at Allendale and to Methodist churches in Arcola, Campgaw, Midland Park, Ridgewood, and Saddle River.²³

A Sunday School was organized about 1869 by Miss Jane Ackerman, of Dutch Reformed faith, daughter of John G. Ackerman and Maria Vanderbeek. The Ackerman Union Sunday School, as it was called, met in an old store building on Ackerman Hill, across the Franklin Turnpike from the Ackerman home. This school lasted only a few months, however, because John G. Ackerman sold his home to Mr. and Mrs. Stephen Cable, and the hymn books used for the Ackerman Union Sunday school were taken up to the attic of the home and stored.²⁴

BUSINESSES

With the railroad came Smith Roswell, who served as Allendale's Station Agent, in the employ of the Erie, for over 50 years. In about 1859 he opened what may have been Allendale's first grocery and general store, which he operated for about eight years, near the depot.^{25, 26}

Smith Roswell had been born on February 26 1827 at La Grange, in Dutchess County, New York. On July 3, 1853 he married Ellen McKinsey Bull, and when he came to Allendale in 1859, he brought with him his wife and two small children, Sarah Ellen Roswell, then aged four and Charles Smith Roswell, then aged three.

Smith Roswell continued as station agent for the Erie, and in addition filled the position of postmaster of Allendale for about fifteen years from 1869 until about 1885. He ran a general store at Allendale during at least two periods of time. First, from about 1859 for about eight years, in a building near the site of today's station, and again in 1878, at which time he was described as "an old hand at the business."

Roswell later became an appointee to the Allendale Board of Health, and he and his wife Ellen celebrated their golden wedding anniversary in Allendale, with four of their children present, on July 4, 1903. Smith Roswell died at the age of 83 on September 24, 1910.^{27, 28}

In the late 1850s, a Mr. Post ran a shop at Allendale "for the sale of refreshments," but by

December 1859 he had moved to Paterson, where he was running a similar business.²⁹

By 1869 two other stores were in operation in Allendale. The general store run by Charlie May had one corner furnished as a bar, where he is said to have served only ale, and this was a popular stop. By May 1869 May had sold the store to Harvey Sherwood, of Monsey, N.Y.³⁰ Another general store was operated by Morris S. Ackerman, who was succeeded by Abraham G. Ackerman and his son, Richard V. Ackerman.³¹

By 1861, J. Smith had erected a saw mill near what later became Lake San Jacinto, for this mill is clearly marked on the 1861 Hopkins-Corey Map. This map also shows a Blacksmith and Wagon Shop in the barn-like building still standing at the southwest corner of the intersection of Franklin Turnpike and Allendale Avenue, on the property now owned by the Guardian Angel Church. This shop is labelled "H. Mallinson."

John J. Van Horn ("Griddlegreaser") ran a blacksmith shop on Franklin Turnpike and was famous locally for his inventive genius and mechanical talents. Van Horn got his nickname, "Griddlegreaser" in a sort of a verbal reversal of his appearance: he was exceedingly tall and very lean.³²

Sometime before 1861 Anthony Crouter, a wheelwright, was running with his son-in-law Henry Mallinson (also a wheelwright) a wagon shop and blacksmith shop. This business (with a cider mill in the basement) was in a barn-like building on the southeast corner of what is today East Allendale Avenue and Franklin Turnpike. Crouter had probably lived in a house on this corner since at least 1811 (when he signed a petition for the vacation of a road called "The Shunpike"). He probably started his business before 1840.

Henry Mallinson and his wife, the former Catherine Crouter, at the time of the 1850 Federal Census, were living here, in the same household with her father and mother. After Crouter's death in May 1865, Henry Mallinson and his brother, Joseph Mallinson, continued the business. Henry was the blacksmith, wheelwright, and carriage manufacturer, and Joseph was a farmer and carriage painter and decorator. Later, on other corners at this intersection were a paint and trim shop (run by the Mallinson family), and a blacksmith shop.^{33, 34}

THE PEAT FARM

Peat, for use as a fuel, was cut, mined, or milled on what was earlier known as the Wolf Swamp, and what later came to be known as the Celery Farm, probably by Albert Alyea sometime around 1840-1860. This land extended eastward from Franklin Turnpike, between East Crescent Avenue and what

later became Cottage Place.^{35, 36}

John J. Zabriskie, of Hohokus, by early 1866 had purchased the peat meadow and began the business of draining the bog. It was reported that the peat deposits extended about 12 feet down. At least one building was erected for the use of the peat mill, and the building still stood "in the middle of the big meadows at Allendale" in 1884.

A narrow gauge railroad ran several hundred feet into this peat bog, and cars pulled by horses carried the peat along the tracks to a loading station, where it was loaded onto wagons used to haul it to the market. The peat was packed in burlap bags manufactured in Allendale.³⁷

The area was surveyed in December 1867 by Isaac Wortendyke, and his map shows the peat mill operation, including ditches, spring brooks, railway, engine house, and coal shed, as well as several neighboring residential houses. Various trees are indicated on the survey, including maple, cherry, hickory, butternut, apple, pear, elm, chestnut, ash, and willow.

It is not known how long the mill continued, but in 1884 the area was called "the old peat mill property." According to local lore, subterranean peat fires burned in this bog for many years (at least until November 6, 1941, when the Allendale Fire Department was called out to fight a peat fire on the property of Arthur Appert), and it was said that one section carried the hazard of quicksand. The old peat bog land was later used to grow crops including onions, celery and lettuce.

The Hackensack Republican on October 6, 1887 reported: "Our neighbor Mr. Sterling was out in the Onion Bed the other day prospecting to learn the prospects of the crop, when suddenly he began to sink and would have entirely disappeared if aid had not promptly been given. Some are so unkind as to remark that he was going down to ascertain what has become of the horse railroad track and cars, or a pair of horses that disappeared a few years ago. It was a narrow escape."

STRAWBERRIES AND OTHER FARM PRODUCE

Although farmers in Allendale grew corn, rye, oats, buckwheat, hay, vegetables, and various fruits including apples and peaches, the strawberry was one of the most important crops. The strawberry season — generally from about June 1 until July 1 — produced the first cash crop of the year, and farmers could use this money to pay off all their creditors.

The coming of the railroad in 1848 helped to turn Allendale and Ramsey into the strawberry center of the east. Farmers or their commission agents no longer had to ship their strawberries and other crops to market by wagon; they had merely to drive their wagons to the station, load their produce on the

train, find themselves a seat, and sit back and enjoy the ride to market.

John J. Storms was in the wholesale fruit and produce commission business in New York City from 1854 until 1884. Storms lived in Park Ridge on Spring Valley Road at Glen Road and first did business on West Street, but soon opened a stand in the wholesale West Washington Market in New York. The site of this market was later occupied by ocean-going steamship offices and piers. Storms rented city-owned property for a \$1 a day market fee, and built his stand himself. His business was originally named Merwin & Storms, but he later bought his partner out and ran the business himself.

The nearest railroad shipping point, when Storms began business, was the Allendale station. The Erie put a freight car on the switch there, and Storms and John H. Osborne of Saddle River, another commission merchant, would supervise the loading there of their customers' shipments.

Storms would go to Allendale on Monday afternoons, making the four-mile journey from his Park Ridge home by horse and wagon. He met his customers at Allendale, saw that their produce was properly loaded, discussed the market outlook and possibilities, and gave advice. Farmers had already attached to their crates business cards of the merchant to whom the produce was consigned, but to make doubly sure of correct delivery, marketmen would mark, with a lump of white chalk, each container on top and on at least one side with a distinctive code — diamond S, or circle O, or whatever sign was appropriate. When, in late afternoon, a freight train came along and took the loaded car in tow, the marketmen rode to Jersey City in its caboose.

Each weekday afternoon except Saturday, John Storms returned from New York City to Allendale by train, but he did not return to his Park Ridge home until the weekend. On Saturdays he traveled by passenger train carrying a cash box containing individual statements of each customer's shipments, prices received for the produce, and the cash due the shipper, less ten percent commission and freight and cartage charges. The farmers would either meet him at Allendale to receive their bills and cash, or they would call at his Park Ridge home when he was at home over the weekend. Storms's son, James B. H. Storms recalled that "Holdups were not in style in those days, and Storms and his cash box were never interfered with, although he carried thousands of dollars in the course of a season without protective guard or even being armed."³⁸

Strawberries were the prime topic of conversation every June. The wild strawberries native to this area were quite small, but beginning about 1800 north Jersey farmers cultivated berries of a very gen-

erous size. In June 1857 James Van Houten and John G. Snyder of the Ponds in Franklin Township (the Oakland area) took a sampling of their yield to the offices of *The Paterson Weekly Guardian*, whose reporter described the treats: "The critters average two inches in circumference and as long in proportion. One at a time is the utmost that any ordinary mouth can admit; while the flavor is, if possibly, superior to their size. Pent up all day in a dull dingy office, we rather envy the owners of such strawberry patches their rich treasures." Not to be outdone, in July 1857 Daniel C. Ackerman of Wyckoff brought a bowl of his berries to *The Guardian* office. "He had one bunch on the top, upon which were several four-inchers, and one which measured four inches and an eighth."

Popular varieties grown here were the Scotch Runner, a long, tapering dark red berry; the Charles Downing, the Hauboy, the last two light red berries; and the Sharpless, which became a farmer's favorite because it could be easily marketed.

One newspaper reported on June 24 1857 that "three car loads of strawberries went down from Allendale, Bergen Co., on Monday night. One freighter had 25,000 baskets."

Samuel Smith, Erie station agent at Ramsey reported in July 1857 that from the 12th to the 30th of June 707,677 baskets of strawberries were shipped from Ramsey station, on which the freight amounted to \$850.60. More than half that number, 385,816 baskets, were shipped in the one-week period from July 1st to the 7th.³⁹ Most of the strawberries grown in this area went to markets in Newark, Paterson, and New York City.

"Argus," in a dispatch from Saddle River to *The Paterson Weekly Guardian* in June 1858 wrote that "For the space of three or four weeks after [this] date, the people hereabouts will think, talk, and dream more about strawberries than anything else." The strawberry season was a month-long frenzy during which every able-bodied man, woman, and child on the farm and in the neighborhood was pressed into service to pick berries, and even so, additional workers were usually brought in from Paterson and New York.⁴⁰ These workers either boarded with the farmer, or were paid a picker's boarding fee (in 1859, from 25 cents to \$1 per day). Picking the berries was backbreaking work, Henry Clay Anthony remembered. As a child, he picked and hulled berries for the first money he ever earned. He could remember having seen as many as five box-car loads of strawberries at the railroad switch, ready to make the trip to New York markets. In those days, no one would think to sell berries that were not hulled, so hulling became part of the picker's job.

One newspaper in 1859 estimated that more than

a thousand people must have been involved in picking the approximately 220,000 baskets of berries that were shipped from Allendale and Ramsey stations in one single night that June. And, they noted, the berries were all grown within three or four miles from those two stations.⁴¹

Some Allendale residents, in 1859, were offended that berries were picked and shipped even on Sundays, but the strawberry season was too short and too frenetic for most farmers to take note of this.

Chester A. Smeltzer, in *The Birth of Ramsey*, told of long lines of wagons extending westward along the "Wyckoff Road" and eastward as far back as what is now Lake Street, waiting their turn to check in their berries in the cars at the siding at Ramsey's station. The scene at Allendale's station was no doubt similar, for in June 1865 *The Bergen County Democrat* conceded that those unacquainted with the nature of the strawberry business might be incredulous at the figures given, then went on to state the amounts shipped daily from four major points on the Erie Railroad: Hohokus Station, 10,000 baskets; Godwinville, 30,000 baskets; Ramsey's, 50,000 baskets; Allendale, 40,000 baskets. The article goes on to relate that in the preceding year or two, production of the strawberry from these points had "largely fallen off," indicating that an even larger number of baskets had previously been shipped. In addition, the paper reported, not less than 50,000 baskets daily were shipped through Hackensack by plank road and by Hackensack Railroad to New York.

By July 14th of that same year, *The Bergen County Democrat* wrote that John Y. Dater, Erie Railway Agent at Ramsey's, had reported that from the first to the twentieth of June 1865, 1,051,210 baskets of strawberries had been shipped from that station alone. According to Smeltzer, the freight rate in the 1850's was twelve and one half cents per crate of berries; the cost of picking the berries was a cent a basket plus board for the pickers during the season. The selling price averaged from 2 to 5 cents per half-pint basket (at the end of June in 1859 a basket of berries brought 2-1/2 to 3 cents); it was a poor season that brought a return of \$500 for a farmer—some cleared as much as \$2000 in a season, a huge sum for those times.

The size of the individual berry baskets was sometimes a source of complaint from buyers in the cities, for the early strawberry baskets were smaller and of a different shape than the square, pint-sized baskets commonly used today. The individual half-pint baskets were made in the early days of ash, and when that wood became scarce, hickory became the preferred wood. Early on, the wood splints were pounded from the log in Indian fashion, but later the splints were made by planing machines. The baskets

were round-bottomed, fairly tightly-woven, and longer than wider, each with a carrying handle. These were packed in crates for shipping.

Baskets were originally made by the farmers and their families as a home industry during the winter months. This practice continued, but the home-made baskets were later supplemented by baskets made in William Packer's Saddle River basket factory (beginning about 1840) and later by Van Riper's basket works (also in Saddle River in the mid-1850s on the site of a rebuilt cotton mill). John J. Hopper invented a planing machine for cutting splints for baskets and this machine was installed in Van Riper's basket-works. Before this, all the splints were cut by hand, which was slow, tedious work. The Van Ripers were the first to use machine-made splints.⁴²

These businesses turned out baskets and containers for corn, oysters, strawberries, peaches, and other fruits. Every farmer painted or carved his distinctive identification mark on each of his baskets, which were emptied into the customer's own container when sold, and the baskets returned to the farmer.

Other berries were grown in the Allendale area, including raspberries and huckleberries, but no other fruit came close to creating the frenetic harvest that the strawberry did in this vicinity.

SETTLEMENT AND DEVELOPMENT

On February 5, 1849 Hohokus Township (containing part of what later became Allendale) was formed and set off from Franklin Township by act of the State Legislature. Hohokus Township (spelled without hyphens; the later Ho-Ho-Kus Borough was written with hyphens) included parts or all of present Saddle River, Upper Saddle River, Ramsey, Mahwah, and Waldwick as well as part of Allendale. Township meetings were to be held at the house of John W. Ramsey of Mount Prospect (Ramsey). Over the years, Hohokus Township's geographic area was depleted by the formation of boroughs, until finally, on November 7, 1944, its remaining area became Mahwah Township.^{43, 44}

At the time of the 1850 Federal Census, for Hohokus Township, "Debios Hasbrouck," 25, Doctor, was living with the family of John G. Ackerman, in Allendale. Dubois Houghtaling Hasbrouck was probably Allendale's first resident physician. He was born September 16, 1825 in Ulster County, N.Y., the son of Abraham Hasbrouck and Catherine Goetschius. He was a member of the District Medical Society of Bergen County and in 1849-1850 was Superintendent of Schools for Hohokus Township.

Bergen County Road Return F144, dated 1853, indicates "Dubois Hasbrouck's house" in the south-

east corner of Franklin Turnpike and the Road to Saddle River (later Cottage Place) intersection. This was an old stone house later razed by O. H. P. Archer.

Dr. Hasbrouck probably lived at Paramus at the time of his death. His will, recorded in Bergen County (Wills, I:42), was dated March 20, 1865. In it, he describes himself as "Dubois Hasbrouck, M.D. of the Township of New Barbadoes." A very long inventory of his estate is recorded at Bergen County (Inventories, H:502, dated April 11, 1865).

Even as early as the mid-19th century, Bergen County held a certain tantalizing appeal for people wishing to escape city life. On July 2, 1859, *The Bergen County Journal* reported that "several New-Yorkers have recently purchased places for residences in Hohokus vicinity. Property there is increasing very much. The Railroad Co. have the necessary trains to stop there, and other strangers are coming. Hohokus is looking up and will soon be thickly dotted with wealthy residences." This item foreshadowed the real estate boom that Allendale and her neighbors soon realized. Many of the New Yorkers who purchased land and built summer residences in Allendale were in one way or another connected with the Erie Railroad.

One of the first Erie magnates to come to Allendale was Oliver Hazard Perry Archer, who was living part of the year in Allendale by May 7, 1869, when *The Bergen County Democrat* reported that "Mr. Archer, of Allendale, had a splendid horse stolen." The rash of thievery continued in Hohokus and Ramsey, where in addition to horses, a close-top carriage, two sets of harness, and some provisions were taken.⁴⁵ Horse theft and related larceny was such a problem that local insurance associations were formed.

Sometime in the late 1860s Archer bought the land and Greek revival house built about 1861 by Anthony Crouter, from Henry Mallinson. He also bought about 5-1/2 acres in the same area from Smith Roswell and Ellen M. Roswell, his wife in October 1868.⁴⁶

O. H. P. Archer was the son of Jonathan and Hannah Archer and was born in New York City January 14, 1825. He began in business at the age of ten as a clerk in a store, and by 1847 he was established in the express business. In 1849 he was handling baggage express for the Hudson River Railroad and by 1851 he had established a fast freight line on that railroad as well as the New York Central. He later was elected vice president and then president of the Erie Railroad.

He married, June 4, 1845, Mary Dean, and they had children. He and his family lived in New York City, but spent their summers in Allendale beginning in 1868, about when he purchased the property on

the southeast corner of the intersection of Allendale Avenue and Franklin Turnpike. He also owned property on the east side of Franklin Turnpike further north (where Archer Church and Archer Hall were built) and south, near the Waldwick border. O.H.P. Archer died in Allendale on May 8, 1899 and was buried in the family burial plot at Sleepy Hollow Cemetery near Tarrytown.⁴⁷

By the time of the Federal Census in 1850, the following householders were living in or near Allendale: Aaron Ackerman, Aaron C. Ackerman, Abraham G. Ackerman, John G. Ackerman, Albert Alyea, Joseph Christopher, William Christopher, Isaac Courter, Anthony Crouter, John A. Garrison, John Lawbach, Henry Maulderson [Mallinson], Joseph Maulderson [Mallinson], Charles May, Henry Powell, Abram Quackenbush, Corinus Quackenbush, Martin Quackenbush, Albert Smith, Garret Smith, Jacob Smith, Isaac Storms, John L. Van Blarcom, Lewis Van Blarcom, John R. Vanderbeck, Paul Van Houten, Peter Van Zile, William Wilson, Samuel H. Winter, and Albert J. A. Zabriskie.⁴⁸

Michael Higgins bought an 8-and-40/100-acre parcel of land in Allendale by deed dated February 22, 1859 from John A. Smith and his wife.⁴⁹ Between 1859 and 1860, he built a house on this tract, where he and his wife Anne were living by summer of 1860.⁵⁰ The house, marked "D. Hagan" (apparently a corruption of "D. Higgins") is shown on the 1861 Hopkins-Corey Map, "near the public road leading from Franklin Turnpike to the house of Henry Christopher" (today's West Crescent Avenue). The original farmhouse was probably enlarged, was renovated several times, and was run as a roadhouse and restaurant from the late 1920s ("The Steer Inn," later "Pat Job's Crescent Inn," "The Carriage House," "The Ramapo Gate Inn," and "LC's Woodhouse"). In 1994, the building, at 168 West Crescent Avenue, is "The Spanish Tavern" restaurant.

Michael Higgins, born about 1803 in Ireland, was a farmer. He died intestate and left the house and land to his only son and heir, Dennis. Dennis Higgins purchased an additional four acres on October 11, 1864 from Henry Christopher and his wife. On February 10, 1868 Dennis Higgins and his wife, Mary J., of Paterson, sold the house and land (now 12 and 40/100 acres) plus an additional tract of 18 and 23/100 acres west of the railroad tracks, for \$4,500 to Charles O'Neill of Jersey City.⁵¹

Charles Henry O'Neill, the son of Charles and Margaret Carrigan O'Neill had been born September 15, 1829 in Paterson. He left Paterson about 1855 and established a lumber yard on the corner of Hudson and Grand Streets in Jersey City. He later became Mayor of Jersey City. He initially bought the farmhouse in Allendale as a summer home and through

subsequent purchases added to the surrounding acreage, until by 1876 he had accumulated a total of about 83 acres.

O'Neill and his family spent their summers at this house from 1868 until 1902, calling their vacation home "Maple Grove" and "Solid Comfort." They often stayed on at the house until October.

Stephen Cable bought the John G. Ackerman homestead and property on Franklin Turnpike and moved to Allendale about 1860. A story was told that Mr. Cable's hired hand, digging a ditch south of the house, discovered a box containing a number of French and English coins (said to have been dated about 1700). An old rumor was that there was a treasure buried on the property.⁵²

Daniel Anthony brought his family to Allendale on June 15, 1867. They came by train and were met at the station by C. R. Merrill. Anthony bought from John A. Storms the homestead and property on the east side of what is today West Crescent Avenue near the Brookside Avenue intersection. Born about 1828, Daniel Anthony was a ship builder in New York City until 1867 when he came to Allendale to start his farm, planting fruit trees, berries, and all kinds of vegetables. His son, Henry Clay Anthony remembered that at one time the family grew the more unusual (for Allendale) crops of sweet potatoes, tobacco, and peanuts. After a few years of farming, Daniel Anthony left the farm in the care of his sons and returned to business in the city.⁵³

By 1869 the portion of what is today Brookside Avenue from Mallinson Avenue to West Crescent Avenue was called Anthony Street. "Anthony Street," running west from Mallinson Avenue to Voll brook, is shown on an 1869 map.

When Smith Roswell came to Allendale in the employ of the Erie in about 1848, George Brady was carrying mail from Ramsey's Station to Allendale on foot. J. M. Van Valen in his *History of Bergen County* published in 1900, reported that Roswell became postmaster in 1857 or 1858 by appointment from President Buchanan.

THE CIVIL WAR

It has been written that a large number of Bergen County people opposed the Civil War. Slavery had been abolished in New Jersey in 1846 (but, actually, only semantically — by changing the label "slave" to "apprentice"). Bergen County in earlier years had a considerable number of slaves (one estimate is as many as a quarter of its population), but by the 1800s, the number of slaves in Bergen County had dwindled considerably.

Bergen County residents, on the whole, were conservative, relatively prosperous, and contented,

and many did not wish to be involved in a conflict between the north and the south over affairs that they felt did not affect them.

Most of the men from the Bergen County area who fought in the Civil War served with the 22nd New Jersey Infantry under the leadership of Col. Cornelius Fornett. In September 1862 this regiment was mustered into service on a nine month tour of duty, setting off for the South from the Hackensack railroad station.^{54, 55}