

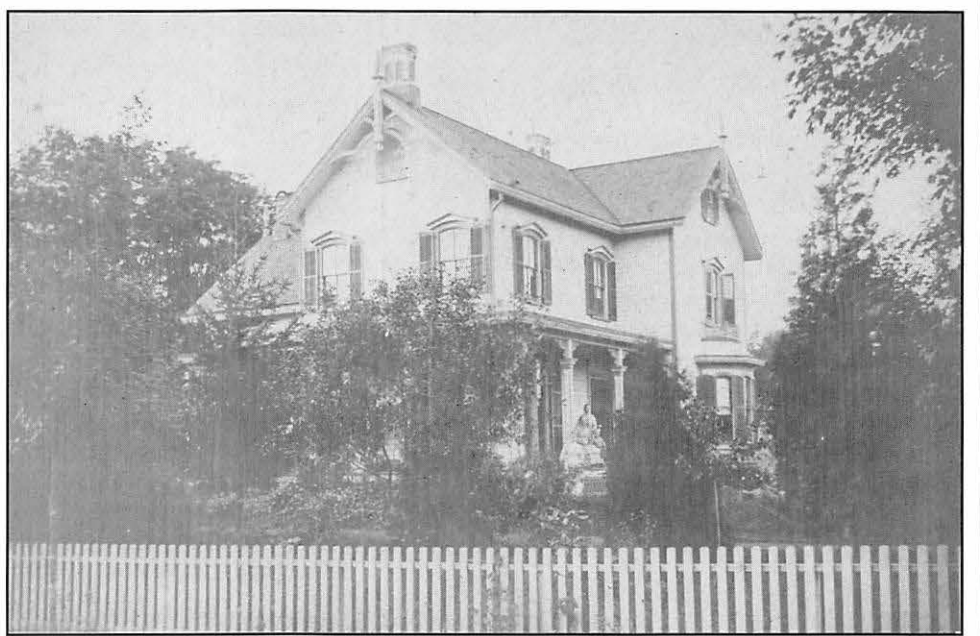
THE NEWPORT OF BERGEN COUNTY
— 1880-1894 —

At some period during the 1880s, as Allendale's reputation as an outstanding resort area grew, the small village came to be known as "the Newport of Bergen County." It may be difficult for us, in our modern Allendale, to imagine our town as a vacation paradise, but for more than 30 years, the community was exactly that.

The height of Allendale's popularity as a summer resort seems to have been reached in the late 1880s and early 1890s. One important reason for Allendale's vacation popularity has already been mentioned: the Erie Railroad. The railroad made Allendale easily accessible from the city, an important asset to the community's early commuters. In addition, Allendale offered city folks a coveted rural atmosphere — the farms were rapidly disappearing or shrinking in size, but even so, the city gentleman could come to Allendale and indulge in the cultivation of a small patch of garden, raise dogs, horses, and chickens, and enjoy Allendale's streams, lakes, ponds, and woods. Fishing, hiking, tennis, swimming, and boating were but a few of the pastimes enjoyed by summer residents.

By the 1880s summer boarders were so plentiful at Allendale that many of the larger estates and homes were converted into summer boarding houses. As early as July 25, 1878 *The Hackensack Republican* reported that "Messrs. Powell, Southwick, and Cable have their houses filled with city boarders and nearly every other house in the place entertains one or more guests."

By July 3, 1890, the number of boarding houses had multiplied (the newspapers sometimes referred to these boarding houses as "hotels"), and *The Hackensack Republican* announced "The weather is delightful, one day of summer succeeds another with an ever-present breeze to temper the atmosphere to a perfect degree. Our Newport is as usual full of life and pleasure parties. Lennox avenue can be seen at



The Joseph Henry Mallinson House on the northwest corner of the intersection of Franklin Turnpike and Allendale Avenue. This photo dates from about 1890. The building at 2 West Allendale Avenue today houses offices, including that of the Coldwell Banker Schlott Real Estate Agency.

its best now: we have three hotels on the Avenue now, The Powell House, the Lennox Hotel, and Hotel Windsor; the latter conducted by Mrs. Asten is said to be one of the best in town. The Powell House is full of select New York people, and exceedingly well kept. The Lennox is doing fairly well and bids to rank with the best. Most conspicuous among the long train of vehicles which grace Lennox avenue are Mr. E. E. Powell driving his fast stepper "Albermarle," Mr. George B. Cook behind "Buckingham," and B.

Coleman with his fine horse "Surefoot." There are at present about twenty new houses being erected here, and the appearance of our avenue and other drives evidences an increased interest."

Lennox Avenue was the street we call East Allendale Avenue today, and many of the lovely old homes lining that street today served as boarding houses during Allendale's "Newport" phase.

Mrs. Kate Powell Harris leased the Stephen Cable house on Franklin Turnpike and ran her "Albermarle Hotel," a summer boarding house, there for at least two seasons, in 1889 and 1890.

Allendale wasn't the only vacation getaway — more than a century ago, people were already escaping to a warmer climate in the south. In June of 1883, *The Bergen County Democrat* printed this tongue-in-cheek warning to Allendale's swimmers: "A lady who returned from Florida brought home an alligator. It has escaped into the Allendale creek. Bathers must take warning."

CHURCHES

Episcopal Mission of the Epiphany

In 1887 the congregation of the Chapel in the Willows was recognized as an organized Mission and was granted the name of Mission of the Epiphany. W. F. Calloway was appointed Warden that year, and a new organ, much larger than the old one, was purchased for \$250.

Between 1880 and 1894, a number of items were

donated, many of them memorials, to the Chapel of the Epiphany. In 1880 the Sunday School presented a brass cross in memory of Lizzie Ennita Dewar. In 1882 the Sunday School donated a Bishop's chair, and also a memorial window dedicated to the memory of their teacher, Alfred W. Harris. In 1886 Mrs. Daniel A. Smith donated a brass chandelier and a brass lamp and the Sunday School donated a memorial window in memory of their classmate James Henry Wilson. In 1888 E. J. Hanks presented an altar desk in brass in memory of Lottie F. Leffingwell. In 1889 George Rowland presented a memorial window in memory of Hattie Needham Southwick Beckley.

On May 24, 1892, Rev. C. H. S. Hartman was placed in charge of the Mission, and in April 1894, Rev. William Huckel replaced him.¹

In 1894 the Chapel was moved to the northeast corner of Franklin Turnpike and Orchard Street.

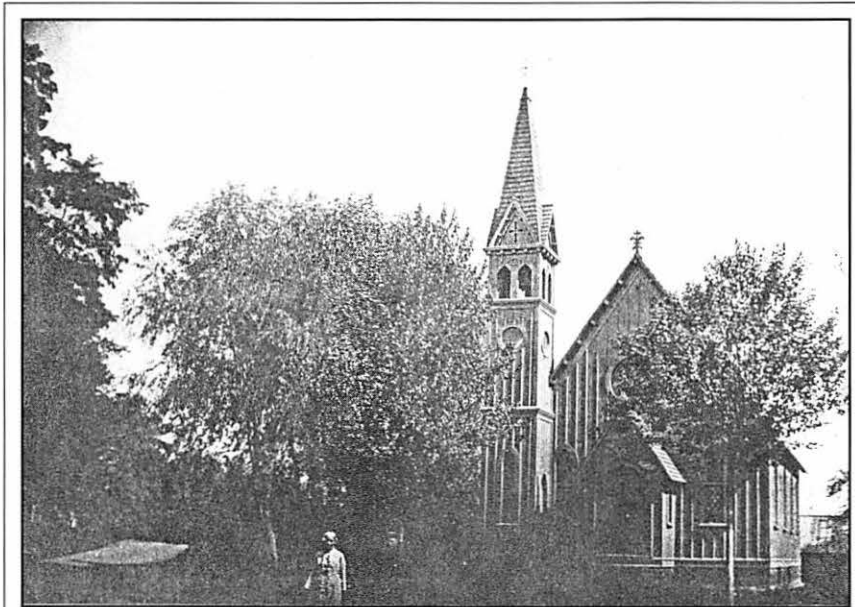
Archer Memorial Methodist Church

From its building date in 1875-1876 until 1886, the Archer Memorial Methodist Church had shared circuit-riding preachers with other churches. In 1886 Rev. William Potts George was assigned to Archer Church as its first full-time minister. In April 1889 Rev. T. H. Jacobus took his place, and in 1893 the minister assigned to the church was Rev. George F. Dickinson.

Oliver Hazard Perry Archer had privately funded the building of the church in 1875, then donated it to the congregation, and he continued to be a major benefactor to Allendale Methodists. The maintenance of the church and its pastors was funded through church income, including pew rents, basket collections, and fund-raising events, but for many years during its first quarter century, when the treasury showed a debit at the end of the year, Archer donated whatever amount was needed to start the new year debt-free.

On December 21, 1883 *The Bergen County Democrat* announced that "O. H. P. Archer will erect a public hall for the benefit of the village."

By December 1883 work had begun on the building of Archer Hall. This building, along with its furnishings, was also completely paid for by O. H. P. Archer. When Archer Hall was completed, a newspaper of the time described the hall as 30 feet by 70 feet, two stories high, slate roof, bell tower and furnished with chairs, tables, elevator [this was most likely



The Episcopal Church of the Epiphany at its early location on the northeast corner of the intersection of Franklin Turnpike and what is today Cottage Place. The photo is thought to date from about 1890. The woman standing in the foreground is Mrs. Stephen Cable.

some sort of a dumb waiter], closets, toilet room and service, stoves, and furnaces. The lower story was divided by folding doors into a large dining room, a parlor or reading room, a kitchen, furnace room and store room. The upper story was the main hall, with stained glass windows. This main hall was decorated with paintings and fresco work.²

Archer Hall, built on Franklin Turnpike near the Archer chapel, was formally opened in August of



Archer Hall on Franklin Turnpike. This photo dates from the early-to-mid 1890s.

1884 with a program at which addresses by the Reverends King and Collins and John Van Dervoort, of Paterson, were given. Annie Roy, Nellie Archer, and Lizzie Mallinson provided vocal musical entertainment.^{3, 4}

In 1889 the parsonage to the east of the chapel was built at a cost of \$5,000. In February 1889 *The Bergen County Democrat* reported "Mr. Archer will erect his new house between the church and Squire Sterling's mansion. Mr. Archer and Isaac Halsted were in town during the week drawing the necessary plans." In June the same newspaper reported "Mr. O.

H. P. Archer is looking after the work connected with the new parsonage." The parsonage, at 37 East Allendale Avenue, was built by Isaac Halsted and was furnished with funds raised by the womens' group of the church (called at this time the Ladies' Aid Society). Ownership of the parsonage and Archer Hall was retained by the Archer family until 1901 when the buildings and about two acres of ground they stood on were donated to the church by Mrs.

Archer. Before the donation, the Archer family leased the parsonage to the congregation on an annual basis at a very nominal cost.

In 1893, at a cost of \$18,000 donated by O. H. P. Archer, the chapel was enlarged, extended and renovated, with carpeting, stained glass windows, and forty-five new cushioned pews providing seating for 500 people. After this new addition, the main entrance to the church faced East Allendale Avenue. Archer Hall also accommodated 500 people and there were rooms for lectures and entertainments as well as Sunday School classes and prayer meetings. Just north of Archer Hall there were large sheds for horses and carriages.^{5, 6}

THE RAILROAD

Henry Clay Anthony remembered the Erie at this time being a broad-gauge line. The engines burned wood as a fuel, and the cars were much smaller and trains much shorter than they would later become. Brakemen had to use a hand brake to stop the train. Cars were lighted with oil and heated by two stoves, one in each end of the car. In the winter, passengers who were not lucky enough to find a seat near one of these stoves grew very cold in the hour the train took to go from Allendale to Jersey City.⁷

Folks at Allendale petitioned the Erie from time to time to restore or add trains to its service. In December 1883 a petition to the railroad to restore train No. 44 was being circulated and signed by area commuters. This train, reported *The Hackensack Republican*, "was the fast morning train, via the Short-Cut, and was a big thing for commuters from Ridgewood up to Sufferns."

In December 1893 Joseph Mallinson lost a valuable cow while he was driving his herd from the pasture over the train tracks at Allendale. She was hit by westbound train No. 5 and was injured so badly that she had to be killed.⁸



The Allendale area shown on the 1887 Driving Road Chart of the Country Surrounding New York City, published by Hyde and Company, New York.

BLIZZARD OF '88

Just about 50 years afterward, in early 1938, Henry Clay Anthony of Allendale remembered the terrible blizzard of March 12, 1888 and his personal experiences in it.

Rain turned to snow at about 12:50 a.m. that March 12, and during the night the temperature dropped to four degrees. Henry Clay Anthony ("Harry"), who had moved to Allendale as a child with his family, was 27 years old and worked in New York City for a lumber business on the corner of Washington and Laight Streets. He commuted regularly by train from Allendale.

He and his family woke up to falling snow that Monday morning, but despite the snowfall, three men in the family headed for the train station and took early morning trains. Henry's father, Daniel Anthony, took the 6:30 a.m. train. Henry and his brother, Dan, took the train that left Allendale at 7:11 a.m.

By 7:30 that morning, he recalled, "the wind had developed into a gale — snowing so hard and with the wind, you could not see across the streets. 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 stayed in the cars until 3:30 p.m. We were playing cards. A friend playing cards with us suggested that we had better find a place to sleep. We tried everywhere. All of the few hotels and rooms were filled. He happened to remember a friend of his that lived somewhere on North Main Street across the river. So he 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 stayed there until Wednesday."

For the next few days, people in the cities and in the country lived through highly unusual circumstances. Paterson, recalled Henry Anthony, "was a wild place, for there were people from the west and all of the local passengers and commuters — they ate and drank the city supply out."

In New York City, one resident reported that his high stoop, about 15 feet above street level, was entirely covered by a drift and he was stranded in his home for four days. Anthony wrote that in the cities there was a great scarcity of milk, fresh meats, and coal. The elevated railroad in New York, wrote Anthony, did not run the latter part of Monday nor all day Tuesday. There were, as usual, opportunists who took advantage of the circumstances — when the elevated railroads came to a standstill, passengers were rescued by "instant businessmen" who provided ladders for climbing down to the streets — for a fee of \$2 per person. Cabmen at the Astor House charged \$100 per passenger to carry customers just a few blocks.

Alfred P. Smith, the editor of the small country

publication *The Landscape*, wrote of his experience of being snowbound in his home in Saddle River. Lame from childhood, he had written pieces for *The Paterson Guardian* in the late 1850s, and later filled his own 5" x 8" monthly news magazine, *The Landscape*, with local news of the Saddle River Valley and nearby towns. During the early hours of Monday, March 12, 1888, he recalled ten years later, "it became intensely cold, the wind raved, reared and howled, and Monday morning the deepest snow of the season covered the ground and filled the air like fog and spray in an ocean tempest."

By Tuesday morning "a wonderful sight met the eye. It was an ocean of snow, its impassable billows all around us. Just back of *The Landscape* office a drift 15 feet high stretched across the road, and near the window in front of the house was a continuation of the same formation about 12 feet high. On Wednesday morning when the storm had abated we caught a view of neighbor Jennings with his oxen unsuccessfully attempting to force a way through the snowy billows. Not a single person passed our place from Sunday evening till the following Saturday afternoon. All the while the editor was alone, using his coal sparingly and getting water by melting snow obtainable at the door and windows."

By Wednesday afternoon, Henry Anthony wrote, the railroad had succeeded in getting one track clear to Jersey City and a train, packed and jammed with passengers, left Paterson. It took two hours to make the trip. He then took the ferry to New York, only to find the city snowbound — where streets were cleared, snow was at least three to four feet above the sidewalks. When he finally arrived at his place of business, the only one there, he found, was the man who lived directly over the office.

"I started at once for home," he wrote, "got a train out and after three hours' run arrived in Allendale. The wind and a slight rain had formed a heavy crust on the snow. It would bear up anyone, so I headed for a direct course to our home. The snow had covered all of the fences. Got home in good shape."

His brother Dan had slept in railroad cars in Paterson Monday and Tuesday nights, and, with a friend, decided to walk to Allendale on Wednesday. It took them over four hours to reach home.

"It took the railroads over a week to get their road back to normal condition," Anthony wrote. "It was quite a long time before all of the surface cars could run. Of course then the subways were a dream. Out in the country the snow had drifted so badly and the drifts were so high it was at least three weeks before all of the roads were passable. In fact, in secluded and protected places you could find snow in the early part of June."⁹

ORVIL TOWNSHIP

In the spring of 1885 it was proposed that a new township be formed from parts of the existing Hohokus and Washington Townships. The area involved contained all or part of the communities known today as Allendale, Ho-Ho-Kus, Waldwick, Saddle River, Upper Saddle River, Montvale, and Woodcliff Lake. Various names for the new township were suggested, including Acklin, Paramus, Valleau, and Oritany, before the name Orville was selected, in honor of a Hohokus Township resident, Orville J. Victor. The name, in a shortened version of the spelling, was adopted, and on January 1, 1886, Orvil Township was formed. In 1905, after six boroughs had been formed out of various parts of Orvil Township (one of them Allendale), some of its remaining area went to form Orvil Borough (which three years later became Ho-Ho-Kus Borough), and in 1919 Orvil Township's remaining area became Waldwick Borough.^{10, 11}

Orville J. Victor lived in the old Ackerman homestead at 348 Franklin Turnpike, in Ho-Ho-Kus. He was educated for the law, but was widely known as an author, editor and publisher. He was editor of Beadle's Dime Novels, which were very popular around the 1850s. He was also the author of historical and biographical works. According to the 1876 Walker's Atlas of Bergen County, his office was at 98 William Street, New York City. His wife, Metta, was the author of *Peck's Bad Boy*.

ALLENDALE POST OFFICE

On July 1, 1887 Richard V. Ackerman was appointed postmaster, and the post office was in his store near the depot. The Post Office's gross receipts in 1887 were \$270.51. Ackerman's daughter, Myra, who later married Chartre D. Mallinson, remembered sorting and distributing the letters as a child, in Ackerman's general store. In 1889, Louis Rossner was appointed postmaster of Allendale, succeeding Ackerman in the position, and the post office was moved to the Allendale Hotel. H. Upham was acting postmaster in 1892. In 1893 Stephen J. Van Blarcom became Allendale's postmaster and the post office was moved to his new building.^{12, 13}

CLUBS AND ORGANIZATIONS

In June 1882 a group of Allendale residents formed a Village Improvement Association (V.I.A.). Their goals were to enhance the appearance of the town and to provide such public conveniences as



The Episcopal Church of the Epiphany, early 1890s. The church was then located on the northeast corner of Franklin Turnpike and what later became Cottage Place. Franklin Turnpike is the road at the left.

sidewalks. Allendale was then still a part of a larger township, and these residents wanted to concentrate their efforts on promoting their own small village. One of their first endeavors was to beautify the area around the railroad station, to give Erie passengers a more pleasing first view of Allendale and to attract visitors and residents to the town.¹⁴

The first officers of the V.I.A. were O. H. P. Archer as president, John L. Yeomans as vice-president, Henry L. Hopper as secretary, and J. Alfred Ackerman as treasurer. Apparently, after several years, this organization dissolved.

A second Allendale Village Improvement Association was organized in 1887 with similar objectives to those of the earlier improvement society. By this time, the area that would become Allendale was largely a part of Orvil Township, with smaller areas in Franklin and Hohokus Townships. These townships did not provide enough local improvements to satisfy Allendale residents. The Village Improvement Association declared the following goals in December 1890: to place street lamps about 500 feet apart on both sides of the railroad and to hire a com-

petent person to care for them and light them nightly; and to place board walks on all roads leading from the station. The Association aimed for a membership of 50, and in 1890 the initiation fee was \$1 and the monthly dues were 25¢.¹⁵

Among the officers and committee chairmen of this second V.I.A. were Albert L. Zabriskie (president), George Cook (vice-president), David Pickens (secretary), William H. Mallinson (treasurer), Arthur DeZ. Patton, John B. Barney, William W. Merrill, Garret H. Winter, and Edward E. Powell. After Allendale incorporated as a borough in 1894, the Mayor and Council assumed responsibility for many of the public improvements previously initiated and maintained by the V.I.A., including installation and maintenance of streetlights, road improvements, and planting of flowers and shrubs in public areas.¹⁶

The V.I.A., in addition to charging initiation fees and monthly dues, raised funds by various other means. On November 27, 1891 *The Bergen County Democrat* announced that "there will be an entertainment under the auspices of the Village Improvement Association in Archer Hall on Monday evening, Dec. 7th. The talent engaged for the occasion is of a high order, and the entertainment will undoubtedly be the event of the season."

The V.I.A. installed 40 oil lamps throughout the community, and hired Mort Southwick as lamplighter. This organization also built the first piece of paved roadway and a flagstone walk, both on Allendale Avenue between the railroad and Franklin Turnpike.¹⁷

About 1885 a summer Lyceum was organized in Allendale, with meetings held at Archer Hall. 49 members were enrolled at its opening in May that year. Entertainers were brought in from Paterson, New York and other locations, and some local talent also sang and entertained, including Jennie Jenks and Lizzie Mallinson. The Lyceum lasted for several years, and *The Hackensack Republican* in July 1887 ran an item from an Allendale correspondent: "If one wants to get an idea how popular our lyceums are, especially during this hot weather, just take a stroll in Archer Hall some evening; the room is nearly always crowded. Last Lyceum night 231 plates of ice cream were served in the lower portion of the hall."¹⁸

In February of 1892 the Village Improvement Association named or renamed all of the major streets in Allendale, an "improvement" that was questioned by some. *The Hackensack Republican* on February 11, 1892 reported that "for a few weeks the inhabitants will carry a directory in their pockets in order to locate their neighbors." From the station to Saddle River became Allendale Avenue (and remains Allendale Avenue today); from Charlie Merrill's to the Franklin Turnpike as far as the old gate house

became Lake avenue (West Crescent Avenue today); from the station to Christopher's mill became Park avenue (Park Avenue today); the new street from Park avenue to Lydecker's Mill became Brook street (Brookside Avenue today); from Franklin Turnpike to Park avenue became Orchard Street (West Orchard Street today); the old Franklin Turnpike became Broadway (Franklin Turnpike today); from Powell's to the Epiphany Chapel was named Chapel Place (Cottage Place today); Freetrade avenue became Maple Street (Maple Street today); from Maple street to Broadway became Grove Place (Elm Street today); and from Allendale Avenue to Lake avenue was Summer Street (Myrtle Avenue today). The only street, according to *The Republican*, which retained its original name was Love Lane, which ran from the old Franklin Turnpike to G. B. Smith's.

By April 1895, after the incorporation of the Borough the previous fall, the Village Improvement Association had disbanded.¹⁹

In May of 1885, an American Legion of Honor Council was instituted in Allendale with the following officers elected for the ensuing year: W. S. Decker, Commander; A. L. Zabriskie, Vice-Commander; John J. Hopper, Jr., Past Commander; A. M. Ackerman, Secretary; E. E. Powell, Collector; I. I. Roswell, Treasurer; W. E. Switzer, Guide; Stephen Hopper, Warden; A. J. Ackerman, Chaplain; W. C. Rowland, Secretary, and, as trustees, Smith Roswell, H. Yeomans, and W. Ackerman.²⁰

RECREATION

In the warmer months, there were many forms of recreation available to the young people of Allendale. Baseball was a new favorite, and one of Allendale's early baseball clubs was the Cricket Base Ball Club, organized in July 1880. The club played on grounds near the depot, and its first game was held on July 31, 1880 against the Thistles of Ridgewood. Early players on this team included Charles O'Donnell playing first base, Roswell in right field, Lou Nerring as pitcher, and Foler as catcher.

The Cricket Baseball Club played such teams as the Thistles of Ridgewood, the Standards of Englewood, the Pioneers of Englewood, and the Dudes of Suffern.

By 1885 the Crickets were reported to be "in a state of inertia," and the Allendale Alerts had taken their place. The Alerts played on a field in the vicinity of Chapel Place (today's Cottage Place), near Rowland's Grocery Store. Two of the teams they played during the summer of 1885 were the Young Americas (of Wortendyke) and the Jay-Eye-Sees (of Park Ridge).²¹

An Allendale Lawn Tennis Club was organized in

the summer of 1888, and the club rented from Joseph Mallinson the grounds on the corner of "Broadway and Lenox Avenue." The club had scheduled a number of tournaments with other neighboring clubs. Members of the club were Bessie Whiting, Nellie Whiting, Angie O'Neill, Grace O'Neill, Hattie Archer, Hattie Sterling, Emma Van Tassell, Annie Van Blarcom, Kitty Lacy, Louis O'Neill, Frank O'Neill, Dr. Harry Archer, Frank Merrill, William Merrill, Dan Anthony, and William Bogert.²²

Many enjoyed the fishing, boating and swimming Allendale's small streams and ponds offered. Other Allendale folks traveled to Greenwood Lake, Franklin Lake, and the Pompton area to camp, fish, boat, and swim. In September 1887 the Mallinsons — John Andrew, William Henry, and Joseph Henry, along with Mr. Weeks and Mr. Cummings returned from a very wet time at Greenwood Lake, but pleased at having caught a "great big lot of fish all the same."

Ice skating and sleighriding were great favorites in the winter. On December 12, 1890 *The Bergen County Democrat* reported, "There was more ice on Asten's pond last week than at any time during last winter. The skaters seized the chance and were out in full force, trying to make up for missing so much of their sport last season."

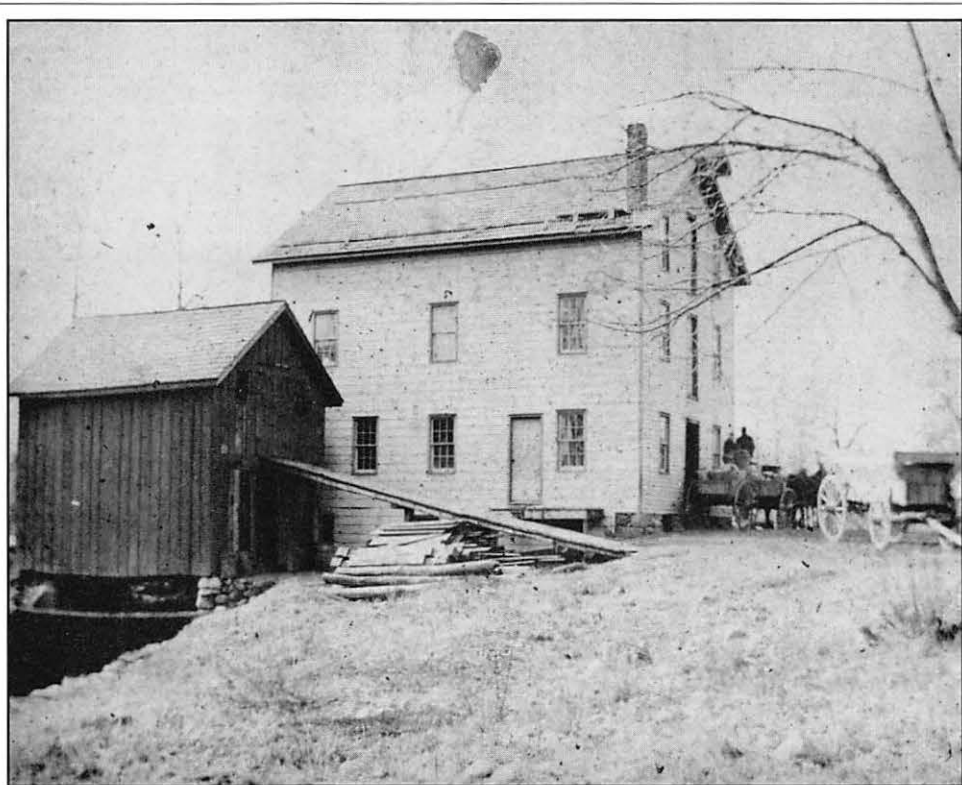
George Rowland, in the fall of 1887 was busily engaged in his hobby, photography, and was making the rounds of the community taking pictures of various buildings and groups. He took interior and exterior photos of the Episcopal and Methodist churches, Mr. Merrill's party at Franklin Lake on a fishing excursion, the ice cream tent on the grounds of Daniel A. Smith, and the D.C.'s of Allendale, among others. Another local photographer at a slightly later date was Dr. Badeau.²³

Bicycling became a popular pastime in the 1880s. O. H. P. Archer's son, Dr. Harry Archer, was one of the first in Allendale to own a bicycle, riding one here and in New York City, where the family lived during

the winter months. He began bicycling in 1883, and in January 1888 he won a prize from the New York Bicycle Club for being the "best road rider in the club." Rev. William P. George brought a handsome new bicycle home with him from his trip to England in March 1889. Others who were among Allendale's earliest bicycle riders were Horace O. Doty, John B. Willard, Daniel Anthony, and William Merrill.²⁴

ALLENDALE BUSINESSES

About 1880, Albert Lydecker erected a grist mill on the Hohokus brook near West Crescent Avenue, on the site of what was later the San Jacinto Swim Club, and this mill was a favorite gathering place for residents of Allendale. On June 14, 1883 *The Hackensack Republican* reported that Lydecker had



Lydecker's Mill, built by A. A. Lydecker, on West Crescent Avenue south of its intersection with Brookside Avenue, near the site of what later became Lake San Jacinto. After Lydecker sold the business and real estate, it became Burtis Mills, which later burned. According to Mary Hutches McCook, daughter of the next owner, B. F. Hutches, the house at San Jacinto was built on the old mill foundation.

received and unloaded 60 tons of grain within one week and was running his mill night and day to supply orders.

A group of citizens held a meeting on March 14, 1889 in the Home Amusement Club House in Saddle River for the purpose of organizing a Building and

Loan Association. They hoped to attract prospective home owners to the area by making it possible for them to obtain home loans. John G. Esler acted as chairman and David Pickens as secretary at this meeting. Those in attendance decided to organize, providing subscriptions could be secured for 250 shares in the association. They further determined that the name of the organization would be The Orvil Co-operative Building and Loan Association.

The following individuals were appointed to solicit subscriptions: Walter E. Switzer, Albert L. Zabriskie, Andrew Esler, S. J. Van Blarcom, William W. Packer, and Charles L. Parigot. Charged with the responsibility of drawing up a constitution and by-laws were John G. Esler, David Pickens, and Albert Zabriskie. Both of these committees were to report back at a meeting scheduled to be held in the basement of Archer Hall on March 23, 1889.

At the March 23 meeting, the committees reported a membership of 58 and a subscription of 294 shares. Five days later, meeting again in the Home Amusement Club House, officers were elected: John G. Esler, president; Albert L. Zabriskie, vice-president; David Pickens, secretary; and Edward E. Powell, treasurer. On April 13 at a meeting at Archer Hall, the constitution and by-laws were adopted, and the secretary was instructed to apply to the County Clerk for a Charter of Incorporation. Trustees elected at this meeting were David P. Davis, A. E. Ivers, Frank L. Van Tassell, Horace O. Doty, Charles L. Parigot, S. J. Van Blarcom, William H. Mallinson, Dr. Charles Badeau, Walter E. Switzer, all of Allendale; Stephen Hopper of Hohokus; and Andrew Esler and William W. Packer of Saddle River.

The first loan made by the Association was on June 10, 1889 to Elbert V. D. Rousseau, of Ramsey, at a premium of 2%.^{25, 26}

R. V. Ackerman built a new coal yard for his general store near the railroad tracks on Park Avenue in 1886.

Joseph W. Griffiths started the Griffiths Insurance Agency about 1890. The business was later run by his son, Burtis W. Griffiths.

In 1892 Edward E. Burtis bought the former Lydecker's Mill and 30 acres of land, and the site became known as Burtis Mills. Burtis moved from Rutherford to Allendale with his family about 1892. On November 2, 1893 *The Ramsey Journal* reported "Times can't be very bad when a bbl. of the very best flour can be bought for \$4.75. That's what they are selling it for at the Allendale Mill." Though Burtis's Mill was primary a grist mill, about 1893 he added a cider press. In 1894 "Edward E. Burtis, Proprietor, Allendale Mills (on the Hohokus), Allendale, N.J." advertised flour, grain and hay received direct from the producer. Among the specialties advertised were

graham flour, buckwheat flour, fine yellow meal, combination chicken feed and pure ground horse feed.²⁷ During the flood of 1945, the sluice at San Jacinto washed out and the foundation of one of the old mill buildings could be seen.

Walter Switzer was active by the 1880s as a real estate agent, selling many properties in Allendale, including, in 1884, the house at 146 Park Avenue to Charles L. Parigot. Parigot moved his family from Yonkers to Allendale that same year.

About 1880-1881, Ira Hopper Yeomans (better known as Hopper, or "Hop" Yeomans) had started a traveling butcher shop, carrying meats and vegetables by wagon on his route. In 1885, he built a permanent butcher shop at the junction of Allendale Avenue and Myrtle Avenue.

Abraham C. Rowland was running his grocery and general store by 1880 in a building on West Crescent Avenue, between the old Ackerson and Ackerman houses (on the west side of West Crescent Avenue, between today's railroad underpass and the intersection of Myrtle Avenue). He rented this building from Henry Mallinson. Later, about 1884, he opened a new store on Chapel Place (today's No. 13/15 Cottage Place, now a two-family dwelling) on or near the former peat mill site. *The Hackensack Republican* of July 31, 1884 carried his advertisement: "A. C. Rowland, Allendale,- New Jersey. New stores, new goods; Full line of groceries. Full line of dry goods ~ fancy goods, confectionery, paints, oils, putty, lead. Tobacco, Segars, etc. Wooden and Willow Ware, Hardware, Lamp Goods of all kinds. Come compare my prices with city prices and you will find it to your advantage."²⁸

In 1884 Garret Hopper Winter formed a partnership with Gus Leamon and opened up a new grocery store in Allendale. Later, when this partnership dissolved, in about 1894, a subsequent partnership was formed and the general store operated under the name of Winter and Christopher. This partnership, too, soon dissolved and Garret Winter, along with his son, John W. Winter, continued to run the store.

About 1887-1888 William Atkins succeeded A. C. Rowland with a grocery and general store on Chapel Place in a building where he also rented out apartments. The street had been named after the Episcopal chapel built on the corner, but after the chapel was moved, the street came to be called Cottage Place after the two "cottages" that O.H.P. Archer built on the south side of the road for his employees, including coachman, Dennis O'Brien, and his butler and stableman (in 1900, James J. Fagan).²⁹

Agriculture continued to be important to Allendale, although its farms were shrinking and giving way to residential development. In 1888 Henry J. Appert bought from Adam DeYoe a large area of land

which extended from a strip of frontage along Franklin Turnpike owned by Mrs. R. Cable and William Quackenbush, along all the northerly side of Chapel Road (later Cottage Place) to a frontage on East Allendale Avenue. This was on the area formerly used as a peat farm. After the peat mill was discontinued, the area had become overgrown with brush and trees. It took Appert a couple of years to clear the land and to prepare the marshy land with a complete drainage system. Onions were the first crop Appert planted on his new farm.

Henry J. Appert was born in Egg, Switzerland, on January 7, 1860. He came to America at the age of nineteen and married, in 1881, Ella B. Finn. Appert served twice on the Allendale Board of Education, served two terms on the Borough Council, and was a director of the First National Bank and Trust Co., of Ramsey.³⁰

The Sherwood & Tallman hotel, built in 1870, was torn down, probably about 1887.³¹ It was said that the hotel was never a success because the people of Allendale opposed it. Within a year or two, however, another hotel was built, on the east side of the railroad tracks.

A number of different men were employed to manage these hotels. In February 1879, Henry Van Vorst was reported to be "holding the fort" at the hotel.³² In early 1892, Henry J. Mansfield came to Allendale to run the Allendale Hotel, which was then called the "Allendale House." A great controversy arose among the residents of the community, when, in September, Mansfield applied to the court in Hackensack for a liquor license. Mansfield maintained that the "men and beasts of the neighborhood needed rest and refreshment." The commotion, obviously, was not caused by the "rest" portion of his proposal, but by the "refreshment" portion. Newspapers of the time followed the uproar with evident glee, and *The Ramsey Journal* reported in September that "last week he [Mansfield] applied to the court at Hackensack for a license and great was the commotion; a remonstrance with one hundred and two names was gotten up, but Mansfield went them several better with a petition on which were one hundred and twelve signatures. The application was rejected, and the commuters will continue to carry home bundles which look as if they might contain a

pair of corsets or something else." Mansfield persevered, however, and in December 1892, was finally granted a license, an event which provoked the droll reporter of *The Ramsey Journal* to observe that "the Alderman moves around with an exaggerated funeral expression of countenance, and all he has to say is: 'Don't you want to buy a house?' It is claimed that the license was sprung on the community without due



The Elias Doolittle house about 1885. The house, which may have formerly been a hotel, stood near the site of today's Railroad Station.

notice ... The little tin-sign which reads 'Hinschliffe's Lager' appears to have taken all the charm and romance out of our pleasant little town and a number of good citizens have signified their intention of moving away in the spring. It is said they will locate in Secaucus, that being the only village on the 'picturesque Erie' unpolluted by a gin mill."^{33, 34, 35}

About 1865-1870 the Mallinson Wheelwright and blacksmith shop (with a cider mill in the basement) had been moved from the southeast corner of Franklin Turnpike and East Allendale Avenue. By 1876, John J. Pullis, Henry Mallinson, and Joseph Mallinson were running a paint, wheelwright, and blacksmith shop on the site on Franklin Turnpike across from Archer Hall. Pullis was the blacksmith, Henry Mallinson was both blacksmith and wheelwright, and Joe Mallinson was a house and carriage painter. Henry Mallinson also served as the unofficial village dentist, and was often called from his bellows to yank out an aching molar.³³

In 1890, Henry's son, Joseph Henry Mallinson, operated a cider mill at this site, utilizing at first a large screw press which each week pressed hun-

dreds of bushels of apples into juice for townsmen and nearby farmers. In 1896, "Joe Hen Mallinson" installed a new hydraulic cider press and four years later, on September 7, 1900, *The Ramsey Journal* reported that "J. H. Mallinson has started his steam cider press and from the indications, his press, which is the best in the vicinity, will do a big business." Schoolchildren passing by the cider mill on the way



The Mallinson Cider Mill and Pullis Blacksmith Shop on Franklin Turnpike across from Archer Hall, about early 1890s. John J. Pullis ("Jake") is in the foreground.

home from school were admonished by the Principal not to stop at the mill, but few students could resist the lure of a free sample.

Chickens were widely raised in Allendale, and as early as 1884, innovations in hatching techniques were being used in Allendale, provoking much interest among residents and the local press, which reported in February, "The chicken factory is exciting great interest. Three incubators are in operation. One is hatching 100 eggs by electricity. There is some prejudice against the productions. One man says he 'will not eat any of them un-natural chickens.'"³⁶

On May 14, 1885, *The Hackensack Republican* stated, "Allendale is now a famous section for poultry fanciers. Among the most noted pens are those of George C. Sterling, in the construction of whose yards time and expense have been a secondary consideration. A new comer to the place is Frank Van Tassell, fresh from Harlem; he is a breeder of high class poultry and has just finished a very complete chicken house which is in every way unsurpassed—it is commodious, well-lighted and thoroughly ventilated. One good point Mr. Van Tassell had in view was the interior finish, making it absolutely vermin-proof—but this idea was original with our friend Mr. Doty, he being a most able authority on matters of

this kind. Mr. Doty is about to add some new improvements for his young stock, consisting of large runs made only with sash and blinds, giving light and ventilation as may be desired."

Another enterprise in Allendale in 1885 was mentioned by *The Bergen Country Democrat* in its August 14, 1885 issue, when it reported "There has been considerable moonshining lately at an underground distillery in this town." This was probably a reference to applejack, the stronger version of apple cider, which was known to have been produced by several Allendale people in this era.

Sometime before 1894, Martin H. Blauvelt, a harness maker, was dealing in sales of horse-related items such as blankets, brushes, curry-combs, horse-ties, collars, halters, Whip-snappers, and ankle boots. In November 1894 he advertised that he would make buggy harnesses for \$10 per set and that repairing was neatly and promptly done. Later, by 1904, he was also selling men's and women's shoes as well as fruit trees and shrubbery. Martin H. Blauvelt was appointed Allendale's Surveyor of Highways in May 1895, and was president of the Allendale Board of Health in 1900.^{37, 38, 39}

William Dewar opened his butcher business in Allendale in February 1893, but by June 1894 he had retired from this enter-

prise and was disposing of some articles by auction.⁴⁰

Hopper Yeomans, already known in Allendale business circles with his traveling meat market, bought Dewar's butcher business in the spring of 1894. The store was in a frame building which stood on a triangular lot at the junction of West Allendale and Myrtle Avenues.⁴¹

ALLENDALE SCHOOLS

Allendale Public Grammar School

In March 1883 \$22 was donated so that Allendale's public grammar school could purchase books for its library, and it was noted that \$40 had previously been spent for books.

The school, which had been built on Franklin Turnpike in 1862, was overcrowded by 1887 and during that year it was enlarged to about 30 feet by 60 feet at a cost of \$950.

In 1889, the trustees of Allendale School District No. 55, Charles White, Crynus Quackenbush, and William Atkins, were instructed to divide the district, resulting in separate school districts for Waldwick and Allendale. This division and the subsequent decision to build a new school in the Waldwick district,



The Allendale School on Franklin Turnpike and students, May 1884. The teacher, at center, front, is James Alfred Ackerman. Students in the photo (order unknown) include: Katie Hopper, Lidie Storms, Mazie Harris, Edith Roswell, Emily Sterling, John Youmans, Martin Hennion, Hattie Sterling, Willie Roswell, Cornelius Hopper, Robert Beckley, Eva Smith, Ethel Harris, Retta Westervelt, Carrie Ackerman, Lizzie Ackerman, David Folly, Elbert Smith, Lennie Beckley, Harry Kipp, Watts Anthony, Charley White, Roe Quackenbush, Bennie Clark, Chartre Mallinson, George Parigot, Allie Pullis, Emma Mallinson, and Nellie Storms. The photo was taken by Simpson's Studio, 169 Main Street, Paterson, N.J.

spurred Allendale residents to petition for the formation of a separate borough which could have a new school building of its own.

Between 1880 and 1894, teachers at the Allendale school included Alfred Ackerman, and Mr. Van Wagener, who in January 1890 was confined to his bed with the grip, an event which meant the entire school was closed down for a number of days.⁴²

Allendale Private Schools

About 1889 the Rev. John E. Switzer accepted a position with *The Lutheran Observer*, published in Baltimore, and leased his Allendale home at 100 East Allendale Avenue to Miss Florence DeZ. Patton. She came to Allendale from Newark to operate a boarding and day school there until 1893, after which Miss Patton moved her school to Ridgewood. Miss Patton conducted her school in Allendale in this house or at another location even earlier than 1889, perhaps in the Powell house, because a September 1885 newspaper item advised "Parties who desire to secure the

very best schooling for their children may call on or address Miss F. Patton care Powell House, this place [Allendale]. School will open on the 21st inst."

Miss Patton's school was called "The Lenox Seminary" (East Allendale Avenue, at that time, was known as Lenox — sometimes spelled Lennox — Avenue). During the summer, when school was not in session, the house was operated as a summer boarding house. On June 21, 1889 *The Bergen County Democrat* reported that "The Lenox Seminary will be filled with Summer Boarders, and at the close of the season will be painted and furnished for the large private academy which Miss F. Patton intends to conduct."

The Ramsey Journal of September 29, 1892 reported "Miss Patton's Boarding and Day School entered upon its seventh year on Wednesday of last

week. The old pupils who have not yet finished the course of studies are nearly all back at their desks and there are more than enough new pupils to fill the places of those who graduated last year. The school is an excellent one and the Principal deserves both credit and encouragement."

In 1893 Miss Patton was running her school in Ridgewood, and apparently the Switzer family had moved back to their Allendale home.

Another private school in Allendale was run by a Miss Bishop in 1894-1895.

ROADS AND HORSES

John Yeomans opened up a new street extending north from the depot in October 1884. This may have been what became Myrtle Avenue, named in the early 1900s for Myrtle Quackenbush (later Mrs. E. Z. Dator), who lived on the street.⁴³

The gentlemen of Allendale were proud of their horses, and it was a common sight to witness a pair of buggies being raced along the main streets of the

town. Some proud owners entered their horses in races held at tracks in Hohokus and Ramsey. In August 1885, Mart Demarest won a race at the Hohokus track with Albemarle, who trotted in three minutes, without a skip or break. Albemarle belonged to Everett Powell, who proudly boasted that he had a standing offer of \$500 for the trotter.⁴⁴

Everett Powell owned another horse, Billy, about whom Powell's niece, Ethel Jackson, told the following story: "Billy was a spirited three year old who was sometimes hard to handle, even by Uncle Everett. He had a hard mouth and wanted to go all the time. When he managed to get the bit in his teeth one Saturday night when Uncle Everett was driving to see his best girl in Ramsey, there was no stopping him. That's how Billy wound up with a silver tube in his chest. He refused to swerve from an approaching rig in Ramsey, almost in front of Ferncroft. Billy took several inches of buggy shaft in his chest. Neighbors rushed out with blankets to cover the stricken horse. A well-intended marshall said, "Better put him out of his misery," but a young doctor protested strenuously. "Give me a chance. I think I can save him." The volunteer was Dr. Charles DeYoe, uncle of Edgar DeYoe, later a well-known Ramsey attorney. Men hauled the horse with clumsy gentleness into the Ferncroft barn. DeYoe applied medications and inserted the silver tube. Daily for weeks he dressed Billy's wound. The restive trotter recovered and his homecoming to Allendale was a parade of triumph, but a slow march, for the horse was still wobbly. He had to be helped into the Powell stable. Billy lived to a ripe old age, an unrepentant speedster. The scar on his chest never stopped him from taking the bit in his teeth."⁴⁵

William Pitt Shearman also took great pride in his horses and on August 3, 1888 The Bergen County Democrat reported, "The handsome carriage and horses of Mr. W. P. Shearman can be seen every evening on Broadway. Mr. Shearman's horses, Allan and Dale, cannot be matched for beauty in the county." Later, in the summer of 1892, Charles H. O'Neill was proudly driving a T cart behind his fine new team, Grover and Adlai.⁴⁶

In January 1890 O. H. P. Archer had just bought a new light road team, said to be very fast goers, and also a large black carriage horse to replace one that had died in the fall. Archer's coachman, Dennis O'Brien, brought the horses to Allendale by train.⁴⁷

In the winter, drifting snow could sometimes be two or three feet deep over the streets, and Henry Clay Anthony remembered that when the drifts got too deep, Allendale people would get together for what was called "breaking in the roads." Together, they would shovel drifts to open up the roadways.⁴⁸

In July 1891 the contract for macadamizing roads

at Allendale and Hohokus, authorized by Orvil Township voters at their spring election, was awarded to the Orvil Township Stone Crusher Co. Andrew Esler was president of this company, which was paid 67¢ per lineal foot for the road work.⁴⁹ By November 1891 the Franklin Turnpike through Hohokus, Waldwick, and probably part of Allendale had been macadamized. *The Hackensack Republican* on November 12, 1891 noted that this was "the first permanent improvement in roads made in Orvil township." In August 1893, John R. Achenbach, Orvil Township Clerk, was accepting bids for macadamizing the public roads from Mr. Pell's (in Saddle River) west to the Franklin Turnpike (the roads would have been today's East Allendale Avenue in Allendale) and Franklin Turnpike from the Old Gate House to the Ridgewood Township line (except that portion already macadamized).

What later became West Orchard Street was known until the 1890s as Garrison Street, for the Garrison family who had a homestead and farm along the street and grew fruit in their orchards.

AREA NEWSPAPERS

Allendale's local news was sparsely reported from the 1850s until just after 1880, in Hackensack-based newspapers, including *The Bergen County Democrat*, *The Bergen County Journal*, *The Bergen Index*, and *The Hackensack Republican*. Paterson newspapers, such as *The Paterson Weekly Guardian*, *The Weekly Press*, and *The Paterson Daily Guardian* also printed occasional Allendale items and from time to time Allendale news even made it into the New York newspapers.

In Saddle River, in June 1882, Alfred P. Smith began publishing a small (6" x 8") monthly newspaper called *The Landscape* which printed many Allendale items.⁵⁰

The Ramsey Journal was begun at Ramsey in March 1892 by John Y. Dater, and featured Allendale news in its weekly issues. It also covered news of Ramsey, Mahwah, Saddle River, and Upper Saddle River.

In October 1894, *The Allendale and Waldwick Times* was established, but after only seven weeks, it ceased publication. No known issues exist.⁵¹

The Ramsey Journal, in its December 28, 1894 issue, commented, "*The Allendale Sun* is our latest arrival. How long will it shine?" Not too long, it seemed, for less than two months later, on February 8, 1895, The Journal announced that William S. Harper, editor of the Suffern, N.Y. Independent, had bought out *The Ridgewood Bee* and *The Allendale Sun*.

OTHER EVENTS

Early in the 1890s there was much speculation over a proposed new railroad, to be called the Saddle River Valley Railroad. The proposed railroad was to cross the Franklin Turnpike near today's intersection of Pittis Avenue and the Turnpike.

The Hackensack Republican on May 12, 1892 commented that the proposed route would run right in front of Squire Ivers' dooryard and speculated (tongue-in-cheek) that "when it is built the Squire will have a chute from his bed to the station." Walter Switzer, engaged in real estate sales at that time predicted that the railroad would surely cause in this section of the county "a boom such as was never known before." Perhaps it would have, but we will never know, for the railroad was never constructed.^{52, 53}

Allendale's water, for drinking and other purposes, in these early days came from many types of springs and wells. Farms and houses in the town had windmills, bucket wells and artesian wells with pumps inside the house.

The first telephone exchange in the area was opened in Paterson on December 24, 1879 with eleven subscribers. Allendale's first public phone would later be installed in R. V. Ackerman's general store in 1895.

INCORPORATION OF THE BOROUGH

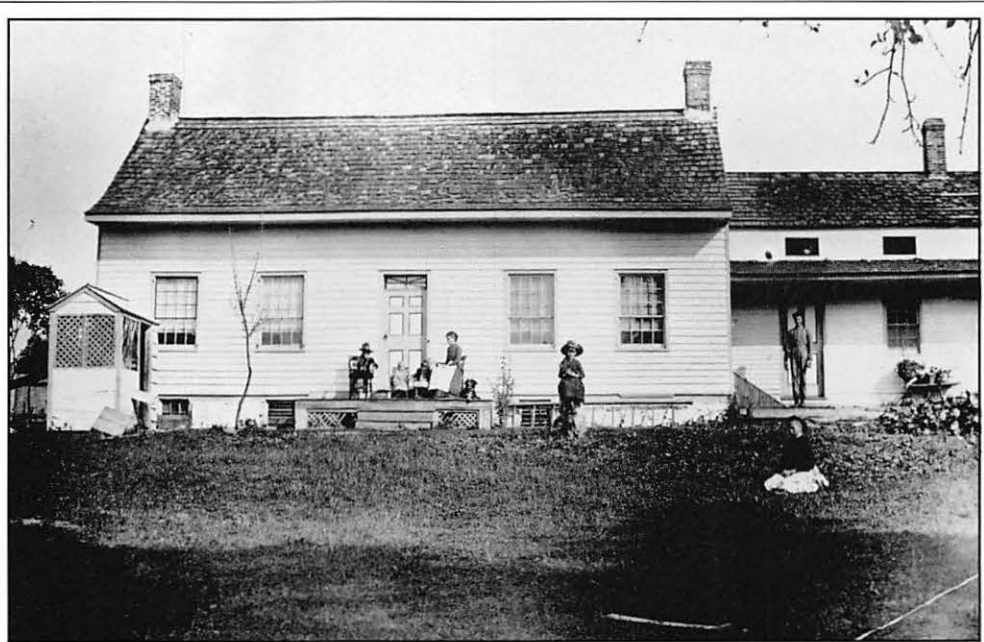
Soon after the addition to the school in 1887, speculation over a new district school to be built in Orvil Township began to grow. Allendale residents' dismay over the choice of Waldwick as the location for the proposed building of a new public school led them to rise up in demand of a separate local government.

On March 12, 1890 New Jersey legislation had

been enacted permitting the formation of boroughs and their "general incorporation by election." Up until this time, most local government in Bergen County was the township form of government.

In 1894 the state amended the law permitting incorporated boroughs, to make such action easier and more feasible for those communities. Allendale became one of 27 boroughs to be formed in Bergen County in the single year of 1894.

A petition dated September 17, 1894 called for a special election to propose the question of formation of a borough named "The Mayor and Council of the



The Quackenbush-Ivers House, at 700 Franklin Turnpike. The original portion of the house was built by a Quackenbush probably by 1780 or 1790. The house is situated with its west end facing Franklin Turnpike. Alfred E. Ivers bought the house about 1881. This photo from about 1887 shows the house before Ivers had the east kitchen section (with two upstairs rooms), at the right in the photo, moved about 50 feet north across the driveway where it was made into what the Ivers and Barretts called "the cottage." About 1890 Ivers then remodelled the farmhouse, putting on a new addition where the kitchen had been and adding a second and third floor to the main section. In the photo, Adeline Ivers, Henry Ivers, Sadie Ivers, and Adeline Greene Hawkins Ivers are on the porch, and Elizabeth Ivers (Alfred E. Ivers' daughter, who later married Alonzo Barrett) is wearing a hat and sitting on the stump to the right of the porch. The two people at the right in the photograph are hired help.

Borough of Allendale." (This lengthy name became the borough's official legal name until 1903, when the name was legally changed to The Borough of Allendale.) The petition was signed by owners of at least 10% of the taxable property within the boundaries of the proposed borough. These signers lived in parts of Orvil, Hohokus, and Franklin Townships.

Signers of the petition who were property owners in Orvil Township in the proposed borough were R. V.

Ackerman, O. H. P. Archer, J. A. Mallinson, William H. Mallinson, and Louise Doty. Signers in Hohokus Township were R. V. Ackerman, Peter D. Rapelje, Garret G. Smith, John A. Mallinson, and William H. Mallinson. The one signer in Franklin Township was Louis Rossner.

In response to the petition, On October 16, 1894, Bergen County Common Pleas Judge James Van Valen ordered that a special election be held at Archer Hall in Allendale on November 8, 1894 to enable qualified residents to vote for or against the incorporation of the borough. Judge Van Valen appointed Alfred E. Ivers Clerk of the Election, and William H. Mallinson and Joseph H. Ware as Inspectors of the Election.

On October 20, 1894 Joseph H. Ware, as Election Inspector, posted ten notices of election in the following ten locations within the limits of the proposed borough:

1. on a post in the Post Office at Allendale.
2. on a wall in the gentlemen's waiting room in the depot at Allendale (none in the ladies' waiting room because women did not yet have the vote).
3. on a post in R. V. Ackerman's grocery store in Allendale.
4. on the public bulletin board on the southwest corner of Allendale Avenue and Franklin Turnpike in Allendale.
5. on the gate post in front of the school house at Allendale.
6. on a guide post on the northwest corner of Allendale Avenue and Chapel Street at Allendale.
7. on the door (outside) of Zabriskie's blacksmith shop on Allendale Avenue in Allendale.
8. on the outside of the door of Bullis's blacksmith shop on the Franklin Turnpike near Allendale [name spelled as given; should read Pullis's].
9. on the front of Burtis's Feed Mill on the road leading from Allendale to Wyckoff.
10. on a telegraph pole situated on the road leading from Allendale to Wicoff [*sic*] near the barn of R. V. Ackerman.

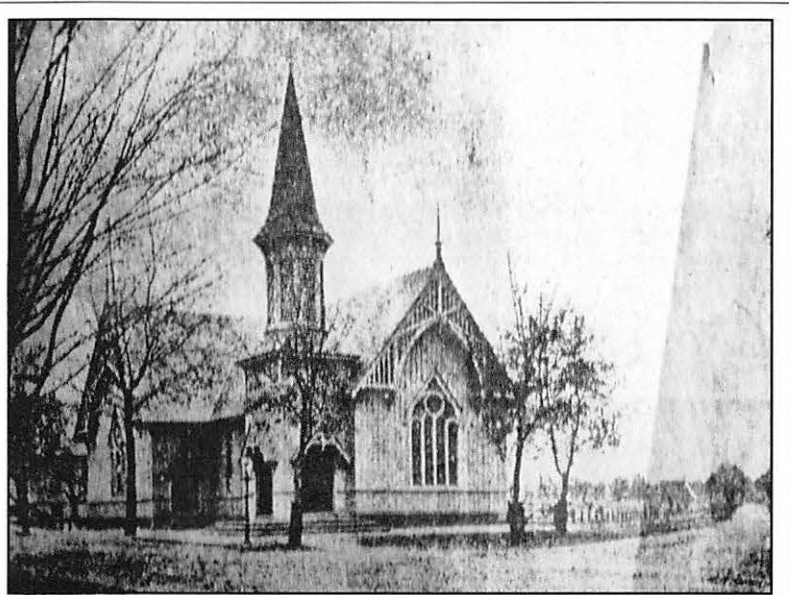
On November 8, 1894 the certificate of election was signed by Alfred E. Ivers, William H. Mallinson, and Joseph H. Ware. The certificate stated: "The whole number of ballots was one hundred and eleven of which one hundred votes were for incorporation and eleven votes were cast against incorporation, giving a majority of eighty-nine votes for incorporation."

On November 10, 1894, proceedings for the incor-

poration of the Borough of Allendale were filed and recorded by Samuel Taylor, Clerk. This is the date the action became effective, and as such is the date generally considered the legal and official date of incorporation.^{54, 55}

Allendale's first Mayor and Council, elected on December 4, 1894 were Mayor Peter D. Rapelje, and Councilmen Walter Dewsnap, Edward E. Burtis, Horace O. Doty, George W. Hatch, Charles L. Parigot, and Cornelius H. Quackenbush. Other borough officials elected were John Yeomans, Assessor; Garret G. Smith, Collector; William Wilson, Freeholder; and Commissioners of Appeals Charles W. Stocker, Albert L. Zabriskie, and Ryerson Ackerson. Robert L. Nimmo was named Borough Clerk.^{56, 57}

The first Allendale council meeting of record, on December 18, 1894, was held at the home of Councilman Walter Dewsnap. One of the items on the agenda for that meeting was the appointment by Mayor Rapelje, of Councilman Doty and Hatch to call



Archer Memorial Methodist Church, 1894.

on School Board president John B. Willard to apply for the holding of council meetings in the school house.

The school board granted permission, and the second council meeting, on December 27, 1894, took place in the school house on Franklin Turnpike.

In 1894, the year Allendale became a borough, a monthly commutation ticket on the Erie Railroad between Allendale and Hoboken cost \$6.70. In that same year you could buy a gas heating stove for \$2.95; 3 quarts of ice cream for \$1.65; an all-wool carpet 3 x 4 yards for \$9.98; a dozen eggs for 18¢; and a dozen Mason jars for 75¢.⁵⁸