

SLEIGHTS OF SAG HARBOR



A Biographical, Genealogical and Historical Record of
17th, 18th, and 19th Century Settlers of Eastern
Long Island and the Hudson Valley
in the State of New York.

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BY HARRY D. SLEIGHT.



SAG HARBOR, N. Y.
1929

THE SLEIGHTS OF SAG HARBOR

Rev. Dewitt, of the Collegiate (Dutch Reform) Church, of New York City, says that the first Sleight, of the name, in this country, was Cornelius Barentsen Sleight, who was one of the deputation sent from Kingston (on the Hudson) to Governor Stuyvestant to solicit protection against the Indians. The early residence of the family was in Kingston—afterward in Fishkill, N. Y. Another family, of the same name, lived on the opposite side of the river, with which no connection was claimed.

Cornelius Barentsen Sleight, ancestor of the Sleight family, in Kingston, N. Y., was also an early resident of Esopus, and from the beginning of the settlement took a prominent and active part in the affairs of the church and colony. His first wife was Tyntie, (Catherine) Tysee Boz. After her death, he married Elsie Janse Briestede, widow of Henry Jochemsen Schoonmaker. He left a number of children, some of whose descendants are residents of Kingston and vicinity.

“Berger’s Kings County,” page 263—“Cornelius Barentsen Sleight, in 1661, was Magistrate at Wiltwyck, or Esopus, where in 1663 he was granted a lot for a brewery and bakery.”

Page 256 Calendar of Dutch Manuscripts, “April 12, 1669, he bought of Titus Syracks (DeVries) a house and lot in Flushing,” (page 53 Flushing Records.)

Cornelius Sleight fifth child of John Henry (Hans) Sleight, and a great grandson of Cornelius Barentsen Sleight, is the founder of the Long Island branch of the Sleight family. He used to say that his great-grandfather came from Dutch Flanders and his great-grandmother from French Flanders.

The earliest settlers in Ulster County built their log cabins each on his own lands, in the midst of fertile meadows along the banks of the winding Esopus Creek. Scattered as they were, in this way, the inhabitants were at the mercy of any sudden attack from hostile Indians; so that after the massacre of 1658, Governor Stuyvestant ordered the settlers either to remove to a safer locality, or to rebuild their houses within the bounds of the little village, which was to be surrounded by a stout stockade or fortification constructed of heavy logs. This Stockade formed an enclosure, the boundaries of which were approximately as follows—The north side followed the edge of the bank above the lowlands along the line of the present North Front Street, then turning to the East it went along the banks on the eastern side; where East Front, now Clinton Avenue runs. At present junction with Main Street, the southern side began; reaching to the western edge of the high ground, where the fourth side ran along what is now Green Street, till it met the north side at North Front Street.

After the stockade was erected, the people began to build more permanent homes within the "Fortje" as it was called. Long after the stockade was gone, and the village had spread far beyond its bounds, elderly villagers when taking a stroll about town, would say they were going "rond de fortje." Most of the houses were after the same fashion, not with high peaked gables like the City houses

in New Amsterdam, but long low dwellings with thick stone walls, dormer windows in the roof and a hospitable "stoep" with seats each side, before the double door, like the village homes in Holland and Belgium. These houses were directly on the street, and near most of them, also flush with the street, was a great wide spread barn, to hold the grain and hay from the fertile fields outside the stockade.

There was one exception however, to this rule. Near the western side of the enclosure where Crown and Green Streets join, there stood a house quite by itself—a large lot behind it, and in front, a triangular Green, with a long vista down the street. The commanding situation made it appear as if the place must have been chosen for a public building, or the abode of some local dignitary. Yet it seems to have been private property from the beginning. It is certainly one of the very oldest houses in the town. In 1695, Rev. John Miller, Captain to His Majesty's troops—an English clergyman, visited the village in company with Governor Fletcher, and drew a map of the stockade and the buildings enclosed. We can easily distinguish among them the triangular lot, and the house which still is standing there. It was probably smaller than at the present time. Its stout stone walls show signs of having been added to at different times—perhaps after the wood work had been burned in 1777 by the British soldiers. It must have been soon rebuilt, as a family was occupying it in 1784.

The first owner of the house of whom records remain, was Anthony Crispell, who conveyed it on December 27th, 1703 to Matthys Van Keuren. In 1719 the Trustees of the Freeholders and Corporation of Kingston gave him a further conveyance. On March 2, 1735-6, Van Keuren

conveyed the property for £120, to Hendricus Sleight (Merchant) by deed. This Hendricus Sleight, was fourth in line from Cornelius Barentsen Sleight, one of first three Schepens appointed by Governor Stuyvestant on behalf of the States General of the United Netherlands. His wife was Sarah Kiersted, the fourth in line from Doctor Hans Kiersted and his wife Sarah Roeliff daughter of Anneke Jans. Mr. Sleight was prominent in village affairs during the Revolution, and in 1782 when General Washington paid his visit to Kingston he was President of the Village Trustees and at the head of the Trustees and citizens met Washington and his escort "and conducted them to the public house of Evert Bogardus on the Northwest corner of Fair Street and Maiden Lane," to quote from an article in *Olde Ulster* (volume VII)—"It is known that at that time General Washington dined at the residence of Judge Dirck Wynkoop, on Green Street, only recently torn down, and it may be supposed that a gentleman of Washington's well known attainments, fully understanding the punctilious requirements of ceremonial intercourse, and exact, as we know him to have been on the discharge of every social obligation, would have called at the home of the Village President, at least, to pay his respects to the ladies of its household. Therefore it can be believed that General Washington, the Father of our Country, and first President of the United States, has been in this house." Hendricus Sleight must have rented the house to others for a time, as it was occupied, sometime between 1780 and 1790 by the family of Cornelis Wynkoop of New York City—Mr. Wynkoop was a native of Ulster County, but had been in business in New York for many years, as a merchant and importer. The seizure of the City by the British ruined his trade, and his home was probably

burned in the great fire of 1776. So he took shelter for a time in his old home, which was just beginning to spring up from its ashes. He held a commission as Quartermaster in the Continental Army. One of his daughters, Catharina, was married, while living in Kingston to Jonathan Hasbrouck—and their daughter Catharine, afterwards the wife of Severyn Bruyn, was born in this old house in 1787. In 1784 Hendrikus Sleight conveyed the property to his daughter Helena Jansen for \$400.00 and “the natural love and affection which he hath and beareth unto his said daughter.” The deed conveying this property is now framed—through the generosity of Chaplain R. R. Hoes, U. S. N.—and hangs on the entrance wall of the building.

On August 14, 1794, Henry Jansen, the husband of Helena, died, and the next April his widow Helena Jansen conveyed the lot to her daughter Sarah’s husband—John Tappen, “reserving a room such as she may choose in said dwelling house for and during her life time.” From this time on for a hundred years the house belonged to members of the same family and was known as the “Tappen House.”

John Tappen was the editor of the “Ulster Plebeian.” His printing office was on the second floor of the west side of the building, reached by outside stairs. Underneath for a time he had a book and stationary store at the front of the house. After his death the interest in the property was divided among different heirs, until in 1851, Henry Jansen conveyed his share to Henry Jansen Tappen. When the Civil War broke out the Jansen Tappen family were living in the old house. And in April 1861, as soon as the Fort Sumter guns were fired, Mrs. Tappen opened her hospitable door to the patriotic women of Kingston, that they might have a place to meet to sew and knit, prepare

lint and bandages and make hospital garments for the Army. The Sanitary Commission, the forerunner of the Red Cross, took charge of these supplies. So the work of the patriotic women began in this house many years ago. For some years after Mr. Tappen left it, the house was used as a tenement, its many rooms being rented to several different families.

In 1896 the property came into the possession of John Rudolph Kenyon, a nephew of Eliza E. Tappen Starr, its late owner. Mr. Kenyon's mother, the wife of Hon. W. S. Kenyon, was a Miss Tappen, a sister of Mrs. Starr. On July 2, 1907, Mr. Kenyon conveyed the premises to Wiltwyck Chapter, Daughters of the American Revolution.

This Chapter was organized February 12, 1891. Its first Regent being Mary Isabella Forsyth. After the house was purchased by Wiltwyck Chapter, the whole interior was removed and altered. The entrance hall and staircase were copied from those at Mount Vernon. The building now is a fine specimen of colonial architecture, well suited with its spacious rooms to be used as Chapter House and a Museum. In this house at the 250th Anniversary of the building of the Stockade—May 30th to June 1st, 1908, a brilliant reception was held, in which Governor and Mrs. Charles E. Hughes received guests with Mrs. DeWitt Roosa, Regent of the Chapter.

On June 13th, 1908, the formal opening of the Chapter House took place, with invited guests from the officers of the National and New York State Societies of the Daughters, and Sons of the American Revolution, participating in the ceremony.

But it is not only by these brilliant receptions, and the observance of National Holidays, that the Chapter House proves its value. At each monthly meeting, the members

of the Chapter plan some new way in which to foster patriotism or to help those who are destitute and who need to be lifted up. And during the Great War, the old mansion was opened once more every day to the helpers of sick and wounded soldiers, and the Red Cross sign hung over its door.

Has not the old house a good record? The home of one of the first village presidents, it was burned because of the patriotism of its occupant, used for the printing of a paper, and as a book store, which helped to spread education and culture. Opened in 1861 as the meeting place of the women who labored at home for the men on the field, and again in the World War—ready for the same work. Now, the headquarters of a Society whose aim is, to remember the glorious past of our country, to warn against the dangers of the present, to foster the love of country, to educate the ignorant, and to help those who need help wherever or whoever they may be.

Long may these staunch stone walls continue to stand, unshaken by earthquake or demolished by flames. And long may the "Daughters" continue to meet there as they have in the past, without friction or jealousy, banded together in "a goodly fellowship," to work for God and their native land.—By Katherine Bruyn Forsyth, March 18, 1924. The Chapter House of Wiltwyck Chapter, Daughters of the American Revolution, Kingston, N. Y.

Of the old families of Sag Harbor but few are left. The change effected during the past half century has turned the old-time whaling port into a factory town, and with it as a natural consequence has come an alien population. Any reference made to the former period is not complete without mention of the sturdy merchants and ship owners—the Hunttings, the Howells, the Mulfords, the Der-

ings and the Sleights. First citizens of the port in the days when fortunes were made in the extensive West India trade, the merchant marine and the whale fishery, they laid the foundations for a comfortable competence, which many of their descendants are enjoying to-day. Sag Harbor, then a port named by Congress as a United States Customs Collection District, the same time as the city of New York, presented a favorable field to these hard-headed, shrewd business men.

But of all these old-time settlers of the port in the direct male line, only the Sleight family remains in Sag Harbor to-day, occupying the family demesne as their ancestor did a century ago and more.

The two old-fashioned houses stand in one yard, fronting on Division street, and the grounds take in almost the entire block, while in the rear, bounded by the beautiful bay known as Shelter Island Sound, the family acres stretch for miles along the beach and highway, meadow, woodland and cleared farm land as far as the eye can see. It was old Capt. Rysam, a retired master mariner, whose daughter the first Sleight to settle on Long Island married, who bought this large tract of land, a portion of which was the old Conkling farm, and an interesting story is told in connection with his acquiring the title. At that time the captain, who was a widower with children to educate, came down to East Hampton and placed his daughters in Clinton Academy, then famous as one of the best institutions of learning in the State. He had an option on the Stuyvesant farm in New York City, and had made up his mind to purchase it, when he met and wooed a charming widow, whom he married. She objected to going so far away from home as New York to reside, so Sag Harbor was chosen as the next best place for the captain to invest

his money, bright prospects in the shipping line leading him to believe that it would always exceed the Manhattan Island settlement as a prosperous business locality. For years Captain Rysam's heirs have paid taxes on the farm and woodland that he bought here, and to-day the property is worth but little more than when first purchased. The Stuyvesant farm helped to make millionaires of the Astors and other well-known New York families of the present time.

The grounds about the old Sleight homesteads always attract the attention and admiration of visitors to the village—the beautiful old-fashioned boxwood hedges which line the walks are such as may be seen only on old manorial estates, of which there are a few still left on Long Island undisturbed by the fondness for modern landscape gardening.

The Sleights spring from a lusty, long-lived Dutch stock, a number of them having nearly rounded out a full century of years.

Cornelius Barentsen Sleight was the ancestor of the Sleight family residing at Kingston, N. Y. He was an early resident of Esopus and from the beginning took an active and prominent part in the affairs of the church and settlement. He left a number of children, some of whose descendants are residents of Kingston and vicinity. He was magistrate of Wiltwyck, or Esopus, in 1661, where in 1663 he was granted a lot for a brewery and bakery; in 1669 he bought of Titus Syracks a house and lot in Flushing. He was an officer of the militia at Esopus in 1661 and 1664. John Hans Sleight, son of Henry Sleight and Sarah Kierstede, married into the Carman family of Long Island, taking for his wife Mary Carman, daughter of John Carman.

Cornelius Barentsen Sleight was one of the deputation sent from Kingston on the Hudson to Gov. Stuyvestant to solicit protection against the Indians. The early residence of the family was in Kingston, afterwards in Fishkill. He came from Dutch Flanders originally, and his wife from French Flanders.

Cornelius Sleight, the founder of the family on Long Island, was a grandchild of Cornelius Barentsen Sleight, and a son of John Henry (Hans) Sleight and Mary Carman. He was born at Fishkill on the Hudson, January 7, 1774, descending immediately from this old Knickerbocker family of the North River settlement. His birth occurred in the stirring times which preceded the Revolution, and he often related incidents of that memorable struggle which were impressed upon his mind in boyhood as the absorbing events of the day. Among his earliest recollections was that of being sent with his brother and sisters by horse and wagon to Wappinger's Falls on the approach of the British to Fishkill, and also of attending with his grandfather the old Dutch church at Kingston, a landmark of the earlier days of the country, still standing. His father moved to New York about this time, and on the occupation of that city by the English forces moved again to Elizabeth, N. J., where he resided next door to the headquarters of Gen. Washington, with whom he was on intimate terms, as also with Gen. Lafayette and other officers. His son when a lad was sent to Clinton Academy, East Hampton, then one of the first educational institutions of the State, and it was there that his attention was first drawn to this section of Long Island and attachments formed which resulted in a lifelong residence. He was early married to Hannah Rysam, a daughter of Capt. William J. Rysam, with whom he lived for upwards of sixty

years. His wife died in 1859. He engaged in the various business pursuits which the growth and increase of the village developed. He entered into the West Indian trade to some extent, and at one time owned together with his father-in-law, Capt. Rysam, an immense mahogany tract in British Honduras, to which place he made several voyages. Largely the furniture in the Sleight homesteads is made of mahogany taken from this grove. On one of his maritime voyages he was acting supercargo of the brig *Merchant*, of Sag Harbor, and happened to be on the French side of the English channel when the news of the Battle of Trafalgar and the death of Lord Nelson was announced to the British fleet. The *Merchant* being just ready to sail, she took over to England in advance of the official despatches, the first announcement of this event, which was given by Mr. Sleight himself to the British Admiralty. Another incident of his early life of some historical interest, is the fact that he was present and saw at Federal Hall, New York City, the inauguration of Gen. George Washington, as the first President of the United States. He was probably the last surviving witness of that interesting event, dying, as he did, in his ninety-sixth year.

When Sag Harbor directed its attention to whaling, Mr. Sleight became identified with that branch of business, and was for many years connected with the firm of Mulford & Sleight. His physical strength continued wonderfully vigorous in extreme old age, and his mental faculties were even more remarkable.

Subsequently, Cornelius Sleight was a partner in business with Gen. Washington, getting out cypress shingles at Great Dismal Swamp, near Norfolk, Virginia, and an

uncle was also a staff officer of Washington during the Revolution, one of his descendants having been named for Lafayette.

The late Henry C. Sleight, a direct descendant, was one of the founders of the Long Island Farmer, which is the oldest paper on Long Island. He also, in 1826, started the first Rochester newspaper, which is also still published, and previous to the cholera year ran a printing house in New York City.

Cornelius Sleight had two children, Caroline Matilda, born 1798, died 1891 in her ninety-fourth year, and who married Cyrus Hitchcock, who became in later life a wealthy commission merchant of New York City, and William Rysam Sleight, born June 12, 1802, and died January 20, 1876. William received an academical education and entered the office of his father, in Sag Harbor, at the age of eighteen. Soon after he was advised to try the beneficial effects of a sea voyage. He sailed in the old whale ship Thorne, returning after several months greatly benefited in health. When 21 years old he married Elizabeth Smith, who died soon after, leaving no issue. In 1833 he again married, the youngest daughter of Henry P. Dering, a Postmaster and Collector of the Port of Sag Harbor, commissioned by Washington. In 1835 for recreation he made a voyage to England, and with that exception, from the time of his majority to that of his death he was a constant resident of Sag Harbor. As a partner of the firm of Mulford & Sleight, whaling owners and agents, he passed nearly thirty years of business life, amassing a competence. Upon the decadence of the whaling industry he entered upon two or three California ventures, after which he retired from business. In the retirement of domestic life in literary and scientific research, for which he had a taste

and in the exercise of those kindly charities which were inseparable from his nature, he passed the latter years of his life.

William R. Sleight's wife, mother of Brinley D. Sleight, editor of the *Corrector*, died in 1905, her age was 94 years, 3 months, 6 days, and she was a grandchild of Thomas Dering, of Shelter Island, who married Mary, the daughter of Brinley Sylvester, a grandson of Nathaniel, the first proprietor. Her childhood was spent in Sag Harbor, and at the manorial residence on Shelter Island, now known as Sylvester Manor. Her mother, Anna Fosdick, often recounted the sacking of the City of New London by the British. While at school in Litchfield, Conn., she was intimate with the family of Dr. Lyman Beecher. She used to tell what a narrow passage there was between Plum Island and Orient Point, as she remembered it when a child, making a trip by packet sloop to New York, and also often related how great stacks of whalebone were piled on the Sag Harbor beaches in the old days, "waiting for bone to reach a dollar a pound."

Brinley Dering Sleight, eldest son of the late William R. Sleight, who was born in Sag Harbor in 1835, resided in the homestead built early in the nineteenth century for the occupancy of his grandfather, Cornelius, the founder of the Long Island branch of the family, and his sister, Anna F. Sleight, lives in another house in the same yard, and which is a number of years older, having been built from the old Conkling farm house and from time to time, in later years, remodeled and modernized by Captain William Rysam. One other sister, Mrs. Hannah Steuart, also resided in Sag Harbor.

Hon. B. D. Sleight, was known as one of the prominent men of Suffolk County and Sag Harbor village, al-

though some years ago he retired from active participation in the counsels of the Democratic party, with which he had been identified throughout his long life. Mr. Sleight, in point of service and years, was one of the oldest editors in harness on Long Island, and in the State, and the *Corrector* was the oldest paper in Suffolk County. He published the first daily paper of Suffolk County in 1865, but the field was too small at that time for its successful continuance. In 1865, in connection with A. H. Hunt, he bought the *Schoharie Republican*, still retaining ownership of the *Corrector*, and continued his connection with that paper for four years. In 1869 he ran for Member of Assembly on the Democratic ticket, defeating John Wood, of Islip, Republican, who for two terms had served as County Clerk. He served in the Lower House of the State Legislature in 1870, but declined a renomination. Again in 1880 the nomination for Assembly was thrust upon him by his party, and although the county was then strongly Republican, he was defeated only after an active canvass, in which he ran 275 votes ahead of his ticket in his home village and made a gain of 600 votes in the Hampton towns, which reversed their customary Republican majorities.

Mr. Sleight was a Past Master of Wamponamon Lodge, F. and A. M., of Sag Harbor.

He was a graduate of Yale College, class of 1858, and attended the fiftieth anniversary reunion of his class at New Haven.

He had served as President of the village, and six years as a Trustee; was a charter member of the Board of Education, established in 1869, and had been identified with it for thirty-five years, acting as its President, and for a long term of service as secretary. For twelve years

he was a magistrate of the town of East Hampton, upon one occasion running for Supervisor. In 1886-1888 he served in Washington as clerk of the Committee on Foreign Affairs, of which Congressman Perry Belmont, of his district, was the Chairman and again in 1894-1896, under Congressman James W. Covert, he was clerk of the Congressional Committee on Patents. Mr. Sleight was the oldest Sag Harbor exempt fireman, having joined Gazelle Hose Company in 1853. He was strong and vigorous, enjoying good health, a heritage from his exemplary ancestors. He has three sons, all grown to manhood, and four granddaughters and a grandson who is also named Brinley Dering Sleight. The oldest son, Cornelius, like his great-grandfather on the maternal side, has served as a Collector of the Port, and was Deputy Collector. He was clerk of the village, and creditably discharged the duties connected with several other civic positions. William R. Sleight, the second son, also resides in Sag Harbor, as does the youngest son, H. D. Sleight, who followed in the footsteps of his father, in the field of newspaper work. He was manager of the Corrector, and has literary and journalistic tastes which have led him to compile many Long Island historical works.

REFERENCES

Cornelius Barentsen Slegt (variously spelled Slecht, Sleght, now Sleight) came from Woerden, Province of South Holland, The Netherlands, a fortified city and military camp between Leyden and Utrecht, which suffered cruelly from Louis XIV army in 1672. An original member of the Church at Esopus, signed contract with Rev. Harmanus Blom, 1661.—Founders of Church and State, June 13, 1928.

Note. Lion Gardiner and Cornelius Sleight both came from Woerden, where Gardiner, an Englishman, married his wife.—H. D. S.

Matthys Slegt was the son of Cornelius Barentsen Slegt and Tryntje Tyssen Bos.

Henry (Henricus) Sleight (Slegt) bapt. Kingston, N. Y., Dec. 22, 1706, son of Matthys Sleight and Mary Magdalena Crispell, m. at Kingston, N. Y., January 8, 1736 Sarah Kierstede bapt'd Sept. 8, 1704, daughter Johannes (Hans) Kierstede and Ariantje (Tappen) Kierstede.—See N. Y. Gen. & Bio. Record vol. xiii, p 24.

Mary Magdalena Crispel, bapt'd Feb. 12, 1662 was the daughter of Anthony Crispel and Maria Blaushon.—See N. Y. Gen. & Bio. Record vol. xxi, p 83.

John Henry (Hans) Sleight, son of Henry Sleight and Sarah Kierstede, was bapt'd at Kingston, Dec. 13, 1741. He married Mary Carman, daughter of John Car-

man, of Beekman Precinct Dutchess Co., N. Y.—See Calendar of Wills, Colonial Dames Publication, p 75.

The name of John Carman's wife is not positively authenticated; but it is believed to have been Lavinia KISSAM. In the will of John Pine (Calendar of Wills, p 300) he names his brother-in-law, John Carman, an Executor. In the records of St. George's Church, Hempstead, L. I., will be found the marriage of John Pine and Grace Carman, Aug. 21, 1725; and, some years later, Aug. 18, 1731, the marriage of John Carman and Lavina Kyssam.

The baptism of Martha, daughter of John and Lavina Carman, occurred Sept. 10, 1732 (N. Y. Gen. & Bio. Records vol ix, p 186). John Carman, in his will, mentions his daughter, Martha. This makes somewhat strong circumstantial evidence.

From "Kingston History," p 31:

Of the organized Militia of Esopus, against the Indians, Cornelius Barentse Sleight was one of the minor officers 1661-1664.—Bergen's "Kingt. Co.," p. 236 states that in 1661 he was Magistrate at Wiltywych or Esopus.

See Munsell's "History of Suffolk County, N. Y.," printed 1882, period from 1683 to 1883, East Hampton Town, p 39 for record of Cornelius Sleight.

KISSAM

1. John Kissam, of Flushing, L. I., was born July, 1664, in England. He was originally known as John OCASSON (or Ockerson). Albany records state that he married Susannah, daughter of William Thorne, of Jamaica.

2. Their 6th child, Daniel Kissam, of Great Neck, L. I., was born 1669; a farmer; elected Vestryman in St. George Church Parish, at Hempstead, L. I., in 1703. He married Elizabeth Coombs, born 1673, died May 12, 1736. Their daughter,

3. Lavina Kissam was born 1710, married Aug. 18, 1731 John Carman.—N. Y. Gen. Record, xxi, pps 84, 85.

CRISPELL

1. Anthony Crispell's 1st wife was Maria Blaushan; their first child was

2. Mary Magdalena, baptised Feb. 12, 1662, married Matthys Slecht (Sleight.)

The above Anthony Crispel was one of the Henly soldiers, appointed to be present at the rendezvous at Marbletown, a village near Henley. He lived at the latter place, on his farm. His will is dated Nov., 1707. prov'd June 10, 1708, written in Dutch, and recorded in Ulster County office Book AA p 425.—N. Y. Gen. Record, xiii, p 24.

KIERSTED

1. Dr. Hans Kierstede from Malgenburg, one of the earliest practising physicians and surgeons, who settled at New Amsterdam, came there with Governor William Kieft, in March, 1628. He married June 29, 1642, Sara Roelofs, daughter of Roelofs Jansen and Anncke Jans. Dr. Kierstede died about 1664 and his wife, Sara, about 1693. —N. Y. Rec., viii, p 125. Their 2nd son

2. Roelof Kierstede, bap't Jan. 1, 1647 married about 1670 Tke Jans or Ttje Alberts, and in Kingston Church records called Eyke Alberstse Rose. Their 3d child

3. Hans Kierstede, bap't in N. Y., Aug. 4, 1677 married at Kingston, Nov. 1, 1701 Arriantje Tappen. Their daughter

4. Sarah Kierstede, bap't Sept. 8, 1704, married at Kingston, N. Y., Jan. 3, 1736, Hendrick Sleight. (See Sleight page.)

—Compiled by

Miss Helen M. Fisher,
239 Emerson Place,
Brooklyn, N. Y.

Feb. '94.

From "History of Kingston," p 489:

Cornelis Barentsen Slecht was the ancestor of the Sleight family in Kingston, N. Y. He was an early resident of Esopus, and from the beginning took a prominent and active part in the affairs of the Church and settlement. His first wife was Tyntie (Catherine) Tysee Boz; after her death he married Elsie Jans Briestede, widow of Hendrick Jochenson Schoonmaker. He left a number of children, some of whose descendants are residents of Kingston and vicinity.

From "Bergens Kings County," p 263:

Cornelius Barentsen Slecht, in 1661 was Magistrate at Wiltwyck or Esopus, when in 1663 he was granted a lot for a brewery and bakery, (as per page 256 of the Calendar of Dutch Manuscripts) April 12, 1669 he bought of Titus Syracks (DeVries) a house and lot in Flushing—as per page 53 of Flushing records, made his mark to documents.

Cornelis Hendrickse Slecht, (the seventh child of Jacobus) married April 11, 1696, Johanna¹ Vandewoter, baptised Aug. 17, 1678, in New York. He was on the assessment roll of Brooklyn of 1698 and census of 1698. Their issue:

Englte, baptised November 12, 1699; Hendrick, baptised May 14, 1702; Henry, born Dec. 6, 1706. Cornelis Hendrickse Slecht died March 1, 1792. His son

John H. Sleight, born 1742, died 1793, married March 12, 1763, Mary Carmen. Their first child

Henry, born May 6, 1764.—Dutch Ch Record, p 212.

"Kingston Marriages," p 70:

Cornelis Barentze Sleght (widower of Tyntsie Bos of

Woerden in Holland) and Elsie Jans widow of Hendric Jochemz of Bruster, married 1684.

From Sleight record:

On Sunday, May 6, 1764 was born my son Henry. For Godfather and Godmother, Henry Sleight and Sarah, his spouse.

On Monday April 12, 1766 was born my daughter, Mary. Godfather and Godmother, John Carmen and Mary, his wife.

On Feb. 13, 1769, was born my daughter, Sarah, about 10 o'clock in the evening.

On October 14, 1771, on Monday between the hours of 9 and 10 p. m., was born my son, John. Godfather and Godmother, John H. Sleight and Mary, his wife.

On January 7, 1774, about 8 o'clock in the evening, on Friday, was born my son, Cornelius. Godfather and Godmother, John H. Sleight and Mary, his wife.

Elizabeth, born Dec. 14, 1778, Monday 5 A. M.

Augustus LaFayette, born about 1780, died Aug. 1830.

CORNELIUS BARENTSEN SLEIGHT¹ ancestor of the Sleight family in America. His first wife was Tyn-tie (Catherine) Tyssen Boz. After her death he married Elsie Jans Briestede, widow of Henry Jochemsen Schoon-maker. He left a number of children, some of whose descendants are residents of Kingston and vicinity. He was an officer of militia, 1661-64, at Esopus, Bergen County. The Esopus Record states that in 1661 he was a magistrate of Wiltwyck, or Esopus. His life was cotemporaneous with that of Lion Gardiner whose wife was of Woerden Holland. So was the wife of Cornelius Barentsen Sleight from Woerden, Dutch Flanders.

MATTHYS SLEGT² was the son of Cornelius Bar-entsen Slegt and Tyntie Tyssen Boz or Bos.

HENRY (HENRICUS SLEIGHT (SLEGT)³ bap. at Kingston, N. Y., Dec. 22, 1706, was a son of Mattys Slegt and Mary Magdalena Crispel; m. at Kingston, N. Y., Jan. 8, 1736, Sarah Kierstede, bap. Sept. 8, 1704, daughter of Johannes (Hans) Kierstede and Ariantje Tappen.—(See N. Y. Gen. & Bio. Record, vol. xiii, p 24.) Mary Magdalena Crispel bap. Feb. 12, 1662, was the daughter of Anthony Crispel and Maria Blaushan.—(See N. Y. Gen. & Bio. Record, vol. xxi, p 83.)

JOHN HENRY (HANS) SLEIGHT⁴ son of Henry Sleight and Sarah Kierstede was bap. at Kingston, Dec. 13, 1741. He married Mary Carman, daughter of John Carman, of Beekman Precinct, Dutchess Co., N. Y.—(See Calendar of Wills, Colonial Dames publication p 75.) The name of John Carman's wife is not positively known; but, she is believed to have been Lavinia Kissam. In the will of John Pine.—(Calendar of Wills p 300.) He names his brother-in-law, John Carman, as Executor. In the records of St. George's Church, Hempstead, L. I., will be found the marriage of John Pine and Grace Carman, Aug. 21, 1725, and some years later, Aug. 18, 1731, the marriage of John Carman and Levina Kyssam. The bap. of Martha, daughter of John and Levina Carman occurred Sept. 10, 1732.—(N. Y. Gen. & Bio. Record, vol. ix, p 186.) John Carman, in his will, mentions his daughter, Martha. This makes somewhat strong circumstantial evidence. Children of JOHN H. SLEIGHT and Mary Carman, his wife were Henry b. May 6, 1764; Mary b. April 12, 1766; Sarah b. Feb. 13, 1769; John b. Oct. 14, 1771; CORNELIUS⁵ b. Jan. 7, 1774, Friday at 8p. m.; Elizabeth b. Dec.

14, 1778; Augustus LaFayette b. about 1780, d. 1830. All John and Mary Sleight's children were born in Fishkill, N. Y., except Augustus, who was born in New York City. General Lafayette, who always stopped at John Sleight's house, in Cherry street, New York City, was there at the time of Augustus LaFayette Sleight's birth, and named the child for himself.

CORNELIUS SLEIGHT⁵ was born at Fishkill, on the Hudson, January 7, 1774, and was an immediate descendant of the old Knickerbocker families that settled along the North River. His birth occurred in the stirring times that preceded the Revolution, and he often related incidents of the memorable struggle which were impressed upon his mind in boyhood as the absorbing events of the day. Among his earliest recollections was that of being sent with his brothers and sisters by horse and wagon to Wappinger's Falls, on the approach of the British on Fishkill, and also of attending the old Dutch Church at Kingston, a land mark of the earlier days, still standing. His father removed to New York about the time referred to, and on the occupation of the city by the English forces, moved again to the Headquarters of General Washington, with whom he was on intimate terms, as also with General LaFayette and other officers. He sent his son Cornelius, then a lad, to Clinton Academy, East Hampton, L. I., then one of the first educational institutions in the State, and attachments were formed which resulted in a life-long residence in East Hampton township. Cornelius Sleight was early married to Hannah P. Rysam, a daughter of Capt. William Johnson Rysam, with whom he lived for upwards of sixty years, surrounded with all the comforts of a comfortable Christian home. She died in 1859, leav-

ing behind the memory of a generous, amiable Christian life. Cornelius Sleight engaged in the various business pursuits which the growth of Sag Harbor developed. He entered into the West India trade to some extent, and at one time owned, together with his father-in-law, Captain Rysam, an immense mahogany tract in British Honduras, to which place he made several voyages.

On one of his maritime voyages, Cornelius Sleight, was acting as supercargo of the brig Merchant, of Sag Harbor, and happened to be on the French side of the English channel when the news of the Battle of Trafalgar and the death of Lord Nelson was announced to the English fleet. The Merchant, being just ready to sail, she took over to England, in advance of the official dispatches, the first announcement of this event, which was given by Mr. Sleight, himself, to the British government officers. Another incident of Cornelius Sleight's early life, of some historical interest, is the fact that he was present and saw at Federal Hall, New York City, the inauguration of General George Washington, as first President of the United States.

When Sag Harbor directed its attention to whaling, Cornelius Sleight became identified with that branch of business and for many years was connected with the firm of Mulford & Sleight, owners and outfitters of whale ships. In his business habits he was strict, but not illiberal; and always energetic and faithful both to his own, and the interests of others. In matters of public improvement and good order he was a leading citizen and an upright counsellor. In social life he was generous and genial, and his charities were not few, but judicious and unobtrusive. His physical strength continued wonderfully vigorous in extreme old age, and his mental faculties were

even more remarkable. Not until within a few months of his death did the finger of decay stain the lustre of a vigorous intellect, and long after losing his sight, and when over ninety years of age, he would converse for hours with accustomed animation, and in matters of business and public concern still evinced an unfaltering judgment. His strength and faculties faded slowly away and his life closed as quietly as an evening twilight melts away into darkness. He died Oct. 30, 1869, in his ninety-sixth year, leaving behind him an honorable name and the record of a long and active, and a well-spent life. CORNELIUS SLEIGHT⁵ son of John H. Sleight and Mary Carman married Hannah Phrip Rysam 3rd daughter of Capt. William J. Rysam. She died in Sag Harbor in June, 1859 ae about 87. Their children were Caroline Matilda b. Apl. 22, 1798, at Elizabeth, N. J.; married Cyrus Hitchcock of New York, d. in N. Y. City, Apl. 27, 1891 in her 94th year. WILLIAM RYSAM⁶ b. June 12, 1802, at Sag Harbor, N. Y., d. at Sag Harbor, N. Y., Saturday morning, Jan. 29, 1876, at 7 a. m., of chronic pneumonia, ae 73 years, 7 months, and 17 days.

"In Nov. 18, 1816 a meeting was held in the U. S. Arsenal building to consider building a new Presbyterian Church. Esquire L'Hommedieu presided. Augustus Sleight (brother of Cornelius) was secretary. A subscription was eventually started by Cornelius Sleight putting his name down for \$300., followed by Augustus Sleight for \$70. and others. The committee advertising for proposals were H. P. Dering, Cornelius Sleight, A. Partridge, Silas Howell, John P. Osborn, Samuel Huntting, Pardon T. Tabor. Mr. Sleight had the financial management of the work, and P. T. Tabor and Eliab Byram were the builders.—Centennial Celebration Address, 1868.

Copy of Letter Written by Cornelius Sleight (War of 1812):

"Sir:

I have taken the Liberty of forwarding the enclosed Document from Major (Case?) relative to his having taken possession of my farm. I have now been nearly one year dispossessed of the same, and as nothing has been done to alleviate the (loss?) to which I have been subjected, I feel much anxiety to have the troops removed or at least some understanding (to) enabling me to have indemnification for the loss I have sustained. The deprivation of my Farm cuts off nearly all my resources & subjects me to many deprivations which are the unavoidable consequences, of such Tenants. I trust that (early?) measures will be adopted to do me justice, as such I feel every wish to submit to any mode you may think proper to bring it to an adjudication. In order to facilitate it, I beg leave to propose to you Mr. Henry P. Dering, who is the D. C. at the Port, and the Hon. E. Sage, as persons on the part of government to appoint one person & myself the other reserving the choice of the third to themselves to determine what should be allowed me while dispossessed of my property. Should this move meet your view I should be much relieved from the embarrassment under which I now labor and shall be greatly indebted for your early attention & information if possible. Signed, C. Sleight, 22 May 1814. Hon'b Mr. Armstrong, Sec. of War.—Cornelius Sleight Letter File.

". . . have offered their services for the defense and protection of Sagg Harbour, against invasion . . . John Jermain, Captain, and Elisha Prior, Cornelius Sleight, and Thomas Beebee, Lieutenants, exempts from military

duty, who are to be obeyed.”—J. W. Livingston, Lt. Col. and Aide-de-Camp & Gov. Tompkins Papers at page 406 Annual Report State Historian.

See Munsell's History of Suffolk County, N. Y., printed in 1882, and from 1683-1883, East Hampton town, page 39, for records of Cornelius Sleight.

“Cornelius Sleight⁵ was the first male member of the Sleight family who came to reside on the east end of Long Island. He was born at Fishkill-on-the-Hudson, January 17, 1774, and was an immediate descendant of the old Knickerbocker families that settled along the North River, his grandfather being from Dutch Flanders and his grandmother from French Flanders. The record of his father's marriage is among those that were kept in the old Dutch church of New York before the Revolution, viz. John H. Sleight—Mary Carman, May 12, 1763. His father moved to New York, and at the time of the occupation of the city by the English forces went over and resided at Elizabeth, N. J., next door to the headquarters of General Washington, with whom he was on terms of intimacy, and afterwards connected in business matters in Virginia and North Carolina. Cornelius was sent as a lad to Clinton Academy, East Hampton, and it was there, probably, that his attention was first drawn to this section and attachments formed which resulted in a life-long residence. He was early married to Hannah P. Rysam, a daughter of Capt William J. Rysam. His only children were Mrs. Caroline Hitchcock, of New York, and William Rysam Sleight of Sag Harbor. His mother also came to Sag Harbor to live, with three daughters and a younger son, Augustus. They occupied, at one time (the time of his mother's death), the house on Main street afterward the residence of Colonel Samuel Huntting. Cornelius Sleight

lived in a house near Long Wharf. The back steps were almost at the water's edge (about where the E. H. Lumber & Coal Co., yard used to be). There he did business. He was engaged in the Honduras and West India trade with his father-in-law, Capt Rysam, who owned an immense mahogany tract in British Honduras. When Sag Harbor directed its attention to whaling he became identified with that business. For the last 40 years of his life he resided in the house on Division street, built for himself for a family residence, afterwards occupied by his grandson, Brinley D. Sleight," now occupied by a great grandson, Harry D. Sleight.—Monsell's Hist. Suffolk County, 1883.

WILLIAM RYSAM SLEIGHT⁶ son of CORNELIUS⁵ and Hannah (Rysam) Sleight, b. Jan. 12, 1802, m. 1st Elizabeth (Smith), of Shelter Island, she d. in Sag Harbor, without issue, Aug. 15, 1831; m. 2nd, Anna Charlotte Dering, youngest daughter of Henry Packer Dering, of Sag Harbor. They were married at the house of Capt. Reuben Brumley, 111 Bleeker street, New York City, Jan. 2, 1833 by the Rev. Erskine Mason. She d. in Sag Harbor, Apl. 8, 1905 ae 94 years 3 months and 8 days. Their children were all born in Sag Harbor, and were: Cornelius Henry b. Oct. 24, 1833, d. ae 1 month; BRINLEY DERING⁷ b. March 11, 1835; d. Dec. 10, 1913; Anna Caroline b. Jan. 17, 1837, d. ae 6 years; Augustus b. Feb. 21, 1839, d. ae 1 week; Hannah Rysam b. 1840, d. 1917; Charlotte Elizabeth b. Aug. 10, 1842, d. at Barre, Mass., Sept. 6, 1872; William Rysam b. Sept. 10, 1844, d. in West Lubec, Maine, Feb. 12, 1901; Cornelius b. Oct. 27, 1847, d. May 11, 1850; Anna Frances b. Apl 9, 1851, sole survivor of generation in 1929; Cornelius, b. Dec. 21,

1853, d. at his mother's residence, in Sag Harbor, Aug. 1881, ae 27 years, 7 months and 14 days. William R. Sleight was a native of Sag Harbor and a life-long resident of that village and an active participant in its prosperity, and lived to see nearly all of his business cotemporaries pass away before him. He was born in 1802, and, after receiving an academical education, entered the office of his father, the late Cornelius Sleight⁵, at the age of eighteen. Soon after he was advised by his physician to try the beneficial effects of a sea voyage, his health being poor, and he sailed in the old whaler "Thorn", Captain Augustus Gardiner. Returning, after several months, physically benefited, he again entered business life. At the early age of 21 he was married, but his first wife died soon, leaving no issue. In 1833, he married the youngest daughter of Henry P. Dering, Esq. In 1835, he made a voyage to England for recreation and strength, and with that exception, from the time of his majority to that of his death he had not been often out of the village of his birth. He was almost a constant resident of Sag Harbor. Attached to his native place he was always alive to its good name, and always a liberal giver and generous advocate of every scheme of improvement. As a member of the Building Committee (and Chairman), of the new Presbyterian Church he manifested active interest. As a partner of the firm of Mulford & Sleight, whaling agents and owners, he passed nearly thirty years of business life, building up for himself a competency, and at the same time, by just, yet generous dealings, obtaining the respect and attachment of the community. A high sense of honor characterized his intercourse, and though charitable to the faults of others, he laid down for himself a line of strict and uncompromising integrity. Upon the decadence of the whaling inter-

est he entered upon one or two California ventures, after which he retired from the turmoil of active pursuits, admonished by failing health and an invalided constitution that care and self-denial, must henceforth be his constant attendants. Thereafter, in the retirement of domestic life, in literary and scientific research, for which he had a taste, and in the exercise of those kindly charities which were inseparable from his nature, he passed the latter part of his life often suffering from extreme debility, yet never losing that even-tempered serenity which marked his character. He never lost his interest in public matters. The affairs of the State and Nation he watched eagerly through the public prints. He was not a strict partisan, but conservative and judicious, in no respect intolerant yet determined in his own convictions. Universally beloved and respected by all whose privilege it was to be acquainted with him, there was no one in Sag Harbor who was not touched with sorrow at the bereavement.

Anna Charlotte (Dering) Sleight wife of William R. Sleight⁶, died in Sag Harbor, April 8, 1905 in her 95th year. She was, at the time of her demise, the oldest resident of Sag Harbor. Up to within a few days of her death she had been in her usual good health, but the infirmities of old age gave way under a slight physical ailment. Mrs. Sleight was born in Sag Harbor Jan. 2, 1811, and was the youngest daughter of Henry Packer Dering, one of the most prominent and influential men of Sag Harbor, and its earliest postmaster, under Federal appointment, and its first Federal collector of customs receiving his commission from President Washington, the document being still in the family. Mr. Dering kept the post office at his residence, in a house now standing opposite the Presbyterian Church edifice, on Union Street; and occupied after Der-

ing by the Douglasses, and now owned and occupied by the Lindbergs. It is the frame house at corner of Union street and Church street, the latter thoroughfare opened and given the town by Mr. Dering, in 1794. Her husband, William R. Sleight⁶, died nearly thirty years before she died, in the 74th year of his age. Ten children were born to them, three of whom were living at the time of her death, in 1905. They were: the Hon. Brinley Dering Sleight⁷, Mrs. Hannah Rysam (Sleight) Steuart, and Miss Anna F. Sleight, all then residing in Sag Harbor. She had eight grandchildren, and as many great-grandchildren. Mrs. Sleight's ancestry forms a long and interesting line, reaching back several centuries. Her grandmother was a daughter of Brinley Sylvester, the third owner of Shelter Island, and it was he who built, in 1730, the Sylvester Mansion, now owned by Miss Cornelia Horsford. The house was claimed, at that time, to be the largest one in the three counties of Kings, Queens and Suffolk. Here Mrs. Sleight spent many days with her grandfather, who married Brinley Sylvester's daughter, and heiress to the estate. Through the Derings this pedigree is traced to Saxon kings. Mrs. Sleight's mother was Annie Fosdick, of New London, Conn. Mrs. Sleight had been a remarkable woman for many years, her memory and gifts of conversation had been a source of great pleasure and profit to the many who sought details of historic events, both local and general. Her family being largely identified with the whaling interests of the town early in the century, her fund of information was full and authentic, and various other matters of a local, church, and historic nature were recounted cheerfully and intelligently to those who were permitted to visit in her invalid home. Mrs. Sleight was a member of the Presbyterian

Church, was not only the oldest communicant in point of years, but its oldest member in point of connection; also the oldest resident of the village, native or otherwise.

CAROLINE MATILDA SLEIGHT⁶, only daughter of Cornelius Sleight⁵, b. Apl. 22, 1798, at Elizabeth, N. J., m. Cyrus Hitchcock of New York City, died in New York City, Apl. 27, 1891, in her 94th year.

BRINLEY DERING SLEIGHT⁷ son of William R. Sleight⁶ and Anna C. (Dering), m. *Susan Jane Hedges, youngest daughter of Albert G., and Elmira (Halsey) Hedges, of Sag Harbor. They were married in Sag Harbor by the Rev. D. F. MacDonald, Oct. 17, 1865. Their children: Cornelius Rysam⁸ b. Nov. 19, 1867, at Sag Harbor; William Johnson Rysam⁸ b. Oct. 20, 1870, at Sag Harbor; Helen Grant⁸ b. Dec. 13, 1872, at Sag Harbor. She d. in Sag Harbor, Sept. 14, 1873, ae 9 months, 1 day. Henry Dering⁸ b. at Sag Harbor, Dec. 20, 1875.

Hon. Brinley Dering Sleight⁷ died at his home December 10th, 1913, in his 79th year. He remained in excellent health up to about four months before his demise; his physical vigor then showed great enervation. He was the oldest son of the Sag Harbor firm of Mulford & Sleight, owners and outfitters of whaling vessels, and a grandson of Cornelius Sleight⁵ founder of the family on Long Island. Hon. Brinley Dering Sleight, as a boy, fitted for college at a private school in New York City. He entered Yale College and graduated with the class of 1858. In 1859, he bought The Corrector, a weekly newspaper, founded in 1822, by Col. Harry Hunt, and then the oldest journal of Suffolk County. He issued the paper as a daily,

*Susan J. (Hedges) Sleight b. at Sag Harbor Nov. 20, 1841, d. in Middletown, N. Y., Apl. 18, 1899, ae 57 years, 4 months and 28 days.

with telegraphic news, in 1865, but the field was then far too small for such a progressive journal and progressing journalism. In 1865, with A. H. Hunt, he bought the Schoharie Republican, continuing his connection with that newspaper for a period of four years, when Mr. Hunt took the Republican; and Mr. Sleight devoted his time exclusively to editing and publishing The Corrector. Mr. Sleight early affiliated with the Democratic party. In 1869 he ran for Assembly, defeating Joseph Wood, a Republican, of Islip. He represented the district in the Legislature of 1870. He declined a renomination. In 1880, against his will, he was again drafted for a candidate for the Assembly by his party. The county was then strongly Republican. He was defeated, but made a very flattering run. In civic life Mr. Sleight for six years was a Trustee of Sag Harbor village, and at one time President of the Village Board. He was a charter member of the Board of Education, established in 1869, and Secretary of the Board when he died. He was the oldest exempt fireman of the Sag Harbor Fire Department, having joined Gazelle Hose Company in 1853. He was a member of Wamponam Lodge, No. 437 F. & A. M., initiated May 26, 1870, passed June 2, 1870, raised June 30, 1870 and Worshipful Master in 1875, and Trustee and Treasurer in 1885. For twelve years he served as a Justice of the Peace of East Hampton town. Obsequies were held at the Sleight homestead, on Division Street December 12, 1913, at 11 a. m. The Rev. William T. Edds, pastor of the Sag Harbor Presbyterian Church, officiated. The Masonic Brethren of Wamponam took charge of the commitment, at the family vault, on High street. The pall bearers were Casper Schaefer, Peter Dippel, Albert La Place, William R. Reimann, Lorenzo N. Vaughn and Martin

Holmberg, Worshipful Master Charles Ziegler intoned the beautiful service, and the Rev. F. V. Baer, chaplain of the lodge, offered prayers. Mr. Sleight passed a part of his life in Washington, D. C., where he was a clerk of the Committee on Patents, and subsequently a clerk of the Committee on Foreign Affairs of the House. He was an honorable upright man, clever in editorial argument, wielding a weighty but facile pen, gifted with a keen sense of humor, conservative, kind, generous and judicious, and to the "manner born" a gentleman. His wife, Susan Jane, the youngest daughter of Albert and Elmira (Halsey) Hedges, and a granddaughter of Jesse and Naomi (Sherill) Hedges b. Nov. 20, 1841, d. Apl. 10, 1899. Brinley Dering Sleight⁷ was prepared for college by Rev. C. S. Williams and entered the class of '57 Nov. 12, 1853, but left March 22, 1854, and entered the class of 1858. He was married October 17, 1865.

HANNAH RYSAM SLEIGHT⁷ daughter of William R.⁶ and Anna C. (Dering) Sleight, b. March 30, 1840, m. David Steuart, by the Rev. Guerdon Huntington, in Sag Harbor, Oct. 29, 1862. She died in 1917. Their children: Anna Charlotte b. Sag Harbor Aug., 1863; Mary Dalguise b. Oct. 9, 1866, d. March, 1869; Dr. Frederick Charles b. Nov. 10, 1870; Caroline Sleight b. Apl. 24, 1873. David Steuart, husband of Hannah Sleight⁷ died March 28, 1907. He was a highly esteemed resident of Sag Harbor for nearly fifty years. He died after an illness of but a few days, although he had been in feeble health for some time. He would have been 83 years old on his next birthday having been born in Kinard House, Dunkeld, Perthshire, Scotland, on June 15, 1824. His father was a British general in the service of the East India Company. His mother's maiden name was Mary Pinkerton. Much of his

early life was spent in the presidency of Bombay, and in other parts of India, where his father was stationed and had moved his family. After his father's death, he came to this country and lived with a cousin on a joint estate in Lawrence, Mass. Here he was married to Elizabeth Stilwell, a sister of the late Dr. Cleveland S. Stilwell, of Sag Harbor. She survived but a short time, and it was a visit to his brother-in-law in Sag Harbor that first brought him to Long Island. In 1862 he married Hannah Rysam Sleight, eldest daughter of William R. Sleight⁶, and up to the time of his death made Sag Harbor his home. He lived in a house on High street, where he died. He was fond of fruits and flowers, his dog and gun, and in these occupations and recreations he lived the quiet and unobtrusive life of a retired gentleman. He was a devout churchman and a Christian. For a series of years he was a member of the Vestry of Christ Church, and for a long time its Senior Warden. Mr. Steuart never became an American citizen, not from any antipathy to our institutions, but because of personal hereditary interests in his native land. He was kind-hearted and devoted to his family, his attachments were domestic and his daily course exemplary.

WILLIAM RYSAM SLEIGHT⁷ second eldest son of William R. Sleight⁶ and a brother of Brinley Dering Sleight⁷ b. Sept. 10, 1844, m. Sarah Andrews, at West Lubec, Maine, January, 1870, d in West Lubec, Maine, Feb. 12, 1901, aged 56 years, 5 months. Their children: Mary Rysam⁸ b. July 11, 1873, m. Eugene O'Donnell; Charles Kingsley⁸ b. Nov. 23, 1875 d. Sag Harbor, Nov. 25, 1908; William Rysam⁸ b. May 10, 1878, d. West Lubec, Maine, June, 1908.

Sarah, wife of William R. Sleight⁷ d. at West Lubec, Maine, July 21, 1890.

WILLIAM RYSAM SLEIGHT Jr.,⁸ of West Lubec, m. Annie Bell Copp. Their children living June, 1911: Charles Kingsley⁹ ae 11 years; William Rysam⁹ ae 7 years; Annie Laura⁹ ae 4 years.

ANNA FRANCES SLEIGHT⁷ youngest daughter of William R. Sleight⁶, b. April 9, 1851. She is the last living of her generation and, in 1929, occupies the family homestead in Sag Harbor, at corner of Division street and Burke street.

CORNELIUS SLEIGHT⁷ youngest son of William R. Sleight⁶ and a brother of Brinley Dering Sleight⁷ b. Dec. 21, 1853, at Sag Harbor, m. Elizabeth Rebecca Clark at Christ Church, at Sag Harbor, by Rev. J. J. Harrison, Oct. 6, 1880, d. at Sag Harbor, of pulmonary consumption Aug. 5, 1881, aged 27 years, 7 months, 14 days. Cornelius Sleight was a promising and gifted young man. From boyhood he was a student, a lover of books, of superior discrimination in all matters of taste. He became an excellent scholar; a well-read lawyer; a clever journalist; a ready and sparkling critic with a vein of gentle sarcasm for shams; a charming conversationalist, a dignified courtly gentleman; a modest, consistent, worthy christian! In social life he was one of the most delightful companions and in the more exclusive circles of culture and philosophy, he held no obscure position. His vivacity, spontaneous wit, ready repartee, fund of anecdote and illustration, united with frank, bland and refined manners, made him a welcome guest in all homes; and he was everywhere rec-

ognized as an admired scholar—the bright, particular star of the select few, as well as the leading spirit with the manly many. While he had all the inspiration of genius goading him to perpetual action, his physical powers were not equal to the task which his intellect imposed. He could not fold his hands and live in a dream-world; work was a necessity; if he would be happy or contented. So long as his strength permitted, he wrestled with his insidious enemy with the energy of hope; and he passed away with the consciousness that he had ever been faithful to his highest ideals of manly excellence. His life though brief, was earnest, useful, ennobling; and none that saw him go hence will have any doubt concerning the blessedness of the unknown world beyond the mysteries and miseries of this life. His widow, Elizabeth R. (Clark) Sleight d. 1924, and is buried in Oakland Cemetery, Sag Harbor, where his body is interred. Cornelius Sleight completed his school boy education at General Russell's Collegiate and Commercial Institute, New Haven, after which he entered the scientific Department of Yale College. Remaining there one year, he then became a member of the Law School, from which he graduated in good standing in 1876. He had already shown a fancy and an aptitude for journalism, and did some reportorial work on the "New Haven Register" while a resident of that city. After graduation he accepted a position in the editorial department of the "Norwich Daily Advertiser" where he remained several months, but the work was confining and arduous, and too onerous for a constitution not naturally robust. Returning home, from time to time, he assisted in the editorial work of "The Corrector," as opportunity and inclination directed him. He became a member of Christ Church and was at one time clerk of its Vestry.

He was also elected a member of the Board of Education. In the fall of 1878, having been attacked by hemorrhage of the lungs, he sought the atmosphere of the Pacific slope for recuperation. There he was materially benefited, and became attached to the climate and the many friends he made in that sunny clime. Returning home in the summer of 1880, he was married on the 6th of October, previous to his death. The unusual inclemency of the early autumn hastened his demise. He is remembered by friends with kindness and affection. In the outside world he was known to be an upright, honorable, and high-minded young man.

CORNELIUS RYSAM SLEIGHT⁸ b. at Sag Harbor, Nov. 19, 1867, bachelor. Collector of Port of Sag Harbor under second Cleveland administration and Deputy Collector under Taft administration until office was abolished about 1913. Lives in East Hampton and is employed as a confidential clerk in the office of Nelson Osborne.

WILLIAM J. RYSAM SLEIGHT⁸ son of Brinley Dering and Susan J. (Hedges) Sleight, b. Oct. 20, 1870, m. Fanny McFarland in Sag Harbor, in 1894. Their children are: Evangeline Dering⁹ b. Nov. 6, 1894; Brinley Dering⁹ b. Oct. 13, 1897; Mary Frances⁹ b. Dec. 3, 1899; Mildred Philomena⁹ b. May 12, 1902; Helen Elizabeth⁹ b. Feb. 18, 1909.

HARRY DERING SLEIGHT⁸ b. Dec. 20, 1875, m. Sarah Elizabeth Van Nostrand, of Jersey City, at Grove church, North Bergen, June 20, 1909. No issue. She died July 6, 1923. History is often referred to "as the lie agreed upon." On Eastern Long Island four generations

of the Sleight family have worked painstakingly to record the truth. They have been in agreement that the happenings in the first colonial settlements of Long Island: Southold, Southampton, and East Hampton, should be correctly kept available for correct consultation. From father to son, the records were kept. Contemporaneous writings of the early-day historians have been bought, read and annotated. The work started about 1788. It has been faithfully kept up, from grandsire to grandson, to the present time. This was a heritage left to Harry Dering Sleight, of Sag Harbor. He has carried on for 40 years; and is busy daily, getting ready for the cold types the mass of data he has collected, and the memorandum left by paternal and maternal ancestors whose first-coming to America, and settlement there, goes back to 1650. The Sleight homestead in Sag Harbor is "modern." The fifth generation of Sleights, in America, built it, a structure mostly of one floor, because, in 1834, they were elderly folks, nearly sixty years old, and they did not wish to go up and down stairs. So, this "new" house dates back only to the thirties of the 19th century. The premises, however, were laid out for the Conklings, of East Hampton town, soon after 1739. They located on their lands before 1760; the Conklings were farmers, and also sea captains, Joseph, the father, and Edward, the son; and, in the Revolutionary war, some of the men were soldiers, and some of them masters of privateer vessels. The Conkling house was bought by a Capt. Rysam, the father-in-law of Cornelius Sleight. This was soon after peace of the Revolution had been won, and subsequently, in 1799, Rysam bought all Conkling lands in Sag Harbor. The old frame of the Joseph Conkling farm house still stands. The house, now known as the Wm. R. Sleight house, rebuilt and twice en-

larged still stands. The grounds about these two colonial-style frame dwellings standing in one big yard, attract the attention and admiration of visitors. Magnificent boxwood hedges line the walks. The boxwood was planted 100 years ago from slips taken from Sylvester Manor, now the Horsford Manor, at Shelter Island. Boxwood grows slowly and survives for centuries. This fine growth of evergreen is kept at a height of about six feet, and four feet across its top. Such a growth of boxwood may only now be seen at the ancient manorial estates of this country, a few of which are still intact on Long Island. Cornelius Sleight, who attended school at Clinton Academy; and who married a daughter of Capt. William J. Rysam, a retired mariner and owner of merchant marine craft and a shipyard proprietor, kept the Rysam journal and his own accounts and day-books. It was the custom of the merchants to jot down in their day-books, all important events that occurred from day to day. William R. Sleight, son of Cornelius, amassed a modest fortune with ships and whale oil, and retired in middle age to pursue a bent for literary and historical research. Brinley Dering Sleight, a son of William R. Sleight, 1835-1913, a graduate of Yale in 1858, for 55 years thereafter, owned and edited the Sag Harbor newspaper, *The Corrector*, and he purchased a printing press and business so his historical notes could be put in type and printed in condensed preservation in scrapbooks. All these journals, dairies, log books, ledgers, memorandums, newspaper files, pamphlets, brochures, sermons, addresses, are possessed by Harry D. Sleight, who has taken up a continuation of historical collecting and writing. Both the Wm. R. Sleight house and the Harry Dering Sleight home are filled with bookcases and filing cabinets, occupying many rooms, holding the books and papers.

They are encased in mahogany furniture constructed from the wood of groves owned by an ancestor shipowner about 1800. The filing cases of the Sag Harbor newspapers, which date back to 1791, take up one big cabinet. The Sleight historical manuscripts were to have been put in book form by the late Brinley D. Sleight. He died without accomplishing this work. Since his death, in 1913, his son, Harry D. Sleight, has written and published: "Sag Harbor's Whaling Fleet," a complete list of voyages, vessels, departures, arrivals and value of catch, about \$25,000,000 in the period embracing the years 1785-1875 inclusive. This has been printed in The Corrector files of 1904; a "History of Early Settlement of the Town of Southampton and Especially Sag Harbor Village," 1905; "Sag Harbor Lyceum Papers," 1912; chapters for "A History of Southampton Town," on shipping and whaling published by J. T. Adams, 1918; "A Church History of Sag Harbor," 1919; "Early Ships and Shipbuilders," published in the Riverhead News, in 1923; "History of Fires and the Sag Harbor Firemen," 1923; "Trustees Books (10 vols) East Hampton Town," 1925-1929; Southampton "Town Records, vol. vii," 1929; Smithtown "Town Records, 1929," vol. ii; "Brief Histories of Founding of Colonial Towns of Long Island," 1900-1928; "The Story of Smithtown," 1929; "North Shore Mariners," in Babylon Leader, 1926-29; "Chronicles of Southampton," in Westhampton Beach Chronicle, 1925-26; "Cold Spring Whalers," in Babylon Leader, 1927; "Greenport's Great Whaling Enterprise," in Suffolk Times of Greenport, 1925-26; "Bunker and Bank Fishermen," Greenport Times; "Pioneers of Port Jefferson, Ships, Shipbuilders, and Ship Masters," in Port Jefferson Times, 1929; besides the above Mr. Sleight has edited the Genealogical books "Gardiners

of Gardiner's Island," and "Chronicles of Everyday People," prepared three books of Southampton records, and two books of Smithtown records, and a series of essays on Long Island "Beaches, Bays and Bounds," soon to go on the printing press. Mr. Sleight's typewriting machines and typists have been kept very actively employed. The "Sleight Collection" gained a valuable addition in 1922 when Custom House books from 1788 to 1828, which had been mislaid nearly a hundred years and were thought to have been destroyed by fire, were discovered in a garret of an ancient Sag Harbor house. The late Edward B. Lent, of the Brooklyn Eagle, made a visit to Sag Harbor, some years ago. He expressed surprise at the extent of the collection of historical data. He was searching for local and noteworthy incidents. He wrote in his paper: "Harry D. Sleight follows faithfully in the footsteps of his ancestors. I find the younger Sleight to be one of the best informed men in Sag Harbor on all matters of local history. He has amassed an overwhelming amount of information. He offered some of his scrapbooks to me. If I were to use them, I might go on and on, delving into Long Island's past." An examination of the "Sleight Historical Collection" reveals interesting facts: Washington, Jefferson, Madison, and Hamilton were one time at Eastern Long Island; J. Fennimore Cooper engaged in whaling enterprises, in 1819, at Sag Harbor, and there wrote the first chapters of his first book "Precaution," to while away time "waiting for his ship to come in"; much treasure is still buried at Eastern Long Island, left by Refugees who went over to Connecticut when the British occupied all of Long Island, in 1776, during the Revolutionary War; often silverware and coin is dug up; no Long Island man lost his life in the War of 1812; Long Island men have fought in

every war waged by the United States; the Ricker boys, apprentices, of Sag Harbor, sailed with Commodore Paul Jones, on the "Ranger"; the old ship "Cadmus" when a Havre packet brought LaFayette to America, in 1824, she ended her career as a Long Island whaler, and carried Argonauts to San Francisco, in 1849; the first marine torpedo was unsuccessfully experimented with, in an attempt to destroy Commodore Hardy's flag-ship "Ramillies," at Gardiner's Bay, in 1813, a ship of a blockading fleet, and Joshua Penny, of Southold tried to make the torpedo attack; David Frothingham brought the first printing press to Sag Harbor, L. I., in 1790, and there published the first newspaper of Long Island, in 1791; also the first Long Island magazine; the first semi-weekly newspaper, The Corrector, issued in 1838, and the same paper was issued as a daily newspaper, at Sag Harbor, in 1865; Capt. Mercator Cooper sailed the first Sag Harbor whale ship, the "Manhattan" into Yeddo, a forbidden port of Japan, in 1845; the little bark "Superior," Capt. Thos. Royce, led the way to new whaling "grounds" in the Arctic Ocean, in 1848, and was the first vessel to take whales north of Bering's Strait; Ronald McDonald was set ashore from the Sag Harbor whale ship "Plymouth," in 1848, as a missionary among the Japanese and was imprisoned in a bamboo cage, but not unkindly treated, and he succeeded in learning the Japanese language; Sag Harbor has been thrice burned, in its business section, in 1817, 1845, and 1877, and thrice rebuilt on its ashes; whaling and maritime activities ceased in 1874; the village from 1881 has been a manufacturing community. One of Mr. Sleight's contributions to maritime history is "Ships That Have Passed." The late Horace K. Williamson, editor and publisher of the Riverhead News, wrote the introduction saying: "A

thrilling story of the sea and Long Island's relation to it as a storehouse from which vast wealth has been drawn during the past century, and more, is told in the narrative of local ships listed in the records of the Sag Harbor Custom House, as referred to in old town annals and as detailed in the private journals of ancient worthies who wrestled with storm and sun in many latitudes and left behind them substantial tokens of their victories. This rich mine of material is being worked by Harry D. Sleight, of Sag Harbor, and the result will be published. We cannot imagine any Long Islander so false to his heritage, that he will not be deeply interested in this story of the ocean. We all have that in our blood which compels us to respond to the subtle appeal. Many of the present generation had fathers or other relatives engaged in the whale fisheries, a form of activity that returned some \$25,000,000 to Long Islanders. How many times we have, in fancy, made the voyage around Cape Horn! Now we have the opportunity to ship again and once more experience all the romance of the venturesome enterprise."

EVANGELINE DERING SLEIGHT⁹ oldest.
daughter of William R. Sleight⁸ b. Nov. 6, 1894.

BRINLEY DERING SLEIGHT⁹, son of William R.
Sleight⁸, b. Oct. 13, 1897.

MARY FRANCES SLEIGHT⁹, daughter of Wil-
liam R. Sleight⁸, b. Dec. 3, 1899.

MILDRED PHILOMENA SLEIGHT⁹ daughter of
William R. Sleight⁸, b. May 12, 1902.

HELEN ELIZABETH SLEIGHT⁹, daughter of
William R. Sleight⁸, b. Feb. 18, 1909.

SOME OTHER SLEIGHTS.

Henry C. Sleight⁶ was a son of Colonel Henry Sleight⁵ who was oldest son of John H. Sleight⁴. Henry C. Sleight⁶ was born August 15, 1792. John Henry Sleight⁴, the father of Henry Sleight⁵ fought in Indian wars; and Henry Sleight⁵ was a colonel and aid-de-camp under General Green in the Revolution. Colonel Henry⁵ married Mary Remsen. Colonel Henry⁵ and his wife died, in New York City, of yellow fever, in 1793. Col. Henry⁵ left one child, this Henry C.⁶ above (born 1792). Cornelius Sleight 5th generation, the first Long Island Sleight, and the father of Henry C. Sleight⁶ were brothers. Henry C. Sleight⁶ son, in the next generation, and William R. Sleight⁶, the son of Cornelius Sleight⁵ were own cousins.

The following sketch of the life of Henry C. Sleight was written by his daughter, Miss Mary B. Sleight, authoress, who lived up to the Sleight reputation of longevity, dying when ninety-one years of age:

"Henry C. Sleight was a son of Colonel Henry Sleight and Mary Remsen. Col. Henry, the father, was aide-de-camp to General Greene in the Revolution. Henry C., was born in New York, August 15, 1792. His father and mother died when he was an infant. Five years later, he made his home with his widowed grandmother, who, with two unmarried daughters was living in Sag Harbor, L. I. On leaving school he entered the printing office of Mr. Alden Spooner, who was then publishing the 'Suffolk Gazette', a weekly paper, in Sag Harbor, but who shortly after removed to Brooklyn and began the publication of the 'Long Island Star.' In 1812 he was about to enter into partnership with Mr. Spooner on the 'Star' when the opening of the war with England compelled him to change his

vocation, the regiment to which he belonged having offered itself to the government and been accepted. At the end of his term of service as soldier and midshipman, being apparently in a rapid decline from a heavy cold contracted in the army, he started on a southern trip in pursuit of health, and eventually settled in Russellville, Ky., having taken thither his young wife, Miss Cornelia Hildreth, of Sag Harbor. During his residence in Russellville he was the intimate friend of Henry Clay, ex-Governor Crittenden and Senator Breckenridge. Here, in 1817, after publishing for a time, in connection with a bookstore, a weekly paper entitled 'The Messenger' he went into the mercantile business with a long-established house, but the next year, owing to heavy losses by fire, the firm was obliged to dissolve and he returned to New York. The following fall he started the 'Long Island Farmer' at Jamaica, L. I., and as editor and publisher was greatly prospered. But he was still suffering from asthma contracted during the war and in the summer of 1826 in the hope of benefiting his health he spent some time in traveling through the western part of the state. Speaking of this trip, in a letter to Mr. Henry O'Rielly, who had urged him to write an account of the origin of the 'Daily Advertiser', he says: 'After thoroughly reconnoitering around Rochester, I became convinced that the place, in consequence of its almost unlimited water power and its central location on the then just completed Erie Canal, in the midst of the finest of agricultural sections, ought to become a great manufacturing city, and that all she needed to hasten the event was an able daily journal to herald forth these facts and bring them to the notice of the world. Under these impressions I told my physician that I had made up my mind to start a daily newspaper in Rochester, then only

twelve years of age, the stumps of the forest still undecayed in the main street of the city, and with a population of about 4,000 or 5,000 only. The doctor thought the plan premature, and that it would prove an unprofitable investment; and many of the then leading citizens with whom I conversed on the subject appeared to hold similar opinions and gave me little or no encouragement. On my return home, however, I immediately proposed to Mr. Tucker, (his former foreman), whom he had recently taken into partnership, to go to Rochester for the purpose of carrying my views into effect, pledging myself to fit him out with a first rate newspaper job office, to give the services of four of my best apprentices, to pay a fair salary to an able editor, and to furnish all necessary funds to insure the establishment of an independent, permanent and honorable position before the community, which pledges I know you are aware I strictly fulfilled. . . . Not being able, on account of my eastern business, to reside in Rochester, the paper was published in the name of Luther Tucker & Co., instead of Sleight & Tucker, as would have been the firm had I made Rochester my home. Mr. Henry O'Rielly became the editor of the paper, and in the same letter my father says: In the spring of 1827, I visited Rochester again to see how you were prospering, etc., and some of the most prominent of the business men, one of whom was Louis W. Sibley, Esq., remarked to me, 'Why, Mr. Sleight, when you talked with us last fall and stated your intention to start a daily paper here, we thought you rather visionary and doubted your ever carrying it into effect. Had you then bought real estate here you might have made a fortune by the great rise there has been in property since the starting of your paper.'

“As a result of the establishment of the Daily Advertiser and the publication in connection with it of the Monroe Republican, a weekly paper, nearly every paper published in the county at the time of our commencement sold out their establishments to us, I furnishing the funds necessary for their purchase and their subscription lists were added to our own . . . Although I have never realized the most trifling pecuniary profit from the paper, I have no cause to regret its establishment, as it was, I trust, no small benefit to Rochester and the surrounding country. . . Having made the foregoing statement at the earnest solicitation of yourself and other friends to correct some erroneous statements that have appeared in print in regard to the inception and founding of the Rochester Daily Advertiser in 1826, I would only add that being now in my eighty-first year and standing on the threshold of eternity I feel but little further personal interest in the subject.’

“Mr. O’Reilly, in asking my father to give him these particulars, urged: ‘You owe it to your children and friends, as well as to yourself and the public, to do so,’ and the entire correspondence was placed by him in the New York Historical Society, his desire being, he said, ‘that justice should be done toward Mr. Sleight for his sagacity and liberality in originating and sustaining the enterprise till success rendered it self-sustaining—a measure of justice to which he is particularly entitled, as he actually lost money—instead of profiting—by the undertaking.’

“My father, not given to talking of himself, seldom referred to either his achievements or his losses, and except for Mr. O’Reilly’s persistent efforts to obtain from him a sketch of his life, the facts in regard to the ‘Advertiser’ would have been but a vague legend in the family.

“Bereft of his wife in 1830 and left with four children the youngest but four years old, he married a year or two later, Miss Jane Keese, the eldest daughter of the late John D. Keese, of New York City. He owned at that time a large publishing house in New York and was doing a thriving business, but the two ‘great fires’ swept away his entire fortune. Soon after these reverses Mr. Tucker urged him to make Rochester his home, offering him a full interest in the ‘Advertiser,’ but fearing that he would not be able to do justice to the paper, owing to his feeble health, he felt constrained to decline the generous proposal, and shortly afterwards removed with his family to Geneseo, Illinois, an enterprising village made up of eastern people, with a seminary that afforded the best of educational advantages for his children. Here, for a time, he devoted himself to his garden, taking great pride and pleasure in his choice fruits and flowers. Meanwhile he was elected probate justice of the peace, and later engaged in the mercantile business with two of his sons. In 1868, he returned east, and the latter part of his life was spent in Sag Harbor, the home of his boyhood. He was a man of fine physique and his speech and manner to the day of his death were those of ‘a gentleman of the old school.’ Very decided in his opinions in both religion and politics, without being opinionated, he had always the courage of his convictions, and hence, inevitably, he sometimes made enemies, but he had a warm heart and his friends were his friends for life, as in the case of Mr. Henry O’Reilly and Mr. Luther Tucker, between whom and himself the devoted attachment continued unbroken to the end. He was cool and clear in his judgment, intrepid in time of danger and quick to act in an emergency. Of his eleven sons and daughters, seven were living at the time of his death.”

Henry C. Sleight was not in any way connected with the whaling business. His father, Colonel Henry Sleight, owned one-third of Hempstead Plains, and this property was left to his only son, Henry C., an infant at the time of his parents' deaths. But, there being no Town Records at that time, the three owners of "the Plains" kept accounts of sales, etc., in a book that went from hand to hand of the three as occasion required, and after Colonel Sleight's death, no trace of the book could be found; consequently, his son, too young to contest for his rights, was deprived of his father's share. Henry C. Sleight was born in New York, in 1792, but was educated in Sag Harbor, his two maiden aunts, in the old village, caring for him until he was able to care for himself. He was a midshipman in the war of 1812, and returning to Sag Harbor, at the close of the war, he mastered the printing business in the office of Alden Spooner, who eventually asked Mr. Sleight to become his partner, but he (Mr. Sleight), went to Jamaica and founded the "Long Island Farmer." In 1826, while traveling for his health, he "discovered" Rochester, then a village with stumps of trees in the middle of the street. He was so impressed with the business facilities it offered, he at once, on his return to Jamaica, started two of his young men to the place to issue a daily newspaper—the first daily west of Albany—the "Rochester Daily Advertiser." A few years later, he removed to New York, and established one of the leading publishing houses in the city remaining in the business until burned out in the two "great fires."

Miss Mary Brek Sleight, daughter of Henry C. Sleight, died at Sag Harbor, her home, in 1928, aged 91. She was the authoress of "Geneseo Chronicles," "Prairie Day," "Flag on the Mill," "An Island Heroine," etc.

John L. Sleight, a son of Augustus Lafayette Sleight, and a nephew of Cornelius, the first Sag Harbor Sleight, died July 9, 1873. He was late of Galveston, Texas, and his body was brought to Sag Harbor for burial. About 1848, when 18 years of age John L. Sleight left his Sag Harbor home a sturdy boy, with little but native energy and pluck, to seek his fortune. He went to the young and promising state of Texas, then a part of Mexico, and there, up to the year of his death, he made his home, coming on generally in the summer season to revisit the scenes and friend of youth and boyhood. He became one of the well-known and successful business men of the Southwest, and was for many years a member of the prominent firm of Hendley & Co., Galveston, Texas, and with the successors of this house he was still connected at the time of his demise. He was a man of large physical proportions, (weighing 300 pounds when in full health); he had a large and active brain well stored with practical self-obtained knowledge, a generous heart, and a determined will. His death resulted from paralysis of the throat and digestive organs. His remains were interred in the family lot in Oakland cemetery at Sag Harbor.

John L. Sleight's brother was Cornelius Sleight, the son of Augustus Lafayette Sleight, and the nephew of Cornelius, the first Sleight to come to Long Island and to locate in Sag Harbor.

JANS.

Annetje Jans was the wife of Roelof Jans¹. Their daughter Sarah Jans² married Dr. Hans Kierstede, in 1642. Their son Roelof Kierstede³ married Tyke Jans. Their third child Hans Kierstede married Aviantje Tappan. Their daughter Sarah Kierstede⁴ married Hendrick Sleight. Their son

John Henry (Hans) Sleight⁴ son of Hendrick Sleight³, (and 5th generation in the Jans descent) married Mary Carman. Their fifth child

Cornelius (6th in Jans generation) married

Hannah Phrip Rysam. Their only son

William R. Sleight⁶ (seventh in Jans descent) married

Anna Charlotte (Dering) Sleight. Their son

Brinley Dering Sleight⁷ (eighth Jans descent) married Susan Jane (Hedges) Sleight. Their son

William Rysam Sleight⁸ (ninth in descent from Jans) married Fanny McFarland, daughter of George McFarland. They have a son (not married 1929,)

Brinley Dering Sleight⁹ (tenth in descent from Jans.)

Roelof Janz and his wife Annetje with their three children, Sarah, Catrina and Fytje came from Maasland near Rotterdam, Holland. Sailed for New Netherland in the ship "Eendracht" in 1630; Janz is the contracted form for "Janssen"; the contraction for the feminine omits the "z" so that Roelof's wife usually known as "Annetje Jans." Kililiaen Van Rensselaer (a rich Amsterdam jeweler) one of the founders of the West India Company received a tract of land stretching above and below Fort Orange, on both sides of the Hudson River, about 24 by 48 miles and covered the present sites of Troy and Albany. The Pat-

roon Van Rensselaer had a personal knowledge of Roelof Jans and other colonists who went over in the ship "Eendracht" and engaged Roelof as "Bowermeester" or assistant superintendent, for 3 years, until the farm should prove remunerative. Roelof Jans was appointed "Radin" by the Patroon, who in 1632 formed a government within his colony. In 1635 Roelof Jans and family removed to Manhattan Island and became possessor of a farm of about 62 acres. He died soon afterwards. His widow, in 1638, married Dominil Everardus Bogardus, who, it is stated, was so much charmed with her, "that he was ready to assume the care of Roelof's five children." Mrs. Lamb describes Annetje at the time of her second marriage as a "small, well formed woman with delicate features, transparent complexion, and bright, beautiful dark eyes. She had a well balanced mind, a sunny disposition, winning manners, and a kind heart." She died in 1663. Eight children survived. Domenil Bogardus was lost at sea, a number of years previous.

RYSAM.

In the church at Tenby, South Wales, against the east wall, is the kneeling figure of William Risam, dressed in his red aldermanic gown, a good specimen of a well-to-do tradesman in 1630. Near the head of the worthy alderman is a little break in the wall, said to have been caused by Cromwell's soldiers, who fired at the figure supposing it to be a living being.—From "Excursions in South Wales," by Mr. and Mrs. S. C. Hall.

Brinley D. Sleight leaves the following note:

"All I know about Capt. Rysam is that he married in Portsmouth, New Hampshire, Ursula Pierce. At the beginning of the Revolution he was living with his family in Norfolk, Virginia. When that city was burned by order of Colonial Governor Lord Dunmore, in 1776, Capt. Rysam fled in a vessel, owned by himself, with his family. He stopped at Newtown, L. I., on account of sickness of his wife. She died and was buried there. He afterward came on to East Hampton, L. I., with his five orphan children. This was probably in 1776, or thereabouts. The war ended in 1781. I calculate that he was engaged in commercial marine pursuits from that time until he gave up the water in 1798. He bought from Joseph Conkling and Elizabeth, his wife, of Brooklyn, the Sag Harbor property in 1799."

"1800. Rev'd from Elisha Prior for shiptimber 5 pounds 19 shillings 9 pence."—From East Hampton Trustees' Journal, 1772—1807, p 158. Elisha Prior was Capt. Rysam's master shipwright. He was then engaged building at Sag Harbor, the brig "Merchant."

"1800. June 30 agreed to let Capt. Rysam have 4 Rights in the fatting field (at Montauk) for 2 Dollars a Right.—From East Hampton Trustees' Journal, 1772—1807, p 160.

"1804. April 30 agreed to let Capt. Rysam get two sets of wheel timber in the (Montauk) point woods but he is to cut no trees but such as are dead and also agreed that the Clerk sell the sea weed at Sagharbor by way of vendue."—From East Hampton Trustees' Journal, 1772—1807, p 173.

"1800. Jany 20 agreed to let Capt. Elisha Pryor get 30 or 40 ton of Shiptimber at Montauk in the hither woods at 10/ per ton for short timber and 14/for long Do."—From East Hampton Trustees' Journal, 1772—1807, p 155.

"Shipbuilding was extensively an enterprise in the part of Sag Harbor located in East Hampton town, in the last years of the eighteenth, and the first years of the nineteenth centuries. Capt. Elisha Pryor was managing the Rysam shipyard at Conkling's Point as early as 1795, probably before this."—East Hampton Trustees' Journal, 1807—1826, p 42.

"East Hampton's water front at Sag Harbor was a busy locality. Great quantities of mahogany were brought from Capt. Rysam's Honduras grove."—From East Hampton Trustees' Journal, 1807—1826, p 52.

"Capt. William J. Rysam, in 1804, made affidavit that he was sole owner of the brig 'Merchant,' 202 tons, built at Sag Harbor, in 1804, and sailed by Moses Clark."—East Hampton Town Trustees' Journal, 1807—1826, p 52.

"Rysam Fund. A fund of \$500 was bequeathed the Town of East Hampton, in 1813, by Capt. William J. Rysam 'late of the town of East Hampton.' The donor's will provided that it was to be put out at interest, and such interest applied by the Town Trustees to 'the schooling of poor children whose parents were not able to pay for such tuition.' This was before the time of the publicly supported school. The Rysam fund is now deposited in the Sag Harbor Savings Bank, and still draws interest, and is used for school purposes. It is usefully applied, managed by the President and Clerk of East Hampton Town Trustees."—East Hampton Trustees' Journal, 1772—1807, p 19.

"William J. Rysam late of the Town of East Hampton did in his last Will bequeath \$500 . . . which sum has been loaned by the East Hampton Town Trustees unto Mr. Cornelius Sleight of Sag Harbor at six per cent interest; said Mr. Cornelius Sleight should have use of the said sum at five per cent in the future."—East Hampton Trustees Journal, Nov. 11, 1813, p 116.

"The widow Clemence Conkling, married John son of the Rev. Nathaniel and Mary Green Huntting. John's wife was a daughter of Samuel Parsons, who married Phebe Ludlum. The widow Clemence Conkling had one daughter by her first marriage, Jane Conkling, who married Simon Conkling; and nine children by her second marriage, and of these the fourth, Phebe Huntting, married David Mulford, and after his decease, married 2nd William Rysam."—Record, Town of East Hampton, vol v, p 419.

"1800. April 2nd. Voted, that the commissioners of highways may lay out a passing road through the land of

David Russell, the heirs of Stephen Baker and William J. Rysam, if they shall think proper." (Note: This road was never laid out.—H. D. S.)—Records, Town of East Hampton, vol. iv, p 313.

"1802. April 6th. Voted that the request of William I. Rysam, from a committee appointed by a meeting of the inhabitants of Sag Harbor, for the purpose of conferring with the inhabitants of this town for obtaining the privilege of building a wharf at Sag Harbor in the bounds of this town. Therefore voted that the trustees be authorised to appoint a committee of not less than five nor more than eleven persons, and to be vested with full power and authority to examine into the situation of the land and water necessary for the accommodation of said wharf, and make such regulations and grants as they think proper, to be given under their hands and seals."—Records, Town of East Hampton, vol. iv, p 321.

Capt. William J. Rysam's rope-walk ran about from what is now the N. E. corner of Burke and Division streets, to the N. W. corner of what is now Rysam street, in Sag Harbor.

The Conkling lands, owned by Joseph and Edward Conkling, at Sag Harbor, were bought by Capt. William J. Rysam before 1800. The extensive tract of meadow and woodlands and "the corn-field lot" near Little Northwest Creek, were bought for 2,000 pounds, in 1799, from Joseph and his wife, Elizabeth Conkling. The Joseph Conkling farmhouse occupies a site at what is now the S. E. corner of Division and Burke streets, and the hewn oaken frame form a part of the present big frame William R. Sleight house. The Records of East Hampton, printed in vol. iv give these transcripts:

At page 230: "The land and swamp that Mr. Isaac Mulford laid out to Joseph Conkling lying near Sag Harbor is bounded southwesterly by the old highway and on all other side by the land of the said Joseph Conkling and his meadow, it being in lieu of land taken off from his land at the bound line. Entered at East Hampton March 23d, 1773 per Burnet Miller, Town Clerk."

The lands bought by William J. Rysam were known by the Indians as Wigwagonock: "That part of Sag Harbor east of Division street, belonging to East Hampton town. It is referred to in early records, some years previous to the settlement of Sag Harbor. According to a release dated 1698. Joseph Stretton was left by his father: "a share of that piece of meddow that Lyes nearest Hogg Neck in this townes Bounds." "On April 4, 1710, Joseph Stretton chose his land going to his farther meadow toward the west bounds"; April 30, 1711, "he chose his right in said division to be near or joining to his meadow at Wegwagonuck,"; April 30, 1718, "it was agreed that all the land lying to the westward of Joseph Stretton's meadow at Wegwagonock shall lie—as common land forever—all the land lying between the bound line and the Northside to the utmost limits of East Hampton bounds"; in 1728, "Ananias Conkling Jr., entereth his land joining his land at Wigwagonock—near the bound line"; in 1731, "Cornelius Conkling receives an acre in exchange at same place" (E. H. R., vol. ii, p 4; vol. iii, pp 241, 275, 382, 443, 465.) The name Conkling is perpetuated in Conkling's Point, adjoining the meadows, which were more extensive at that period than they are today. The march of improvements, encroachment of the sea, etc., have all contributed their part toward obliterating what was once known as the "Great Meadows" at Sag Harbor. The

bound line, above mentioned, is now Division street, which separated East Hampton from Southampton. The same "Wigwagonuck" means "place under the hill."

From E. H. Records, vol. iv, p 234: "(Abstract.) To all christian people to whom these presents shall come, greeting, know ye that I, Joseph Conkling, of East Hampton, &c., farmer, for divers causes, and more especially for the good will I bear unto my loving son, Edward Conkling, of the same place, mariner, do voluntarily, of my own free will give to my said son Edward Conkling, a certain tract of land lying in East Hampton near Sag Harbor, containing about twelve acres, more or less, bounded northerly by the highway, southerly by Nathan Fordham, Esq., southwesterly by the highway that parts the two towns, and Joseph Ellis' land. I freely give the same forever to my son Edward and his heirs, and do warrant the same. In witness whereof I have hereunto set my hand and seal, the 21st day of June, 1775. Joseph Conkling (L. S.) In presence of Silvanus Conkling, Joseph Gibbs. Entered and compared by Jermiah Miller, Town Clerk.

From The Corrector, 1904: "Another landmark gone," to borrow a frequent idiotism of our metaphoric neighbor 'The Express.' The old apple tree in front of the premises of B. D. Sleight was twisted and felled by the infant hurricane on Thursday morning. This tree was hollow-hearted with age, but bore fruit year after year and is supposed to be about two centuries old. When the late Capt. Wm. J. Rysam bought the place there were twin trees, one of which succumbed to the storms of many winters, long, long ago. An old man told Capt. Rysam, at the time of his purchase of the property in 1800, that when he (the old man) was a boy fifty or more years pre-

vious, the trees were then known as "the old apple trees." So they must have been planted by one of the first settlers of Sag Harbor. This side of town was known as "The Conkling farm," as early and previous to the year 1728.

The remains of William Johnson Rysam were buried in what is called the Rysam-Sleight vault, at Sag Harbor. There also are buried his wife, Phebe Mulford Rysam and his daughter: Hannah Phripp (Rysam) Sleight. Other bodies placed in this vault are: Cornelius Sleight⁵, William Rysam Sleight⁶, and his 1st wife Betsey (Smith) Sleight, and his 2nd wife, Anna Charlotte (Dering) Sleight. Two infants, and children of the 2nd marriage of William R. Sleight⁶: Augustus Sleight, a baby, Cornelius Sleight, a child, Brinley Dering Sleight, and his wife, Susan J. (Hedges) Sleight, Helen Grant Sleight, their baby daughter; Mary H. Sleight, a daughter of John H. Sleight⁴, Cornelius Sleight, a baby, Anna Caroline Sleight, a child, Charles Kingsley Sleight a son of William R. Sleight⁷, E. H. Sleight, a daughter of John H. Sleight⁴; Ezekiel Mulford, Louie Mulford, Anna Mulford, George Howell and his wife, Ursula Pierce (Mulford) Howell, Jeremiah Mulford, Eliza Mulford, Nancy R. (Mulford) Huntting. This vault stands in a hollow on High street, at the intersection of Rysam street, in Sag Harbor.

Vol. IV, at page 430 tells how the slaves of Capt. William J. Rysam were set free. The Overseers of the Poor certify that "Dick, a negro slave to Fanny Mulford, Hannah Sleight (daughters of Capt. Rysam) and Cornelius Sleight, and Sophia Sayre, (another daughter of Capt. Rysam) of the town of Southampton, heirs of Capt. William I. Rysam, appears to be under 45 years and of sufficient ability to provide for himself." They likewise certi-

fied for "Thomas, an negro slave," owned by the above mentioned heirs of Capt. Rysam.

The Eastern Long Island Custom District, under Federal auspices, was established at Sag Harbor, by Act of Congress, in 1790. There had been a Crown Provincial Custom Collector in East Hampton and Southampton as early as 1665. The great opportunities then offered in the West India trade and the whale fishing enterprise; and, the demand for ships and a merchant marine, was the tempting lure that brought a retired master mariner into activity once again and caused him to invest a modest fortune along the waterfront lands of Sag Harbor. Much of the bay side of the settlement of Sag Harbor at one time belonged to Capt. William J. Rysam. There is a romantic story associated with his choice of Sag Harbor for his permanent home and there to spend the evening of a busy life, in preferment to New York City, where Capt. Rysam, is said, to have held options to buy the Stuyvesant farm, and other large tracts of real estate. The Astors bought the New York real estate, and their descendants are multi-millionaires today. The descendants of the Rysams, and there are many on Long Island own the wide acres, bought by the retired Rysam. Great blocks of steel and stone and concrete cover the city sites; the farm and woodlands at Sag Harbor have changed but little. Their value is not much greater, or is it as great in prospect, as when bought 130 years ago. Capt. Rysam, so is tradition, was a native of England, but his sympathies were with the patriots, in the Revolutionary War. In trade, he owned and operated many vessels and amassed a fortune, estimated to be about 5,000 pounds, as money was valued in 1800. Desiring to retire from the sea, and to educate his five motherless daughters, he located in

East Hampton, L. I., the choice of place fell upon the home of Clinton Academy, then one of the first and foremost educational institutions of New York State. The wealthy captain was a widower, and over 60 years old. To be close by his children, he took lodgings in East Hampton, and there met an accomplished, if somewhat elderly, widow, whom he married. Then the question arose about closing the New York options and settling in that city to live. But New York then was a long way from East Hampton, and the journey could be made only by packet vessel from the port of Sag Harbor, or by stage coach over unbroken roads, running through primeval forests. Mrs. Rysam considered the journey not only too long, but too dangerous. Besides all her relatives and friends and acquaintances were in East Hampton. So, the Rysams bought the Conkling farm on the south side of Shelter Island Sound. At that time Sag Harbor was recovering from the dire effects of occupation by the British during the Revolution. Commerce showed great development and many who had means to invest were putting their all in the whale enterprise. They purchased other along-shore properties where Sag Harbor is located. One consideration for investment was that Sag Harbor then had more tonnage of square-rigged vessels trading foreign than New York City. Some of the vast tract has been opened for development, for lands were, at the death of Capt. Rysam, partitioned among his daughters and heirs. In the period between 1825-45 cooperage shops and warehouses for storage of implements of the whale fishery, and cellars for handling and gauging whale oil, and curing whale bone, stood on the land. Petroleum usurped whale oil. The fishery thereafter did not pay, and was abandoned. The West India trade never recovered after the War

of the Revolution and the War of 1812. The maritime enterprises languished and failed or petered out; candle factories burned and fires swept the sites where stood tall warehouses, sail lofts, spar and block and pump shops, etc. Three or four decades later, the late Capt. George C. Gibbs, then managing director of the Montauk Steamboat Company, bought a part of the Rysam tract and promised a big summer hotel enterprise, but he died before his plans were consummated. Soon after this, the late Edward Driscoll paid \$10,000 for a part of the Rysam purchase. He surveyed the lands, and for a few years there was an incipient real estate "boom." Driscoll stuck a nail in his hand, lockjaw resulted, and he died. The Sag Harbor Real Estate Company continued to build on a part of the Driscoll project and modern homes were erected for the employees of a watch case factory, that located in Sag Harbor in 1881. Still later Frank C. Havens, son of a Sag Harbor whaling captain, who went West and made a fortune, returned to his native Long Island. He bought extensively lands once comprised in the Rysam purchase. Havens had great plans for development. He had made his money dealing in real estate, in San Francisco, and Oakland, Cal. He built a magnificent summer home. He expended large sums surveying, improving and preparing the lands for a colony of summer homes. In his visionary eye he saw Shelter Island Sound changed to a safe harbor for East Hampton and Southampton summer resident yacht owners. He sought to make the port of Sag Harbor the yachting rendezvous of the Atlantic coast. But, Havens met with financial reverses. The land he had acquired and taken options on, reverted to original owners. His executrix never exercised his options. After expending more than a quarter million dollars, he died, and his

projects came to naught. So, today, within the bounds of the incorporated village of Sag Harbor, the Rysam tract of woodland remains much as it was at the time of original purchase, although the property was sold for \$30,000 during another land "boom" in 1925. Part of the once owned Rysam lands have been given to Sag Harbor by Mrs. F. C. Havens, of Piedmont, Cal., to form the "Frank C. Havens' Memorial," a waterside park and bathing beach.

As remarked before very little is known concerning William Johnson Rysam aside from his marriage to Ursula Pierce. It has been suggested that the names Kissam and Rysam, or Risam are from the same origin. This is possible but not probable. John Carman, whose daughter married John Hans Sleight, was the husband it is believed of Lavina Kissam. The name are not unsimilar—that is all there is to go by.

Phebe Phrip Rissam (or Rysam) signed the covenant and joined the Sag Harbor Presbyterian Church, in 1797.

The record of the marriage of William Johnson Rysam and Ursula Pierce, and of the births of their children may be found in the old church at Portsmouth, New Hampshire.

SYLVESTER AND BRINLEY.

The Sleight relationship to the Sylvester and the Brinley families is as follows:

Sir Thomas Brinley b. in city of Exeter, Eng., 1591, was Auditor-General of Kings Charles I and II. His daughter

Griselda m. Nathaniel Sylvester ¹, first of the name in America, and the patentee of the Manor of Shelter Island.

Nathaniel Sylvester ², son of the above, had a son

Brinley Sylvester ³. His daughter, Mary, m. Thomas Dering. Their son

Henry Packer Dering, had a daughter, Anna Charlotte, who m. William R. Sleight ⁶. They had a son

Brinley Dering Sleight ⁷. His son William R. Sleight ⁸ (living in 1929), has a son

Brinley Dering Sleight ⁹ b. Oct. 13, 1897. (He is living as this is written, in 1929.)

It is recorded that Grissell Sylvester, the wife of Nathaniel Sylvester ¹, the first proprietor of Shelter Island, was the daughter of Sir Thomas Brinley, Auditor-General of Charles the First and Second, Kings of England.

Annie Brinley, another daughter, married William Coddington at the same time her sister, Grissell, married Nathaniel Sylvester.

Francis Brinley came to America, the brides, and their husbands accompanying him. Their father was in exile with Charles II. They came by the way of Barbadoes.

It is said in other records that the wives of Peter and Nathaniel Sylvester were sisters. Peter Sylvester is not known by the family to have come to this country.

The arms of the Brinleys are as follows:
 Per cher or and so.
 Three escallop shells counter changed.
 Crest: A lion's head crowned or.

Col. Francis born in London 1690, educated at Eton; the only son of Thomas, the only surviving child of Francis, of Newport, Rhode Island, who was the son of Thomas Brinley, Auditor-General. Francis Brinley went to Newport, R. I., in 1652, about fourteen years after its settlement; he was a Judge there; he died in 1719 or 1720 and was buried in Kings Chapel ground, Boston.

Inscription on a tombstone in the middle aisle of the Church at Datchett, near Windsor, England:

Thomas Brinley Esq.
 Auditor General of the Revenues of
 Kings Charles I and II
 Born in the City of Exon
 Married Ann Wade of Pittsworth
 In Sussex by whom he had five sons
 and seven daughters
 He was born 1591 died 1661

Francis, one of the sons of Thomas¹ accepted a grant of land for his father's services, and came to Newport, Rhode Island.

His grandson, Francis, erected a house in Roxbury, Mass., in the model of the family mansion at Datchett, Eng., but smaller. (owned about 1900 by J. Burnstead, Esq.) Other particulars may be learned in a book entitled, "Records of Kings Chapel, Boston," in which are found notices of all the old families buried there.

Rev. J. Hunter, of London, states that he has seen the will of Thomas Brinley in which he gives Grissell Sylvester, of Shelter Island, one hundred pounds. The will was written in 1661.

Giles Sylvester was Register and Principal Surrogate of Suffolk County, June 13, 1706; Brinley Sylvester was Register and Principal Surrogate, 1727.

Brinley Sylvester was Deputy Collector, Searcher &c., of the Port of Sag Harbor in 1747.

DERING.

In Dooms-day Book, compiled by order of William the Conqueror, between 1066 and 1086 the name of Siged Dering is found. Of course he was a land holder.

This is one of the very few houses still existing in England of undoubted Saxon origin confirmed not only by tradition but by authentic family documents.—Burke in his "British Baronetcy."

One of the remote Dering ancestors was Dering Miles, from the Saxon word Diering or Doring, signifying terror. He appears as a witness to a deed by which King Ethelwulph in 880 granted lands in Cuculstone to the church of Rochester and this Diering is said to have descended in a direct line from Ethelward, King of Deira. This kingdom existed prior to the Heptarchy and was comprised of Lancashire and one other county and was afterward included in the kingdom of Northumberland.

In the reign of Richard II, Richard Dering, knight of Heyton, was Lieutenant of Dover Castle. His grandson, Richard Dering, Esq., of Surrenden, died in 1481, and was succeeded by his son, Surrenden Dering. The fifth in descent was Sir Edward Dering created a Baronet in 1626 by Charles I.

SLEIGHT—DERING.

No attempt has been made to trace back to 800 the Dering family in England. Henry¹ was a merchant in Boston, Mass. He came from England in 1639. His son, Henry², also a merchant, in Boston, married (1) Ann Benning, (2) Elizabeth Atkinson. The latter was the mother of Thomas³ of Shelter Island. Thomas married Mary Sylvester Dering. Their son

Henry Packer Dering⁴ had a daughter,

Anne Charlotte⁵ who married WILLIAM R. SLEIGHT⁶, whose son

Brinley D. Sleight⁷, has a son

William R. Sleight⁸ who has an only son

Brinley Dering Sleight⁹.

Coat of Arms.

Dering Crest: Stag head of Argent white, facing dexter right) shield, three stags heads of argent. Facing dexter, one on chief canton, position, one on dexter canton of base, one on sinister canton of base, on a field of Gueule (mouth red.)

Thomas Dering was a delegate from Suffolk County to the Fourth Provincial Congress which met in White Plains, Westchester County, on the 9th day of July, 1776,

at which the Declaration of Independence was read and unanimously agreed to. The Provincial Congress then changed its title to "the Convention of the Representatives of the State of New York," and Thomas Dering was, of course, a member of that body also. They met during the summer, fall and winter at Fishkill, Harlem, and White Plains and, on Feb., 1777, at Kingston, where on March 6 they formed a State Constitution, provided for a temporary form of government and elected a Committee of Safety. They dissolved on May 13, 1777 on the approach of the British on Kingston. The other delegates from Suffolk County were David Gelston, John Sloss Hobart, Ezra L'Hommedieu and Thomas Tredwell.

General Sylvester Dering, died in his 62nd year, as the result of a fall from a horse. His death occurred at his home, the "Sylvester Manor," on Shelter Island, after an illness of fourteen days, in Oct. 8, 1820. He was the second son of Thomas Dering and Mary Sylvester. His remains were interred in the family plot in the rear of the Shelter Island Church.

Henry Packer Dering, b. July 3, 1763, m., Dec. 27, 1793 Anna Fosdick, d. in 1822. There appears to be some doubt, in the family, as to where he is buried. In all probability the interment was in the family plot at Shelter Island.

The Sylvester-Dering-Sleight relationship is easily traced, as follows: Sir Thomas Brinley m. Ann Wade; their child, Griselda Brinley m. Nathaniel Sylvester¹; their son, Nathaniel Sylvester² m. Margaret Hobart; their son, Brinley Sylvester m. Mary Burroughs; their daughter, Mary Sylvester m. Thomas Dering; their son, Henry

Packer Dering m. Anna Fosdick; their daughter Anna C. Dering m. William R. Sleight,⁶.

An excerpt from a letter mailed from Cowes, Eng., in 1827, reads: "We were very unfortunate in losing overboard Mr. B. S. Dering on the morning of the 19th August and at what time the unfortunate circumstance happened no one on board ever knew but it was in his watch (middle.)" Brinley Sylvester Dering, who occupied a mate's berth, was the third son of Henry Packer Dering and Anna Fosdick daughter of Dr. Thomas and Anna (Havens) Fosdick b. Feb. 17, 1799; drowned at sea.

Henry Dering was in 1728 granted, with others, a contract to manufacture the first paper made in the Province of Massachusetts. This was authorized under an Act for the encouragement of making paper. Chap. XV. His associates were Daniel Henchman, Gillam Phillips, Benjamin Faneuil and Thomas Hancock. They had the sole privilege of making paper granted to them for a period of 10 years—good merchantable writing of equal goodness with the paper then commonly used, and stamp "London Arms."

Inasmuch as five of the leading families among the Refugees—Dering, Gardiner, L'Hommedieu, Lloyd and Prime—have a common Ancestor in Nathaniel Sylvester, it seems proper to outline the first three generations.

Nathaniel¹ Sylvester b. in England; m. in 1652, Gris-sel Brinley, dau. of Thomas and Anne Brinley. Thomas Brinley, b. at Exeter, Eng., in 1591; m. Anne Wase; d. in 1661. He was Auditor of the Revenues, of Kings Charles I and II. (For a more complete account, see Moore's "Index," pp. 36-38, 115, 142, 143).

With his brother, Constant, and two others, Nathaniel purchased, June 9, 1651, of Stephen Goodyear, grantee of the Earl of Sterling, the great estate of Shelter Island. Thomson's "History of Long Island" shows how the right of Constant was confiscated and sold to his brother Nathaniel by the Dutch Governor; and, also, how the Governor compelled payment. It was then known as Sylvester Manor, in the East Riding of Yorkshire.

Nathaniel is honored as having given protection and shelter to Shattuck and Southwick fugitives from the persecutions in Mass., under the successive rules of Governors Endicott and Bellingham. Hence the name Shelter Island; although some derive the name from the Indian term—"the Island sheltered by Islands." A Monument to his memory was erected on the Island, by his L'Hon-medieu descendants, July 17, 1884.

Nathaniel¹ had 11 children, of whom: Grissel², b. Aug. 12, 1654; m. James Lloyd; Nathaniel², below; Patience², b. Nov. 1, 1664; m. in 1694, Benjamin L'Hon-medieu, d. Nov. 2, 1719.

Nathaniel² b. Dec. 31, 1661; m. Margaret, dau. of Isaiah Hobert, of East Hampton. He had four children, of whom: Brinley³, below; Margaret³, b. , m. Oct. 2, 1723, Rev. Ebenezer Prime, d. Sept. 6, 1726.

Brinley³, b. Nov. 23, 1694; m. Dec. 2, 1718, Mary, dau. of Thomas Burroughs of N. Y. City; d. Dec. 24, 1752. He had two daughters; the younger of whom, Mary⁴, m. Thomas Dering.

The original Manor House was built, by Nathaniel Sylvester, of yellow bricks from Holland. The present House was built by Brinley Sylvester, in 1735. An inter-

esting account of the estate and the Manor House is given in Mallmann's "Shelter Island," pp. 46, 47. Also in the Mag. Amn. Hist., Nov. 1887.

The several proprietors, to date, have been: Nathaniel Sylvester; Giles Sylvester, son Nathaniel; Brinley Sylvester, son of Nathaniel 2d, and grandson of Nathaniel 1st, who d. in 1752; Thomas Dering's wife, daughter of Brinley Sylvester; Gen. Sylvester Dering, son of Thomas; Mary Catharine L'Hommedieu, dau. of Ezra L'Hommedieu, dau. of Ezra L'Hommedieu, g g. grand dau. of Nathaniel Sylvester 1st, niece of Sylvester Dering's wife, and wife of Samuel Smith Gardiner; Phebe Gardiner Horsford, daughter of Samuel Smith Gardiner, wife of Prof. Eben N. Horsford, and g. g. g. granddaughter of Nathaniel Sylvester. The Manor House now (1929) belongs to his daughter, Miss Cornelia Horsford.

Gen. Sylvester Dering, 2d, states that the estate passed to Samuel Smith Gardiner by sale from the widow and children of Gen. Sylvester Dering.

HEDGES—SLEIGHT.

The Hedges relationship to the Sleights is as follows:

William Hedges ¹ of East Hampton in 1650, d. 1674.

Stephen Hedges ² b. Jan. 1634-35, d. July 7, 1734.

Daniel ³, 2nd son of Stephen ², b. 1677 m. Abigail Baker.

Daniel ⁴ had a son,

David ⁵ b. June 15, 1744, d. Nov. 8, 1817. He had three wives, the first was Charity Howell.

Jesse ⁶ 3rd son b. Sept. 16, 1771, m. Naomi Sherrill, daughter of Recompense Sherill.

Albert ⁷ 1st son b. 1800 m. Elmira Halsey.

Susan Jane⁸, their youngest child m. BRINLEY DERING SLEIGHT⁷.

Little is known of William Hedges. He was at East Hampton in 1650. He may have left England incognito. In a genealogy the late Judge Henry P. Hedges says: "The name is often spelled Hodges, and I think the William Hodges named as one of the Company who belonged to the settlement of Taunton, Mass., in 1643, is the same one named as Hedges, in East Hampton at early date."

From a leaf of the Jesse Hedges Family Bible:

Jesse Hedges was born September 18, 1771 died 1826.

Naomi Sherril was born August 14th, 1769 died 1826.

Jesse Hedges and Naomi Sherril were married October 22nd 1794.

Harry Sherry Hedges was born May 14th 1796 died Aug. 21 1796.

David Howell Hedges was born July 14th, 179— died Dec. 6th 1798.

Albert Gallatin Hedges was born June 5th 1800 died 1876.

Charles S. Hedges born 1803 died 1880.

Elmira (Halsey) Hedges, born 1804, wife of Albert Gallatin Hedges died 1869.

Fanny M. Hedges born 1805 died 1827.

George B. Hedges born 1812 died 1826.

Samuel Sherill b. 1649, d. East Hampton 1789, survivor of a shipwreck on East Hampton coast, m ——— Parsons.

Recompense Sherill m. Sarah Parsons,

Recompense ⁴ b. May 11, 1741, d. June 9, 1839, had a daughter

Naomi ⁵ m. Jesse Hedges, whose son was Albert Gallatin Hedges; whose daughter Susan Jane (Hedges) m. Brinley Dering Sleight ⁷.

HALSEY—SLEIGHT.

Thomas, who came from England, was the first Halsey in America. His wife was murdered by Indians, at Old Town, the first settlement of Southampton town, in 1649. He died Aug. 27, 1678. He married for his second wife Ann, the widow of Edward Johnes, July 25, 1660. One of Thomas's children was

Thomas ², son of Thomas ¹ the emigrant. Thomas ² made a will Aug. 3, 1688. His wife was Mary ———. One of their children was

David ³ born in 1662 d. 1731, m. Hannah and had

Abraham ⁴ b. 1696, d. 1759. He had

David ⁵ b. Oct. 6, 1722. He had

Caleb ⁶ b. Dec. 15, 1765. He had a daughter

Elmira ⁷ b. m. Albert Gallatin Hedges. Their youngest daughter, Susan Jane (Hedges) m. BRINLEY DER-
ING SLEIGHT ⁷.

Arms.

The arms of the Halsey family are said by Cussan to have been granted to William Halsey, the older brother of Thomas ¹, the Southampton founder, and are as follows:

Argent, on a pile sable, three griffin's heads erased off the first.

Crest

Crest: A cubit arm gules cuff argent, hand proper, holding a griffin's leg erased or.

Motto: *Nescit vox missa reverti.* (A good word for gossips also; "A word once uttered cannot be recalled.")

No arms are described in this book but as are known to belong to the families with which they are given by indisputable evidence. They are not selected from Burke nor obtained from any American herald.

"This family, like many others of Southampton, was of high social position in the mother country."—History of Southampton, by Howell.

The Halsey family is one of the oldest Colonial families and it is descended from a long line of honorable ancestors, records of whom are extant for a period of over 750 years, in this country and England. The first authentic record mentions the Halsey's as lords of the Manor of Lanesley in Cornwall, England, as early as the year 1189. In 1458, according to Cussant, the historian of Hertfordshire, a branch of the Halsey family settled at Great Gaddesden and later became lessees of the Rectory of Gaddesden until March 12, 1545, when on the dissolution of religious houses, Henry VIII bestowed the estate upon William Halsey. At that time the domain consisted of 4,000 acres and it was upon this estate, in 1591, in the old mansion designated the Golden Parsonage, that Thomas Halsey, who was the first Halsey in America, one of the original patentees, and a founder-proprietor of Southampton, L. I., was born.

REMARKS.

Capt. William J. Rysam, in his last Will and Testament, gave to the Town of East Hampton, \$500. Cornelius Sleight⁵, his executor, "had the use of the money from the Town, at five per cent."—See E. H. T. R., 1807—1826.

Where repetitions are made in this book, it is for easy and quick reference in the cross Index.

Some of the first burials in Sag Harbor are said to have been made at "Fort Hill" (now Dering Heights) on a part of "the Conkling farm."

The meadow and lowland "under the hill" was called "Wigwagonock" by the Indians. This was as early as 1711. The Indians had a summer encampment there, and there used to be many shell-heaps. The locality is a part of "the Conkling farm." The word signifies "a place at the end of the hill."

In 1728, Ananias Conkling, Jr., entereth "His land joining his land at 'Wigwagonock,' near the bound line." This was a part of the Joseph Conkling farm afterwards, bought by Capt. William J. Rysam, in 1799.

While excavating for foundations at the old Conkling farm, (bought by Capt. Rysam), the skeletons of what were supposed to be three Indians were found.

"Conkling's Point" is perpetuated today, by its name, as part of the Conkling farm. There two old whale ships, the "Thames" and the "Fair Helen"; owned by Mulford & Sleight, were brought up the "Old Ship Channel" and condemned and stripped of copper sheathing. The firm's oil cellars were nearby. The land has since been occupied by Gordon's whaleboat shop, Havens' boathouse, Stand-

ard Oil distributing station, and Wilson Marshall's boat-house. Further eastwardly is Marshall's house (in 1929) on "Bluff Point." This should not be confounded with "Conkling's Point," which is greatly washed away. A deep channel is much more shoal. The fortifications in the War of 1812 stood on "Bluff Point." A diagram of the fort may be seen in the collection of maps of Morton Pennypacker, of Kew Gardens, and also that of Harry D. Sleight, of Sag Harbor. The fort was served by cannon, mounted on wheels, and kept in the Federal Arsenal, the latter structure, of brick, and two stories high, built at Union street, in 1810.

"The march of improvements, encroachments of the sea, etc., have all contributed their part toward obliterating what was once known as the 'Great Meadow,' which separated East Hampton from Southampton. The meadow was at close proximity on the north, and extended as far west, at one time, as 'Bush Street,' within three hundred feet of the bound line, at Division Street."—Indian Name Places on Long Island, by Wm. Wallace Tooker, 1911.

Division Street, two rods wide, originally was a straight line between Southampton and East Hampton towns, from ocean to bay. The line has been changed, at its south end, and at its north end. Daniel Fordham, Hubbard Latham and Henry Packer Dering⁴ bought land of David Russel, in 1807, to exchange and make the rear of their Main Street lots deeper. An "Exchange Highway" was laid out by the Commissioners of Highways. The three merchants absorbed lower Division Street, and the line no longer runs a straight compass course; the land bought from Russel was converted to "the Exchange

Highway.” It is now Division street. The old line crossed the foot of the first part built, of Long Wharf, in 1770.

East Hampton Journals tell about moving a house, in sections, to Sag Harbor before the Revolution. On the Sleight premises, near the Jerry Mulford farm, a cistern was dug in 1927. The foundation of an old house was found. The stone had been brought from a distance. It was quite common to move heavy houses about. There are some still standing, in Sag Harbor, that were brought down from Sagg, and an ancient house at Bridgehampton (the Baldwin Cook house) was moved to its present site from Sag Harbor.

E. H. T. R., vol. iii, p 178, original Book G., p. 310 printed records, tells of adjusting the town's bounds, at Sag Harbor, in 1799, and says “a certain stone lying near against Capt. Joseph Conkling's house, and bearing from said stone which is placed on the line to the center of the said Conkling's front door” and the course is given. This stone was standing when I was a boy, about where the Widow Lowen's house stood (now part of the Fahys factory) and another bound-line stone was located in the sidewalk in front of “the Umbrella building” of Fred Wilson. These stones and a stone at corner of Union and Division Street (Pierce's Corner) have since been removed. Capt. Rysam bought in 1799 and remodelled and enlarged the Joseph Conkling farmhouse. A very large tree stood in the middle of the sidewalk (west side of Division Street). The Lowen fence jutted out 2 feet from the true line; the tree grew up close to the fence; a small boy might squeeze between fence and tree, but an adult could not. This was the largest and tallest tree in Sag Harbor. It could be plainly seen when one came over the brow of Chatfield

Hill on the way to Sag Harbor. The Mulford place was south of the Conkling farm. A driveway led into Jeremiah Mulford's farmyard. It was kept open so long, it was finally declared to be a public highway. This is the lane, known as "Lover's Lane". The hill in the rear was often called "Jerry" Mulford's Hill. The Widow Elizabeth Hicks' house stood at the corner of what is now Washington and Church Streets. In later years, it was known as the Lister place; and it was partly destroyed in August, 1929, and left in a condition beyond repair. On Church Street, southwest of the Joseph Conkling house stood the "Abram Gardiner House." This house then stood at corner of Sage and Division Streets, north side of Sage Street. About 1791 Doctor Ebenezer Sage built a house next east of the Meeting House. A street that was opened was called after him. At page 362, printed records, Town of Southampton, Vol. III, is this entry:

Page 499-500 .: (Abstract) "John Fordham & wife Lydia sells to the Commissioner of highways, the parcel of land or highway in rear of his lot in Sag Harbor, for a highway to the meeting house and commonly called the back street, the said land was sold to John Fordham by Nathan Fordham Esq. price 3 dollars. September 4 1802."

Page 501. (Abstract) "Henry Haines & wife Sarah of Shelter Island sell to John Godbee of Sag Harbor a lot in Sag Harbor, bounded E by road leading from Sag Harbor to East Hampton, S by road to meeting house from said East Hampton road, W by the highway within 2 rods of the meeting house, N by land of Daniel Fordham, 1-2 acre with house thereon. (This is the 'Abram Gardiner house'). Price 85 £. Jan 6 1795."

This will give a fairly good idea of the locality. The first mentioned parcel of land is now Church Street. The second is still occupied by the "Gardiner House." Nathan Fordham also sold in 1800 to John Godbee 4 1-3 fifties in lot 10, 12-acre division, eastward of the meeting house, price 2 £ 2s 6d. Aug. 25, 1800. And Stephen Howell sold to John Godbee 2 3/8 fifties in lot 8, 12-acre division, bounded N by Ebenezer Sage & Zinri Hand, E by highway leading to East Hampton S by John Godbee, W by highway leading to the meeting house, price \$25. Oct. 2, 1802. The witnesses to this conveyance were Stephen Satterly and Jonathan Conkling."

"Moses Peirse (this is Pierce of Pierce's Corner) sold to Stephen Crowell of East Hampton, lot No. 12 in the 12-acre division at Sag Harbor, bounded N by lot No. 11, which belonged to James Foster, W by Sag road, E by East Hampton road, S by the lot 13 which belonged to James Foster, price 8 £. Sept. 9, 1795." Witnesses were Phillip Peirse and Miriam Smith. This was probably what is now the north part of the Roman Catholic Church lot.

The beach in front of the north bound of the Conkling farm was owned by the town of East Hampton until purchased from East Hampton Trustees by the grantee of Conkling and the heirs of Rysam. See p. 308 printed records of East Hampton, Vol IV, for right of title and also Trustees Records: East Hampton, pp. 157, 175, 180, 35, 36, 37, 38, 39.

"Voted that the trustees of this town have full power to sell the sea weed that is cast on the shore at Sag Harbor from the boundary line between this town and Southampton to Joseph Conkling's water fence at their discretion, &c."

In Trustees Journals of East Hampton town may be found recorded sale of the beach or common belonging to the town, from high water mark 450 feet out northerly to channel-water. And from a bound on the east side of the Old Mill Dock property to an easterly bound at Conkling's Point. A reservation is named in the deed and the foot of Rector Street is marked by red ink to forever be a public slip. Rysam Street is not named as a public highway running to high water mark in this deed. Rysam Street extends from High Street to Bay Street which latter street is its northerly bound. This street is named for Captain William J. Rysam, and was opened through his lands. The Rysam rope-walk extended from what is now the northeast corner of Burke and Division Streets to the northeast corner of Rysam and Bay Streets, or a little east of where stands the barn known by the name of "Peter Hughes's barn." Cannon from the Old Arsenal were stored in a building owned by Rysam and later Cornelius Sleight⁵, at corner now occupied by Wilson's Bottling Works. The Arsenal Building was used for the purpose of holding divine services, while a Presbyterian Church was being built in 1817, to replace "God's Old Barn."

The first house owned and occupied by Cornelius Sleight, in Sag Harbor, so far as known, was at Wharf Street near the angle of the first Long Wharf. It was built so close to the water that the tide at times, rose to the rear entrance steps. Silver spoons were lost by throwing dish-water into the bay, upon occasions. Cornelius Sleight, after his marriage to Captain Rysam's daughter, took up his abode in the enlarged Rysam residence at corner of what is now Division and Burke Streets. He also spent some time at Elizabeth, N. J., where a daughter was born. He continued to live in the Rysam house, with his

wife and family, after the death of his father-in-law, Captain Rysam, about 1813. Cornelius Sleight ⁵ built for himself the house in which Harry D. Sleight now resides. This was built in the decade 1820-1830, and, I have heard, that its boxwood hedge, in front of the home, was planted in 1834, at a time when the Sleight homes were again rebuilt and remodelled. The boxwood slips are said to have come from boxwood trees at Sylvester Manor, on Shelter Island. The elder Sleights attributed the luxurious growth of the box to the quantities of lime placed in deep trenches with the box at the time it was planted. This debris came from the walls in the remodelled houses.

The mother of Cornelius Sleight ⁵, who came to Sag Harbor, with some of her children, lived and died in the Colonel Samuel Huntting house, (now the Judd property) at east side of Main Street.

In 1865, at the time of the marriage of Brinley Dering Sleight, grandson of Cornelius ⁵, he, (Cornelius ⁵), presented the third Sleight house to his grandson.

William R. Sleight ⁶ continued to occupy the larger Rysam house, up to the time of his death in 1876. Cornelius Sleight ⁵, in the last years of his long life, lived and died in the new house two doors south of Burke Street, on Division Street.

Captain William J. Rysam left a number of slaves, which his heirs manumitted in 1823. By an Act of the State Legislature, persons who owned slaves were permitted to set them free, providing they were under the age of 45 years and of sufficient ability to provide for themselves. East Hampton Town Records Vol. III, p. 430 (printed records) have these entries:

Book G, p. 194. "We the subscribers, overseers of the poor of the town of East Hampton, in the county of

Suffolk and State of New York, do hereby certify that Dick, a negro slave to Fanny Mulford, Hannah Sleight and Cornelius Sleight of the town of East Hampton, county and state aforesaid, heirs of William J. Rysam, appears to be under the age of forty-five years and of sufficient ability to provide for himself. Dated in East Hampton this first day of October, one thousand eight hundred and twenty-three."

"We, the subscribers, overseers of the poor, of the town of East Hampton, in the County of Suffolk and State of New York, do hereby certify that Thomas, a negro slave, to Fanny Mulford, Hannah Sleight and Cornelius Sleight, of the town of East Hampton, of the County and State aforesaid, and Sophia Sayre, of the town of Southampton, county and state aforesaid, heirs of William J. Rysam, appears to be under the age of forty-five years of age, and of sufficient ability to provide for himself."

Brinley Dering was mate of a ship. Treasured among the heirlooms of the Sleight family is a jewel pin. It is accompanied by a note, reading as follows:

1886.

To Brinley Dering Sleight:—

During the residence of Joseph Bonaparte (brother of the first Napoleon) at Bordentown, he chartered the ship "Crisis" to take his family to Europe, in order to unite his daughter, Charlotte, in marriage with one of her Italian cousins, of Naples or Florence, I am not correctly informed which. At the close of the voyage the Princess distributed largesse to the sailors, and presented this pin, with expressions of personal regards to my brother, Brinley Sylvester Dering, then mate of the ship. He gave it

to me as her namesake. I now put it in your possession as a keep sake of your uncle and a relic that you long have been promised.

A. C. Sleight,
nee Dering.

Turquoise & cats-eye
or precious opal.

Another letter, among the family papers is as follows, telling of the drowning of Brinley Sylvester Dering at sea: Received 31st Octr. 1827.

Cowes, 13th 1827.

Messrs.

Crary & Brumley

Gentlemen:—We arrived here yesterday evening & will sail this afternoon for Amsterdam & I have written to your friend in London. We have had a very long voyage, on the first part was very moderate & we took a long spell of East-wind & very light.

We was very unfortunate in losing overboard Mr. B. S. Dering, on the morning of the 19th Augt. and at what time the unfortunate circumstance happened no one on board ever knew, but it was in his watch (middle).*

Your obt. Servt.

Jos. B. Ingersoll

*Middle watch is
from 12 to 4 morning.

Henry P. Dering took a very prominent part in the affairs of Sag Harbor and eastern Long Island from the years 1790 up to the time of his death in 1822. He served not only as Collector of the Port of Sag Harbor, and its first postmaster, but was also Federal and State Store-keeper, and also a Deputy County Clerk at one time at

Riverhead, the county seat. The Southampton records tell of Mr. Dering serving as a Commissioner of Highways and, upon various important Committees. He was active as an Arbitrator. He served as one of the Commissioners named to attend to the survey of the grant at Hog Neck Beach, and there marked the limits and boundaries of the beach and meadows which were granted to the Parish of Sag Harbor. Mr. Dering owned shares in the Long Wharf property. In the War of 1812, the following letters were written by Mr. Dering, which explain the situation in Sag Harbor:

"Port of Sag Harbor
June 3rd 1813.

Brigader Genl. Rose,

'Sir: You have probably heard before this reaches you, or will on its receipt learn by Capt. Huntting the bearer that the enemy landed yesterday at Gardiner's Island and took off a number of head of cattle. That a number of their ships now remain laying off Gardiner's Point.

"In this situation and near approach of the enemy without even a single sentinel to give an alarm in this place Mr. H. Gelston and myself and others are decidedly of the opinion that the arms and munitions of war deposited at this place are not safe and that it would be proper to have them immediately removed further back to some more secure place that they not be so exposed.

"I believe there is scarcely a family in this village but what have removed more or less of their most valuable effects, and I do not think that the public property should much longer remain here when private property is thought insecure.

I am, Sir, very respectfully,
H. P. DERING."

Quoting from "Adams' History of the Town of Southampton":

"A week later June 12, the General wrote to Mr. Dering that 'We are at present in a very disagreeable situation, the enemy very plenty in our waters (eight ships in number yesterday), have taken cattle and sheep from Gardiner's Island, have been on Montauk twice for wood and water and have taken ten cattle * * * our militia, even our most easterly regiments is scattered from twelve to fifty miles from Montauk, it will be seen that in one quarter of the time necessary to get the militia there, the enemy can easily effect their purpose and be off * * * the ships can at any time cover their landing * * * I am, however, confident that my duty is to use every means in my power to prevent the enemy from obtaining supplies * * * it seems the British left pay for what they took, which I consider a bad thing as it has a tendency to cool our patriotism * * * Sagharbor is also very much exposed. Barges from the ships about Gardiner's Bay coming up in the night might destroy the port before assistance could be had. The people are much agitated'"

To this, Mr. Dering and Cornelius Sleight replied that they would order out a hundred men as soon as possible and would distribute arms to them though they 'wish they might be furnished with two hundred as that number in all probability will not be sufficient in case of attack, or make a successful resistance should the enemy approach us with the numbers we are justified to expect.' In reply to this appeal, Gen. Rose despatched a company of artillery under Capt. Post and a company of Infantry under Capt. Hedges to take their station at the Harbor,

anticipating Gov. Tompkins' order of the 29th to take into the U. S. service a company of "100 men for the defense of Sag Harbor or other places."

General orders dated "Headquarters, Sagg Harbour, May 1st, 1813,"

"The following regulations in case of invasion or other emergency have been issued. Upon approach of the enemy at Sag Harbor in case no troops are there stationed, Henry P. Dering, Esq., will speedily give notice to Gen'l Rose and to Col. Wickham and will also give an alarm at Sag Harbor by causing to be fired three minute guns and with the intermission of three minutes to repeat the same which signals will be given in East Hampton under the direction of Col. Wickham; in Bridgehampton by Mr. Stephen Sayre, and in Southampton by Maj. Foster. Henry P. Dering, as noted above, has been placed in charge of government property at the Harbor subject to the General's orders, and the dangers existing with Hardy's fleet cruising in the Bay."

The commission of Henry Packer Dering, as the first postmaster of Sag Harbor, under the Federal Government of the United States, appointed by Thomas Pickering, the first Postmaster-General, in 1794, as his Deputy, after having long supposed to have been lost, showed up, among some family papers, in 1929. It has been framed, under glass, presented to the Sag Harbor post office, and hung in the post office room, in the Brown block, entrance on Washington street, where the post office is now located.

The first tender of a Post Office appointment for Sag Harbor bears the date, General Post Office, Philadelphia, Aug. 12, 1794, and the sign manual of Timothy Pickering, Postmaster-General. It has also a written indorse-

ment which is recognized as the hand writing of Henry P. Dering, first Postmaster of this place. The wording and matter of the document is characteristic of the earlier and simpler days of the Republic.

Other papers left by Henry Packer Dering, all meticulously filed away, that clear some problems of the present are:

A journey to New York, 140 years ago.

New York, Feb. 7, 1789.

"Had we formed and fashioned the roads and the weather for ourselves we could not have been better suited in both than we were on our journey to New York. To be sure my jaunt to Southampton was not altogether so agreeable, it being cold and past ten o'clock before I got to Hunting's. This with the previous fatigue of our march from East Hampton induced me to sleep very sound, but this good disposition was interrupted by Mr. Hunting's nurse calling up the Doctor once or twice in the night. Then the next morning I had rather an uncomfortable ride across Shinecock plain, the wind at Northwest and my horse not very brisk. However I made out to reach John Howell's between 9 and 10 o'clock, from where we started about noon. From that place to town was equal to any sleighing I ever knew. We went four or five miles out of our way to take up our partner Mr. Jagger, who was at his uncle's. Here we dined upon goose that one might verily believe was related to the original pair that descended from the Ark, and an Indian pudding which might very well have answered for a bomb shell in the beseiging a town. However being blessed with pretty good digestive faculties I received no harm from my dinner. From this place we reached Coram, about 28 miles, where we lodged, and having blankets no bigger or better

than pocket handkerchiefs, I was near perishing, in the night, it being extremely cold. The next night we reached within two miles of Jamaica, where we lodged at Carpenter's, a very good house. This being but 14 miles from the ferry we early got to Brooklyn to breakfast, where I refreshed myself with a good meal and shaving, having the growth of three days and a half on my chin. Having done this, I called on my friend, Mt. Otis. I embarked and arrived at Hanover Square, safe, about Saturday noon, when I found all friends well and from whence I now write you."

"How Our Grandparents Spent Their Vacation Days," is related in a charming way by Morton Pennypacker, historian, and collector of Long Islandana. He writes a description Henry P. Dering gave of a journey up the Hudson River, in 1808, and says the letter of Mr. Dering is captioned "Ballston Spa." Of the subject of the sketch, Mr. Pennypacker writes:

"Henry P. Dering was one of the most interesting men of his generation, the greater part of his life being spent in service for the public. He was the son of Thomas Dering who filled the chair vacated by Nathaniel Woodhull as head of the Committee of Safety of New York at the time the general was mortally wounded, and the latter with Capt. John Hulbert had charge of the removal of the refugees from Long Island to Connecticut. His grandfather, Henry Dering, in partnership with Thomas Hancock, the uncle of John Hancock, and others, was the first to introduce the manufacture of paper into New England and was granted the sole privilege of manufacturing it there, over 200 years ago. Henry P. Dering has grandchildren (Derings, Sleights and others) now in Sag Harbor, and great-grandchildren and great-great-grandchildren. Here is the letter written 121 years ago:

“Dear Nancy—Agreeable to the promise I made you on Monday last, I now seat myself for the purpose of giving you a more particular detail of my tour since I left home. On Tuesday, the 31st of August, about 2 o’clock in the afternoon, I took my leave of home; waited at the harbor until nearly 5 o’clock before Parker was ready to sail; then embarked and proceeded to Oysterpond Point, when we came to anchor and lay until between 12 and 1 o’clock, when we came to sail and proceeded through the gut into the sound with a fair tide and favorable wind. About sun rise the next day was abreast of New Haven; a fine, beautiful day. Proceeded on with a light wind and about 2 o’clock in the afternoon landed Mr. Raymond and his son on one of Norwalk’s islands. At night found ourselves in the narrows near Frogs Neck, becalmed and the tide against us. Here we remained the second night, and in the morning, tide in our favor, passed Hell Gate and arrived in New York about 12 o’clock. Put up at Mrs. Duncan’s. Thursday and Friday engaged in picking up a few things to send home by Parker.

“Saturday afternoon engaged a horse and chaise to carry me out to Kip’s Bay; on my way out called on Coll. Rutgers and took tea with him; found him all alone and glad to see me. After tea rode to Kip’s Bay and arrived a little after sunset, about ten minutes before Mr. and Mrs. Kip, who had been into town, with their carriage to look me up and bring me out. Sunday morning Mr. and Mrs. Kip with one of their sons rode out to Harlem to church, the clergyman being indisposed, we were deprived attending church; rode round Harlem Bridge, passed over to the North River and took a circuitous ride home; dinner at Mr. Kip’s and spent the evening at Mr. John Gelston’s and

Mr. Holt's. Lodged at Mr. Kip's, breakfasted at Mr. Gelston's, and returned with Mr. Gelston Monday morning to town.

"Monday and Tuesday spent in New York. Wednesday, 12 o'clock, called at the postoffice and had the pleasure of hearing from home.

"Wednesday afternoon got my things aboard the Hudson Packet and sailed at 6 o'clock on my way up the North River. This packet, which is called the 'Experiment,' is the finest boat on the North River. It is solely built to accomodate passengers. Her accomodations are the whole length of the vessel—runs quite fore and aft. There were about 40 passengers on board. Each one was accomodated with a separate berth and all sat down with convenience and breakfasted and dined at one table, which was as handsomely furnished and supplied with as great a variety as the best boarding house in New York.

"The wind and tide being favorable we proceeded on with ease and on Thursday morning the next day at sunrise were up with the highlands. The wind during Thursday was light, the weather delightfully pleasant, which gave me an opportunity of taking a full view of the prospects and situations of the adjacent country and seats on the river. At three o'clock, just after dining, we were directly opposite the landing at Newburgh, when the wind entirely left us and the tide being ahead obliged us to come to anchor. A number of the gentlemen passengers and myself went on shore to take a view of the town. Here I found Capt. Isaacs and my friend Mr. Jacob Powell, who appeared glad to see me and insisted on my passing a day or two with them. They appeared so solicitous I consented. Lodged at Mr. Powell's and breakfasted with Captain Isaacs, where I saw a daughter of Mr. Payne.

whose name is Sally, about 19 or 20 years of age, almost gone with a consumption. (This was Sarah Isaacs Payne, sister of John Howard Payne, born in East Hampton, July 11, 1785, and died at Newburgh at the home of her uncle, Isaac Isaacs, on Oct. 14, 1808.)

"This day being Friday, the weather fine and pleasant, I took a horse and chair and rode out about 10 or 12 miles on the Wallkill to Mr. Joshua Woodruff's, the uncle of Betsey Topping. Mr. W. insisted on my tarrying all night and gave me a pressing invitation to spend a week with him . . . This is a fine country, plenty of fruit—peaches, pears, and a variety of plums which were all ripe and in good eating. The roads about this country are very good and the land excellent. Mr. Woodruff accompanied me near-half way on my return to Newburgh.

"Saturday evening spent at Mr. Isaac's and lodged at Mr. Powell's. Sunday morning early the steamboat called at Newburgh for passengers—embarked at 7 o'clock and proceeded up the river for Albany. The weather still being pleasant had a delightful day and views in going up the river. Our accommodations not so good and in such order as on board the 'Experiment,' though as good as could be expected for the number, having upwards of a hundred passengers on board, lodged very comfortably and the certainty of being at our destined port at a certain hour, notwithstanding winds and tides, makes up for the deficiency in order and other inconveniences.

"Monday morning arrive at Albany. Dined at Schenectady, and arrived at Ballston Spa a little before sunset. Found here Mr. Sylvester L'Hommedieu and three other gentlemen of my acquaintance. Rode out and visited Saratoga Lake, about seven miles from this. A fine, spacious lake. Tell Thomas to look it out on the map of the

State of New York and see where his Papa is. I feel in usual health at present and this afternoon going to Saratoga to taste of the waters of the springs in that neighborhood. I shall think about turning my face homeward about Monday next. What my route will be is still uncertain.

“The season here is very dry, the fields all parched up. Tell Thomas to see the weeping willow on the hill well watered frequently and the earth stirred around it. All that I have to regret is that you are not with me; it would afford me great pleasure that you could see and enjoy the great variety of objects of amusements that I daily see and the good company that I have enjoyed.

“H. P. DERING.”

THE OLD ARSENAL.

All natives and visitors to Sag Harbor used to know the "Old Arsenal" as one of the historical land marks of the place. As Henry P. Dering represented the Federal Government when the Arsenal building was erected in 1810, and he was also Federal inspector when Henry B. Havens, of Sag Harbor, built the "Powder House" used in the War of 1812; and, also when Mr. Havens built, at Little Gull Island, in 1817, a sea-wall, to prevent the light-house there being washed away, into the waters of the Race, a bundle of old family documents clarify many mooted questions. Some of them, for the sake of record, are here reproduced. There has been more or less controversy and indecision about the Arsenal's history. Whether it was originally built by the State of New York or General Government of the United States and in whom did the title rest; and, other questions of dispute have frequently arisen. The old files of the State and Treasury Departments were searched in 1886 at a time when the Arsenal building was razed. But little then was established as matter of fact. Years later the Dering papers, many years buried from sight, turned up, in excellent preservation. Then was revealed the original contract for building the Arsenal. A large number of vouchers for the work done on the old building by many of Sag Harbor's old citizens, all of whom have since died, were found. Also the receipt for building "The Powder House" the ruins of which stood (when I was a youth) in the rear of Mrs. W. H. Tooker's lot (now property owned by Capt. Sterling Wallace, in 1929).

Alden Spooner's receipt for advertising for the contract for the Arsenal, bears the signature of that old

printer. The contract was made by Henry P. Dering, Agent, on the part of the United States for the Fortifications at Sag Harbor, and Henry B. Havens, master mason, father of the late Capt. Wickham S. Havens; and, Eliab Byram, master carpenter, father of the late Ephraim Byram. The contract was made June 15, 1810, and the receipt given for the completion of the work December 1st of the same year. The consideration was \$1,810, corresponding with the date of the year.

DESCRIPTION OF OLD ARSENAL.

ARTICLES OF AGREEMENT made this fifteenth day of June in the year of our Lord one thousand eight hundred and ten between Henry P. Dering, Esquire, agent for the fortifications at Sagharbor for the United States of the one part, and Henry B. Havens master mason and Eliab Bryram, master carpenter, both of Sag-harbor aforesaid are as follows:

Viz,

The said Henry B. Havens and Eliab Byram for the consideration hereinafter mentioned do hereby covenant, promise and agree to and with the said Henry P. Dering on behalf of the said United States that they the said Henry B. Havens and Eliab Byram will erect, build and complete an arsenal in Sag-harbour aforesaid of the following materials and dimensions:

The dimentions of the said building to be fifty feet in length and twenty feet in breadth and two stories high the foundations to be laid with stone and sunk six inches below the surface of the earth and twelve inches above the surface including the water table which is to be hewed and handsomely finished on the front or north side and on each end of the building. The walls of the building to be built of good brick and to be made sixteen inches thick for the first story which shall be ten feet in height from the water table; the second story to be nine feet in height and the walls twelve inches thick. The building to have six projections in front of four inches from the main body of the brick work, and the two corner projections to be in breadth three feet four inches, and the four other projections to be in breadth two feet and eight inches, and to be united at the top by arches or otherwise. The whole

brickwork, except the south side or rear to be laid in flemish bond; the building to have five windows on the North side or front in the lower story and five windows in the second story of a sufficient size to receive a sash of twenty-four lights of six by eight glass, also four windows of the same size and dimensions in each story on the back or south side of the building with two windows in the second story on the back or south side of the building furnished with stout frames to be well painted with white lead and oil, and shutters to be hung on sufficient hinges of wrought iron with hook and staple fastening the shutters of the first and second story in front to be made double so as to fold back and fasten within the projections aforesaid. The building to be furnished with two large folding doors at each end sufficiently large to receive heavy cannon of 24-pounds calibre mounted on traveling carriages the casements of which to be well painted. The floor of the lower first story to be laid with two inch planks and well spiked down on beams of nine by three inches, which beams are to be supported by pillars or packings of stone, and not more than eighteen inches asunder and to run half the width of the building and to be supported by string pieces running the whole length of the building through the middle thereof which string piece shall be a stout timber at least six inches square and be supported by pillars or packings of stone laid in mortar placed not more than six feet asunder through the whole length of the building. The beams for the floor of the second story shall be ten by three inches, and placed not more than two feet apart, the floor of which story to be well laid inch spruce boards to be planed, grooved and nailed. The roof of the said building to be made of good cedar shingles and to be supported by stout rafters not more than three feet

asunder. The stone, and the entrance at each door to be made easy and convenient for heavy Gun Carriages to pass in and out.

The said Henry B. Havens and Eliab Byram do further covenant, promise and agree to cause to be made one additional door of common, suitable size in the East end of the said building for a passage into the second story with a flight of stairs, and passage or entry way partitioned off, and separated from the first story and leading up into the second story. This door to be furnished with a good, substantial lock and key and hung with good wrought Iron hinges. The following doors also to be hung with stout substantial hinges and the East door to be furnished with a large stock lock and key, and the West door secured with hook and staple fastening. It is also agreed that there shall be twelve Iron anchors placed, as fastenings and security, to the building, and in such parts as shall be judged necessary and also a substantial Iron withe and step in the East Gable end for suport of the flag-staff (it is said that the American flag, or Old Glory, was first flown over a school, when sessions of school were temporarily held in the upper room of the Old Arsenal, soon after 1811). And, the said Henry B. Havens and Eliab Byram will erect the said building and furnish and pay for, all the materials, labor, work, and workmanship, provision, liquors and all other objects of cost, charge and expence, and that they will furnish and provide good materials of every description and will execute and perform the work, and every part thereof and to the approbation of the said Henry P. Dering.

And the said Henry P. Dering on behalf of the United States in consideration of the labor to be done and materials to be furnished as aforesaid, doth covenant, promise

and agree to and with the said Henry B. Havens and Eliab Byram, their heirs, executors and administrators, and every of them, to pay to them the sum of One Thousand eight hundred and ten dollars lawful money of the United States, and make to them convenient advances in money as the materials are furnished and the work progresses.

In witness whereof the parties of these present articles have hereunto set their hands and seals the day and year just above written.

Sealed & Delivered in presence of

H. P. DERING
HENRY B. HAVENS
ELIAB BYRAM

Witness,
Thomas S. Lester
Jacob Parker

Port of Sag Harbor 1st December 1810.

The Lester who witnessed this contract, owned the land, and sold it to the United States Government, through its Agent, Henry P. Dering.

RECEIPT FOR ARSENAL:

Received of Henry P. Dering Esq., agent for fortifications at Sagharbor the sum of One Thousand, Eight Hundred and Ten Dollars in full, agreeable to the stipulations of the above contract for which sum we have signed duplicate receipts of this Tenor and date.

HENRY B. HAVENS
ELIAB BYRAM

Dolls. 1810.00

The Alden Spooner, printer, receipted bill, reads:

1810, March 1st. The United States to Alden Spooner, Dr. To advertising for contracts to build an Arsenal in Sag Harbor, \$2.00. Received from Henry P. Dering, Esq., Agent for the Fortifications in Sag Harbor, the above sum of two dollars in full. Aug. 4th, 1810.

ALDEN SPOONER.

The printing bill is endorsed "No. 1." There are a number of other receipts for labor and construction and a bill of lading for the freight of four cannons, eighteen pounders, with military apparatus, signed by William Parker, master of the sloop "Lively." Receipt for \$100.

The question about who built the Powder House, is also determined by the "Dering Papers." This is a part of the premises now owned, in Sag Harbor, by Capt. Sterling Wallace. It has been claimed that it belonged to the United States. These papers indicate that the Government only had a lease of the lot. (They also leased land at Bluff Point for a fortification from David Russell.—H. D. S.), a co-partner leaser of the "Powder House lot." I have the original, over the signature of Hubbard Latham and David Russell "For the purpose of erecting Fortifications" (plans of the Fort may be seen in my collection, in a photostat, taken from a print). Also a receipt for \$8.00, the first year's rent for the same. The date of lease is October 12, 1812. Also the receipt of Henry B. Havens for \$100 in full for furnishing "all material, costs of labor, and items of expense in erecting and completing a Powder House and Magazine of stone, etc."

The money was paid by Henry P. Dering, Agent on the part of the United States for fortifications. Mr. Dering is also addressed as "Military Storekeeper." One receipt is given as late as April 8, 1815, and is from Frederick Myers, for services, etc., "at the time of the discharge of the Troops in the Garrison at Sag Harbor," and "carting loads" from the "battery to the Arsenal"; also, for "coopering casks of gunpowder at the magazine." Another paper of similar interest is the following order:

Southampton, 15th July 1814.

H. P. Dering Esq.,

Please pay unto Josiah Foster sixteen pounds powder out of the Arsenal at Sag Harbor on account of sixteen pounds furnished by him in three different alarms occasioned by the enemy sometime since

and oblige your friend

ABRAHAM ROSE, Brigadier General
80th Regiment N. Y. Militia.

Dering Flew First Flag Over Post Office.

As has been previously mentioned Mr. Dering was the first postmaster, under the new United States Government. He was Collector of Customs and Federal Agent, and he showed his authority by flying, at his office, at his Union Street house, the American flag; this flag was also flown when he went aboard a United States vessel, or a boat chartered to transact "official business." Soon after 1810 the Sag Harbor post office was moved across the street from the Dering home to the Federal, or Arsenal building, and the Government flag went with it. In an account of a patriotic observance, in Sag Harbor, in 1812, mention is made, by a newspaper, of "the flag on

the Customs Building." So in all probability, the Custom House, at this early time, was located together with the post office upstairs in the Arsenal. And it was from this building that Mr. Dering, as Inspector, went to and from Little Gull Island, in 1817, where the Government built a seawall encircling the lighthouse at that island, and of that name. Henry B. Havens, assisted by a Mr. (more often called Capt. R. Fordham) built this wall. Young "Tom" Dering was a sub-Inspector representing his father. A journal kept in 1817, by the younger Dering, gives dimension of the wall as "circular, 300 feet in circumference and 100 feet in diameter, at the top, the foundation sunk on a level with low water mark; seven feet thick at the bottom of the wall and 3½ feet at the top of the wall. The outside course of stone to be laid in mortar, and built with two copper bolts the height of the wall 22 feet (twenty-two). On top of the wall a railing four feet high." Messrs. Havens & Fordham contracted to build the wall "for \$24,500.00, finding all the materials." This wall prevented Little Gull Island washing away. It still stands.

After the death of Henry Packer Dering, in 1822, his son Thomas Henry, served continuously as a Deputy Collector and Deputy Postmaster up to about 1850.

The old Arsenal lot has a further local history. About 1885-1886 when Clothier H. Vaughn was Collector of the Port, under the Cleveland administration, the two-story brick Arsenal building was demolished. In 1880 Commander Chas. Parks of Edwin Rose Post, G. A. R., attempted to get permission to use the Arsenal, for the Post. It was then a relic of the past, fast going to decay, "a forgotten monument of former glory." Nobody seemed to know much about it. Rats and spiders, and other vermin, had

full possession. Assemblyman Bailey tried to find out something about the old building, at Albany. Nobody knew. At Washington, Congress Belmont kept his secretaries busy running between the Treasury and War Departments until they gave out from exhaustion. Nobody knew. The editor of the "Corrector" then wrote:

"In conversation with one of the old residents we have gleaned these imperfect facts: The Arsenal was built during the early part of the war of 1812, under the supervision of the late Henry P. Dering. It was used as a depot of military stores, ordnance and ammunition. In 1817 a new (sic) Presbyterian Church was built. The ordnance, consisting of several eighteen-pounders, and smaller guns, were removed to the Rope Walk of Cornelius Sleight, near what is now the locality of Division and Burke Streets, for storage; and, the Arsenal was used for a place of worship by the Presbyterians. Some time afterwards, in the 20's, the Arsenal was in some way transferred in Department management, and used as a Custom House. It was so used for many years when Sag Harbor was doing its largest commercial business."

While on this subject which brings up the Custom House, it may be apropos to say that custom records were long thought lost; they were tucked away with other old papers in the garret of the Eleazer Latham house; they were thrown in a bon-fire, in 1921, snatched out, partly burned, and handed to me. They are now in the Morton Pennypacker collection of Long Island papers, at Kew Gardens, L. I. From these old documents and other papers it can be stated, that Sag Harbor's whaling fleet, at its greatest, registered 63 vessels about 1844-45. Add to this Greenport and Cold Spring Harbor whaling vessels, and the Long Island fleet, in no single year register-

ed more than 75 vessels. During the whole period of the whale fishery, Sag Harbor had engaged 116 vessels, making 588 clearances from that port, and taking in the years 1784-1874 inclusive whale products estimated to be worth \$25,000,000. Greenport had 19 different vessels and Cold Spring Harbor 9 vessels, at different times, engaged in whaling.

The Lucy, and Betsey, and Mary, the last two built at Brushy Neck, Sag Harbor, sailed as pioneers in years, 1784-1797 inclusive; the Hetty, and Lavinia, and Brazil and Abigail came soon after; the Argonaut first represented Sag Harbor whalers 'round Cape Horn, in the Pacific Ocean, in 1817, sailed by Capt. Eliphalet Halsey. And Captain Nathan Fordham, sailed the first vessel, the Eagle, to take whales, after the war of 1812, "back side of Long Island," and tried out the blubber on the Sag Harbor water front. This digression is merely inserted to correct some misunderstandings. But Dering, father and son, for sixty years "ran" the Sag Harbor Custom House, and under the Dering subcaption, it seems expedient to record the above little known facts.

Soon after 1900 a memorial monument, known as the "Meig's Expedition Monument," was placed on "Old Arsenal lot."

To locate the "Old Arsenal" property, and the "Powder House lot", Major N. D. Wheeler, of the realty bureau of the U. S. War Department, visited Sag Harbor, in 1926. While in Sag Harbor he secured appraisal of the commercial value of these properties, by the square foot. The Government had received an application from Sag Harbor village to buy the Arsenal lot. The law required that it first be offered to New York State. This was done. The State put in no bid. The village was then entitled to bid. Its bid of \$150 was accepted, and title passed to the village.

Sag Harbor took title to: "80-feet frontage (as originally conveyed in 1810 by Thomas W. Lester,) on N., or Union street; 24-feet E.; 86-feet S.; and 48-feet W."

Also was sold the "Powder House lot," in the Garden of Mrs. Ella Wallace, at Hampton street, running back to Division street, a quit claim to a 10 x 10-feet lot. Capt. Sterling Wallace bid \$101. and was awarded the quit-claim to all interest the Government had, or might be found to have. This included a right of way.

The village was the only applicant for the Arsenal lot. The amount of land, probably by encroachment, or running new street lines, has been greatly circumscribed. It has shrunk from an 80-feet to a 60-feet front, according to a survey.

The appraisers were Arthur T. Brown, Ivan C. Byram, and Harry D. Sleight.

Some years ago workmen found, while excavating, near the Robert C. Cooper property, a stone, evidently some "marker" of Government owned land bearing date 1810 and the initials of Henry P. Dering, military agent, when the Arsenal was built. This was several feet below the ground, indicating that the land had filled in, in the lapse of 116 years. Union street is not today, as the south line of street used to run.

Application to use the Arsenal lot was made to Washington authorities about twenty-five years ago. There is no memorandum of permission, having ever been officially granted.

The property of 10-acres south of Union Street where the Old Burying Ground and Presbyterian Church are located was sold by Thomas Tarbell to Hubbard Latham for 18£, in 1772. Subsequently David Hand, as a trustee, managed the land.

SOME RECOLLECTIONS.

My advent in Sag Harbor occurred the year after the last whaler of the port (the Myra) was condemned at Barbadoes. I have always claimed that my earliest recollection is the fire of 1877, though I have often been taken to task that so youthful an impression is improbable. Possibly it was a few months latter, that our barn was set on fire by an incendiary, for at that time my father, the Honorable Brinley D. Sleight, was a Justice of the Peace of East Hampton town, and offenders of the law, sent to jail by him, swore a vengeance upon him, and possibly set fire to the barn. Still the great fire might have occasioned some impressive adumbration. The Zachariah Rogers' dwelling, in the rear of my home, was burned in the great fire of 1877. At that time our home was threatened by the myriad sparks caused by the great conflagration. The burning of the Montauk Mills, in October 1879, is, however, vividly remembered, and a Mr. Scott who lived in the Petrie house (Main Street), at that time, sat on our front piazza, and held me on his knee, while I watched the mill burn, and the firemen worked to save the home of my grandmother (next door) and my parents' home.

The trees and boxwood hedges suffered from effects of the extreme heat occasioned by the great fire. An ornamental wooden fence was partly burned. At that time, there were in front of my home, two doors south of Burke Street, weeping willow trees grown from slips brought to Sag Harbor from St. Helena, and there taken from the tomb of Napoleon Bonaparte. I can plainly remember the ancient apple tree, hollow-hearted by age, which stood in the center of the lawn in front of the Sleight premises.

It bore fruit until felled by an equinoctial storm. This tree is said to have been at least 200 years old when it fell from the force of the gale.

The Brooklyn Bridge was being built when I first visited New York; and I witnessed the observance of the anniversary of the evacuation of New York by the British, when a lad about six years old. There were also frequent trips to Albany and Washington, where I accompanied my father who had business at those cities. Some years later, when I was in my 'teens, I visited in New York which then extended no farther north than 140th Street. In the vicinity of Washington Heights it was all open lots and there we had our base ball games, and slid down hill. At home in Sag Harbor, the picnic ground was at "Mulford's Grove". This is now all built over, by the Sag Harbor Realty Company. The grove was located in what was then called "Sleight's Woods", and in these woods, the boys played their Indian games and "bird-nested."

Sag Harbor had been a famous whaling port in the decade of 1840-50. There were a few reminders of the whaling days even in the early eighties. Two hulks of old ships stood clear of the water at low tide (near the Havens' boat house). They were the remains of the whale ships "Thames" and "Fair Helen" (owned by my grandfather, William R. Sleight). They had been broken up in the thirties. Even today, boys may recover copper from the keels of the old ships, often exposed by the shifting of the sands. On the beach where the pier of the Sag Harbor Yacht Club now is located, stood the foundation of an old pier, and, a short distance to the southeast, was an excavation where were the ruins of the oil cellars of Mulford & Sleight, burned in a Fourth of July fire, in the sixties. My grandmother, who lived to be a nonagenarian,

has often recited to me, how she had seen whale bone stacked along the shore, waiting for a rise in its value. The Old Mill Dock (by some called Osborn's Dock) was a wreck, and the space now bulkheaded, from Wharf Street to the foot of Division Street, was all open shore, which has since been filled in, to make solid land. These shore lots, or "water lots" were sold by the Town Trustees of East Hampton, during the whaling period, and, they were then considered to be the most valuable real estate along the water front. Prices were commanded all the way from \$200 to \$300 a lot, two generations ago.

The sloop yacht, "Charles P. Daily" owned and built by Capt. William Freeman and his brother, Capt. "Leet," near upper Suffolk Street, was moored off the shore front; later, when the bulkhead was built to the west of Mill Dock, this favorite ground for anchoring vessels was no longer used for a boat anchorage. It was here, in the period of 1845-50, that Post & Sherry had their shipyard, and here was built the Sag Harbor whaling vessel, "Charlotte"; and, from this yard Capt. Thomas Royce sailed the famous bark "Superior," a vessel of tiny proportions, 200 tons, that was first to enter the Arctic Ocean in pursuit of whales, thereby opening a new ground worth hundreds of millions of dollars.

"Off this beach was Capt. "Billy" Cooper's pier and boathouse, and nearby were the warehouses of W. H. & G. H. Cooper. In fact, at this spot, just eastward from Long Wharf, the town of East Hampton leased land to Charles Douglas before 1800, for a block and spar shop. Peter French had his sailor's boarding house near Long Wharf, in whaling days. And there, the polling places for the elections were held. This house stood partly in Southampton town and partly in East Hampton town, the

boundary line between the two towns running through the center of the tap-room. The bar was moved from one town to the other as license or no-licenses were granted by the Excise Commissioners.

Sports were aquatic in my boyhood days—swimming, sailing boats, fishing, etc. There was a frequent rivalry in sailing small boats and each season a grand bay regatta. The younger boys were lively sailors. Capt. "Josh" Weber owned the "Dauntless," Capt. Freeman, the "Daily", Charles Havens, the "Lotus", Dr. George A. Sterling, the "Isabelle," all staunch yachts of the day. Some vessels were used for sailing parties. Capt. John Andrews was master of the "Edith," (called E-de-ith by the old-timers) and when "Capt. Jack" was not running freight to Connecticut, he used to sail "parties" to Montauk. The "Edith" was a converted "yacht," or menhaden fishing boat, and then owned by Capt. John Hildreth. The old sloop was sold to George Higgins, who resold the vessel to a New Haven oyster grower and shipper. It was still going strong, a few years since, and was then nearly sixty years old.

At Cedar Bend, Wells and the Raynors had fish factories, served by sailing gear "Carry-'way." There were also steamers owned by Capt. Wells. The factories were destroyed by fire and never rebuilt.

The wreck of two old sloops, the "Apollo" and the "Franklin," I believe, were just west of Long Wharf. There the youths of the town went swimming. Overton had a blacksmith's shop near Betsey Jo's "Fort" on West Water Street, and Capt. Jared Wade had a boat building shop near the old bridge that spanned the Narrows, and led to North Haven. Huntting's oil cellar was nearby. Overton, when he sold to the railroad, moved to the lot

now owned (1929) by William Wilson, at the foot of Division Street, east of the brick office, which was built for the Montauk Stb. Co., and, next west of him, was Elijah Cullum's wheelwright shop. Both frame buildings were destroyed by a fire years ago. Fordham's shop site at corner of Bay and Main Street, is now occupied by McLane's Hotel. In the rear of Fordham's machine shop was a large water tank, and iron pipes running down upon Long Wharf, supplied water to steam boats. Herbert Fordham's shop at corner of Bay and Division Streets, (later occupied by Maier, and destroyed by fire in 1929) had not been built at the time of which I am writing. Its site was used for a garden which supplied garden truck to the Nassau Hotel. The Pottery Works were being built on West Water Street. This was some years before West Water Street was closed. Workmen were repairing North Haven Bridge, then approached through Bridge Street, although plans for the causeway and for closing of West Water Street were then formulating.

Youngsters used to slide down "Pierson's Hill," opposite the Lawrence dwelling on Hampton Street; their elders used "Latham's," "Dodson's" and "Hunting's" hills for coasting. The latter section is now built up. For skating, the "kiddies" went to "Mott's" pond, between Rysam and Bay Streets (since filled in to make an extension of Burke Street from Rysam Street to Bay Street), and "grown-ups" found sport at "Round" pond, "Little Round" and "Long" ponds, when the ice would bear.

Mention will be made of "Goat Alley" and, in 1890 the locality was thus described in verse:

“In that part of the town called ‘Goat Alley’
They have made a most wonderful rally,
Vaughn’s built a new store;
There are cottages more,
Than ever before I could tally.

Should improvements go on in this way,
I measure my words when I say
I think, ’pon my soul.
They will reach Johnny’s Hole
Before we are wrinkled and gray.”

The improvements thus prognosticated forty years ago, have since been realized. This land, once all open and wooded, is now built upon, and houses extend a half-mile further south of the “Alley”. The line of woods which we are told, in 1767, extended down to Old Burying Ground, now is a full mile or a mile and a-half south of Sag Harbor, nearer the Hamptons.

The old Point House, at North Haven, (which formerly stood where the cottage of the late Joseph Fahys now stands) had not then been moved, nor the high bluff, where stands the cottage of Henry F. Cook, levelled and graded.

Boys collected stamps at that time, and it was considered no crime to take a set of birds’ eggs to add to one’s collection. Some boys had eggs of more than 135 varieties of birds that built nests on Long Island. These eggs ranged in size, from the large egg of the wild goose and fish hawk, to the eggs of the tiny creeper and ruby-throated-and-topaz-humming-bird. The humming-birds built nests along the north side of Hampton Street, which was then all woods down as far as Elizabeth Street. Base ball was played in the open lots at the corner of Bay and

High Streets, where the Lone, or Silver Stars, and the Mohawks played, and sometimes, the "Cornhuskers" of the Hamptons, and the Indians of Shinnecock, with "Lee" and "Eleazer," splendid physical types, assisting in the games.

Circus lots were located at the corner of Main and Nassau Streets, and at "Old Orchard" (then occupying the lot bounded by Elizabeth, Division, Parker Streets and Atlantic Avenue), now all built over. The Sleights' Wood had not then been surveyed for house lots. The Fahys' factory was being built, also the Maidstone Flour Mill (1879-80), and also, soon afterwards, (1884), the new Episcopal Church. Still later, the stores and houses in "Goat Alley" (which was later dignified with the more euphonious appellation, "Murray Hill"). At this time I was a carrier-boy of 8 or 9 years of age, delivering the "Corrector," a newspaper, from house to house. It was customary to issue at each New Year's Day, a carrier-boy's "Call" or New Year's "address." I remember one which I delivered to the "Corrector" subscribers, in the year 1890. It went something like this:

"I'm the 'Corrector' Carrier Boy,
Who lightly trips the streets along,
I bring you tales of mirth and joy,
And sing my Happy New Year song.

Down the long corridor of Time,
Old Eighty-nine has passed away,
And Ninety just begins to climb
The newest portals of the day.

What joys may cheer, what woes befall,
The coming years I cannot tell,
But be you sure, to one and all,
Throughout its length, I wish you well."

Then followed about 25 "verses" of doggerel.

I went through all the stages, from "devil", to assistant editor, of the old "Corrector," founded in 1822, and there learned typesetting and continued to issue the paper after my father's death, (in 1913) until, at the time of the World War, when unable to secure printers, the paper was absorbed by another local journal. Thereafter I devoted my time to literary pursuits, historical research and reporting for the local papers, and municipal dailies. I have never regretted the change, or felt that sentiment should be mixed with business, or that the newspaper established in 1822 should round out a century mark as a unremunerative publication. The "Corrector" printery served its place as a medium to put in type items of local history. A printing press was always at my command, and, I can say, without prevarication, that, nothing with malice aforethought, was ever permitted publication. The paper also was issued as a party organ and there was always but small patronage for the minority party. For athletic and physical recreations, the young men found provision at Washington Hall, where the Montauk Association maintained a turn club, and where the "little fellows" were taught two nights a week how to box, tumble and exercise on horizontal and parallel bars and the swinging rings and flying trapeze.

The Night Hawks will be alluded to in this writing. Alas, for me in the days of their most renowned

"flights" I was but a fledgling. But their mischevious pranks are recalled. They were just boys, bursting with the exuberation of youth seeking an outlet—their capers were never malicious, though often startling to the more mature residents. Signs were interchanged, bath houses set afloat, boats taken from the bay and put in ponds, or strung in line, stern to stern. The "Carrier's Call" speaks of some of the Night Hawks' pranks in this manner:

"Now what do you think has been done,
In the year that has gone—just for fun,
Some lads they call 'Hawks'
Have played many larks
'Twixt the set and the rise of the sun.

These striplings ambitious of fame,
We will not expose them by name,
Climbed up the 'Tall Steeple'
And amazed all the people
By putting a flag on the same.

It was very improper to do
I certainly think so, don't you?
It made a sensation
All over the nation
And stirred up the town in a stew"

This was not the first flag flown a-top the Presbyterian Church spire. Captain David Vail had climbed up this steeple in 1861, and all during the War of Sections, Old Glory was displayed from the church steeple, which rises above ground 187 feet, and is about 200 feet above tide water.

Many of these boys went forth to seek fortune away from the home town. They were not bred to factory confinement. Some have made good in the marts of men, in the arts, letters, and profession. Others are dead, a few failures.

"Charlie" Havens rigged up ropes and a scaffold and removed, with helpers, the "Hawks' flag" from the steeple. He did the job in broad daylight.

Sag Harbor, like all old-time settlements, had its characters: Stephen Ranger and D. Ranger used to drive in from Northwest behind a team of oxen, or sometimes with a cow and horse dragging a cart; Lew Scott (who amassed wealth,) came down from North Sea; David Edwards, of Sagg, was frequently in town to look out for his schooner investments and mortgages; Judge Hedges and his son, "Sam", were at offices over the Post Office (then in the "Corrector" building); "Sam Tribe" Hildreth, '49er, took his daily "passaer" or stroll, from Ligonee to town. French's store was a congregating place, and another set of cronies made headquarters at "Charlie" Hedges' paint shop. Blondin visited Sag Harbor and performed on a tight rope stretched across the Main Street; the firemen's tournament brought to town, in 1888, 10,000 "vamps" and their friends; 2,000 people were fed on the new steamboat wharf under a monster canopy, and 500 barrels of lager beer were consumed, and, the papers of the period, say "there was no intoxication, no brawling and no accidents." Itinerant horsemen drove trained equines without reins through the village streets; the old piano hand engines of the Fire Department were burned up by the firemen when they wanted new apparatus; the trustees of the village, to protect patriotic youths from injury, are said, to have procured disposal of a can-

non (once kept in the Arsenal building), by having it thrown off Long Wharf. This cannon was drawn out and fired morning and nightly, on the Fourth of July. Prentice Mulford describes how the Suffolk Guards of the Fabulous Forties, used the ordnance:

“The crowning glory of our village was the volunteer military company, the Suffolk Guards. The Guard was an artillery company, and used to drag after them on parade a nine-pound gun. In our estimation that gun could have prevented the largest fleet in the world from entering our harbor. The report of the Suffolk Guards’ nine-pound gun was important noise to juvenile ears. To miss seeing a training of the Guards was an irreparable misfortune in a boy’s life. The Guards wore uniforms, stiff, shiny hats, a little like fire buckets, blue coats with swallow tails and brass buttons. In summer they wore linen pantaloons as white and as stiff as soap and starch could make them. After the firing was over the canvass target was borne after the Guards, full of portentous holes and rents. It was always hit, for if not touchel at long range and the day began to wane, they dragged the gun up nearer, and the balls finally went where they sent them.

“The Guards are all dead by this time (1881) but they never surrendered. They disbanded with a suspicious suddenness at the breaking out of the Mexican War.”

There were Fourth of July orations, April Fool Day fantastic observances, Thanksgiving ragamuffins’ parades, November political meetings, touch light and cap and cape parades and much to interest a live boy.

The blizzard of March 12th, 1888 is another Boreal memory; in some places, in Sag Harbor snow drifts piled up to a height of fourteen feet. Outside communication with the World was cut off for a week, “until Corbin’s

locomotives" ploughed through the drifts, "and set us on our pins." The first news of the outward Greater World was brought by the Manhanset, a steamboat, of Capt. "Jim" Smith, from New London.

Fires of latter days were: Kiernan's electric power house, in 1913, when Thomas Collins, sleeping in the building that night, burned to death; Brown's block fire in February 1916; Crowell's block (burned twice in my time) and the fire of New Year's, 1925, which started in Seaman's confectionery store, on Washington Street, and destroyed Phillip Ballen's block, on the corner of Main and Washington Streets, and razed Meyer's block and the three story brick Central block, on Main Street. It was a monster blaze, doing damage of half a million dollars.

Among fires of boyhood recollection, is one in March 25, 1886. It started in "Rotten Row," at west side of lower Main street, and consumed John Mott's saloon; Knights of Labor Hall and Charles Hedges' paint shop. The heat was intense. The buildings destroyed were all frame. The brick Hedges' House (now Santacroce's) stopped the progress of the devastating element, further south along Main street.

The Oakland Works, burned at South street (now Jermain Avenue) in 1882. There had been in this factory, clocks manufactured, stockings, hats, and barrels—all failures. In fact, Sag Harbor has experienced many misfortunes, and much, financial loss as a manufacturing community. This started with the cotton mill, of 1850, and much money won from the sea originally has been invested in projects of doubtful worth. Sag Harbor's population, once provincial, changed to a cosmopolitan character, with the advent of the mills. The censuses, taken—Federal, State and village—make it easy to check up.

Some of the "old-time" folks spoke of "the invasion," when referring to the changed times. An analysis in 1900 enumerated about 600 adults of foreign birth. The negro population numbered 120. There was a time, within the memory of persons still living, when there were but two Irish families in Sag Harbor. Now immigrants from the Green Isle and their descendants make up at least one-fourth of the population. There were 176 widows and 58 widowers. There were no Germans in those days. Now (1900) they come next to the Irish, in number. A few English families, two or three Portuguese from the Western Islands, a number of Kanakas from the Pacific, brought to Sag Harbor by our whale ships, made up Sag Harbor's sparse foreign population.

The old settlers were English, with a few Dutch from New York. The names were English, easily spoken, most of them monosyllables like Brown and Smith, and Jones and King and Field; and others like Edwards and Eldredge, and Fordham; or Hedges, Halsey, Hildreth, Harris, Havens, Johnson, and the like. These remain, but they are yielding in numbers and precedence, to jaw-breaking cacophonous patronymics of Continental origin. Of the English names remaining King leads the list. There were 41 of that name, in Sag Harbor, in 1900. Then came Hildreth 38, Edwards 34, Schwartz 33, Brown 29, Harris 23, Payne 23, Field 22, Johnson 22, Fordham 22, Kelly 18, Keating 17, Klein 17, Eldredge 17, Bennett 16. The Derings, the Hunttings and the Mulfords are gone as year-round residents. The Havens are growing less and less, likewise the Coopers.

Here are some of the new names to exercise pronunciation upon. They are taken at random from the census book.

Androstreuer, Blossack, Czajewicz, Danelewer, Eronsek, Groukowski, Gaidowski, Hochenstein, Kirclortz, Kautzman, Kutakowsky, Kuryscrowsky, Kakiwikoski, Kamemke, Lestofski, Meinertzhagen, Miszeikis, Misholtz, Oliechnicki, Pollatschek, Paneevig, Przepiora, Schwidtal, Sremic, Schwabe, Sabowski, Sonatchy, Sansoucie, Sput, Tanosek, Vejooda, Wiedlag, Wagle, Waroschis, Yaukoutzy, Sleutski, Lustache, Kalomoutz, Oneskko.

In 1892 the Rev. Mr. Wilson, in his fifth annual sermon, alluded to the change of population in the village, within recent years, and mentioned the fact that the church over which he was the pastor, no matter how distasteful the statement might be—The Presbyterian Church—“is the oldest religious organization in the village, and in point of wealth and social standing has generally been regarded as the most conspicuous. The fact that the influx of a new class of inhabitants is likely to change the character of the church work and attendance, opens an interesting subject of thought and comparison. This, we do not propose to enter into now. Our object, at present, is only to furnish a few statistics supplied by the late enumeration, by which others may compare the new Sag Harbor with the old. It is not more than a generation ago that our foreign born population was very inconsiderable. We have heard persons, still living, say that they can remember the first two Irishmen who ever came to Sag Harbor. It is not many years ago, when there was scarcely a German in the village, and a native born of any other continental nation was a curiosity.

“The aliens now residing among us number about 450, while the scions of foreign parentage are a very much larger percentage of our whole population.

"In this respect the cosmopolitan character of our village has become apparent. Take the Eastern side of the place, which lies in the town of East Hampton, and which comprises less than one-third of our total population, and we find the following motley of the world's races represented in an enumeration of 900: Blacks 100, Irish born 47, German 33, English 25, Russian 15, Hungarian 15, Swiss 13, French 4, Canadian 4, West Indian 4, Italian 3, Bohemian 3, Roumanian 2, Scotch 2, Dutch 1. This is one district only. The other two will furnish equally startling figures.

"In addition to this influx, the number of new residents, of American parentage, is very large. The names on our poll lists and assessment rolls are strangely foreign to the ears of old East Enders.

"Less than fifty years ago, Sag Harbor had a drifting population of about 2,000 engaged in the whale fishery. Many of these, however, were scions of old Long Island stock, and the 2,000 others who remained at home, engaged in commercial and other pursuits, were almost exclusively of local extraction.

"These names are for the most part extinct. In a business sense they are entirely so. No male descendant of the Hunttings, Howells, Mulfords, Derings, Coopers, Greens, Douglasses, is in business here today. Twenty-five years later the town was living in 'innocuous desuetude' upon the vestiges of the whaling interest; but the old names remained. Now, too, they are going, or gone, wiped out alike from the business signs of Main Street and the pew lists of the churches and re-appearing only on the slabs in Oakland Cemetery.

"The changes which have come within the past few years have been more absolute and comprehensive than

in the whole half century previous. They are likely to continue. And so

‘We see which way the stream of Time
doth run,
And are enforced from our most quiet
sphere,
By the rough torrent of Occasion.’ ”

Epochal events often go by cycles; the many changes in Sag Harbor can be enumerated in decades. The decade of 1840-50, or the Flush Forties, marks the greatest advance of the whale fishery enterprise, likewise it ushers in the commencement of its decadence. The forty-niners, exodus occurred in this period. In the decade of 1850-60 discoveries of petroleum usurped whale oil. And, 1860-70, was the time of the Civil War, and its consequent setbacks. The decade of 1870-80 can well be called, in Sag Harbor, the Idle Seventies or Stagnant Seventies. It was a time of great fires and many business failures. A manufacturing era was introduced in 1880-1900 which continued for many years. The greatest changes introduced in the decade 1900-1910 were the various movements for Good Roads. The bicycle was then, to great extent, succeeded by the motor car. Not so many years ago the main, and many side streets of Sag Harbor, were lined with farmers' teams tied to hitching posts. Now a horse and rig is a rarity, and a hitching post an obsolete article. The post which once served to tie the patient nag of the farmer who came down from the backcountry to trade, has been succeeded by the ornamental iron lampposts that divide traffic on the Main Street. The roads have been paved with concrete. It is nothing unusual to count 300 or 400 automobiles parked in front of the new motion picture

theater. The great World War largely put a stop to progress in the decade of 1910-1920 and Prohibition has effected many changes in 1920-1930.

Sag Harbor, so often has been called the first port of entry in the United States that this palpable error should be corrected. Sag Harbor was in very early Colonial times a port rendering duties to the King. But, there are many other ports in the territory which now comprises the United States, as a whole, that are older as places for the reception of foreign and domestic shipping. The port of Sag Harbor was designated "a port of entry" by an Act of Congress, passed August 10, 1790, being the second session of the first Congress of the United States, held in the City of New York. The law is Chap. XXXV, "an act to provide more effectively for the collection of the duties imposed by law on goods, wares, and merchandise imported into the United States, and on the tonnage of ships or vessels."

One of the paragraphs reads: "In the State of New York shall be two districts: to wit, Sagg Harbor on Nassau or Long Island and the city of New York, each of which shall be a port of entry. The district of Sagg Harbor shall include all bays, harbors, rivers and shores within the two points of land which are called Oyster Pond Point and Montauk Point."

The act is signed by Frederick Augustus Muhlenburg, Speaker of the House of Representatives; and John Adams, Vice President of the United States, and President of the Senate; and approved by George Washington, President of the United States.

In 1875 an item in the local paper said: "An Old Landmark Levelled.—The old Sycamore tree standing in front of the residence of Capt. Wm. Lowen, on Division

Street has been cut down. This was one of the oldest and largest trees in the village. It measured 3 ft. 10 in. in diameter and stretched its lofty branches some eighty feet toward the sun. This tree was planted a hundred years ago by Capt. Mason, who then owned what is now called the old Tyler Haven's House, next South of Capt. Lowen's. Capt. Mason, who was a mason by trade, afterwards built the Sand's Point Light House and was the keeper there for many years. We have heard the late Cornelius Sleight say that when he was a school boy in East Hampton, in the latter part of the last century, that tree was the only one visible in the village after leaving the East Hampton woods. It was originally set out on the outer side of the sidewalk, but its growth together with the predatory advance of property holders upon the highway left no passage between the fence and the tree."

The Presbyterian Steeple was greatly in need of repair soon after 1905. This was effected by the beneficence of Mrs. Russell Sage, whose grandparent was among the original communicants of this church. The steeple of the Presbyterian Church is Sag Harbor's sole architectural object of interest; although of nondescript type in art of building, so much more the reason for its preservation. For there is nothing like it, designed or yet discovered, on the face of the earth or in the heavens above. It is unique and original. The facade of the church is of sombre Egyptian model; the tower preserves the beauty of Grecian outlines, and the steeple is sort of a cross between a Chinese pagoda and a Turkish minaret. It is not a composite but a conglomerate in architecture and must remain *sui generis*. There it stands, and there it should remain forever.

Besides, it has a history, and marks an epoch. Mr. B. D. Sleight, wrote in 1903:

"It was built from the proceeds of those who went down to the sea in ships in the days of Sag Harbor's supremacy. It is a monument to the vessel owners and masters in the best and palmiest days of the Port. Well do we remember when the long spire was hoisted up through the tower from its foundation below. It was a gala day in the Harbor. 'The tall steeple' from its foundation to its pinnacle marks the evolution of the town. Its bewildered architect builded better than he knew. Its homely, tomb-like front may stand for the struggling pioneer days when plain practical effort marked our origin and progress. Its ornate Grecian columns show the advance toward prosperity and refinement, and its fantastic steeple the nonconformity which has been hoisted upon us since.

"Be this pertinent or not. Let the tall steeple be mended and made lasting. In the words of the immortal Webster: 'Let it rise till it meet the sun in its coming, let the earliest light of the morning gild it, and parting day linger and play on its summit.'"

The Sag Harbor Wharf Company, one of the oldest corporations in the State of New York, dissolved in 1896. The wharf property remained in better condition than ever, but the corporate body dissolved. The wharf was first built, in 1770; it was added to in 1804 and again in 1819, the latter called the State pier. These extensions make the pier eleven hundred feet long. The Wharf Company had an existence of about a century, as an incorporated body. The stockholders were old whaling owners and agents, and the property was a good paying one, often dividing profits of twenty per cent. The annual dinner of the directors was a noted festive occasion. After the extinction of the whaling industry, the property fell into bad condition. The late Benjamin F. Hunting obtained a con-

trolling interest in it and expended quite a large sum renovating it. He soon made a deal with the Long Island Railroad management and sold it to Austin Corbin for \$20,000, which was double the amount of its original capitalization. Sag Harbor people were quite incensed at the time at losing what they considered a home institution; but they made no effort to secure possession of the property. The village, the Hampton towns, or a private home company might have had it in preference to the railroad, if they had made an offer. The result was the building of a new steamboat dock, the Maidstone pier (which was built by Frazer, of New London, in 1888) to the eastward of Long Wharf. Corbin never forgave Sag Harbor for this. At this Maidstone pier landed steamboats of the Montauk Steamboat Co., Ltd. The railroad put on opposition steamboats plying between Sag Harbor and New York. There ensued a "rate war." The wharf property did not pay the railroad. Fahys & Cook bought it at a very much reduced price. Fahys & Cook already controlled a majority stock of the Montauk Steamboat Co., Ltd. Fahys & Cook expended large sums of money upon the Long Wharf, and put it in thorough order. They divided it among their other holdings shortly before 1896. The lots at its Wharf street shore-end were later acquired by the L. I. Railroad, by condemnation. The railroad crossed North Main Street, with its tracks, closed a slip and extended its rail head down upon Long Wharf. The property, when Long Wharf Corporation dissolved, in 1896, was divided between the Fahys Watch Case Company and the Montauk Steamboat Company, the former taking the lots on Wharf Street and the bulkhead; and, the latter the Steamboat Company pier. The railroad has ever since

owned the pier. Steamboats were stopped running to New York during the period of the World War.

Many of the patrons of the Montauk Steamboat Company, in 1897, expressed a regret that it was necessary to make a change of pier, in New York City. Peck Slip and vicinity had always been a favorite landing place for Long Islanders, and the businesses thereabouts were familiar to East Enders, from time immemorial. There, in olden times, Sag Harbor sloops made headquarters, and there were Hitchcock and Slate, Gardiner & Howell, the agents of our whaling ship owners. Nearby was the Eastern Pearl Street House, and the United States Hotel, frequented by Long Islanders, and Fulton Market was as homelike to Long Island people as Long Wharf. Of course, all these things have changed with the lapse of time, yet not a few of Sag Harbor people hated to abandon the old familiar places.

Prohibition, as introduced in 1919, has never made Sag Harbor "dry." But there has been a time when Sag Harbor was actually as well as literally "arid." In 1812 "there was one down-town place where liquor was sold—and never disorder." In 1896 for the first time in half a century, or more, the flow of the ardent was dammed, if not only damned. All the dealers in intoxicants, hotelkeepers, grocers, beer saloon men and druggists shut down sales voluntarily April 4, 1896. Their object was to await developments. They had met together, and agreed to do so. They awaited results of the town meetings.

Counting time from 1929, it is more than seventy-five years ago when a Temperance Rally prevailed in the village, and a similar state of affairs resulted. All hands shut up their businesses then, as in 1896. In the bar-room of Henry Phelps' "Union Hotel," where Strongheart Garage

now is, an empty jug or demijohn, hung from the center of the ceiling. Some rum was turned into the gutters. In the Presbyterian Church (afterwards the Masonic Hall, and finally destroyed as The Atheneum) meetings were constantly held, and the Ladies presented a handsome silk banner to Niagara Engine Company, No. 1. The firemen took the pledge in a body. Thus, matters went on for a while, but re-action set in and old customs were re-instituted.

A humorous writer, acquainted from boyhood with Sag Harbor's peculiarities, once remarked that "when they have nothing to do in Sag Harbor they move a house." Certain it is, that there has been a good deal of perambulatory estate in Sag Harbor; and, the sight of some frame structure creeping through Sag Harbor's streets like a great "Jumbo," carrying away the limbs of trees, and followed by a horde of boys was not, at one time, an unfrequent spectacle. The journey of the Hildreth & Bennett building, up Main and Madison streets, in 1886, was like another occasion of the past. This building is "an old stager" (colloquial for the stage of a whale ship "cutting-in," and not applying to the driver of a vehicle), on the track, having first come up from Water Street, where it was occupied by Jared Wade, as a boat builder's shop. When the Pottery was started, it was moved to opposite Division Street, and left facing Main street; from which, in 1886, it started on a new journey. It got "hogged" on the start, like a stranded ship, but finally reached a destination, at corner of Madison and Parker streets, in a more or less dilapidated condition. Jacob Hopping, of Wainscott, steered the helm. Great bodies move slowly. Some houses seem to have been built with a nomadic tendency. Possible household penates were

restless at the time of their construction. The old East End House, about 1886, was sawed in two and moved to "Peter's Green." It stood, originally, where the Masonic Temple stands, on the corner of Main and Garden streets. It was the property of Daniel Latham, a name of consequence, in those days. This was its second journey up Main Street. Other venerable edifices are known to have a disposition to stalk abroad like architectural ogres.

"The East End House" was one of the old historic mansions of Sag Harbor. It was occupied by Capt. Daniel Latham, as noted above, one of the leading citizens of the village. His wife was Mary, oldest daughter of John and Margaret (Pierson) Jermain. Pierson High School is named for the Pierson family. She died Jan. 28, 1811, in her 29th year, and her tombstone is in Old Burying Ground. The Latham house was moved to make way for the Huntting mansion. Latham was unfortunate, and lost his property. His affairs were closed up, and his house bought by the Rev. John D. Gardiner, who moved it to the corner of Main and Howard streets. The Rev. Mr. Gardiner (the first settled pastor of the Presbyterian Church, after the Rev. Daniel Hall) occupied the house as a residence and raised his large family there. Afterward, it was turned into a boarding house and run for many years by Deacon Levi Hedges. Subsequently it became a hotel known as the East End House under the proprietorship of Charles N. Bellows, and again of Samuel Fordham. A few years before the close of the Nineteenth Century, it was sold, and once more moved to a location on Green Street. It was totally destroyed by fire the night of November 22, 1900, the same night that the big house at Zachary Point, nearby burned to the ground, then owned by a sojourning Englishman, a stranger, one Noel Kentish,

but owned many years before by Charles T. Dering, and occupied by his "oil gauger," Jeremiah Gardiner Miller.

Sag Harbor prospered, rather than retrogressed, in the years 1909-1910. Public improvements were: the John Jermain Library, a magnificent structure; costing about \$100,000 a memorial to Mrs. Russel Sage's beneficence; the new Savings Bank building, built by W. L. & G. H. Shay, of Brooklyn, for \$25,775; the development of Mashashimuet Park and Playground, and the improvements around Otter Pond; the new Railroad Depot of the L. I. R. R. and other betterments about the waterfront involving a large expenditure of money.

The above reminiscences stand out prominently in memory.

SLEIGHT

MILDRED SLEIGHT⁹, was married on September 13, 1929, to Dr. Remuald Ralph Galione.



HUNTTING.

The Rev. Nathaniel Huntting came from Boston as the third pastor of East Hampton Church. He was ordained in 1699; he died in 1753. He married Mary Green, of Boston. They had six children. Of these John married the Widow Clemence Conkling. She was a daughter of Samuel Parsons, who married Phebe Ludlam. The Widow Clemence had one daughter by her first marriage; she had nine by her second marriage. One of her daughters, Phebe, married Colonel David Mulford; and, after his death, she married Capt. William J. Rysam. They were then both elderly people. There was no issue of this marriage, although Capt. Rysam had daughters by his first marriage to a Vermont Miss Ursula Pierce. The third daughter of Captain Rysam, named Hannah Phrip Rysam, married Cornelius Sleight ⁵.

The Conklings, Mulfords and Rysams were endeared to each other by marital, religious, financial and social ties.

Temperance Conkling, a sister of Phebe Rysam married Eleazer Conkling; her sister, Elizabeth, married Burnet Miller, who was long a Town Clerk of East Hampton; a sister, Ruth, married Colonel Jeremiah Miller; a sister, Mary, married David Osborn; a sister, Clemence, married Jacob Sherry; a sister, Lucretia, married Ananias Miller; a sister, Jerusha, married Daniel Hedges; a sister, Esther, married Thomas Chatfield, a Justice of East Hampton town.

John Huntting, father of Phebe (Huntting) Mulford-Rysam, was a farmer and settled in East Hampton.

The Widow Clemence Conkling had a daughter, Jane, baptized in East Hampton, by the Rev. N. Huntting, November 5, 1727, (probably a posthumous child). Jane Conkling, who married Simon Conkling.

Mrs. Phebe Rysam, daughter of Deacon John Huntting, died November 17, 1815, aged 79 years.

—All above taken from E. H. Church Record.

Janr. 20, 1794. Married Edward Mulford and Phany Rysam.—An Account of Persons Married by Me, Nathl. Huntting.—E. H. Church Record, vol. v, Records, Town of E. H., printed, p. 520.

Fanny (Rysam) Mulford married Dr. Stilwell and she was mother of Dr. Cleveland Stilwell, deceased.

Sophia (Rysam) Sayre was wife a Hampton farmer. She is mentioned in vol. v, p. 430, Records of E. H., printed.

THE LAST OF THE WHALERS

Letters received from Capt. Henry Babcock, of the "Myra" Sag Harbor's last whaling vessel, announced, January 23, 1875, that the brig had been condemned, at Barbadoes, and there stripped and sold. The oil had all been shipped home. It arrived in Boston by the schooner "Brigadier". The "Myra" was about used up. Doubt was expressed whether she could ever have reached home in safety. She probably sold for as much at Barbadoes as she would have in Sag Harbor. By the loss of the "Myra" this wiped out Sag Harbor from the list of whaling ports, among which it once occupied a proud eminence.

GARDINER—DERING

Doctor Nathaniel Gardiner, a direct descendant of Lion Gardiner¹, of Gardiner's Island, married Elizabeth, daughter of Thomas Dering of Shelter Island, July 27, 1784. Nathaniel Gardiner and brother fitted out a ship and a brig to sail from Sag Harbor on whaling adventures. They were unsuccessful; but this is supposed to have been the first expedition after whales from Long Island to South latitudes. Dr. Gardiner then lived for a short time in Sag Harbor. He returned to East Hampton, after serving as a surgeon, in the Revolutionary War. His father was Colonel Abram Gardiner. He was Member of Assembly for Suffolk County, in 1786-8-9-90. He was a graduate of Columbia College; studied medicine in Philadelphia; surgeon in the Continental Army; merchant in New York city. Buried South End Cemetery, East Hampton; also his wife and his daughter, Maria Sylvester and his son Robert Smith Gardiner. Eliza Packer, the relict of Reubin Brumley was the last descendant of Dr. Nathaniel Gardiner and Elizabeth Dering. She was born in East Hampton, June 4th 1788, died at Sag Harbor, August 7th 1863, ae 75 years.

LL. B. 1876. FROM YALE RECORD

"CORNELIUS SLEIGHT, youngest son of William R. and Anna C. (Dering) Sleight, was born in Sag Harbor, L. I., Dec. 21, 1853. He entered the Sheffield Scientific School in 1873, and after one year's study there became a member of the Law School. He had already shown some aptitude for journalism, and after graduation accepted a position in the editorial department of the Norwich (Conn.) Daily Advertiser, where he remained for several months, but the work proved too confining for a constitution not naturally robust. Returning home, he assisted his brother (Y. C. 1858) from time to time in the editorial work of "The Corrector," a weekly paper in Sag Harbor. In the autumn of 1878, having been attacked by hemorrhage of the lungs, he sought the Pacific slope for recuperation and was materially benefited. Returning home in the summer of 1880, he was married on the 6th of October, at Sag Harbor, to Miss Elizabeth R., a daughter of Stephen Clarke. The unusual inclemency of the early autumn again prostrated him, and he revisited California, but without benefit. He crossed the continent for home in June, 1881, arriving on the 16th of July; but the progress of the disease was so rapid that he did not rally, but passed away on the 5th of August, at the age of 27."—Yale Obituary Record, 1880-1890.

B. A. 1858

"BRINLEY DERING SLEIGHT, son of William Rysam and Anna Charlotte (Dering) Sleight, was born at Sag Harbor, Long Island, N. Y., March 11, 1835. His father was an owner and outfitter of whale ships and a partner in the firm of Mulford & Sleight. He was prepared for college by Rev. C. S. Williams, was a member of the Class of 1857 during a part of its Freshman year,

and entered the Class of 1858 the first term of Sophomore year. After graduation he at once became contributor to the "Corrector," a weekly paper of Sag Harbor, established in 1822 as a Whig organ, and in 1859 bought the paper from Colonel Henry W. Hunt, becoming publisher and editor in partnership with Alexander A. Hunt, son of Colonel Hunt. He changed it to a Democratic paper, and during his active connection with it of more than fifty years there was not a week in which he did not contribute an editorial or news item. In 1870 he was member of the New York Assembly, from 1886 to 1888 clerk of the committee on foreign affairs and from 1893 to 1895 of the committee on patents of the National House of Representatives, and while in Albany and Washington sent to the Corrector letters on political matters. For a time in 1860, Mr. Sleight issued his paper as a campaign daily, but found the field too small. In April, 1865, he bought the printing establishment of the Schoharie (N. Y.) Republican, and in 1868 he was joint editor and publisher of that paper also, with Mr. Hunt, but later sold it to his partner. For over forty years he was a member of the board of education of Sag Harbor, and for most of that period, secretary of the board. From 1873 to 1885 he was a magistrate of the town of East Hampton, and from 1876 to 1883 a trustee of the village of Sag Harbor, and president of the board of trustees one term. Mr. Sleight died of Bright's disease at his home in Sag Harbor December 10, 1913, in the 79th year of his age. He married at Sag Harbor, October 17, 1865, Susan Jane, daughter of Albert Galatin and Elmira (Halsey) Hedges, and descended from the same stock of early settlers of Long Island as Hon. Henry P. Hedges (B. A. Yale 1838), but not closely related to him. Mrs. Sleight and a daughter are deceased, but three sons survive."—Yale Obituary Record, 1911-1915.

DATES AND ANNIVERSARIES

Sag Harbor, despite that it has been written, "tradition dates the settlement of Sag Harbor about the year 1730," people lived in the vicinity much earlier. The "Great Meadows" were allotted in 1680 by Southampton town. About 1700, people began to squat at Hog Neck. They were ordered to depart. Daniel Halsey had a tenant at Hog Neck, who was told to go elsewhere, or practically the tenant was banished. Southampton records speak of Sag Harbor, as early as 1707. One Russell lived at Hog Neck. A generation later, Samuel Russell, lived at Sag Harbor, where the terminal of the Long Island railroad is now. The Rev. Mr. Nathaniel Huntting, in E. H. church records tells of "Russel's", at Sag Harbor, where an injured man died in 1740.

1640—Southampton town is settled.

1665—Southampton men buy Hog Neck, near Sag Harbor, from Indians of Shelter Island.

1665—Thomas Chatfield, of East Hampton, Deputy Collector of Customs, making return of moneys to New York.

1678—Complaint about horses crossing from Hog Neck to Shelter Island.

1680—The Great Meadow was allotted by Southampton men.

1700—Mulford's wharf and warehouse, at Northwest before 1700; Joseph Stratton, of East Hampton, owned where now is Sag Harbor, 1698.

1700—Nearby was "tried out a whale."

1707—Records first speak of "Sag Harbor."

1710—First deed of Sag Harbor property recorded.
—Vol. iv, p 47, S. H. T. R.

1712—What is now called "Gull Island Rocks" was sold for a pasture. Two acres. Then called "Manesack" or "Rocky Island."

1725—Timothy Solly, who formerly lived at East Hampton, died at Sag Harbor.—E. H. Church Records.

1726—Cornelius Conkling, of East Hampton, owned land, near the "bound line of the two towns" in this year and perhaps before.

1730—There were three houses at Sag Harbor Landing, John Foster, Joseph Conkling, and probably, Nathan Fordham.—Hist. Notes, by L. D. Cook, 1858.

1734.—A child of Joseph Conkling's dies.—E. H. Church Record.

1736—Sam Shaw was a sailor on Russells' sloop. "He went with Russel" (of Sag Harbor), son of Russell of Hog Neck.—E. H. Church Records.

1740—About this time land was granted to John Vail, (his children were baptised at Sag Harbor.) The Rev. Mr. Huntting, in 1749-1750, wrote, "Baptised five children of John Veals."—E. H. Church Records.

1740—Richard Bailey was killed by a cart. He was carried to Russel's (Sag Harbor) where he died.—E. H. Church Records.

1744—A son of Joseph Conkling was baptised.—E. H. Church Records.

1745—Lands at Sag Harbor allotted.

1747—The Rev. Samuel Buelt baptised at Sag Harbor "a child of Paries" (probably an Indian), called "Par-miter."—E. H. Church Record.

1750—Wentworth, Russell and Joh Veal were living at Sag Harbor.

1750—About the year 1750 the Russell and Vail families were united in Sag Harbor, by marriage.

1753—"Commissioner of Highways shall go to Sag Harbor and stake out a piece of land where John Russell is to build a wharf; to be paid for by said Russell."—S. H. T. R.

1754—"Capt. Pierson shall go down to Sag Harbor."—S. H. T. R.

1760—Gildersleeves' shipyard at Sag Harbor is mentioned in Mather's Refugees from Long Island in 1776.

1761—12 Acre Division of lands at Sag Harbor. No substantial wharf at Sag Harbor before this year.

1762—Liberty to set up wharf and tryhouse, at Sag Harbor.—S. H. T. R.

1767—Built first church at Meeting House Hill. Second church built 1817; present Presbyterian church built in 1844.

1767—Purchase of land for "Old Burying Ground."

A child of James Howell, the inn-keeper, was the first buried in this ground; the last burial in the Old Burying Ground was the body of Samuel Solomon an old colored man, in the year 1884.

1772—First stage route operated to Sag Harbor from New York.

1774—John Hurlburt's shop at the Sag Harbor waterfront is mentioned in the Southampton town records.

1775—John Foster, Nathaniel Gardiner, the Fordhams, and others, sent out ships in the West India trade.

1775—Sag Harbor had a ducking stool; also stocks; situated near the present site of the Liberty Pole.

1776—Exodus of Refugees from the Hamptons and Sag Harbor to Connecticut, commencing in September.

1776—Powder was sent to Sag Harbor for use of the patriots.

1776—John Foster's ship burned at Sag Harbor by the British.

1777—Meigs Expedition from Connecticut to Sag Harbor.

1782—A grant of Otter Pond was given to Nathan Fordham, Ebenezer White and David Hedges.

1783—Ditch connecting the Otter Pond and the Cove is dug.

1783—Return of peace.

1784—The Gardiners sent out vessels on whaling voyages. The brig "Hope," Captain Ripley, was unsuccessful, as were other vessels.

1785—Before the Revolution, small sloops were sent out by James Foster and Joseph Conkling, and others, for whales. These boats sailed in latitude 36° North. The blubber was brought to Sag Harbor's water front and tried out.

1785—Captain John Hurlbert, who owned in ships at Sag Harbor before the Revolution, was outfitting a vessel named the "America," this year.

1788—First school house in Sag Harbor; corner Madison and Jefferson streets.

1788—John Gelston was interim appointee as Custom Collector, before the establishment of the new Federal Government, which named Sag Harbor as a Federal Port of Entry.

1790—First printing press at Sag Harbor.

1790-1802—Barrett, Gabriel, John Tyler and Philetas Havens engaged in whaling at Sag Harbor.

1790—Sag Harbor was made a Federal Port of Entry by an act of Congress passed, August 10, 1790. The law is Chap. xxxv.

1790—Brig "Lucy" bought at Middletown, Conn., made whaling voyages to Brazil, Banks in years 1782-1797,

each year, inclusive. The vessel was owned by Benjamin Huntting and Stephen Howell. Sag Harbor is first whaler, 1874.

1791—The brig "Betsey" made her first whaling voyage out of Sag Harbor, for D. Howell & Co.

1791—First weekly newspaper was founded at Sag Harbor by David Frothingham, "The L. I. Herald." He also published the first magazine of Long Island.

1791—Hartford Packet, Capt. John Price.

1792—Brig "Commerce" made a whaling voyage for Benj. Huntting.

1792—Baptist Society organized.

1793—John Jermain bought the Otter Pond.

1793—Ditches connecting Otter Pond with Little Long Pond and Crooked Pond were dug to increase the water flow at Capt. Jermain's mill.

1793—Brig "Commerce" made a whaling voyage for Benj. Huntting.

1794—Road over Longneck Beach, to go on and off Hog Neck, is reserved forever, when Sag Harbor Parish is given Long Beach and Meadows.

1794—A ditch was dug from Long Pond to Poxabogue Pond to increase the flow of water at Daniel Howell & Co.'s mill.

1794—Henry P. Dering, first postmaster, under new Government.

1795—Ripley & Payne's store, at Sag Harbor, is mentioned in the Southampton town records.

1795—Sag Harbor is officially designated a post office.

1796—Brig "Hetty," built at Brushy Neck, Sag Harbor, made whaling voyages, in 1796-1797, for Benj. Huntting.

1796—Ship "Minerva," built at Orient, L. I., made

her first whaling voyage out of Sag Harbor for S. Howell & Co.

1797—Brig "Lucy" is wrecked on Cape Cod, with a load of lumber, on her return from Machais, Maine, to Sag Harbor. Total loss.

1798—A vessel named the "Criterion" made a whaling voyage this year for Benj. Huntting.

1798—First travelling troupe of performers in Sag Harbor.

1799—Exhibit of wax works.

1799—Liberty Tree planted.

*1800—Much shipbuilding at Sag Harbor.

1801-1812—Various ships built. Among them the "Argonaut," the "Jefferson," and the "Merchant," and the "Washington." These vessels had registers of from 200 to 300 tons.

1801-1822—Whale ship "Abigail" was called the "school ship for L. I. whale men."

1802—Selleck Osborn buys the "L. I. Herald." "Suffolk Gazette" was published this year.

1803—Brig "Abigail," built at Newport, made her first whaling voyage out of Sag Harbor, for Benj. Huntting.

1804—Hampton Lodge, F. & A. M., No. 111.

1804—Brig "Nancy" made a whaling voyage, commanded by Master John Godbee, for S. Howell & Co. This brig was rebuilt and enlarged and ship-rigged.

1805—Brig "Alknomac" made a whaling voyage commanded by Capt. Jno. Hildreth, for Benj. Huntting.

1805—Brig "Nancy," about this time rebuilt at Sag Harbor, and enlarged, and re-rigged as a ship, made a voyage whaling, under Capt. Sandford, for S. Howell & Co.

1806—Military Company of Volunteers of the Port.
“Artillerists.” Capt. John Jermain.

1806—Brig “Warren” made a whaling voyage, under
Capt. Folger, for Howell & Beebee.

1806—Brig “Brazil” made a whaling voyage, with
Capt. A. Folger in command, for Gabriel and Tyler
Havens.

1807—“Jefferson,” a ship built at Sag Harbor, Capt.
Godbee, made a whaling voyage for Benj. Huntting.

1807—St. Lawrence, a vessel, Capt. James Post, made
a whaling voyage for Benj. Huntting.

1807—Literary Society.

1809—“Washington,” a ship, built at Sag Harbor,
Capt. Wm. Fowler, made a whaling voyage for S. Howell
& Co.

1810—U. S. Arsenal built. Also the “Powder House.”

1810—Fortifications at Bluff Point built.

1810—Methodist Episcopal Church organized. Edi-
fice on Union Street.

1811—American seamen are “pressed” by British
ships.

1811—Great Christmas storm.

*Most of these vessels were very small. “Lucy” measured only 150 tons; the “Nancy” 200 tons; the “Alknomac” 250 tons; the “Jefferson” 300 tons and the “Washington,” the largest, 308 tons. Other whaling captains, of the period 1785, 1816 inclusive were: Peter Mackay, who first sailed the “Lucy,” and Captains Ripley, F. Sayre, Oliver Fowler, Elias Jones, Bunker, Geo. Post, Edward Halsey.

The brig “Mary” was named for Mary Huntting, only daughter of Benj. Huntting, afterwards Mrs. Luther D. Cook.

In the years 1807, 1808 and 1809, there was an embargo by England. There is no record of the returns of the whalebone. There was some brought home, in 1804, and sold for four cents a pound. The largest receipts of sperm and whale oil ever received at Sag Harbor were in the year 1847, at which time also the tonnage was the largest. The value of oil and bone that year was \$996,413.90. Sag Harbor had more tons of square-rigged vessels engaged in foreign commerce in the year 1790, than the city of New York.

1812—War declared by President Madison June 19th.

1812-1815—Militia stationed at Sag Harbor.

1813—Torpedo attack made upon British war ships at anchor in Gardiner's Bay, by Joshua Penny. It was unsuccessful.

1813—Capt. John Fowler a pilot and Joshua Penny a patriot were taken prisoners by the British.

1813—July 11th. British barges, from a fleet in Gardiner's Bay, attacked Sag Harbor. They were repulsed by the militia, and by a company of Exempts.

1814—This is a quotation from a letter written to a New York paper and dated Sag Harbor, July 10, 1814, which says, "This day 12 month was the last time and first that the enemy visited us. They are permitted to come ashore and get whatever they choose within ten or twelve miles of us. The officers and crews of their war vessels are daily feasting on the rich product of the American soil and at a liberal price."—Guernsey, Vol. I, p 292.

1814—Commodore Hardy, of the British fleet, pays for cattle seized.

1814—Sag Harbor seaman fight with Commodore Paul Jones.

1814—Christmas Day, peace.

1815—The whale fishery resumed after the declaration of peace.

1816—A big fleet of cod fishing boats registered at the Port.

1816—Samuel Seabury founded "The Suffolk County Recorder."

1817—"Argonaut," a whale ship, made a voyage for sperm whales around Cape Horn to the Pacific Ocean. The master was Elipahlet Halsey.

1817—The name of the weekly paper, "The Record-

er," was changed to "The American Eagle and Suffolk County Advertiser."

1817-1818—Cornelius Sleight buys the "Fair Helen" and the "Thomas Nelson," and engages his capital in the whaling enterprise.

1817-1847—Great success whaling in these years inclusive.

1817—May 16th, First big fire.

1817—A part of Otter Pond was sold by the executors of Hubbard Latham.

1819—Incorporation of Fire Department by an act of the Legislature, "vesting power in inhabitants of the Port of Sag Harbor to fight fires and raise money to aid in extinguishing fires."

1819—S. L. Fosdick opened an evening school.

1819—The beautiful new ship "Hannibal" sailed from Sag Harbor for the Brazil Banks.

1822—Harry W. Hunt founded the weekly newspaper, called "The Corrector." It was merged and absorbed by another Sag Harbor newspaper, in 1918.

1823—Highest price of whale products.

1823—Every householder was compelled, by law, to constantly keep in his possession, a fire bucket.

1824—Whaleship "Thames" carries missionaries to Sandwich Islands.

1825—Lawyer Joshua Montefiore, one of the first and foremost Jews, lived in Sag Harbor. His body is buried at St. Albans, Vt.

1830-1845—"The Corrector" printery was in the old Zebulon Elliot building, about where "The Express" office is now.

1830—John P. Osborn was appointed Collector of the Port, in place of Thomas H. Dering, whose term expired.

1830—Hand Engine No. 1, was bought before 1830, possibly before 1820.

1832—The Hook and Ladder Company had apparatus.

1833—Hand Engine No. 2, was purchased.

1834—"The Payne Bridge Company" was incorporated. They built a toll-bridge leading from Sag Harbor to Hog Neck. By Legislative Acts of 1868 and 1878, the bridge was made a county charge. Highway Commissioner Hannibal French, rebuilt the bridge in 1880; it was in fairly good condition in 1890.

1835—Church built on Methodist Hill (High street) moved and rebuilt, in 1864; to present site, on Madison Street.

1835—Firemen were excused from duty on "wash day."

1837—Hand Engine No. 3, was purchased.

1837—"The Corrector" was published as a semi-weekly by editor Harry W. Hunt, from this year, up to the time of his death in the early fifties.

1838—Hall and Museum where Lyon & Sherwood building now is.

1838—Doctor P. Parker King's building (about where Lyon & Sherwood Co.'s store now is) destroyed by fire on the night of August 1, 1838. William Eldredge, a brother of Thomas H. Eldredge, entered the building and lost his life.

1839—St. David's Church founded.

1840—Oakland Cemetery opened. The first body buried was that of Hezekiah Jennings.

1840—Re-organization of the Fire Department.

1843—Receipts of post office, \$1,465.85.

1843—Suffolk Lodge, No. 90, I. O. O. F., instituted. In military hall afterwards used by the old "Corrector" office.

1844—The building on west side of Main Street, so long occupied by the "Corrector" printery was built for Major Jno. Hildreth.

1844—Baptist Church on Madison Street built.

1844—Whale Ship "St. Lawrence," largest of whaling fleet, 525 tons. The smallest vessel employed in whaling at this period was the "Wickford," Capt. David Vail, 130 tons.

1845—Ship "Manhattan" enters forbidden harbor of Yeddo, Japan.

1845—Christ Episcopal Church organized.

1845—Academy built at Suffolk Street.

*1846—Tinker building built (American Hotel).

1846—A cart for Gazelle Hose Company was built.

1846—Whale ship "Konohasset" lost by wreck at Pell's Island.

1847—A part of Otter Pond, then called the "Fish Cove," was sold in 1847.

1848—Ronald Donald, of Sag Harbor, lands at Japan from ship "Plymouth," to study Japanese language. He was imprisoned.

1848—Sag Harbor bark "Superior," 200 tons, Capt. Thomas Royce, opens Arctic whaling ground.

1848—Sperm whale oil sold for 29c a gallon.

1849—Most of the old whaling agents and outfitters retire.

1849—Exodus of whale men to "gold diggings" in California.

1850—Continued exodus of able-bodied men, to "the gold diggin's" in California.

*Note. The building is now occupied by the American Hotel. This was the site of the headquarters of the chief British officer captured by Col. Meigs, in 1777. It was then James Howell's inn, a wooden structure, burned in the conflagration of 1845.

1850-1852—Ships carry provisions and stores to California.

1850—The Montauk Cotton Mill was built; destroyed by fire, 1879.

1850-1851—Revival of the whale fishery enterprise.

1850—Sherry & Byram's clock factory built.

1851—The newspaper, Suffolk Gazette, was brought from Riverhead to Sag Harbor.

1853—Extremely cold. A fleet of ice-boats on the Bay. People went by sleighs to Gardiner's Island, and to Southold town.

1854—Sag Harbor voted to have a paid Fire Department.

1854—The "Suffolk Gazette," a newspaper, was taken back to Riverhead.

1855—Sperm oil sold for \$1.80 a gallon.

*1858—Residence of Chas. Smith.

1858—Lowest price of whale oil and sperm oil.

1858—Wamponamon Lodge, No. 437, F. & A. M., instituted.

1859—"The Express," a newspaper, was first printed in the Lawrence building, west side of Main Street.

1859—Steam flour mill established.

1859—Rosin gas for illumination introduced by David Congdon.

1860—Mulford & Sleight's oil cellar, on Bay street, burned. An incendiary fire.

1860—Telegraph was strung to Sag Harbor, by way of Main Line of Railroad to Greenport; a cable to Shelter Island; across Shelter Island; a cable under South Ferry and poles and wires to the Harbor.

*Note. On Madison Street, opposite Sage Street. It was afterwards moved to Wentworth Meadow, at the foot of Spring Street, and later destroyed by fire. British barracks were located in this old house, in 1777.

1861—War.

1862—Suffolk County Bank robbed.

1862—Maidstone Flouring & Grist Mill first worked. The old Post & Sherry wharf was filled in, and put in order.

1862—Fire headquarters were “an old building,” at corner of Church and Sage Streets.

1862—The General James’ projectile burst, near Bay Street lots, (now owned by the Standard Oil Company). Two men were killed and fourteen wounded. General James, the inventor of the projectile, was among the injured. Henry Beverland, a mechanic, was instantly killed. Capt. James Smith and Orlando Beers died of their injuries, later, making four, in all, killed as a result of the explosion.

1863—B. Lyon’s stocking factory established.

1863—Fire House built at Washington Street.

1863—Samuel Fordham was manager of the Mansion House, (now Municipal building.)

1863—The tower of the Methodist Church, at High street, was removed. The whole edifice soon after.

1864—The present Methodist Church was dedicated.

1864—Academy, at Suffolk Street, destroyed by fire.

1864—New machinery arrived for the Stocking Factory.

1864-1866—Basement of Baptist Church is used for school Academical Department.

1865—Flour Mill, enlarged and reorganized, by French & Congdon.

1866—The poll list of the village was 497; Southampton town, 404; East Hampton 93.

1866-1871—Village Hall, used for school for Academical Department.

1867—Young Men's Social Temperance Club organized.

1870—N. Y. City is 90 miles from Sag Harbor, as the crow flies.

1870—First passenger trains run over "Branch" to Sag Harbor.

1870—Barrel-head factory established by C. Bush.

1871—First April Fool's Parade.

1871—William Adams Bank fails.

1871—Catholic Church projected.

1871—The old Middle District school house sold and moved to west side of lower Main Street. It stood two doors north of Joseph Santacrocce's building. It was destroyed by fire, May 26, 1886. Palmer's fish market, Knights of Labor Hall, John Mott's saloon, and Charles S. Hedges' paint shop burned.

1871—Joseph Freudenthal opened a cigar factory in the Huntting block, at the foot of Main Street, where the Bliss Park now is.

1871—Whaling interest has almost disappeared.

1871—Mansion House purchased; converted to a Union School.

1871—Brig "Myra," 116 tons, Capt. Henry Babcock, sailed as last whaler; condemned at Barbadoes, 1874.

1872—East End House opens—C. N. Bellows, manager.

1872—All Fools Day reception to Grand Duke All Excess.

1872—Corner stone of first St. Andrew's R. C. Church is laid.

1872—Steamboat "Escort" put on N. Y. route.

1872—John DeCastro's livery stable destroyed by fire. It stood north of the Nassau House.

- 1873—Lowest business ebb.
- 1873—First mails brought by railroad to Sag Harbor.
- 1874—Capt. George S. Tooker is appointed keeper of Cedar Island lighthouse.
- 1874—Railroad mails first brought to Sag Harbor.
- 1875—My birthday.
- 1875—Morocco Factory established.
- 1876—Centennial Year.
- 1876—Capt. "Bill" Freeman takes party from Sag Harbor to Philadelphia—Centennial Year.
- 1877—The American Hotel and the Nassau House opened after the great fire of 1877; the former under Freeman & Youngs; the latter under Robert J. Power.
- 1877—Convent of the Sacred Heart of Mary first opened its doors on March 1, 1877.
- 1878—Cleaning up ruins of fires.
- 1878—The Montauk Cotton Mill had a capacity of 10,000 spindles, ran 216 looms, driven by 175-hp. steam engine; manufactured 45,000 yards of print-cloth weekly; employed when destroyed by fire, in 1879, 110 operatives; pay roll, \$2,200 monthly.
- 1879—Trees planted in front of the ancient L'Hommedieu house, in its second century, founded by Samuel L'Hommedieu, Sr. They replaced a row of Lombard poplars. (This house stood where the site of Mrs. Lizzie Roger's house is, in 1929.)
- 1879—Brick work of the Hampton Flour Mill was completed.
- 1879—Heaviest storm since 1811.
- 1880—Miles Morris murdered.
- 1880—Hat Factory established.
- 1881—Lay corner-stone of Fahys Watch Case Factory.

1881—Fahys Watch Case Factory whistle first called operatives to work.

1881—Crowell's Block burned.

1881—The frame of Kiernan's Block, at the west side of Main Street, was raised.

1882—Fifty houses built.

1882—Charles D. Havens shot in duck hunting accident.

1882—Fahys Watch Case Company incorporated.

1883—North Haven cottages built.

1883—New York newspaper report Henry F. Cook admitted as a partner of Joseph Fahys, under the firm name of Joseph Fahys & Co., at 38 Maiden Lane.

1884—Political parades and illuminations.

1885—Arsenal razed.

1886—Oakland Rest is a separate corporation. The land adjoining Oakland Cemetery, was formerly a factory site.

1886—The schooner "Mary A. Drury," of Boston, came up to Long Wharf. Her burden was 700 ton. She was a 3-master, and no larger vessel ever came into Sag Harbor.

1887—There was a Public Library in Sag Harbor.

1888—Park House burned.

1888—Court Montauk, No. 85, F. of A., instituted.

1888—March 12th, Blizzard Monday.

1889—Water Company "stand-pipe" is built.

1890—The derivation of the appellation "Barcelona" was looked up in this year. The locality is not within the incorporated bounds of Sag Harbor, but its Bluffs face the waters of the Bay. The name is not of Indian origin. The Bluffs are at Russell's Neck, at Little Northwest, and, probably the entrance from Gardiner's Bay to Sag Harbor bears a resemblance to the harbor of Barcelona, Spain, for "so it was called by sea captains."

1890—The Central Building erected.

1891—Spindle is placed on Sand Spit Shoal.

1891—The Wade property (a brick house), at Main Street and Bayview Avenue sold.

1891—The old Sweezy house, at Division Street, (built for Tyler Havens), is moved to Montauk Avenue; making way for Fahys factory.

1892—Present St. Andrew's R. C. Church enlarged and rededicated.

1892—North Haven Bridge, built by John Monks & Son. It cost \$23,000. This bridge collapsed in July, 1900.

1893—M. J. Morouny buys French's store, at east side of lower Main Street.

1893—Miss Julia King donates Memorial Gates to Oakland Cemetery.

1895—Sag Harbor Historical Society active.

1896—The Ladies' Monumental Association placed the "Soldiers Monument" on Madison Square. It cost \$1200.

1897—The fortifications protecting L. I. Sound and the village of Sag Harbor were built.

1897—The Presbyterian Chapel, a gift of Miss Julia King, was dedicated.

1897—Pentecostal Tabernacle built.

1898—Detention camp at Montauk; hospital for sick soldiers at Leavitt house, in Sag Harbor.

1898—Torpedoes of the Bliss Company are first tested at Sag Harbor.

1899—James A. Herne wrote the play "Sag Harbor."

1900—The county built the present North Haven draw bridge at a cost of \$13,000.

1900—Capt. George Page runs a ferry between Sag Harbor and North Haven, when the bridge collapses.

1900—Hebrew Temple or Synagogue is built.

1900—A committee of ancient mariners attend the Herne play, "Sag Harbor," in New York City.

1901—Historical Society is active.

1901—Railroad tracks put on Long Wharf.

1902—The Mausoleum at Oakland Rest was built.

1902—Dedicate Meigs' Monument.

1902—The breakwater project was adopted by the Government. Further appropriations were made by Congress in 1906 and 1907. The maximum draught that boats can carry in the harbor is 12-ft. The mean regular tide is 2½-ft. The commerce in 1904 was 3,454 tons, valued at \$187,000.

1902—Actors' Colony at North Haven.

1902—Reception to Manila heroes—Dedication Meigs' Monument.

1903—Capt. Jacob Havens, last whaling master, dies.

1903—The Bliss Co., leases part of Long Wharf.

1903—Liberty Pole shattered by lightning.

1904—Momoweta Tribe, Red Men, organize.

1904—Fire destroys Railroad House, owned by Elizabeth McGillcuddy, managed, D. McLain Jr.

1904—Firemen's Tournament.

1904—Cedar Island inundated by a tidal wave.

1904—The Choral Union existed.

1905—The Commonwealth Store, Washington Street.

1905—Public wharf authorized by the Legislature. It was never built, although Burke Street extension was bought for an approach to the proposed wharf.

1905—East Hampton toll-house is destroyed by fire. The road, subsequently was declared open.

1905—The Peconic Bank robbed of about \$40,000.

1905—Oak Grove Trout Pond, at Budd creek, west of Sag Harbor, established in the eighties by Geo. W.

Thompson, was sold by his widow for a squab ranch. F. E. Mellinger, of Dayton, Ohio, was the buyer.

1905—Port of Entry abolished.

1905—Charles Smith "old house," destroyed by fire at Meadow St—A historic frame building.

1906—Fire alarm signals installed.

1906—Census enumeration in 1906 is 3,254.

1906—The "Lowen house," at Division Street, is moved to make room for the Fahys' factory. This house was built about 1835 for Marcus B. Osborn, a lumber merchant, at Sag Harbor. It was then owned and occupied by Doctor Frederick Lord. He (Dr. Lord) afterwards was Member of Congress for the 1st District. In the early sixties, Capt. J. Madison Tabor bought and occupied the place until his death in 1864. Charles Hand now owns the house. It was moved to a site at north side of Hampton Street.

1907—Corner stone of Pierson High School building is laid.

1907—Mrs. Russell Sage bought and rebuilt, and repaired the Huntting mansion (now Masonic Temple) at the corner of Main and Garden Streets.

1908—First "Home-Coming Week" celebration.

1908-1909—Presbyterian Church steeple is strengthened and rebuilt by beneficence of Mrs. Russell Sage.

1908—State Board of Regents changed the name of Sag Harbor High School, to "Pierson High School, No. 5, Town of East Hampton."

1908—New brick railroad depot is built.

1908—Old school house (now the Municipal Building) is sold for \$1.00 to the village of Sag Harbor by the School District.

1908—Cedar Island partly swept away by a high tide.

1910—John Jermain Library opened.

1910—Sag Harbor's population by Federal census, 3,048; male, 1,719, female, 1,686. Number of illiterates, over 10 years old, 158; number of dwellings, 726; number of families, 803.

1911—Fire destroys Alden Douglas' livery stable.

1911—Maidstone property sold to Chas. A. Carison, of Philadelphia.

1911—Lake House building moved to the west side of Main Street.

1911—Christ Church parish hall built. Gift of James Herman Aldrich.

1912—Firemen's Tournament at Sag Harbor.

1913—New rectory for Christ Church built. A gift of Mrs. James Herman Aldrich.

1913—The Sag Harbor Yacht Club was given a 50-ft. water lot at Bay Street, the gift of Frank C. Havens.

1913—Eaton's Engravers & Printers' Machine Co., turning out new machines.

1913—Yacht Club pier built.

1916—Brown's block fire.

1924—North Haven Chapel destroyed by fire. It was built in 1880.

1925—Atheneum burns.

1925—Half-million dollar fire. Ballen's block, Meyer's store, and the Central Block burned.

1925—Alvin Co., Shipping Office destroyed by fire.

1925—Fire headquarters next north of the Municipal Building is built; the firemen also occupy rooms in the Municipal Building. Subfire-stations are located near Otter Pond, at Murray Hill and old Village Hall.

GREAT FIRES DESTROYED SAG HARBOR THRICE

Fires have destroyed the downtown business section of Sag Harbor thrice. And thrice, phoenix-like, Sag Harbor has arisen on its ashes. The fires of 1817 and 1845 were, of course, many years before my time. But, among my first memories, are viewing the burned ruins stretching all along the water front. The extensive conflagration of February 18, 1877, was the most disastrous fire occurring, in Sag Harbor, since the memorable night, November 13, 1845, consumed the lower part of the village. William Redmond, discovered the fire, about one o'clock Sunday morning. He was a night watchman on the railroad property. The fire, apparently, started in the "North Battery" building. This was occupied, at the west side of Long Wharf, by M. H. Gregory, as a store and storehouse. The flames at this time appeared to be in the southwest corner of the building; and, were already communicating with the adjoining storehouse, and running up the corners of both buildings from the first floor. An alarm was immediately given, but the flames made rapid progress on account of the high wind prevailing from the northwest, and the two large frame buildings were soon enveloped in the destroying element. The Fire Department had arrived and Minnehaha Engine had been stationed at the public well (since filled in) at the foot of Main Street. The limited appliances of the fire department were ineffectual to ward off a great calamity. The wind increased with the advance of the flames, blowing a gale, and sending sheets of flame to the adjoining frame buildings on both sides of the street. Nickerson & Vail's storehouse, S. S. Crowell's spar and block shop, Gregory's storehouse;

John Fordham's smithy, and the two storehouses of H. & S. French, were soon burning, as was also the large building of W. & G. H. Cooper on Bay Street, and the shop of J. Wade, boat-builder. The fire, crossing Bay Street, then attacked the large tenement of George B. Brown and John DeCastro's livery stables and adjoining buildings. The wind holding its northwest course blew furiously, and a sheet of flame wrapped around the Maidstone Mills from DeCastro's barn, the Chemical Works, and the Mill storehouse, all on fire at the same time. In vain, further attempts to save the structures were made, but the firemen were exhausted by their extreme efforts. The steam pump and hose of the Maidstone Mill were constantly used. Conkling's blacksmith's shop and the residences of John Kelly and Edward Murphy, on Division Street, next burned. In the meantime the flames had crept under the roof of Music Hall and the large fire-proof building of B. F. Huntting caught fire inside. The Nassau House caught fire upon the northwest corner and the flames were increased by the blaze from the DeCastro's saloon and bowling alley. Up Division Street the fire, following the course of the wind, reached the houses of Mrs. Graham and Mrs. Lowen on Cross Street, and the flying cinders crossing Rector Street, ignited the shop and two-story house of N. Mathews on Rysam Street. This burned to the ground with the house of Mrs. Corcoran adjoining. S. B. Eldredge's (Onisko's) brick house, on the corner of Cross and Division Streets, was saved, and prevented a spread of the fire further along south Division Street. Also was saved the Mott house, on the corner of Burke and Rysam Streets. But the fine residence of Zachariah Rogers' above and on the east side of Rysam Street, in an almost isolated position, caught the flying cinders and took

fire on the roof. With great exertions it was temporarily saved; only to take fire again later in the night and it burned to the ground. This was the last house burning and it was not entirely consumed until six o'clock in the morning. The Nassau House was the last house burned on Main Street. Fortunately, the brick block of Douglas and Cooper intervened between the Nassau House and other frame buildings. This, with the strenuous efforts and exertions of the firemen, prevented further disaster. Had not the fire been arrested at this point it is impossible to conjecture what might have been the extent of the calamity. The large frame buildings on the east side of Main Street, would undoubtedly have been destroyed, perhaps with the whole eastern and central part of the village. As it was, many residences in the Eastern District were exposed to danger, and it became necessary to keep a diligent watch on the roofs and about the premises in that section. The night was intensely cold, and the water thrown over the buildings froze quickly. This proved a safeguard against the flying shingles and cinders in every direction.

During the most fearful part of the fire a blinding snow squall, came up, the heavens blackened, and the wind howled with fury. The roar of the flames, together with the driving train of fire and the gathering darkness overhead, added a sense of wildness and horror to the scene.

The losses of personal property could only be approximately reached. Those who were driven from their homes and places of business could estimate no actual result in summing up their loss. This could not be estimated satisfactorily in dollars and cents. Many persons also met with small losses in moving their goods to buildings not reached by the fire. The streets were full of furniture and

goods, which, in many cases, were more or less damaged. The estimated value of the buildings burned was about \$100,000. The whole loss was not less than \$125,000; but the indirect effect of the fire could not be summed up in this way—it dealt a paralyzing blow Sag Harbor could ill-afford to stand.

Regarding the premises destroyed:

The “North Battery” building, in which the fire originated, had a local history. It was erected after the great fire of '45 and occupied for many years by J. E. & E. Smith, grocers, liquor dealers, etc. It was the rendezvous of the crowds of workmen on the wharf during the “flush times” of the whaling interest, and was also the resort of boatmen and villagers for many years succeeding. J. E. Smith, C. H. Vaughn, William Halsey and M. H. Gregory were, in turn, occupants. The sale of liquors there was discontinued after Mr. Gregory came into possession. In the days of “Jim” Smith it was the scene of a great many episodes in village life ranging from “grave to gay, from lively to severe.”

The Huntting building was one of the most substantial and ornamental brick and brown free stone edifices in the place. It stood facing the termination of Main Street, and took in a view of the whole business part of the street. It was built soon after the fire of '45, by S. & B. Huntting, and occupied by them as an office. G. & H. Huntting also had their large country store there, and the Suffolk County Bank was in a portion of the second story. The third story was used as a sail loft. The rear portion of Huntting's block was a separate building, and therein were the offices of Cook & Green, whaling agents, where

many a long yarn had been spun of the "good ship Phoneix," and other craft. The upper part of this portion of the building was remodeled in 1873. Benjamin F. Huntting then converted it into a fine public hall with a stage, and scenery, at an expense of several thousand dollars. The hall was one of the neatest and most complete of the kind anywhere. It was thrown open to the public as "Music Hall" on the 19th of February, 1873, on which occasion a grand reception and ball was given by Mr. Huntting. The music on this occasion was furnished by the famous orchestra of Papst of New York, and the collation was ordered from a well-known city caterer. "Music Hall" had been famed for its successful home entertainments. The last one was that given by the Society of Christian Workers on Monday previous to the fire. The "Hall" was destroyed within twenty-four hours of the fourth anniversary day of its opening. It was remarked at the time of its destruction, that Sag Harbor would not soon again possess a public room so elegant and well adapted to public entertainments. The village has never since had a hall like it. "Music Hall" undoubtedly took fire about the ventilators on the roof of the building. The Huntting Block was always considered to be entirely fire-proof. In the fire of 1845, the frame building on the same spot, first took fire from the observatory.

The Maidstone Mill was one of the institutions of Sag Harbor. It was erected in 1862 at a cost of \$35,000 by Congdon & Co. The firm since the war, had been French, Cooper & Co. The Maidstone Mill was one of the largest and best equipped flour mills on Long Island, having a capacity of 250 barrels a day, and it was in successful operation. Originally the main building belonged to Post & Sherry.

The storehouse and cooperage were moved from the Rogers Francis Mill, at Bridgehampton. The boiler house was a brick structure. After the fire, the tall chimney still stood, a monument to the mechanical skill of the late James Beckwith. (The chimney was utilized in the mill rebuilt in 1879; razed 1927). By the burning of this mill Sag Harbor was temporarily deprived of its most extensive manufacturing industry.

The Nassau House was erected in 1848 by Gilbert Oakley, for a hotel. He died, however, before it was ready for occupancy, and it was opened by his widow and son. Alfred Oakley afterward became proprietor, and so continued until his death. On the morning of March 27, 1854, the Nassau House was found to be on fire in the attic. The wind blew strong from the northwest, but through the efforts of the fire department, only the upper story was burned. It was rebuilt and had since been occupied as a public house. It was the only hotel in Sag Harbor, at the time of its destruction.

After the 1877 fire was under way the spectators were, from time to time, startled by several sharp combustion reports. The cry of "gunpowder" was raised, and something of a stampede occurred at first. The reports proceeded from a number of bomb whaling lances in the storehouse of S. B. & H. French.

The fire was arrested in Cross Street, at the old Harley house, precisely where the fire of '45 stopped in that part of the village.

A new carriage was purchased for the Gazelle Hose Company, in 1880. It was manufactured by Edward B. Leverich, of New York. The carriage was known as a

"spider-crab pattern," built light and of the best material. When first organized Gazelle Company had headquarters in an old barn, at Union Street, near what is now Reney's property. Headquarters were at Washington Street, in 1880.

The fire companies, on holidays, held parades, auger-boring contests and target shoots. Thus the slang: "he's on a target!"

Sag Harbor has entertained the Suffolk county firemen thrice, in 1888, in 1904, and in 1912.

Here is something about the Phoenix Hook & Ladder Company truck. It was called "the Old Hay Rack." It won many prizes at tournaments. It was nearly 50 years old in 1915. It was built by Williams & Cullum, in 1866. When fully equipped it weighed over 2,000 pounds. Of the truck it was said, "When under way, in a race, there's no stopping it. She goes with her own momentum."

Otter Hose House was built in 1912, by George Garypie.

Murray Hill Hose House was built by Josiah Smith about 1895.

The Pottery Works, at West Water street, burned in August, 1881.

By strenuous efforts the fire was confined to the wooden buildings. The factory being of frame, it was soon entirely wrapped in flames. The adjoining property

of Thomas C. Overton, blacksmith, and Betsey Jose, boarding house were saved. The buildings destroyed were new and had been built at an expense of between \$5,000 and \$6,000.—1881.

FORMER GREAT FIRES

THE FIRE OF 1845

On the night of November 13th, 1845, Sag Harbor was laid waste by a very extensive conflagration. About midnight a fire was discovered in the clothing store of H. Russell, adjoining the hotel of Peletiah Fordham. The lower part of the village was, at that time, thickly crowded with large frame buildings. The flames spread with great rapidity and consumed the whole lower part of the settlement. Fifty-seven warehouses and stores, all the hotels, thirty-five dwellings, and many barns and out-buildings were destroyed. Main Street on the west side as far as the building afterwards occupied by "The Corrector" office was laid waste; on the east side of the street as far south as Tinker's Alley. Division Street, as far up as the Elijah Simon's house, opposite the old Union School Building, and East and West Water Streets, and Wharf Street, lined with Cooperages and other buildings, fell a prey to the flames. Sag Harbor possessed recuperative vitality at that time and the place was soon rebuilt. Lots sold the next morning as high as \$100 per foot front. Those were the "flush times" of the village, and even that extensive disaster was of comparatively less magnitude than the disaster of 1877.

Following the fire of 1845, I have been told, Sag Harbor had a population almost twice as large as to-day (1929). Between 1,000 and 2,000 men were most of the time at sea or "coasting." Previous to 1845, on the Main street there were eighty firms doing business, below what is now the Municipal building. Among them could not be found a German, Celtic, Italian or Hebrew patronymic. Of the 83 names then given in the Sag Harbor business directory, only eleven were reported by the census-taker, in 1900, and only five remain, living and active, in 1929. The 1900 return prints the names: Brown, Cook, Douglas, Halsey, Hedges, Hunt, Kiernan, Lawrence, Overton, Sleight and Smith. Dropped from the telephone directory as "not in business," in 1929, are the names Douglas, Hedges, Hunt, Lawrence, Overton and Smith. Over half returned a generation ago are now dead, or not doing business. Among the scions of the old stock who are found in Sag Harbor (in 1929) are Mayor G. Augustine Kiernan, a grandson of Thomas Kiernan, who is a broker; Arthur T. Brown, a pharmacist, is a nephew of Thomas Brown; Wm. M. Cook is a grandson of Luther D. Cook, of Cook & Green, owners and agents; Harry Halsey, who descends from Thomas Halsey, one of the original founders of Southampton town in 1640, and, Harry D. Sleight, a grandson of Wm. R. Sleight, of the whale ship owning firm of Mulford & Sleight. Almost a generation before this, the names of Huntting, Mulford, Howell, L'Hommedieu, Crowell, Budd, Mitchell and Wade disappeared from the list of "business enterprises."

After the '45 fire, on the west side of the Wharf street fronting the Bay, stood a large warehouse built by J. & E. Smith, and later managed by Clothier Hathaway Vaughn who sold it to Matthew Gregory; next south was

the store of Charles C. Douglas; then L'Hommedieu's warehouse; then the sail-loft of Howes Crowell; Cook & Green's shipping office in a brick building; and, fronting Main Street was the big block of Huntting Bros., afterwards remodelled into Music Hall, built of brick, and supposed to be fire-proof.

At the corner of Bay street and Wharf street stood the storehouse and office of Mulford & Sleight; next north, on Wharf street, Huntting's shipping office and storehouse; and, next north, N. & G. Howell's warehouse and offices.

On Bay street, adjoining Mulford & Sleight's offices, was the storehouse and office of Huntting Cooper—this afterward became the site of the Easthampton Lumber & Coal Company, (left vacant when it moved, in 1928)—then came an open slip and shipyard at the foot of Division street; then the big warehouse and office of Post & Sherry, afterwards converted into the Montauk Flouring Mills; and, stretching all along Bay street were shops, as far as Bluff Point, to the eastward, where Uriah Gordon built whale-boats between Conkling's Point and Bluff Point. Near the approach to Mill dock were the shops of Jedediah Conklin, a blacksmith; Louis Simons, John Cook and Oliver Slate; the cooper shop of Zachariah Rogers, and the carpenter shop of Joseph Stanton. Mulford & Sleight's oil cellar was further to the eastward, at the foot of Methodist hill, on the north side of Bay street (at Farnum's boat-house lot); it was a two-story frame structure, one story really constituted the "cellar" and was built of stone. Where the Sag Harbor Yacht Club now has its pier, it was bulkheaded, and good-sized sloops and lighters landed at high tide, and the coopers of Mulford & Sleight, who then were Edward M. Cooper and Michael Burke, had cooper

shops, close by. Almost the whole east side waterfront of Bay street was then bulk-headed; vessels went through the Old Ship Channel to Conkling's Point "water fence." There they discharged oil, and took on board staves and "shooks," and casks. Uriah Gordon's whale-boat house was destroyed by the '45 fire, but it was rebuilt and burned again, sometime afterward. The Mulford & Sleight oil cellar burned, in a Fourth of July incendiary blaze, in the 60's, making a picturesque pyrotechnical display.

Some of the names that have gone out of Sag Harbor's business life are Bassett, Cooper, Congdon, Crowell, Conkling, Chester, Dering, Eddy, Elliot, Fordred, Foster, Fowler, Gardiner, Gillett, Havens, Hobart, Huntting, Jennings, Jones, Lang, Leonard, Lester, Lister, Loper, Lodge, L'Hommedieu, Matthews, Minor, Mulford, Nisbet, Nelson, Oakley, Parker, Phelps, Pitcher, Post, Ripley, Robbins, Russell, Reeves, Seeley, Simons, Slate, Sherman, Sherry, Street, Tinker, Tiffany, Wade, Waddy, Wilcox and Woods.

While not a recollection, by any means as an actual thing seen, I can picture the "down town" group of buildings, in my mind's eye, as it has been related. Already this has been alluded to by a list of names in general. From another source I draw this information, which, in a way, is corroborative:

Before the fire of 1845:

Ship-Stores.—S. & B. Huntting, G. & H. Huntting, L. D. Cook & H. Green, S. L'Hommedieu, N. & G. Howell, Mulford & Sleight, Huntting Cooper, Howell & Havens.

General Merchandise.—David Congdon, Thomas Brown, Dering & Fordham, A. A. Eddy, G. R. Loper, A. H. Gardiner, Douglas & Wade, Ripley & Parker, Lyman Pitcher, Gilbert H. Cooper, Wm. F. Halsey, Jonathan Havens, Thomas Kiernan, Gardiner & Seeley, Tiffany & Halsey.

William Wilcox had a commission store; Thomas Foster and E. C. Rogers, hat stores; Wm. Fordred and H. & G. Bassett, tailor shops; I. C. Fowler, Overton & Lawrence, D. A. Jennings, and N. Lester, shoe stores. G. V. Oakley had a harness shop, so did H. H. Gillett; Robbins & Brown, a tin store; W. H. Simons, Sam'l Lang, and Thomas H. Vail, refectories; and C. D. Chester and Thomas Howard, segar factories; Zebulon Elliot, a jewelry store. The "Corrector" printery was on the east side of Main street, near the present Jaffe block. The Oakley's Suffolk Hotel was on the corner of Main and Water streets, now railroad depot property. The Union Hotel, Harry Phelps, prop., was where DeCastro's stables were (now Bay Side Garage). The Ocean House, Wm. Nesbit, was on West Water street, near Main Street. Charles C. Douglas and Peter French had taverns on Wharf street, and Joseph Crolius one where C. S. Hedges' paint shop later was located (one door north of building now owned by Santacroce). Peleg Rogers and John Hobart kept boarding houses. Then south of Crolius, Albert G. Hedges had his residence.

Sidney C. Hallock lived on the Wharf, east side, at the present bulkhead. Tinker's dwelling was where the American Hotel now stands, and Z. Elliot, D. A. Jennings and Thomas P. Ripley lived further down, going northerly. Ezekiel Mulford owned the old house that stood where the Municipal block now is. This was torn down to pre-

vent further spread of the conflagration. (Part of this building was made into the Payne dwelling at North Haven, later. It is now (1929) occupied by Lawrence Cady.) South of the Mulford house all was vacant lots to Washington street. The Mansion Hotel was built of brick upon the site of the Ezekiel Mulford house.

It has been said of Sag Harbor that fires never jarred it out of its rut; it required a visitation of death to overcome some old-foggy notions. Despite that fires have consumed, probably, as many structures as now stand in the settlement. Two generations stuck to inadequate hand-pumping engines. The village mechanics counted on a good job, keeping these engines repaired. They usually broke down at a fire. The powerful motor pumping apparatus, Sag Harbor firemen now have, has, undoubtedly twice saved the village from great loss by fire. Still, the property owner, who paid tax, always voted against new-fangled contraptions, and power pumping fire engines, until recent years. The suffering and loss encountered in Sag Harbor, by reason of fire losses, is sufficient to blot out most small communities. The wonder is that Sag Harbor recovered and survives. By consulting files of the Sag Harbor weekly newspaper, much can be learned. The report of small fires usually is something like the following:

"Thanks to Torrent Engine No. 3 having been put in good order, a small frame house of D. McLane, at Ligonee Brook, on the outskirts of the village, while totally consumed by fire, other nearby wooden structures were saved. No insurance."

The condition of the fire apparatus protecting Sag Harbor, in 1868, is indicated by the report of the chief engineer of the fire department. He then reported:

"Minnahaha Engine Co., No. 1, machine good and serviceable; Gazelle Hose Co., machine or carriage good; hose poor; without a company (in 1867). Phoenix H. & L. Co., just supplied with a new truck and apparatus."

The entire sum appropriated for the fire department, in 1867, was \$100. The village trustees were asked to repair Engine No. 3 and appropriate the \$100 for that purpose. This resolution was lost by one vote.

In January 1871, John DeCastro's stable on Division street was destroyed by fire.

The gas works, established by D. Congdon, in 1859, burned in 1869.

Sag Harbor was believed to have had great losses by reason of a pyromaniac, from 1870 to 1880. This item is frequently repeated in the local newspaper: "Indications are that all of these fires were started by an incendiary. Extra watchmen have been put on and rewards offered for detection of the incendiary." The village trustees offered rewards for conviction of the "fire-bug." An incendiary fire caused complete destruction of a large barn on the premises of Charles T. Dering, at Hampton street, in April, 1874. At the same time the woods at Chatfield's hill were ablaze, having caught from flying sparks.

In June, 1874, frame buildings, at the east side of Wharf street, owned and occupied by M. H. Gregory, used as a store house and wood-yard were destroyed by fire. It was believed to be incendiary. A store house at the Montauk Cotton Mill was razed in November, 1874. An old boat builder's-shop, on Cooper's wharf, was also burned the same night by a "firebug." In February, 1875, the fine residence of Dr. John Sage, at Latham and Rogers Streets was destroyed by fire. Fire, in 1875, set by an incendiary, destroyed the restaurant of John C. King; the

store building of Geo. B. Brown caught fire and almost burned. Efforts of the firemen prevented destruction of the wooden block. Charles Archibald's house was afire in November, 1875; a barn burned. Water pipes connecting with the steam pump of the Montauk Mills were laid in 1877. A fire, I recall, easily, is the destruction of the dwelling house of Thos. Sherman, in Union street, in October, 1880, near my home. The house of Catherine Sylvia burned in 1881 and Charles Hildreth's ice house, in 1882. A house formerly belonging to Jeremiah Terry, at Northwest, but then the property of Edward Driscoll, was destroyed by a "set" fire, in May, 1885. Fire burned in 1886 what had once been the "Middle Schoolhouse." The site was at the west side of lower Main street. More property of Edward Driscoll at Northwest burned in 1886. In January, 1887 there was a bad fire in "Shanty Row," west side of lower Main street. Fire discovered in 1899 in a barn in the rear of premises of Horatio Rogers, adjoining the old lumber yard of the East Hampton Co., destroyed the barn, and Charles N. Payne's carpenter shop and mill, but the engine house and boiler room were saved. The Pottery Works fire occurred in 1881, after the first kiln of ware was "fired." F. Wood was the promoter. His sobriquet was "Pottery" Wood. He occupied, while in Sag Harbor, the house at High street, once the Methodist parsonage (in 1929 owned by H. G. Ham.) From a tall pole he used to fly the flag of Great Britain.

Nine places of business were destroyed by fire, with a loss of \$25,000 in July, 1881. The losers were Joseph Crowell, three buildings; Elisha King, building and stock, B. J. Hurand, cigar factory, Henningar, the Misses Seaman, milliners, James Harris, restaurant, W. L. Cook, store, Arthur Ludlow, saloon, James W. Edwards' cloth-

ing store, Babcock's, cigars and tobacco shop, Phebe Fordham, candy. The Oakland Works burned at South street, in September, 1882. The Merrall building burned at east side of Main street, in 1885. The Sterling House was threatened with destruction when on fire, in 1903. Fire destroyed the Frederick K. Field house, in 1904, also the Railroad House and Jaffe tenement, the same year. This year was also Firemen's Tournament year, at "the Harbor." Ward's house, near Round Pond, made a spectacular fire, in a snowstorm of December 17, 1904. Several horses perished in the Rogers & Douglas livery stable fire, of 1911. Crowell's block, rebuilt of wood, burned for the second time. The village remained in darkness for a week when Kiernan's electric power-house burned, in 1913. The Davis' block and Brown's block made a hot fire on a zero night, in 1916. The loss was close to \$150,000. More recent fires have already been mentioned. Not counting the big fires, it will be found Sag Harbor, has had more than its share of smaller fires.

THE FIRE OF 1817

On Monday, May 26th, 1817, a fire broke out in a small barn belonging to Peletiah Fordham, contiguous to the more thickly settled and business part of the village. The wind was almost blowing a gale and the flames made such rapid progress that about twenty of the most valuable stores and houses were consumed, together with nearly as many barns and out-buildings. The buildings were chiefly built of pine and cedar. The destruction of property was large as the rapid progress of the fire pre-

vented its removal from the stores and houses, and, such vessels as were moored in the harbor. In some instances floating bottoms were set on fire by burning shingles and destroyed. The sailing of several whaling ships was retarded, on account of the destruction of casks and stores. The local paper of that day Seabury's "Recorder" says that: "The awful visitation of Providence has left a number of families and poor widows, houseless and dependant on the charities of their friends, has reduced others from a state of comfort and ease to poverty, and has greatly lessened the means of the more wealthy, by putting a temporary stop to business, and consuming a large portion of the capital that they were employing for their own benefit and that of the public."

A committee of relief and distribution, consisting of H. P. Dering, Cornelius Sleight, Silas Howell, John Jermain, Samuel L'Hommedieu, Jr., Ebenezer Sage and Peletiah Fordham were appointed.

In New York City on the 7th of June, 1817, following a meeting of prominent citizens assembled at the Tontine Coffee House and resolved unanimously "that the distressed situation of the inhabitants of the village of Sag Harbor, on Long Island, consequent on the late destructive fire, calls loudly on a benevolent public." A committee of thirty-one was appointed to solicit and receive donations. Among the committee were Henry Rutgers, David Gelston, Rens'r Havens, Caleb Horton, Gabriel Havens, Sylvester L'Hommedieu, Sylvanus Miller, John Nathan Little and others.

BURNING OF THE OAKLAND WORKS.

On Wednesday evening between nine and ten o'clock an alarm of fire was sounded. It was discovered the old buildings on South street, adjoining Oakland Cemetery, and for some years unoccupied, were in flames. The fire department hastened to the scene, but was of no service as it was impossible to procure water in that locality. The whole of the main building was soon enveloped in flames. The night was calm, and no danger from the fire was feared. Hundreds of people gathered to witness the fire which was really a grand sight. The fire was undoubtedly of incendiary origin. The building was the property of Mrs. Mary A. Sherry, and was uninsured, as it was unoccupied. It had been valued at \$5,000, but had become somewhat dilapidated. The windows were broken and it was in other respects out of repair.

The property has played a somewhat conspicuous part in the business history of Sag Harbor within the present generation. It was originally built in 1850 by John Sherry, (the elder) as a brass foundry. It was afterwards enlarged and occupied by Sherry & Byram as a clock manufactory. Mr. Byram, who was a mechanical genius, gave his attention to the fitting of the clock works. Many specimens of his skill became celebrated. One of the first large clocks was made for the City Hall in New York city. The business was not sufficiently remunerative to warrant its permanent continuance.

About 1863 the building was fitted for the manufacture of hosiery, and our townsman, B. F. Lyon, became an interested party. The business was continued three years and a large lot of goods had accumulated. It cost

a great deal of money to carry it, in interest and commissions. A sudden and heavy drop in the market compelled the closing out of the concern.

It was next used as a barrel head and stave manufactory by Mr. Geo. Bush and others. After this enterprise closed it was occupied by the late Morgan Topping and associates as a morocco factory. This industry was not long lived. Still more recently it was attempted to establish a hat factory in the same building, but the project never fully developed, although business was done there for several months. Since the close of this last enterprise the buildings have been unoccupied.—Sept., 1882.

There was in the building a donkey engine and a boiler belonging to Mr. Eldredge of North Side, which the latest occupants, the Messrs. Pierson, had used, otherwise it was empty.—1882.

SOME OTHER FIRE REMINISCENCES.

“Speaking of ‘Fires and Firemen,’ the following incidents are not out of place in these days of local historical revival: It is known that Masonic Hall where the Firemen’s Fair is now running was originally the Presbyterian Church, built in 1819. It had been begun previous to that date, but the great fire of 1817 caused delay in its construction. The timbers, however, were hewn, and the frame ready for raising at the time of the fire. Henry P. Dering, a leading citizen, and a member of the Church, had designed and placed over the south entrance of the church facing Sage Street, an ornamental fan light bearing gilt letters as a memorial and thanksgiving record the

text: 'And The Fire Consumed It Not.' This window remained for many years and until after the purchase of the edifice by the Episcopal Society. The Masons closed up the south entrance when they reconstructed the Hall.

"This same old church was threatened by fire a second time and narrowly escaped destruction when the Middle District School House was burned. The latter was situated on Church Street where Beebee's Marble Shop now stands. The fire occurred on a cold winter's night. There was snow on the ground and a strong north west wind prevailed. The fire is supposed to have originated from a candle left burning by the janitor of the building. There had been some kind of a meeting in the school house the previous evening. The only bell in town by which an alarm of fire could be given was on the burning building. One of the young ladies of the village trudged through the snowdrifts and awoke the residents of Main Street above Union. The school house was entirely destroyed, but the church escaped. Dr. Ebenezer Sage, ex-member of Congress, was on his dying bed, in his residence next east of the church. He inquired with a good deal of trepidation: 'Am I to be burned up?' Friends assured him that preparations had been made for his removal if the church took fire.

"The burned building was replaced by another school house which was moved down Main Street and located on the Chapman Rogers lot, after the institution of the Union School. It was used first as a harness shop by Henry Gillett, the upper story being occupied by E. A. Carpenter's law offices. It was subsequently burned up as so many blocks of buildings have been on lower Main St."—1896.

A NIGHT OF DESTRUCTION

A correspondent of a Sag Harbor paper furnishes it with the following account of the disastrous fire which occurred in Sag Harbor, in the year 1845:

"The late fire in the Merrill building (the site has been burned over twice and is now occupied by Fire Headquarters) brings to the writer's mind the great conflagration that wiped out the business portion of Sag Harbor in the year 1845. A few minutes before 12 o'clock, the fire was discovered in a wooden storehouse on the west side of Main Street, just south of the site of the present Long Island Railroad depot. It was occupied by a Mr. Wilcox, (a new resident here). By sunrise of the 14th fifty-seven stores and dwellings, a large number of warehouses, mechanic shops, barns and stables, with most of their contents, were swept away causing a loss of more than \$200,000. The fire, accelerated in its progress by a rising northwest wind, rushed up the west side of Main Street, to the Corrector office building (not occupied as a printery until 1860), where it was held in check. Had it gone beyond that, the whole village would have been in ashes. In the meantime the flames had crossed to the east side of Main Street, and in an incredibly short space of time the whole east side, from Main Street to the present site of the house of John Homan, (now Morouny's) was a mass of surging flames. The people almost despairing, quickly noticed the saving effect of the brick building, and concentrated their efforts on Tinker's building (now the site of the American Hotel), and on the building that burned a few nights since, (the Merrill building). At the same time more than a hundred citizens began with hooks, axes and bars, tearing down the store of

Ezekiel Mulford, standing on the site of the Union School building, (now Municipal building). An elderly lady then residing over the store, refusing to leave her home, was carried quickly but carefully out to safe quarters and the building was demolished in a jiffy. At Tinker's Alley was the scene of the biggest effort of the night. Old Number 3 Engine, manned without stint by able hands, sent a solid stream of water through the nozzle, held in turn by the noble and courageous heroes. Working in that alley, between the two buildings the heat was intense. The clothing of the firemen was burned off, their hair singed, their faces and limbs blistered, and their bodies carried marks of the fight to the end of their lives. In that struggle they carried the life or death of Sag Harbor village in their hands, but they conquered and the rest of the town was saved. They have most all gone to their last home, yet their heroic fight will ever be remembered by those who witnessed it. The writer, then a boy, looking on that scene, will always remember with feelings of respect and honor the name of Samuel Tribbe Hildreth, James Lowen, Lodowick F. Dering, Alden P. Jennings, Sylvester F. Nicoll, James Hedges and Wickham S. Havens, the men who so heroically fought the fire of '45. In the year 1816, by an act of the Legislature, Sag Harbor was incorporated for fire purposes. The act was amended in 1819. In May 1817, a disastrous fire swept over the lower part of the village, destroying most of the places of business; and again in 1877 the village narrowly escaped being razed by fire. In those days the people depended upon wells and cisterns for water. Today we have a magnificent system of water works, which, I believe, we all appreciate."—Written in 1895.

1845 FIRE

Of the great fire of 1845 a spectator wrote as follows:

“This place has just been called upon to experience a terrible calamity, a sore visitation of heaven, in the devouring fire which occurred on the night of the 13th and 14th of November, 1845. Its desolating effects are witnessed on every side, in heaps of smouldering ruins. It originated, I am told, from a store in Oakley’s Hotel, and broke out between 11 and 12 o’clock on Thursday night, the 13th inst. In a few moments that spacious building was wrapped in a sheet of flame. Roused from my sleep by the startling cry of fire, I arose and was on the spot in a few moments to behold the commencement of its ravages. The three engines, with their respective companies, had just arrived and began their operation, with a vigor and activity worthy of the highest commendation. Every man did his duty faithfully; each appeared to be striving to exceed the other in its performance. The wind, from the west being high, and the progress of the flames correspondingly rapid, it was seen that all human efforts to arrest it were impotent and vain. Having had no rain for some time, the roofs of the buildings were very dry, and many of them were filled with the most combustible materials. In a very short time some ten or fifteen buildings standing in the neighborhood of the hotel, were almost simultaneously kindling into a blaze. It went from dwelling to dwelling, from store to store, from barn to barn, and from shop to shop well nigh with the celerity of lightning. Its march was irresistible; and in its course, hurried on, as if bidding defiance to the efforts of man, and glorying in the triumphs of its power. Having thus gained the

mastery, it seemed determined to proceed in the work of devastation, until the last vestige of everything on which it could seize, lay prostrate in the dust. Regardless of every distinction between great and small, wealth and poverty, its sweep was indiscriminate and impartial, levelling to the earth all that stood in its way. Soon after it commenced, the heat became so intense from the burning houses on each side of Main Street, that for several hours it was impossible for any living thing to pass through it down to the wharf, without suffocation. Goods or furniture thrown in the street would have been immediately consumed by the devouring element. Whatever was saved from the jaws of the devourer was taken out on the back side and removed in the back street, by great exertion on the part of the people, young and old, men and women, and children, in the dead of night, were all seen bearing away in their arms a small portion of their little, all rescued from the grasp of the relentless foe raging around them. Wagons, carts, trucks and wheelbarrows were put in requisition, to move whatever could be rescued from the burning houses. Time allowed the removal only of some of the lighter articles of household furniture; while the rest were left from necessity to perish in the flames before the eyes of the owners. Few, only, could assist their neighbors in this time of need because most were engaged in efforts to preserve their own property. All was done that could be done.

“The scene was indeed terrific and appalling, beyond the power of description. To behold some forty or fifty large buildings at the same time enveloped in fire; the flames in their unrestrained and unconquerable fury, bursting forth on every side, and ascending up to heaven in one vast blazing pyramid of light, while volumes of

black, dense smoke shrouded the skies in gloom, hiding the stars from sight, and covering with sackcloth the splendors of the full-orbed moon, was enough to fill every spectator with the mingled emotions of amazement and terror. Such was the scene witnessed on Thursday night by the inhabitants of this place; a scene that will long be remembered.

“The fire continued to rage from 12 m. to 6 in the morning, when all the lower part of the port, the business and most valuable portion of the village lay in ashes; a heap of promiscuous ruins.

“From Major Hildreth’s brick stores on the west, and Lester’s shoe manufactory on the east side of Main St., to the extremity of the Long Wharf, not the remnant of a single building of any description is seen. From the house of E. Simon’s on the east side of Division Street to Rector Street and the shore, all are consumed except one dwelling house, belonging to Mr. Cook, a member of the Odd Fellows Society in this place, and this was preserved by the special efforts of some of his brother members of this fraternity.

“The exact number of dwelling houses, mechanic shops, barns and other outbuildings burned, I am unable to state; it cannot I think be much less than one hundred; and the contents destroyed in many of them, was much more valuable than the buildings themselves. From many of these nothing was saved. It is estimated that the amount of loss sustained by this catastrophe is from two hundred to two hundred and fifty thousand dollars. This amount cannot be far from a true estimate. A considerable portion of this property was partially insured, while in some cases there was no insurance. Of the number of

dry goods stores two or three only remain. All the blacksmith's shops but one were destroyed. Only one hotel is standing. Much of the property destroyed consisted of merchandise, furniture, the tools and stock of mechanics, rigging, sails, iron hoops, casks, staves, whaleboats, whaling implements and apparatus of all kinds, large quantities of lumber, with many other things which have been collecting in the several stores for the last twenty-five years. These and a thousand other things not known, were swept away by this unsparing conflagration. Fifty families were literally turned out of house and home, without a shelter; many were poor and depended wholly upon their daily labor for their daily bread for their wives and children. A long dreary winter is at hand. All business plans are deranged.

"To prevent the extension of the flames, two dwelling houses were torn down, and had it not been for the impediment thrown in the way by the fireproof stores of Major J. Hildreth, we know not where the onward march of this ravaging element would have been arrested in its progress to the south and west on Main Street. The probability is that it would have extended much further, and destroyed thousands and tens of thousands of dollar's worth more in value. This fine building, tho' assailed by a torrent of fire on two sides, stood firm, and fortunately proved an insuperable barrier to the further progress of the enemy; solemnly admonishing those who may in the future build upon the ruins, to construct of materials that will bid defiance to the power of devastation.

"None were wounded or hurt; no lives were lost, no injury received. People move about with sadness in their countenances, knowing not what to do, or what arrangements to form."

Among the sufferers were the following:

Main Street—A. G. Hedges, dwelling and barn; Jno. Lodge, wheelwright; Charles S. Hedges, dwelling; Joseph Crolus, tavern; Sam'l Lang, refectory; W. A. Simons, refectory; H. G. Bassett & Co., tailors; Robbins & Brown, tin factory; E. C. Rogers, hatter; H. H. Gillette, harness maker; G. V. Oakley, harness maker; Peleg Rogers, boarding house; G. G. Fordham, tailor; Thos. Foster, hatter; Thos. Kiernan, fancy store; G. R. Loper, merchant; Wm. A. Nelson, lumber dealer; A. A. Eddy, merchant; P. P. King's Exchange Building; Dering & Fordham, merchants; Suffolk County Bank; Thos. Brown, merchant; Wm. Fordred, tailor; J. C. Fowler, shoe store, David Congdon, merchant; ten pin alley; Suffolk House, G. V. Oakley; Wm. Wilcox, commission store; Waddy & Russell, merchants.

S. & B. Huntting & Co., ship store; G. & H. Huntting, merchants; Howes Crowell, blockmaker; Sylavnus Crowell, dwelling; L. D. Cook & H. Green, ship store; S. L. L'Hommedieu, ship store; S. S. Smith & Bro., lumber merchants; Charles Douglass, tavern; Thomas Howard, segar factory; Mulford & Sleight, rigging store; S. & B. Huntting & Co., rigging store; G. & H. Huntting, rigging store; N. & G. Howell, ship store; Mulford & Sleight, ship store; Howell & Havens, rigging store; S. C. Hallock, dwelling; A. H. Gardiner, merchant; G. D. Chester, segar factory; Union Hotel, H. Phelps; Douglas & Wade, merchants; A. Overton, dwelling; Overton & Lawrence, shoe store; Ripley & Parker, merchants; Gardiner & Sealey, merchants; T. P. Ripley, dwelling; Lyman Pitcher, merchant; G. H. Cooper, merchant; W. F. Halsey, merchant; Tiffany & Halsey, merchants; Jonathan Havens, merchant; D. A. Jennings, dwelling and shoe store; Z. Elliot,

dwelling and jewelry store; Corrector Office; Jno. Hobart, boarding house; H. French, dwelling; Thomas H. Vail, refectory; N. Tinker, dwelling, cabinet shop &c.

West Water Street—Ocean House, Wm. Nisbet; Mrs. Polly Smith, dwelling; Abel G. Minor, dwelling, cooperage; Street & Mott, pump makers.

Division Street—B. Babcock, house; James G. Leonard, dwelling; Nathaniel Matthews, pump maker; Mrs. Reeves, dwelling house.

East Water Street—Post & Sherry, store, cooperage, etc.; Jedediah Conklin, blacksmith shop; John Cook, blacksmith shop; Oliver Slate, blacksmith shop; E. Simons & Son, blacksmith shop; Lewis Simons, dwelling house; Wm. Taylor, dwelling house; John Jones, dwelling house; Mrs. Wood's.

SOME LOCAL PLACE—NAMES.

The name of "Hogg neck" is mentioned as early as February 1, 1641. And the name "Ligonee" is mentioned in very early records. It was a custom sedulously observed by the early settlers of the Hamptons to perpetuate the names of localities as expressed, by the Indians, in the passing of deeds. Many localities were named because certain individual Indians there occupied wigwams. By some people, Amagansett is said to have been named for an old Indian who once lived there. But this is doubtful. That Georgica is named for Georgika, an Indian who fished at that place, is an acknowledged fact, evident to all antiquaries. "Pantigo," a locality near East Hampton, once was believed to have derived its appellation from the

ridiculous canard that an old man once upon a time, when ascending the hill at Pantigo, exclaimed: "I pant I go" and therefore, this place was thereafter called Pantigo. Professor Harrington, the authority on Indian nomenclature, has shown that the word Pantigo is really Indian in its origin and means "the view place," or "vista." This is somewhat on a parity with the story of how Ligonee Brook came to be named. Ligonee is a swamp and brook at Sag Harbor. The brook flows from Long Pond into the Sag Harbor Cove at the "Northside." It is the southwestern boundary of the corporate limits of the village; and has been a famous place for alewife fishing for many years. The brook is not natural, but, is said to have been dug by fishermen many years ago. It is mentioned as a locality in 1726 viz: "Laying out of a Highway from Sage to ye harbor and so runs in that road near ye east end of ye Long pond and to run northward to ye slade that comes up from ye head of Liganee swamp."—(S. H. R., vol. ii, p. 192). Variations are Liganee 1773; Litganee, 1849. Tooker says "this name is not Indian as has been supposed, but English folk-lore, from a man who sank in the swamp 'Leg an' knee.'" There are many names hereabout of similar origin, like 'Soak hides,' 'Scuttle-hole,' etc."

I have heard that an Indian by the name of Legan once lived in the vicinity of Dayton's Cove or Bay. It may be possible Leganee is named for him, just as it is probable Cobb near Wickapogue at the west of Mecox Bay, obtains the name from an Indian by the name of "Cobb." Dayton's Bay was the name, in earlier years, applied to the Sag Harbor Upper Cove. In the vicinity of Wecatuck the Indians also had an encampment. The shell heaps and the running spring of water at the spot

bear silent testimony of aborigine habitation. Wequetuk, means in the Indian language at the "end of the creek." It may be observed above, where reference to Liganee is made, that the word "slade" is used in the record. To correct an evident misnomer, it may be stated here that what is shown on the map of Southampton town as Sleight's pond really means slade. I have looked up the word and find it to be an obsolete noun, meaning a little valley, a ravine, a glen, or a flat piece of bog land. There is evidence that the Indians once camped about Minneauke, or what we now know as Round Pond. Paries, an Indian, apparently, lived somewhere in the vicinity, in 1740. The Rev. Nathaniel Huntting leaves a note in E. H. Church Records, in 1748-1749 that he baptised two children of this Paries. One of them was christened Parmiter.

The people of Shelter Island frequented the Landing spot at what we now call Sag Harbor. They called the place Port Sagg. It is also once called in Southampton Records, Bridge Hampton Harbor. This landing was utilized for convenience by the people of the settlement of Sagaponack. The other nearest landings were at Northwest and North Sea. About 1790 a Federal Custom Port by name of "Sagg Harbour" was designated by official Act of the Congress of the United States. The final signatures were attached to the bill in 1791; just as Sag Harbor is first mentioned as a Federal post office, in 1791 and the first Federal deputy postmaster was appointed and received his commission in 1794.

PARK GROUNDS.

There was trotting, and good horse racing at the Park Grounds on most holidays. Some of the horses that were favored, were Capt. Gibb's "Glenwood," Henry Porter's "Big Jim," and "Jericho," of C. W. Payne. The jovial Porter owned and managed the Bijou Hotel and beside the favorite "Big Jim," kept a team of finely matched bays.

About 1890 the ladies of the L. V. I. S., gave a fete champetre at Doctor William Morton's "Redwood" neck of land. I sold tickets at the entrance booth which was placed at a low spot upon the meadow road leading to the Neck. People purchased tickets but the tide arose, and for a time flooded the causeway. They could not cross over to the Neck, and when they returned to the ticket booth and demanded the money back which they had paid as entrance fee, I took off my shoes and stockings, rolled up my trousers, slipped out the back of the booth, and decamped with the cash box, which was handed over to the committee in charge of the festival, at "Redwood."

It may be remarked here, for a matter of record, that there is only one record book of surveys and descriptions of the streets of Sag Harbor village. This was made by the late E. Z. Hunt, C. E. A suggestion was made, before his death, that duplicates, and explanations of certain ambiguous metes and bounds be obtained from Mr. Hunt. This suggestion was not acted upon favorably by the village trustees. The road book (one copy, and the only one), is kept at the Village Clerk's office in the Municipal Building. The keystone to most of the surveys, applying to the lower part of Sag Harbor village, or what is known as "downtown," was a cross placed in the stone which

covered one of the large fire wells located in front of the Nassau House (or Bayview Hotel) property. Unfortunately, at the time the business section of Main Street was paved with concrete, and a line of storm sewers were laid, this fire well, with its invaluable keystone-cover, was filled in, thus forever losing the surveyor's departure point.

While upon the subject of surveys it may be well to say here that the notes of James A. Gregg, C. E., of West Hampton, were purchased, in 1925, by Wallace H. Halsey, another surveyor of the town of Southampton. Mr. Halsey also possesses the collection of 17th century notes and 18th century surveys from the collection of the late Addison Cook, of Bridgehampton.

OUR BOYS.

Once a boy was locked-up for ringing a church bell. Heinous offense (?). So far as I know, none of "The gang," who were companions of boyhood, have since been placed in institutions, or sent to jail; they have won some renown, and written their escutcheons highly and proudly all over the world. These boys turned out America's foremost poet, a promising and bright divine; a civil engineer whose plans for difficult feats are frequently consulted; an American Legion veteran, who won the D. S. M., in the World War; an actuary heading a big insurance company; a realty broker who deals in millions of city real estate; a professional base ball player; a political county leader; a prison reformer; a forester; a master navigator of the great S. S. Leviathan; a manager and owner of summer hotels, in the Northern and Florida re-

sorts; a proprietor of a transients' hotel; a writer of motion picture scenarios; a leading Western lawyer; an editor of acumen; bankers, lawyers and lesser professional men. At their particular avocations all have achieved a fair modicum of success.

In our village was a crowd of young men who went by the name of the "Wy-ohs." They were held to be "tough." They were, in their own estimation, "the tabasco." Our crowd called them "the Lukes," which was an abbreviation of "luke-warm," i. e., not so hot! A young man, who came from abroad, to work in the watch case factory, was invited to the nest of the Night Hawks, in Sterling's hay-mow. A coffin was used for a table, a candle burned in a human skull, making a wierd glow and ghostly shadows, and the presiding Hawk used for a gavel a human tibia bone, which the doctor had disposed of, by burying, when he amputated "Sam" ———'s leg; and, his sons had dug up, and cleaned. The "candidate" was initiated amid this eerie environment. The next day he casually remarked, having lived through his ordeal, "I was admitted to the Wy-ohs, last night." His auditor happened to be a Wy-oh. "Is that so, what happened?" The stranger was then told, "That's not the Wy-oh gang; that's the Young Wy-ohs." "The Lord save me, then, should I ever meet the Old," exclaimed the novitiate.

"Ben" Babcock often went on cruises and fishing trips with us. He was an excellent pharmacist, and a son of the Capt. Henry Babcock, who had sailed Sag Harbor's last whaling brig; and later was the keeper of Montauk lighthouse. "Ben," was considerably older than us; but he was a practical joker to the end, and had many boyhood traits. At the time, he had been burned out in Bridgehampton, and owned and managed the "Madison Square Phar-

macy," in Sag Harbor. It was a habitat of good cheer. Cruises were made, on the "Bessie," to Block Island, and Vineyard Sound. At Block Island, I first heard the story that the island was named for a block house built against the Narragansett Indians. History books had always taught that the island was named for Adrian Bloch, a navigator, and I prefer to belief that it was. Block Island folks are primitive, the old stock, and hospitable. The island is treeless, and noted for fearless fishermen and fine hotels. Stops were made at Martha's Vineyard, Nantucket, and we passed close by No Man's Land. This is where one starts to go "Down East." In Vineyard country the story was told about a man anciently owning the three islands. He had two daughters, Martha, and Nan; he had no son. In his will he left a large island for Martha's vineyard; the second island, Nan "tucket-it," and the third island went to "No Man."

A memory, is being shanghied by New York and Sandy Hook pilots, from the Stapleton Yacht Club. I was invited on board the schooner-rigged pilot boat "Herman Olerich," which by the way was the last "sailing gear." Steamers, the "Sandy Hook," and the "trolley," or "New York," succeeded the 10 and 12-ft. draft keel boats propelled by sail. It was February, and mid-winter and very cold. I was "wined and dined." We were southeast of Sandy Hook light-ship when I awoke. Three days were spent at sea and I forgave my abductors, for I got a good newspaper "special" story. This was written to an accompaniment of the noise of apprentice boys "beating ice," while the older pilots played cribbage or "gammed." When I really had to get back to duties, a color (American flag) was set in the rigging for a Luckenbach tug, with a string of barges in tow, to take me off. The row boat trip

from pilot boat to tug was thrilling, the icy seas ran turbulently, with great "holes" between the white crests. At the tug when row boat and tug arose on a wave together the hail was "Jump you , Davy Jones for yours if you don't jump right." I jumped right. The tug-men were rough spoken, but warm-hearted, and generously receptive. They landed me safe at Staten Island. The pilots' headquarters, when ashore, was the Cheeseborough building, at 16 State street, New York city. There were offices, and a club room where the interminable cribbage "rubbers" were played. Howard Miller and Harry Miller were both Sag Harbor boys, who became pilots. Their father, Capt. "Joe" Miller, a coasting skipper, sailed the "Brockway," and the "Buck." Sometimes he took boy guests along on costal voyages. His sons always made it pleasant for their friends.

To Capt. "Jakey" Havens goes the distinction of outliving all the men who rose from boatstealer to master of Sag Harbor whaling vessels. Other whalemens outlived him, but they were not called "the oldman." Capt. Havens came of Shelter Island stock. He was retired, and running a grocery store, on Washington street, at Sag Harbor, when I first knew him. Frank Adams was his clerk, and was my companion. Capt. Havens had married Eliza, a daughter of Thomas Hamilton, of North Haven, in 1837. When 22 years of age he was first mate, and in 1845, an officer of Capt. Mercator Cooper's ship "Manhattan" when it entered the forbidden port of Yeddo, Japan. Four years absent from home, his wife and family despaired him, as lost. They did not expect him to return. He did return, however, telling a story of fire at sea, in the "Warren," loss of the vessel and his season's work. He remained home only a few weeks, and then shipped on a long voy-

age. He died in Sag Harbor. He had been born in the Coles' house, at East Hampton street (Tunison house) in 1813. When he passed away, in 1903, he was in his 90th year. A part of this old Coles' house once stood on the Sag Harbor water front, near the old site of North Haven bridge, of 1834. It was moved to its present site. See S. H. T. R., p. 222. A grant to Ichabod Coles to erect a house that could be removed. A contributor to the N. Y. Herald, in 1873, drew a good picture of Sag Harbor's retired whaling captains, of that time. He wrote: "You do not know how interesting it is, to come down, and move among this population of skippers for nearly every other man is a captain. These old captains, of course, have no further marine employment. They have taken to uncongenial occupations of the landsman. If you want a chimney built on your house send for the captain; if a new hennery, the captain will make it; drive up to the captain's shop, and he will shoe your horse; the captain grows fine vegetables on his farm, and you have only to make your order and it will be straightway filled; the captain is not a bad tinker; neither does the captain fail when he tries to keep a hotel; but these jolly captains have other possessions than their trades." All of these retired skippers were navigators. I think I am safe in saying scarce one, or two, navigators, reside in Sag Harbor today. Such a one is Capt. John B. Phillips, retired. He lives at the Adams' home, at Bay street, and when a boy followed the bay. His father, Capt. "Charlie" Phillips, sailed a packet to Connecticut, the "Sarah Alice." The son's first boat, a small open craft was named the "Water Witch." He then owned a larger boat, named "Gazelle." Great expectation, by the "shellbacks," was rife, when he ordered a fishing sloop built. She arrived upon the day appointed

for delivery; neat in trim, smart in paint, finely modelled and smartly rigged. The self-appointed committee of captains allowed she was all a small sloop should be, until they spelled out her name. "Psy-che" they spelled, letter for letter. They pronounced it "physic," and all were of opinion that was no proper name to give a boat. The younger Phillips rose to be a Suffolk County Shellfish Commissioner. He commanded schooners. Some of the boats were the "Kate Scranton," the "Lizzie Vail," the "Estelle" and the "Florence Phillips" and the "Carrie A. Lane." His schooners were, at first, small vessels. Later, he bought the three-master "Estelle." The vessel in nine years and six months paid an average, yearly, of 12 per cent. to shareholders. It earned \$31,500, besides paying all running bills, and a cost of \$5,000, upon one occasion, when it went ashore, and had to be hauled off. And the shareholders also received back their original money paid in at the time the "Estelle" was sold and a larger schooner bought. The schooner "Florence B. Phillips," was the last vessel managed by Capt. John B. Phillips. She was a big dividend-earner. She was run during the World War. Vast sums were expended by some owners, who bought insurance. The schooner "Phillips" was sold, in March, 1920, for \$80,000.00. Divided among owners after payment of commissions, etc., was \$76,257.68. The original cost per 64th, was \$1,168.75, and she returned \$1,191.52 per 64th when sold. She paid total dividends to owners during the time Capt. Phillips managed the schooner, of \$59,200. Added to the sale price of the vessel, this made \$135,457; from which was deducted \$74,800.00, original cost of the schooner, leaving a net profit of \$60,000 on investment. Those who bought insurance made a net profit of 50 per cent. Those who carried their own

insurance, a net profit of \$1.00 on a dollar, or 100 per cent. The vessel was operated by Capt. Phillips for 2½ years, and the first year paid dividends of 36 per cent., and second year an average of 22 per cent. The "Phillips" carried munitions. The vessel was sold at an opportune time, and before freight rates fell. This savors of old-time shipping profits and, in consequence, the Capt. Phillips' property bears an appearance of thrift and prosperity, seen at few other places, to a similar extent, in Sag Harbor. A historian of the 70's wrote of Sag Harbor: "There is an air of quiet grandeur and unpretentious beauty about this village, scarcely seen in any other in the county." The money which produced this came from the sea. A half century of manufactory has built an expanding village, but no pretentious building has been erected unless by the beneficences of generous donors or insistence of the State Educational Department, an unavoidable expenditure.

Under the auspices of the Fahys Watch Case Company two incorporate bodies have been formed under names of the Sag Harbor Library Association and the Sag Harbor Amusement Association. They were essentially one institution. They were governed by the same Board. The object was to furnish to the people of the village, generally, but the young in particular, an opportunity for harmless and genteel recreation. With this view, the second story of the Crowell block was hired, comprising the rooms formerly occupied by the East End Club and Crowell's Hall. The former was neatly furnished and was the Library and reading parlor of the Association. The hall was fitted up with two billiard tables. Through the center of the hall ran a long extension table upon which newspapers and current literature of the day were

laid, and on the other side of the hall a dozen small tables were placed for playing dominoes and other games, but cards were not allowed. From among the Trustees a committee of membership was chosen to whom applications was made. A ticket was issued to each person made a member. A janitor was in charge. It was intended that the membership, should in no sense be exclusive. Anyone who was respectable and willing to be orderly and gentlemanly in his behaviour was not denied. The Board of Trustees were: H. F. Cook, Thomas F. Bisgood, John Sherry, Jr., Chas. W. Payne, Peter Dippel, Jr., Allen C. Dalzell, Chris. Doserflinger, Joseph F. Burns, Edgar Wade, Olin M. Edwards, William T. Roberts, John H. Hunt. —1886.

Sag Harbor, in great part, is situated on “made” or filled in land. Once a part of the down town business portion was almost all meadows; or, to be more precise, meadows along the Bay front, with a slight ridge of higher and more solid land running between the meadow land, which went by name of the Great Meadows. The tide ebbed and flowed over the most part of this meadow. The hill, or ridge, extended about from the Old Burying Ground hill to the west and “included the course of Main street and Garden street. Turkey hill, sometimes called Cliff hill, in early days, was said to be, 50 or 60 feet high on the shore bluff. All the houses on the east side of Main street were built into it. The meadow was deemed the precious portion for it furnished the only winter feed for cattle.” Turkey hill was dragged down to fill in the eastern part of Wentworth meadow, and some of it was carried away as ballast for outbound whaling vessels.

The painting, from the brush of Miss Elizabeth Sleight, in 1803, shows how Sag Harbor looked at that

time. Adams tells us in his "History of the Town of Southampton": "A new harbor had gradually come into use, destined later to be the most important one this end of the Island and to command a leading place in the American whaling industry. This was, of course, Sag Harbor, so called because it was originally the harbor for Sagg, as Northwest was for East Hampton and North Sea for Southampton. So far as has been found, the first recorded mention of the new port is that in the accounts of the Town Trustees in 1707 wherein a charge is made 'for going to Sag Harbor to evidence for ye town 3s 6d.' The topography of the place has changed enormously since its settlement, and the earlier conditions existing there may have delayed its use as a harbor." Before filled in, lower Main street, Madison street, Washington street, Division street and Hampton street were impassable.

"Hog Neck had been purchased . . . in 1665 of the Shelter Island Indians and in 1680 land there and in the meadows (at Sag Harbor) had been allotted by the Town. (A Hog Neck is mentioned in records of 1641, see p. 26, vol. i, S. H. T. R.) As noted above, the place had already become known as Sag Harbor by 1707, and it makes its first appearance in the Town Records in 1710, when it is called Sagaponack Harbor." In 1712, it is again alluded to as "Sag Harbor."

"Tradition has always placed its real settlement at 1730." It was known as a Landing fully 25 years before 1730. Adams, a very careful researcher, found "Samuel Russel was the first recorded settler and his house is supposed to have been on the west side of Main street, near the north end, but either he or some other man named Russell was living on Hog Neck." Adams is right. I find

that the East Hampton Church Record kept by Rev. Nathaniel Huntting, tells of these two Russels, who probably were father and son. This record, kept in East Hampton, often speaks of earliest settlement of Sag Harbor. John Vail had been living there, in the 1740's long enough to marry and have four children baptised by Mr. Huntting, when he rode along.

"Sag Harbor, before it became forested, was covered with drifting sand."—Adams. And Thomas Dwight, president of Yale College, made a tour of Long Island, in 1804. He has left an interesting word-picture of the past history of the village, showing what can be done by man to develop beauty about his home under even the most unpromising conditions. "Sag Harbour," wrote the Doctor, "is a very pretty village * * * * situated on a mere mass of sand. The Harbour, which is excellent, and the only good one for a great distance on the Eastern part of the Island, allured the inhabitants to this unpleasant ground; not unpleasant from want of prospect, but because it furnishes unpleasant streets and walks, and is unfriendly to every kind of vegetation. The village contained at this time about 120 houses; the principal part of which are on a winding street, terminating at the shore; the rest on some other streets of less consequence. Many of the houses, out houses, and fences are new and neat; and an appearance of thrift, elsewhere unknown in this part of the island is spread over the whole village."

In 1819, J. Fennimore Cooper, the noted novelist in years thereafter, paid a visit to Sag Harbor. He wrote a book, in which he described the eastern end of Long Island, and many of the local characters. Anyone wishing to read, at length, of the Long Island of that period in our

history, may do so by getting a copy of the "Sea Lions," from any public library. Cooper describes Sag Harbor, of the year 1819-1820 to be "A small sea port town, where the whole industry of the place was connected with ships and shipping, necessarily (it) brings together curious, eccentric and striking personages, of which a writer of fiction to aid him in portraying character, could avail himself, or use as 'auxiliaries.' "

Miss Anna Mulford, acting as historian for the Sag Harbor Historical Society (now several years moribund and defunct) (a society in 1895) wrote of the novelist's description of Sag Harbor and its vicinity and the habits, character and pursuits of the people of the eastern end of the island, quoting Cooper. The description opens as follows:

"Although it has actually more sea-coast than all the rest of New York united, Suffolk has but one seaport that is ever mentioned beyond the limits of the county itself. Nor is this port one of general commerce, its shipping being principally employed in the hardy and manly occupation of whaling. As a whaling town, Sag-Harbor is the third or fourth port in the country, and maintains something like that rank in importance. A whaling haven is nothing without a whaling community. Without the last it is almost hopeless to look for success. New-York can, and has often fitted whalers for sea, having sought officers in the regular whaling ports; but it has been seldom that the enterprises have been rewarded with such returns as to induce a second voyage by the same parties.

"It is as indispensable that a whaler should possess a certain *esprit de corps*, as that a regiment, or a ship of war, should be animated by its proper spirit. In the whaling communities, this spirit exists to an extent and in a

degree that is wonderful, when one remembers the great expansion of this particular branch of trade within the last five-and-twenty years. It may be a little lessened of late, but at the time of which we are writing, or about the year 1820, there was scarcely an individual who followed this particular calling out of the port of Sag-Harbor, whose general standing on board ship was not as well known to all the women and girls of the place as it was to his ship-mates. Success in taking the whale was a thing that made itself felt in every fibre of the prosperity of the town; and it was just as natural that the single-minded population of that part of Suffolk should regard the bold and skilful harpooner or lancer with favor, as it is for the belle at a watering-place to bestow her smiles on one of the young heroes of Cotteras or Cherubusco.

“Long Island forks at its eastern end, and may be said to have two short extremities. One of these, which is much the shortest of the two legs thus formed, goes by the name of Oyster Pond Point; while the other, that stretches much farther in the direction of Block Island, is the well-known cape called Montauk. Within the fork lies Shelter Island, so named from the snug berth it occupies. Between Shelter Island and the longest or southern prong of the fork are the waters which compose the haven of Sag-Harbor—an estuary of some extent; while a narrow but deep arm of the sea separates this island from the northern prong, that terminates at Oyster Pond.

“We are writing of the year of our Lord one thousand eight hundred and nineteen. In that day Oyster Pond was, in one of the best acceptations of the word, a rural district. It is true that its inhabitants were accustomed to the water, and to the sight of vessels, from the two-decker to the little shabby-looking craft that brought

ashes from town to meliorate the sandy lands of Suffolk. Only five years before an English squadron had lain in Gardiner's Bay, here pronounced "Gar'ner's," watching the Race, or eastern outlet of the Sound, with a view to cut off the trade and annoy their enemy. That game is up forever. No hostile squadron, English, French, Dutch, or all united will ever again blockade an American port for any serious length of time—the young Hercules passing too rapidly from the gristle into the bone any longer to suffer antics of this nature to be played in front of his cradle. But such was not his condition in the war of 1812, and the good people of Oyster Pond had become familiar with the checkered sides of two-deck ships, and the venerable and beautiful ensign of Old England, as it floated above them."

Of those engaged in the whaling enterprise, Cooper said, "None became rich in the strict signification of the term, though a few got to be in reasonably affluent circumstances; many were placed altogether at their ease, and more were made humbly comfortable."

"Ninevah," so is called a property near Little Northwest creek, fronting the bay. Years ago this property was set aside, by court order, for the benefit of some minor heirs, who by guardian, had failed to sign off, at the time of a property transfer. The tract composes $3 \frac{1}{11}$ th acres and was awarded by the court, and metes and bounds adjoining the property recorded in the Suffolk county clerk's office. Heirs of one Mary Elizabeth Richardson, the Wards and Welds and Blakemans, nephews and nieces, residing in Brooklyn, gave a quit-claim deed to Mary Brewer, in 1861. In the Nineties, Robert J. Power secured from the late Marcus Edwards a deed of warranty for \$50.00. He later secured from John Edwards, a

brother of Marcus, a bargain and sale deed for a valuable consideration. Power had the property surveyed and enclosed much more water front and area than the original allotment of the court. The land has also been sold for taxes in the past. It was bought by the Marketable Title Company, also the Sleight estate property, in 1924. "Ninevah" has a frontage on the bay of 300 feet. A bawdy crowd once lived there, hence "Ninevah," called so after "the wicked city."

The last session of the Sag Harbor Historical Society in the school auditorium was largely attended. Rev. Mr. Edds read a very interesting and instructive paper from the pen of Miss Anna Mulford entitled "Some Interesting Indians"; and a poem written by Miss Mary B. Sleight, entitled "The Otter Pond" was recited by Miss Bessie Davis. Miss Ida Miles read a paper "The Indian Village of Wegwagonock," prepared by Wm. Wallace Tooker.—7-1908.

Note: Where the archives of the Sag Harbor Historical Society, after the death of its secretary, Chas. W. Payne, disappeared, is not known. Diligent search for the valuable papers has failed to reveal them. It is presumed that the MSS., were thrown outdoors, and destroyed in a bon-fire.—H. D. S.

A rough placard in the window of the store belonging to A. T. Brown, so long occupied by Tabor, next to "Scoy's Corner" directs the public to his new store site across the street. It will be 37 years next fall since Tabor took possession of the old place. Long before that time it had been the village stationery store. Fifty years ago, a little old man sat at his desk in the window, or crept about the dirty counters, day after day, and year after year. He

was smooth-faced, round-shouldered, always wore a high black stock with a suggestion of a not immaculate collar, a black claw-hammer coat, thread-bare and shiny. He sold slate pencils and quill pens, sealing wax and spelling books, testaments and toys. He bought old coins, and broken glass of the boys at a cent a pond, and old rags which he dumped into the cellar through a chute. He had strings running from his desk in the front to the windows in the rear so that he could raise them without leaving his seat. Prentice Mulford used to say that these were tied to hens in the back yard and every time he pulled they would lay an egg. There was something typical about this little old man, and his dusky little store that would have delighted Dickens.

He slept in a rude little bed in the rear, and seldom left his den, except to go to his meals, which were taken nearby. One morning the shutters remained closed. After a time citizens forced the door, and there on his rude cot Russell Wickham lay, dead. He lived within himself, and he had solved the great mystery as he had lived, in the darkness of the night and alone. A distant relative came from abroad and took possession of his effects, and the little stationery store was closed.

The following fall, Geo. W. Tabor, then a clerk in one of the Sag Harbor stores saw his opportunity, bought out the business, renovated, enlarged, and extended it, and for nearly forty years has remained in the same location. Now he crosses over on the west side of Main street, in the Crowell Block, and the stationery store of half a century ago, grown into larger proportions of recent years, is in the favorite words of our local contemporary, literally and truly "an old landmark gone." Speaking of land marks, the Nassau House, renovated and renewed, under its new

proprietor, Major Thornton, is doing a flourishing business. Since the Major took charge, on January 1st, 450 travelers have been cheerful and happy beneath his hospitable roof. This is a good showing, and indicates also "that the stranger is within our doors." The American Hotel, too, is full of company. But what has become of our summer hotel that was to be ready for the coming season? When we first knew the "Nassau House" it was the Hedges' building, and kept by Gilbert Oakley. It was next established near its present location and remained practically in the Oakley family almost a half century. That was at least forty-five years ago. In the spring of 1856 the roof was burned off, and the hotel was temporarily closed. In 1877 it was entirely destroyed in the great fire of February. Then the present brick building was bought by R. J. Power and remodelled. Today it is better than ever, in all its surroundings and equipment.—March, 1892.

Some flower gardens in Sag Harbor have growing, luxuriantly, what is called bushes of "the Louis Phillippe rose." These came from the "Louis Phillippe," a ship, wrecked at Mecox, so I have been told, in 1842. The cargo, in part, nursery stock, was thrown overboard, and recovered by "beach-combers." Some of many varieties of chestnut, growing in Sag Harbor also came from the French ship.

In the year 1891, the Centennial anniversary of the signing of the First Presbyterian Church Covenant was observed. A former pastor of the church was invited to deliver an historical address. It is a fine piece of research, of which little exception can be taken. Among other things inquiry was made: "Why did they wait so long as

Sag Harbor" in forming a church? "At Southampton and East Hampton and Southold they brought their church with them. Well, Sag Harbor was settled gradually, not by an organized migration as were the others. But that answer is not wholly satisfactory. Many years before 1766 there was a large and thriving population at Sag Harbor and on Hog Neck, (now called North Haven) and at North Side, which was then much more than now a part of the community. Why did they wait so long before instituting the worship of God, and why did the church start at last so feebly as it did? The answer is not flattering to our pride, and it is an answer that has echoed through all the intervening years. It is that while the founders of Sag Harbor were enterprising and energetic and capable, they were not very strong on piety. It has to be recorded as an important fact in connection with the history of the Sag Harbor church that of the men who have written their names large in the business life of the community, very few were professing Christians. They were in sympathy with the church and glad to support it with their means when they became rich, but they were not communicants."

Perhaps there is a reason for this. In the same address, we are told, that the Fordhams were among the first settlers in Sag Harbor. One does not have to search the records of Southampton town to learn that the Rev. Robert Fordham succeeded the Rev. Abraham Pierson as pastor of the Southampton settlement. Mr. Pierson "agreed with John Davenport in wishing to rest all civil as well as ecclesiastical power in the church, and to allow none but church members to act in the choice of the officers of government, or to be eligible as such." Accordingly, he was anxious that the little colony at Southampton

should become connected with New Haven, as Southold had been, and he was dissatisfied with the agreement in 1644, to come under the jurisdiction of Connecticut. He therefore removed in 1647 with a small part of his congregation to Branford, Conn., and there uniting with others of Wethersfield, organized a new church, of which he was the pastor. The Rev. Robert Fordham was much more liberal in his views, and is the forebear of the men who first founded Sag Harbor. They opposed penalizing some 19 crimes ranging from witchcraft to "dishonorable carriage against the magistrates or minister" by the death penalty or banishment. This had proved to be much too severe for the Quaker, Richard Bull Smith, who went further west from Southampton, in the fifties, and founded what is now known as the town of Smithtown. The men of Sag Harbor who were descendants of the more liberal Rev. Robert Fordham, built ships which they sailed and manned bringing about consequent prosperity to the towns of East Hampton and Southampton. On shipboard laws prevailed with Draconian harshness. Discipline had to be maintained, flogging was sometimes resorted to, and a ration of rum was doled out three times a day to keep the crew contented. These men who "were not very strong on piety" pursued leviathan; they always lowered boats to take whale on Sundays; for, a whale ship might cruise six months, and thousands of miles away from home, without again raising a school of whales. These men were not only God-loving, but God-fearing. Their occupation was hazardous and often calamitous. They understood many of the secrets of Nature, and governed themselves accordingly. In less than 75 years time they built and equipped three churches in Sag Harbor, dedicated to the worship of God. This is no

ignoble feat. The last church built, (the persent Presbyterian edifice) was erected with a vision of expansion for the future. Many divines have occupied its pulpit since its dedication in the forties, but none of them with all their eloquence and powers of persuasion, could fill its seating capacity; it remained for the famous Cullis and a Klu Klux Klan preacher to fill the auditorium and galleries of this church. Liquor was dispensed on whale ships at regular intervals. In this manner crews were kept up to the mark until lime juice was dealt out to prevent scurvy. It is doubtful if the rum ration ever prevented the dread disease. The parsonage is described to be a popular congregating place of the past era, and we learn that "social customs and moral standards for minister and people were different from those which now prevail. Habits were convivial. No matter whether the house contained any other furniture or not, there must be a sideboard on which were displayed the alluring decanters, the symbol of hospitality." "Mr. Prime, an early minister, writes 'while I was residing in Sag Harbor I have had half a gallon of different liquors consumed by the callers of a single evening.' The good old days, forsooth! Doubtless the parsonage was a popular resort where such cheer was dispensed. Sag Harbor has always had a moist climate."

Here are pictures of the popular preachers and their patrons of early years. The former had their prerogatives, and they strove strenuously to preserve them. The actions of the "men who were not very strong on piety" compare favorably with the practices of the preachers whom they fed and built churches for.

The Sag Harbor and Hampton Park and Fair Ground Association organized December 14, 1878, and elected charter officers. George C. Gibbs was its president; Ben-

jamin F. Huntting, vice-president; Seymour L. Tooker, secretary; John M. Hildreth, treasurer. Directors were James W. Smith, a retired Brooklyn pharmacist; George Kiernan, Charles W. Payne, Stephen Clarke, C. E. C. Homan and Doctor Edgar Miles. The park grounds were formally opened, south of Otter Pond, July 4th, 1879, when I was four years of age. It was a great occasion for this community and a chance for local dignitaries to engage in fervid and bombastic oratory. The speeches of that day had a spread-eagle-ism; there was much indulgence in rhetorical rodomontade and Old Glory was glorified. They verbally waved the "bloody shirt" to an accompaniment of amazingly sanguine adjectives. If the occasion offered opportunity for political significance the orator ascended, astride of Pegasus, to the highest heaven when extolling the many virtues of his particular party, and descended, with Lucifer, to the deepest depths of hell, in verbal damnation of the dangerous democrats. Enmities engendered by the war still rankled and a flame was easy to kindle.

Many of these addresses did, however, like the logician, in debate, stick to the subject. These, for the most part, were written by my father for his friends. They committed them to memory, practised delivery, with proper gesticulations, before the mirror, in the privacy of their bed-chambers. This they did, until letter perfect, thereby gaining a reputation for ex tempore public speaking. In our neighborhood a noted "political orator" who had committed to mind, and learned by rote his prepared "speech," caused a mild sensation, on a summer's eve, just before the Fourth of July. The weather was warm. The windows were open. Through which was broadcast in a resonant roar forcible expletives. Word went around town

that this man abused his wife and family shamefully and blasphemously. Another incident is recalled: On a public occasion, "the orator of the day" held his audience spell-bound with his eloquence. Someone, of the opposition, wickedly gave a signal for the brass band to play. A burst of music filled the hall. There was no stopping that band when its leader got a signal to play at a public meeting. The orator vainly tried to get quiet and order. He finally threw up both hands, as a sign of quitting and was heard to exclaim, "Even a Daniel Webster, or a Calhoun, with all their eloquence, couldn't compete against that band."

Had I been born a generation earlier, I should, probably, have made an off-shore voyage on a whale ship. There were no whale ships in my youth; not even whale boats, when they were needed to use on floats in "home-coming" parades. Many fires consumed much whaling apparatus and many implements. Little remained to remind us of former prosperity and the fabulously fortunate years of the whaling era. But I did go on one whaling voyage, when a toddler, about 1881 or 1882. It was on the fishing steamer "Fanny Sprague." This steamer, then owned, or under charter, to Payne & Higgins' Deep Hole fish factory, cruised for whale off the south side of Long Island, without striking anything. As I remember, it was the month of March, and bitter cold, with bays frozen partly, and only channels clear. The whale was sought for Oakes Anderson, and his associates, who proposed to embalm it for exhibition purposes. (Either before this, or soon after, a whale was caught for them at Cape Cod. Interested in this project were Addison F. Youngs of the American House, Gilbert H. Payne of North Haven, and Edward Rogers, of Bridge Hampton.) On the "Sprague's" cruise, I think, the late Captain George Page, who had

been a whaler on the "Myra," had command; and, Moses Walker, a half-Indian colored man (who afterward lost his life, and his ship, the "Amethyst," in the Arctic) was the boat-steerer or harpooner. So far as I can learn, this was the last expedition out of the port of Sag Harbor for whales.

The greater part of his life, my father was a member of the Board of Education. Both the names of Wm. R. Sleight and Hon. Brinley D. Sleight are engrossed upon a tablet telling that they were among the donors, making the Sag Harbor Union School possible, in 1871. For a generation Hon. Brinley D. Sleight acted continuously as secretary to the School Board. Upon one occasion a fraternal order advocated reading the Bible in the school. They asked the Board so to order and sanction it. Mr. Sleight moved to amend the resolution by having the St. James' version of the Bible read on one day; the Roman Catholic accepted version of the Bible read on another day; and the Hebrew Talmud and Pentateuch, or Laws of Moses, read on a third alternate day. Nothing more was heard of the original motion. The School Board, less than two years thereafter, in 1874, passed a resolution, that has never been rescinded. This is not generally known. The resolution, as phrased, requested the Principal of the Union School, and "such other teachers as he may designate, to attend at the School Building fifteen minutes before the opening of the school on each and every school day, for the purpose of reading the Bible, or other religious exercises," and he, the Principal, was to "cause notice to be given to the schools that all, who desired to attend such religious services are requested so to attend at such hour." This was passed unanimously.

The clamor for religious teaching in the public schools took another tack when teachers learned that it was optional with them to teach the Word, on their own time. The Bible is not read in the Sag Harbor schools, needless to say. Nor is a polygenous population excited by bigoted agitation. The old "Corrector" newspaper had a motto which it tried to live up to. The motto read: "Governed by principle, unwarped by party, oft we may err but aim to be just." The newspaper was once attacked and accused of being "unfair" to the church. Anonymously its editor was taken to task in a letter published in another sheet "a newspaper always chosen for the dissemination of any particularly low-lived offensive attack." The anonymous libeller caluminated the editor by saying: "Never look in the columns of the Corrupter now for anything fair or just toward the religious." The anonmity of this scurrilous screed gave an opportunity for a vitrolic and caustic reply, corrosive in its castigation and flagellation. Such an opening to spank this "scrub of society" and "ill-bred assassin of character" could not well be ignored. The editor limned a word-picture of the libeller's "contemptible character" and to the assertion of being unfair to the religious or religion replied:

"One word is omitted; never look in the columns of the 'Corrector' for anything fair or just towards the religious **sham**" and then follows a concise and precise statement:

"The 'Corrector' has no word to say against religion or the religious. But it hates **sham** inside of the church or out. It despises fraud. It scorns hypocrisy. Its voice will always be raised for the church in its purity, for religion as the refuge of the humble and undefiled. But it will

not, and does not tolerate the canting hypocrisy of those who wear the livery of heaven to serve the devil in."

While in the newspaper business many anonymous letters were frequently received, with a request that they be given publication. They all found their way to the waste basket. A patriarch of church and state once sought to purify local affairs by plunging into politics. One publication day he called at the editorial sanctum and submitted an article for perusal, acceptance and publication. After reading it through, "the man on the desk" remarked "that's hot stuff, if true; make it in the form of a short affidavit, and swear to it before a notary public, and we'll reproduce it in print!" "Oh no, I couldn't do anything like that," exclaimed the would-be contributor; "but, you can start some fun." "Yes we can; but we won't," was the answer.

The advocate of a purer condition of village governmental affairs made his run, without substantiating any of his charges. And he was a badly defeated man for village official preferment, when the votes were tallied on election day.

The query is often made: Where was the post office in olden times? This research shows: that the mails were first distributed by an interim appointee of the Federal government, one Henry P. Dering, who was first named in 1791 to distribute such letters as came to Sag Harbor. Henry P. Dering was appointed a deputy postmaster by Timothy Pickering, Post-master General, and Mr. Dering was first commissioned in 1794. Soon after, the post office was moved to the Arsenal building, built in 1810, and in which at a later date was the Custom Office of the Collector of the Port. After the death of Henry P. Dering, in

1822, H. Thomas Dering, was an appointee. Samuel Phillips, editor of the "Republican Watchman," with office on the west side of Main Street, below the present brick block, was appointed postmaster in 1829, under Jackson. The post office was then taken to that locality. Previously it had been in the one-story annex of the house now occupied by the Lindbergs, at the corner of Union and Church Streets, and afterwards across the street, in the Arsenal building, (torn down in 1885), a period of thirty eight years under Henry P. Dering, 1791-1822, and H. Thomas Dering 1822-1829. The "Watchman" office was moved to Greenport, in 1844. Phillips continued in office through both administrations of Jackson, and the administration of Martin Van Buren. The Whigs came into power in 1841, and then came a change in the governmental offices in the village. John Sherry, the elder, obtained the appointment of postmaster, and held it for about a year, when Peletiah Fordham succeeded him and remained in the office until a change in the administration. After the inauguration of James K. Polk as President, in 1845, Ezra Gardiner was named as postmaster, and held the office until superseded by Thomas Crowell. And now again in the whirligig of politics, the Whigs came into power with Taylor and Fillmore in the presidential and vice-presidential chairs, and another change occurred in the personel of the governmental offices in Sag Harbor. John Sherry, the elder, was once more appointed postmaster and held the office until 1853, and for a third time since the organization of the government a non-resident of Sag Harbor was made collector of the port viz: Edwin Rose, of Bridge Hampton. Frank Pierce was elected President in 1852, and Thomas Crowell again took the position of postmaster. Mr. Crowell held office during the term of

Pierce and Buchanan. We have now reached the memorable campaign of 1860 with its upheaval of parties, its sensational issues, and bitter partisan and personal strifes. Under the new regime Philander R. Jennings was appointed postmaster. Mr. Jennings retained his office through the administrations (two) of Lincoln and Grant (two), and a portion of that of Hayes. Philander R. Jennings was succeeded by William M. Halsey, as postmaster who was appointed under the administration of President Hayes, and retained the office until nearly the close of the Garfield and Arthur Administration. William M. Halsey was removed from office for cause, in 1884. Hannibal French, the elder brother of Stephen B. French, was appointed postmaster by President Arthur. He remained in office during the remainder of General Arthur's term of President, throughout the whole of President Cleveland's first administration; was first Presidential Postmaster appointed by President Harrison in March, 1889, and died in office May of that year. He was succeeded by his daughter Miss Genevieve French who remained postmistress until April 1st, 1895. She was in turn succeeded on that date by Mrs. Fannie P. Bisgood, Miss Genevieve French was again appointed and held office until succeeded by William T. Vaughn. He was postmaster under the administrations of President Wilson. Vaughn was succeeded as postmaster of Sag Harbor by George H. Farley, who held office under the Harding administration and was re-appointed under the Coolidge administration and is postmaster in 1929.

The Catholics now have a fine edifice on Division Street. But conditions were very different in the first quarter of the Nineteenth Century. When the Methodists sold their church building on Union Street, Michael Burke,

one of the very few professing Catholics in the village, raised a fund to purchase the old church edifice. In order to effect the purchase thereof, Mr. Burke was obliged to act through a third person. One of the most influential Protestant gentlemen of the place, a liberal and high-toned citizen, was his particular friend, and to him application was made to act as the purchaser. He readily consented to do so, and bought the building in his own name. This was in 1838. The subsequent transfer of the property to Mr. Burke was easily made, and, to the great consternation of the community, it discovered that a Catholic church was at last fastened on Sag Harbor. This old church building has since been moved to Glover Street. It may fittingly be stated here, to his honor, that the worthy Protestant alluded to was the late William R. Mulford, Esq., who immediately headed a subscription list with a donation of \$100 in part payment of the purchase money. This William R. Mulford was the senior member of the firm of Mulford & Sleight and this act is an indication of the liberality of this firm in its business dealings and treatment of its employees, irrespective of race or religion.

Several hoaxes occur to mind. Many citizens of Sag Harbor and the back country of the Hamptons, invested life savings in the Erie Railroad. They were affected unpleasantly by the failure of Buck & Son in 1877. Capt. Jeremiah Huntting, appointed a receiver, sold the Buck mansion, on Madison Street, opposite the Methodist Church. It was bought by Stephen Clarke, who at that time was a large owner in the Cotton Mill. Mrs. Buck brought suit to regain the house, which it was proved was in her name when sold. The Clarkes lost the house, and their investment.

The year after this, a telegram was received from a well known New York financial house. It stated that on a certain day all holders of Erie Railroad stock would be paid in full, at par in Sag Harbor. The village was over run with Erie stockholders, who were of Sag Harbor and the nearby Hamptons. This was indeed a cruel hoax, for it touched their pocketbooks. No one appeared to pay off.

School was frequently dismissed, in the old Union School building, upon occasions of severe easterly storms. The tidal waves brought in by the storm, caused the springs of fresh water to back up and water arose in cellars all along lower Main Street, putting out fires beneath heaters. One of the greatest Christmas storms occurred just one hundred years after the Great Christmas Storm of 1811, memorable in history. The water rose one hundred feet up, in Rysam Street, and there were floods of water all the way from Sleight's stone wall to the Bay. On the west side of the village, Wentworth Meadows were flooded and horses drowned in the livery stable of Rogers & Douglas, on Meadow Street. Chickens were drowned on their roost. The occupants of houses along Meadow Street reached the second story of their dwellings by rowboats. I have seen printers of the "Corrector" office come to work by rowboat, and enter the rear of the brick block on Main Street, in this manner.

While on the subject of printers, many tramp printers bunked in the old "Corrector" office. Often the paper was late. I have known the forms to be distributed and all set on Friday, the entire work done in one day, that was usually done in one week. The tramp printers were fine workmen but often occasioned a delay in issuing the newspaper. They got drunk, which demoralized things. Hon.

H. P. Hedges, and his son "Sam," occupied offices beneath our printery. Before leaving for their home, at Bridge Hampton, it was customary for the Judge to walk across the hall to the foot of the stairway that led to the third story, and holler up the stair-well, "paper-e-out"? Sometimes the issue was not pulled off on the Washington press until midnight. The carrier boy was obliged to make deliveries at this late hour, "when churchyards yawn and graves yield up their dead." With fear and trepidation, I crossed from Main Street down through Oakland Avenue and over Huntting's Hill (now Palmer Terrace) going by the Oakland Cemetery. One time I received the scare of my life. In the cemetery, at south side of what was then called South Street, a white figure apparently beckoned to me. This proved to be a white nanny goat, that was owned by Alex. Maguire, Sr., who then lived at Genessee Heights. The animal had strayed and become entangled in the fence. Its frantic efforts to release itself caused my scare.

One of the diversions of early manhood was to attend the town meetings. At that time, both in Southampton and East Hampton, mass assemblages were held. Before these town meetings, quite often union caucuses were held, in some towns. Often, there were packed caucuses. A candidate desirous of nomination, would fill the hall with his friends, and supporters, so no one else could squeeze in. In this way, he assured himself of nomination, but sometimes was not so successful on election day.

"At this day we entirely ignore and lose sight of the intent of town meeting. At an early day it was not a day for the election of town officers so much as the day to interpret things affecting the general welfare of the town, collectively. The strife for office was secondary and gave

way to agitation, discussion and adoption of measures affecting the welfare of the commonalty. Go back to the small war between the Trustees and the owners of Montauk, and back of that to the division of the commonage, and back of that to the famine year, the great drought, and back of that to the discussion of timber-cutting on the common lands, and up to the Civil War—the learned arguments of Conkling and Barnes, when different modes and ways were discussed as how best to save money for our drafted men and their substitutes. At my first knowledge of town meeting, the voting came first, and afterwards reports of the town officers, and every man who held office from Town Trustee to Supervisor was not only expected but forced to stand up and read an itemized report from his book;—and there he would stand through a trying ordeal of questions, as volley after volley was fired at him. I remember one short man who held an office; he was so bashful he did not like to ‘speak in public on the stage,’ so he left his book at home, probably as an excuse from speaking. The chairman sent him home for his book and all business was suspended until he returned; he opened it, and Daniel Dayton ordered him to stand upon a seat, so he could be seen as well as heard. If I remember, he and his associates had spent, for highway purposes, \$18 that year, and Mr. Dayton, in quite a speech, said; he could not understand how any man could have spent so much money on the roads. This so greatly augmented his discomfort that he declared he never would hold another town office.”

Compare the above with the ease with which \$100,000 is voted as an especial road appropriation in the town, or the State expends millions for its good roads system. All

this has been brought as a demand and accompaniment of the motor car and motor transportation.

"After a period the voting and the business were done at the same time. This, however, was soon abandoned, the argument being advanced: that there was so much confusion of voices no one could be heard. Some have said, 'we can't have such town meetings now.' It might be pertinent to ask: Why not? The towns could have been divided into smaller units, in this way lessening the number of votes to be tallied on election day. At one time the votes were received on one day, and canvassed the next day." Unsuccessful efforts have been made to divide Southampton town by making the Shinnecock Canal a division boundary. Sag Harbor, which is situated partly in the town of Southampton, and partly in the town of East Hampton, has found that such a settlement is governed at a disadvantage. Sag Harbor has futilely tried to set up, by Legislative act, a compact government of its own despite its unfavorable location in two towns. It has also tried to have changed by a special bill the dividing line, making it so run, that the village would be entirely in one town. The people do not pay sufficient account to governmental affairs in these times. Less than a generation ago town meetings were held in the spring, instead of in the fall, as is now customary. The county now has an Auditor who passes upon the charges of county officers. Suffolk county is overwhelmingly Republican. Years ago the Republican farmers, merchants and business men of the community and county elected Republicans to office in the fall. The Board of Supervisors then constituted the county board of auditors. It was a practice of the canny county voter to elect Democratic Supervisors to audit the bills of Republican officials, and vice versa. Seldom any

account is asked, at least publicly, of town or county officers today.

"This is the fault of the people. There has been too much let go, too much letting down of the bar. * * * At the early period no bills were audited until after passed upon and approved by the general open town meeting. Now no mass town meetings are held. I don't recall just when a change was made introducing voting by election districts."

Thus observed one whose father had been a Supervisor.

The Hancock and English campaign is distinctly remembered. We were kept busy folding and bunching tickets, for the Australian ballot had not then been introduced, nor had the years of voting machines come. When the new ballot was first introduced, it entirely revolutionized the method of voting. An attempt was made to have the ballot secret. The voter prepared his ballot in the privacy of a walled-off booth, just as he does to-day. A half door enclosed him. Such dignified men as Capt. Gibbs and Capt. Vail cut a funny figure trying to crawl into the booth, beneath the swinging door. Another man, wearing a plug hat, and carrying a cane, was struck in the back of the neck by the swinging door. This caused his hat to fly off on the floor. One of the Inspectors of Election was heard to remark: "Serves him right. If he don't know enough to remove his hat when exercising the privilege of the franchise, its a good thing the door bumped him in the back of the neck and knocked off his top piece." There was great fun for a lively youngster, hanging around the polls. At our especial election district place for polling the vote, the late Judge Thomas F. Bisgood, used to commend that electors 'vote early and often.'

When the secret ballot was first introduced party workers had a hard time instructing the "floating voter" how to cast his ballot. Each political party had voting schools near the polling places. No wonder there was confusion. At that time the voter was handed by the poll clerk a set of 13 ballots. These each contained a long string of names, and a big list of constitutional amendments which the elector was supposed to read, make his choice of one ballot, mark it properly, fold the 13 sheets of paper and returning the bunch of papers to the chairman of the Board of Inspectors, designating which ticket he wished to vote as his official ballot. He was presumed to do all this in 5 minutes time and was permitted to have a second set of ballots providing he spoiled the first given to him. There were many men who, became obfuscated, and, in anger, threw their voting tickets on the floor and stamped out of the polling place, without any further attempt to vote. One confused son of Erin, slightly overseas, threw down his official ballots without voting. He was persuaded to go to the voting school, nearby, where party workers told him how to get over his difficulty in voting. At 5 minutes to 5:00, just before the time for closing the polls, the gentleman of the Green Isle appeared again to vote. He was given a new set of ballots, and re-entered the voting booth. He remained inside some time, until finally the hands of the clock pointed the hour of 5:00 p. m. Under the new law voters were permitted 5 extra minutes in which to prepare their ballots providing at the time of closing of the polls, they were inside of the voting rail. The chairman intoned the familiar "Hear ye, hear ye, the polls of this election are closed!" The clock ticked off the minutes. At the booth's side a ring of anxious party workers breathlessly awaited outcome of

the attempt to vote the "floater." He appeared at the last second, and handed a bunch of papers to the chairman of the Board. The tickets were much mussed, but they were properly folded and having been presented within the time limit the chairman had to accept them. He inquired, "Which do you vote as your official ballot?" "Put 'em all in," said he, "they all have a Democratic 'paster' on."

Both political parties united in receiving the returns on election night. All hands chipped in and had the Western Union telegrapher remain at the railroad station to receive, by wire, outside news. It was a small boy's job to carry dispatches between the station and Washington Hall (then the place for public entertainments, in the third story of what is now the Laspesa building). We can recall the occasion of Cleveland's election to the Presidency, and when Suffolk county, for once, in a presidential election, went Democratic by about 500. It was a complete reverse and one of the jubilant democrats remarked to an equally down-hearted opponent, "Gentle as the breeze but terrible as the storm, the day of retribution has surely come." This victory of the Democrats was followed by a grand political parade. Most of the Democratic residents' houses were brightly illuminated. The dwellings and stores of the Republicans remained in dense darkness. "Dick" Lyons and O. B. Lucas climbed through the scuttle into the Charles W. Payne block. Mr. Payne, at that time was the leading Republican of the village. Lyons and Lucas barricaded all doors and windows so they could not be opened from the outside, and then they lighted all gas jets on the first and second floors.

There were walking matches on Main Street in the daytime and an inside track was laid out in the Washington Hall; in fact, walking matches were a craze, not

long afterwards to be succeeded by roller skating rinks, which in turn gave way to the rubber-tired, cushioned-tired, and finally the pneumatic-tired safety bicycle. Outdoor sports were held on lower Main Street, and thus the business men and merchants profited from the crowds attracted. Stephen Talkhouse, a Montauk Indian, often took part and won in the walking matches. There were roller skating rinks, instead of motion picture theatres. Good roads had to be provided when the automobile was introduced. The hitching post gives way to the ornamental lamp post. The hitching post is now obsolete. Four or five hundred "cars" now park at "down town" Main street where formerly were four or five hundred teams, on trading day, "from the Hamptons." And of late the "loud speaker" of the radio is more noisy than Henry Porter's hearty laugh, or more shrill, or raucous than the rough farmer's huckster cry, or the Chimborazian roar of our old whaling masters.

CLIPPINGS

Under this head no attempt is made to essay narrative, or historical sketches, only an entry of dates and events which may be of interest and worthy of record. The paragraphs below have been clipped in the past half century from village newspapers. No attempt at chronological presentation has been made.

A copy of the original Presbyterian church covenant, of 1791, is in my collection.

The list of whalers, their captains and agents, hailing from Sag Harbor in 1846, reads like an epitaph, published this week, in the "Rapid Transit." It savors of the graveyard. There were 61 ships and barks, and their agents were 23 active, enterprising business men. Of these 23 owners and agents, three only are living: John Sherry, of Sag Harbor; D. G. Floyd, of Greenport, and Wm. R. Post, of Southampton.

Of the masters of the vessels named nearly fifty have gone on their last long voyage, and of the living, Captains Vail, Winters, Monroe Havens, and Jared Wade are residents of Sag Harbor. There may be a few others alive, but they are elsewhere. The representatives of the dead past rather than of the living present.

Yet those days were not so long ago but that we

speaking of them as the time of our remembered glory, two thousand officers and seamen were engaged in the traffic from this port, more than two millions of money was invested, and a thousand men were employed along our water front and on Long Wharf.—1889.

A PEDAGOGUE OF THE PAST.

Leander Aldrich, a former resident of Sag Harbor, and for many years a teacher here, died in Brooklyn, last week, aged 81 years. He devoted his whole life to the profession of a teacher, conducting a select school for boys. In many Long Island villages he taught at different times, and was one of the representative old pedagogues. He first came to Sag Harbor in the "Forties" and taught in a school house up Sagg street. About the same time "Daddy" Halworth kept a private school in the house where Tillinghast Hedges now lives. Dr. Ayres was the first principal of the new Academy on Suffolk street, and Mr. Nickerson "kept" in the old school house.

These were old time school days and the young idea was taught how to shoot in a very different way than in these more recent times.—1890.

THE PECONIC BANK.

At a meeting of the stockholders of the bank at Green & Raynor's office, in August, 1881, articles of association were adopted. These articles fixed the name of the Bank

and the first Board of Directors. The name "The Peconic Bank" was adopted after a careful discussion. The first Board of Directors are: John J. Harrison, Francis H. Palmer, Geo. C. Raynor, Oscar F. Stanton, John M. Hildreth, Henry F. Cook, Chas. A. Pierson, Clifford B. Smith, Geo. C. Gibbs. At a meeting of Directors, Mr. Harrison was chosen president; Mr. Raynor, vice-president; and Mr. Palmer, cashier.—1889.

On Saturday morning last Messrs. Wm. Buck & Son, Bankers, of Sag Harbor, suspended payment. This was of course the occasion of some local sensation. Mr. Buck asserted that his embarrassment was only temporary and that he was entirely solvent. A meeting of the creditors assembled, however, in consultation, and insisted upon a statement. The firm, through its Senior, asserted that it could not give it, at the time. The city papers have given publicity to the fact of the suspension of the firm, with the assertion that Buck and Huntting had failed for \$500,000. This was a great exaggeration, as well as an entirely false assertion, so far as Mr. Huntting is concerned. He withdrew from the firm in March, 1875. The meeting of creditors was attended by some forty persons more or less interested. The meeting was private but the "street talk" was full of all kinds of sensational stories. From the best information the liabilities do not exceed \$25,000, and the assets so far as already obtained amount to some \$15,000.—1877.

Captain Thomas W. Royce, who about thirty years ago was one of the most successful whaling captains out of Sag Harbor, died at Mazatlan, Mexico, recently. In the bark "Superior" of Sag Harbor, a small vessel carrying

only about 1,800 barrels, he went into Behring's Strait and the Arctic Ocean, discovered bowheads, and putting down his anchor filled the bark with oil in 28 days, an enterprise for which he has been much praised and—cursed. His next voyage was in the "Sheffield" of Cold Spring, when he took about 5,000 barrels in two seasons in the Arctic. Afterwards he went to Greenland in the bark "W. H. Safford," was gone several years and made a broken voyage. While on this voyage he went into Liverpool and had a gun made after a model he had invented, which subsequently burst, shattering his hand. The hand was scientifically and successfully amputated at the wrist by the mate, Rogers Bishop of Westhampton. It was on the same voyage he formed an acquaintance with and married his second wife in L'Orient, France. She resided for some time in Peconic, teaching the piano, being an accomplished musician; and some five or six years ago, surprised the community and her friends by going off with a more favored if not handsomer man. Capt. Royce's ventures in the "Safford" were all unfortunate. He tried whaling in the Gulf of Georgia, in British Columbia, in a steamer, but was unsuccessful, and after trying other enterprises, at length died from want and exposure. Which goes to show that energy, pluck and ambition are not the sole elements of success.—1877.

A HORRIBLE DISASTER.

The burning of the Brooklyn Theatre and the loss of nearly 300 lives thereby is one of those horrible disasters too frightful almost for contemplation. It is the most dreadful disaster of the kind that ever happened in this

country, and calls to mind the calamity of Santiago, Chile, some years ago. In that, thousands perished and mostly women and children. This fire originated about the stage scenery and was first discovered during the last act of the play. It was considerably under way before the accident was known to the audience. When the flames became visible, a panic ensued, and the ways of egress became blocked with a frantic crowd. Every one escaped from the parquet, but those in the galleries were exposed to an awful death. At last accounts 291 bodies had been taken out. Among the names reported missing are those of Edward Bryant, aged 25, of Bridgehampton, and John Giles, aged 23, of Woodbury, L. I.

NEW YORK STATE "BONE DRY" IN 1855

Few people know that New York State by act of its Legislature passed a "bone dry" prohibition law, with a search and seize clause, in March, 1854. The bill, making it a misdemeanor to sell or possess liquor, was vetoed by Governor Horatio Seymour. In 1855, Seymour, renominated for election, was opposed for Governor by Assemblyman Myron H. Clark, who had the support of the prohibitionists, the anti-slavery Democrats and the anti-slavery Whigs. The result elected Clark, the vote standing Clark, 156,894; Seymour, 156,465. Clark, spokesman, champion and exemplar of prohibition, winning by 319 votes. The 1855 Legislature passed another "bone dry" law. It was signed by Governor Clark. By the previous excise law liquor licenses expired May 1st. The new law went into effect July 4, 1855. The period between May 1 and July 4 no license restrictions whatever existed.—1890.

"THE FORT" A THING OF THE PAST.

Another land mark of local renown has departed. "The Fort" has taken unto itself wheels and gone away. The place which knew it before shall know it no more, and the sounds of internal warfare or of revelry by night shall give way to the rumbling of car wheels and shriek of locomotives. "The Fort" has yielded to the inevitable and faded away before the demands of advancing civilization. It still exists, but it has lost its identity with its locality. Squatted down in Cross Street, on the Lowen lot, it will no longer be recognized as of old. Like the North Battery, the Old Arsenal, Wentworth tavern, and many another noted haunt of this ancient burg it passes into history, and we pause to make note thereof. "The Fort" was originally situated on Meadow Street, in the rear of the depot and near the present gas works. It was a simple boarding house kept by Mrs. Betsy Jose, and at this time it obtained its name from the vigorous opposition of its owner to the demands of Oliver Charlick, and his railroad company, and the decision of the Railroad Commissioners to take the property. The house was barricaded, a flag of defiance floated from its portals, threats against the invaders were violent and "no surrender" was proclaimed from its battlements; and it did not surrender until its terms were acceded to. Although "Betsy" retreated at last, she had won the fight. This was 17½ years ago.

The following from the "Corrector" of April 16, 1870, explains the situation:

"'Fort Betsy Jose' still holds out. If it does not surrender it will of course have to be reduced, which may delay the opening of the road a short time. The garrison is full of fight. It is historic ground, (a good many have

come to grief there,) and notwithstanding the ability of the L. I. R. R. Company, they may yet find in the Amazonian commander a Roland for their Oliver (Charlick)."

And again in the issue of May 14th, 1871, the capitulation is announced:

"'Fort Betsy' has at last capitulated. The Commissioners have procured the Street lot on West Water Street, at the foot of Main Street, whence the indefatigable Amazon of the reduced magazine will transport her impedimenta, and go into summer quarters."

And for 17 years has "The Fort" continued to stand until the demands of the same corporation under different auspices, required its second removal. Then ensued another contest which was finally ended in its purchase at a handsome price.

For many years "The Fort" has been a sort of defiant fortress. Many a footpad's weary limbs have found there his only shelter. There has been many a "shindig" and scrimmage there. From its dusky portals into the midnight air has issued many an irate Celt, with fire-water in his throat and blood in his eye, and made lower Main Street blue with imprecation and war. "A lively place in days of old but something ails it now." It is the last remaining vestige of individual ownership which yields to the maw of a great corporation, where once was the busy site of Sag Harbor's enterprise in its most active days.—1887.

THE SOLDIER'S MONUMENT.

The Soldier's Monument, which the Ladies Monumental Association of this village have been laboring to erect, for some years has been erected on the triangular junction of Main and Madison Streets this week. It was put in place by Messrs. Hill & Youngs, and is a highly creditable specimen of work. The pedestal is of Barre granite and the typical statue of a volunteer private with rifle at rest finishes the apex. Its cost has been about \$1200.

This afternoon the public exercises of unveiling will take place. There is to be a procession of firemen and school children and some short addresses and music. Lawyer Green will present the monument to the Trustees of the village who will receive it. Hon. E. A. Carpenter responding. The formal address will be by Mr. Harrison. The exercises will commence about 2 p. m.—1896.

The Payne Bridge, connecting Sag Harbor, with North Haven, has been made a free bridge. It was bought by subscription. For \$2,100. The original cost was over \$5,000. The bridge was turned over to Southampton town and then to the county.—1866.

Sag Harbor sent the first white woman across the Plains, to California, in 1844. She was Polly Sweet.

THE WATCH CASE FACTORY

The contract for building the watch case factory on the site of the old Montauk Cotton Mills, at Washington street in Sag Harbor, has been awarded and signed. Long

& Barnes, of Brooklyn, are the contractors, and P. J. Carlin, of Brooklyn, will superintend the masonry.

The watch case factory corner stone was laid in April, 1881.

The tall chimney measures 105 feet.

The resounding steam whistle was heard for the first time in October, 1881. It was a trial. Soon it meant work.—1881.

The Fahys Watch Case Company has purchased the Lowen house on Division street. The “factory” now owns the whole block bounded by Washington, Division, Sage and Church streets, except the small residence of Edwin Bill (bought at a later time), on Division street. The Lowen home was first built by Marcus B. Osborne, of Noyac. He moved to Illinois. Afterwards it became the property of Dr. Frederick Lord, who lived there and practiced his profession in Sag Harbor. He was elected a member of the 30th Congress, 1847-49. Then William H. Gleason, lawyer and divine, occupied it. Capt. J. Madison Tabor bought the premises and made it his home, and his widow, who married William Lowen, lived there until her death, last spring.—1905.

C. H. Vaughn opened his “Goat Alley” grocery at Division and Henry streets in April, 1881.

ST. ANDREW'S

The corner stone of the new church edifice of St. Andrew's Parish, on the corner of Divison and Sage streets, was laid with appropriate ceremonies in June, 1872. Bishop Loughlin presided.—1872.

The frame of the new Convent Chapel is raised. Dr. George A. Sterling donated the Angelus bell.—1888.

In 1884 Cleveland was elected President. He carried Sag Harbor village by 39; Suffolk County by 553. Belmont, for Congress, carried Sag Harbor by 314; C. H. Vaughn, for Coroner, over Dr. Miles, 111. Geo. H. Cleaves, for school commissioner, over J. J. Harrison, 545. The banners, on Main street, were set on fire, the night before election. Singularly they were all entirely burned, except one medallion of Cleveland and its reverse of Hendricks. The accident was looked upon superstitiously by the betting men and odds were offered on the Democratic candidate during the day—1884.

Miles Morris, an Irishman, was murdered, at Spring Street, in Sag Harbor, in July, 1880, by John Higgins and Herbert Wilbur, firemen of the steamboat "Sunshine."

The whale taken off the South Side was sold to G. H. Payne and towed to New York for exhibition. It was first towed in near Cedar Island and eviscerated. The steamer "Fanny Sprague" started for New York city, with the whale, yesterday afternoon.—1882.

E. Z. Hunt has been making a complete survey of North Haven. The shore line, around the neck, is about seven and a quarter miles. The area is about 1,800 acres. From North Haven Bridge to the South Ferry is a little more than three miles. The Ferry is less than 2,000 feet across.—1891.

Stephen Clarke, a practical manufacturer, of Providence, R. I., has bought of F. B. Loomis, of New London,

a one-half interest in the cotton mill, of Sag Harbor, and proposes to put the manufactory into running order immediately, and commence work without delay. Mr. Clarke will be the business manager, with George H. Smith, superintendent.—April, 1874.

“ANOTHER LANDMARK GONE.”

October 30, 1873.

“The Old Schoolhouse,” corner Madison and Jefferson streets, which has stood the blasts of many a winter and the ruthless attacks from snow-balls and other missiles hurled by the hand of Young America—the identical edifice in which many a youthful mind has been prepared for future usefulness, has now been compelled to succumb before the onward march of time, when the spot that has formerly known it will know it no more forever. It is now being torn down to be converted into a dwelling on Glover street, by Joseph Huranous, a Portuguese.—1873.

Walking up “Sagg” street the other day we were reminded that the injunction “remove not the ancient landmarks” finds little consideration in this irreverent age. “The Old School House” has at last succumbed to the iconoclastic spirit of the times. It lies a heap of wasted ruins in melancholly decay. The place knows it no more again forever. Its quaint old belfry shall never again resound with the notes of the cracked bell rung in patriotic frenzy on Fourth of July mornings. Its low and dingy walls have long since ceased to reverberate with the crack of the pedagogue’s ruler upon obstreperous hands. It has long stood a relic of the past, yet its time-worn and vener-

able lines were familiar to young and old, and suggestive of memories dim with the rust of age. We shall miss it as we miss the form of the patriarchs who have been gathered onto their fathers ripe in years and full of honors.—1873.

THE KING IS DEAD.

“Long Live the King.” Sylvester Pharaoh, King of the Tribe of Montauk Indians, is dead. His age was 59 years. He was one of the very few “full bloods”, of what was once a powerful aboriginal tribe. According to the Indian right of succession the heirship rests upon the oldest living member of the royal family, but there are, at most, but two who will be, under any circumstances, entitled to royal honors.—6-1870.

The connection of the Montauk Division of the L. I. R. R. with the Sag Harbor Branch was completed on Thursday last. There has been ballasting done since, and it is expected that the trains will commence running through to Sag Harbor by the South Side route on Monday. Superintendent Barton was down as far as Moriches, in a “special,” on Wednesday.—July 19, 1881.

URIAH GORDON.

The remains of Uriah Gordon, a former resident of this place, were brought to Sag Harbor for interment, this week. He died in New York, on Saturday, in

his 92nd year. More than fifty years ago Mr. Gordon was one of the boss-boatbuilders of Sag Harbor. His shop was on the Eastern shore, just west of Conkling's Point. It was burned down, one afternoon, early in the forties, but we believe rebuilt. He built many whale boats for Mulford & Sleight and other whaling owners, and had a large number of apprentices. His residence was the house at corner Bay and High streets. He was an active member of the Bethel Baptist Church, of Sag Harbor, which had quite a congregation at that time. He moved away after the decadence of the whale fishery. He has three sons in business in New York.—1898.

This week the old established business of Geo. B. Brown & Son, since the death of the members of the firm, conducted by Mrs. A. L. La Place, a daughter of the late senior partner, was sold out to William Cook, of Sag Harbor, who for fifteen years has been connected with the house. The transfer took place upon the 1st of April. The business includes drygoods and staples, groceries, hardware, and a large department is exclusively devoted to a display of carpets, mattings, linoleums and oil-cloths. The department store covers a large block on the east side of Main street. (It has been menaced by fire many times.) It is now over a half-century since the establishment of the business.—4-1901.

This week Mrs. Gilbert Cooper, of Sag Harbor, sold to Mrs. Russell Sage, of Manhattan borough, the Luther D. Cook house and lot, which adjoins Mrs. Cooper's home, on east side of Main street, on the northeast. The house was built in the early part of the nineteenth century by Major John Jermain, grandfather of Mrs. Sage, who re-

sided in Sag Harbor, where he owned valuable properties. Mrs. Sage has been desirous of purchasing the homestead for some years. The price paid is \$2,500,00. The house was built and occupied by Major John Jermain, who died in Sag Harbor about 1820. He came first to the East End from Canada (Halifax). He was a tailor and lived in Bridge Hampton, carrying his goods from house to house and making clothes. He moved from Bridge Hampton and bought the east side of Main street, at Sag Harbor, from Jefferson street to the "Bridge." He married Margaret Pierson, of Sagg, who bore him a number of children, the youngest of whom, (Margaret) married General Slocum, of Troy. She was Mrs. Russell Sage's mother.—4-1901, in "The Corrector." (Note: This gives Sag Harbor as the place of Major Jermain's demise; but it does not tell where he is buried.—H. D. S.)

Sale of "The Ideal" Store.—Carl Christman has sold his business and stock of goods, in Sag Harbor, known as "the Ideal Store," to John Gibbons, who will continue the establishment without change, except proprietorship, in the same locality. Mr. Gibbons has been the chief clerk in the store for some years. Christman goes to Rockville Centre.—3-22-1902.

Here are a few items worthy of record. The informant recalls more than eighty years ago. The double frame building occupying the present site of the Hedges House, in the north end of which was a store with a large sign bearing the names of HEDGES & SAGE. A gilded mortar designated the character of the business, and as a child the writer was sent there to buy dye-stuffs. The proprietors were Jesse Hedges, a graduate of Yale Col-

lege, in 1792, and Dr. Ebenezer Sage, also a graduate of Yale in 1778. Afterwards Dr. Sage was a member of Congress from this district, from 1809-15, three times in succession, and again part of the term of 1819-20. The name, Sage, was some years after painted over, the business remaining with Hedges. Another old business man here was "Tinman" Smith. He occupied the building north of the residence of the late Geo. B. Brown, and Noah Washburne, then a young man, worked for him. Washburne was afterwards prominent in the Fire Department and village affairs. Over the door of this shop was a circular sign bearing this quaint motto:

"My stock was cash at first,
Therefore, I cannot trust."

As early as 1790 the firm of Dering & Fordham carried on a dry goods and country store business on a site near the present site of the East Hampton Lumber Co., The senior member was Henry Packer Dering, Yale, class of 1784, afterwards collector and postmaster, and the other member was John Fordham, of a well known old resident family.—1-1901.

The East Hampton Lumber & Coal Company is to move its yard in Sag Harbor from Main and Meadow streets to the bulkhead lot property of the Maidstone Dockage Company. A two story frame building 70 x 40 feet is now being built upon this water front site, and railroad switches have heretofore been placed in the yard. On January 7th, 1904, Sheriff Preston will dispose of all the right and title Oliver H. Nickerson has in the lumber yard property.—11-1903.

Through the efforts of the Ladies' Village Improvement Society old Maidstone pier is being torn apart and demolished, this week, by wreckers of the L. I. R. R. The pier was built in 1888, but "fell in" some years ago, and, for a long time, has been an unsightly ruin, and a danger to boats approaching the waterfront in the night.—7-11-1914.

The Board of Trustees voted to buy from Joseph Fahys & Co., the lot known as the "Hunting lot" or "the Wharf lot," at the foot of Main street, for \$500, with the agreement that the village will move the Liberty pole to that lot. In buying this a straight course can be made from the termination of the proposed State road at the corner of Main and Bay streets, to the road leading to the North Haven Bridge, and a dangerous and awkward corner will be eliminated. The removal of the Liberty pole will not be undertaken until next spring.—11-29-1920.

The Water Tower, or more properly the "standpipe," of the Water Works, on the corner of Suffolk and South streets, was completed, as to height, in May, 1889. The following August the works were running.

In the case of the Trustee of East Hampton against B. D. Sleight and R. J. Power to set aside a deed for lands under water at Sag Harbor, an inquest was taken and judgment rendered for the plaintiff—the defendants not appearing. This was understood to be a settlement entered into by which a new deed is to be given in accordance with certain stipulations.—May, 1889.

George H. Cleveland has contracted to build Christ Church parish hall, and will start work at once; the hall

will cost upwards \$10,000 and is a gift from James Herman Aldrich, of New York. Arthur Wood, of Garden City, is the architect.—12-1911.

The opening service at St. James' Chapel, Noyac, was held Sunday, June 1, 1913.

The Sag Harbor Yacht Club has received from F. C. Havens the deed of conveyance of a shore lot on Bay street. A survey will be made at once to definitely fix its bounds and a club house and pier will be built.—1913.

Sag Harbor, as a Port of Entry, ceased to exist June 30, 1904.

The Sag Harbor Academy, which was entirely consumed by fire, Wednesday evening last, was built in 1845, by a stock company, at an expense of about \$3,000, and incorporated as the Sag Harbor Institute. It took fire in 1849, during school hours and was partly consumed. It was repaired after the old model at an expense of about \$1,000. There was no insurance upon it at that time. Since the organization of a Union School District the building has been occupied by the Academical Department of that school. The fire broke out about 9 o'clock P. M., and a strong northwest wind prevailed hastening the conflagration so that nothing of importance was saved. The entire library, composed of the Academy library and the consolidated library of the three old districts, upwards of one thousand volumes, besides the text books belonging to the school, together with many valuable text books, the property of the principal and students of the institution were all lost, also the apparatus, school furniture, etc. The loss for books alone is estimated over \$1,500.00. The build-

ing could not be replaced in these times for less than \$5,000.00. Dr. William O. Ayres, of San Francisco, Cal., was the first Principal of the Institute. This is the second stock company school house destroyed by fire, in Sag Harbor. The former having been situated on Church street near the present Intermediate Department Schoolhouse, and was burnt up about the year 1833.—2-13-1864.

CORPORATION MEETING.

A special corporation meeting of the Village of Sag Harbor is called for next Friday, July 20th, at 10 o'clock A. M., in the Village Hall for the purpose of taking action upon the application: (To discontinue a certain road or highway in the village of Sag Harbor beginning seventy feet Eastward from the west corner of the water lot on which Geo. Gaffga's Laundry now stands, said road extending Eastwardly from the place of beginning, being in width, thirty-five feet, thence extending Northwardly as far as the head of the old or main wharf, and parallel with the same, on the ground that said road has become unnecessary.) This highway is the slip just west of Hampton Flour Mill and has for a long time been of no practical value. The closing of it is to be greatly desired, as the wharf company (Maidstone) who wish to purchase it, will undoubtedly improve its unsightly appearance."—From "The Corrector."—7-1886.

The above is all old files say about this matter. The paper reflected the sentiment of the time truthfully. North Main street to the west of Long Wharf used to be a public slip. The old water road of 1820 was once a public road.

Each is now closed as a "slip". The public's rights were permitted to pass away forever. The fee of those highways leading to the water was vested in the Town Trustees. There is no record of it ever having been relinquished. If Sag Harbor Village Trustees conveyed such land? does their act of incorporation permit them to do so; do the Hampton town trustees have to convey? do the Commissioners of the N. Y. State Land Office have to convey, to give good title? Did they so convey the riparian right? These perplexing questions may become vexatious when the property becomes more valuable.

There are public slips at foot of Bridge street; foot of Rector street; and east of Yacht Club property, on Bay street. Rysam street does not run to the water, north of Bay street.

THE CENTRAL BLOCK.

The design for the new brick block on Main Street, shows a handsome architectural plan, a new style, and different from anything else in the village. It has a frontage of eighty feet, and will be three stories in height, about 45 feet from the sidewalk to the ornamental finish on top. The entrance will be nearly on a level with the street, and the center will be vestibuled. The ornaments are to be in fancy brick and terra cotta. The two stores on South side of the building will be occupied by the new bank and the post office. Those on the north side will be used by the Central Store. On the second floor, will be located the Library and seven spacious offices. The third floor will be devoted to the Amusement Hall, and rooms in which the janitor will live. The entrance to Amusement Hall will be

from Church street, (afterwards changed to Main Street). The vestibule on Main Street. will furnish an entrance to the Bank, the Central store and to the stairway to the Library and offices above. Carrere & Hastings, of Bowling Green, N. Y. City, are the architects.—11-1889.

The Alvin Mfg. Block (Central building), Meyer's Store, and Ballen Building were razed by fire with a loss of \$500,000 early New Year's morning, January 1, 1925. The residential section was in peril as a 40-mile gale hurled embers. Seaman's store, on Washington street, was also destroyed, and the heat smashed store windows across Main and Washington streets.

THE CORNER STONE IS LAID.

Exercises attending the laying of the corner stone of Pierson High School were held yesterday afternoon. At 1:30 p. m., the school children formed a line of parade and marched to the site of the new school house, marshalled by George A. Kiernan, chief engineer of the Fire Department, and led by a band of music. A great throng had congregated on Latham Hill, where the school stands. The first floor of the building, which is laid, was used as a platform, and occupied by the speakers, the Board of Education, the Village Trustees, Board of Trade, Ladies' Village Improvement Society, representatives of civic societies and prominent citizens of the village. Lawyer Wm. C. Greene, chairman of the Arrangement Committee, called for order and made the opening address. "America" was then sung by the school children, and a prayer offered by the Rev. M. Y. Bovard. The Hon. Joseph M. Belford,

of Riverhead, was to have delivered an oration, but a press of duties in the Surrogate's court precluded the possibility of his being present. C. H. Howell was substituted in his place. According to program, Col. J. J. Slocum, a brother of Mrs. Russell Sage, the donor of \$100,000 to the District, represented her, and laid the corner stone. "Historical Data," which is published in full below, was read by Hon. B. D. Sleight, Secretary of the Board of Education. There was music by the band, a short address by the Rev. J. J. Harrison, the pronouncing of the benediction and the auspicious event was over.

The following is a list of the members of the Board of Education since the formation of the Union School District; also a list of articles deposited in the corner-stone of the new school building:

- A Bible, the gift of Mrs. Russell Sage.
- Souvenir of the Firemen's Fair, 1896.
- Sag Harbor "Corrector," July 6, 1907.
- Sag Harbor "Express," July 11, 1907.
- Bag of 1907 coins, presented by Mrs. Russell Sage.
- Photograph of the Old School House.
- Photograph of the Main Street School House.
- Photograph of Pierson High School.
- Photograph of the Fahys Watch Case Factory.
- Photograph of the Central Store Building.
- Three views of Main Street.
- One view of the Upper Cove.
- View of "Historic Sag Harbor," 1710.
- View of Otter Pond Bridge.
- View of Mrs. Sage home on Main Street.
- View of Methodist Church.
- View of Presbyterian Church.
- View of Episcopal Church.

View of St. Andrew's Church.

View of Cedar Island Light.

Photograph of Mrs. Russell Sage.

Book of Photographic Views of Sag Harbor.

Names of donors of the purchase of the four-story brick Union School on Main Street, April 1, 1871.

Names of present members of the Board of Education and school faculty.

Names of Secretaries of the Board of Education since 1862.

Names of Principals of the school since 1862.

Names of all the members of the Board of Education since the institution of the school, with the date of their first appointment or election, and number of years service.

Union School District of Sag Harbor,

Members of the Board of Education.

1862 to August, 1907.

Ayres, William O.	1876	1 yr
Bellows, Leverett I.	1876	Sec. 4 yr
Bisgood, Thomas F.	1879	16 yr
Secretary		15 yr
Brown, Chas. N.	1865	4 yr
Brown, Geo. B.	1876	13 yr
Buckley, Abel C.	1865	3 yr
Carpenter, Everett, A.	1865	29 yr
For 14 yr President		
For 11 yr Secretary		
Cooper, Wm. H.	1865	14 yr
Cooper, Wilson R.	1869	15 yr
President		8 yr
Dippel, Peter	1900	7 yr

Fordham, John	1876	1 yr
French, Stephen B.	1862	11 yr
President		8 yr
Gleason, William H.	1862	3 yr
Greene, William C.	1898	9 yr
Havens, Wickham S.	1865	
Secretary		1 yr
Harris, Richard H.	1884	2 yr
Henry R. Harris	1866	2 yr
Hedges, Charles S.	1885	12 yr
Howard, Elbridge G.	1877	9 yr
Hunt, John H.	1889	5 yr
Johnson, P. Roosevelt	1868	1 yr
Nickerson, Herbert F.	1895	1 yr
Secretary	1 month	
Reimann, Wm. R.	1906	1 yr
Rogers, James H.	1873	1 yr
Royce, Clarke E.	1867	1 yr
Sawyer, Benj. A.	1897	3 yr
President		1 yr
Schaefer, Casper	1898	9 yr
Seeley, Wm. H.	1869	4 yr
Sherry, John	1865	3 yr
President		3 yr
Sherwood, John L.	1886	4 yr
Sleight, Brinley D.	1862	38 yr
President		1 yr
Secretary		14 yr
Sleight, Cornelius	1877	3 yr
Smith, Abner D.	1865	1 yr
Stilwell, Cleveland S.	1862	1 yr
Sterling, George A.	1892	2 yr
Vail, David P.	1863	2 yr

Vaughn, Clothier H.	1896	9 yr
Wade, Oliver R.	1862	3 yr
President		3 yr
Wells, Charles E.	1897	10 yr
President		8 yr

Presidents of the Board of Education:

Oliver R. Wade	1862—1865
John Sherry	1865—1868
Stephen B. French	1868—1876
Wilson R. Cooper	1876—1884
Brinley D. Sleight	1884
Everett A. Carpenter	1884—1898
Benj. A. Sawyer	1898—1899
Charles E. Wells	1899—1907

Secretaries of the Board of Education:

Walter E. Elliott	1862
(Not a member of the Board.)	
Brinley D. Sleight	1863—1864
Wickham S. Havens	1865
Everett A. Carpenter	1865—1876
Leverett I. Bellows	1876—1880
Thomas F. Bisgood	1880—1895
Herb't F. Nickerson	1895
Brinley D. Sleight	1895—1907

The Principals of the School since its establishment have been:

Charles B. Ruggles	1862—1863
R. W. Newman	1864 to Dec.
J Wesley Eddy, February to	1865
Albert White	1865—1866
James H. Stenborough	1866—1867

Edward R. Ackerly	1868—1870
John J. Wells	1871—1877
Timothy Saunderson	1878
John J. Harrison	1878—1898
Charles H. Armstrong	1898—1907

OLD TIMES.

YE ANCIENT ADVERTISEMENT.

The following is a copy of an advertisement found in a number of the "Connecticut Gazette," dated May 21st, 1784:

I, the subscriber, propose as there is a stage erected to go from Sagg Harbour to New York, to set out on Wednesday next at 5 o'clock in the morning and proceed for New York; at the same time a stage will set out from New York for Sagg Harbour.

The price of each passenger from and to New York Four Dollars, their baggage not to exceed 20 lb., but if more, to be paid in proportion to a passenger. All letters, Orders, or other business shall be carefully answered by me.

The carriages are well fixed for the accommodation of Gentlemen and Ladies; to be performed in two days by God's permission each way.

HENRY MOORE.

Sagg Harbour, May 11th, 1784.

THE FLOUR MILL

The Maidstone Flour Mill was established in Sag Harbor in 1862 by David Congdon & Co., at a cost of \$35,000, on the site of the present brick structure. The main building was of wood and was formerly the storehouse and office of Post & Sherry, whale ship owners and agents. The storehouse and cooperage were moved from the Roger Francis Mill in Bridgehampton. After the Civil War the business was continued by the firm of French, Cooper & Co., the late Wilson R. Cooper being the miller and Col. Peter French the business manager. H. & S. French were the principal owners. The building was destroyed by the great fire of Sunday morning, February 12, 1877. The loss was estimated at \$35,000.00; insured for \$11,000.00. The name, "Maidstone," was derived from the town in England whence the first settlers of East Hampton came. The Hampton Flour Mill Company was subsequently organized. Work on the present brick building was commenced in the fall of 1878. The contractor, and most of the workmen, were from New London.

The old Montauk Cotton Mill which occupied the present site of the Fahys factory, was destroyed by fire on the night of October 25, 1870. A year afterwards, in October, 1880, the Business Aid Committee of Sag Harbor raised a sum exceeding \$6,000.00, to be given as an inducement to bring the Fahys Watch Case establishment from Carlstadt, N. J., to this village. That move was decided upon and the erection of the factory commenced and was completed in the year 1881. The corner-stone was laid, with appropriate ceremonies on Thursday afternoon, April 21, 1881.

The brick flour mill on Bay street, foot of Division street, was built two years before the building of the

Watch Case Factory. The brick work of the Hampton Flour Mill was finished on Tuesday noon, January 10, 1879, and the mill was opened and completed the ensuing month, February, 1879. The steam whistle of the Watch Case Factory was first blown, in Sag Harbor, Oct. 21, 1881.

The foundation of the mausoleum, to be constructed in Oakland Cemetery for Joseph Fahys, was completed last week. This week the granite for the structure has been conveyed from the railroad station to the cemetery. The builder is Charles B. Canfield, of Manhattan, and the stone-setter, Charles Sheffert, of Brooklyn. The dimensions are 12 feet high and 14 feet square.—1902.

L. I. R. R.—Trains commenced running regularly to and from Bridge Hampton, to-day, leaving there at 10 a. m. We may look for completion of the laying rails up to the Depot in this place early next week.—Saturday, April 3, 1870.

The Crowell Block, on Main street, was bought by Morris Meyer, in 1910. Crowell Block was built by J. H. Crowell, to replace the Crowell's Hall building, destroyed by fire. Mr. Crowell's widow, residing in New York city, transferred title. Mr. Meyer located in Sag Harbor, in 1878.—1910. (Note: Morris Meyer died in 1929, worth about \$150,000.00.)

Bull-Head toll-house burned, in 1909. The ancient, weather-beaten toll-board, naming the sums charged for traffic over the road, has been saved. Mayor "Gus" Kieran had the toll-board in 1925.

Mrs. Russell Sage purchased the property bordering Otter Pond for purposes of including in a public park, in 1909.

In the height of the gale the big copper vane on the tall Presbyterian Church spire was blown off and fell to the earth, a distance of 187 feet, striking in the Old Burying Ground. The vane will not be replaced until next spring.—Nov. 23, 1909.

“The Corrector” tells of a June frost which was prevalent through-out the country June 18, 1859.

A printed prospectus of “The Sag Harbor College Institute” reads: “The last semi-annual examination was held on March 5, 1857, the Chairman of the Committee being the Rev. E. Hopper. The Board of Instruction was George W. Dickinson, Principal; he taught Mental and Moral Philosophy; William H. Gleason, Ancient Languages and Mathematics. Walter S. Elliot, Vocal Music and Organ. Miss Bessie Huntting, Preceptress; she taught Modern Languages; Miss Nancy D. Jessup, Assistant in English Department; Miss Anna E. Westfall, Piano Music. Few people remember that such an Institute existed once in Sag Harbor. The school was kept in what was always called “the Academy”, on Suffolk street, opposite Joseph B. Wright’s present residence. It was advertised as commodious, and at the time of this circular had just been remodelled. It was first incorporated by the Albany Board of Regents in January, 1848. It was built by private enterprise. There were 320 pupils in the district, in 1859, and of the number attending the Academy, 61 pursued classical studies. Classes were taught in the

evening. Among the lecturers announced are the names of the Rev. E. Hopper, Hon. H. P. Hedges, C. S. Adams, the Rev. J. B. Wood, T. M. Gray, Dr. E. Miles, Dr. L. D. Wright. The "Academy" was destroyed by fire February 10, 1864. The lot, on which the "Academy" building stood, was subsequently sold to Henry R. Harris. French, Spanish and Italian were taught, and drawing and ornamental needlework."

From A History of "The Sag Harbor Whaling Fleet," containing a complete list of the vessels, voyages, departures, arrivals and value of catch, compiled by Harry D. Sleight and published in "The Corrector." It is authentic:

"Capt. Thomas W. Royce entered the Arctic. He sailed July 14, 1847, in the bark 'Superior,' Post & Sherry owners, and agents, bound for the North West Coast. Capt. Royce was the first whaling master to pass the 'icy barrier.' He sailed his bark through Behring's Strait, into the frozen waste, in 1848. Being first on the ground he found whales in large numbers. Capt. "Jim" Eldredge, mate, used to tell how some of 'the whales were so large that they were afraid to 'go on' them and those that were killed, were taken with lances especially lengthened for the purpose.' When Capt. Ross entered the Arctic he could 'whale' at any hour of night or day, and "struck" his first whale at midnight, although the sun shown brightly. Capt. Royce filled his ship in 38 days and sailed for home. He was away from the home 2 years and nine months. The 'Superior' made four voyages out of Sag Harbor taking oil and bone worth \$81,000. She was afterwards sold to New Bedford."

"Old Alec," was a colored man, who was bound out to Col. Benjamin Huntting, when 14 years of age. He

made many voyages whaling from Sag Harbor, and died at Sailors' Snug Harbor, when 108 years old, about 1895. "Alec" was born December 22, 1787, in N. Y. City, and came to Sag Harbor when in his 'teens, gained his freedom when 21, and shipped as steward on the old whaling bark "Octavia," catching whales off the Brazil Bank. He entered Sailors' Snug Harbor in 1857.

In 1864 a bill was introduced in the Legislature to incorporate the Sag Harbor Savings Bank.

It was voted in the corporation meeting in January, 1863, to expend \$800 for a good fire engine, and to dispose of the two most worthless of (3) engines at auction. The Trustees were instructed to accept the proposition of the Trustees of the Town of East Hampton in reference to the water lot in Division street, to receive the \$100 of purchase money and give them a quit-claim deed of the same. The tax voted for the ensuing year was: Fire department, \$800; watch, \$100; contingent, \$100. The meeting voted to improve the Old Burying Ground, and to plant a row of shade trees along its west bound, on Madison street.

A. deBoise and B. Lyon were the principal promoters of the Stocking Factory, in Sag Harbor, in 1864.

The General James' projectile burst on Bay street (near Standard Oil site), October 16, 1862. Two men were killed and fourteen wounded. Gen. James, inventor of the projectile, who was among the injured, died soon after. Henry Beverland was instantly killed. Capt. James Smith and Orlando Barnes died from injuries.

In the diary of Thomas P. Ripley, an old time merchant of Sag Harbor, under date of April 10, 1846, is the following. "Sold to Josiah Douglas one-half of my house lot, on which our house was burned in the great fire on the night of November 12, 1845. Twenty-five feet front. \$75 a foot front, \$1875.00." This is the lot on which now stands the Bay View House.

March 14, 1879 there was a walking match in Sag Harbor. The course was laid off from Madison Square to be walked 25 miles. The purse was \$25. Men in it numbered thirteen. G. W. Gilbert, from the west end of the county, took first prize; John Koppman, of Sag Harbor, was 2nd; Stephen Topping, of Sagg, 3rd; and J. Worthington, of Bridgehampton, 4th. The occasion was a gala day.

Where the Fahys Factory is today was a swamp. The first burial of a person, in Sag Harbor, was on Sleight's Hill (Dering Heights), opposite the present Love Lane.

There were shipyards at Conkling's Point, the Cove, on North Haven, and at foot of Main street and at foot of Division streets. The last vessel built was the schooner, "S. S. Smith," at the foot of North Main street, in the 60's.

The first schoolhouse in Sag Harbor was built in 1783. An addition in 1795. In 1804, another was built in Church street. In 1848 the Sag Harbor Institute was incorporated. An "Academy" was built on Suffolk street. It burned in 1864. The "Mansion House" was reconstructed and occupied as a school house from 1870 to 1908. In 1853, the Continental Guards, Capt. A. S. Crowell, in Continental uniforms, succeeded an infantry company.—1912.

January 11th, 1817, the citizens of Sag Harbor began to take down the old Presbyterian Church for the purpose of erecting a new one in its stead. The work was completely finished without the least accident. It was called "God's Old Barn," profanely. It was the first place of worship in Sag Harbor, built in 1768, on the site of the present factory acid house, at corner Church and Sage streets. The people turned out generally, and helped to raze the old building.

As long ago as January 9, 1817, the inhabitants of the Port of Sag Harbor convened at the Conference room and after due deliberation established the "Sag Harbor Moral Society," the object of which was to "promote morality and suppress vice, particularly intemperance, profaneness and Sabbath-breaking."

OIL CLOTH FACTORY

It was one of the first enterprises in the line of manufactory undertaken in Sag Harbor, about the beginning of the decadence of the whaling industry. James G. Leonard, a painter, who built and lived in the brick house on the corner of Division and Cross streets, was the promoter. The factory was on the East side of Main street, above the Bridge, just below Lamb's corner; it was not a success. John H. Spencer worked in it as an apprentice boy; so did Luther Hildreth. This was about 1850.

From a village newspaper January 5, 1901:

THE PAST CENTURY IN SAG HARBOR

"One hundred years ago Sag Harbor was an inconsiderable village of less than 1,000 inhabitants. A few business places clustered about what is now known as Long Wharf and the lower part of Main street. The wharf, about 300 feet in length had been built. There was but one church, the Presbyterian, a homely barn-like structure on the site of the Masonic Hall. Opposite this were the public hay scales, where Village Hall now stands. Fordham's tavern was where the railroad depot now is. Another tavern, kept by James Howell, occupied the present site of the American Hotel. These were wooden structures of small pretensions. There were more residences than stores below Washington street. Between Rector street and John Homan's, a high bluff was situated known as 'Turkey Hill.' On this knoll an earthen redoubt was thrown up in the war of 1812 and this place garrisoned.

"The west side of lower Main street was skirted by Wentworth Meadow. The woods came down to the old Burying Ground. There were few houses on the east side of the town, only three or four on Division street.

"The century which has just passed marks the rise and fall of the whaling industry in Sag Harbor, the growth of the village from an inconsiderable hamlet to a thriving, populous, commercial port, its retrogression and regrowth.

"The whaling business reached its zenith of prosperity from 1840 and to '45. Then 70 vessels were engaged in it and upwards of 2,000 of our population went down to the sea in ships. The discovery of gold in California, and subsequently, petroleum in Pennsylvania, and the driving of the whales into the Arctic latitudes served to obliterate the

industry. The last whaler was the brig 'Myra,' which was sold in 1874.

"Other industries came and went. During the century they are: Oil Cloth Factory, near Ligonee, about 1850, the Cotton Mill built in 1850, burned in 1879, Hampton, and Maidstone Flouring Mills, Sugar Refinery, in the Huntting building, the Oakland Brass Foundry and Clock Works, the Stocking Mill, the Hat Factory, the Straw Goods Factory, the latter in Washington Hall (in the Fifties); the Morocco Factory, the Cigar Factories, the Pottery Works, the Tool Factory, and other minor businesses which, if they were not failures, were of ephemeral success.

The establishment of the Fahys Watch Case Factory, in 1881, gave renewed impulse to business activity, and now at the close of the century is the great and only industry upon which Sag Harbor depends.

"During the century closed, Sag Harbor has been devastated by three great fires. The first on Monday, May 26th, 1817; the next November 12, 1845, the next in February, 1877. Each of these calamities swept away the larger part of the business portion of the village.

"The Sag Harbor Academy on Suffolk street was built in 1845. It was destroyed by fire in 1864.

"In 1862 the Union School District was organized. In 1871 the Union School building, formerly "the Mansion House," was accepted from its donors, and school opened with six teachers, and 375 scholars; an annex has since been built, and it now has 14 teachers and upwards of 500 scholars.

"From one church in 1800 Sag Harbor now has nine; the new Presbyterian, dedicated May 16, 1844; the Methodist, first built in 1809, next in 1837, moved and rebuilt in

1864; the Episcopal, organized in 1845, present edifice built in 1885; Baptist Church corner-stone laid in 1844. St. Andrew's Catholic, organized 1824, present church rebuilt in 1892; Zion African, St. David's, 1840; Pentecostal, 1897; Convent and Chapel Sacred Heart of Mary, 1877; Jewish Synagogue, 1900.

"The first incorporation was in 1819, as a Fire Department.

"Railroad communication was opened to Sag Harbor by the Manor Branch, in 1870; in the next decade the South Side road was extended to Eastport, and a junction formed.

"Sag Harbor enters the new Century with a population of 3,500 and about 800 enrolled voters; with 520 real estate taxpayers having an assessed valuation of \$1,500,000.00. It has a school population exceeding 800, a Union School, a Parochial School and a Convent; nine places of public worship; six civic societies; about 100 stores, offices and places of business, a manufacturing establishment employing 750 hands, a Custom House, two newspapers, a village government under a new charter, a system of gas, and water works, an electric plant, two banks, railroad connections with the metropolis, steamboat lines to New York and Connecticut."—1900.

INCIDENTS AND ACCIDENTS.

"Pottery Wood," who built the Pottery Works was a promoter. I played with the Wood children. I was only five years old at the time, and I tried to understand what a "promoter" was—there were many of them about. "Sile" Woodruff, who tended bar for Power, at the Nas-

sau House, wasn't a promoter. He didn't sell stock. He was called a "man of a thousand schemes, none of which materialized." Capt. Petrie had a "pull." He was appointed, on salary, Inspector of Hulls. I knew of the Hulls, too. Why old Daddy Hull needed inspection was beyond me. Perhaps things crawled on old daddies. As for a promoter, "Fat Hannah" was my school-teacher. She was a "promoter," and, if she didn't promote you to the Grammar Department, you were "left back"—but that didn't have anything to do with the foot-ball squad.

"Old Dan" Smith wasn't so old. He set nets. The nets that caught the fish always belonged to "Dan," providing some one else didn't run them first. George Bab—had nets, too. Nets were like "wood lots", common property. "Dan" Smith left fat blue-fish, at our back door, for ten cents each. "Dan" Smith might be "blacker than he was painted," at any rate he was not covered with as much paint as "Chummy" Spencer, who looked as if he had jumped in several paint barrels—his coat "was of many colors," and he had to leave a job often to get "drier." Sometimes "Dan" Smith let little boys row his leaky boat. I was going to have a boat like "Dan" Smith and a net, and catch lots of fish, and sell them for lots of ten cent pieces, and buy a "silky dress" for mother, when I got to be a big boy.

"CORRECTOR" OFFICE LEASE.

The other day, incidentally, I mentioned that over 50 years ago Sag Harbor had a daily newspaper. I was taken to task, as stating untruth. He who reads, may

comment. In this instance "history is not the lie agreed upon":

From "The Corrector," December 29, 1860:

"During the next week we shall remove 'The Corrector Office' from its present locality into the building of Wm. R. Post in the brick block above. The entire third floor, formerly known as Military Hall, and occupied during the late campaign by the Bell & Everett Club, of this village, we shall use as a Press and Composition room. The rooms on the second floor in the rear of H. P. Hedges' office will be occupied as Editorial Offices. We extend to all our old friends a cordial, invitation to call upon us in our new and more capacious quarters and shall be happy to see any who may wish service in our line.

"To our increased facilities for doing business we shall add new stock to the Jobbing Department and are now prepared to do Book and Job printing with neatness and dispatch."

"THE DAILY CORRECTOR."

From "The Daily Corrector," 9th inst.:

"'The Sag Harbor Daily Corrector' will be discontinued after today's issue. For the past two months we have published the Daily as a Campaign paper, laboring zealously for what we believed to be right—the cause of the Union and the Constitution—for Bell and Everett as the candidates in every respect most worthy of the support of the American people—for the Union Electoral Ticket as the only ticket opposed to a great and well disciplined political organization growing to be a dangerous and sec-

tional power in the confederacy. We started our enterprise upon our own individual responsibility and have carried it through aided only by the kindness and encouragement of personal friends. Though it has not been remunerative it has paid its own way and we trust it has not been wholly unproductive of good. To our personal and political friends in both Suffolk and Queens counties we return our cordial thanks for many favors received and for generous sympathy and support, and we congratulate them that Long Island is still strong in the Union cause and has rolled up a good conservative majority for the Union, the Constitution and the Laws, and though the First Assembly District of Suffolk is joined to its idols, it is gratifying to know that she stands alone in the First Congressional District and that the Congressional and Senatorial District of which we are a part still stand on the side of conservatism and right."—11, 9, 1860.

OLD HAND PRESS.

It is understood that this old press was similar in appearance to the one now used in the Corrector office, the method of inking the forms, however, being quite different. If the old press is still in existence, it ought surely to be dusted off, put together and presented to the Suffolk County Historical Society, for it, and The Corrector, performed valuable services for the county at a time when printing presses were few and far between in Suffolk.—East Hampton Star.

"The old press is not ready for the historical society's care, just yet. In 1876 it was exhibited at the Centennial in Philadelphia. And it returned to "The Corrector"

office and was set up and has since been used for taking proofs, printing slips and hand-bills jobs. It is somewhat dilapidated, but its impression is clear as those made in the early days of the nineteenth century.—Editorial Correspondence, 1910.

The old press was offered to the Historical Society in 1918; it was later broken up and sold for junk.

The corner stone on the grounds of the Convent of the Sacred Heart of Mary chapel was laid in November, 1888. Dr. George A. Sterling presented to the Convent, an Angelus bell, in 1886.

"The Corrector" was sold to the Sag Harbor News in 1918. The News sold to the Sag Harbor Publishing Company, in 1921. It was merged with "The Express," Warren S. Gardner, editor.

The Aqueduct Company had a pumping station near Division and Bay streets as early as 1817. Pipes were led to Long Wharf. This helped supply whale ships with water. Water casks were also rolled up the wharf and filled at Elliot's pump. This stood, when I was a boy, in front of what we now know as "the Frank Jaffe block," at the east side of Main street. While looking over old papers (Oct. 20, 1929) I learn that Albert G. Hedges (who lived before the fire of 1845, one dwelling north of what is now Santacroce's) and Tinker (living where is now the American Hotel) were in a controversy with the village trustees about the removal of Hedges' well, and Tinker's hay scales, which were in the Main street.

"Mr. Albert G. Hedges:

Sir—This is to notify you, and require you to remove your pump, & fill up your well situate in the Street oposite your House—within six Days from the date hereof agreeable to the Resolution of the Corporation at the Annual Meeting on Jan'y 5 last. The trustees of the Corporation will remove the same and charge the cost to you.

"Respectfully yours,

"H. B. HAVENS

"OLIVER FOWLER.

"Sag Harbor, 29th Aug's, 1833."

William R. Reimann has bought out Wm. Wallace Tooker and will take possession Feb. 1st. Mr. Tooker will retire from active business. Mr. Reimann has been Mr. Tooker's right hand man for more than a decade. He came to Sag Harbor from Buffalo eleven years ago this month, and previous to that had been eight years in the drug business in the city. The drug store is the oldest stand in that line of business in Sag Harbor. It was opened first by Wm. Buck who established it in 1844. Previous to his location in the present store, he was in the Mansion House building (now the Union School House) in the store occupied by Geo. W. Reney. The firms which have run the business are William Buck, Wm. Buck & Co., Buck & Tooker, Tooker & French, Tooker & Steuart, Wm. Wallace Tooker.—1, 30, 1897.

The late Ephraim Byram kept a record of meteorological observations. They were published under the heading "Sag Harbor Lat. 40 deg. 59 min. 54 sec.—Long., 72 deg. 20 min. 8 sec." He was a man of scientific attainment. No doubt the figures are correct.—1895.

PROPOSED STREET NEVER MATERIALIZED.

The idea of cutting a street through from Main to Division streets, over the lot where the Merrall Building was burned, last week, is a good one. It is not new. "The Corrector" has advocated it before. But an auspicious occasion seems to have arrived, for its consummation. There are so many advantages in the project that it would seem hardly necessary to amplify them. The only two streets running nearly north and south, in the lower part of the village, that can be adapted to business, are Main and Division streets. There is no connection between these two from Bay street to Washington street. This is a long distance, and, in case of fire, it makes a long block of property to be endangered. It is also a long way around to communicate in case emergency. The daily convenience of a connection between the two at the point named, is too apparent to need argument. Aside from the advantage of the new street, the school property would increase in value, if at any time it should be put in the market, and be more eligible for its present purposes so long as it is devoted to them. The building would stand by itself, insurance would be less, and its surroundings far more sightly. The Main street entrance could be closed, and that piece made useful in other ways. Although the American House would have to give up a part of its lot, the value of the property would not be lessened, but rather improved thereby. It ought to be done now, because it can be done cheaper now than at any other time. The locality is a historic one. It was here that the great first of 1845 stopped on the east side of Main street. Nathan Lester occupied it as a shoe shop, and manufactory and residence. Tinker's alley ran in between the property and the Tinker building, which was burned.

The fire, on the west side was arrested by the brick building in which "The Corrector" now is. This and Tinker's made the line for a desperate fight against the fire fiend. But the citizens of the village were in a state of fright and excitement. The whole village seemed doomed. They had no hopes of saving the latter building. So the authorities had advised the destruction of the building next south of it. This was on the site of the present Union School. It was owned by the widow of Dr. Prentice, and the lower part occupied by the widow of Dr. Prentice, and the lower part occupied by Ezekiel Mulford, her son-in-law, as a country store and sailor's outfitting establishment. It was demolished, but the fire did not reach it. It was a mooted question for sometime as to who should pay for its destruction. The Mansion House was subsequently erected on its ruins, when Sag Harbor arose from its ashes, and this hotel, after a long history, but not a very successful one, as a caravansary, was subsequently purchased by subscription and was turned into the present school house.—1, 1895.

SAG HARBOR'S FORESHORE.

(East Hampton Town)

In 1770 East Hampton Town Trustees made a grant of land and land under water; a similar and coevil grant, at the boundary line of the two Hampton towns, was also made by Southampton Town Trustees.

From that time (1770) both Hampton towns have assumed the right to make grants of land (foreshore) and land under water, along the northern boundaries, in what

is now called Shelter Island Sound, and in early times of first settlement was sometimes called "Peconic Bay", or sometimes "Southold Bay." Much of Sag Harbor's water front is in East Hampton Town. In the Hampton towns "water" or "the sea" is first mentioned as their northern bounds.

Trustees' Journals' for years 1807—1826, inclusive, tell of a water road, east of Long Wharf, laid out, and recorded, by the East Hampton commissioners of highways.

There is no Town record of its ever having been ceded or closed by official Town Act. Yet it is closed.

Gilbert H. Cooper owned whale ships, and he wished to build east of Long Wharf, in 1845. He met an obstacle. So he took an opinion, from a leading member of the Suffolk County Bar—Selah B. Strong. His opinion was: "That the Trustees of East Hampton have not any title to, and consequently cannot legally grant any lands in Southold Bay or waters adjoining Sag Harbor below common highwater mark. Their Patent conveyed on the 13th of March, 1666, and their confirmatory Patent on the 9th of December, 1686, both bound the tract conveyed to the Trustees of East Hampton 'on the north by the Bay.' By the Common Law a grant of the Sovereign for premises bounded by navigable waters where the tide ebbs and flows extends only to common highwater mark. This principle has been sanctioned by the courts of this State and is a part of the Law of the Land."

Mr. Cooper then changed his plans. (See Trustees Journal, E. H. Town, p. 225, also pp, 201, 204, 221, and 228.) Counselor Strong also advised Mr. Cooper that he: "5th could doubtless obtain a conveyance from the Commissioners of the Land Office, for the premises in dispute."

Despite this known condition of affairs the East Hampton Town Trustees (and Southampton Town Trustees) have continued to sell common shore front, and land under water, up to February 1, 1891, and lease what they had already sold and given a warranty deed for, over the Town's Great Seal, up to 1899 and 1917. (See E. H. Trustees Journal, 1897-1925, pp. 26, 33, 60 and 88). (See E. H. Trustees Journal, 1870-1897, pp. 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 157, 175, 180, and particularly 153.)

"The Corrector," 5-1886, says:

"Corporation Meeting.—An adjourned meeting of the Corporation was held in the Village Hall on the evening of the 7th inst., to receive and act upon the report of the Committee delegate dto look into the matter of the slip between Bay Street and the water and to the west of the flour mill. After the following resolutions, an adjournment was made to Monday evening May 14th, owing to the absence of members of the Committee.

"Resolved, That the Treasurer of the Committee (representing the Corporation) be directed to pay such reasonable sums as the Trustees may approve for searching the records as to ownership in the matter of the Mill Slip.

"The meeting last Monday night was attended by a large number of citizens, G. H. Cooper acting as chairman and Edgar Wade as secretary. The Committee then made the following report:

" 'The committee to whom was referred the subject matter of the 'slip,' so called, situated north of Bay street, and opposite Division street, herewith report: that they have by inquiry and examination obtained such facts as have hereby been obtainable, which they hereby submit, with their conclusions.

" '1st. In response to an inquiry made of the clerk

of the Trustees of said Town, (Mr. James M. Strong), that officer reports, as follows:

“ ‘I have searched the Trustees’ records and find the following:

“ ‘Be it remembered that the undersigned Commissioners of Highways, in the Town of East Hampton, Agreeably to the directions and request of the Trustees of said town, did on the 7th day of January, in the year of our Lord, 1820, lay out and set apart, for the purpose of a highway or water road, at Sag Harbor, to begin seventy feet eastwardly on the shore from the west corner of the water lot on which the block maker’s shop of Charles Douglas’ now stands; said road to extend easterly from the place of beginning, or be in width thirty-five feet, and to extend from the shore northwardly as far as the head of the old main wharf, and to be parallel, with said wharf.

“Signed

“ISAAC EDWARDS,

“JONA S. CONKLIN,

“Commissioners of Highways,’ ”

“I hereby certify the foregoing is a true copy of the records of the Trustees of the Town of East Hampton.

“Signed, JAMES M. STRONG, Clerk.”

“The Clerk adds the following “P. S.,”

“This is all I find that bears upon the question of highway. I find a lease of the water lot on which the block maker’s shop was on, and committees appointed to sell some water lots at Sag Harbor. I have not had time to make a through search, &c.”

“The Town Clerk (Mr. Joseph S. Osborne) states that he finds only the records of a resolution concerning the discontinuance of proceedings against E. Lewis

Simons concerning a water lot at Sag Harbor, which, is not supposed pertained to the matter in hand. He has stated, however, verbally, to one of the committee, that Isaac Edwards and Jona Conklin were the Commissioners in 1820.

"In view of the fact that the record bound shows that a highway, or water road, was laid out by the Commissioners, and so intended to be, and the fact that the same has since been used and recognized as such by the committee; also, the further fact that grants of land by adjoining owners on either side of said slip have recognized it as such by naming it in their descriptions of lands sold and conveyed by them to purchasers, your committee have arrived at the conclusion that said slip is a public highway, and was so intended to be when laid out, and that obstructions and encroachments thereon should be prevented, and by the trustees of the village, in accordance with the provisions of Section 9, paragraph 9, of the village charter.

"Dated Sag Harbor, May 19, 1886.

"P. R. JENNINGS,
"CHAS. W. PAYNE,
Committee."

"Lawyers Bisgood and Carpenter addressed the meeting, and it was moved and carried that the report be accepted, which was followed by an adjournment without date."

This "slip," or "water road," has been filled in, and closed. There is no record of East Hampton town ever ceding its shore and (common land) to any Corporation or private individual, either in the Journals of the East Hampton Trustees or the Town Record kept by the Town Clerk.

The slip seems to have slipped away. I have been told Sag Harbor village, as an incorporated body, quit-claimed through its Village President all its right, title and interest in this "slip, or water road" of 1820. The query might appropriately be made: Where did Sag Harbor get title; and was the riparian right ever obtained from New York State? These are pertinent questions-

There is in E. H. Trustees' Journals and Town Records of the Town Clerk, a full record of transactions about grants made by East Hampton Town in Sag Harbor, and these may be found at:

E. H. Town Records, vol. iv p 220, (Long Wharf grant). 1770.

1791.—"Voted 4th. That Jeremiah Hedges Jr., of Sag Harbor, have liberty to erect a house below the cliff at Sag Harbor on the common land belonging to this town, on condition that he shall remove said house when he shall be ordered by a majority of votes in town meeting of this town."

Vol. IV.—Page 310. Dispute between the towns of East Hampton and Southampton towns concerning the dividing line or bounds between the two towns at Sag Harbor * * * * northward N. 23° W. to the water, as the stones are now placed. Established bounds or dividing line at Sag Harbor forever, between the two towns above said.

Vol. IV. E. H. T. R.—Page 308. "Voted that the trustees of this town have full power to sell the sea weed that may be cast on the shore at Sag Harbor from the boundary line between this town and Southampton to Joseph Conkling's water fence at their discretion, &c."

Vol. IV, E. H. T. R.—Page 332. "11th. That whereas Daniel Fordham and others have for a long number of

years occupied a part of the common land belonging to this town at Sag-Harbor, without paying any compensation for the same. Therefor voted that the trustees be and are hereby authorized and empowered to lease the said lands unto the said Daniel Fordham and every other person that occupies any common land belonging to this town for such term of time and in such manner as the said trustees shall judge best." 1805.

Vol. IV, E. H. T. R.—Page 335. (Same as above). 1806.

Vol. IV, E. H. T. R.—Page 334. "16th. That whereas sundry persons have made a practice of heaping up seaweed on the shores and beaches in this town and claiming it as their own, * * * * therefor, voted that no person shall be entitled to any seaweed or sea drifts." 1806.

Vol. IV, E. H. T. R.—Page 345. Dispute existing between the towns of Southampton and East-Hampton with respect to some buildings at Sag Harbor, intersected by the boundary line between the said towns. 1806.

Vol. IV, E. H. T. R.—Page 351. Record of exchange of highways at Sag Harbor. 1807.

Vol. IV, E. H. T. R.—Page 396. "9th. That the trustees of said town be authorized to sell the water lots at Sag-Harbor that belong to the same." 1816.

Trustees' Journal, 1807-1826, Water Lots Sold pp 144, 148, 154, 158. Water Lots Squared 156. Watering Place 213. Water Road, Sag Harbor 149.

Trustees' Journal, 1826-1845.—Water Lots at Sag Harbor, pp 10, 31, 100, 111, 112, 114, 116, 122, 123, 137, 149, 152, 153, 154, 155, 275, 277, 279.

Trustees' Journal, 1845-1870.—Water Lots pp 18, 136, 139, 171, 201, 204, 221, 225, 226, 228. Water Lots at Sag Harbor pp 18, 136, 139, 171, 201, 24, 204, 221, 225, 228.

Trustees' Journal, 1845-1870.—Simons' Suit pp 117, 154, 161, 171.

Trustees' Journal, 1870-1897.—Addendum. "Does the Town Own Land Beneath Water?" p 308. Water Lots, Leased to John Homan pp 116. Sell to Sleight & Power p 175. Sell to Power & Hedges p 37.

Trustees' Journal, 1897-1925.—Underwater Land, at Sag Harbor pp 26, 33. Leases to F. C. Havens pp 33, 60, 88. Wharf Grants, at Sag Harbor pp 72, 73.

Vol. V. E. H. T. R.—Page 17. "At a special town meeting called by the Town Clerk * * * * Resolved, That the Trustees of the Freeholders and Commonality of the town of East Hampton be instructed to stay all legal proceedings against E. Lewis Simons and pay the cost and deliver up the notes which they hold against the said Simons, to him or his attorney, upon condition that he will convey back to the said trustees a certain water lot at Sag Harbor which he, the said E. Lewis Simons, purchased of the said trustees. * * * * and appropriate the money or as much thereof as necessary to the payment of the cost of the suit pending between the said Trustees and E. Lewis Simons. * * * * Resolved, That the Supervisor be authorized and instructed to advance a sum of money on the credit of the town sufficient to pay the cost of the law suit between E. Lewis Simons and the trustees." 1853.

These sales of water lots by the trustees were made between the years 1770 and 1891, inclusive. The grantees were, in the first years of settlement whaling ship owners, like the Havens, the Coopers and Marcus B. Osborne, at a later period. The Osborne grant is at the foot of Division Street and much of the land upon which stands the Municipal Mill building and bulkhead is made ground. The next lots to eastward of Osborne's dock property are grants

made to Jedediah Conkling. Grants were made about 1850 to the Simons, father and son, and these lots once contracted for by note (negotiable) by the Simons were never paid for, so far as the records show. One lot, directly east of the Jedediah Conkling grant, was levied upon by the sheriff, and bought back by East Hampton town. Suit was also instituted against Lewis Simons the son, but this was discontinued, as may be seen by the records. A water lot was also transferred to one White. About the year 1888 the trustees of East Hampton conveyed to Henry P. Hedges and his wife, Hervey T. Hedges and his wife and Robert J. Power and his wife for a consideration of \$300 the Maidstone pier grant at the foot of Division Street. In February, 1891, by court order for specific performance of contract, after a law suit, it was ordered by the court that the town of East Hampton convey, and it did convey by warranty deed, land and land under water along and opposite Bay Street, at Sag Harbor as follows: "All that certain piece, or parcel, of land situate, lying and being in the town of East Hampton, Suffolk County and State of New York and bounded as follows, viz: Commencing at a point on the shore of Sag Harbor Bay in said town at ordinary high water mark which point bears from Conkling's Point S. $75^{\circ} 30'$ East, two hundred (200) feet and extending into the Bay N. $10^{\circ} 30'$ East, four hundred (400) feet; thence Westerly in a straight line to the land under water of Henry P. Hedges, Robert J. Power and Hervey T. Hedges; thence Southerly one hundred (100) feet to a point one hundred (100) feet due East from the angle in the wharf of said Hedges, Power and Hedges; thence Southwest two hundred (200) feet to the water lot of Robert J. Power; thence Easterly one hundred forty (140) feet along said water lot; thence Southerly again one hundred (100) feet along the Easterly side of said

water lot to high water mark: thence Easterly again along high water mark to the point or place of beginning (EXCEPT A SLIP AT THE FOOT OF RECTOR STREET)." This is a deed of warranty.

Some of these water lots have been sold for taxes by the county treasurer, and tax titles have been given by Suffolk County.

The East Hampton Town Trustees after giving a warranty deed for land and land under water, opposite Bay street, Sag Harbor, leased the same property, and accepted a consideration for it.

(Southampton Town.)

The situation has been handled, at Sag Harbor Bay, by the Town of Southampton, very much the same regarding under water lands, as in East Hampton Town, although bounded on "the north by water." To indicate that the Town Trustees assumed that their Soverign grant extended beyond high water of Peconic Bay, we may read in the Canoe Place allotment of lands in 1738, "and we left all the beach . . . undivided from high water mark to low water mark, for the use of the proprietors to get and cart stone, to pass and repass." The Southampton, 1770, Long Wharf grant, at Sag Harbor reads "also the water on each side of the wharf is granted 60 ft. wide so far as our bounds extend." Southampton town granted for a wharf, conditionally, in 1831, "beginning at high water mark . . . in said port, and running alongside of said Long Wharf, and of the grant of the State Pier, to the distance of eleven hundred feet, or length of the present Long Wharf." Again, in 1842, a conditional grant to the "Sag Harbor Warf Company; the privelege of building another warf at Sag Harbor, west of the said Long Warf

now there, (extending out from land) . . . eleven hundred feet, and water on each side of said wharf," and if lots were filled in, the town to have "one half of the proceeds of the sale or rent of whatever water-lots or building lots may hereafter be sold." George Kiernon procured a 99-year lease for underwater lands at Sag Harbor Bay given by Southampton Town Trustees, and the Fahys Company had no difficulty getting an easement at the time a bridge to North Haven was built. The L. I. R. R., has enclosed beach land in Sag Harbor, President White reported in 1891 "We gave an easement for a bridge at Sag Harbor, and sold to Fahys & Cook about $\frac{3}{4}$ acre of land between the bridge and railroad, for \$50."

"Ben" F. Hunting owned control of the wharf grant in the 70's. When he wanted to sell to the Hampton towns, they didn't care to buy; Sag Harbor village didn't care to buy; private local citizens didn't care to buy. Austin Corbin, then president of the L. I. R. R., bought, but not until this Act was passed by the State Legislature:

"The Sag Harbor Wharf Company Act, Chap. 36, Laws of 1876." This incorporate the "Proprietors of the Long Wharf at Sag Harbor" and the third clause reads: "All the right, title and interest of the people of the State of New York to any land or lands under water adjoining the wharf of either or both of the said companies to the width and extent of the ancient grants of the town of Easthampton and Southampton made to John Foster and others in the year 1770 and 1808, but not exceeding 200 feet in width, is hereby released to the Sag Harbor Wharf Company."

POLITICAL AMENITIES.

There was a political atmosphere about the old "Corrector" newspaper office. It enveloped us at a very precocious age. One couldn't avoid it. Many things were hard to understand. The environment was always there, as if a stage set for the mimes. My father was a 'Squire (Justice of the Peace); on the next block where sweets were sold a Mrs. Squire dispensed root beer, bolivars and biscuits; and on the next block, further up town, lived Squire Nicoll. The Nicoll and Squire clan were once legion in the community. My father, the 'Squire, dispensed mercy with justice; its quality was "not strained"; but the strains of Squire Nicoll's "fiddle" were enlivening. He could play the "fiddle," but said he was not proficient on the violin. Like "Professor" Van Houten, he admired the great masters and had heard "Ole Bull play, and Ole Margarine was his favorite."

Dad was a "Damned Democrat," for "Pat" Sherry, the elder said so. All Democrats were damned. But there was a difference from being in politics for principle, or for principal. "Daddy" Harrison, more often called "Pop" Harrison, who taught the big boys, was a Principal, or head of the Union School. That must have something to do with it, for the Republicans put him forward as their local orator on every imaginable occasion. "Pat" Sherry was called "Pat," not only because his original stock was Irish, but because he was an original "stand-patter."

One must always use gentlemanly language, but when a rival partisan sheet dubbed "The Corrector," the "Corrupter," and offered to present it a little "hatch-it," to tell the truth, the reply was in black type in next week's issue: "Bring it along; and we'll bury it in the brainless skull of the editor of the . . . !" It was all confusing. The

"discreditable sheet" gloried in anonymous attacks. Everybody knew who the anonymous were. Their failure to sign their attacks afforded opportunity to spank them in public, without troublesome libel suits ensuing.

"Dad" went to Washington, D. C., "to work for Good Government; or to work the good government; you could take your choice, according to your political affiliation. Washington was a "sink of iniquity" since the Democrats and Cleveland got in, and the Sag Harbor postmaster, a Republican, and Sag Harbor Custom House collector of port, another Republican, must be turned out of office to save the country.

Robbie Sutcliffe lived in Mill cottage, in Lovers' lane, nearby my home. His daddy worked in the cotton mill. He was a dangerous Socialist and a Knight of Labor. My "aunt's sister" had been, so I was told, a Knight of chivalry riding jousts 800 years ago; Robbie Sutcliffe's father rode a hobby. Labor orators came to Sag Harbor. They were termed "walking delegates" when they were really interminable "talking delegates." They stayed at Robbie's home, ate his father's grub, smoked his father's tobacco and drank beer paid for by money borrowed from Robbie's father. They were ambi-accomplished: in agitating, and drinking beer. Meanwhile Robbie's father worked in the cotton mill. A big bell boomed at 6 a. m., and it rung again at 9 p. m., to quit work. The "walking delegates" said Robbie's father was a "sucker" to work 15 hours a day and night for \$6 a week. What was a "sucker?" Miss Phebe Fordham, who kept a "complexionary" store sold all-day suckers two for a cent. Maybe Robbie's father was a "two-for-a-center."

There was no blue blood in my veins, though Nurse said there was. I found that out when Robbie bloodied my nose. It started like this:

"They let my father work in the mill; they wont let your father work in the mill!"

"My father works in Washington."

"Huh, private secretary to the President?"

"No, secretary to a Congressman."

"What's that you got on your finger?"

"A gold ring."

"Huh, what's that on the ring?"

"The family coat-of-arms."

"Who did it every H'arm?"

"I don't know."

"Huh, it can't harm me!"

But it did. I struck out and landed on Robbie's nose; Robbie's blood was red; so was mine, I learned, when he nearly bit off my ear; but I rolled over on top, the extra weight told, and I pummeled him till he cried "Enough!"

My ear hurt, but I had been taught not to be a "cry-baby". I accepted the amende honorable. Thus Knight-hood was in flower, in 1879. Nurse taught me to turn my cheek to mine enemies; O. B. Lucas called me "Bill" Poole, and taught me to "put up my dukes" and "keep yer jaw covered, and bore in"; Power taught me "to keep your head cool," and father taught me to "never do anything you're ashamed of," and all the family grown-ups tried to teach me to be a "gentleman." But what was a gentleman? was he born or bred? "Neither," it was what "you made of yourself," and how you employed opportunities; and be sure and bear in mind: "that a gentleman never by word, or deed, or act injured the feeling of his fellow man."

The campaign of 1876 was attended by an aftermath felt in formative years. The Democrats were stigmatized and anathematized as "the war party," "the rum party" and "dirty Democrats" controlled "the foreign vote".

With the knowledge that the times were parlous, the "exchanges" I was permitted to read, in the sanctum sanctorum, taught me to read between the lines and learn that Tilden was greater than his party, and though defrauded of the presidency, that he was too big a man to plunge the country into another Sectional War; that a day of retribution was sure to come. It took courage to be a Democrat in Sag Harbor two generations ago. I always have felt that there was a little bit less of the Philistine; a little bit less of the "holier-than-thou" attitude about the Democratic party; and, some of my best friends, 'tho Republicans, have always known where I stood. When Bryan captured the party, it was a bitter pill to swallow. But when Hearst was nominated for Governor, I, thrown out of the convention; like thousand of Democrats, didn't vote for Hughes; but refrained from voting the head of the ticket, and, consequently all Democrats but a governor were elected that year.

We had our big men in our local baliwicks then, just as we do now. It was: "See so-and-so," then. And its: "See," another so-and-so," now. Or so-and-so "can't be approached."

Beer played a great part at Town caucuses. Eight or ten stage-loads of delegates could always be procured, providing there were plenty of beer and cigars. Then it was necessary to go to East Hampton or Southampton to vote for town officers. Here is a report of a Town Meeting Day:

THE STORM AND THE TOWN MEETINGS.

The month of March went out like a roaring lion. During the afternoon of Monday, the 31st, a snow storm set in which continued during the night and proved to be the most severe of the year. A high wind prevailed and the snow laid in drifts of several feet in depth in many places. The Monday evening train got as far as Water Mill, and not until evening of Tuesday, April 1st, did the trains get through to this (Sag Harbor) terminus. The east end of Long Island appears to have been the storm center. Of course the stoppage of trains interfered with Town Meetings; and, probably, lessened materially the number in attendance. All the hacks and public teams in Sag Harbor were brought into requisition and quite a large number of citizens fought their way over the blockaded roads and through the snow drifts, being obliged to leave the main road in some places and find their way across lots.

"Town Meeting Day was clear but cold and the wind blowing a gale. The attendance at East Hampton from Sag Harbor village was not large, not more than twenty-five or thirty being present. The East Hampton turnpike, was, however, in fair travelling condition, but Buell's lane was impassable.

The election resulted in the choice of James M. Halsey, Democrat, Supervisor by 4 majority, standing James M. Halsey 311; James R. Huntting, 307.

There was fun at school elections, too. A man named Greene, thought he had his opponent beaten. He had his name printed on green-colored paper ballots. All would have worked as "cut and dried" to indicate Greene voters presenting green tickets. But, we got a bunch of Greene

tickets, wrote in his opponent's name, and the opponent won.

In the Nineties East Hampton named for Town officials Union candidates with the strongest vote-getting Republicans and Democrats nominated. The caucus was supposed to be "open" to all, but sometimes it was "packed." One time enumerating the good qualifications of a likely candidate the orator chosen to make the nomination said: "He's strong by nature, strong in his pocket book, and Strong by name."

We went on a gunning expedition once, and, as usually happened on such occasions, the supply of ardent "became exhausted." I volunteered, to hitch the rig, and drive for ingredients to make a punch. So, I drove over to Madison King's. "Mad's success in business had been established by knowing his trade. Said I, "Mr. . . . sent for a bottle of Medford." "Who, him" said "Mad," "you oughter brought a demijohn; he wants his rum gallon measure, not quart."

Gunners often stopped at an old-fashioned farm house at Three Mile Harbor, when going for wild ducks, in the fall of the year, at Sammy's Beach. Two old men lived in this house. They ran a bachelor's hall. Upon one outing the party brought a dozen beef-steaks, for butcher delivery carts did not call at this out-of-the-way spot. The weather turned warm. There was no ice. So, the steaks were placed in a galvanized iron pail, a string attached, and pail and steaks lowered down the well. Then, the string broke. Down the well went pail and steaks. It was primitive cold storage. The lament of the old men was poignant. While all were sleeping, later on, one old man arose and went down the well for the steaks. Soon after a gunner awoke and took a look out of doors to report weather conditions. Faint cries for help were heard. They

were finally located down the well. The household was aroused. From the barn a pig-fall (rope with blocks) was procured. It was lowered down the well, with a loop in the rope's end. The ancient bachelor placed his foot in the loop. Just as dawn broke, he was drawn up, dripping wet, with blue jowls and clicking, chattering false teeth. He had the steaks and pail and before thanking his rescuers solemnly declaimed: "Fools venture where angels fear to tread."

Sometimes in local elections when a sentiment for some particular objective could scarcely be awakened, ridicule and sarcasm accomplished that which special pleading could not. Some times this was in verse, sometimes in prose. Here is a sample when the Progress Party was opposed in village administration:

THE TRIUMVIRATE.

"They're thicker than thieves,"
Pronounced Charles J.
As he glanced o'er the budget
Before 'lection day.
"Why their figures don't tab,
"Nor their additions tally;
"They've garbled the report—
"So, let us all rally;
"Oppose this Progression,
"Let's have a new deal,
"We'll lose our possession,
" 'Fiscation is real.
"Why, the way that I figure;
"And figurin's my forte,

"Things aren't as they should be,
"We just had'nt ought
"To sustain 'ministration
"And men that stand for
"Cement roads and sidewalks
"And things that cost more,
"Than us old fellows want,
"Or can afford to pay for.
"Say, I'm running this car,
"On a single-track rail;
"Now that Roosevelt's dead,
"I aim to assail. .
"Who did it? Why "Gus,"
"Who champions Progress,
"You may wish him well,
"But, I oppose his success,
" 'Tho voters authorized
"Improvement by bond—
"Keep eyes on the Trustees
"They're apt to abscond.
"I could run the whole village,
"In a single-track way,
"In far different manner
"Than its running to-day."
Then spake Oren C.
With pseudo-look wise,
And the zeal of crusader
Flashed forth from his eyes:
"We'll use printer's ink
"Let us advertise.
"We'll effect a conversion,
"And change the regime
"Without animadversion
"Expose the whole scheme:

“Of a wharf for the public,
“And a mill to oppose
“The wage-scale of employees
“Who ‘pay through the nose’
“For the privilege of existing and toiling all day
“To enrich heirs and assigns of the late Joseph Fahy.
“We’re a one-factory village
“And so we shall be,
“If you’ll listen to Andrew,
“And Charles, and to me.
“They’ve smashed the wharf graft
“And what next they may do,
“I fear to contemplate
“And I’m telling you:
“Unless we arise and vote opposition,
“Both factory, and village, will go to perdition’”
Then spake ‘Canny Andrew,’
Emboldened by riches:
“There’s some folks we know
“That’s too big for their breeches.
“The campaign’s not person’l—
“It’s measures, not men,
“That we hope to prevent
“From electing agin!”
And Charles, with a nod,
Subscribed to the same,
And with Andrew and Oren
He started the game.
The best work of worthies
Oft raises a stew,
And they’re damned if they don’t,
And they’re damned if they do.
So a word that is timely
In doggerel rhyme,

May accomplish its purpose
If published in time.

(Signed) H. D. S.

POST—MORTEM.

"The result's as I feared,"
Lamented O. C.
As he scanned the return:
"We're sure 'up a tree'—
"While the campaign wan't person'l,
"There was personality.
"The pictures—did you see 'em,
"In County Review,
"Of Casper, and Charles?
"In Brooklyn Times, too!
"Folks takes pride in they're village,
"That's natural, that is—
"But who but an egoist, takes pride in his 'phiz'?
"If our aims and our objects,
"We'd aired equally,
"Results might have been different
"Circuitously;
"If we'd stuck to crit-i-cisms
"Instead of conjectures,
"The course might have won
"Many doubting electors.
"For the dope that Advance-ites,
So slickly promote,
"Wasn't easy to combat.
"It sure got our goat—
"When votes they were counted:
"What we'd counted on,
"Were not found to be counted,

“And we were ‘undone’.
Then good-natured “Andy”
Still smiling, perforce;
A smile that makes friends,
And will ne’er be his loss—
He was not on the ticket,
He could suavely exalt,
That defeat at the polls,
Didn’t go by default.
And Charles, looking sheepish,
Exuded a sigh:
Said: “I’m no cowardly Trooper,
And: “One can but try;
“If we’d only had Hallock,
“There was something concrete—
“We’d be leading the van,
“’Stead of routed and beat
“Verbal volleys ain’t bullets
“To affright a strong foe,
“So I’ll go back to my bell-punch
“And give the word “Go!”
“To the River Salina,
“’Til next March rolls round,
“When me and my cohorts
“Again may be found:
“Picking flaws in the charter,
“Finding fault with the plans
Of Village Advance-ites,
“And instructing the clans
For another grand clash,
“With more favorable score,
“In the year that’s to come—
“’lection Day, 94.”

(Signed) H. D. S.

"Cousin Charlie" was a "wag." Everybody said so. He painted wag-ons—but that wasn't why he was called a "wag". It was his sense of humor. This needed to be acute at times. The crowd of cronies that "hung out" at his paint shop, told "whoppers." "Cousin Charlie mixed paint and religion; of the former he was proficient matching colors, and of the latter, he was a good "mixer," and he literally "loved his neighbor as himself." He helped the Baptist Society and St. David's Society exist, and they helped him every time he ran for office. His friend and confidant was the Duc de Grief by Balleau (C. H. V.) Incidentally "Cousin Charlie" was the Prohibition Party. They were a hard team to defeat locally. I have always presumed "Cousin Charlie's" principles were democratic. He wrote humorous "blasts" sometimes called "a Hedges' blast," and usually they effected their purpose; he painted and spread to the breeze, in front of his shop, Prohibition banners; he lectured; he issued "Free Punchers"; he played politics 365 days in the year; he ran a newspaper, in one campaign, a short-lived venture accomplishing its aim; he poked good-natured fun and was beloved and feared "because he had a sense of humor" and tickled the risibilities of all with whom he came in contact. It is too bad Herne the playwright, didn't immortalize "Charlie" Hedges in his play of "Sag Harbor," instead of the fictitious "Ben" Marble. When I was a small boy, I remember that there was a banner for St. John, the Prohibition candidate, on "Cousin Charlie's" stoop. Next door was John Mott's saloon, and another banner paraphrased the slogan "Vote for St. John" Mott. Stretching across the street was an immense smock, hanging from a rope suspended overhead. It bore a medallion of Belva Lockwood, for President. Thus "Gus" Tooker first advocated in Sag Harbor woman

suffrage. The appeal on the smock, or "dress," bore the inscription: "We Produce Voters; we demand votes!"

"Belva Lockwood, ever dear

"To our friend 'Gus,' has lectured here."

I think this was in '88 or 89. Lower Main street was a lively place; "Hen" and "June" French and "Dan" Bailey, and "Fred" Jetter and "Gus" Tooker used to sit up nights planning practical jokes. Sag Harbor had had an Enigma Club, had an East End Club and was to have a Cetus Club. This was years before organization of the Fahys Rifle Club, of which I became a member. There was, one year, a "Steve Drake" banner flown on Washington street. "Charlie" Hedges also flew banners on Madison Square. He used to employ "Joe" Burke as a shop helper—for "Joe was too small to resent anything; he was good to 'lay the blame to when things don't go smoothly'."

John Mott had been brought up "religious," too, in the days when David Hempstead harranged audiences at "Rye Lot" and the old women came over from Connecticut and made "the ground grunt." John Mott, so 'twas said, had "backslid." He could pray and exhort fervently and blaspheme, too, if occasion demanded. There were many backsliders in Sag Harbor. It was said, to be a delightful process to be "saved." They were "brands snatched from the burning." Even ———, bibulous youth, got "saved." He once shipped with Capt. Cocoran, to go coasting in the schooner "Harriet." The captain, as soon as in midstream, administered discipline with a rope's end. The whole shore population gathered at the pier to bid bon voyage. The partings were pathetic. With tears coursing down his cheeks ——— gazed longingly over the schooner's rail, and cried: "Good bye, mother, d——n yer, good bye!"

Boys had to behave at "religious meetings"; but the Bathsheba Mission was a good warm place to attend, on a winter night. We listened to one goodly soul "testify" and, evidently running out of topics expatiated upon "how thankful we should be for a warm meeting place, and such comfortable fires and bright lights. An audible titter went round when the pulpiteer suggested that "inasmuch as it is appreciated so much by Brother ———" it is a good time to help pay for the coal, as he has not yet contributed."

I remember another laugh occasioned at an evangelistic meeting. An ancient beldame ramblingly related her life-story; it went on, and on. To shut her off a hymn, in which the assemblage joined, was sung. At its termination, a boy arose, addressed the evangelist, and said: "Please let us have a few more words from Mrs. ———."

"Sam Tribe" went everywhere. He even went to "Barcelona" by sloop "Edith," once on a Sunday School pic-nic. An August electric storm, before the sloop came to anchor, nearly capsized the boat, tore the sail, etc. Capt. ———, with "Sam," helping, worked like beavers to avert a catastrophe. The minister was on board. He was terribly scared. Observed "Sam," "The wicked flee when no man pursueth, but the righteous are as bold as the devil." The minister asked "Sam" if "there's any danger?" The reply was, "Long as Capt. Bill is swearing, there's no danger." The minister didn't have to cup his ear to hear the imprecations above the roar and rumble of the thunder. Turning to the huddled pic-nickers, he said: "Let us pray, Capt. "Bill" is swearing."

Some of the utilities resorted to, in local, elections, village or town, would seem to prove "that all is fair in love and war" and politics. Happily the days of posting

notice of a primary at one minute to midnight, and removing the notice at one minute past midnight have gone never to return. Still "for ways that are dark and tricks that are vain," Brete Hart's heathen Chinese had nothing "on" the country politician. I have know as many as five different canvasses to be made previous to an election, and the result foretold within one vote, in that particular district. And the only remark of the committeeman, when the returns were counted, was "How did we come to miss him." Things are not figured that close these days. Much political work was done under the cover of night. "Not a blade of grass in the district was left untrodden."

Sometimes the polls closed at 5 p. m., sometimes at 6 p. m., sometimes at sunset.

Sometimes a special candidate was run 100 or 200 ahead of his ticket, if extraordinary efforts were made.

A party with the "will to win" hired every voter sometimes, and every team, and every automobile, for election day. This is often efficacious in getting results. Votes are never bought. Day's work is sometimes orally contracted for.

Dr. George A. Sterling had his own especial way of bringing out the mill voters when he stood for the school board. That night there were half a dozen kegs of lager beer tapped, close to Village Hall. The doctor was elected.

I write of the doctor because, perhaps, he unconsciously, had an influence upon the future life of his son, who became America's acknowledged leading poet. The doctor was something of a mystic. He was a great student of mythology. About his office were many plaster and some real marble casts and sculptured heads, busts and full formed figures. A replica of Poe's raven roosted in a nook. The library contained many books about Rome and Greece and ancient Carthagenia; and about astron-

omy, as well as anatomy and hygiene. An observatory for star-gazing through a powerful telescope was on the doctor's house. Pallas guarded a door. Paris was the doctor's pet horse. We boys were permitted to browse in the doctor's books; we searched the firmament through the doctor's glass and identified stars (other worlds possibly) like Astron and Altair and Aldebaran, and such constellations as Taurus, the Hyades and Fomalhaut. We isolated Capella and Auriga and searched for Orion nebula and the red rays of Sirius, the Dog Day star.

SOME EXCURSIONS.

(Written in 1905.)

"Pollock are biting off Montauk," the welcome word came over the 'phone, and a quick start was made in a trim, sea-worthy sloop yacht for Fort Pond Bay.

Arrived at the Bay; the day of sailing gear had passed away. Everything afloat from the elegant pound-tender "Black Eagle," registering 25-tons, to the tiny "Tony," a 16-ft., launch, was propelled by motorpower. The "put-put!" of the gasoline motor's exhaust on this fairly calm day, echoing against the clay cliffs about Fort Pond Bay, sounded like the reverberation of rapid-fire guns. The engines were called by fishermen "kickers."

The time was Decoration Day. The weather "just right."

It was somewhat foggy in the forenoon. This caused a delay in getting down to the lighthouse, but no one worried, for the local weather sharps prophesied that the sun would burn up the fog, and "come out." This was true pronostication. Soon the dense envelope of opaque

vapor rolled away. An opportunity was presented to examine the immense net "car" of the American Fisheries Company, enclosing myriad fish at the head of the bay. Confined within its twine boundaries were 1,200 barrels of "scup" and sea-bass, held for shipment to New York markets, when prices were "right." A watchman on a houseboat guarded this "car" by day, and, at night, flash-lights from two steam trawlers detailed to tending the monster sea-trap set in the ocean, off back side of Napeague Beach, played bright beams continually over the surface water of the bay. This was done to safe-guard against malicious cutting of the twine. Last year the Company lost thousands of barrels of fish by the twine being cut, or its chafing apart.

Out burst the sun just before mid-day; the fog-banks disappeared and the sky cleared. It turned out to be an ideal day for outside ocean fishing, and, down the beach went the fleet, seventeen boats in all, open-cockpit and cabin craft. Around Montauk Point a long roll thrown in by a recent storm at sea makes land-lubbers apprehensive of inward qualms, from the size of the "holes" in the ocean. North Bar was feather-white and to the westward, on Shagwam Reef, the bones of the old bark "Cuba" showed black against the white beach; all that is left, by heavy winter storms. The little power-boats made good weather, throwing spray to starboard and to port as they rose over the white-crested combers. Weathering Montauk Point, the fleet stood to westward. Here and there, along the coast, the black-capped tip of boilers mark wrecks of years gone by, showing now and then through the foaming surf. The high cliffs, rugged and perpendicular, frown down upon the ever-assailing ocean.

When off the "cottages", five miles west of the lighthouse, great schools of pollock were sighted. They were

playing at the surf's edge. Puffing and tumbling, like porpoises, a school of fish surrounded our boat. Lines, with hooks attached, were hastily thrown out. But the fish were not feeding, nor would they bite. Again the launch sails through the school of fish. No strikes! No use, the fish will not bite. "Too, early," our captain, laconically mutters, "fish won't bite 'til flood tide serves." "They'll raise somewhere between Great Eastern buoy and Montauk Point." A long run eastward was followed by a somewhat tedious wait, and sure enough the fish did "raise East." The captain's piercing glance first sighted the school. The rest of the fleet hurried to get to the "ground." Then for three hours what fishing delighted the angler! Each power launch towed five trolling lines: with wooden or metal, or bone "jig-hooks" attached. The same "gear" is used when trolling for bonito or blue-fish, but the lines have to be very strong. Fish each weigh from 10 to 30 pounds. They put up a lively fight for liberty. While not anywhere near as gamey as a "blue," they keep one busy when they "strike."

From Montauk Point to Great Eastern Rock the ocean fairly boils with a continuous "play" of fish. The catches of pollock made, will to the skeptical, appear prodigious.

When rapidly advancing walls of fog drove the fleet skeltering for home and shelter in Fort Pond Bay, our party had lost four lines, and landed 97 pollock. They had sore hands, but happy hearts, and hearty appetites. Later, when weighed, at the landing, the fish tipped the scale at 1,455 pounds.

The "Canteen," a companion boat, had even better luck. It filled the "well" and brought in 147 fine fish. The auxiliary "Reliance" brought in 161 fish.

Half the night, at the fish depot, at Fort Pond Bay, a gang was kept busy, cleaning and preparing for market, the large catch of pollock. The fish head was cut off, the viscera removed, the livers saved and "sun-cured." From this latter product a considerable profit is derived; for mixing paint, and for cleaning tar from the hands, after tarring seines, the pollock oil is excellent.

In all the fleet of 17 boats brought in between five and six tons of fish. One boat caught a 33-pound pollock. The liver alone, of this fish, weighed 5 pounds.

Pollock are migratory. In the spring they swim Eastward, as the weather grows warmer with the approach of summer. In the fall, the fish swim South. Opportunity is thus presented for another catch. The pollock while a surface fish, is not unlike the cod-fish, in appearance. The pollock is sometimes sold as whiting, but is nowhere near as good.

THE PASTIME.

"The Pastime," an old houseboat, originally was built to beat the Raines Law, and No-License. She had a bar aboard, and, anchored in Shelter Island Sound, from this bar was sold "stuff that cheers and often inebriates if taken in sufficient quantity." Some of the sportsmen leased this boat; they leased the shooting privileges at Jessup's Neck, projecting into Peconic Bays, near Great Noyac, had the boat towed to a land-locked creek at that place, fitted her with cots, a stove, and lockers, and proceeded "to enjoy life." Many comical things occurred on the Pastime, but the aggregation of sports were good shots and they did kill something besides "time."

At Napeague, one time, to digress, an Easterly blow drove in a great number of snipe. We were cruising in the "Bessie" at the time. And a harbor had been made at Napeague Bay, to escape the blow. The meadows were dotted with plover and yellow-leg snipe. Capt. Warren Beebee got the sloop under balanced reefs; we ran into Sag Harbor. "Ad" Youngs and "Seem" DeCastro were invited to "shoot." The "Bessie" beat back to Napeague, and our guests had a fine sail, and, on the meadows, shot snipe until their bags were filled. Each was a crack shot, and Frank Esterbrook, who chartered the "Bessie," was expert with fowling-piece on beaches, or in the bushes, or on the bay. Capt. Warren was "good company." He had sailed big coastwise schooners, before "he took to sailing parties." He was a typical sailor-man. He was a Long Isl- and Beebee—nuff said. His forebears used to raise sheep on Plum Island. They also built schooners in Orient. He knew every sailor-man's port on the Atlantic from Labrador to Louisiana, and he would give imitations of how he danced with the girls of Dundarboo, or philandered with the Conchs and Creoles.

NICKNAMES

Boyhood chums had the following nicknames: "Stoppie," "Sharkie," "Dorny," "Nashus," "Cock-eye," "Sir Posh Wittle," "Slopagas," "Boogwan," "Hicky-Hick," "Ike-Yik-Tee Tike-Eye," "The Darling," "Slagion," and "Aggie." George Sterling, who later in life, won renown as America's poet, gave the boys their nicknames, and he, himself, went by name of "Stoppie." He was a voracious reader, and was equally as well pleased when reading Shakespeare's sonnets or Deadwood Dick's dime novels. When absorbed in this manner he went into a veritable "brown study," from which it was hard to divert him. George Sterling had a vivid imagination and many of the pseudonyms applied to his fellows were taken from books in which he browsed. He also was an ardent student of astronomy, and, his father, Doctor George A. Sterling, built on top of his home, an observatory. It was a delight to here congregate on a clear night and study charts of the Constellations. We were well acquainted with the fixed stars in the firmament, and knew the movements of the planetary bodies. Many names then learned can later be found employed in the poet's poems. Such Constellations as the Great Bear, the Pleiades, the Great Dipper and the Constellations of Leo Major and Leo Minor were readily identified. Carrying further boyhood traits, digs were taken at Sag Harbor dignitaries and approbrious epithets applied to those who were in the bad graces of these striplings, and they were dubbed assanus majors or assanus minors, according to their positions in society. In this way Latin lessons were applied locally to advantage.

IN MEMORIAM

To "us boys" Doctor Sterling was one of our heroes. He was fond of children, and used to say, "I have a baseball nine in my family; three boys and six girls, and the ninety and nine others on my premises are all my children too, for I brought them into the world." The Sterlings moved to California, where George became a contemporary of Jochquin Miller and Ambrose Bierce. George Sterling died a few years ago, when in his fifties. Friends of the late poet have erected a tablet on the San Francisco hills, he loved so well, as a memorial. The spot is surrounded by trees and shrubbery and is high enough to command a view of the Bay of San Francisco. The memorial is a large bench of permanent construction, bearing a dignified bronze tablet on which appears in raised letters: "To Remember George Sterling 1869-1926." There follows a bar of music with words from Sterling's "Song of Friendship."

Mr. Sterling's birthplace was Sag Harbor.

SALAD DAYS

Peter McCoy visited Sag Harbor where he sojourned one season, and conducted a boxing school. Peter was at one time the middle weight champion. He was another hero in the boys eyes. This Peter McCoy either fell overboard from a tug when crossing Long Island Sound, or jumped overboard. This was one of the tragic sorrows of boyhood.

Most of the boys went to San Francisco, California, where they made good under the eye of Mr. Frank C.

Havens, who was a brother-in-law of Doctor Sterling. All the elder members of the Sterling family died in the West.

The boys had a club house in the Sterling barn. It was in the huge hay mow that the club congregated. And later on, this place was used for an aviary. Some great horned owls were captured when nestlings. They were placed in the barn. Of course, they had to be named. The owls were called Nicodemus and Socrates. Nicodemus had cannabalistic tendencies. He ate up Socrates. Thus he absorbed wisdom and meat at the same time.

EARLY VIEWS OF SAG HARBOR

A water color sketch of the village of Sag Harbor and the Cove, painted in 1803 by Miss Elizabeth Sleight (a sister of Cornelius⁵), taken from the east side of the first section of Long Wharf, shows the wharf, the buildings on the west side of the wharf, Hog Neck, Little Hog Neck, Brushy Neck and the Narrows in the distance, and the sloop "Lively," Capt. Parker, and "Ben" Butler, an old negro cartman, driving Duvall, in the inn-keeper's wagon. It is, undoubtedly, the only sketch of Sag Harbor village, at an early day, in existence.

Charles S. Hedges painted, in oil, a picture of the Sag Harbor water front, as it looked, before the fire of 1845. The view is from the Point House, at North Haven, looking southeast. I do not know where the painting is now; but, I have in my collection, a photograph of it, taken by Wm. Howard, photographer, in 1905.

SAG HARBOR

"Where do you get the name, Sag Harbor?" Is often asked by strangers.

It was originally given as the harbor or landing place of Sagg, a village near Bridge Hampton settled in the early history of the town.

The records tell of Sag Head.

"But from whence does the name Sagg, originate?"

A student of the origin and meaning of Indian geographical names, tells us that Saggaponuck means "the place of big ground nuts." Sagg-aponuck has been shortened into Sagg. Hence, if we give the literal meaning of the place's name, it is Big Ground Nut Harbor.

There are three localities in the town of Southampton, widely separated, but having the same derivation as to name. These are Seponack, Catchaponach and Saggaponack. The first two are unchanged; the latter has been shortened into "Sagg" a village near Bridge Hampton. The word "Sepun" means a ground nut, "Saggapun" was a large kind, and "Catchepun" the largest kind of nut of all. So Saggaponack means the "place of big ground nuts," and Catcheponack means the "place of biggest ground nuts."

It seems, therefore, that these original Indian names have been twisted and transformed into the modern spelling: Sagg, Sebonac, and Ketchaboneck.

COLLECTING STAMPS

Philately as a hobby was encouraged by parents. It aided in improving one's knowledge of geography. Some boys had stamp collections of 3,000 different varieties.

Dizzy heights never troubled "the boys." One of them surprised and shocked the keeper of Montauk lighthouse, on a visit to the light station, by climbing on top of the tower, by the lightning rod only. Here a snap-photograph of his feat was taken. This same young man, when 16 years old, skated into an ice hole at Round Pond. He was rescued (?) by tying skate straps together thus making a rope to drag him out. It was zero weather, but despite this, he plunged in the hole again to get a favorite "shinny" stick which had been lost and which had sunk in three fathoms of water. Endurance swims of 9 and 10 miles were often made by some of the lads and not to be out done, one of the girls made a swim to Greenport. The swim was made years ago; but, the record still stands.

"SINCE PROHIBITION CAME."

Prohibition brought to some a new prosperity. Long Wharf was lined with "rum running" boats in 1925. There was a return of activity until Montauk became the favorite entre-pot for contraband. The "Story of the Rum Runner" remains yet to be told in its entirety. Paul Bailey, a Long Island poet, has told a part of the effect of Prohibition, on Long Island, in verse:

 "Long Island sure has changed a lot
 Since Prohibition came.
It ain't the same old solemn spot
 Since Prohibition came.
The fishermen go out at night
(They even fish when fish won't bite)
And all hands seem to be in right,
 Since Prohibition came.

Folks hold beach parties all year round
 Since Prohibition came.
Camp meetings thrive along the Sound
 Since Prohibition came.
Truck drivers now are carting hay
From somewhere down along the bay
Which keep 'em busy night and day
 Since Prohibition came.

Old baymen with rheumatics rife,
 Since Prohibition came.
Have grabbed a bran new lease of life
 Since Prohibition came.
And boats laid up since nineteen-three,
Re-rigged and caulked up handsomely,
Sail out to breast the wintry sea
 Since Prohibition came.

The little pharmacies have grown
 Since Prohibition came.
And druggists seldom are alone
 Since Prohibition came.
Each pharmacy is full of cheer
And half the village hovers near
The fam'ly entrance in the rear
 Since Prohibition came.

There's Montauk Point, a mecca grand,
 Since Prohibition came.
For ships from nigh on ev'ry land
 Since Prohibition came.
Like brave crusaders as of yore
Us Islanders start nightly for
Sweet Montauk's once forbidding shore
 Since Prohibition came.

Fire Island Inlet's full of boats
 Since Prohibition came.
They're using anything that floats
 Since Prohibition came.
You really wouldn't know out isle,
It's changed in such a little while
And folks once broke now have a pile
 Since Prohibition came.

ENVOY

“What record else is there to tell,
Of the old town we love so well:
We’ve preached and prayed, we’ve danced and sang,
We’ve punished boys who church bells rang.
Our temples, stretch their spires to heaven,
In hopes our wickedness to leaven,
Our preachers preach the living truth,
Our teachers teach obstreperous youth,
Our fountains flow in street and square,
In fact we’re fluent everywhere,
It’s now we feel secure from fire
And think complacently of Tyre.
When law and order shall prevail
Sag Harbor’ll tell a glorious tale,
No danger lights on lower Main
Shall burn their fires for midnight gain.
But every mother’s son and daughter
Will go to bed just when they “oughter.”



INDEX

INDEX

	Page
THE SLEIGHTS OF SAG HARBOR	7
REFERENCES	22
KISSAM	24
CRISPELL	24
KIERSTÈDE	25
SLEIGHTS	
Cornelius Barentsen ¹	15, 27
Mathys ²	28
Henry (Henricus ³)	28
John Henry (Hans ⁴)	28
Cornelius ⁵	29
William Rysam ⁶	34
Caroline Matilda ⁶	38
Brinley Dering ⁷	38, 139
Hannah Rysam ⁷	40
William Rysam ⁷	41
William Rysam Jr., ⁸	42
Anna Frances ⁷	42
Cornelius ⁷	42, 139
Cornelius Rysam ⁸	44
William J. Rysam ⁸	44
Charles Kingsley ⁹	42
William Rysam ⁹	42
Annie Laura ⁹	42
Harry Dering ⁸	44
Evangeline Dering ⁹	50
Brinley Dering ⁹	50
Mary Frances ⁹	50
Mildred ⁹	50, 135
Helen Elizabeth ⁹	50
Some Other Sleights	51
Henry C. Sleight ⁶	51

II

	Page
RYSAM	60
William	60
Captain William Johnson	66, 67
Phebe Phip	70
Ursula (Pierce)	60, 70
SYLVESTER AND BRINLEY	71
Sir Thomas ¹	71, 72
Griselda (Brinley) Sylvester ¹	71
Brinley Arms	72
Francis ²	72
DERING	73
Miles	73
Richard	74
SLEIGHT—DERING	74
Henry ¹	74
Henry ²	74
Thomas ³	19, 74
Henry Packer ⁴	31, 74
Anna Charlotte ⁵	36, 74
William R. Sleight ⁶	74
Brinley D. Sleight ⁷	74
William R. Sleight ⁸	74
Brinley Dering Sleight ⁹	74
Coat of Arms	74
HEDGES—SLEIGHT	78
William Hedges ¹	78
Stephen Hedges ²	78
Daniel Hedges ³	78
Daniel Hedges ⁴	78
David Hedges ⁵	78
Jesse Hedges ⁶	78
Albert Hedges ⁷	78
Elmira (Halsey) Hedges, wife of Albert Hedges ⁷	78
Susan Jane (Hedges ⁸) wife of Brinley Dering Sleight ⁷ ...	79
Bible Record from Hedges Bible	79
HALSEY—SLEIGHT	80
Thomas Halsey ¹	80
Thomas Halsey ²	80
David Halsey ³	80
Abraham Halsey ⁴	90
David Halsey ⁵	80
Caleb Halsey ⁶	80
Elmira Halsey ⁷	80
Halsey Arms	80
Crest	81
Motto	81

III

	Page
JANS	
Roelof ¹	58
Sarah ²	58
SYLVESTER	
Nathaniel ¹	77
Nathaniel ²	77
Brinley ³	77

MISSCELLANEOUS NAMES

Armstrong, Sec. of War	32
Bogardus, Evert	10, 59
Bruyn, Severyn	11
Beecher, Dr. Lyman	19
Belmont, Congressman Perry	21
Boz, Tyntie (Catharine) Tysee	26, 27
Briestede, Elsie Jans	27
Byram, Eliab	31
Beebee, Thomas (Lieutenant)	32
Brumley, Reuben	34
Baer, Rev. F. V.	40
Breckinridge, Senator	52
Bogardus, (widow) Anneke Jans	59
Brinley, Francis Col.	71, 72
Burroughs, Mary	75, 77
Bellingham, Governor	77
Baker, Abigail	78
Bellows, Charles N.	134
Crispell, Anthony	9
Carmen, John	15, 28
Carmen, Mary (Sleight)	15, 33
Covert, Congressman James W.	21
Carmen, Lavinia (Kissam)	28
Carmen, Grace	28
Carmen, Lavina (Kyssam)	28
Carmen, Martha	28
Copp, Annie Bell	42
Conkling, Edward (Mariner)	45, 65
Conkling, Joseph	45, 65
Cooper, J. Fennimore	48
Cooper, Mercator	49
Clay, Henry	52
Crittenden, Gov.	52
Conkling, Ananias, Jr.	64
Conkling, Cornelius ...	64
Conkling, Silvanus	65
Dewitt, Rev.	7

IV

	Page
Dering, Mary (Sylvester)	19
(DeVries), Titus Sy racks	26
Douglas, Josiah	37
Dippel, Peter	39
Dunmore, Gov., Lord	60
Driscoll, Edward	69
Dering, Siged	73
Dering, Sir Edward	74
Dering, General Sylvester	75
Dering, General Sylvester, 2nd	78
Dering, "Tom"	108
Dering, Charles T.	135
Edds, Rev. William T.	39
Ellis, Joseph	65
Endicott, Governor	77
Fletcher, Governor	9
Forsyth, Mary Isabella	12
Forsyth, Katherine Bruyn	13
Fosdick, Anna	19, 76
Fisher, Miss Helen M.	25
Frothingham, David	49
Fordham, Nathan Esq.	65
Fosdick Anna (Havens)	76
Fordham, Samuel	134
Gardiner, Lion	27
Gardiner, Captain Augustus	35
Green, General	51
Gibbs, Joseph	65
Gibbs, Capt. George C.	69
Goodyear, Stephen	77
Gardiner, Samuel Smith	78
Gardiner, Rev. John D.	134
Hasbrouck, Jonathan	11
Hasbrouck, Catharine	11
Hughes, Gov. and Mrs. Charles E.	12
Hitchcock, Cyrus	18
Hunt, Alexander H.	20, 39
Howell, Silas	31
Hun tting, Samuel	31, 33
Horsford, Miss Cornelia	37, 78
Hunt, Col. Harry	38
Holmberg, Martin	40
Huntington, Rev. Guerdon	40
Harrison, Rev. J. J.	42
Hardy, Commodore	49
Hildreth, Miss Cornelia	52
Havens, Frank C.	69

V

	Page
Hobart, Margaret	75
Horsford, Prof. Eben N.	78
Howell, Charity	78
Hedges, William	79
Hedges, Judge Henry P.	79
Hedges, Fanny M.	79
Hedges, George B.	79
Jans, Anneke	10
Jansen, Helena	11
Jansen, Henry	11
Jans, Elsie	27
Jachemz, Hendric	27
Jermain, John (Captain)	32
Kenyon, Rudolph	12
Kenyon, Hon. W. S.	12
Kierstede, Doctor Hans ¹	25
Kierstede, Roelof ²	25
Kierstede, Hans ³	25
Kierstede, Sarah ⁴	25
Keese, Miss Jane	55
Keese, John D.	55
Lafayette, Gen.	16, 49
L'Hommedieu, Esquire	31
Livingston, J. W. (Lt. Col.) ..	33
Lindberg, Fred	37
LaPlace, Albert	39
Lent, Edward B.	48
Lamb, Mrs.	59
Lloyd, James	77
Latham, Daniel	134
Latham, Mary (Jermain)	134
L'Hommedieu, Benjamin	77
L'Hommedieu, Ezra	78
L'Hommedieu, Mary Catharine dau. of Ezra above	78
Nelson, Lord	30
Mulford, William Rysam	17
Mason, Rev. Erskine	34
McDonald, Ronald	49
Mulford, Isaac	64
Miller, Burnet	64
Miller, Jeremiah Gardiner	135
Osborn, John P.	31
Osborne, Nelson	44
O'Rielly, Henry	52
Pine, John	23
Partridge, Asa	31
Prior, Elisha (Lieutenant)	32, 60

VI

	Page
Pinkerton, Mary	40
Penny, Joshua	49
Prime, Rev. Ebenezer	77
Roeliff, Sarah	10
Roosa, Mrs. DeWitt	12
Reimann, William R.	39
Ricker Boys sailed with Com. Paul Jones	43
Remsen, Mary	51
Risam, William	60
Stuyvesant, Governor	7
Starr, Eliza E. Tappen	12
Syracks, Titus	15
Slecht, Jacobus	26
Slecht, Englte	26
Sleight, John H. ⁴	26
Sleight, Henry ⁵	26, 27
Sleight, Sarah	27
Sleight, Mary ⁵	27
Sleight, Sarah ⁵	27
Sleight, John ⁵	27
Sleight, Elizabeth ⁵	27
Sleight, Augustus Lafayette ⁵	27, 31
Schoonmaker, Henry Jochemsen	27
Sage, Dr. Ebenezer	32
Scheafer, Casper	39
Stilwell, Elizabeth	41
Stilwell, Dr. Cleveland S.	41
Sleight, Charles Kingsley ⁹	42
Sleight, William Rysam ⁹	42
Sleight, Annie Laura ⁹	42
Sleight, Elizabeth Rebecca (Clark)	42, 43
Sleight, Fanny (McFarland)	44
Sleight, Sarah Elizabeth (Van Nostrand)	44
Sleight, Henry C. ⁶	51
Sleight, Miss Mary B.	51
Spooner, Alden	51
Sibley, Esq., Louis W.	53
Sleight, John L. (fat John)	57
Stretton, Joseph	64
Sylvester, Annie Brinley	71
Sylvester, Constant	77
Shattuck and Southwick fugitives	77
Sylvester, Patience	77
Sylvester, Margaret	77
Sylvester, Giles	78
Sherrill, Recompense	78
Sherill, Samuel	79

VII

	Page
Sherill, Naomi	80
Sage, Mrs. Russell	129
Tappen, John	11
Tappen, Henry Jansen	11
Tappen, Mrs.	11
Tabor, Pardon T.	31
Tompkins, Gov.	33
Tucker, Luther	53
Vaughn Lorenzo N.	39
Washington, General	10, 16, 17
Wynkoop, Judge Dirck	10
Wynkoop, Cornelis	10
Wood, John	20
Wood, Joseph	39
Williamson, Horace K.	49
Wade, Ann or Wase	75, 76
Ziegler, Charles	40

LOCALITIES AND DATA

Ancient Apple Tree	65
Boxwood	46
Bound Line	65
Buried in Rysam-Sleight Vault	66
Clinton Academy	33, 46, 68
Copy of Letter Written by C. Sleight in (War of 1812)	32
Conkling Premises	45
Conkling Lands	63, 64
Crown Provincial Custom Collector	67
First Cornelius Sleight House near Long Wharf	34
First Settlers of Sag Harbor	66
Freeing Slaves	66
Great Fires in Sag Harbor	49
Geneseo, Illinois	55
Galveston, Texas	57
"Great Meadows"	64
Historical Records	47
Hempstead Plains	56
Hendley & Co.	57
Hogg Neck	64
Fahys Watch Case Factory	69
L. I. "Star"	51
Lost at Sea	76
Long Wharf	34
Mulford & Sleight, Whaling Agents	35
N. Y. Historical Society	54
Norfolk, Virginia	60

VIII

	Page
Newton, L. I.	60
Oakland Cemetery	57
Riverhead "News"	49
Russellville, Ky.	52
Rochester, N. Y.	53
Rysam Fund	62
Rope-walk (Rysam)	63
Sylvester Mansion	37, 77
Schoharie "Republican"	39
Sylvester Manor, at Shelter Island	46, 78
Ship "Cadmus"	49
Ship "Ramillies"	49
Ship "Superior"	49
Ship "Ranger"	49
Ship "Manhattan"	49
Ship "Plymouth"	49
Sag Harbor Custom House Records	50, 67, 70
Ship "Eendracht"	59
Ship "Merchant"	60
The "Corrector"	38, 65
The "Messenger"	52
The "L. I. Farmer"	52
The "Daily Advertiser"	52, 54
The "Monroe Republican"	54
Two Great Fires in N. Y.	55
Tenby, South Wales	60
Transcripts from E. H. T. R.	61, 62, 63, 65
The "Express"	65
The Sag Harbor Real Estate Company	69
Uriah Gordon	238
Whale Ship "Thorn"	35
Washington, Jefferson, Madison and Hamilton were at Eastern L. I.	48
Wigwagonock	64
West India Trade	68

DATA

Arsenal, The Old	100
Arsenal, Description of Old	102
A Pedagogue of the Past	228
A Horrible Disaster	230
"Another Land Mark Gone"	237
Arsenal, Contract	102
Arsenal, Receipt for Building	105
Arsenal, Receipt of Printer for Advertising	106
Arsenal, Powder from	107
Arsenal, Battery at	107

IX

	Page
Arsenal Lot Sold	111
Ancient Apple Tree	112
Alien Population	125
Brooklyn Bridge	113
Boarding House, Peter French's	114
Bridge, North Haven	116
Base Ball Nine	118
Blizzard of 1888	122
Custom House	108, 128
Customs District, Act Creating	128
Cedar Bend	115
Circus Lots	118
"Corrector" Printery	119
Characters	121
Congregating Places	121
Cannon	122
Changed Times	124
Censuses	124
"Corrector" Office Lease	262
Clippings	227
Corporation Meeting	244
"Cousin Charlie" Hedges	290
Collecting Stamps	303
"Dering Papers"	106
Dimensions, Sea-wall at Gull Island	108
Dering Flew Flag Over Post Office	107
Dates and Anniversaries	141
Evacuation Day	113
Events Enumerated by Decades	128
East End House	134
Early Views of Sag Harbor	301
FORMER GREAT FIRES	
The Fire of 1817	176
The Fire of 1845	168
Burning of the Oakland Works	178
Someother Fire Reminiscenes	179
A Night of Destruction	181
1845 Fire	183
Great Conflagration of 1877	112
Montauk Cotton Mills, in October 1879	112
Electric Power House, 1913	123
"Rotten Row"	123
Oakland Works, 1882	123
Atheneum	133
Niagara Engine Co., No. 1	133
At Zachary Point	134
Fish Factories	115
"Fort," Betsey Jo's	115

X

	Page
Firemen's Tourament, 1888	122
Fulton Market	132
Gardiner—Dering	138
Great Fires Destroyed Sag Harbor Thrice	161
Garrison at Sag Harbor	107
"Goat Alley"	117
Ground, Old Burying	117
Guards, Suffolk	122
Gardiner and Howell	132
Hedges House	123
Havens' House, Tyler	129
Hitchcock & Slate	132
Hunting Mansion	134
Hall, Rev. Daniel	134
Hedges, Deacon Levi	134
Hunting	136
Incidents and Accidents	261
In Memoriam	300
Little Gull Island, in 1817	108
Licenses	115
Lowen, Capt.	129
Long Wharf	132
Library, John Jermain Memorial	135
Envoy	306
Magazine	106
"Military Storekeeper"	107
"Mulford's Grove"	113
Mill Dock, Old	114
"Murray Hill"	118
Mason, Capt.	129
Montauk Steamboat Company	132
Members of the Board of Education 1682 to August 1907	248
Presidents	250
Secretaries	250
Principals of The Union School	250
Night Hawks	120
New York State "Bone Dry" in 1855	231
Nicknames	299
Old Burying Ground	111
Osborn's Dock	114
Oil Cellar, Hunting's	115
Odd Names	125
Our Boys	192
Oil Cloth Factory	258
Old Hand Press	264
Park Grounds	191
Proposed Street Never Materialized	267
Political Amenities	279

XI

	Page
Post Mortem	288
Powder House	106
Post, Edwin Rose, G. A. R.	108
Pottery Works	116
Ponds	116
Pond, Otter	135
Point House	117
Presbyterian Church Spire	120, 129
Population in 1845	126
Peck Slip	132
Pearl Street House, Eastern	132
Prohibition	132
Perambulatory	133
"Peter's Green"	134
Pierson High School	134
Park and Playground, Mashashimuet	135
Recollections	112
Railroad Depot	135
Remarks	82
"Sleight's Woods"	113
Sports	115
Sag Harbor Wharf Company	130
S. H. Savings Bank Building	135
Some Recollections	112
Some Local Name Places	188
SAG HARBOR'S FORESHORE	
East Hampton Town	268
Southampton Town	277
St. Andrew's	235
Some Excursions	294
Salad Days	300
"Since Prohibition Came"	304
Tree, Large	129
Temperance Rally, A	132
The Past Century in Sag Harbor	259
The "Daily Corrector"	263
The Storm and the Town Meetings	283
The Triumvirate	285
The Peconic Bank	228
"The Fort" a Thing of the Past	232
The Soldier's Mounment	234
The Watch Case Factory	234
The King is Dead	238
The Central Block	245
The School Corner Stone is Laid	246
The Flour Mill	252
The "Pastime"	297
The Past Century in Sag Harbor	259

XII

	Page
United States Hotel	132
Union Hotel, Henry Phelps'	132
Vaughn, Clothier H., Collector	108
Village Buys Arsenal Lot	111
Whalers, The Last of	137
Whale Fishery	110
Whale Ships, Number Engaged	110
Whaler "Myra" last of Fleet	112
Weeping Willows, from Napoleon's Tomb	112
Whale Ships, Condemned	113
Yachts, Pleasure	115
Ye Ancient Advertisement	251