

Bergen County *Panorama*

BERGEN COUNTY

Panorama

AMERICAN GUIDE SERIES

*Written by workers of the Writers' Program
of the Work Projects Administration
in the State of New Jersey*

Sponsored by
THE BERGEN COUNTY BOARD OF CHOSEN
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Foreword

This comprehensive and colorful history of Bergen County has been sponsored by the Bergen County Board of Chosen Freeholders in order to provide present and future generations with the story of Bergen from the days of its first settlers to its present position of prominence.

There have been several histories of Bergen County, some of them outmoded today, but no other has touched so deeply at its roots and revived so successfully its rich traditions and cherished memories. In the pages that follow are recorded in detail not merely the birth and growth of our county, but a true reflection of its people; their trials and tribulations in the quest to make Bergen County a better place in which to reside; their faith in the future and their sound foresight which has made possible the heritage which belongs to all of us today.

These deeds and these memories must be preserved in order that Bergen County may be inspired to continue its progress. From the past has sprung our pattern for the future.

It is the hope of the Board of Freeholders to help keep these vivid traditions alive through this book. We have placed copies in all municipal and school libraries and in other places frequented by the public, so that a bond of kinship with the past may keep us united and point the way to the future.

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The Board is grateful to the Writers' Project of New Jersey for an outstanding panorama and educational effort which so well preserves those things held dear by all residents of Bergen County.

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Preface

This volume, one of a series designed by the WPA Writers' Program to bring to Americans a deeper consciousness of the forces that have shaped their Nation, is the first county history written by the New Jersey Writers' Project. The Project is grateful to the Bergen County Board of Chosen Freeholders for its co-operation in making such a work possible.

It is not possible to list the many citizens whose assistance and advice contributed to the preparation of the history of their community. We are particularly indebted to J. W. Binder, executive secretary of the Bergen County Chamber of Commerce, Donald G. Dutcher, clerk of the Board of Freeholders, and Robert C. Gamble, its public relations director, who served as general consultants. Hiram B. Demarest Blauvelt, trustee of the Demarest Family Association, took an active interest in the enterprise and gave advice on the *History*, *Churches* and *Schools* chapters.

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The librarians of the Johnson Free Public Library, Hackensack, and the Danforth Memorial Library, Paterson, made space and valuable source material available.

The book was edited by Benjamin Goldenberg and Irving D. Suss, supervising editors, from drafts written under the direction of Louis Sapperstein, district supervisor, by Edward J. Fox, Abe Kirshbaum, Horace C. Graves and Ralph Lawton with the assistance of Harold A. Fonda, Dorothea Kardel, Alexander Harvey, Jacob E. Miller, Irving Mates and Frank V. McNerney.

The head pieces were executed by Frederick E. Watson, of the New Jersey Arts and Crafts Project. Unless otherwise credited, photographs were taken by Nathaniel Rubel, project photographer, and by Samuel Epstein, Assistant State Supervisor, who also designed the book.

VIOLA L. HUTCHINSON
State Supervisor, Writers' Project

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Bergen County *Panorama*



I. County Portrait

AT A POINT on U. S. Route 1, one mile west of the George Washington Bridge, the dramatic gateway to northern New Jersey, the whole of Bergen County can be viewed across a 20-mile stretch of rolling hills and valleys.

From the tableland along the summit of the Palisades, 500 feet above the Hudson River, the land slopes sharply to the broad valley of the Hackensack, rises and descends again across the Saddle River and Ramapo River valleys and then rolls up the steep sides of the wooded Ramapo Mountains above the northwest border. South of these the Passaic River forms the boundary between Bergen and Passaic counties.

The villages scattered through the woodland along the top of the Palisades are engulfed by the grandeur of this 1,000,000-year-old rampart of stone, so hard that it resisted the erosive forces that created the marshes of central Bergen.

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The lowlands, less than 200 feet above sea level, were leveled by the great glacier which ground down the once higher ridges and filled the once deeper valleys with rubble. If the rubble that the glacier deposited in the Hackensack Valley were removed, some geologists say, an arm of water would reach to the New York State line.

Shielded from the worst of the winter gales by the high land in the north, with excellent soil and water courses, the county has the physical basis for a propitious development.

Following the early Dutch and English farmers, who first saw the advantages of the region, a continuing stream of home-seekers has flowed into the county. Dependent economically, as was the farmer, on New York, the new resident—now a hurried commuter—fixes the pattern of Bergen's conservative life.

The commuter has been unwilling to sit quietly indifferent to the affairs of his newly adopted home. The new community facilities he demanded were immediately installed; the men and women he nominated for office, elected. Though tied to the greatest metropolis in America, the commuter spends hours in the mazes of local politics like any provincial farmer. He runs for positions on borough councils and nonsalaried school boards; temporarily gives up bridge and golf to support his friends in hotly debated campaigns. Just before election the buses and trains buzz with the qualifications of rival candidates while the tragedies of the slow market and the intricacies of the foreign situation are momentarily forgotten.

The new residents have laid out prosperous towns with broad, well-shaded streets on land purchased from descendants of the early Dutch farmers. Landscaped gardens, luxurious country clubs, poetry readings and lectures at the local women's clubs, exceptional concert programs, little theatres, art shows, are all indicative of the commuters' way of life.

Bergen's lodestone has been and still is excellent transportation facilities. The railroads, the highways, the George Washington Bridge and rapid bus service via the Lincoln Tunnel to mid-town Manhattan have been responsible for periodic bursts of development: streets and power lines stretched across empty

acres where the green corn grew, and new buildings invaded the pastures.

Concomitantly there arose along the river banks great industrial plants manufacturing a variety of products. To man the assembly lines, the looms and the refining vats came the Germans, the Italians and the Slavs. These residents of recent foreign extraction still cling to the culture of their homeland through the church and social and benefit organizations. On the newsstands, beside the metropolitan dailies and the local weeklies, are foreign language papers that find a ready sale. But as his children appear on school honor rolls and athletic teams, the new American is joining the P.T.A., riding the volunteer fire trucks and sharing other responsibilities of the community with his neighbors.

The commuters and the immigrants outnumber but do not eclipse the scions of old families whose names still appear on the rosters of local governments and social organizations. Though the new blood and new ideas have altered the social complexion of Bergen, the county has retained its sense of unity. Hackensack, more than a nominal center of government, is the focus of community interest. The people are genuinely interested in county-wide politics, and the Freeholders have extended their traditionally limited function, especially in public welfare.

For the third time since the 1890's Bergen is in the midst of a building boom. This one, which started in 1935, has attracted national attention. The realtor once again spends his week ends in the outlying districts, where model homes sprout magically among the fields and woods, ready to receive new residents who almost at once adopt Bergen County's sense of its own worth, a more than passing interest in its traditions and a complete confidence in its future.



2. History

IN 1609, when Henry Hudson sailed the *Half Moon* up the Hudson River, what was later to become Bergen County was occupied by the Minsi (Munsee), a subtribe of the Lenni Lenape, or Delaware, Indians. They had established several large villages and numerous small settlements throughout the region and threaded the country from the northern mountains to the sea coast with well-defined trails leading to their favorite fishing and hunting grounds. They also did a little farming.

It is estimated that the Lenape numbered about 10,000 in the State when in 1618 the Dutch East India Company established a trading post called Bergen in what is now Hudson County, New Jersey. The conjecture that Norwegians among the first settlers named the post after Bergen in Norway is accepted by some historians; others hold that the settlement was named after the Dutch village of Bergen-op-Zoom, or that the

name was derived from the features of the countryside, "Bergen" denoting a ridge between two marshlands.

Title to the region, named New Netherland, was claimed by the East India Company—a private enterprise chartered by the Dutch government—by virtue of the discoveries of Henry Hudson. In 1621 the territory, including what are now New Jersey, New York and part of Connecticut, was taken over by the Dutch West India Company, which like its predecessor displayed little interest in its American holdings. As interest in settlement gradually increased the company in 1629 offered the feudal title of patroon and an extensive grant of land to any member who would establish 50 settlers.

The patroon system was unsuccessful. Grants were made to Michael Pauw in 1630 and to Myndert Myndertsen Van der Horst in 1641, but it was apparent that Dutch colonization would not be encouraged by the absolute power of the patroons. Opposite the mouth of Overpeck Creek, on the Indian trail leading to Pavonia (Michael Pauw's colony), some of Van der Horst's settlers built a fort and trading depot. And in 1640 Capt. David Pietersen De Vries established Vriesendael near what is now New Bridge. Two years earlier Oratam, sachem of the Achensachys, had granted to Sarah Kierstede 2,120 acres along Overpeck Creek for her services as interpreter in his treaty negotiations with the Dutch.

To stimulate colonization the company in 1640 offered 200 acres to anyone who would bring with him five men to till the ground. In 1650 the company placed on the land stock and implements for which settlers were permitted to pay rent. At the end of six years the settler was obliged to pay for the stock. But this effort was interrupted by an Indian uprising in 1643 which drove out all settlers but a few in Pavonia.

In Bergen a speedy peace was negotiated with Oratam, but uprisings continued intermittently until 1658, when Gov. Peter Stuyvesant repurchased an area "on the west side of the North River from the great Clip . . . above Weehacken (Bergen)." This is the first Indian deed to mention Bergen by name. Bergen was granted a charter by the New Netherland Council, and

settlers were induced to return by relief from "tithes and other similar burdens" for six years, provided that they settled together for defense.

On September 15, 1661, a schout (sheriff) was appointed to administer justice with the aid of the schepens (judges). Two years later the schout and three schepens were made an inferior Court of Justice, empowered to settle "all matters touching civil affairs, security and peace of the inhabitants of Bergen."

Negotiations with the Indians were still necessary; in 1662 Oratam and another chief were authorized to arrest anyone selling "brandy" in the lands still under their jurisdiction. Indeed, Oratam had once refused to ratify the sale of land on which Garfield now stands because rum and beer were part of the price.

Even though European settlement was slow during the seventeenth century the Indians disappeared rapidly from the county. They can be recalled today only through their numerous artifacts and a number of place names. Oratam, who several times acted as intermediary between warring tribes and the New Netherland Council, is commemorated on the official seal of Hackensack.

In 1664 Fort Amsterdam on Manhattan surrendered to a British fleet commanded by Col. Richard Nicolls, and New Netherland became a proprietary colony of James, Duke of York. He handed New Jersey over to John, Lord Berkeley and Sir George Carteret, who drew up a constitution in England, February 10, 1665, called "The Concession and Agreement of the Lords Proprietors of the Province of New Caesarea, or New Jersey," which established civil government for "all such as shall settle or plant there." The document appointed Philip Carteret, a relative of Sir George, governor and bound the proprietors to levy taxes only with "the consent of the legislature and not otherwise."

Despite this and other concessions, proprietary rule, as in other colonies, threatened to revive in New Jersey the worst features of the patroon system. Settlers who held land under Indian deeds confirmed by Nicolls objected to the proprietors'

demands for annual rents. Barred from the legislative assembly, a number of delegates in 1670 formed the basis of an antiproprietary party which refused payment of quitrents.

The same year Carteret and the Council issued a charter to the freeholders of Bergen Township which confirmed the land rights of the Dutch charter of 1658. The document provided for the establishment of a court, support of the church and a free school.

Two years later Bergen took part in a revolutionary assembly held at Elizabethtown which deposed Philip Carteret as governor and elected James Carteret, son of Sir George, as "president." After the short-lived recapture of New York by the Dutch, 1673-4, the Crown regranted the eastern half of the province to Sir George Carteret, who returned Philip Carteret to the governorship.

Colonization in Bergen expanded under English rule in spite of proprietary impositions. Under the Dutch there had been only the farmers on the Pavonia plantation and a few others nearby, who sold their surplus products in New Amsterdam, and scattered fur traders who engaged in a dwindling trade with the Indians. After the fall of New Amsterdam came an influx from villages in New York State and from Europe—Dutch, Flemings, Germans, Scots and English, with the Dutch still predominant.

One of the first English patentees was Capt. William Sanford, who in 1668 acquired for himself and Nathaniel Kingsland a 15,308-acre tract between the Hackensack and Passaic rivers south of Sanford's Spring (Rutherford). A little later Samuel Edsall and Nicholas Varlet purchased from the Indians 1,872 acres of "wasteland and meadow" extending two miles north of the Town of Bergen, and in 1669 also two adjoining tracts, one between the Hudson River and Overpeck Creek and the other between the Hackensack and Saddle rivers, were patented to John Berry. Settlers on the Berry and Kingsland patents established family lines whose branches still flourish throughout the region—the Kipps, Christiansens, Staggs, Hoppers, Bertholfs, Albertsens, Romeyns and Vanderhoffs. Elias Boudinot bought

part of the Kingsland property, and Rutt Van Horn, Nicasie Kipp and Thomas France purchased land in the Berry patent. The Zabriskies, Voorheeses, Demarests, Coopers, Van Reipens and Powlesses settled near present Ridgefield Park at the southern boundary of what as early as 1670 had been called "English Neighborhood," a region bordering the Palisades as far north as Englewood.

It was a Frenchman, David des Marest, progenitor of the Demarest family, who established the first permanent community in the present Bergen County. In 1677 des Marest, rebelling against attempts to enforce financial support of the established Dutch church in New York, brought his family to his land along the Hackensack at New Milford. As sympathizers followed him the community grew to 100. They established the only Huguenot church in New Jersey.

A number of Poles were attracted to Albert Saborewski's (Zabriskie) New Paramus Patent of 2,000 acres, acquired from the Indians in 1662 and patented to Jacob Zaborowski in 1713; both the Poles and the Huguenots soon merged with the Dutch. Along the northeastern border the "Tappan Patent" was settled in 1681 and patented in 1687 to several families, including the Harings, Steinmets, De Vrieses, Straatmakers, De Groots and Blauvelts.

Settlers did not move west of the Saddle River until 1681, when Jacob Cortelyou, Henrick Smock, Rutgert Joosten and associates received a grant of 3,525 acres between the Passaic and Saddle rivers. The Ramapo Valley was settled in 1700, on a patent of several thousand acres procured 31 years previously by George Willocks and Andrew Johnson.

Although Bergen was designated a "County," or judicial district, in 1675, it was not until 1683 that the provincial assembly passed an act creating the counties of Bergen, Essex, Middlesex and Monmouth. The boundaries of Bergen were set between the Hudson and Hackensack rivers from the New York province line to Newark Bay, consisting of approximately 60,000 acres. Administrative authority was vested in justices to whom were delegated extensive powers. Four years later

the Board of Freeholders had its origin when the assembly instructed residents to elect men to meet with justices of the peace "for the purpose of levying a special tax for the building of highways." The Freeholders were given power to raise funds for building courthouses and jails in 1693 when the county was divided into Bergen and Hackensack townships.

In 1710 Bergen was enlarged to include New Barbadoes Township in Essex County, and Hackensack was made the county seat "because it was a thriving village more centrally located than any other." Courts were removed there from Bergen Town (Jersey City), including the common law courts established in 1704 by the "Ordinance of Lord Cornbury" which was the origin of the court system in New Jersey.

Suffrage was extended by Queen Anne in 1714. This charter confirmed property rights and stipulated that only owners of 1,000 acres could hold office and that voters had to be freemen who owned 100 acres. A later amendment provided that those who had £500 could be officials, and possessors of £50 could vote. Once before property holders had protested against a money qualification, declaring that "an Assembly may be packed of strangers and beggars, who will have little regard to the good of the country . . . and may oppress the landed men with heavy taxes."

The oldest extant records of the Board of Chosen Freeholders and Justices are dated May 19, 1715, when the chief business was providing for a jail and courthouse which was erected on Hackensack's historic Green the following year. As the cost of government increased the levying of taxes became the most important single function of the governing body, but close attention was paid to the punishment of criminals, the condition of public buildings, meaning the jail and the courthouse, and providing bounties for wolves, panthers and red foxes. The chief sources of income were direct taxes on property, such as gristmills, sawmills, slaves and boats, on men engaged in certain trades, wheelwrights and blacksmiths, for example, and on all single freemen "working for hire."

The Justices, appointed by the Royal governor or his dep-

uty, enjoyed little popularity and were often at odds with the elected Freeholders over interpretation of statutes. Occasionally both Freeholders and Justices were bewildered by acts of the assembly.

East Jersey, of which Bergen was a part, was bought from Sir George Carteret's executors in 1683 by William Penn and his associates. Ownership was surrendered to the Crown in 1702. In line with Royal policy, Indian deeds, except those held by proprietors, were nullified, and demands for quitrents were renewed. Opposition of the settlers culminated in widespread riots during the 1740's. The French and Indian wars which shook the colonies in 1754 stilled demands for a while, but the issue was fought sporadically until the Revolution swept away proprietary claims.

In addition to the general misunderstandings between proprietors and settlers, differences arose among Bergen County inhabitants over the extent and title of grants. A survey was conducted in 1764 to determine "the several rights, titles and claims to the common lands of the Township of Bergen and for making a partition thereof."

In the latter half of the eighteenth century the Board of Chosen Freeholders and Justices was largely controlled by a combination of first families. Such names as Demarest, Van Buskirk, Ackerman, Zabriskie and Westervelt recur frequently in the minutes. Intermarriage among these ruling families tended to make the body almost a hereditary institution. The Demarest family, through its numerous branches and through intermarriage with the Bantas, Westervelts, De Groots, Terhunes, Ackermans, Van Winkles, Van Der Beeks, Brinkerhoffs and Zabriskies, was supreme in social, political and religious matters for more than a century.

Hackensack during the Colonial period became the focus of a great agricultural section. Red brick homes lined well-kept streets, shops were plentiful, hospitable taverns and stagecoach depots attracted traveler, gentleman and farmer. So important had the town become by 1767 that when the assembly was voting upon a site for Queen's College (now Rutgers), Hacken-

sack and New Brunswick were tied. The governor decided in favor of New Brunswick.

Revolution and Reconstruction

The influx of the English and other groups had never been strong enough to disrupt Dutch influence, nor had an attempt been made to force English culture on the older settlers. Dutch persecution by the Spaniards in Holland and religious bans suffered by English dissenters gave both groups a love of liberty which helped forge a common front against England in the War of Independence.

Following news of the impending break with the mother country, citizens assembled on the Green in Hackensack on June 25, 1774, and pledged the county to follow any action the colony might take in resisting the tax policies of King George III and the Crown restrictions on trade and manufacturing. As in the other colonies, a committee of correspondence was elected, composed of Theunis Dey, Peter Zabriskie, John Demarest, Cornelius Van Vorst and John Zabriskie Jr., who immediately passed a resolution protesting British impositions. In 1775 a company of militia and four companies of Minute Men were organized at Hackensack. John Fell was made chairman of a committee of safety and led deputies from Bergen County to the Provincial Congress.

At the meeting of the Board of Freeholders, July 4, 1775, the question was considered whether the county committee "shall have a right in case of emergency to take the County Arms out of the Court House or not." Minutes bear the grim notation: "This Board say they have." The last meeting of the Board under the title "His Majesty's Justices and Freeholders" took place on May 15, 1776, while members devised means of payment for "79 Guns Bayonets and Belts and 78 Cartridges Pouches and Belts 425 Flints and 680 Balls . . . at the price the Congress allow."

Regarded as the gateway of New Jersey, the county expected the British soon after the redcoats evacuated Boston in 1776. As part of the plan to protect New York harbor, de-

fense works were constructed at Paulus Hook and at Fort Constitution (Fort Lee), and a series of roads was hastily built to connect with the interior. Gen. William Alexander (known as Lord Stirling) was placed in command of troops rushed to this vicinity, and Gen. Hugh Mercer, veteran of Culloden and Duquesne, was put in charge of the Paulus Hook defense. Lt. Col. Cornelius Van Vorst, Richard Dey, first major, and John Martinus Goetschius, second major, were placed in command of a battalion of foot soldiers organized at Hackensack. The county also organized a company of light horse militia with Jacobus Post as one of its majors. Washington often crossed to the Jersey shore from Harlem and with General Greene, who had succeeded General Alexander, reconnoitred as far down as Bergen Point.

On July 12, 1776, Admiral Howe swept up the bay in his flagship, firing upon the Paulus Hook Fort. General Mercer, soon to be replaced by Colonel Durkie, wrote sadly to his Commander in Chief: "The Militia of Pennsylvania and New Jersey stationed at Bergen and Paulus Hook have behaved in a scandalous manner, running off from their posts on the first cannonade."

The war swept through Bergen County with the retreat of Washington from Fort Lee in November 1776. On November 19 Cornwallis with 5,000 troops moved on Fort Lee, where Washington had taken up quarters. In the face of overwhelming superiority only retreat was possible for the Americans.

General Greene led the troops to English Neighborhood, while Washington went to Hackensack. Greene was especially anxious to take possession of that part of the Neighborhood which now comprises Leonia to secure passage over New Bridge. Down King's Road (Grand Avenue) the patriots continued to Liberty Pole (Englewood), where expected British opposition failed to appear. Here Washington rejoined his troops and supervised the crossing of the marshlands to the road over Teanek Hill and up the present road to New Bridge. According to Judge William M. Seufert, Englewood historian, the Revolution would have ended in '76 had the British cut directly across

the country and met the five or six thousand Americans east of the Hackensack River instead of marching on the abandoned Fort Lee.

At Hackensack Washington stopped at the home of Peter Zabriskie, now the Mansion House, where he is supposed to have maintained previous headquarters. According to an eyewitness account of the entrance of American troops into the town: "They marched two abreast, looked ragged, some without a shoe to their feet and most of them wrapped in their blankets." An English officer wrote: "I believe no nation ever saw such a set of tatterdamalians."

Among this tragic, desperate body, scurrying to escape the pursuing Cornwallis, was Tom Paine, then aide-de-camp to General Greene. It is believed that his oft-quoted lines, "These are the times that try men's souls," which appeared in *The Crisis*, were written during this retreat. On November 21 regiments marched down Main Street in Hackensack, across the present railroad to Essex Street, up the Polifly Road toward Acquackanonk (Passaic) and on to Pennsylvania.

By 1777 nearly all of east Bergen was in control of the British. The defense of the county was left in the hands of a few militia regiments, ill-trained and poorly equipped. Tory refugee camps were established at Bergen Point, where Samuel Van Buskirk was in command of Paulus Hook. Excerpts from newspapers of the time indicate that Rebels and Tories were engaged mostly in minor raids until the war's end.

In 1780 British and Hessian troops descended on Hackensack, en route to attack Pennsylvania troops quartered at Paramus. During the raid the courthouse on the Green was burned and until 1781 the courts were held at Yaughpaugh (Oakland). Here the Americans were in control of Cannonball Road, stretching across the Ramapos to Suffern, which was used to transport arms cast at the Pompton Furnace.

One of the most disastrous raids took place near Tappan in 1778 when British Major General ("No Flint") Grey surprised an American regiment under Col. George Baylor and massacred a number of prisoners. The incident aroused the Colonies and

was recalled to stir feeling against England in the War of 1812.

Troops in the county area suffered from lack of food and supplies. Washington, encamped near Liberty Pole, advised Governor Livingston to discharge all but 100 of Colonel Seeley's militia and to hold back the September class of recruits because of a scarcity of provisions. Barbadoes and Bergen Neck were reported stripped of cattle; a number of brigades were without meat for several days. Having no practical measures to offer, Governor Livingston humorously suggested that the "rural ladies" of Bergen give their numerous undergarments to the poorly clad Continentals, since "the women in that county having for more than a century worn the breeches . . . the men should now . . . make booty of the petticoats."

In September 1780 Brig. Gen. Enoch Poor, with the American Army at Kinderkamack, died of "putrid fever" and was buried in the cemetery of the Reformed Church in Hackensack. A statue to his memory stands today on the Green. A military journal describes in elaborate detail the funeral march "including his Excellency, George Washington, and General Lafayette." In 1824 Lafayette returned to America and revisited Poor's grave.

To add to the hardships suffered by troops in the winter of 1780 the weather was intensely cold. Icy blasts cut across the county. Both the East and North rivers froze over. John Jacob Lawsing noted in his Dutch Bible that "as many as one hundred sleighs were driven over from Bergen to New York. . . . This is the truth and no mistake."

Although no battles of importance were fought on Bergen soil, at least two commanding officers are remembered for their deeds. At Arcola Col. Aaron Burr first gained military recognition in September 1777 when he swept down from Suffern to Paramus, ordered an immediate attack on the raiding British after observing alone the enemy positions and captured one English officer, a sergeant, a corporal and 27 privates. Maj. Henry Lee, who captured 159 British in a raid on Paulus Hook, was congratulated by Congress even though he failed to destroy the post. For the "eclat to the Continental arms" the Congres-

sional resolution presented Lee with \$15,000 to be distributed among the soldiers engaged in the attack.

Scarcely one of the county's present municipalities is without a "Washington's Headquarters." Paramus was the site of a Colonial encampment during most of the war, and Washington stayed here after the Battle of Monmouth, from July 11 to 15, 1778, and for several days the following December. Sites of vanished camps, old houses where troops were billeted, commissary ovens hidden in tangled undergrowth, forgotten cemeteries where soldiers are buried, a tunnel beneath the Hackensack River connecting the Steuben House with New Bridge—are landmarks of the Revolution. At The Hermitage in Ho-Ho-Kus (still standing) Aaron Burr courted and won the Widow Prevost. Just across the New York line in Tappan Major André, the British spy, was tried and hanged. Forty-one years later his body rested at the Blanch House on Old Tappan Road in Bergen County on its journey back to England for burial.

With peace established the county began the task of reconstruction. Between Closter and Bergen Point a large area had been devastated by Tory raids. Bridges had been destroyed, and the county treasury was flooded with more than \$12,000 in devalued Continental bills of credit.

In 1790 the population was 12,601, but aside from a few compact villages, principally Bergen and Hackensack, settlements were scattered. Most of the region was a wilderness roughly cut with primitive roads and forest trails, and "wolves, panthers and red foxes" continued to roam the valleys and the foothills of the Ramapos until well into the nineteenth century.

As in all pioneer sections, families depended on their own energies for the necessities of life. The wife was usually the family doctor, nurse and holder of the purse strings. She ground the grain for the family bread, wove wool and flax into clothes on crudely fashioned handlooms, kept the house in order, performed a host of chores and lent a helping hand in the fields when it was needed.

Dutch language, customs and manners largely prevailed. Until about 1850 most church services, sternly Calvinistic, were

conducted in Dutch with only occasional sermons in English. Old residents in outlying districts spoke "Jersey Dutch," a mixture of Dutch, English and several Indian words, until comparatively recent years.

Population grew slowly, reaching 15,156 in 1800, 16,603 in 1810 and 18,178 in 1820. In 1830 the population was 22,414, a figure which was not equaled again until 1860, owing to loss of territory by the formation of Hudson and Passaic counties.

Agriculture, predominant since Colonial days and destined to retain its position until 1900, gave the county its chief importance in the first half of the nineteenth century. Bergen County produce became famous throughout the East, especially such crops as potatoes, celery, lettuce, strawberries and tomatoes. The importance of the produce trade and the prospect of increasing land values hastened internal development. As farmers demanded better transportation facilities to market their goods, roads began to penetrate the region. In 1835, besides ordinary country roads, there were nine turnpikes and three railroads. Farm produce also came down the Hackensack to Newark and across the Hudson to New York, the main outlet for crops and the chief market for the abundant Dutch tulips, gladioli and geraniums.

As travel increased inns were established along the stage-coach routes. In 1820 nine hostelryes lined one highway alone—the Paramus Road—providing travelers on the Goshen Stage with food, rest and diversion. As gathering places of the yeomanry and county officials, the inns played an important part in the democratizing process which followed the Revolution. In the low-ceilinged taprooms political leaders met to plan strategy and select party tickets. Here the Freeholders frequently conducted sessions during which "due allowances for refreshments" were made.

Industry between 1800 and 1850 was represented chiefly by water-driven grist- and sawmills along the banks of the numerous streams, supplemented by several textile factories and iron forges. Despite the attraction of nearby Paterson, planned

as an industrial center by Alexander Hamilton as early as 1791, manufacturers moved steadily into the county. Other industries developed from household crafts. Most of the textile works located on Hohokus Creek at Godwinville (Midland Park), along the Saddle River, and at Lodi, where a handkerchief factory and calico print shop was established in 1831.

Hackensack retained its residential and political importance as the county seat. In 1830 it was described as a "post and country town," containing "150 dwellings, 1000 inhabitants, principally Dutch, 3 churches, 1 Dutch Reformed and 2 seceders, 2 academies, 1 boarding school for females, 10 stores, 2 paint factories, 1 coach maker, 2 tanneries, several hatters, 3 smiths and 4 or 5 cordwainers." The courthouse was pictured as a "neat and spacious brick edifice; the offices of the surrogate and county clerk are of the same material." This was the fifth courthouse, built in 1819 seven years after its 1796 predecessor had been destroyed by fire. It was a building typical of the early homes of law and politics—low, rambling and musty. The one-and-a-half-story structure contained a 40-cell block where prisoners served their terms or awaited their public executions in poorly ventilated and crowded quarters. Protests were being made at hangings which caused "much drunkenness, rioting and fighting." To send a man to the gallows cost the county \$120, itemized as follows: "coffin \$4., interring the body, \$6., services of 11 constables, \$10., services of the sheriff, \$100."

Not until April 30, 1852, did the Freeholders take affirmative action on a poorhouse. Up to this time the few paupers, much looked down upon by the self-reliant inhabitants, were either housed in the jail or boarded out for services. The first appropriation for "supporting the poor" totaled \$2,500 and passed the board May 12, 1852.

Patriotism and Politics

The election of Andrew Jackson to the presidency in 1828 let loose a flow of bitter feeling over national issues and marked the beginning of a period of personal politics. In 1830 Whigs charged that "Jacobin tactics" had been used in county elec-

tions and hinted that "hordes of foreign loafers were imported from New York to stuff ballot boxes." The Democrats retaliated with the cry that Whigs had purchased votes with "Tory money from New York and Newark banks." In succeeding years the tariff, the United States bank and the Supreme Court were debated on county platforms as vehemently as if they were local issues.

Local patriotism developed as part of the concern with national affairs. Fourth of July celebrations were keenly anticipated by citizens in general and by the county militia in particular, who paraded "resplendent in dazzling uniforms, the joy of Hackensack's fair and pretty sex." Such occasions lasted from dawn to sundown, enlivened by oratory, martial music and spirited drinking.

Political gatherings were described as "glorious turnouts" with the people "pouring in, preceded by four-horse, two-horse and one-horse vehicles with a splendid brass band and banners waving." Pole-raising events were frequently called by partisan groups to attract the populace away from rival camps. County politics was untutored, often rancorous, but outspoken.

In 1832 a cholera epidemic for a time quieted political enmity. In one month 80 persons died of the disease in the Township of Bergen, or 1 out of every 60 of the population. "Cholera Morbus" became more dreaded than either political bogey, "Whig" or "Loco Foco."

Although the Democrats wielded political control, Whigs waged vigorous campaigns under the label "Friends of Domestic Industry, Internal Improvements and of Henry Clay." For a time a partisan newspaper called the *Bergen County Whig* was published at North Bergen. The Whig party was never a serious obstacle to the march of the Democrats, however, and quietly passed into oblivion after the Republican party was formed in 1854.

Between 1837 and 1840 Bergen lost considerable territory through the formation of Passaic and Hudson counties. As early as 1823 a bill to create the County of Passaic from Bergen and Essex was defeated. In later years the issue was connected

with State and national politics, "Jacksonians and Van Buren-men" generally being regarded as against the proposal and Whigs as its supporters. West Jersey political leaders opposed the measure as an attempt to increase North Jersey representation in the legislature. Such influence, however, was unable to stem popular sentiment. In January 1837 a delegation from Acquackanonk and Paterson townships in Essex County proceeded to Trenton to petition the legislature. On February 7 the County Act became a reality, and to the two Essex municipalities were annexed the whole town of Pompton and a large part of the townships of Franklin and Saddle River.

In 1838 the settlement of Powles (Paulus) Hook, on old Bergen's southern extremity, was incorporated as Jersey City. During the next two years a movement, fostered by the argument of increased population, was started to form Hudson County. Inhabitants of the upper part of the county were promised that withdrawal of the lower area would relieve them "of the support of poor debtors and criminals." Protests against the partitioning brought large negative votes in both the council and assembly but did not prevent passage of the bill creating Hudson County, on February 22, 1840. Twelve years later what are now North Arlington and Lyndhurst rejoined Bergen.

In the 1844 State Constitutional Convention Bergen County was represented by Abraham Westervelt and John Cassidy. The convention swept away property qualifications for voters, provided for separation of powers among three governmental departments and included a formal bill of rights and a clause permitting amendment.

With the erection of Passaic County Bergen's population was reduced to 13,190, and after the formation of Hudson County to 9,450, a loss of almost 13,000 within a three-year period. The tide of immigration during succeeding decades, as poverty and political persecutions in Europe sent waves of Germans, Poles, Hungarians and Italians to America, affected the county but slightly. The Dutch and the English, Germans and Scots who had settled there in earlier years still dominated social and political life.

History



Mural by Howard McCormick, Leonia High School

SARAH KIERSTEDT ACTS AS INTERPRETER BETWEEN THE DUTCH AND ORATAM



OLD FRENCH CEMETERY, NEW MILFORD

Rubel

OLD RED MILL AT ARCOLA

Courtesy Bergen Evening Record





Epstein

REVOLUTIONARY MONUMENT, FORT LEE



CORNWALLIS' HEADQUARTERS, PALISADES INTERSTATE PARK

Epstein

THE HERMITAGE, HO-HO-KUS

Rubel





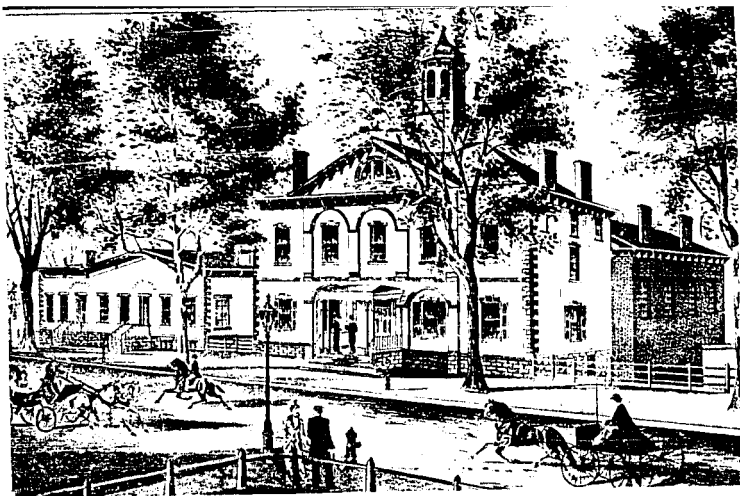
Courtesy Hist. Amer. Bldg. Survey

ASTOR TRADING POST, PARK RIDGE

CAMPBELL WAMPUM FACTORY, PARK RIDGE

Westervelt's History





COURTHOUSE AND JAIL

1876 Atlas, courtesy E. L. Greenin

HACKENSACK SAVINGS BANK

1876 Atlas, courtesy E. L. Greenin



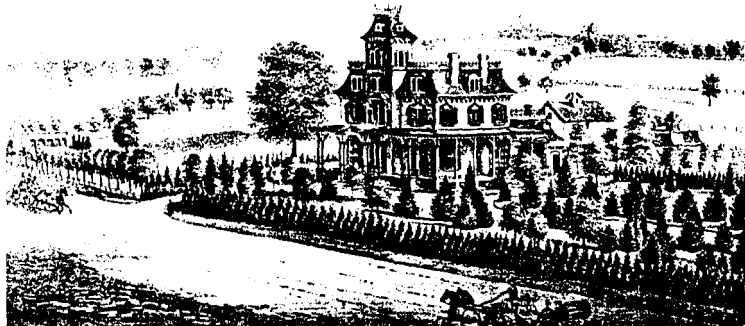


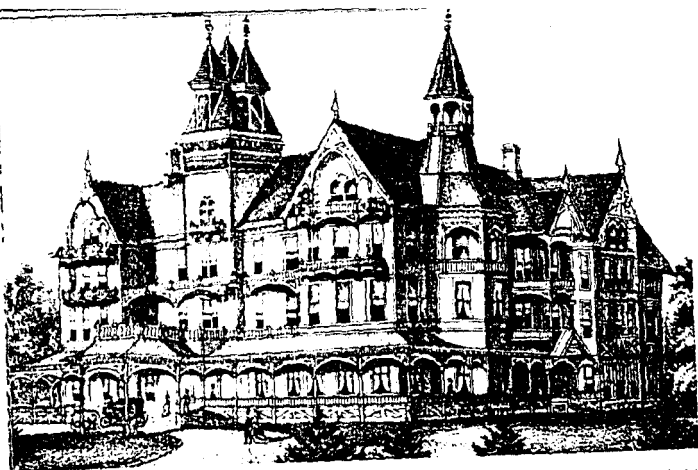
1876 Atlas, courtesy E. L. Greenin

VAN WINKLE BLOCK, RUTHERFORD

TYPICAL VICTORIAN HOMESTEAD

1876 Atlas, courtesy E. L. Greenin





Mural by Henry Schrackenberg, Fort Lee Post Office, Courtesy FWA
WHEN BERGEN WAS A SUMMER RESORT

ON LOCATION AT FORT LEE

1876 Atlas, courtesy E. L. Greenin



The beginnings of modern industry were hardly discernible. As late as 1858 the *Bergen Journal* decried the "monotony of bucolic existence" which had made Hackensack "static for half a century. . . . Lawyers cannot incite the people to contention during the six days nor the preacher keep them awake on the seventh." On the courthouse steps a bundle of corn stalks served as a door mat. The jail was described as a "damp dungeon." The walls of the surrogate's building were "beginning to crack and crumble." Roads were no better than those in rural districts. The Green, unfenced, was used as a hitching ground.

Despite the *Journal's* account the decade 1850-60 marked a growing reform movement advocating better educational facilities, civic improvements and social legislation. The tax report in 1859 showed expenditures of \$8,000 for general county purposes, \$3,000 for the support of the poorhouse, a road tax of \$8,600 and a military tax of \$1,974. Farmers were earning unprecedented incomes from strawberries that made the region famous throughout the nation. Factories had sprung up in several towns. Iron bridges replaced wood over main streams, and railroads and highways were being improved and extended.

During this decade the social aspects of an agricultural civilization reached their height in Bergen County. In tavern taprooms and front parlors, at choir concerts, quilting parties, apple parings and husking bees people discussed the topics of the times. There was talk of the pearl rush in the late fifties when the lowly mussel in the county's brooks and streams yielded gems which brought as much as \$100 and \$200 apiece. The news spread to New York, and the railroad enthusiastically reported "hundreds of pearlers" boarding trains. Farmers protested that their fields were being overrun by prospectors laden with nets, boots and grappling hooks.

Mention of "Black Saturday" recalled the closing of the Hackensack bank during the nation-wide panic of 1857, when there developed a "terrible state of excitement" and "angry people gathered shaking their fists and making awful threats." But in the outlying districts homes were pictured as "abodes of

abundance. . . . Hardly once in a mile does the sight of a low, scabby, poverty-stricken residence present itself. . . . The panic . . . is nowhere experienced nor even talked of except as a matter of curiosity."

The temperance question was always sure to raise a heated discussion. There were fanatics who insisted that even the Sabbath was a "day of blasphemy, drunkenness and riot," with the young men "reeling from the taverns of the rum seller." Such jeremiads were disputed by the more rational, who pointed to large church attendance and strongly supported Sabbath schools and Bible societies.

Military balls and various activities of the township organizations were the chief social diversions. The most popular entertainment spot was W. J. "Bill" Ramsey's hotel and tavern in Wyckoff, noted for the "quality of its liquors, food and fine music . . . that cannot but put the heel and toe in motion." On national holidays and during election campaigns the different military units competed for attention, attired in a gaudy assortment of trappings which might include nankeen pants, bullshide boots, white vests, calico shirts, plumed hats and monkey jackets "brass buttoned and double breasted so as to face both ways."

Court days at Hackensack were the signal for gatherings "of all sorts and classes . . . some respectable, whilst others savor of the rum cask." On corners, at bars and around the courthouse steps might be heard such phrases as "extend the Central Railroad . . . a bridge across the Hackensack . . . a workhouse for prisoners" and discussion of the abortive attempt between 1857 and 1860 to carve a new county to be known as Wales out of the western part of Lodi Township, Saddle River Township and the northern part of New Barbadoes.

Politically this period was one of strong party ties, with the Democrats enjoying increased prestige by the election of Rodman M. Price of Hohokus to the governorship in 1854. Beginning about 1859 opposition clubs were formed, inspired by slight Republican gains made in that year. Their slogans were "free speech, free press, free soil, free men, free lands, free post-

office," with their main objective "to break the chain of the courthouse clique," the Democratic machine. But a sign on a carpenter's shop in Harrington Township reflected the party beacon destined to shine for at least another 40 years. It read "Up with Democracy; down with all isms."

As national elections shaped themselves around the issues which were to lead to civil war, the county displayed remarkable proslavery sympathies, probably deriving from its early position as one of the slave centers of New Jersey. In 1737 slaves had comprised one-fourth of the population, in 1790 one-fifth. Boatloads of Negroes were sometimes sold at Bergen Point. Treatment of slaves was as cruel as anywhere in the country. In 1735, for example, the Freeholders ordered that a slave who had beaten his master and threatened to murder him be "Burned until he is Dead at Some Convenient place on the Road between the Court House and Quacksack." Another slave was burned at the stake in 1767, his guilt resting on the testimony of the murdered man, whose nose bled when the accused stroked his face. Numerous petitions against a law to abolish slavery had been sent to the legislature in 1806. The census of 1810 had listed 2,180 slaves in the county, and 20 years later there were 2,481 Negroes, of whom 1,895 were freedmen.

Manumission of slaves, paced by legislative enactments, was particularly affected by the State act of 1846. Proslavery sentiment continued, however, although the number of Bergen County slaves decreased by 50 percent each ten-year period from 1810 to 1840 and by 80 percent between 1840 and 1850; in the latter year the census listed only 41 slaves. Often manumission meant the beginning of life-long apprenticeship. In many of Bergen's wealthy homes slaves continued their duties after freedom had been purchased or granted. Negro freedmen constituted a serious social and economic problem.

Mainly responsible for prevailing opinion was a small but powerful aristocracy which wielded political control and saw hope of its continuation only in maintenance of the dominant Democratic machine. Slavery also was favored by a small group

of textile manufacturers who thought its abolition would cause a rise in the price of raw cotton.

In 1846, when the Bergen County Militia enlisted in the war against Mexico, the slave problem attained a prominent position on the local political rostrum. While hostilities were in progress the Hon. John Huyler spoke before a cheering audience in Hackensack, denouncing the Wilmot Proviso, designed to prohibit slavery in any lands that might be won from Mexico.

A decade later Huyler was a member of the House of Representatives and was furnishing Bergen County postmasters "plenty of employment in the distribution of proslavery speeches." In 1856, at the height of the Frémont-Buchanan campaign, a group of free-soilers canceled a speaking tour in the county, convinced that "there was not the first chance of making proselytes to their cause." In the presidential balloting Buchanan received a majority of 1,200 over his Republican opponent.

The 1860 campaign was one of the most turbulent in the annals of the county. The public was bewildered by Republican and Democratic conventions, Douglas and Breckenridge rallies, meetings of the Bell Constitutionalists, Assembly District conventions of both parties and nominating conventions for county officers.

A local campaign in the midst of a national election fed the bitterness caused by the Democratic split. In the southern part of the county Democrats generally were in favor of Breckenridge, while up-county forces supported Douglas. The latter called a separate convention to nominate county officers when the former selected James I. Brinkerhoff for sheriff and Cornelius L. Blauvelt for county clerk.

Amid an emotional frenzy Democrats charged that "to vote Republican will support Negro equality and white degradation." Republicans answered that "A. Lincoln is the true Democracy." And Democratic leader "Garry" Ackerson, it was charged, sat "like a king on his throne in the village of Hackensack . . . making bargains years ahead."

Out of a total of 3,566 votes cast in the election, Brecken-

ridge received 2,112 and Lincoln, 1,455. Republicans charged that ballots had been printed bearing the names of Republican electors but minus the designation "Electors of President and Vice-President of the United States," which made them worthless.

Exulted the *New York Day Book*, a Breckenridge paper, after the election: "In Bergen County . . . the people feel and think much as they do down in South Carolina." The *Paterson Guardian*, quoting the New York paper, observed that the Democratic majority had dropped from more than 1,200 in 1858 to little more than 600 in 1860 and predicted Republican victories in the near future. Democratic strength gradually weakened in the next decade, then maintained its position until the closing years of the century.

When war was declared Bergen County like much of New Jersey opposed the Lincoln administration. The Northern sympathizers of the Confederacy were bitterly called Copperheads, after the poisonous snake. In April 1861 the editor of the Democratic *Bergen Journal* visited an army training camp and returned to write articles supporting the Union. Copperheads moved on the printing office and threatened to burn the building to the ground. A deputy United States Marshal was chased through Hackensack streets, and only the chance appearance of an armed guard saved him from a severe beating.

When Republicans placed a Liberty Cap on top of a flagpole on the Hackensack Green where Union recruiting agents had raised their tents, Democrats bored the base of the pole full of holes, filled the cavities with gunpowder and set off the charge, blowing the cap skyward. The crowd which gathered caught the flag that had been flying at the mast and tore it to shreds.

At Schraalenburgh the American Guard, a militia regiment, expressed sympathy with the Southern cause and had its muskets seized under a Government order. Leaders of the regiment were chased to Wyckoff, then to Hackensack where they were arrested. News that other militia units were disbanding brought a public demand that an inquiry be conducted into the military

tax collected over a period of years. One critic accused militia officials of using the tax for "champagne, political purposes, drunkenness, debauchery and toryism." The militia vigorously protested its loyalty to the Union.

Once the war began in earnest the county gradually endorsed the policies of the national administration. Peace groups opposed to Southern invasion were rebuked as aiming "to assist Jeff Davis in dismembering and destroying the United States of America." The *Bergen County Patriot*, a Union newspaper formed in 1861, symbolized the new popular spirit. The *Bergen County Democrat*, established the same year by John Huyler, Garry Ackerson and M. M. Knapp, was working against the tide in its attempt to fuse anti-war groups in the Democratic party. Patriotic ardor soon engulfed Hackensack; young men left to join New York regiments and older citizens organized a home guard "to protect the place against traitors." Finally both Republicans and Democrats at great mass meetings in Coytesville and Hohokus Township adopted the slogan: "Party politics must be forgotten to the end that this glorious country remain one and undivided."

In the legislature, however, Bergen County Senator Daniel Holsman, formerly speaker of the assembly and elected to the State senate on an avowed Copperhead platform, continued to attack Lincoln's policies. At the opening session, January 13, 1863, he introduced resolutions demanding an immediate peace, criticizing the conduct of the war and advocating New Jersey resistance to the national government. The next day the legislature met to elect a United States Senator to fill an unexpired term of less than two months; Holsman's group succeeding in naming Col. James W. Wall, staunch anti-administration Democrat. Holsman was supported in the assembly by his fellow Bergen County representatives, John Y. Dater and Thomas Dunn English, the poet and novelist, who had become prominent throughout the State as a peace orator during the summer of 1861.

Holsman's frequent clashes with more moderate Democrats and Democratic Governor Joel Parker were underlined at

a party caucus on February 11, 1863, when he sought unsuccessfully to have his views incorporated in the party's State program. Nevertheless, a week later the Joint Committee of the Senate on Federal Relations presented a report which represented a compromise between moderate and Copperhead sentiment. Later that year his faction claimed credit for a State-wide Democratic victory. One of the chief rallies for the 1863 elections had been held at Paramus, where Governor Parker had been bitterly attacked for not preventing enlistment of New Jersey men in the Union Army.

Bergen County's first volunteers returned in June 1863, and the Freeholders appropriated \$1,000 for "a suitable reception." To meet a second call for 618 men the Board offered \$300 as a volunteer bounty and \$300 to each drafted citizen. The draftees could keep the money and join the army or, as the Federal conscription law allowed, either obtain a substitute or use the \$300 as an exemption fee. The county collector was authorized to borrow \$70,000 to meet bounty requirements. A total bond issue in five installments of \$325,097.11 was listed in the treasurer's report in May 1864, and in July still another \$300,000 was appropriated to fill the quota.

When news of Appomatox reached the county seat the Freeholders made a final war resolution thanking "the collector and the finance committee on behalf of the citizens of the county for their arduous labors in providing substitutes and volunteers to fill the quota of said county, thereby doing our duty to the government and saving such of our friends and brothers who had no desire to leave their homes and go live a soldier's life or die a soldier's death."

Wartime needs, the enlistment of farmhands with a resulting labor shortage and mounting prices forced wheat up to \$1.50 a bushel, potatoes to \$1.60 a bushel and hay to \$50 a ton. A Hackensack newspaper editorialized: "the people are being robbed to pay fictitious prices to fill the pockets of greedy capitalists." Then farm values declined, and agriculture suffered.

The Republicans, of course, were blamed. The *Bergen County Democrat and New Jersey Register* bewailed "the four

years of bloody strife" and the "sirocco of fanaticism" which now advocated Negro suffrage. Citizens read that the doctrine of democracy was "A white man's government to be administered by white men for the benefit of white men and their descendants forever!"

With Negro suffrage achieved through the 13th, 14th and 15th Amendments to the Constitution, the Republican party in 1877 made a bid for their support by nominating a Negro candidate for the Board of Freeholders. No strategy, however, was able to wrest control from the Democrats at that time. The *Bergen County Democrat* declared that county soil was "not debatable ground." A few county posts were won by the Republicans in 1871 and 1878, but not until the late nineties did the party become a serious threat to Democratic supremacy.

Railroads and Real Estate

The coming of the railroad in 1835 had foreshadowed suburban development and industrial expansion. Tracks penetrated the county's backwoods, providing transportation for communities and access to markets for manufacturers. By 1865 the county was flanked by the Rockland branch of the Erie Railroad on the north, by the Midland Line on the east and by the main line of the Erie on the south and west. Time tables appeared on front pages of newspapers. Predictions were being made that Bergen County would become "the future garden spot of New Jersey" and the "mecca of thousands of suburban dwellers." The Erie Railroad's publicity writers advised prospective buyers to

lose no time in selecting your property. . . . Do not fail to provide for keeping poultry and a cow, nor for the culture of fruit, vegetables and flowers. . . . Cultivate a kindly, sociable disposition toward your neighbor, and you will live in your Suburban Home to an honored and ripe old age, and see your children, and your children's children, rise up and call you blessed.

First realty operations had started in 1854 at Rutherford Park (Carlstadt) when a group of German immigrants purchased the 140-acre Berry farm for \$16,000; the land was cut

into 270 plots and distributed by lot. Within three years streets were laid out and 30 buildings erected, including several stores, a tavern and a lager beer brewery. Nearby, at Boiling Springs (East Rutherford), Floyd W. Thompkins began buying and selling land in 1858.

As the rails penetrated farther, realtors began cutting up acreage, selling lots and enticing residents from across the Hudson. Crude one-room stations, heated by pot-bellied stoves, looked hopefully over the fields as little villages began to spread out around them. Residents whose family lines reached back for generations saw their farms gradually sliced into streets and building plots. Gradually the rural culture that had reached full flower in the 1850-60 decade withered and was replaced by a new community spirit as towns without official status formed "improvement associations" and organized to influence legislation.

A partial list of pioneer developments indicates the extent of early realty activities. About 1860 J. Wyman Jones began promoting his 625 acres on the present site of Englewood, and in 1870 the Ridgefield Land Company began building at Ridgefield Park. About this time several commuter settlements were founded between Hackensack and the Palisades. The trend continued after a short interruption caused by the panic of 1873. In 1877 G. N. Zingsem opened a realty tract at Fairmount. The same year William Walter Phelps purchased acreage stretching from the Hudson to the Hackensack and formed the Palisades Land Company at Closter. Among investors in the developments were President Ulysses S. Grant, President Rutherford B. Hayes, Presidential candidate Samuel J. Tilden and the brother of President Martin Van Buren.

In 1883 Gilbert D. Bogart and Henry Marsellus bought property and laid out streets in Garfield. The following year Henry Lemmerman organized the Hasbrouck Heights Land and Improvement Company. Hackensack, experiencing continual growth through these years, made rapid strides through the Hackensack Realty Company, organized in 1897. At Wyckoff Cornelius Vreeland began a realty development about 1898.

Widespread speculation was a natural corollary of the boom. At Hackensack in 1865 lots sold for \$600 and \$1,000 as realtors proclaimed that the county seat was only "31 minutes from New York via train and ferry." Rural acreage which formerly could not bring \$50 now sold for \$200. The value of county real estate more than doubled in the five years following 1866. As energetic realtors proclaimed the advantages of the rolling countryside, New York financiers built huge estates in the valleys and along the Palisades, described in 1860 as a "dreary and desolate summit . . . with here and there an old board stuck up announcing lots for sale." New communities absorbed many old settlements which became "forgotten towns": Wearimus, Ryerson's, Boardville, Schraalenburgh, English Neighborhood, Red Mills, Pamrepaw, Undercliff.

From the late 1840's to the 1870's Undercliff reflected a unique phase of county life. Lying under the brow of the Palisades between Fort Lee and Alpine, the town at its peak had a population of approximately 1,000 living in frame, shingle-clad cabins in sight of boatyards, wharves and fishing shacks. The inhabitants were fishermen, sloop builders and quarry workers whose activities extended beyond Alpine to Boompes Hook and Sneden's Landing in New York State.

Later the area provided wood fuel for the wealthy in New York. Timber cutters pitched axe-hewn logs off the Palisades to waiting schooners. On the river front were as many as 150 sloops at one time, including brick boats from Haverstraw, stone sloops from Undercliff and market sloops stopping for produce carted from the interior.

Out of the colorful period of Undercliff's heyday emerged the legendary Ramsom Rathbone, learned in woodlore and as able a two-fisted sailor as was found along the Hudson. Rathbone stood over 6' 3", and with a musket "he could clip the head from a bumblebee perched atop a waving thistle."

Undercliff's fall echoed in the hammer of its quarries which tore great gaps in the cliffs for paving stones for New York streets and rock to build the New Orleans breakwater. Its demise followed a popular demand to save the Palisades from

complete destruction. This was the first in a series of public activities that finally led to establishment of Palisades Interstate Park.

As haystacks and barns made way for the new order, the county found itself plagued with a "tramp problem." At a special meeting the Freeholders decided that no tramp would be supported in the county poorhouse or jail except at the expense of the municipality making the arrest. As a result itinerants were given Horace Greeley's advice to "go West."

In September 1882 a disastrous flood, described as "the most remarkable freshet that ever struck this part of the country," must have made new residents wonder at the wisdom of leaving their city homes. Railroad tracks were inundated, halting schedules for several days. Dams and bridges along Hohokus Creek were washed away and a number of mills and orchards damaged. The entire valley between Hohokus and Ridgewood was under several feet of water. A number of families fled their homes. The loss was estimated in the thousands.

On July 14, 1895, the Cherry Hill section of Hackensack was devastated by a tornado which caused three deaths and approximately \$20,000 damage. To the confusion following the storm was added the problem of handling 25,000 sightseers from New York and environs who came the next day to view the wreckage. Looters who tried to carry off everything "from a wagon tongue to a book" brought out the National Guard to restore order.

Three years later Company G of the county's National Guard was asked to meet a more serious emergency in answer to President McKinley's call for volunteers in the Spanish-American War. Forty-eight members were mustered into service, and although they did not see action two privates, George C. Page-Wood and Edward E. Banta, died of typhoid while encamped at Jacksonville.

Population between 1860 and 1880 increased by 15,000 and between 1880 and 1890 by 11,000, reaching 47,226 in the latter year. Many of the newcomers were immigrants from southeastern Europe, seeking employment in the mills and factories.

The majority congregated in Carlstadt, Garfield, Fairview, Little Ferry, Lodi and Maywood. Their descendants comprise most of the workers in the county's textile mills, dye shops and industrial plants.

Among the contemporary social changes was the challenge to the traditional position of women. In the fight for woman suffrage Elizabeth Cady Stanton, who moved to Tenaflly from New York in 1869, played a leading part. The wife of Henry B. Stanton, antislavery crusader, she was a proponent of "Women's Rights" along with Lucretia Mott, Mrs. Horace Greeley, the famous sisters Victoria Woodhull and Tennessee Claflin, and Miss Susan B. Anthony. World renowned because of her activities, Mrs. Stanton at the age of 65 appeared at the Tenaflly election polls in 1875, accompanied by her friend Susan B. Anthony. Officials who refused them admittance suffered a tongue lashing which ended at least in a moral victory for the suffragette.

Accompanying the building boom, from the late 1860's to the end of the Gay Nineties, Bergen County attracted numerous summer vacationers to square wooden hotels, graceless and huge, with yards of fancy grillwork and ornate railings, long stretches of veranda and mansard roofs.

"What little sense is manifested by rushing to [Saratoga, Newport or Long Branch]," the *Bergen County Democrat* exclaimed on July 17, 1874, "where cannot be realized a particle of true enjoyment?" But how much more agreeable was the quiet of the Ridgfield Park Hotel or the Palisades Mountain House in Englewood or the Highwood Hotel at Tenaflly! The region around Paramus and Ridgewood, because of the reputation of its healthful climate, was frequently recommended to tuberculars by New York physicians.

The New York and Jersey City families who summered in Bergen were too few, however, to make the hotel business successful. Of all the large hotels only the Rouclere House in Ridgewood continued well past 1900. Otherwise there was a strange coincidence of bad business and fires which destroyed most of the hotels after they had changed hands several times.

By the end of the Civil War numerous illegal prize fights had given Fort Lee a "very bad reputation," the *Paterson Weekly Press* lamented, and the town was being invaded by "hordes of New York ruffians of the lowest degree." During the 1879 season 300,000 visitors came by ferry, and the prospects for the next year were bright because "Good order has been maintained and the Sunday laws rigidly enforced." Prize fights, dog fights and cock fights, merry-go-rounds, dancing pavilions, shooting galleries "and other features appealing to the 'madding crowd'" flourished in an atmosphere of free spending and freer morals. The magnet was the horse-racing track at Guttenberg. Bookies had branches in the poolrooms and the new hotels at Fort Lee, Coytesville and Edgewater and in numerous brilliantly festooned bars.

Some residents of Bergen County did not welcome the visitors. In 1888 the Fort Lee Law and Order Society raided a dog fight and arrested nine out of a large crowd of spectators. One county judge said that he would "make it expensive business for those who were caught," and in 1893 Judge Van Valen complained to the sheriff of the "persons of ill repute . . . who pursue their evil and illegal practices to the injury of the citizens of Fort Lee and disgrace our county."

But the gamblers gambled on until the antiracing amendment to the State constitution was adopted in September 1897. Then, with the principal attraction gone, the "gamblers, thieves and other vile characters" left for greener pastures.

"Boroughitis"

Until the middle eighties the county was divided into sprawling townships. In 1885 the "parent" bodies were Hackensack, dating from 1693; New Barbadoes, 1710; Franklin, 1772; Harrington, 1775; Saddle River, 1794; Lodi, 1825; Washington, 1840; Hohokus, 1849; Union, 1852; Midland, 1871; Ridgfield, Palisades, Englewood, 1872; Ridgewood, 1876; Orvil, 1885. From these were carved scores of compact municipalities, as well as additional township units, as rival crossroad hamlets clamored for governmental recognition and separate municipal

powers. From Old Hackensack Township alone more than half the county's municipalities were formed.

Early in 1894 the legislature passed a new borough act which wiped out former subsidiary school districts and made each township a separate district. Taxpayers were obliged to pay, pro rata, existing debts of the old districts besides all future debts of the township for school purposes. Exempted from this provision were "boroughs, towns, villages and cities," and consequently 26 boroughs were formed between January 23 and December 18, 1894. Discontent increased as regions with factories saw their heavy assessments supporting large townships and split-ups continued until 1924, when the number of municipalities reached 70—of these 56 are boroughs, 3 cities, 2 villages and 9 townships.

Population between 1890 and 1900 rose to 78,441, a gain of 66 percent, the largest increase of any county in the State. Between the Palisades and Leonia in 1904 title to 1,400 building lots was transferred to the Hudson Realty Company; the Edgewater Realty Company in 1905 began construction of 190 two-story brick dwellings, the largest individual building enterprise in Bergen up to that time; and at Ridgely Park 160 homes were occupied within 60 days of completion. By 1910 population rose to 138,002, a gain of 76 percent over 1900. The following listing is indicative of the rapid urban growth of that decade:

	1900	1910
Dumont	643	1,783
Garfield	3,504	10,213
Hackensack	9,443	14,050
Little Ferry	1,240	2,541
Lodi	1,917	4,318
Palisades Park	644	1,411
Rutherford	4,411	7,045

Land values rose spectacularly. In the five-year period 1894-99 alone valuations jumped from \$21,778,760 to \$42,391,770. In 1905 the assessed valuation of land, buildings and

personal property was \$50,000,000; within two years the figure was \$77,138,927, while in 1911 it had skyrocketed to \$109,634,724.

The *New York Tribune* in 1900 noted Bergen County's "advancement and material prosperity," and its county-wide "progressive spirit." At the same time a Hackensack minister flayed the ungodly who had turned to golf on Sundays instead of the church, charging that the links were the "abode of the Evil One." The *Bergen County Democrat* reported that "No longer are the Sabbaths observed as in the days of our grandfathers." The new residents were mostly employed in business houses in New York, while industrial development and better transportation facilities decreased the farm population by enticing the younger generation of farm families to employment in the cities.

As new residents kept "coming in droves," imbued with a "get-ahead own-your-own-home" philosophy, rivalry grew among boroughs. Weekly sessions of municipal bodies took on the aspects of New England town meetings as residents watched the fluctuations of tax rates and projected plans for municipal buildings, trolley franchises, street and road improvements, sewerage systems, disposal plants and adequate fire and police protection. Urbanization was reflected in the passage of numerous ordinances dealing with dog muzzling, traffic regulation, zoning and similar problems.

There were still regions in the northern part of the county, however, where miles of woods and open land were broken only by an occasional farmhouse or country manor. Truck farming continued to flourish; during the last quarter of the nineteenth century agriculture had even attained a new burst of glory with the Hackensack melon, which was eagerly sought by metropolitan produce dealers.

With urban development came improvements which affected everyday life. Hackensack's Main Street was the first thoroughfare in the county illuminated by other than kerosene lamps, following incorporation of the Hackensack Gas Light Company in 1861. The Englewood Electric Company intro-

duced electricity in 1888. All of the small, independent utilities formed during the previous generation in the southern half of the county merged in 1899 into the Gas and Electric Company of Bergen County, which in 1905 was absorbed by the Public Service Corporation of New Jersey. The northwestern section was served with electricity starting in 1893 by the Rockland Electric Company of New York. In 1899 the Rockland Electric Company of New Jersey began sending current to the county's northeastern region. Later the two companies combined.

Water mains were introduced at Hackensack in 1869 by the Hackensack Water Company, whose reservoir on Cherry Hill was fed directly from the Hackensack River. But not many people abandoned their wells and pumps for the new system; in 1880 the company had only 40 customers. Seven years later the pipes had penetrated other towns, and today the company serves practically all the eastern half of the county from its reservoirs at Oradell and Woodcliff Lake. Several municipalities along the Erie Railroad through the west central section and to the north in the vicinity of Park Ridge have municipal systems or are supplied by adjoining boroughs. The Jersey City Water Supply Company serves North Arlington and Lyndhurst, and the Mahwah Water Company serves Hohokus Township.

In 1880 telegraph lines reached the county. Two years later an exchange of the Domestic Telephone Company was set up in a sewing machine store at 179 Main Street, Hackensack. The switchboard had a capacity of 25 lines and serviced 40 telephones in 1883 when the New York and New Jersey Telephone Company took over. Today the Hackensack exchange has approximately 11,000 lines and serves 18,000 telephones. Throughout the county there are approximately 60,000 subscribers.

The postal system lagged behind other public services. During the 1860's and 1870's it took as long as a week for mail from Hackensack to reach destinations within the county. From a distributing station along the railroad, where it had been brought by train, mail usually was carried by private carrier to

town post-offices which more often than not were conducted in the back of a general store. Until 1923, when a system connecting several key towns was started, intracounty mail was sent to Hackensack, then to New York to be sorted and back through Hackensack to its destination.

In 1910 contracts for replacing the almost century-old courthouse were let in the face of strong opposition, which continued until after the completion of the new \$1,000,000 building in 1912. The dedication speech of State Senator William M. Johnson at the laying of the cornerstone on July 5, 1910, hit at apathy about public affairs. But that the Bergen public was far from apathetic was soon apparent. Charges that the marble pillars were fake and that the contract awards were corrupt resulted in a legislative investigation by Democratic Assemblyman William M. Himmers into the cost of the courthouse and county finances in general. Almost at once Himmers' committee was being probed by the Republicans. A grand jury later dismissed charges against those involved in the courthouse scandal.

Within 10 years departments and bureaus were spilling into rented space. In 1933 the present four-story Administrative Building, which now contains most of the county offices, was erected adjoining the courthouse.

The new commuting population was pressing the leisurely old regime of descendants of first families, who, although they retained some key positions until the end of the century, were gradually being submerged. Indications of the new trend in politics had appeared in 1871 when David Ackerson Pell was elected the first Republican sheriff in the county's history. Republicans won their first assembly seat with the election of William Walter Phelps in 1872. Twenty-two years later William M. Johnson and Edmund W. Wakelee became the county's first Republican State senators.

An unsuccessful legislative attempt to legalize horse racing and gambling by local option in 1893 had a bearing on the Democratic decline. Newspapers and preachers bitterly assailed the bills and agitated for their repeal. Much local antagonism

was directed at the "Hackensack clique," which owned the Dundee track, and at Fort Lee poolroom owners who acted as "bookies." A "citizens' bloc" split the Democratic party in Hackensack, and in the November 1893 elections the Democrats suffered losses throughout the State.

In succeeding years the Republican party machine rumbled across the county with William M. Johnson at the controls and James W. Mercer as his chief lieutenant. David Ackerson ("Ack") Pell wielded the party whip.

Intraparty strife has marked the Republican regime, dating from 1904 when James W. Mercer was elected sheriff. Although the party often split over leadership and the selection of candidates, dissension seldom affected voting strength. As Democratic power waned in the early 1900's, the party won only slight majorities on the Board of Freeholders with the exception of the years 1910, 1912 and 1913. The Republican rout in 1910 was due primarily to a factional quarrel and to the personal popularity of Woodrow Wilson, who ran for governor and carried the county Democratic ticket.

The election of a seven-man Democratic Board of Freeholders highlighted the campaign of 1912. This was the first time that the men had been chosen by county-wide vote instead of by the township representative system which heretofore had put 32 men in office. The fight for a smaller board elected at large began in the late eighties when new residents questioned the advisability of having the county governed by officials who owed allegiance only to local constituencies.

After two had been unsuccessful, a third referendum in 1911 approved the small board by a huge majority. But the legislative act permitting this type of government had not been read carefully: second class counties were excluded. Despite the manifest wishes of Bergen voters, the minority could therefore dispute the legality of the election.

Anticipating trouble from old board members, who had announced that their terms did not expire until 1914, the new members met for their organization session on January 6, 1913, at 6:30 in the morning. Secretly they crept into the courthouse

via the underground tunnel connecting with the jail. A master key is supposed to have furnished access to the Freeholder chambers. Once inside, the new board posted a 24-hour guard armed with riot guns that had been purchased by the ousted body. A heavy chain was stretched inside the council door and special police were assigned to the corridors with instructions to eject any objectionable persons.

Placidly the old board had scheduled a meeting for the same day. With doors barred to them and records impounded, the members disconsolately gathered in the Third District Court Room. Here they ruled that they were still legally constituted and ordered the County Collector, Walter Christie, not to pay out any money except upon their authorization. The same order had been issued by the new board. The County Collector announced that he would pay only salaries prescribed under State law. From the sanctum of their guarded office the new board charged the old board with "official brigandage and a piracy on public office."

A legislative act validated the small board, and proceedings were instituted to remove the large board from office, but on March 12 the State Supreme Court ruled that the old board was legal. The 1912 election was nullified, and all the business transacted by the small board was declared illegal.

With the tables turned, the *Bergen Record* reported that the political axe was being raised and that "the jobs are flying around like headless chickens." One of the first acts of the re-instated board was to bring civil action against the small board for having damaged the door of the Freeholder room.

Legislative action, a State Supreme Court decision and still another referendum finally legalized the seven-man board, and in 1915 both Republicans and Democrats had tickets in the field. In the primaries only 2 out of 7 Democratic candidates polled enough votes to run in the general election, and both were submerged in the victorious Republican wave which swept all candidates but one into office. Republican James W. Mercer was defeated for the position of county clerk by George Van Buskirk.

Under the direction of the late State Senator William B. Mackay, Republican strength was firmly established. In 1917 he supplanted the Democratic standard bearer, Charles O'Connor Hennessy, in the Senate. Since 1920 the G.O.P. has enjoyed a political monopoly on practically all county elective posts.

Just before the World War the county gained wide notice as the home of the motion picture industry in America. Producing companies began operating in the Fort Lee area about 1907. In 1915 the Fort Lee movie industry reached its zenith, but after California's climate was discovered by the movie moguls most of these studios moved.

World War I

Repercussions of the World War sounded with a loud crash in Bergen County on January 11, 1917, when the munitions plant of the Agency of Canadian Car and Foundry Company Ltd. at Kingsland (Lyndhurst) flamed and rocked the area with explosions that lasted for four hours. At the time an \$83,000,-000 order of shells for the Russian government was being completed in the huge, sprawling plant which consisted of 38 low frame buildings on the Hackensack meadows about 7 miles west of the Hudson River.

The fire started in one of the buildings, spread to eight carloads of TNT on a railroad siding, then to a warehouse packed with 55,000 shells and finally to a trainload of ammunition on the Lackawanna tracks. More than 500,000 shells were consumed in the blaze, and occasional blasts continued in the smoldering ruins for several days. Luckily the shells had not been fitted with detonating fuses and the only casualty was a guard killed later by a buried shell. Residents in the vicinity gathered in thousands and watched the spectacle from a safe distance. Damage was set at \$17,000,000. Charges of sabotage were made as investigations were conducted by the Agency of Canadian Car, the State of New Jersey and the United States and Russian governments.

In 1922 reimbursement for damages was sought through the German-American Mixed Claims Commission. A final hear-

ing to decide on new evidence ended in June 1939, when Associate Justice Roberts of the United States Supreme Court, acting as umpire to the Claims Commission, ruled that the Kingsland explosion was the work of foreign saboteurs. By this decision damages totaling \$55,000,000 are to be paid to American claimants for this and other sabotage from German funds and securities held in the United States Treasury.

Still in the ruins of the Kingsland plant are unexploded shells and an undetermined amount of nitrate cotton, providing a serious hazard to Lyndhurst residents. In 1939 the Lyndhurst Board of Commissioners asked the War Department to remove the material.

Bergen officials cooperated with the government's program to "sell the war" to the country after diplomatic relations were broken with Germany on January 31, 1917. Home Defense Leagues were formed in numerous towns. Patriotic rallies addressed by "Four Minute Men" were conducted in public schools. Mass meetings of the citizenry became weekly affairs. Symptomatic of the war fever was the order issued by the mayor of Tenafly instructing taxi drivers to rush their cabs to the town hall at the sound of the siren. Members of the Home Defense League of Hackensack were furnished with night sticks and revolvers. Sheriff J. W. Courter appointed bridge tenders with police powers to guard against saboteurs.

In May 1917 the Board of Freeholders engaged a food conservation expert to instruct housewives and high school girls in the preparation of "thrift meals." The United States Food Conservation Department, the Department of Agriculture and the State Agricultural College opened a campaign to use a surplus potato crop. Vacant lots along city streets were converted into vegetable patches under the auspices of Garden Home Clubs, and every patriotic suburbanite had a "war garden" in his back yard.

The day of the first draft registration, May 23, 1917, was proclaimed a legal holiday in the county. In Hackensack there was a monster parade of members of the G.A.R., Spanish-American War veterans, 550 Home Defense Leaguers, auxiliary fire-

men, the J.O.U.A.M., Boy and Girl Scouts, the Boys' Brigade, hundreds of school children, three autos of the Hackensack Fire Department, the Italian Society and a company of Polish riflemen. Representatives of the Hackensack Women's Club presented draft registrants with a red, white and blue emblem at the various polling places.

When registration figures were compiled on June 14, a total of 15,983 men was announced tentatively eligible for the first draft. Of this number 1,204 were called for service. On June 5, 1918, a second draft called 992 men. The third Bergen County quota, August 24, 1918, drew an additional 300 men. The fourth and final draft registration, September 12, 1918, included all eligible men between the ages of 18 and 45 and resulted in 25,321 registrants; but before they could be enrolled the armistice released them.

Four liberty loan drives were conducted from June 15, 1917, to October 1918, with the quotas oversubscribed in each. The final drive raised \$12,534,000, while the quota was \$7,256,200. The county also subscribed liberally to the Red Cross and other auxiliary units.

An interesting sidelight on preparedness activities was furnished at the annual convention of the New Jersey Socialist Party, held in the Congregational Church, Ridgefield, May 30, 1917. With the Rev. R. Wilson presiding, the assemblage adopted a resolution condemning conscription and requesting Gov. Walter E. Edge to preserve free speech. A few days later the *Bergen Record* reported that special police were "watching the Ridgefield Socialists," whose "subversive tactics" had aroused the public. The party was sufficiently strong in the county to warrant a place on the ballot in the November 1918 election.

Although the Socialist convention asked the county to resist war propaganda, the influence of the party was slight. The county's position was presented by the *Record* in an editorial: "The way to have peace today is to fight for it. Today the true patriot ready to fight is the true pacifist." The degree of patriotic fervor was further manifested when high school seniors offered to enlist provided they were granted their diplomas.

High school girls announced their willingness to become Red Cross nurses.

Early in 1918 a campaign was launched in Hackensack to ban all German periodicals from newsstands. Despite the protests of the New York Publishers' Association, the move was supported by several New York dailies. The *New Yorker Deutsches Journal*, which had about 250 readers in Hackensack, was the chief victim. After the Hackensack Improvement Commission ruled that it was powerless to prohibit newsstand sales, Company D of the Home Defense League requested all newsdealers to refuse to handle the paper and asked the public to report any dealer who disregarded the request.

While the campaign was exciting the county the Deutscher Krieger Bund of Hackensack calmly reported the purchase of \$500 worth of Liberty Loan bonds from the People's Trust and Guaranty Company. This patriotic gesture, however, did not abate anti-German sentiment. Continued propaganda resulted in a movement to stop the teaching of German in public high schools.

Seizure by the government in July 1918 of the Heyden Chemical Works at Garfield, second largest corporation of its kind then in America, added to the war excitement. The company held exclusive rights to many German patents in the making of sabol, saccharine, sodium salicylate and other phenol products.

In the winter of 1918 the order to restrict coal consumption put at least 1,000 men out of work. With 22 carloads of coal stalled on the Erie mainline, Hackensack coal dealers announced they had less than 100 tons. Criticism over the curtailment was climaxed by a mob attack on the coal cars led by the mayor of Ramsey. Both the railroad and the Public Service Corporation shut down transportation facilities, and approximately 7,000 commuters were stranded in Hackensack. Theatres, stores and offices closed for five days beginning January 22 and every Monday thereafter until the order was rescinded. For about a week in February the Public Service suspended power to Bergen County plants. Protests at the Government's

policy by Thomas J. McCarter brought the reply from Fuel Administrator Dan Fellows Platt: "Do you take this war as a joke or as a life and death struggle?"

Outstanding war-time interest in Bergen County was the establishment by the United States War Department of Camp Merritt, named after Maj. Gen. Wesley Merritt. The camp covered 770 acres of a wooded ridge between Cresskill and Dumont and accommodated between 40,000 and 51,000 men. Camp facilities included almost 2,000 buildings, 14 miles of concrete road, a 4-mile railroad spur, 19 miles of water pipes, a complete trunk sewer system, 65 miles of electric distribution circuits, more than 1,000 electric light poles and approximately 400 telephones and cost \$14,000,000 by the time building operations were complete. A total of 578,566 men debarked from the base between November 1917 and November 1918.

Bergen County organizations and private individuals took an active interest in the camp and provided a full social program for the soldiers. Dances and games were arranged in the social building, \$10,000 Merritt Hall, the gift of Mrs. Wesley Merritt in memory of her husband. Church and private social affairs in the neighborhood were planned for the Camp Merritt men, and it became a common practice in all the surrounding towns to invite a soldier or two to Sunday or holiday dinners. Soldiers on leave from camp swarmed over every trolley car, even though the Public Service Corporation put on extra service to accommodate them.

The influenza epidemic which ravaged the country in the fall and winter of 1918 took a heavy toll at Camp Merritt. The camp was under strict quarantine as boatloads of soldiers began to arrive after the armistice. In all 10,000 cases were reported and the mortality was discouragingly high, as men who had escaped machine gun and shrapnel fire abroad came home to fight a new enemy.

Approximately 500,000 men returned to Camp Merritt after the war to be mustered out of service. Employment agencies for veterans were established in several Bergen County towns. In appreciation of the cordial relations which existed

between the enlisted men and citizens of Bergen County the camp donated 37,000 medals to public school children. The medals were inscribed: "The boys of Camp Merritt are grateful to you."

Once called the "City of Men," Camp Merritt today is less than a ghost town. Buildings were stripped of equipment soon after the war's end and then sold to be reclaimed, but three spectacular fires in March, April and June of 1921 destroyed 200 of them. At Dumont, in the center of two ribbons of concrete highway which traverse the open country, sparsely dotted with new housing developments, rises the 70-foot granite shaft of the Camp Merritt Monument in commemoration of the half million troops who trained here.

Through 1917-18 and the immediate postwar period the tempo of commuter-suburban life continued at its accustomed pace. Internal development was reflected in the county road commission's report of \$101,323 for road maintenance and \$225,119 for reconstruction in 1919. The bonded indebtedness was \$4,688,000. Major improvements accounted for \$250,000 worth of new bonds for bridge work, \$118,000 for roads and \$100,000 for other permanent work. An increase raising the Freeholders' salaries from \$1,500 to \$2,500 and the director's salary from \$2,000 to \$3,000 was only one item in the mounting cost of government. Despite increased expenditures, Bergen County's financial condition was second to none in the entire State at the end of 1921, when all temporary and outstanding obligations were either liquidated or funded into bonds.

The Modern Tempo

Prohibition, flaming youth, Harding "normalcy" and suburban revitalization marked the roaring twenties. Bolstered by the gains made during wartime production, county industry climbed to a new importance. A "Revive the Building Industry" campaign was undertaken by the Material Men's Credit Association. Lumber companies bought half-page advertisements urging residents to erect homes. Boroughs projected additional improvements in roadbuilding, sidewalk paving and

sewer construction. Hundreds of new ordinances were passed affecting civic life.

A "Greater Bergen County" became the theme of chambers of commerce, realtors and public officials. Kiwanis and Rotary, B.P.O.E., W.C.T.U., the "Y"-for-All—these helped weave the warp of Bergen County culture.

Progress and modernity were the preachments of the day. "Isn't it about time Hackensack scrapped an antique, the old hitching post?" inquired the *Bergen Evening Record* in 1922, adding, "Several places along the principal streets of the town still boast hitching posts, and in this age of automobiles!" At the same time the *Record* was sponsoring a law to insure safe driving and to provide severe punishment for convicted drunken autoists.

Its proximity to the industrial cities of Passaic and Essex counties made Bergen an occasional battleground of the rival bootlegging groups during the Volstead Era. Several times deserted cornfields and lonely roads yielded ride victims of metropolitan racketeers. Numerous stills were raided, and in 1922 Prosecutor Archibald Hart asked the Freeholders for \$100,000 to suppress the illegal sale of liquor. At the county jail Sheriff Joseph Kinzley was pressed for space to store confiscated goods. Street departments in more than one borough were plagued with home brew "mash" clogging up sewers. Under the Passaic River at Garfield was discovered a pipe line which pumped bootleg whiskey to waiting trucks on the Passaic side.

There were other echoes of the national symphony in this period. Short skirts, bobbed hair, cosmetics and hip flasks and roadside petting were protested by the county's elders. To appease critics Hackensack high school girls solemnly passed a resolution not to smoke, chew gum, wear high-heeled shoes or use excessive lipstick while attending classes. The Ku Klux Klan reared its shrouded head, meeting at Junior Order Hall, Hackensack, and burning fiery crosses on scrub-studded hilltops.

In the mid-twenties the prospect of a vehicular tunnel under the Hudson or a bridge connecting with New York City was largely responsible for widespread real estate developments.

Tunnel legislation was passed over the veto of Gov. George Silzer, who favored the erection of the George Washington Bridge. In 1925 an act was passed by the legislature permitting the Port of New York Authority to build the bridge, which was begun in September 1927.

To control and direct the threatened invasion of land speculators the Bergen County Chamber of Commerce was incorporated in 1927 by the same group that had been largely responsible for the promotion of the bridge. Its sevenfold program of development includes a \$25,000,000 highway system, electrified rapid transit, aviation facilities, meadows reclamation, water supply, parks and parkways, preservation of the Palisades, an official plan covering every municipality and the proper location of desirable industries. The Chamber's first president was Edmund W. Wakelee. J. W. Binder has been its executive officer since incorporation.

The real estate boom had already started in earnest. Land valuations jumped \$22,000,000 in 1924; in Hackensack alone valuations rose \$6,500,000. New banks were formed. Building and loan associations were organized. Investments were sunk in numerous endeavors, chiefly in suburban developments which raised realty values in many cases 1,000 percent between 1925 and 1929. Municipalities cooperated with developers in launching improvements on proposed tracts and lavishly assessed costs against properties improved at the then prevailing market values.

Population increases, while substantial—the rate of gain 1920-30 was 73 percent—did not come up to expectations during the boom. Following the 1929 crash speculative developers who could not meet improvement assessments lost their holdings, and municipalities were forced to take over huge properties.

Thus, the jazz age ended in Bergen County. Hackensack lost a half million dollars in its Garden Suburbs development alone, planned by Bernarr Macfadden, multimillionaire magazine publisher and physical culture advocate. Fort Lee, which had invested more than a million dollars in various improvements, found no relief in extensive foreclosures and finally had to turn its financial affairs over to the State. The borough's delinquent

bonds were refinanced and under the Refunding Plan and Liquidating Board it has disposed of some of its property to developers.

The depression was alleviated to some extent by completion in October 1931 of the George Washington Bridge, which was preceded by a far-reaching program of highway construction. This opened the way for increased realty development stimulated by passage of the National Housing Act in 1934. Nevertheless, the county did not escape the hardships of the depression years. Small homeowners had their mortgages foreclosed. Businesses failed and unemployment grew. Social needs multiplied. In 1939 one out of every 12 families still received aid in one form or another from county welfare agencies.

In the middle of the depressed thirties a record-breaking residential building program was cited as of national interest and importance by Thomas E. Colleton, New Jersey Director of the Federal Housing Administration. Bergen had more than 30 percent of the applications for mortgage insurance made in New Jersey in 1939 and a greater number of insurance commitments than any other county. FHA loans grew from 912, with a value of \$4,541,840, in 1935 to 3,190 and \$15,572,400 for the first nine months of 1939.

Half-page advertisements in Sunday editions of New York, Newark and Jersey City newspapers, flaring announcements along highways and a realty trade organ brought thousands of the white-collar class to inspect the rows of Cape Cod, Colonial or English "countryside" houses that were built by mass production methods and ranged in price from \$3,990 to \$6,500.

Just as realty operations in the late nineteenth and early twentieth centuries developed along the railroads, so later community sites bordered the chief highways. The main area of development cuts directly across the county's center from the George Washington Bridge to the eastern boundary of Passaic County, including the towns of Teaneck, Tenafly, Dumont, Englewood, Hackensack, River Edge, Westwood, New Milford, Maywood, Fair Lawn and Waldwick.

Even the newest residents attracted by this latest boom

entered into the spirit of the celebration of the tercentenary of the Hackensack Valley, September 23-October 7, 1939. They watched the parades and the dedication of the Steuben House at New Bridge as the home of the Bergen County Historical Society; danced at the Colonial ball; took the tour of the historic sites conducted by Francis C. Koehler, chairman of the celebration and president of the Historical Society; and collected the souvenir wooden nickels issued by the tercentenary committee. Koehler's book, *Three Hundred Years: A History of the Hackensack Valley*, written for the occasion, was placed in every school in the county by Hiram B. Demarest Blauvelt. The following December interest in Bergen's historical traditions was highlighted by acquisition of the Demarest House at New Bridge by the Demarest Family Association. The two-room building has been restored and will house family and county relics.

The half-century 1890-1940 has seen a most remarkable development in the county. The population had jumped from 47,226 to 409,646, and the assessed valuations had more than kept pace, rising from \$17,280,572 in 1891 to an average higher than \$438,000,000 by 1938. This rapid growth resulted in haphazard development which is being reorganized somewhat by municipal planning committees, coordinated through the County Planning Board. Factory districts are being set aside for the increasing number of manufacturing plants which produce a huge variety of products; engineers are constantly at work to extend and modernize the county's transportation facilities; and a more efficient consolidated government is envisaged to replace today's patchwork administration of public affairs.



3. Public Affairs

TRANSITION of Bergen County from a farming area to an industrial, mercantile and residential section during the past fifty years has been accompanied by many changes in government. Management of county affairs was at first comparatively simple, reflecting chiefly the desire to protect life and property, to increase the output of farms and to provide adequate roads for transporting crops to market and bringing back supplies from larger centers. Today 70 suburban municipalities present a far more complex administrative problem, requiring many new services and departments. This expansion of governmental function through the Board of Chosen Freeholders has been one of the principal phases of growth in recent years.

Created in 1683, Bergen County is one of the four original counties of New Jersey. Its population was 409,646 in the 1940 census. The City of Hackensack is the county seat. The

municipalities of the county include 9 townships, 3 cities, 56 boroughs and 2 villages. Of these, 56 have a form of government vested in a mayor and a council of six members; 3, a municipal manager; 3 have 5 commissioners under the Walsh Act and 8 townships have committees of 3.

Bergen operates as a second-class county under the laws of 1931. Thus far the county prefers to remain of the second-class designation, since a first-class county is required to assume governmental functions which Bergen, a suburban county, does not need. A movement to raise the population requirement for first-class counties to 500,000 has therefore obtained support in Bergen County.

The county is governed by the Board of Chosen Freeholders. A sheriff, county clerk, surrogate and coroners are elected by the public. There are numerous appointive boards, commissions and officials.

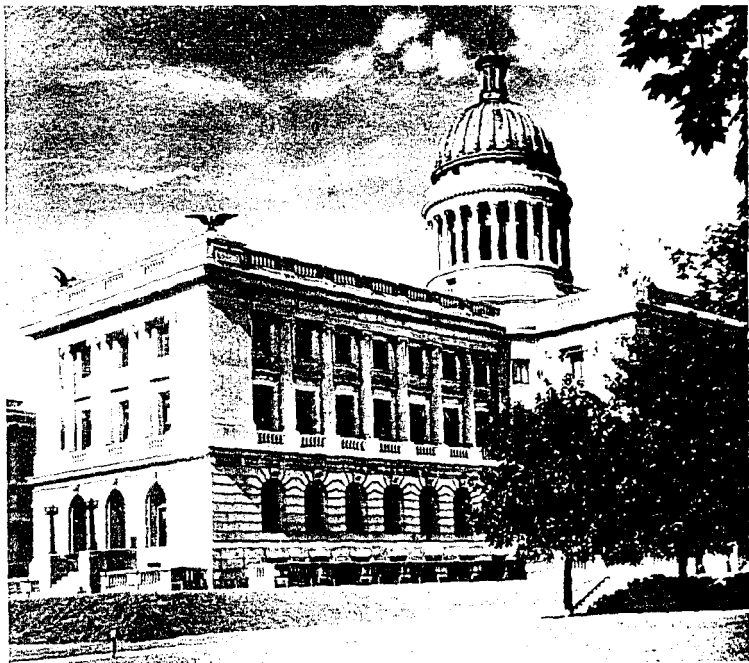
Counties are subordinate agencies of the State government, subject to the control and direction of the legislature. Thus, many judicial and administrative county officials are appointed by the State or through mandate of State laws. The county is organized, its boundaries fixed and status set by acts of the legislature.

Formerly the Bergen Board of Freeholders was composed of representatives from all townships within the county, resulting by 1912 in a board of 32. Today each of the seven members, although elected at large, represents and supervises one of seven "freeholder districts," in as close conformance as possible with his residence.

The Board of Freeholders represents and manages the county and holds title to all county property. The seven members are elected for three-year overlapping terms. Organization of the board takes place the second day of January, when the members choose from among themselves a director who is the presiding officer of the board. Members receive \$4,000 a year.

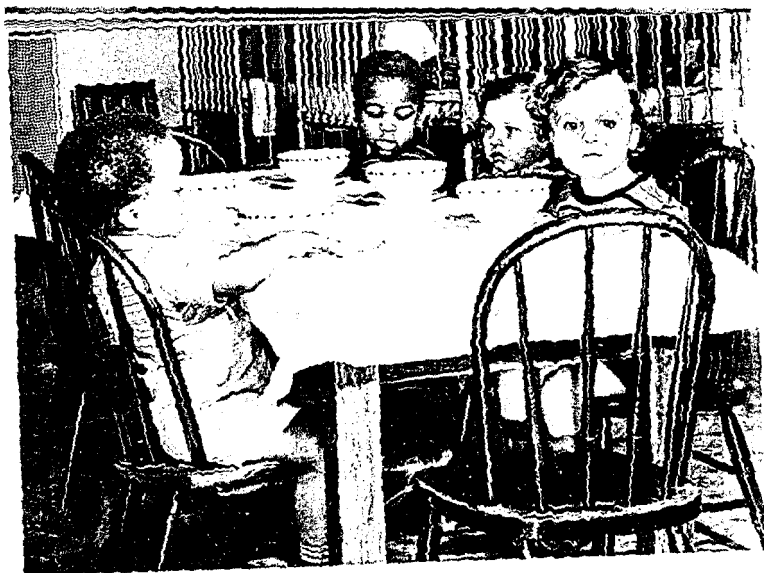
The Board of Freeholders is the appropriating and tax-levying authority of the county. It may raise money for improvements, for properties acquired, for payment of principal

Public Affairs



Epstein

COURTHOUSE, HACKENSACK

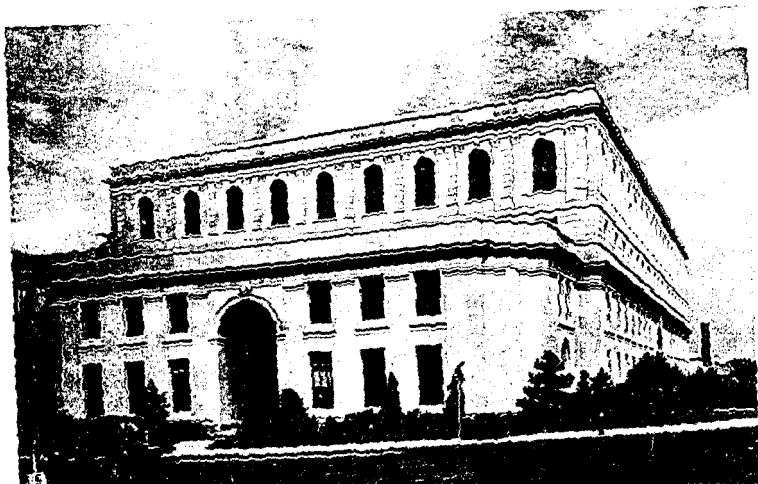


Epstein

LUNCH AT THE CHILDREN'S HOME, HACKENSACK

COUNTY ADMINISTRATIVE BUILDING, HACKENSACK

Epstein



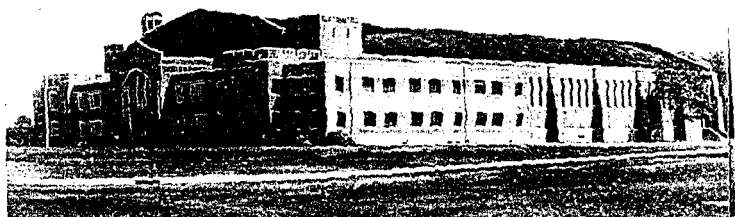


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JOHNSON LIBRARY, HACKENSACK

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104TH ENGINEERS ARMORY, TEANECK

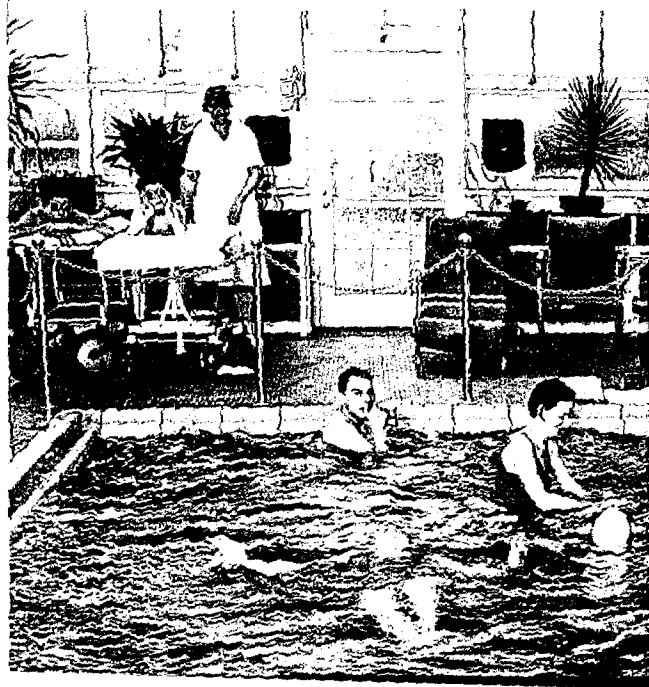


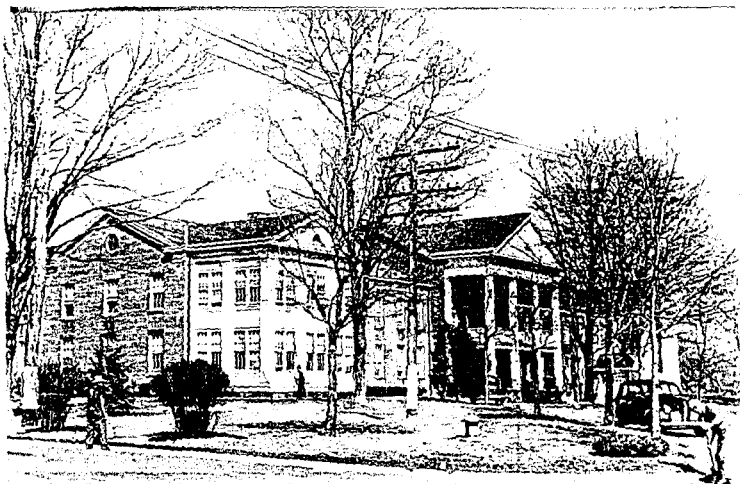


BERGEN PINES AND ITS THERAPEUTIC POOL

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Epstein



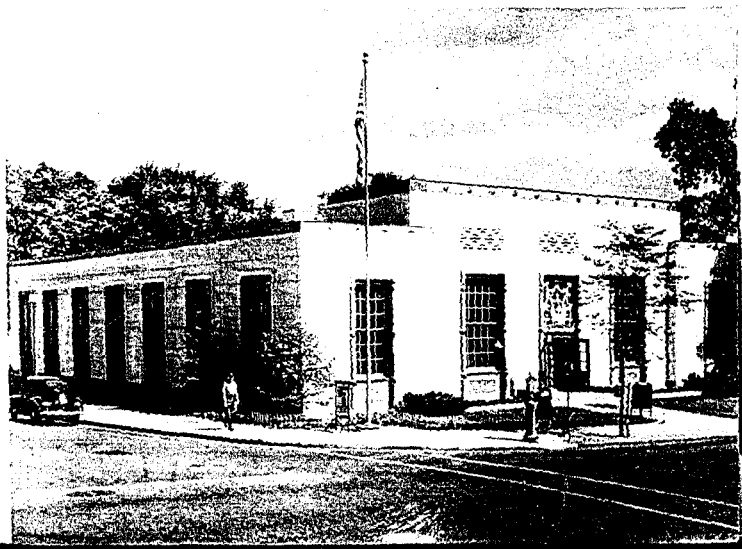


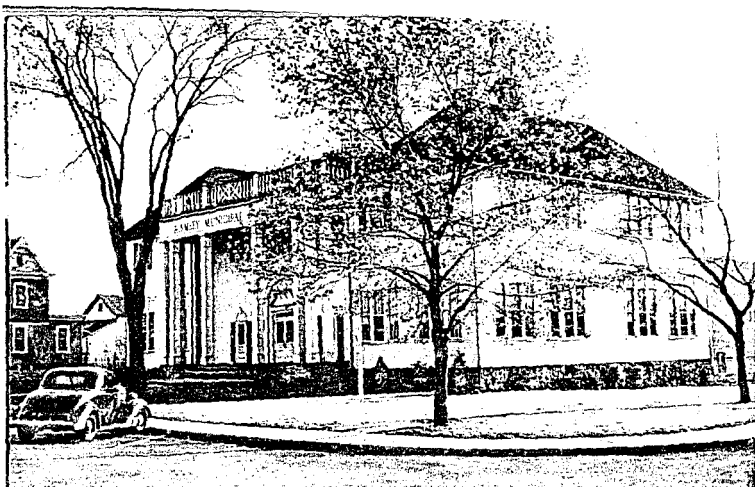
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OLD PEOPLES HOME, PARAMUS

Rubel

RIDGEWOOD POST OFFICE



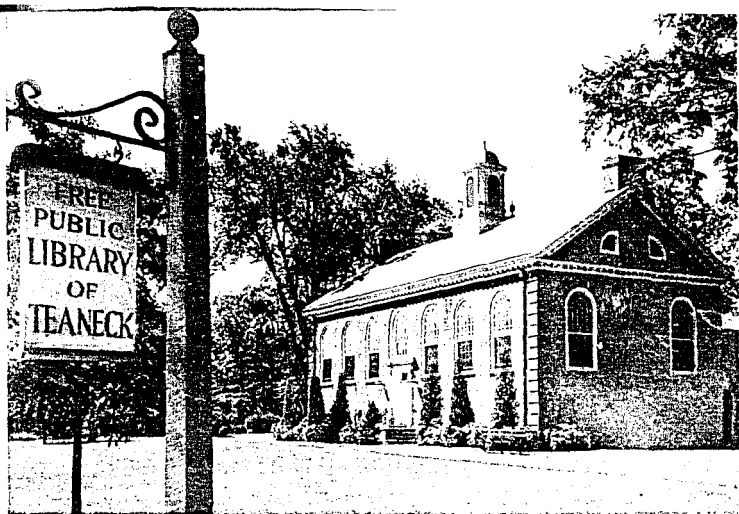


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MUNICIPAL BUILDINGS AT RAMSEY AND FORT LEE

Epstein



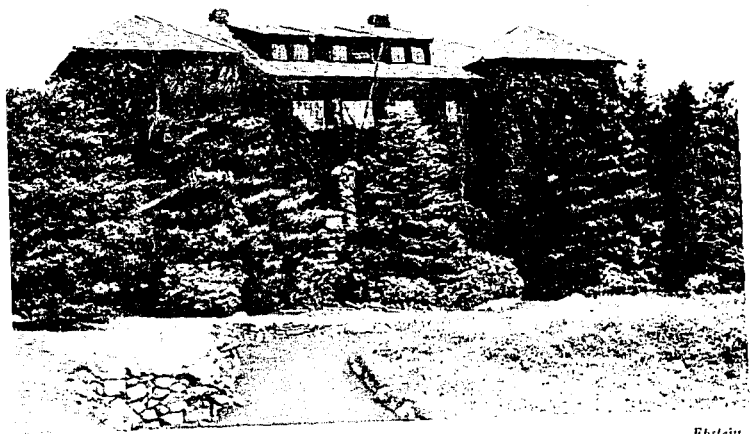


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LIBRARIES AT TEANECK AND BERGENFIELD

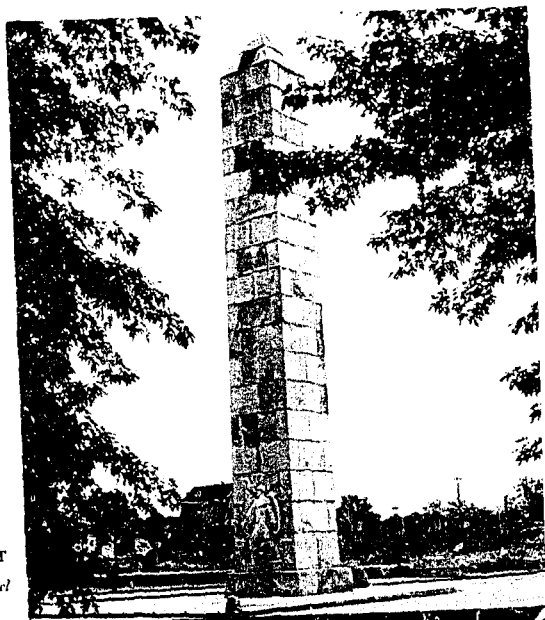
Rubel





ADMINISTRATION BUILDING, PALISADES INTERSTATE PARK

Epstein



CAMP
MERRITT
MONUMENT

Rubel

and interest, for fulfilling obligations imposed by law and assumed through contracts, and for maintaining the county generally. Executive functions are performed through six standing committees: Public Works, Public Welfare, Public Safety, Public Building and Grounds; Public Affairs, Public Health, County Planning and Legislative; Finance and Appropriations. These committees are broken down into subdivisions which include the courts, prosecutors, board of taxation, board of elections, mosquito commission, county superintendent of schools, jury commissioners, child welfare board, inheritance tax clerk, agricultural department, probation department and adjuster.

Statutory appointments by the Board of Freeholders are county treasurer, counsel, physician, engineer, auditor, clerk of the board, jail physician and superintendent of county hospitals. Civil service appointments confirmed by the board include supervisor of roads, courthouse custodian, superintendent of county homes, engineer of the central heating plant, chief of traffic police, superintendent of the county garage, superintendent of bridges, head keeper of jail, superintendent of weights and measures and county adjuster. Local appointments by the board are superintendent of soldiers' burial, law librarian, purchasing agent, county welfare board, child welfare board, sinking fund commission, board of managers (county hospital), county planning board, water supply commission, police pension fund and mosquito commission. State appointments are the prosecutor, jury commissioner, superintendent of schools, inheritance tax clerk, Hackensack Valley sewer commission, board of taxation, board of elections and agriculture department.

In addition there are minor officers, clerks and other employees, besides judges and personnel of the courts. In all, the county government employs more than 900 persons.

Courts

The courts sitting within Bergen County come within four major categories: Criminal and quasi-criminal, including Police or Recorder's and Traffic Court, District Criminal Court, Court of Quarter Sessions, Court of Special Sessions and Court of Oyer

and Terminer; Civil, comprising Small Cause, District, Common Pleas and Circuit Courts; Probate, including Surrogate's, Orphan's and Prerogative Courts; and Chancery Court. The State Supreme Court, which sits in Trenton, hears appeals from both the civil and criminal county courts and also has original jurisdiction in some cases. The highest court in the State is that of Errors and Appeals. The Juvenile and Domestic Relations Court, although dealing with criminal matters, functions on the theory that a person under 16 years of age is incapable of committing a crime.

All New Jersey judges who are officers of the State, from the District Court to the Court of Errors and Appeals, are appointed by the Governor with the advice and consent of the senate. In most other states all or nearly all the judges are elected. The locally elected Justices of the Peace are now permitted to sit only on motor vehicle cases when a recorder is not available. Recorders and police judges are appointed by the municipalities, while the Bergen County Traffic Court is a creation of the Board of Freeholders.

Bergen County Police

The Bergen County Police Department was organized by the Board of Freeholders in 1921. Created originally to handle increasing vehicular traffic, the department today embraces practically every form of police service, including detective, laboratory, identification and photographic work. The Patrol Division, in addition to maintaining constant patrol on highways, investigates auto accidents, administers first aid, makes arrests for violation of the law, serves as payroll escort, transports mental patients from Bergen Pines to Greystone Park at Morris Plains, conducts first-aid classes and lectures before schools and organizations.

The department has a staff of 39, of whom 18 are patrolmen. There are 10 patrol cars, 1 detective car, 1 investigator's car, 8 motorcycles, 1 ambulance and 1 lifesaving boat. All the cars are equipped with two-way radio systems, and the ambulance has a one-way radio system.

From January 1 to September 30, 1940, there were 1,875 arrests for motor vehicle violations, 21 other arrests, such as for larceny, robbery and hit-and-run driving, 289 investigations and 111 suspected and suspicious persons questioned. Other activities of the county police include recovering lost property, safety lectures, extinguishing brush fires and investigations for missing persons.

Revenue and Finance

The great expansion of services for Bergen County and its residents within the last half-century has built up a complex network of government that required a budget of more than \$6,000,000 for 1941. Direct taxes collected during 1940 amounted to \$5,175,000, including \$1,352,519 in school taxes, \$102,688 in soldiers' bonus taxes, \$3,364,320 in county taxes, \$55,800 in District Court taxes, \$300,000 in hospital taxes and \$28,579 in county taxes on bank stock holdings.

Back in 1890 the County Collector reported receipts as \$150,240 and disbursements as \$128,735. For the "ensuing year" the Freeholders ordered \$87,000 raised by taxation for county purposes, \$52,340 for the State school tax and \$24,000 for bonds and interest "maturing during the current year." Among other items was an appropriation of \$3,500 for indexing records, \$2,500 for the Paterson Plank Road and \$30,000 for bridges and culverts.

The cost of maintaining county courts in 1890 was \$15,000; the 1940 general court and criminal court taxes, separate from district court taxes, was eleven times that much, or \$165,200. To operate the county jail in 1890 the Freeholders appropriated \$6,000, compared with \$85,000 in 1940. It cost only \$3,000 to run elections in 1890, while in 1940 \$149,000 was appropriated to the county board of elections.

Largest 1941 appropriations were for budget considerations little dreamed of by the 1890 Freeholders, including Bergen Pines hospitals, home for indigents, old age pensions and the State Board of Children's Guardians. Other new factors responsible for present-day cost of government include the prose-

cution of criminal cases on a large scale, maintenance of many civil and criminal tribunals, general welfare, county police, mosquito extermination, social work and the filing of legal documents of all kinds.

Still another large expenditure is the cost of maintaining the highway department. In 1940 Bergen County had nearly \$50,000,000 invested in 7,038,348 square yards of highway and road pavement, 470 miles of county-maintained roadways, together with 14 movable-span bridges, 920 fixed bridges and culverts, 6,463 catch basins, 1,564 manholes, 213 cross drains, miles of guard rails and numerous road signs.

With its relatively small bonded indebtedness and strong financial structure, Bergen County enjoys an enviable position in the money market and is able to sell its bond issues at premiums and low interest rates. For the last two years it has reduced its bonded indebtedness materially by retiring large blocks of serial bonds at maturity, thereby lowering its bond debt for 1940 to \$8,231,000—the lowest point in recent years—divided between term bonds of \$444,000 and serial bonds of \$7,787,000. Payments against outstanding serial bonds during the past year totaled \$932,000, with anticipated payments for 1941 amounting to \$951,000. Indebtedness incurred in 1940 consisted of only \$282,000 in general obligation bonds. Bergen County in 1940 had the best financial rating and the lowest per capita cost of county government in New Jersey.

Planning Board

In one phase of county administration highly centralized control has been attempted. This is in subdivision planning, now conducted by the County Planning Board. The unbridled, speculative operations of subdividers during the twenties prompted the Board to guard against their recurrence in the thirties and thereafter. Created under a State law, this board is an official advisory body charged with the responsibility of making a Master Plan for the county. In 1938 it issued the first complete zoning survey, containing a study of 56 municipalities.

Typical of the problems caused by realty operations in the last few decades is that of water supply and sanitation. The area now served by sanitary sewers within the county is 33,827 acres, or 22 percent of the total area. Existing facilities are distributed in 39 of the 70 municipalities. Dwelling units connected with sewers number 62,227 or 59 percent of the total.

Lack of proper zoning by municipalities and the hasty passage of ordinances without regard for any coordinated regional development have given planning board authorities their best argument for centralized control. At present 28 towns have official planning boards; 58, zoning ordinances; 44, private water supply systems; 19, public water supply systems; 7, no water systems except artesian wells.

Designed to be part of the Master Plan is a proposal by the Bergen County Chamber of Commerce to extend park areas and create new parkways. The county has 475 acres of municipal parks.

Reclamation of a meadow area as large as Manhattan, to be developed for industrial, park and residential purposes, is an important phase of the Master Plan. An adequate system of interstate and intrastate rapid transit and the construction of a metropolitan loop highway are other considerations of the Planning Board.

Through studies of the county's problems, assimilation of facts and analysis of surveys, the Planning Board hopes to place all zoning, development, highway construction and subdivision plotting upon a co-ordinated basis.

Mosquito Extermination Commission

The Mosquito Extermination Commission conducts a year-round campaign for the elimination of the insect pest. Attacking this problem from a preventive viewpoint, the commission seeks to wipe out all potential breeding places of the mosquito—in salt marshes, inland swamps, woodland pools, catch basins and other accumulations of stagnant water. The Bergen County commission, created in 1914 under New Jersey's mosquito control act of 1912, collaborates with similar bodies in 13 other

counties. The commission's six members, who serve without compensation, are appointed for terms of three years by the justice of the Supreme Court in the county.

The commissioners select a superintendent or chief engineer who trains and directs inspectors and laborers in the control work, supervised and directed to some extent by the State Experiment Station. Besides inspecting and reporting all possible breeding places of mosquitoes and arranging for their drainage or clearance, the commission disseminates information to the public, whose cooperation it seeks in keeping rain barrels, tubs, tin cans, cesspools and cisterns free of breeding spots.

Attention of the commission is constantly directed to potential breeding places of various types of mosquitoes and checking on some 8,000 acres of tidal marshland, 240 square miles of uplands and 19,000 catch basins. Up to 1941 the commission had completed 2,780,000 feet of ditching and 67,000 feet of diking, installed 20 large tide gates in the salt marshlands, cleaned out 23,000 swamps and stagnant pools and treated catch basins with 35,000 gallons of larvicides.

Funds for conducting this work are provided in the county tax budget. In the 14 counties engaged in mosquito extermination the yearly expenditure reaches about \$250,000; in Bergen County the cost for 1940 was \$32,000, or approximately 8 cents per capita.

Welfare

Today approximately 25 percent of the Board of Freeholders' annual budget is spent on public welfare, including contributory appropriations for State institutions. Medical care is provided in a county hospital that has been awarded national honors, while care for the aged indigent is furnished in a comfortable home. Dependent children are provided for in a modern children's home. Here, too, but separately housed, are young delinquents who are awaiting disposition of their cases by the juvenile courts. The county welfare department gives

financial assistance to aged persons who have a home but insufficient support.

Supplementing this work of the county government are several private and quasi-public agencies, including four hospitals with extensive clinics, a visiting nurse service, a tuberculosis association and several organizations providing hospitalization or medical care for indigent families. During the last decade Bergen County, like the remainder of the country, has benefited from the various Federal programs of emergency and work relief and from the health and assistance grants provided under the Social Security Act.

Organized public welfare in the county dates back to 1766, when the New Jersey Medical Society, the first such organization in the country, was formed with two Bergen County doctors as leaders in the movement. The Bergen County Medical Society, established in 1818 and reorganized in 1854, is still a participant in progressive welfare activities.

In the fall of 1877 Dr. David St. John initiated the movement for establishment of the first hospital in the county at Hackensack. Simultaneously a group of doctors and laymen in Englewood began to make plans for a hospital there. On May 1, 1888, Hackensack Hospital opened its doors, followed a week later by Englewood Hospital.

Bergen Pines

The Medical Society placed before the Freeholders the information which led to a referendum in 1914 that obtained public approval of a county isolation hospital. The first building, erected immediately on county property in Paramus, was opened during the 1916 epidemic of poliomyelitis (infantile paralysis). Shortly before Dr. Joseph R. Morrow had been appointed medical director and superintendent, a position he still occupies. When the epidemic subsided the hospital turned to care of other contagious diseases, mainly scarlet fever and diphtheria.

During the last quarter-century the institution has undergone a continued expansion of plant and facilities. In 1916 the

garage and employees' dormitory was built. A smallpox epidemic in 1920 brought an emergency appropriation for the erection of a pavilion comprising two wards with 30 beds. The superintendent's residence was built the same year.

In 1922 the scarlet fever building, with 50 beds, and the tuberculosis building, accommodating 48, were opened; they had been begun four years before on the recommendation of the State Board of Health. In 1924 another tuberculosis pavilion, with 100 beds, was built. About this time, too, the nurses' home was erected with accommodations for 50 nurses.

In 1924, also, clinics for diagnosis of tuberculosis were organized in Hackensack, Englewood, Ridgefield, Garfield and Lodi. The central clinic at the Pines has facilities for X-rays and pneumothorax treatments.

During the following five years came the construction of a disposal plant and underground tunnels to connect every building, purchase of a 70-acre farm, installation of a fully equipped physiotherapy department, enlargement of the X-ray department, a two-story addition to the scarlet fever building and a new unit for smallpox.

A 100-bed building completed in 1931 permits handling of either tuberculosis or other diseases. The educational and occupational therapy departments are also housed in this building. In 1932 the county laboratory was erected at an estimated cost of \$1,600,000. It is maintained at an annual appropriation of approximately \$250,000, which sometimes rises to \$280,000.

Largest and most recent unit is the administration building, dedicated in the spring of 1938. Funds for this building, a five-story structure costing \$560,000, were obtained to a considerable extent by a donation of \$300,000 by the Board of Freeholders in 1936 from a surplus account which had been built up to sizable proportions, supplemented by a grant of \$190,000 by the Federal Government. The construction of this building has increased the institution's capacity from 400 to more than 500 beds.

In addition to its official support, Bergen Pines has also bene-

fited from the efforts of several private organizations. In September 1922 eight members of the Pioneer Masonic Club of Hackensack visited the institution and offered to plant pine trees on the grounds as an aid to health and beauty. A thousand young trees were planted, and the following spring the Pioneer Club sponsored its first official pilgrimage. A year later, at the second pilgrimage, it was suggested that the hospital be called Bergen Pines. This was approved a short time later by the Freeholders.

That first pilgrimage in 1923 was the forerunner of similar endeavors by other organizations, many of which have an annual pilgrimage date. Through these pilgrimages the Pines has received numerous gifts, notable among which are the following: by the Masons, the pine trees, an imposing entrance archway, a master radio set and several drinking fountains; by the Junior Order of United American Mechanics, a flagpole 80 feet high, with a bronze base and attractive plaza; by the Knights of Columbus, a bandstand and outdoor stage; by the Red Men, a sun hut and benches; by the Lions Club, a solarium. The Eastern Star, Rotary and Kiwanis Clubs, Degrees of Pocahontas and other groups have made generous donations.

Probably the ourstanding gift is that made in 1939 by the American Legion, a \$15,000 therapeutic pool in a glass-enclosed structure resembling a greenhouse. It is a unit of the children's preventorium, which always has 40 to 50 patients 7 to 9 years old. Vita-glass construction permits penetration of the sun's rays. The pool and the "iron lungs" now in use at the Pines are considered the best of their kind available.

Bergen Pines is often referred to as the beauty spot of the county. The Spanish mission type of architecture, white walls and red-tiled roofs, used in the construction of the first building in 1914, has been copied in all of the others. Wide walks and lawns are bordered and dotted abundantly with pines, spruces, firs, cedars and hemlocks.

At Christmas time an elaborate illuminated display near the entrance gate attracts thousands of residents of the county. The display is constructed entirely by patients in the occupa-

tional therapy department but financed by private contributions.

Several acres of rich soil provide fresh vegetables of many varieties. Experimental patches of medicinal plants and herbs thrive from seeds obtained at Washington. Fresh flowers from the gardens decorate wards, corridors and offices.

Enjoying a high rank among tuberculosis hospitals, Bergen Pines has the approval of the American Medical Association, the American College of Surgeons and the American Hospital Association. It is also a recognized State depot for vaccines and sera, serving hospitals and private physicians.

The resident patient population of the Pines is about 350. This is supplemented by an out-patient department registry of several hundred. Laboratory facilities made possible more than 27,000 analyses during the past year.

Administrative powers at Bergen Pines are vested in the Freeholders and a board of managers, of which the superintendent of the hospital is secretary. The hospital staff numbers 25.

Old People's Home

The Old People's Home, across the road from Bergen Pines, consists of a Colonial-style brick building housing 138 men and 50 women (1940). Of these, 60 are bedridden and require constant medical and hospital care. Some of the residents help about the home and its adjacent farm, while others while away the time playing cards, listening to the radio or merely chatting.

For 14 years county authorities have labored to bring about this condition of contentment and create a homelike atmosphere. The home of 20 years ago, with its whitewashed walls, dark brown woodwork and straight wooden benches, is a thing of the past. Today the walls are tinted in various hues, and small compartments in the wards provide greater privacy. There are many easy chairs and several radios. A library is supplied by individuals throughout the county. Church and club groups from all parts of the county provide concerts, plays, dance recitals and other programs.

The county psychopathic ward, accommodating nine pa-

tients, is housed here but is operated independently and separately staffed. The doctor in charge is assisted by two nurses and two male orderlies. There are seldom more than one or two patients, since those requiring more than temporary care are committed to State institutions.

Child Welfare

Equally important as Bergen Pines in the scope of its activities is the Child Welfare Department, which cares for children who, because of neglect or delinquency, are committed by overseers of the poor or the courts or who are removed from cruel, immoral or unsanitary surroundings under powers conferred upon the department through its membership in the Society for the Prevention of Cruelty to Children.

The Children's Home, at Essex and Green Streets in Hackensack, is a model institution. The three-story brick building, designed especially for this purpose, provides offices for the department, quarters for the Juvenile Court, nursery, dormitories, dining rooms, study rooms and recreation halls. The grounds, cared for by the boys, are attractively landscaped. The dormitories, for girls on the second floor and for boys on the third, are brightened by WPA murals. Adjoining sun rooms are used for games and recreation.

In addition to these are boys' and girls' playgrounds and a huge room in the basement for indoor recreation and instruction. The boys receive manual training and the girls are taught general housework, cooking, sewing and basket weaving. There are also classes in English, spelling, geography, history and arithmetic. Some of the more advanced pupils are permitted to attend public school.

On each dormitory floor are small private rooms for delinquent children awaiting disposition of their cases. These children are not unduly restricted but are given adequate supervision in play and study and are examined mentally and physically. No delinquent children in Bergen County are confined in jail.

Children placed on probation by the Juvenile Court are

cared for along modern guidance lines; this service is entirely apart from the county's adult probation bureau. The agents in this branch of child welfare have special training in child psychology. They carefully psychoanalyze each child and, after studying each case history and mentality, they offer the incentive and assistance best suited to facilitate readjustment.

Children needing medical attention are promptly treated at Hackensack Hospital or at Bergen Pines. Those suffering from colds or brief indispositions are isolated. A diet committee gives special attention to individual food requirements, mainly for the undernourished, while a pediatrician supervises the infants' diets. The children assist in serving. After meals the dining room is converted into a study hall supervised by the house mother.

There are no uniforms, institutional haircuts or other insignia of an asylum. The children are encouraged to develop their own personalities and preferences, even in the selection of colors in their dress and in the manner of wearing their hair.

The Home cares for about 75 children ranging in age from infancy to 16. Discharged children are given a complete change of clothing, supplied largely by county appropriations but also occasionally by private contributions.

The Board of Freeholders in 1940 appropriated \$64,590 as the county's share in the support of 610 wards of the State—children who have no parents or legal guardians to support them and who are therefore cared for by the State Dependent Children's Department. The board also contributed \$97,356 toward the support of 1,570 additional children throughout the county; these live at home, but their families are too impoverished to give them adequate care, and they are aided by the State Home Life Department without being classified as wards of the State. Grants by the State and Federal Government make up the remainder of the funds used for the support of these children.

Welfare Board

The County Welfare Board, an adjunct of the State Department of Institutions and Agencies, is composed of five citi-

zens (at least two of them must be women), two Freeholders and the county adjuster. This group controls the welfare department, which is supervised by the county director of welfare. It is the function of this department to render financial assistance to citizens of the county over 65 years of age who have no legally responsible relatives able to support them. If relatives are able to give some support the board furnishes supplementary aid. For this purpose the 1941 budget has appropriated \$120,000 out of a total of \$635,000. The State and Federal Government supply the remainder for the 2,400 clients.

The care of the blind, a function of the department since October 1939, is limited to material needs. Occupational activity or the use of Braille are referred to the State Commission for the Blind. In 1941 the county appropriated \$5,000 for its 35 needy blind persons. The State and Federal Governments supply the remaining half of the appropriation for carrying on this work.

Private Agencies

Hackensack Hospital, the largest and oldest in the county, opened in 1888. This institution, at Essex Street and Hospital Place, has 275 beds and 125 nurses in training. Every branch of medicine and surgery is practiced, with clinics for the indigent in two dozen branches of medical and surgical science. Half of the cases treated in these clinics are free, while a nominal charge is made if the patient can afford to pay.

Englewood Hospital, which opened just a week after Hackensack's, serves that part of the county known as the Northern Valley, with a population of approximately 130,000. During 1940 this 238-bed hospital (sometimes credited with having 254 beds) provided a total of 70,130 patient days. In addition 5,940 persons made 27,956 visits to its clinics. This hospital maintains a visiting nurse service covering 23 towns. Its Tumor Conference consists of a group of physicians who examine and decide on the treatment of patients.

Holy Name Hospital at Teaneck, although under Roman Catholic management, is nonsectarian. It has a capacity of 225

beds and treats 4,000 patients a year. A community of Roman Catholic nuns, many of them trained nurses, is in charge. Several thousand persons are treated annually in its out-patient department, which charges only nominal fees; 50 percent are charity cases, of which a large majority are non-Catholics. In May 1941 the hospital conducted a drive for \$750,000 to add a 100-bed wing.

Each of the three hospitals has an auxiliary of approximately 1,000 women which raises money, prepares bandages, garments and other necessities and provides other volunteer services. While each hospital has an ambulance squad there are several community ambulances operated by town firemen or policemen, the American Legion or a volunteer corps.

Hasbrouck Heights Hospital was founded in 1928. It specializes in orthopedic surgery, concentrating on difficult cases of bone and skin grafting. There are 31 beds.

Visiting nurse services are provided by the Englewood Hospital Out-Patient Visiting Nurses, Pascack Valley Nursing Service, Ridgewood Area Nursing Service, Northern Bergen Visiting Nurse Association and Central Bergen Nursing Service. Each maintains units in various localities. Each visit by these nurses is long enough to carry out doctor's instructions and to teach the family how to follow doctor's orders and care for the sick. Prenatal nursing care is given and follow-ups continue until the child is a month old. Instruction in child hygiene is offered at the same time. Cases may be referred by physicians, by social agencies or are taken on private calls for help.

As an example of visiting nursing work, the Central Bergen unit, with a staff of 14, made 19,328 visits during 1939. The nurses, all of whom are registered, have a background of special training in public health work. The service is financed by contributions and by such fees as are collected from patients who are able to pay. Several insurance companies have contracts under which the nurses provide home care for policyholders. The service is managed by a board of directors comprised of representatives from each of the 20 municipalities covered. This board is guided by a medical advisory council.

The Bergen County Tuberculosis and Health Association in Hackensack, financed almost entirely by the sale of Christmas seals, carries on work against tuberculosis through subsidizing visiting nurses, through extensive health education in schools and lectures to adult groups, and through X-ray and analytical clinics. More than 10,000 visits to tubercular patients are made annually, more than 1,000 X-rays are taken and arrangements are made for sanatorium treatment in scores of cases. The association's annual budget is between \$25,000 and \$30,000.

Notable among the private organizations doing welfare work are the American Legion, the Elks, the Masons and the Knights of Columbus. Each of these groups has a welfare agency, doing extensive work not only among its own members and their families but in many cases among nonmembers. The American Legion in Bergen County claims to have the only central relief committee established by any post of the American Legion. The Elks do extensive work among crippled children.



4. *Agriculture*

AGRICULTURE dominated the economic and social life of Bergen County for 250 of the 300 years that white men have lived here. Since the 1890's rural acreage has retreated as residential growth developed; but the county still has highly specialized farming, chiefly garden vegetables, orchard fruits and dairy and poultry products, which find a ready market in the metropolitan area.

The United States census of 1940 noted 779 farms of all types in the county out of a total of 25,835 in the State. Farms covered 15,889 acres of Bergen County's total land area of 149,120. This contrasted sharply with the 108,728 acres of improved and unimproved farm land recorded in 1850. The total value of farm land and equipment in the 1940 census, however, was placed at \$11,174,062 as compared to \$6,517,276 at the middle of the nineteenth century.

Rising farm land values by 1935 had reached \$703.26 an acre. The average value of a Bergen County farm in 1935 was placed at \$14,344 as against the New Jersey State average of \$8,818. This increase in land value accompanied the sharp decline in farm acreage in the period between 1925 and 1930, from 29,693 to 18,858 acres. In 1930, however, the 811 farms had been valued at \$21,659,535, reflecting the influence of land speculation during the previous decade. The farm population in 1935 was placed at 3,082, or only about 1 percent of the total. Of the total acreage under cultivation in 1940, 8,155 acres were operated by full owners, 3,443 by part owners, 724 by managers and 3,567 by tenants. Today annual agricultural production is valued at more than \$1,500,000.

The first Bergen County settlers were almost exclusively farmers. They had to cope with unfamiliar problems of soil, climate and plants, while they adapted European practices of husbandry to new conditions. Meanwhile, they farmed the raw new country, clearing away forests, rocks and weeds.

For the most part products were consumed chiefly by the family, but even in the beginning the settlers sought to obtain some cash revenue to buy necessities that they could not raise. The original money crop was wheat exported to the West Indies, then the most prosperous English holding. Other grains raised were corn, rye and barley.

When the East Jersey Assembly assessed the Colonial counties, including Bergen, in 1683, the levies were paid in farm products: winter wheat at four shillings sixpence a bushel, summer wheat at four shillings, corn at two shillings threepence and pork at 50 shillings a barrel.

As early as 1700 Bergen County farmers by wagon and boat were sending parsnips, carrots, beets, endive, radishes and onions across the Hudson. The Colonial farmer supplying the New York market thus set a pattern that was to mold the life of the region.

Cabbage was the first of the specialty crops to reflect the demands of the city market. Due to an extensive sauerkraut industry in New York the farmers in what later became Hudson

County and along Overpeck Creek enjoyed an early cabbage boom.

Meanwhile, buckwheat grew in popularity. There was some experimentation with tobacco, soon abandoned, although individual efforts were recorded until well into the nineteenth century.

The Dutch farmers also began the cultivation of apples, pears, peaches and cherries. Of these the apple was the most important and led to the manufacture of cider, for which the region became noted. Watermelons, later to become a famous product, were also grown.

Farm life was a constant challenge to the endurance of these early settlers, spread out through the Bergen County valleys. Wolves were numerous, and a standing bounty was set on them. Tools consisted chiefly of a primitive handmade plow and crude forge. In the home, the women's work included the preparation of meat, thread and soap. The entire community lived from the soil. Social life centered around the Dutch Reformed Church and was determined by the rigorous tradition of Calvinism, unaffected by the sprinklings of English and French.

By the time of the Revolution the region was a rich foraging ground for the British and American armies. The development of produce growing, accompanied by a large increase in the number of cattle, horses, fowl, swine and sheep, gave the Bergen County farmer a growing income which he was loath to sacrifice to feed the impecunious continental army. Fear for the loss of profits from the metropolitan market has been cited as the reason for some farmers' indifference to the war.

Foraging parties from both sides scoured the countryside during the war. One speculation has it that during the week of November 21-28, 1776, the British were so impressed by the opportunity for replenishing their larder that they loitered long enough in their pursuit of Washington from Fort Lee to permit the American Commander in Chief to save his army. "Every farmhouse and barn in the Bergen area was looted by the invader," according to one chronicler.

After the war Bergen County returned to the normal cultivation of what was becoming a garden spot of the New York area. In 1786 the part that later became Hudson County was selected by Louis XVI of France as the site of an experimental botanical garden. Andrew Michaux, commissioned as royal botanist for the enterprise, toured the states and finally selected land near New Durham. Being an alien, he was granted special permission to hold "not more than 200 acres" by the State legislature.

On March 3, 1786, work on the orchard and gardens was started, and Michaux proceeded to use his authority to import from France any plant not found in America. Collapse of the Bourbon dynasty brought an early end to the "Frenchman's Gardens." The project endured long enough, however, to introduce into America the Lombardy poplar, its seed passing throughout the entire country to become a familiar native tree.

About this time cultivation of flax reached its highest development in the region around New York. In 1790 the section near present Bogota was the site of extensive experimentation with this plant, but the rise of American cotton manufacturing discouraged the cultivation of other fibrous plants.

Growing interest in the natural sciences was reflected by organized inquiry into agricultural practices. Bergen County residents were active in the New York Society for the Promotion of Agricultural Arts and Manufacturing. During the first decade of the nineteenth century county farmers adopted new methods for increasing yield, including rotation of crops and the use of lime, manure and marl.

This development spurred crop specialization, as access to New York emphasized the advantages of raising for the market rather than for the home alone. Moreover, other cities were growing up within a short distance; at Paterson, part of which then lay in Bergen County, was one of the Nation's earliest industrial centers, with factory workers to be fed.

Speaking of the northern New Jersey region, Morse's *American Universal Geography* in 1819 noted the "great number of cattle" raised and the great attention "paid to the cultiva-

tion of fruits and vegetables." Mentioned specifically are wheat, rye, maize, buckwheat, potatoes, oats and barley, and that "the finest apples, pears, peaches, plums, cherries, strawberries and melons are carried to market."

Development of agriculture continued during the "Era of Good Feeling" with numerous innovations, among them the horse-drawn plow to replace the hand implement. In 1824 one of Bergen County's earliest newspapers was called the *Hackensack Star and Farmer*. During the one year of its existence the paper catered to agrarian interests, paying scant attention to local news. Owners of stray heifers advertised their losses, and vendors of plows and other implements used its columns to solicit sales.

Gordon's *Gazetteer* of 1834 described 108,766 of the county's 267,500 acres as "unimproved." The book noted 1,262 householders, 84 gristmills, 12 cider distilleries, 4,025 horses and mules and 10,188 "neat cattle" over three years of age. "New York is much indebted to the Dutch gardeners for her supplies of flowers and vegetables," according to the *Gazetteer*.

Farmers, although they still consumed much of their product in the home, were benefiting greatly from the increased urban populations accompanying industrial development. During the 1830's they agitated for bridges to facilitate transportation. Minutes of the Board of Freeholders abound with motions authorizing such construction. Even earlier private corporations were building the improved roads that distinguished the "turn-pike era."

Gristmills also had their heyday in the 1830's. A characteristic scene of the times was the farmer's wagon loaded with grain waiting its turn at Bogert's Mill at Harrington Park, Van Buskirk's Mill at New Milford and numerous others.

By 1840, according to Clayton and Nelson's *History of Bergen and Passaic Counties*, Franklin Township in the northwestern corner of the county had emerged as the principal dairy section of the region. The value of such products was estimated at \$19,800, a cash figure which loomed large in the economy of that period. The same township also sold \$15,547 of orchard

fruits, while 24,003 bushels of oats, 18,750 of rye and 18,652 of corn were raised. Hackensack Township's cash income of \$11,726 for garden vegetables sent to New York was said to be double that of any other township in the county. Saddle River Township also was described as "very productive." One important source of income was apples. If market conditions were favorable the crop might bring \$50 to \$100 for the season to a grower.

Between 1840 and 1850 farmers became increasingly professional, as is evidenced by the widespread introduction of new implements and fertilizers. The organization in May 1849 of the Bergen County Mutual Fire Insurance Company was a recognition of the large financial stakes held by the farming community. The first officers were farmers, and the purpose of the enterprise was to furnish cheap and safe insurance to growers. At about the turn of the century decrease in farming activities and losses from fires caused the fall of the company.

In 1850, when the United States Census first gave agricultural statistics by counties, there were 1,128 farms of all types with 493 employees and 80,494 improved acres. Valuation of farm products was \$1,012,165. Livestock included 6,968 head of cattle, 2,465 horses, mules and asses, 1,711 sheep and 4,886 swine. The value of animals slaughtered was placed at \$84,081.

Garden produce was valued at \$88,691 and orchard fruits at \$46,528. Among the principal crops were Irish and sweet potatoes, 166,368 bushels; rye and oats, 134,431; Indian corn, 150,709; buckwheat, 48,724; wheat, 9,350; and hay, 16,582 tons. There were also produced 328,779 pounds of butter and cheese, 6,648 pounds of beeswax and honey, 4,418 pounds of wool, 232 pounds of maple sugar and 290 pounds of tobacco.

At this time Bergen County was dominated by farm families whose ownership of land in many places had lasted for nearly two centuries. Branches of the same families were scattered through the rural townships and gave to the area a homogeneity which emphasized its provincial character.

Organization of the Bergen County Agricultural Society

in December 1858 indicated the farmers' realization of their special interests. Every incorporator bore a Colonial family name; Henry H. Voorhis was the chairman and Stephen S. Berdan, secretary. Signers of the charter were Daniel Van Winkle, Enoch Brinkerhoff, Andrew Demarest, Thomas H. Herring and Thomas Voorhis.

Strenuous dawn to dusk labor was the design for living on the farms, which ranged from 60 to 500 acres. The farmer began his day at 5 o'clock to feed the cattle, followed by breakfast at 6. At 7 o'clock work was resumed in the field, continuing from 10 to 12 hours, largely with the plow, scythe and harrow, the principal tools about the middle of the century. The day ended with the farmhouse chores.

Besides the main building on the average farm, various out-buildings included a large utility barn, cow barn, corn crib and pig sty. Small huts might be occupied by from one to 25 farm hands. Male hands were paid from \$1 to \$1.50 and board a day, while women usually received \$1.

Increasingly, farmers of the area specialized in garden vegetables for cities of the metropolitan area in preference to the single crop system in the South and West. While many of the smaller farms raised vegetables and grains only for home consumption, they derived cash revenue from such items as butter, eggs and hay. Hogs and lambs were fattened for the market. On a good-sized farm livestock might include from 4 to 8 horses, several mules, from 10 to 50 cows and a herd of pigs.

From the larger farms as many as three wagonloads of vegetables were dispatched nightly except Saturday and Sunday for sale in the New York market at the foot of West 14th Street. Hundreds of wagons congregated at the open market space, displaying their produce to buyers from hotels and retail merchants, the chief customers before the days of commission men. Originally the farmers were permitted to remain in the market all day but later had to leave by 9 A.M. Stocks unsold by that hour were hauled back or "sold for a song."

In the decade before the Civil War improvements were general throughout the country, and farmers of the region

participated profitably in new techniques. Such innovations as subsoil plowing and underdrainage coupled with far greater use of artificial fertilizers enormously increased output and brought unprecedented prosperity. Indicative of the greater scientific interest were the several reaper improvement patents obtained by Thomas Schnebly of Hackensack between 1855 and 1857.

Probably the most brilliant chapter in Bergen County agriculture was the rise of strawberry growing, bringing national fame to the region and, in the words of the *Bergen Journal*, making Bergen "the greatest strawberry county in the country." The spread of this crop provided hundreds of farmers with a source of cash income that made the period fabulous.

First developed for the New York market about 1800, Bergen strawberry patches spread from the Hackensack area throughout New Jersey; some of the best known of the earlier species were developed here, among them the Hauboy and the Scotch runner. Development by Andrew Hooper of Pascack in 1840 of a special crate to accommodate 200 baskets was a factor in the boom.

By the 1850's the center of strawberry growing had shifted to the section around Allendale and Ramsey, from whose Erie depots from four to eight carloads were dispatched nightly. But the most characteristic features of the strawberry trade were the farm wagons that rumbled over the country roads by the hundreds on their way to the markets of New York, Paterson and Newark.

Reporting on the strawberry crop in July 1856, the *Tri-Weekly Guardian* of Paterson estimated that some Bergen County farmers were clearing \$2,000 on strawberry fields for the year and stated further that \$500 on a patch was considered a "small grab." The paper observed that the soil and temperature of Bergen and Passaic counties seemed particularly adapted to the growth and that the region had become "one large strawberry patch." It predicted that "Paterson, situated as it is in the centre of the district, will always be the Strawberry City of the World." The *Guardian* reported in July 1857: "It is probable that the gross receipts in the counties of Bergen and Passaic

this season for strawberries alone have amounted to a quarter of a million dollars."

In 1858 the *Bergen Journal* stated that 170 wagons containing over 221,000 baskets of strawberries passed through a gate on the Bergen Turnpike during a single night. During the last week of June 1,100 wagons with 1,500,000 baskets passed through one turnpike gate.

Farmers in the strawberry area usually planted from one to five acres and paid pickers one cent a basket, getting from two to five cents. Pickers, sellers and commission agents formed a milling, excited clique in northwestern Bergen County, filling hotels and taverns and spreading money freely.

Today almost no strawberries are produced. Among causes for the decline were competition from New York State and South Jersey, change of interest to vegetable gardening, uncertainty of crops and difficulty in obtaining pickers.

About 1855 attempts were made in several parts of the State to raise sweet sorghum for sugar. Although machinery was devised to strip and shred the stalks, the cost proved prohibitive. Nevertheless, small areas of cane were cultivated in Bergen County for several years, although not as extensively as in the southern part of the State. The experiments led the legislature as late as 1881 to establish a bounty of \$1 a ton for sorghum cane ground and used in the New Jersey manufacture of sugar, and one cent for each pound so produced. Cultivation of sugar ended when, after five years, the subsidy was withdrawn.

The census of 1860 showed that the value of Bergen County farms had almost doubled during the decade to \$11,834,825, plus \$340,845 for machinery and implements, while the value of garden produce had more than tripled to \$295,540. The staple grains showed a slight increase, while Irish potatoes reached a production of 229,902 bushels. There were 5,129 milch cows, 3,402 horses, 1,322 working oxen, 5,753 swine and 829 sheep. The value of livestock was set at \$733,846 and of animals slaughtered at \$108,795.

Newspapers of the time abounded with items proclaiming

the agricultural wonders of Bergen County. One farmer visited the *Tri-Weekly Guardian* of Paterson in September 1856 and left a branch containing nine large ripe pears, "all perfect and touching each other." Another grower displayed a pear weighing one pound. The same paper reported a celery with edible stalks "about three feet in length." Justice Ackerman of Hackensack showed the editor seven pumpkins all raised from two seeds, "the aggregate of which was 565 pounds." The largest weighed "109 pounds and had a girth of six feet two inches." From a single barrel of sets Mr. Rennie of Lodi had raised 37 barrels of potatoes, some 10 inches long and 9 inches around.

In December 1860 the newspaper reported "the largest turnips raised in New Jersey" growing at Paramus. Several were three feet in diameter, weighing eleven pounds and a quarter. The "largest grape vine in the United States" was reported at Godwinville. The paper maintained that "the fruitfulness of Paramus Valley is perhaps not exceeded in any district of the United States." It noted that farmers "spare neither time nor expense in introducing the most improved articles of husbandry, such as mowing and reaping machines, potato diggers, corn cutters, apple peelers, turnip toppers, corn shellers, etc. The result is Old Bergen defies the rest of the world to excel them in tilling the soil." In his book of recollections, *Floating Chips*, John J. Haring writes of the ample existence led by the rural inhabitants of the region.

The Civil War brought spectacular prosperity as high prices and widening markets were accompanied by some of the county's most productive seasons. Bergen County farmers in 1864 participated in the State-wide movement to establish a College of Agriculture at Rutgers. In May 1866 the Board of Freeholders appointed the first pupil for instruction in "agriculture and mechanics."

During the early 1860's Ridgewood was the home of Andrew S. Fuller (1828-96), who wrote numerous books on fruit culture and whose experimental farm was said to include the most complete collection of small fruits in the United States.

Fuller's *Small Fruit Culturist*, published in 1867, was long the authority in its field and was translated into several languages. Other works of his are *The Strawberry Culturist* (1860), *The Grape Culturist* (1865), *Forest Tree Culturist* (1866), *Practical Forestry* (1884) and *Nut Culturist* (1896). The writer was agricultural editor of the *New York Sun* for 26 years.

In the census of 1870 new trends were indicated. Acreage of improved land dropped to 69,082 from 86,703 in 1860 as suburbanization increased. Correspondingly, the value of existing farms reflected the heightened price levels, totaling \$19,143,150 against a little more than \$12,000,000. The value of all farm production was set at \$1,405,968, indicating the enhanced value of fresh vegetables. Livestock had increased in value from \$733,846 to \$842,598.

The *Bergen Democrat* noted on January 16, 1874, the formation of "a scientific debating society" at Montvale. Illustrating the purpose of the group was one of the first discussions: "Does it take more fencing to enclose an acre of ground, the size of which is the length being twice the size of the breadth than it would if exactly square?" The following year John J. Zabriskie of Hohokus sold the patent rights to a manure press for \$30,000.

The growth of grains, extensive since Colonial times, had declined, and garden vegetables were definitely the staple crops of the region. The last quarter of the nineteenth century saw the sensational rise of the famous "Hackensack melon," which had been modestly grown since before the Revolution. There was great rivalry among growers to have their melons first at the metropolitan markets. Commissioners eagerly awaited the arrival of Bergen County melons, and the individual farmer took advantage of the demand by raising from 100 to 1,000 barrels a season. Melons were highly profitable until the early twentieth century, when blight and wilt attacked the fruit.

Another important crop of this period was the potato. The years 1875 and 1876 are remembered because of the havoc wrought by the Colorado potato bug.

Growing population almost as much as agricultural pre-

eminence led to organization of the Bergen County Agricultural Association, whose purpose was to hold an annual fair at Ho-Ho-Kus, site of a race track antedating the Civil War. Previous similar attempts had not been very successful financially. Agricultural fairs of this period tended to place undue emphasis on horse racing, gambling and similar features. The *Bergen Democrat* in April 1865 had noted the resolution adopted by the Newark Methodist Episcopal Conference that fairs "are immoral and corrupting in their tendencies." The editor had remarked: "There is a great deal of truth in the above resolution."

But in June 1879 "men of capital" interested themselves in the fair site, calling themselves first the "Hohokus Valley Gentlemen's Driving Asociation." As the Bergen County Agricultural Association, the group sponsored its first fair during October of the same year. The result was said to be "far beyond the most sanguine expectations." Among the winners was the actor, Joe Jefferson, then living at Saddle River, whose ponies were awarded a first prize. Exhibited also were "fine Durham bulls," blood mares, swine, Southdown sheep and other stock. There were premiums for cut flowers, fruits, squashes, canned fruit and vegetables. It was noted that thousands of people from Paterson attended. The Saddle River Brass Band "blossomed out during the three days of the fair in a most remarkable manner."

In spite of this auspicious start the venture was unprofitable, and once more trotting races became the principal attraction. In 1885 the New Jersey Agricultural Association revived the exhibits, but the only assets of the enterprise were the races. The North Jersey Agricultural and Driving Association took over in 1895. The Ho-Ho-Kus Driving Club assumed control in 1914 and sublet the grounds to the Bergen County Fair Association, but again the disinterest of farmers kept the enterprise from succeeding. An attempt in 1928 to reintroduce trotting races failed, and the automobile races held for a time in the 1930's were discontinued after a fatal accident in 1934.

Although remaining predominantly rural, the county was beginning to change in character as new residents flocked in,

causing a rise in land value. This trend had been obvious as early as 1868, when the *Paterson Press* reported settlers from up-state New York paying as high as \$500 an acre for property that before the Civil War could have been bought at \$50. During the 1870's and 1880's the boom was felt largely in the area lying just back of the Palisades. Then, in the summer of 1890, hundreds of acres lying principally near Hackensack were cut up into building lots.

Nevertheless, farmers and their affairs still played a prominent part in community life. Such groups as the "Union Society for the Detection of Horse Thieves and Other Felons" were active. It was worthy of newspaper notice in November 1887 that "Ex-Senator Dater of Ramsey has sold his matched team of bays. It is rumored that the price obtained was about \$1,400." That same year Sheriff "Ike" Hopper retired to his Fair Lawn farm, from which he made occasional sorties into the political arena as the "melon candidate." In the same community Albert A. Bogert was not only plowing his farm but also "quietly plowing his way into the Sheriff's chair." In November 1888 James Shuart of Ramsey celebrated the election of President Benjamin Harrison by roasting an ox and providing 400 loaves of bread and plenty of ale for 1,500 guests.

An enterprise which attracted considerable interest was the "chicken factory" begun at Allendale in 1884. The *Weekly Press* of March 6 reports that "there is some prejudice against the 'use of incubators.' One man says 'he will not eat any of them unnatural chickens.'"

News of the time concerned the luck of farmers with their sweet corn, potatoes, apples and melons. Writing of one farmer in Saddle River Township, the *Bergen County Democrat*, principal paper of the agricultural society, noted that "John Strehl . . . has sold 760 barrels of melons and 170,000 corn. His lima bean crop turned him in \$220. All told his sales have footed \$4,000 with 1,500 bushels of potatoes to hear from. . . . This is a good showing on 80 acres."

About 1890 there was considerable expansion of fruit growing, particularly in the region about Woodcliff Lake. A phase

of this period was the commercial development by B. G. Pratt of Hackensack of Scalecide as a means of controlling scale. The product is still being manufactured.

An unusual feature in the late nineties was the extensive harvesting from the meadowlands near Little Ferry of salt marsh hay, gathered as far back as the Colonial period; in 1820 a company had been founded to exploit the meadows. Now farmers throughout the Hackensack Valley as well as tavern keepers relied on this source for hay to bed their horses and to prevent ice from melting too rapidly during the summer. The hay crop was cut in September after the farms had completed their own harvest. After being mowed the hay was put out to dry, then stored until used. The industry declined when the automobile and modern ice storage were introduced.

Most of the garden vegetables, still the staple crop, were sold in the Gansevoort Market, popularly known as "Goose Market," and in the Commission Market on Dey Street, New York City. Farmers also brought their produce to the Old Newark Market near the present Pennsylvania Railroad Station in Newark, while those in the Paterson area sold their crops in the Washington Island Market.

Most intimately associated with the journey of the Hackensack Valley farmer to the New York market was the climb up Dan Kelly's hill on the Bergen Turnpike in Fairview. At the foot of the hill was Dan Kelly's hotel and tavern, where hundreds of produce wagons gathered on Friday and Saturday nights to receive refreshment for man and beast before beginning the long climb up the hill; sometimes they were aided by two horses from the stone quarries nearby.

Toll rates were five cents for wagons, four cents for horse riders, three cents to drive cows through, one cent for sheep or geese. The hill road was often impassable during the winter because of its icy condition. Then farmers traveled by way of the Plank Road and over the Schutzen Park Hill. The trip required from 3½ to 6 hours from most Bergen County farms. A toll gate existed on the Bergen Turnpike in Fairview at the Ridgfield Borough line until 1915.

Bergen County farmers of this period relied to a considerable extent on the advice of the "Jersey Weather Prophet," Andrew Jackson De Voe. Among his predictions were the blizzard of 1888 and the Cherry Hill cyclone that struck Hackensack in 1896. His forecasts were a regular feature in several New Jersey papers. Cotton growers in the South wrote to him for advice; and for a time he was employed by the Chattanooga Medicine Company to work on its farmers' almanac. The "Professor's" readings were based upon the formation of storms in areas of moon shadows, but sometimes adverse winds would blow the storms away from the area and upset his calculation.

The modern history of Bergen County agriculture may be said to begin with the formation of the Bergen County Board of Agriculture in 1895 for the purpose of encouraging experiments that would benefit both the farmers and the county. On January 28, 1906, the first Farmers' Institute was held in conjunction with the State Board of Agriculture at Bogert's Hall, River Edge. Annual and semiannual institutes became regular features.

By 1900 the 1,716 farms embraced 46,776 improved acres, a reduction of more than 33 percent since 1860. Farm lands and improvements were valued at \$8,243,180, while buildings were estimated at \$4,838,960 and implements and machinery at \$524,380. The value of products had not changed greatly and was placed at \$1,665,810. The value of livestock was set at \$682,267, but the value of animals sold had dropped sharply, totaling \$29,997 for live animals and \$21,671 for stock slaughtered on the farm.

As suburban growth ate up farm acreage, dairying and poultry raising became increasingly profitable because of the nearby cities. There were 3,653 dairy cows, 756 calves, 3,707 horses and 2,698 swine in 1900. The value of all dairy products was \$319,222, including 2,082,330 gallons of milk and 193,484 pounds of butter. Poultry was valued at \$43,270, including 95,612 chickens, and 632,870 dozen eggs were produced.

In the county 4,519 acres were being used to grow vegetables for the New York market. Orchard products had grown

in value to \$98,517; apples were most important with 232,587 bushels. But Bergen grew only 437,000 quarts of strawberries of New Jersey's 13,274,120. Flowers were becoming important, however, with sales of \$224,519.

Meanwhile, suburban development was a topic of observation for the metropolitan press as evidenced by the comment of the *New York Tribune* on October 9, 1905:

Alas! the days of the Bergen County farmer are numbered. Land that is worth from \$1,000 to \$5,000 per acre is too valuable to be devoted to the raising of corn and cabbage. New Yorkers need homes—need a place to sleep o'nights. Their children need air, green grass and room to play.

Between 1906 and 1910 assessed valuation increased by \$41,945,040.

The turn of the century had brought the Grange to Bergen County. In quick succession there were formed Bergen Grange at Paramus; Ramsey Grange at Ramsey; Lincoln Grange at Westwood; Pascack Grange at Woodcliff Lake; Fair Lawn Grange at Fair Lawn; North Arlington Grange at North Arlington; and Saddle River Grange at Saddle River. The units were interested in market conditions for members, engaged in co-operative buying for a time and built halls that were centers of social life until the World War. In recent times the Grange has continued to practice its ideals, "Co-operation, Education and Sociability," in the face of declining membership.

The census of 1910 disclosed that the number of farms had declined to 1,221 from 1,716 in 1900. The value of farm products, however, had dropped only about 12 percent to a total of \$1,455,620.

When the State legislature created the Agricultural Extension Service a meeting of delegates from the Granges, held on August 6, 1913, passed a resolution in favor of a county farm demonstrator. Louis F. Merrill was appointed on April 9, 1914. Demonstrations in pruning, spraying, insect control methods, use of fertilizers and culling of poultry were given to audiences of farmers. When America entered the World War

in 1917 the question of food conservation became paramount, and farmers performed notable work with the co-operation of Carolyn F. Wetzels, the county's first home demonstration agent. In October 1918, upon the death of Merrill, W. Raymond Stone was named farm demonstrator.

By 1920 the number of farms had dropped to 1,012. The land area in farms, improved and unimproved, was just half of what it had been in 1900, or 37,108 acres to 75,760. Nevertheless, the value of all crops had increased to \$1,880,365, because of high prices.

Succeeding years brought new problems as growers in distant states were able to compete through improved transportation. On the other hand, growing urbanization brought home markets to the very fields of the Bergen County farmers, who now specialized intensively. A system of accredited roadside markets was organized by Mr. Stone, in his dual role as county agricultural agent and chairman of the agricultural committee of the Bergen County Chamber of Commerce. The innovation enabled the bona fide farmer to meet the competition of hucksters who falsely claimed to have grown the produce they sold.

The use of newspaper articles and circular letters was inaugurated by the county agent for giving information. An egg-laying contest was organized, and courses were given for beekeepers, poultrymen and garden farmers. The Bergen County Federation of Garden Clubs was formed in 1922 with the co-operation of the county agent.

Demonstration work in home economics was developed by Mrs. Elizabeth M. Berdan, who was named in 1924, and Mrs. Grace Koster Chase, appointed in 1926. Instruction in dress-making, home management, child guidance and family budgets is a valuable part of the service rendered by the county home demonstration agents.

The impact of the depression resulted in even more intensive methods of production and marketing. Taxes were going up, competition was keen. Vegetable growers resorted to the use of overhead irrigation, scientific soil fertilization and control of plant insects and diseases, which aided in growing three

and occasionally four crops annually. The aim was a high quality and a high yield at low unit cost. The growth of the demonstration program led to the appointment of Roy C. Bos-solt as Stone's assistant in 1936.

Even suburban development has brought new duties to the farm agent. Gardening, lawn making and landscape questions are presented for solution. During 1938 more than 7,500 individual farm and garden problems were submitted to the county agent. Under the encouragement of Mrs. Grace Koster Chase, home demonstration agent, the 4-H youth movement has spread and now comprises 23 clubs with about 300 members.

In 1939 the Bergen County Extension Service in Agriculture and Home Economics celebrated its 25th anniversary, emphasizing its role as an integrating force in family life in addition to its purely agricultural functions. Co-operation with agricultural, religious, educational, civic, fraternal and welfare agencies was cited, and the goal of "enriching family life and elevating the standard of living" was proclaimed. Farmhouses today are, in general, equipped with all modern facilities, such as running water and electricity. The automobile and radio have ended forever the farmers' isolation.

In 1939 organizations with memberships exceeding 19,000 participated in the program of the county demonstration agent. These include the Bergen County Board of Agriculture, Bergen County 4-H clubs, Bergen County Agricultural Advisory Council, Bergen County Granges, Federated Women's Clubs of Bergen County, Bergen County Parent-Teacher Association, Bergen County Poultry Association, North Bergen County Co-operative Association, North Bergen County Fruit Growers Association, Bergen County Vegetable Growers, Bergen County Florist Association, Bergen County Gardeners Association, Federation of Garden Clubs of Bergen County, North Jersey Metropolitan Nurserymen's Association, Bergen County Agricultural Conservation Association, Rockland-Bergen Beekeepers Association and Bergen County Chamber of Commerce, as well as the Board of Freeholders and the State farm groups.

In 1939 the Bergen County Planning Board reported from

5 to 6 percent of the county's total acreage under cultivation. Paramus led, with 1,255 of its 6,528 acres devoted to agriculture. Other farming areas listed were Hohokus Township with 639 acres out of 16,450, Upper Saddle River with 524 out of 3,140 and Fair Lawn with 438 out of 3,390. River Edge had the largest percentage, 25.5, although building activities heralded a sharp reduction. New Milford was second with a percentage of 24.1. The planning board reported no agricultural lands for Bogota, Cliffside Park, Cresskill, Edgewater, Englewood Cliffs, Fairview, Fort Lee, Garfield, Lyndhurst, Ridgefield Park and Rutherford.

Existing farms are scattered mostly over the northern and western parts of the county. Here fruits, vegetables, poultry and dairy products are produced. In the southern portion market gardening predominates. A total of 1,956,408 gallons of milk was produced in 1939 and 8,612 pounds of butter. Dairy products were valued at \$483,156 in the 1930 census. The average herd numbers 18 to 20 cows, with a few herds having 100 or more. The census of 1940 reported 2,428 cattle and calves over three months old, 252 horses and colts and 1,058 swine. Three hundred and seventy-one farms, many of them specialized for poultry raising, produced 287,678 chickens and 976,104 dozen eggs. Leghorns, Wyandottes, Rhode Island Reds and White Rocks predominated.

Fruit growing is limited almost entirely to the northern and western area. Apples and peaches are the main crops. Other crops include berries, cherries, pears and grapes.

Since 1920 the value of vegetables grown has declined drastically, but important crops are still raised, principally sweet corn, spinach, tomatoes, cabbages, lettuce and celery. The size of most truck farms varies from 12 to 40 acres, and near the cities from 8 to 10 acres.

Bergen County ranks about 20th in the United States in land devoted to celery, with somewhat more than 300 acres. The main centers of production are Paramus, where a number of growers plant about 200 acres; Allendale, where the Apert farm has 75 acres, and Moonachie. The vegetable is grown in

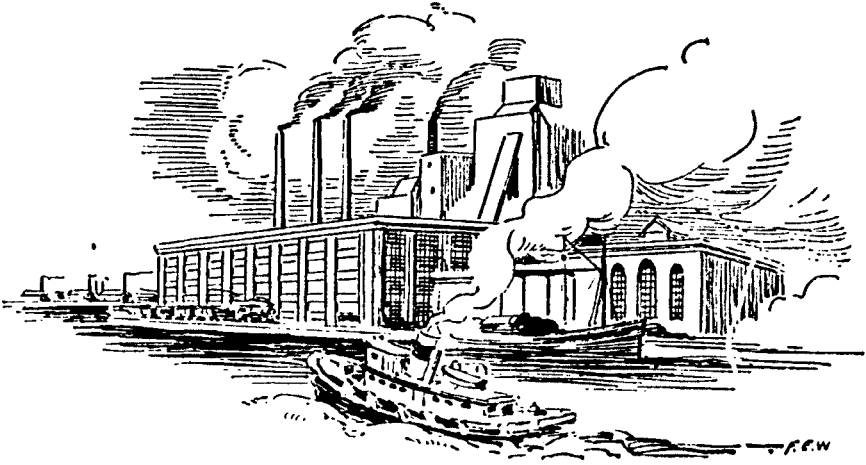
black muck areas which until about 40 years ago were regarded as wasteland. Two crops are usually produced each season; sometimes spinach is grown between the rows. Much of the celery is a green type that is bleached by boards, specially made paper or banking the muck around the stalks; it must be thoroughly washed before being sold. Since the industry depends heavily on a proper water supply the growing areas, mainly flat, have extensive systems of ditches for irrigation and drainage.

Although most crops are grown from seed, a large number of greenhouses and cold frame plants are used. An increasing number of growers have overhead irrigation connected to principal water systems. Manure is still used by some farmers, but a majority depend on commercial fertilizers containing nitrogen, phosphoric acid and potash. Rotation of crops is of course common, and from three to four crops may be produced on the same ground during a season. Tractors are employed in seed bed preparation, and cultivation is ordinarily carried on by small tractors or by hand on the intensively operated market garden farms.

Bergen County growers sell their fruits and vegetables in several ways. A few consign their products to a city commission agent who sells it for the best price available and charges a fixed percentage; others sell direct to buyers who drive their trucks up to the farm; many farmers bring their commodities to markets operated by co-operative associations, particularly the Paterson Market Growers' Cooperative Association, where the farmer negotiates directly with the buyer, who is often the consumer; some farmers sell direct to retail stores, while roadside stands maintained by the growers cater to transients and nearby residents.

Situated in the center of the metropolitan area, the county has found roadside selling profitable. A survey of 23 stands made in 1930 revealed that they had 2,800 regular customers and served a total of 22,000 transients. The average size of farms furnishing stands with crops is 42 acres, most of them owned by the stand operators. August and September are the busiest months.

Bergen County is the New Jersey leader in plant nurseries, with 93 in operation. There are several unusual farms known beyond the confines of the region. The greenhouses of the Bobbink and Atkins Nursery at East Rutherford raise three-quarters of the azaleas grown in the United States; Tricker's in Saddle River Borough has a national reputation for water lilies and other aquatic plants; Beuerlein in Washington Township is one of the largest producers of carnations in the country; the Spring Lake Poultry Farm at Wyckoff, equipped with the most modern ultraviolet incubator equipment, hatches more than 50,000 chickens and turkeys each year; in Wyckoff also is Henkel's Piggery, which annually produces thousands of pigs for slaughtering; the New Jersey Mink Farm at Fair Lawn is the largest producer of the fur-bearing animal in the East; and the Ramapo Water Gardens in Mahwah and Willi's Water Gardens in Rochelle Park hatch tropical fish that have a nationwide sale.



5. Industry and Commerce

BERGEN COUNTY'S industrial and commercial expansion, which has paralleled its rapid suburban development, is the direct result of its advantageous position in the metropolitan area. From a region of farms with water-driven gristmills and sawmills and scattered general stores it has developed a volume of business and industry that in 1935 gave it fifth place among New Jersey counties. Ranking 45th among United States counties in the number of manufacturing establishments, it showed an increase in employment and production over 1929 as early as 1935. Of the 52,657 persons engaged in manufacturing, trade and commerce in 1937, 46,303 were employees who received \$55,974,000 in wages.

In addition to textiles, which lead the field, the county's highly diversified industrial program includes assembly of motor vehicles, production of aluminum, paper, cardboard, rubber

goods, ink, surgical instruments, chemicals, roofing materials, tar, airplane accessories, machinery, sugar and other food stuffs, many of which are exported. Supplementing these is a network of retail stores, wholesale agencies, service establishments and financial institutions.

Colonial farmers ground grain into flour with hand implements, chiefly the pestle and mortar and the hand mill, two rough-surfaced circular stones between which the grain was placed. A stout peg in the edge of the upper stone served as a handle which often required the strength of two persons to turn.

The presence of numerous streams, which could supply the necessary power for grist- and sawmills, led to the first step away from purely home industries. Until the first decade of the twentieth century the lazy paddle of a mill wheel was a familiar sound in rural river areas. Most of these sawmills operated until well into the nineteenth century, when they were gradually replaced by a variety of textile mills.

The best remembered of the water-driven grist- and sawmills in the county was the old Red Mill of "King Jacob" Zabriskie on the Saddle River in what is now the Arcola section of Paramus. Believed to have been constructed about 1745, it lent its name to the entire neighborhood, known for many years as Red Mills. The structure passed through many hands and about midway in the nineteenth century was converted into a woolen mill. It was torn down in 1905, and today the site is marked by a dilapidated water tower and wheel. One of the mills to survive longest was the Bogert Mill, torn down in 1920 to make room for the Oradell Reservoir. The present MacKenzie Mill at Franklin Lakes, built about 150 years ago, is believed to be the oldest still operating. In addition to flour and lumber it also produces cider.

Many other mills were working by the time of the Revolution. Among the largest were the Zabriskie gristmill at the junction of the Passaic and Saddle rivers in Garfield, the Post Mill on Indian Brook, also in Garfield, and the Bogert Mill in Westwood. At Lodi stood the grist- and sawmill of Henry

Hopper and Abraham Zabriskie, while at New Milford was a large sawmill which became successively a tannery, a bleachery, a button factory, a woolen mill and finally, in 1830, a gristmill operated by Jacob Van Buskirk. Other mills were at Oradell, Hackensack, Little Ferry, Bogota, Saddle River, Midland Park, River Edge and Harrington Park.

Accidental discovery about 1719 of a vein of copper on the estate of Arent Schuyler in what is now North Arlington led to the first venture into heavy industry. The English ban on American manufacturing was then in effect, and the crude ore was sent to Holland and England to be made into finished products. In 1755 the first steam engine imported into the country was set up to pump water out of the mine. The smelter and metal refinery erected across the river in Belleville in 1789 were fed from the vein of copper until it gave out about 1810. Several subsequent attempts to resume operations ended in failure. In 1899 the Arlington Copper Company, capitalized at \$2,500,000, was organized, but four years later its plant was dismantled without having produced a pound of copper.

On the Palisades at Fort Lee the greenish color of the trap-rock seemed to indicate the presence of gold. The early settlers, hopefully expectant, found only pyrites and green carbonate of copper.

There were numerous brownstone quarries throughout the area to supply stone for the homes of settlers. Quarry sites were frequently changed in order to stay as close as possible to points of settlement.

Wampum, frequently used as a medium of exchange not only with the Indians but among the settlers themselves, was responsible for the establishment in 1775 of a wampum factory at what is now Park Ridge. From John Campbell, who set up the factory in an abandoned mill, the business descended through four generations of the family. Early success necessitated the building of more suitable quarters in a building nearby, popularly called "The Mint."

Under John and Abraham Campbell, the founder's sons, the business prospered. Shells from South American and West In-

dian beaches were converted into strings of beads, pieces of pipe and ornaments to be used as money in trading with the Indians of the West. Whenever a new shipment of shells arrived, the Campbells gave a clam feast to which all the neighbors were invited.

Improved techniques instituted under the third generation of Campbells resulted in greater and more attractive output; "moons," "pipes" and strings of beads, sold by the Campbells to fur traders following the Indian migration to the West, helped to lay the foundation for the great Astor fortune.

For many years the factory exceeded in production and distribution any industry in the county. In the late 1870's business dwindled, and in 1889 the factory was shut down. All trace of the old plant has disappeared; the machine for boring shells, invented by James Campbell more than a hundred years ago, has been presented to the Bergen County Historical Society.

Efforts of the new Americans to achieve economic as well as political independence was typified by the establishment in 1787 of a cotton mill at Waldwick by John Rosencrantz, a pioneer in textile manufacturing. The mill operated successfully for more than a century.

The industrial expansion which swept the country early in the nineteenth century, although by no means challenging the agricultural status of the county, brought an influx of manufacturing enterprises. Among these was the wool-carding mill of Cornelius Wortendyke, established in 1812 at what is now Midland Park. Progenitor of a family that was to make manufacturing history in Bergen County, Wortendyke had settled in Franklin Township in 1796 and immediately begun experimenting with the manufacture of woollens in his farm home. He named the community Newton, later changed to Wortendyke. In 1832 his son Abraham converted the mill into a cotton factory.

In 1826 Rutan and Bensen moved their cotton-spinning plant from Paterson to the old John Post gristmill in Garfield. Three years later they returned to Paterson. The Post mill then enjoyed another brief tenure as a gristmill, and in 1831 fur-

nished feed for the horses and mules used in construction of the Paterson and Hudson River Railroad. About 1829 Van Winkle and Park began the manufacture of cotton yarns and warps at the Stone Mill in Midland Park, built several years previously by Abraham Van Riper.

This period saw the opening of the pottery-baking shop of George W. Wolfskeil at Liberty Pole (Englewood), where kitchen utensils were made; a gunpowder mill on the Ramapo River and an applejack distillery in the upper Saddle River section.

Jersey City, part of the county until 1840, attracted industries at an early date because of its ideal situation along the Hudson River. In the 1820's factories began manufacturing glass, porcelain ware and tobacco products. Largest was the glass plant known as the Jersey Company, which in 1829 already employed 100 workers.

New Jersey was one of the leading iron producing centers until nearly the middle of the nineteenth century, and Bergen County had several forges manufacturing iron wares from ores mined in the Ramapo Mountains. Not all were successful. Among the largest was the Clinton Works in Pompton Township, then part of Bergen. Advertised for sale in the *Paterson Intelligencer* of May 20, 1829, the property was described thus:

On the premises are a Forge and 2 fires, where are made about 100 tons of iron annually; Saw mill and Smith shop; and houses sufficient for manager and workmen, all built since 1825. The works are situated on a never failing stream, with 200 feet fall, and 6 distinct falls within one quarter of a mile, where the same water can be used one from the other. The water power is sufficient to drive 100,000 spindles, for manufacturing cotton and wool, or can be applied to any kind manufactory.

Manufacturing increased during the 1830's, particularly in textiles. In 1831 James Rennie, an enterprising Scot, moved his handkerchief plant to a mill in Lodi leased from Henry Hopper. The building was destroyed by fire in 1833 and Rennie failed. His brother Robert, foreman of the plant, then erected new mills and imported Scottish and English craftsmen to print

calicoes. The venture proved highly successful, and Rennie's annual payroll was said to approximate \$50,000. He maintained a company store where employees traded and received liberal credit during hard times. He also established a men's club for his workers and provided a billiard room and a circulating library. The firm later became the Lodi Manufacturing Company, in which Rennie retained the controlling interest.

In March 1832 the Dundee Manufacturing Company was incorporated with the aim of establishing an industrial center at Garfield. Considerable property was bought, including river frontage for the erection of docks. But the plan never materialized, and two years later the company moved to the other side of the river.

A survey of business and industry in Gordon's *Gazetteer* of 1834 lists

75 merchants, 7 fisheries, 84 run of stones for grinding grain, 16 cotton factories, 5 woolen factories, 10 carding machines, 4 furnaces and 16 forges, 93 saw mills, 3 paper mills, 4 fulling mills, 127 tan vats, 13 distilleries, 1 flint glass, and 1 china manufactory, both extensive; 1 printing, dyeing and bleaching establishment.

Several new enterprises appeared later, among them a paper mill established at Waldwick in 1837 by John White and a factory for making light carriages and sleighs started at Hackensack the following year by W. H. Berry. Both remained in business for more than half a century.

The production of lumber had led to an active shipping trade on the Hackensack. Docks were built at River Edge, which had an extensive logging camp. Piraguas, a Spanish type of dugout canoe, were the first commercial craft to ply the rivers. These were later replaced by small schooners known as "windjammers." Sails were made at River Edge by William Blair. After the 1830's the "windjammers" gave way to steamboats.

Retail trade was based on general stores, with perhaps an occasional trip to the larger establishments in Newark and New York. Most prominent was the Old Trading Post on Pascack Road at Mill Brook Bridge, Park Ridge, built in 1765 by

Col. Cornelius Eckerson, who also ran a distillery. Much of the store's income came from the wampum produced by the Campbell factory, which it sold to Indian traders for cash. Since John Jacob Astor and his agents frequently bought wampum here, the store also became known as Astor's Trading Post.

Dan Van Winkle's general store in Station Square, Rutherford, said to be the first in South Bergen, was operated by Van Winkle in the 1860's. Others were those of John H. Stevens, Closter; Ed Earle, Hackensack; Samuel De Groot, Ridgefield; and C. D. Shor, Leonia. In 1939 there were three general stores with total annual sales of \$64,000.

With the exception of the Washington Bank, established in 1825 at the Mansion House, Hackensack, and closed in 1833, there were no banks operating in the present confines of the county until after 1850. Banking, like industry, displayed an early preference for the section that is now Hudson County. The first bank was established at Powles Hook, now Jersey City, in November 1804. It was a branch of the Newark Banking and Insurance Company, New Jersey's first bank, and was known as the Jersey Bank. When a tax of one-half of one percent was levied on its capital in 1810 the branch closed.

On February 6, 1818, another bank was established on the site of the former one. This lasted until 1826, when three heavy runs forced it to suspend. Meanwhile, at Hoboken the New Jersey Manufacturing and Banking Company had been established in 1823 and the Weehawk Banking Company a year later. It was the latter that moved to Hackensack as the Washington Bank.

The Panic of 1837 took a heavy toll of industry. Newspapers of the time are replete with notices of mills offered for sale. In addition, the formation of Passaic County in 1837 and Hudson in 1840 reduced Bergen County's population and industry. Figures for 1840 appearing in Barber and Howe's *Historical Collections of New Jersey* reveal a sharp decline in manufacturing. The county now was credited with but 53 sawmills, 41 gristmills and 6 cotton factories. There were also 5 paper mills and one printing and dyeing establishment. Franklin

and Lodi townships were the leading industrial centers, while New Barbadoes (Hackensack and adjacent territory) was important commercially, since "six vessels are constantly plying between here and New York; a considerable lumber trade is carried on and large quantities of pine wood for steamboats are brought from Virginia."

About 1840 William A. Packer of Saddle River erected a sawmill and installed machinery for making baskets to pack the abundant crops of fruits and berries. The business prospered, and before long Packer was the nation's leading manufacturer of baskets. Others soon entered the field, chief among them Martin Smith, one of Packer's employees, who started a factory near the Packer plant during the 1850's. Smith soon quit. After more than 40 years of successful operation, during which Saddle River was the basketmaking center of the United States, Packer changed to the manufacture of farm implements.

During the mid-nineteenth century textile manufacturing, dyeing and bleaching mills began to spring up. In 1850 a large cotton bleachery was established at Carlton Hill, East Rutherford. It soon closed and remained idle until it was purchased in 1885 by William MacKenzie. Under his management the plant, known as the Standard Bleachery, became one of the largest of its kind in the country, employing at capacity about 1,000 persons. In 1853 George Graham bought the old Red Mill on Saddle River, spinning carpet yarn and manufacturing blankets. During the Civil War he did a large business in army blankets. At nearby Ridgewood, in 1853, George Morrow and Son began the successful manufacture of woolen goods, while J. J. Zabriskie started a cotton mill which six years later was destroyed by fire. Textile plants also appeared in Lodi, Garfield and Midland Park.

The nation-wide depression of 1857 left Bergen's larger enterprises comparatively unscathed. Two years before, the enterprising Robert Rennie, who later was instrumental in having a railroad spur built to connect Lodi with the New Jersey Midland Railroad, had erected the Lodi Chemical Works, one of the largest of its kind in the United States. This plant weathered

the financial storm, as did his calico print factory, which was rebuilt and extended. The print works failed during the financial crisis of 1873, however, and two years later Rennie sold his interest for \$350,000 to Burns and Smith, who resumed the business of bleaching and dyeing. Rennie meanwhile continued to operate his chemical works successfully.

The *Paterson Daily Guardian* of December 4, 1857, reporting on the mill of C. A. Wortendyke at Godwinville, said "there has been no slack time here and all hands have been constantly employed. . . . Mr. Wortendyke has not taken advantage of the hard times to decrease the wages of his hands." The account continues:

No ladies' parlor presents a cleaner appearance or more cheerful company. The light, ventilation and convenience of everything is perfect. As much regard is paid to every delicate attention as would be bestowed in a young ladies' boarding school.

That the mill prospered through lean years was due in large measure to the inventive genius of Cornelius A. Wortendyke, who had taken charge at the death of his father, Abraham, in 1857. The continuous lampwick which he had patented in 1852 found a ready market, and orders kept flowing in. The *Weekly Press* called the invention "almost as important as the discovery of kerosene."

The survival of Demarest's woolen mill at Saddle River typified the simplicity of industrial organization. According to the *Daily Guardian* of January 29, 1858, the mill kept going by having "the operatives work some days and then peddle till they sold the yarn they had made."

Smaller industrial enterprises were scattered through the county. At Schraalenburgh stood the sawmill and chair factory of Tunis R. Cooper, giving employment to about 20 persons. At Hackensack were about eight small carriage-making firms and the iron foundry of the Hunton family, makers of stove castings. New Milford had the large gristmill of Jacob Van Buskirk, and nearby were the Van Riper cotton mill and the Voorhis grist- and sawmill.

Union Township, comprising the extreme southern portion

of Bergen County between the Passaic and Hackensack rivers, was the center of a flourishing shipbuilding business, with at least five yards active: those of Stephen Kingsland, Henry and Abraham Brown, Cornelius and C. C. Joralemon, John Meremiah and Frederick Yereance.

Newly formed banking ventures, however, met with severe reverses. The Bergen County Bank, first banking attempt since the demise of the Washington Bank in 1833, was organized in Hackensack in 1855. Two years later it was forced to close. Threats from outraged depositors, gathered about the premises, were met with the announcement on the following day that if "all persons to whom the bank owes a cent, either depositors or others will hold their bills for a short time, they will be redeemed by the treasurer, on the Bank, without loss."

When the State Security Bank was established in Hackensack in 1858 the *Paterson Daily Guardian* of April 29 sarcastically termed it "another shin plaster concern," deploring the fact that banks were permitted to start with very little capital. A year later the Security Bank went the way of its predecessors, and for more than a decade Bergen residents who still had some confidence in banks were once more forced to do business in New York, Jersey City or Newark.

The Civil War brought a measure of prosperity to the textile mills, but it was during the subsequent nation-wide expansion that the county experienced a noticeable increase of miscellaneous industries. Outstanding was the Fortenbach Watch Case Manufacturing Company, established at Carlstadt in 1866 by John B. Fortenbach and his sons, Jacob and Joseph, who during the war had produced bayonet tips. At one time the plant employed about 400 artisans who turned out 800 silver watch cases a day. In 1881 it was moved to Long Island.

Considerable excitement was created in 1865 with the announcement that oil had been discovered in the Ramapo Valley. A company was immediately formed and drilling got under way. The drillers failed to strike oil, but instead came across a vein of bituminous coal. The project was abandoned, however, but a nickel mine was worked for some time,

Another project that failed to materialize was the attempt in 1866 to erect extensive abattoirs at Bergen Flats. That the move proved extremely unpopular is evidenced by the *Weekly Press* of April 26, 1866, which in an article captioned "Hold your noses" predicted that "the people of Jersey City and Bergen will have something to say about this." They probably did, for the venture was never begun.

In 1867 the Gebhard Fritsch Wax Bleachery was established at Carlstadt. It was purchased in 1890 by Higbee Smith and Seth Nichols, who expanded the business considerably. Today the Smith and Nichols plant occupies almost an entire block and specializes in ceremonial and religious candles and various beeswax and paraffin products.

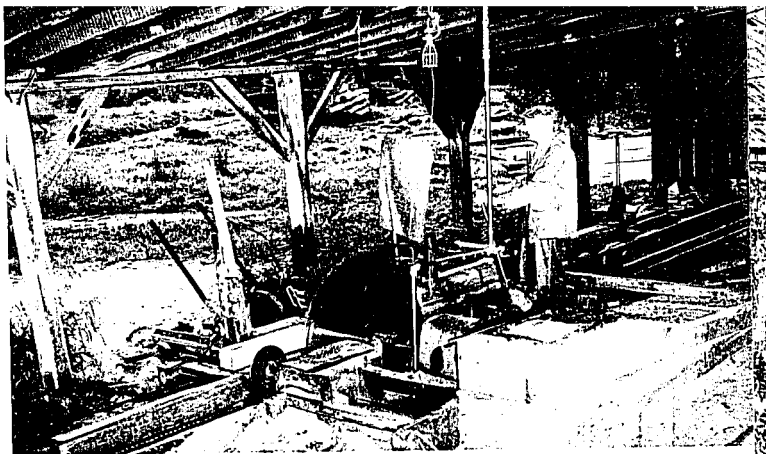
New and varied industries continued to invade the county. The year 1870 brought Thoma's jewelry factory at Hackensack, the bobbin factory of the Van Riper Manufacturing Company at Park Ridge and the nickel works of Hopkins and Dickinson at Darlington. The jewelry firm, operated by Ernest and Philip Thoma, had come from New York and for many years did a nation-wide business. The bobbin mill, which employed about 40 hands, was destroyed by fire in 1875; while the nickel works, employing about 200, later moved to Newark.

In 1871 Hackensack had six brick yards whose 150 employees produced 9,500,000 bricks yearly. A cement well-pipe factory and a "steam ice creamery" were established there in the same year. The *Weekly Press* of June 8 reported that Rennie's print and chemical works at Lodi were going full blast; its 500 workers produced annually over 500 miles of printed goods for a total wage of \$120,000. Early in 1872 the New York Water Proof Paper Company opened a plant at Lodi, while in the same year a lime kiln was started at Park Ridge.

Even at this early date there was talk of reclaiming the Hackensack meadows. The *Weekly Press* of May 15, 1873, wrote:

The Erie Railroad Company owns 600 acres of meadowland west of the Bergen Tunnel, the title of which has been transmitted to them by Jay Gould. On this tract they intend to build workshops and to

Agriculture and Industry

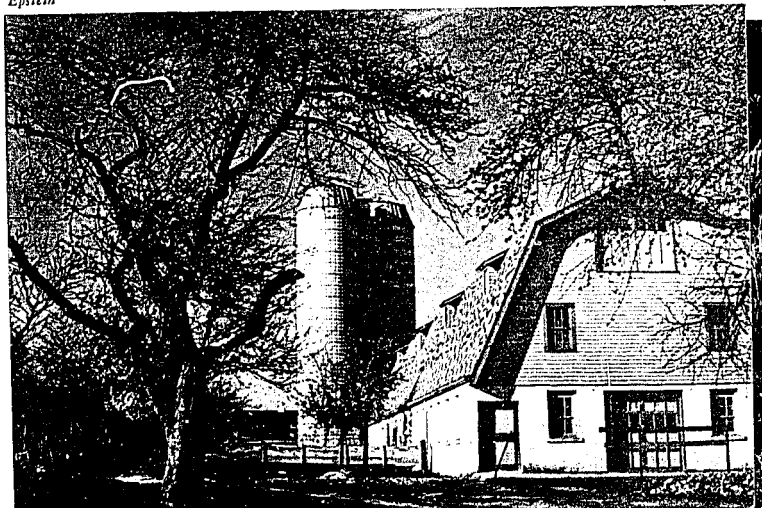


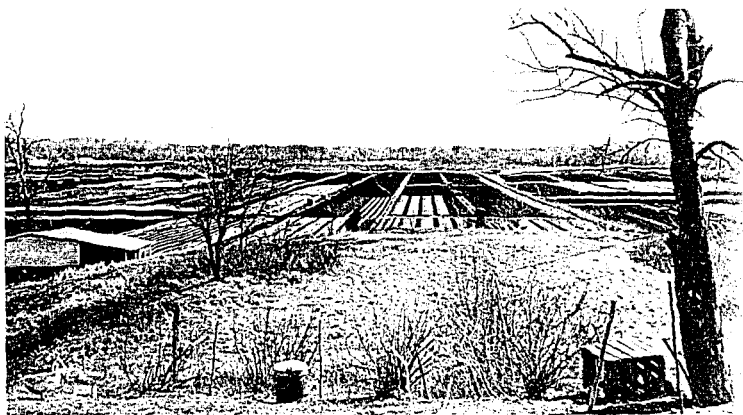
Rubel

MacKENZIE MILL, FRANKLIN LAKES, 150 YEARS OLD

ONE OF THE COUNTY'S MODERN DAIRY FARMS

Epstein



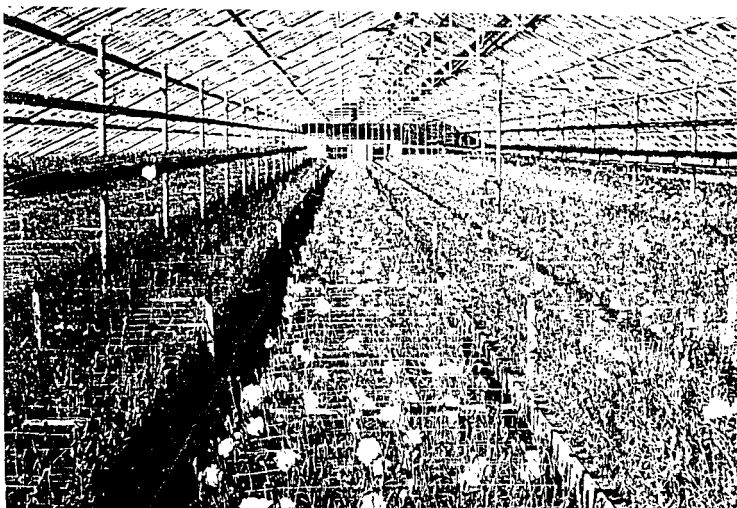


Epstein

BERGEN'S FARMERS HAVE SERVED NEW YORK FOR 250 YEARS

Epstein





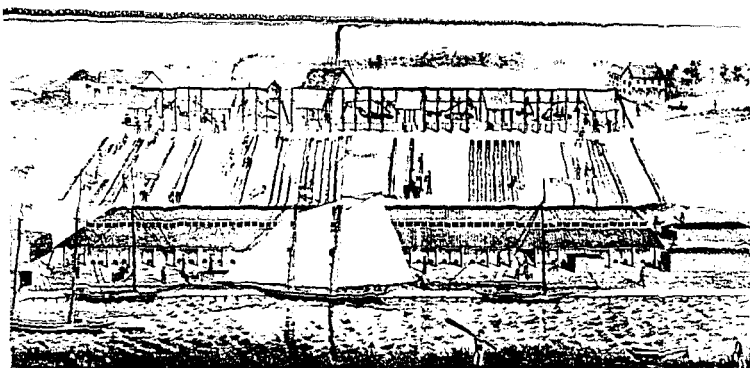
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ONE OF THE LARGEST CARNATION PRODUCERS IN THE COUNTRY

A NURSERY SPECIALIZING IN AQUATIC PLANTS

Rubel



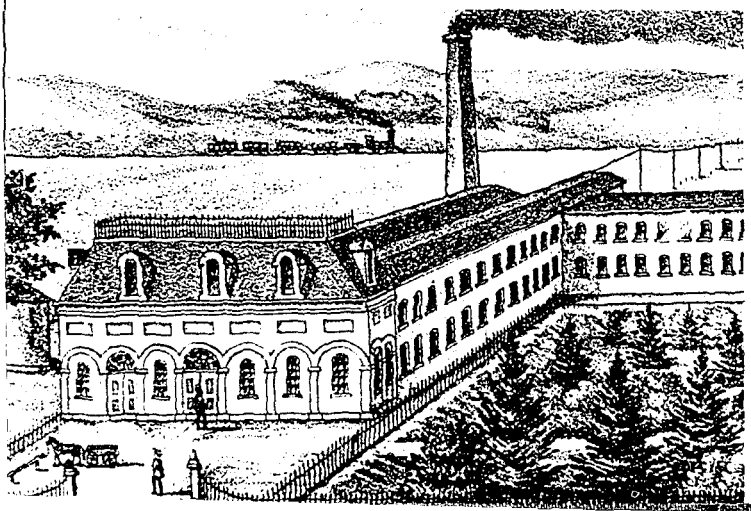


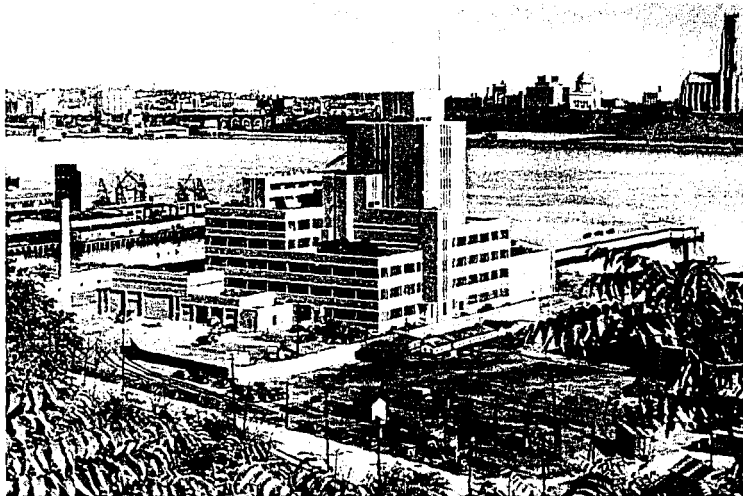
MEHRHOF BRICKYARDS, LITTLE FERRY

1876 Atlas, courtesy E. L. Greenin

WORTENDYKE TEXTILE MILL, MIDLAND PARK

1876 Atlas, courtesy E. L. Greenin



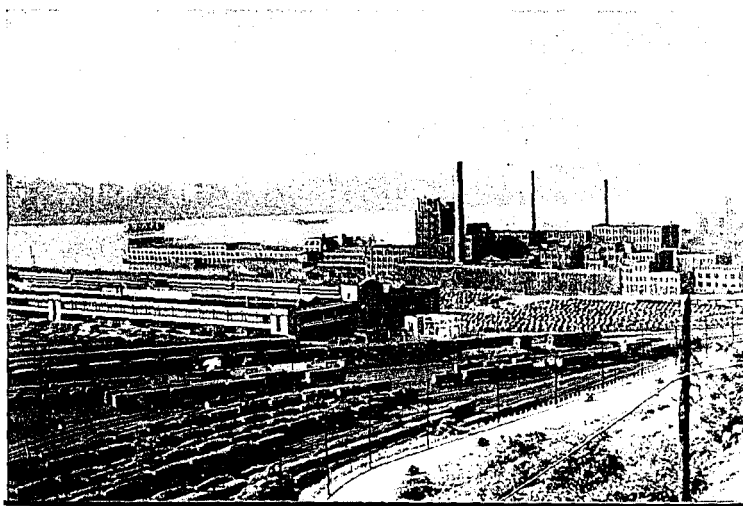


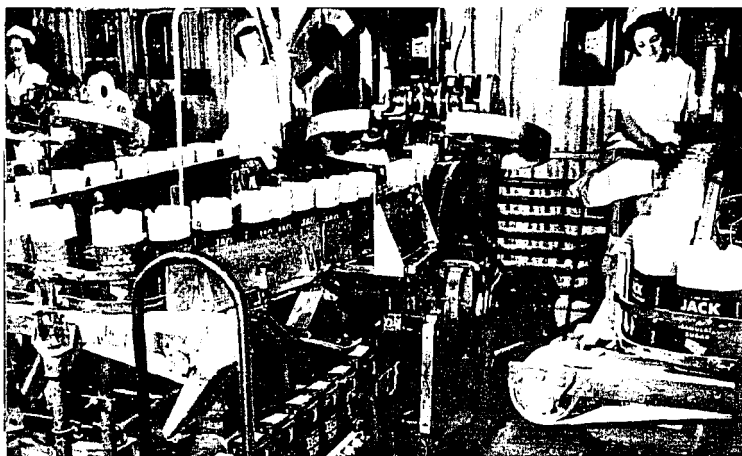
Courtesy Hills Bros. Coffee Co.

HILLS BROTHERS COFFEE PLANT, EDGEWATER

Epstein

INDUSTRIES LINE THE HUDSON AT EDGEWATER



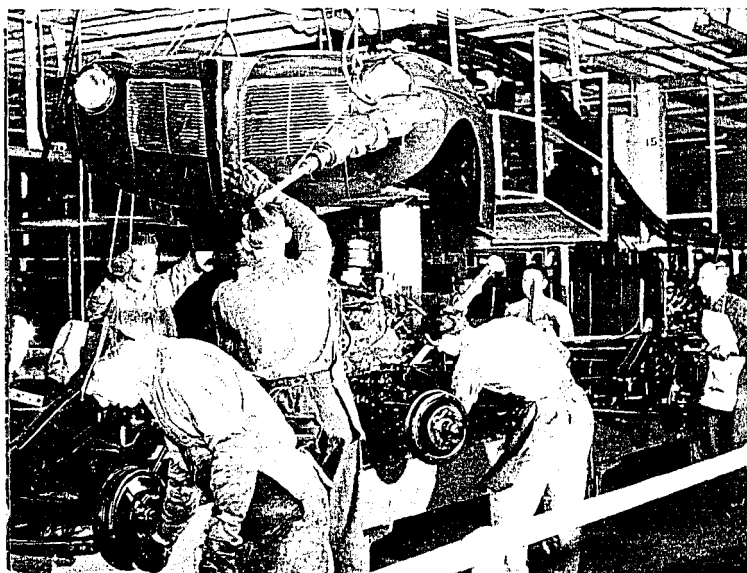


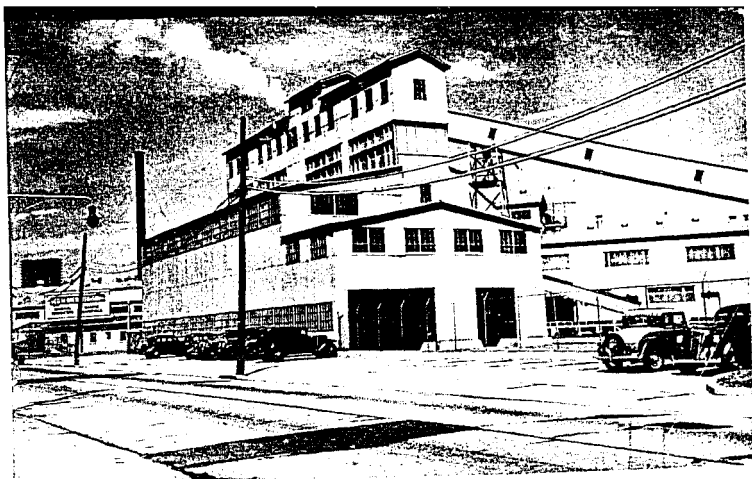
PACKAGING SUGAR

Courtesy National Sugar Refining Co.

A FORD ON THE LINE

Epstein





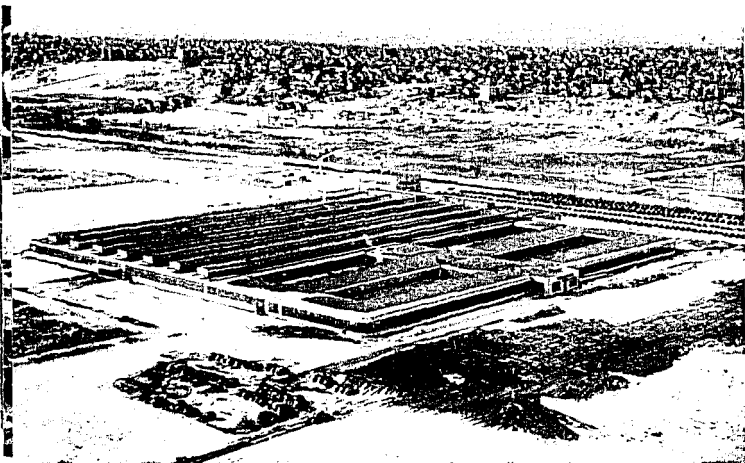
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BREWSTER CEMENT PLANT, BOGOTA



MAKING STAINED GLASS
LAMB STUDIOS, TENAFLY

Rubel

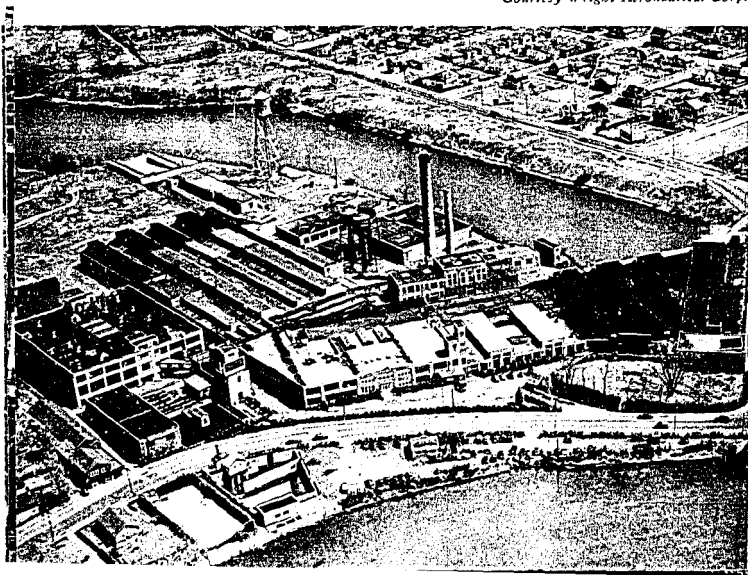


ECLIPSE AVIATION PLANT, BENDIX

Fairchild, courtesy Eclipse Aviation

FAIR LAWN DIVISION, WRIGHT AERONAUTICAL WORKS

Courtesy Wright Aeronautical Corp.



reclaim by degrees the marshy section from the tunnel to the Hackensack river. The Pullman Palace Car Company, it is rumored, are about to purchase 250 lots west of the hill in Jersey City for a car factory.

Nothing came of these reports nor of many others.

The foundation of Garfield's industrial career was laid in 1873, when a nation-wide panic was temporarily interrupting industrial progress, by the Fritsch brothers, who started the manufacture of oils and perfumes. The business was later acquired and greatly extended by the Heyden Chemical Company.

A factory for making refrigerator cars enjoyed a brief tenure at Rochelle Park starting in 1874, while a year later the Wortendyke mill at Midland Park was enlarged and a silk mill added. At the same time the Hopkins and Dickinson Manufacturing Company of Darlington, flushed with success, erected a larger foundry, added a lock factory and was reported "contemplating a reading room and literary society."

Hackensack gave some promise of rivaling Paterson as a silk center when in 1878 Givernaud Brothers started silk weaving with a few hand looms. The following year they erected a large brick building and installed over 200 looms, giving employment to about 200. The mill was subsequently enlarged and improved and in 1910 purchased by Schwartzenbach and Huber.

Lyndhurst was the site of an ambitious manufacturing venture in 1880 when William H. Travers of New York acquired 240 acres of land for an industrial community. He erected a factory and leased it to McKee and Harrison, makers of baby carriages and velocipedes. The plant, with some 100 workers, operated for several years.

At Rutherford in 1880 John J. Dupuy began the manufacture of sporting goods. The venture proved successful and at its height employed almost 100 persons. In one season some 365,000 dozen baseballs were produced. The business closed during the depression of 1893.

Brickmaking was by now a major industry, with operations shifted from Hackensack to Little Ferry, which had extensive beds of clay. As early as 1870 a clay bank was operated there

by De Peyster Stagg, who sold clay to potteries for \$1 a ton. Two years later the first brickyard was established on the Hackensack River there by Shower and Cole, who found the venture unprofitable and sold out to John Thume. He, in turn, was succeeded by the three Mehrhof brothers, under whose ownership the business grew rapidly.

By 1880 the extensive Mehrhof pits, kilns and yards were turning out more than 100,000 clay bricks a day. Three other large brickyards belonging to Smults, Handfield and Gardner were also active. For many years schooners were employed to transport the brick and potter's clay to New York and other Eastern cities, and the Mehrhof firm owned one of the fastest river schooners in the country. The schooners were later replaced by barges. Horse-drawn vehicles were used for overland transportation.

Increased demand for the fine bricks produced at Little Ferry resulted in constant enlargement and improvement of plants. In 1895 the combined output of the four large yards reached 100,000,000 bricks annually, making Little Ferry the second largest producer in the United States. Great barges loaded with brick, floating down the Hackensack River at flood tide, were a common sight. Brickmaking flourished until well after the turn of the century.

Banking, meanwhile, had taken another temporary lease on life. At Hackensack the Bergen County Savings Bank was chartered in 1870 and began operations in 1872 in conjunction with the Bank of Bergen County, which started with a capital of \$60,000, later increased to \$100,000. Earlier, on October 23, 1871, the First National Bank of Hackensack was formed with a capital of \$100,000. Its officers were also responsible for the establishment of the Hackensack Savings Bank on April 4, 1873.

For a while all went well, but in 1880 all four banks were wiped out; their suspension was attributed to a real estate boom that had begun in 1875. For at least the combined Bergen County Savings Bank and the Bank of Bergen County, however, the real cause probably was the defalcation of cashier John

J. Berry, who, it was charged, manipulated the accounts of both banks and squandered \$70,000. At the closing of the bank a lynching at the hands of irate depositors was narrowly averted when police whisked Berry out of the back door of his home and transferred him to the safety of the county jail. Berry subsequently pleaded guilty to embezzlement and served a five-year term in State prison. Little loss was sustained by the smallest depositors of the Bergen County Bank, for William Walter Phelps, then Ambassador to Germany, personally paid all deposits of \$50 or less.

Once more Bergen County had no banking facilities, and though there was frequent talk during the next few years of starting another venture, nothing was done.

The county, largely agricultural up to 1880, was just beginning to awaken to its industrial potentialities. Thanks to the Saddle River, Lodi Township had far outdistanced the rest of the county in manufacturing interests. The largest enterprises were the chemical works of Robert Rennie and the dyeing and bleaching plant of Burns and Smith. About half of Carlstadt's population was employed in local factories making watch cases, shoes, cabinets and candles, while at Little Ferry hundreds were at work in the brickyards.

New Barbadoes (Hackensack) at this time was described as "a place of pleasant homes and beautiful abodes" which was just "beginning to bestir itself in industrial and manufacturing pursuits." Foremost were Thoma's jewelry factory and the silk mill of Givernaud Brothers. Saddle River Township had the cardigan jacket factory of Oblenis and Bogert.

In addition to the Wortendyke textile mills, Franklin Township contained the type case factory of Albert D. Bogert on the Ramapo River and railroad shops at Wortendyke. Here also was made much of the famous Jersey cider and "applejack." At Closter in Harrington Township stood the folding-chair firm of Collignon Brothers and a shade factory, while a horse-collar company was opened in 1880. Park Ridge in Washington Township had the bobbin plant of Albert A. Wortendyke. In Palisade Township were the Demarest woolen mills at Cresskill

and the pepsin factory of Dr. J. J. Haring at Tenaflly. A large silk mill was operating at Englewood.

Ridgewood Township contained the woolen mills of G. Morrow and Son, the turkish towel factory of Thomas Holt and the Peerless Manufacturing Company, makers of soft rubber goods. At River Edge in Midland Township stood the lumber yard of P. V. B. Demarest, while the saw- and gristmill of William Veldran was operating at Oradell. Ramsey in Hohokus Township had the carriage factories of Harrison Bull and M. B. Deyoe. In Waldwick was John White's paper mill. On Hohokus Brook were the cotton mills of C. A. and J. B. Wortendyke. The township also contained a rubber works and numerous grist- and sawmills.

Ridgefield Township, including what is now the industrial borough of Edgewater, was already showing signs of manufacturing growth. There were the U. S. Dye Works and Allen's flour mill at Leonia; the Phoenix Steam Sawing Mill and Huyler and Rutan's Coal and Lumber Yard, largest in the county, at Bogota; a chemical works at Edgewater, and a quarrying enterprise at Fort Lee.

August Semmindinger's photographic laboratories in Fort Lee were experimenting with an enterprise which soon was to revolutionize the habits of the country. At Leonia the manufacture of microscopic and telegraphic lenses was being carried on by Mr. Wales, who, according to one historian, "was devoutly reverencing the great Master-Mechanic of the Universe in the minutest calculations of microscopic power in revealing many of the minified and unseen wonders which seem beyond the limits of human inspiration."

Industrial production between 1880 and 1890 increased by more than 28 percent. Among the ventures begun in this decade were the Hall Fishing Tackle Company at Garfield, Frank O. Mittag's plant for the manufacture of carbon papers and inked ribbons at Park Ridge, the silk mill of Post and Hengevelt at Midland Park, Paul Richter's window shade factory at Tenaflly, later producer of fabrics for upholstering and wall coverings, and the plant of Anton Molinari for the manufacture of

surgical instruments at Wood-Ridge. Also established were the steam carpet-cleaning works of George B. Holman and the steam planing mill of Charles R. Soley, both at Rutherford; and the Elterich Art Tile Stove Company, later the Maywood Art Tile Company, at Maywood. In 1890 an English firm, the E. C. Company, began operations in Oakland of a powder works covering 120 acres. Later known as the American E. C. and Schultz Powder Company, it flourished for 20 years in the manufacture of white gunpowder for sporting purposes. The plant twice weathered disastrous explosions.

The county's industrial progress was somewhat impeded by the demise during this period of some of its oldest enterprises. In January 1883 the huge print works of Burns and Smith at Lodi was destroyed by fire. When the chemical works there met a similar fate several months later, the loss was viewed as "a death blow to the prosperity of the village." In 1885 the Wortendyke Silk Mill, consistently pointed to as a model factory, was forced by unfavorable market conditions to suspend. Only three years previously the Wortendykes had instituted a much-discussed innovation when they furnished each weaver with a stool "upon which to sit whenever so inclined."

In the last decade of the century rapid suburban development and population growth were accompanied by an influx of diversified industries and a successful revival of banking. In 1891 John A. Post established a silk-throwing mill at Waldwick, and three years later the Wilkens brothers opened a factory at Oakland for the processing of hair for brushes and upholstery. Bogota got its start as a paper manufacturing center in 1895 when the Bogota Paper Company was founded by Rogers and Company. That same year Charles Link started at Wood-Ridge a factory where sheepskins were chemically treated. In 1897 the American Pegamoid Company began the manufacture of paper materials and paper substitutes at a plant near Waldwick, while in the following year the Crazin Manufacturing Company acquired the former Fortenbach mill at Carlstadt and produced japanned cloth, hatters' glaze and other specialties. At about the same time the Brookdale Bleachery commenced operations at

Waldwick, and Krone Brothers began turning out educational books and school stationery at Hackensack, where, shortly afterwards, the large William Campbell Wall Paper Company located. The county also had three sulphur factories.

In 1899, according to census reports, there were 478 industrial establishments, 5,275 workers whose wages totaled \$2,276,233 and a yearly output valued at \$10,258,432.

After more than eight bankless years, the Hackensack Bank was chartered in July 1889 with David A. Pell as president. A year later a group of Englewood men founded the Citizens National Bank of Englewood, the oldest in the county today. In May 1895 the Rutherford National Bank, and in June 1899 the First National Bank of Ridgewood were established. The Hackensack Trust Company, first in the county, was founded in December 1899 by a group of prominent citizens headed by William M. Johnson.

In July 1901 the Hackensack Bank joined the National system; it was later consolidated with the Hackensack Trust Company. When the Palisades Trust and Guaranty Company was established at Englewood in June 1902, bank deposits in Bergen County institutions totaled almost \$2,500,000.

The first decade of the twentieth century saw the county steadily advancing in industry and population. Advantages offered by the Hudson, Hackensack and Passaic rivers, trunk line railroad service and a spreading network of modern highways attracted manufacturer, worker and commuter. Among the ventures begun in the years immediately following the turn of the century were the brush factory of Philip Le Brocq at Ridgefield Park, the American Cigar Box Company at Hillsdale, Gustav Klinge's Rochelle Park Velvet Company, the rat trap factory of C. M. Olmstead at Teterboro (Bendix), the dyeing plant of Barret, Palmer and Heal at Englewood, the American Brake Shoe and Foundry Company at Mahwah and the Lowe Paper Company at Ridgefield.

By 1910, 11,441 persons were employed in manufacturing. Garfield was the leading industrial center with 25 establishments, 2,530 employees receiving wages which totaled \$1,080,245 an-

nually and a yearly production valued at \$8,893,710. Worsted goods, paper and wood pulp were its chief products. The Hackensack area led in the production of silk goods and contained a total of 46 plants, with 738 wage earners receiving \$360,170 and products valued at \$1,977,966.

A steady industrial growth in the decade 1910-20, particularly in silk dyeing and in the manufacture of worsted goods, attracted less attention to the county than the sensational activities of the young motion picture industry. Ideal for the filming of outdoor action scenes and easily accessible by ferry from New York where most of the early studios were situated, the Palisades at Fort Lee proved a popular locale. In 1907 Edwin S. Porter, producer of *The Great Train Robbery*, first story picture ever made, filmed a movie entitled *Rescued from an Eagle's Nest*, using the rugged Palisades for his background shots. Playing the insignificant part of a mountaineer in this picture was David Wark Griffith, later one of the greatest figures in motion pictures.

In 1908 Griffith, in his first effort as a director, filmed a one-reeler called *The Adventures of Dolly*. Long shots were filmed in and around Fort Lee; close-ups were made in New York studios. In the same year Michael Sinnott, better known as Mack Sennett, made his first big picture, *The Curtain Pole*, at Fort Lee. In April 1909, according to schedule books of the old Biograph Company, Mary Pickford made her screen debut at Fort Lee in *The Violin Maker of Cremona*. Several weeks later Fort Lee was used for the exterior scenes of *A Lonely Villa*. During this period several studios were producing western thrillers in the vicinity, and the sight of flannel-shirted "cowboys" and synthetic "Indians" crossing the Fort Lee ferry to the "Wilds of Jersey" carrying dinner pails was common. Foremost was the Kalem Company, which produced a series of westerns at Coytesville and Englewood Cliffs with Alice Joyce as the woman star.

The first permanent studio at Fort Lee was erected in 1910 by the Eclair Film Company, of which Jules E. Brulatour was manager. One of its first great successes was *Camille*, starring

Sarah Bernhardt. Shortly afterward the Bison Life Motion Pictures Company established the Triangle Studios, where the famous Mack Sennett, Roscoe "Fatty" Arbuckle and Ben Turpin comedies were produced. Samuel Goldwyn, William Fox and Carl Laemmle were among other pioneers who opened studios at Fort Lee and its environs. Ridgefield Park was the site of the Lincoln Studios, which produced the famous series of Abraham Lincoln pictures with Benjamin Chapin in the title role.

Though Biograph had no studio at Fort Lee, it made extensive use of the Palisades and the surrounding area for outdoor scenes. It also maintained a laboratory at Fort Lee for processing film.

For several years Fort Lee enjoyed prosperity as the center of the industry. Studios gave employment to hundreds of residents as prop men, technicians and extras. Local livery stables enjoyed a flourishing trade, furnishing "mustangs" and frequently supplying doubles for riding stunts. The large-scale influx of actors, directors and others connected with pictures had a welcome effect on business. Among those familiar to residents were such stars as Mary Pickford, Alice Brady, Clara Kimball Young, Ethel Barrymore, Rudolph Valentino, Lon Chaney, Charlie Chaplin and Monte Blue. Cella's Hotel was a favorite rendezvous for performers and was used as quarters for rehearsal, make-up and occasionally as setting for a scene.

In 1915, when the industry at Fort Lee reached its height, Carl Laemmle opened new and more spacious Universal Studios. At the same time the Eclair Studio was acquired by William Fox, who presented, among others, Evelyn Nesbit and Theda Bara. After leaving Eclair, Jules Brulatour built the Peerless Studios, which were used for a time by the Selznick Company. He later sold the studios to the World Film Company of William Brady, who produced many pictures here starring his wife, Grace George, and his daughter, Alice Brady. Brulatour's next venture was construction of the Paragon Studios, which he leased to Famous Players-Lasky.

Fort Lee could not withstand the rival attraction of California, which offered perpetual warmth and sunshine. The in-

dustry declined sharply during the World War, although several studios continued to operate after the war. The last important picture filmed there was released in 1923 and featured Richard Barthelmess and Ina Claire. During the 1930's Fort Lee, with few reminders of its past glories except ruins of old studios, a film warehouse and a film printing and processing plant, has been the location for several "B" pictures and some foreign language and religious productions.

In addition to spurring industry, the World War period also provided residents of the Kingsland section of Lyndhurst with some uneasy moments. When the Canadian Car and Foundry Company began erection in 1915 of a plant to make and store munitions for the Russian Government, residents protested. The company replied to the satisfaction of authorities that "there will be nothing dangerous about the plant. Munition parts will be stored there, nothing in the explosive line." In January 1917, amid strong hints of sabotage, fire and explosions lasting several hours converted Kingsland into a veritable battlefield, destroying the huge plant and driving terror-stricken people from their homes. A guard was later killed by a buried shell. The company attempted to rebuild the plant but was halted by injunction proceedings. The property was subsequently acquired by the Netro Chemical Company, which for a while manufactured picric acid for use in hand grenades.

When the government in 1918 took over plants owned by aliens, several in Bergen County were included, among them the large Garfield Worsted Mills, the Forstmann and Huffman plant and the Heyden Chemical Works at Garfield, second largest of its kind in the United States.

Industrial gains made during the war were consolidated and augmented in the years following. A new industry appeared in 1919 when the Wittemann and Lewis Aircraft Company erected factories at Teterboro (Bendix). Four years later the enterprise was purchased by Anthony Fokker, leading Dutch airplane designer, who developed and expanded the factory and the 800-acre airport.

Census figures for 1920 listed 493 manufacturing estab-

lishments, 22,262 employees who received \$26,081,256 annually in wages, and a yearly output valued at \$233,188,728. Garfield's 56 industrial firms, including several large worsted mills, gave employment to 5,025 persons who were paid \$5,313,000. Edgewater's dozen large industries devoted to sugar refining, corn products, chemicals, tar roofing and oils employed thousands more. Over 2,000 worked at the United Piece Dye Works at Lodi, while Bogota was already established as a paper-manufacturing center with four large firms. Other large plants included the National Silk Dyeing Company in East Paterson; the Scharg Brothers silk mill in Carlstadt; Becton, Dickinson and Company, makers of surgical instruments, and Fuchs and Land, manufacturers of lithographing supplies, at East Rutherford; the Schwartzenbach and Huber silk mill and the Campbell Wall Paper Company at Hackensack; the Bellman Brook Bleachery at Fairview; the United Cork Company and Henry J. Wostbrock's factory for the manufacture of silk embroidery flannels at Midland Park.

Particularly attractive to industrialists was the Edgewater water front, and bidding for property was lively. When the Ford Motor Company in 1929 announced plans for the erection of a huge assembly plant there, the *Bergen Evening Record* of May 15 termed the move "one of the most important industrial expansions the county has known."

Industrial employment in the peak year 1929 was 23,775 in 406 establishments, while annual wages were \$32,766,520 and the value of manufactured products \$209,174,243. Though the ensuing economic depression brought a sharp decline in manufacturing, Bergen experienced swift recovery. Figures for 1933 show a decrease in employment to 21,561 in 313 industrial firms, \$21,227,170 in wages and products valued at \$143,422,575. Two years later, however, Bergen County surpassed 1929 in both employment and production, although wages were lower. Employment had risen to 28,329 in 499 plants with wages of \$29,113,152 and the value of products placed at \$223,235,345. The Biennial Census of Manufactures of 1937 shows a slight decline in wage earners with 27,182 in 496 establish-

ments, but records substantial increases in annual wages and value of products with \$31,961,223 and \$264,043,489 respectively.

Figures for wholesale distribution show an even more decided upward trend. In 1929 Bergen County had 57 wholesale establishments with 454 employees, \$14,668,269 net sales and a payroll of \$902,511. By 1939 the number of establishments had risen to 138 with 1,202 employees, \$46,550,000 in sales and a payroll of \$2,332,000.

Retail distribution, however, has registered gains only in number of stores and employment. Figures for 1929 show 4,628 stores, 8,215 employees, \$139,990,000 in sales and a payroll of \$13,782,000. In 1939 there were 5,541 stores, 11,102 employees, \$129,158,000 in sales and a payroll of \$12,888,000. Hackensack led with 611 stores and \$27,684,000 in sales, followed by Englewood with 309 and \$11,206,000 respectively; Ridgewood, 158 and \$6,550,000; Rutherford, 173 and \$6,354,000; Teaneck, 202 and \$6,233,000; and Garfield, 455 and \$5,558,000.

In 1939 there were, among these, 2,075 food stores having annual sales of \$45,809,000. Leading the county were Garfield with 235 stores and \$2,058,000 in sales; Hackensack with 176 and \$8,028,000; Teaneck, 77 and \$3,489,000; Englewood, 99 and \$2,832,000; and Ridgewood, 50 and \$2,122,000.

Recently there has been an influx of supermarkets, established in an effort to bring distribution costs down to parallel lower raw material prices. The first in Bergen County was established in Hackensack in 1935 by Harry C. Harper. It was sold six months later to Frank Packard and Louis Bamberger, who enlarged and improved it. Today the Packard-Bamberger supermarket is claimed to be the largest in the East.

Other supermarkets, both chain and independent, followed, and the number is still growing. The majority are clustered in Hackensack and are widely patronized. Contributing to their success is the fact that the county is composed of many small towns with few large food stores. Added to this is the multitude of good roads and the large number of car owners. It is

generally believed, however, that the Hackensack field is becoming overcrowded.

The 1,771 service establishments, such as garages, funeral parlors and barber, beauty, tailor and shoe repair shops, had receipts of \$8,203,000 in 1939.

Since the turn of the century banking in Bergen County has matched strides with suburban development. There were but five banks in the entire county in 1903 when the Peoples Bank, later the Peoples National Bank, was founded at Hackensack by a group headed by William A. Linn. In 1916 its officers launched the Alliance Trust and Guaranty Company, and two years later both banks were consolidated into the Peoples Trust and Guaranty Company, currently the largest banking institution in the county. Today, under the title of Peoples Trust Company of Bergen County, it operates as separate offices the Westwood Trust Company, the Bank of Hasbrouck Heights, the Teaneck National Bank, the First National Bank in Lodi and the State Bank of Hackensack. Including these, the county today has 42 banking institutions with deposits aggregating over \$124,000,000. Of the 20 additional banks chartered since 1906, a number were merged while others failed to survive the depression. Most of these appeared during the prosperous twenties, and seven, the largest number in any one year, were chartered in 1921. The seven new banks organized since the 1929 crash are all in operation.

In spite of curtailment during the last decade the textile industry and its allied branches leads the county's varied industries, according to 1938 statistics of the State Department of Labor. Most of the firms are concentrated around the Passaic River at Garfield, Lodi and East Paterson. Other important Garfield products are waxed paper, packaging and printing machinery, chemicals, folding paper cartons, electrical implements and clothing.

Edgewater, at the foot of the towering Palisades, a sleepy fishing village known as Undercliff 50 years ago, today has many of the county's leading industrial plants, including units of the Ford Motor Company, the Aluminum Company of Amer-

ica, the National Sugar Refining Company, the Archer Daniels Midland Company, which operates the world's largest linseed oil factories, and the Corn Products Refining Company. Other plants clustered along the Hudson River produce coal tar, chemical and petroleum products and coffee.

Every spring for six or seven weeks the shad-fishing industry gives employment to about 100 persons. Shad poles and nets are spread in the Hudson River from the George Washington Bridge to Hudson County, and daily hauls are prepared and shipped to market. During the 1939 season Hitler was indirectly responsible for saving the industry. When a large part of the United States fleet anchored in the Hudson for the New York World's Fair, fishermen could not set their nets. The international complications accompanying invasion of Czechoslovakia brought orders for the ships to sail to the Pacific as a precaution, and fishing could go on. The 1940 season was the best for many years; the reason, experts said, was the late thaw.

The Bendix Aviation Corporation at Bendix, formerly Teterboro, employs more than 3,300 men—with the number increasing steadily—in the huge brick and glass factory known as the Pioneer Eclipse Aviation Division of Bendix. Airplane accessories fabricated include engine starters, generators, radio dynamotors, instrument vacuum pumps, mechanical de-icers, synchrosopes, hydraulic pumps and numerous other parts. The plant of Air Associates Inc., costing \$500,000, began operations in Bendix in October 1940. Rapid expansion of aviation brought the Wright Aeronautical Corporation to the county in 1940, when it established a crankshaft division at Fair Lawn.

East Rutherford is the center of a host of diversified industries. Largest is Becton, Dickinson and Company, makers of thermometers and hypodermic syringes and needles. The Flintkote Company is world renowned for its asphalt roofing and shingles; it has a branch in Ridgefield Park. Other East Rutherford industries are the bleaching and printing of cotton goods, dyeing and finishing of silk, printing ink and machinery, brassieres and corsets, ladies' apparel, buttons, chemicals, sunglasses, bottle caps and electrical specialties.

Outstanding among Carlstadt's industries is the Columbia Protektosite Company, makers of sunglasses and goggles. Other products manufactured here include silk, chemicals, ladies' wear, candles, sweaters, surgical dressings and artists' brushes.

The seat of the paper board industry for which the county is famous is at Bogota, with three large plants. There are also two plants at Ridgefield and one at Ridgefield Park, where Otto Conrad, who with six or seven employees produces annually almost 500,000 reeds for musical instruments, is said to have the largest business of its kind in the country.

Hackensack's largest plants produce slippers, brassieres and neckwear. Little Ferry has the Hackensack Brick Company. Midland Park contains the Garden State Hosiery Company. Large bleacheries are at Fairview, Englewood and Ho-Ho-Kus.

The Lyndhurst factory of the Leslie Company produces pressure-reducing valves, pump governors, horns and engine specialties. The company has a monopoly of United States Navy business and has furnished whistles for steamships, railroads and factories all over the world. At Kingsland in Lyndhurst the D. L. and W. Railroad has a large repair shop for locomotives and passenger cars.

Other important industrial plants in Bergen County are: Consolidated Film Industries, Fort Lee, printing and developing of motion pictures; American Brake Shoe and Foundry Company, Mahwah; Maywood and Citro Chemical Works, Maywood; Vogue Needlecraft Company, Waldwick, cotton and linen novelties; and Mittag and Volger, Park Ridge, carbon paper, inks and typewriter supplies. Approximately 35 printing firms employ more than 200 printers and allied tradesmen.

Promotion of business and industry is centered in the Bergen County Chamber of Commerce. Founded in 1927, it has for its objective the "permanent prosperity and intelligent development of the whole area." One of its chief aims is the industrial development and reclamation of the Hackensack meadows. Arrival of the Bendix Corporation has stimulated interest in the meadowland area, and the Chamber is conducting an intensive promotion campaign to bring selected industries

into this area. The establishment of industrial and trade schools is another of the projects included in the organization's aims to facilitate industrial progress by a constant supply of skilled workers. Some 14 municipalities are now represented in the body, which is aiming for 100 percent municipal membership.

The county has a Bergen County Chapter, American Institute of Banking, and a Bergen County Bankers Association.

Labor

Until recently large masses of workers were comparatively unknown in Bergen County. Experience in labor organization was gained chiefly with small craft unions or as the backwash of disputes in surrounding industrial centers. With the concentration of large industries, however, industrial unionism appeared, spurred in recent years by Federal labor legislation. Today Bergen County has a growing variety of craft and industrial unions, A. F. of L., C. I. O. and independent.

In the early days the small, scattered factories afforded little opportunity or need for labor organization. Grievances, if any, were a matter for direct settlement between employer and worker.

Uninterrupted industrial harmony prevailed during the long life of the Lodi Print Works of Robert Rennie and the Wortendyke textile mills at Midland Park, pioneer manufacturing enterprises. Both of these firms were reputedly generous in treatment of their employees.

The first protracted labor disputes of record occurred during construction of the Bergen Tunnel, begun in 1856 and completed several years later. Work was several times halted by the several hundred workers, who were dissatisfied with the dollar a day rate and the irregularities in payment.

A hint of a labor dispute is contained in the *Weekly Press* of July 29, 1875, in which George Van Riper, proprietor of a bobbin factory at Park Ridge, advertises for women workers because "he can't get the men to do anything." During the

same period employees of the N. J. and N. Y. Railroad, unpaid for months, staged several walkouts.

Although many large industries were operating during the last two decades of the nineteenth century, railroads were the center of most labor disputes. Particularly beset by difficulties was the construction work of the Bergen County short cut of the Erie Railroad. Chief grievance of the workers was the uncertain periods between payments. On one occasion, in December 1880, about 400 German, Italian and Swedish workers threatened to tear up the main line rails and burn the superintendent's house if their pay, long overdue, was not forthcoming. They were promptly paid.

Always a vexing problem, child labor was sharply reduced by the enactment of compulsory school attendance laws.

The first signs of effective and permanent labor organization occurred in 1891 when Hackensack building trade workers banded together in an effort to regulate working hours and wages. With Bergen County then in the throes of a home-building boom, contractors were quick to accede to their demands, chief of which was the nine-hour day. On February 3, 1891, the first union charter in Bergen County was issued by the American Federation of Labor to Hackensack Local 265, a carpenters union. This local later purchased the building on Bergen Street, Hackensack, now known as Carpenters Hall, which is the general meeting place of all building trades unions. Following this example, carpenters in nine other communities also formed unions. A Carpenters and Joiners District Council, chartered by the A. F. of L. in 1915, coordinates their activities.

In the 1890's the Garfield Clothing Company was threatened with a serious labor uprising. The firm acquired 75 homes and attracted New York craftsmen by offers of free transportation and steady employment, but it closed after a brief period of activity, leaving the workers destitute. Unable to gain satisfaction from the company, they surrounded the home of the manager and kept him a virtual prisoner. "The mob," wrote the *Weekly Press* of January 10, 1895, "was formidably armed and one man carried a rope." It was not until numerous arrests

were made that the workers relinquished the struggle for redress.

Periodic industrial disputes followed, some as offshoots of difficulties in neighboring centers, others as spontaneous walk-outs without benefit of organization. As early as 1894 an "Industrial Army of North Hudson County strikers and sympathizers" marched into Hackensack in an unsuccessful attempt to shut down the large Givernaud Silk Mill. In 1902 most of the workers walked out in sympathy with the Paterson silk strikers, while in December 1909 all 350 employees struck against the weekly wage of \$4 to \$5. The deadlock lasted several months, when the plant was bought by Schwartzzenbach and Huber.

Lodi in 1902 was the scene of a bitter five-week strike of dye house employees. Trouble again flared up in September 1905 when some 1,300 dye workers left their jobs, demanding an increase of 50 cents per 55-hour week. A compromise was effected after two weeks of idleness. In 1904 a brief building trades stoppage was provoked in Hackensack by the decision of the Master Builders Association to institute an open shop. The year 1912 witnessed strikes at the Campbell Wall Paper factory in Hackensack, the railroad yards of the New York, Susquehanna and Western at Edgewater and the Forstmann and Huffman plant at Garfield.

Subsequent labor disputes included the trolley strike in 1919, the walkout of Garfield woolen workers the same year and the milk drivers' strike in Hackensack in 1921. Most serious was the prolonged textile strike of 1926 which closed the woolen plants of Garfield and the dye houses of Lodi, leaving thousands idle. An outgrowth of the Passaic textile strike led by Albert Weisbord, it lasted many months and left deep scars on the entire industry. In the course of the shutdown the Garfield City Council went on record "approving the demands of the strikers to their employers and recommending financial and moral aid to the strike fund by the citizens." The Paterson silk and dye strikes of 1933 which gave birth to the present Dyers Union also involved Bergen.

During the past decade unionization in Bergen County

has been greatly accelerated, particularly in the Edgewater industrial zone. Largely responsible was the keen rivalry between the Congress of Industrial Organizations and the American Federation of Labor, both of which have greatly increased their membership. Stimulus was also provided by the enactment of Federal legislation such as the National Industrial Recovery Act and the National Labor Relations Act, and today almost all of the large plants are organized.

The Bergen County Central Labor Union Council of the A. F. of L., organized early in 1940, estimates the total A. F. of L. membership in the county at about 35,000. The Building and Construction Trades Council, A. F. of L., has more than 35 units, representing laborers, carpenters, bricklayers, plumbers, sheet metal workers, ironworkers, asbestos workers, tile layers, painters, electricians and others. The Hod Carriers and Laborers, the Bricklayers and Masons, and the Painters and Decorators have county bodies. Workers are also organized in A. F. of L. unions of plumbers and steamfitters; bridge, structural and ornamental iron workers; sheet metal workers; lathers; teamsters; bus drivers; theatrical stage employees; paper, pulp and sulphite workers; meat cutters; and pressmen. There are also locals of the typographical union, but the plant of the *Bergen Evening Record* is an open shop.

The main strength of the C. I. O. in Bergen County lies in textile and clothing plants. The Federation of Dyers, Finishers, Printers and Bleachers of the Textile Workers, Local 1232, draws a large percentage of its 4,000 members from the United Piece Dye Works in Lodi.

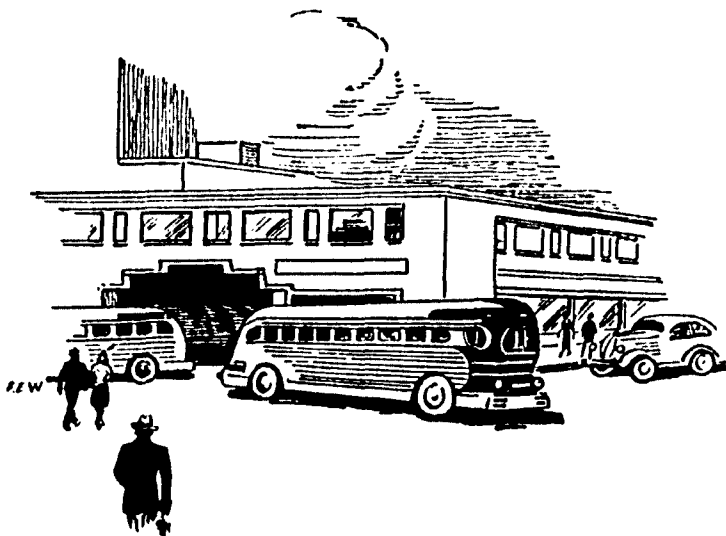
Two locals of the International Ladies Garment Workers Union, which recently withdrew from the C. I. O., with headquarters in Passaic, serve Bergen County. Practically all ladies' garment plants in Garfield, Lodi and Hackensack have a closed shop.

Local 198 of the Amalgamated Clothing Workers, C. I. O., also maintains headquarters in Passaic but derives a large part of its 4,000 membership from Bergen County. The recently formed United Neckwear Workers Union, affiliated with the

Amalgamated Clothing Workers, claims many of Hackensack's tie workers.

Another new union is the **United Electrical, Radio and Machine Workers Union of the C. I. O.** Its membership of more than 300 in the county is spread over several electrical manufacturing establishments.

The **Eastern Bergen County Labor Industrial Council** was formed early in 1939 to include unions in the industries at Edgewater, both C. I. O. and A. F. of L. C. I. O. locals at the National Sugar Refining Company, Spencer-Kellogg Linseed Oil Company, Archer Daniels Midland Linseed Oil Company and Spotless Cleaners, and A. F. of L. locals at Lever Brothers and the Barrett Company were represented.



6. Transportation

SINCE earliest settlement days the principal trend of travel in Bergen County has been toward New York City. Just as the colonists were dependent upon traffic ties with Manhattan to market farm produce and obtain manufactured goods, so now suburban dwellers rely upon ferries, roads, buses and railways to provide access to their sources of income. "The position of Bergen County in the metropolitan region," reported the Bergen County Planning Board in January 1939 "is such that passenger transportation becomes perhaps the most important consideration in its development." And this has always been so.

As they did almost everywhere else, the water routes to the interior provided the first paths of settlement in Bergen. The Dutch grants bordered New York harbor, and later advances followed Overpeck Creek and the Hackensack, Passaic and Saddle rivers, which were natural ties between New Amsterdam

and the inland areas. With gradual diffusion of the population, crude roads were cut from river settlements and landings through the back country to the inland farms.

Colonial travelers in the early days of Bergen used chiefly primitive dugouts or Indian bark canoes, but the proximity of New Amsterdam to the Pavonia plantations created a demand for a more efficient and regular means of travel. In 1661, therefore, William Jansen sought permission to establish a ferry at Communipaw (Jersey City). Jansen's monopoly, granted by the New Netherland Council, lasted until a year later when Bergen officials authorized Pavonia inhabitants to "ferry themselves over whenever they pleased."

After the English took New Netherland in 1664 the Communipaw Ferry was reauthorized with Pieter Hetfelsen as the operator. Rates were established by Governor Carteret for transporting passengers, corn, beer, horses, swine and sheep, but there was no provision for vehicles. Charges, payable in wampum by law, were 12 cents (six stivers of wampum) for passengers and ranged as high as \$1.60 for a horse or ox. For night passage or trips in foul weather rates were higher and depended upon the shrewdness of the traveler, who had to bargain with the ferryman. The ferry was commanded to be available at all times but particularly upon three designated days of the week, Mondays, Wednesdays and Fridays, or any other three days upon which the regular users of the ferry should agree.

Increased trade with Manhattan and the spread of settlement led to the establishment of other Colonial ferries. Samuel Bayard opened the Weehawken Ferry in 1700, and there were periodic attempts, none of which succeeded for long, to run a ferry to Horsimus (Hoboken). In 1733 Archibald Kennedy received Royal permission to establish a Pavonia ferry. The Paulus Hook Ferry, established in 1764, became an important link in the three-day route between New York and Philadelphia. A decade later the Hoboken Ferry was established to connect the farm areas of Communipaw and Bergen Point with the Corporation Pier at the Bear Market, New York. Also used by Bergen County traders and travelers during the Colonial and Revolu-

tionary periods was Bull's Ferry at the upper end of present Hudson County.

Meanwhile several towns along the Hackensack were prospering as shipping points. The early Dutch settlers recognized that the interior of the county could be exploited profitably and set up the first rudimentary trade connections with New York by way of the river. By 1750 the importance of the Hackensack as a commercial stream was exceeded in New Jersey only by the Raritan. Sloops, piraguas and flatboats sailed as far north as New Milford, where Jacob and Henry Van Buskirk operated a gristmill.

Farm produce, lumber, grain, hemp, pork, beef, butter, flax seed and iron from the northern forges were shipped to Newark, Perth Amboy or New York. Larger boats carried Bergen County products as far north as Albany and as far south as Virginia. On return trips the Hackensack ships carried rum, molasses, sugar, pitch, tar, turpentine, wines, salt and occasionally household luxuries.

One of the most active river ports was River Edge, where Captain Stephen Lozier kept a general store and bought and sold cord wood which was shipped to coastal cities and the South. The northern point of the navigable channel, River Edge was a natural shipping center. It has been said, and the story appears credible, that at one time two large sloops were launched from the River Edge "shipyard." The Hudson River also had shipping points, one of which, and probably first in importance, was the landing under the Palisades at Fort Lee Road. Established in 1658 by the Burdette family, it was one of the first trading posts on the New Jersey bank. The farmers in the western part of the county generally used the landing at Acquackanonk (later Passaic), founded in 1692.

The Hackensack, however, was the chief commercial river of the county. All through the eighteenth and until the late nineteenth century the Board of Freeholders granted permission to build docks and wharves to accommodate the increasingly numerous "Hackensack Windjammers."

Most of the Hackensack boats were commonly called

"windjammers" from the custom of "jamming" on all possible sail to make speedy voyages. Trade was brisk and competition among the river men was keen. Two of the best-known schooners of the 1830's were the *Charity* and the *A. C. Zabriskie*. Another early boat to ply Hackensack waters was the *Kate Lawrence*, owned by the Van Buskirks who owned the mill at New Milford and captained by Joe Whitehead. Later it was commanded by a Negro known as Captain "Bob." The *Kate Lawrence* sank when it ran into an ice floe.

Among other Hackensack schooners were the *Stewart*, which carried coal and lumber and was captained by Dick Hawkey, "one of the most fearless men on the river"; the *Jasper*, owned by the Demarests of Old Bridge; the *Henry Brown*, owned by Christopher Cole; the *Onward*, owned by Barney Cole, and the *Two Sisters*, commanded by Capt. Henry Berry.

Ruts, Roads and Stagecoaches

Although Bergen made provisions for highway maintenance early in its history, the road system developed slowly. The Hackensack River, providing a natural entry into the fertile Hackensack Valley where the first settlers lived, satisfied most transportation needs; high cost of materials, the scarcity of labor and capital in Colonial times and the densely wooded terrain were additional deterrents.

The first dirt roads were probably paths originally trod by moccasined feet to fishing haunts on river shores and widened by later use. They ran from inland settlements to the ferries and river landings or sometimes between two important communities, like that between Communipaw and Hackensack.

By the "Concession and Agreement" of the Proprietors in 1665, John Lord Berkeley and Sir George Carteret granted "convenient proportions of land for highways and for streets, not exceeding one hundred foot in breadth in cities, towns and villages, &c." Some routes, like the Hackensack-Communipaw road, which by 1679 was referred to as a "fine broad wagon-road," were widened and beaten flat by heavy use.

Finally the General Assembly, in 1683, created actual road boards for the counties of East Jersey, Bergen, Essex, Middlesex and Monmouth. The new agencies were empowered "to view and lay out the respective highways, bridges, passages, landings, and ferries" within their jurisdictional boundaries and were instructed to record a summary of their work. Members of the Bergen County road board were Capt. John Berry, Lawrence Andries (Van Boskirk), Enoch Michelsen (Vreeland), Hans Dederick, Michael Smith, Henrick Van Ostrum and Clause Janson Vansarmarant. When vacancies occurred on the board new appointments were made by the General Assembly.

The law establishing the Bergen County road board decreed that all highways, bridges and ferries were county property. Road construction, maintenance and repair were chargeable to every "person, town or township to whom or where they are most serviceable." An act passed in 1686 authorized inhabitants of each town to choose four or five tax assessors or commissioners with "power to make such rates and taxes, as well as for making and maintaining all highways, bridges, landings and ferry's, which are or hereafter shall be laid out, by the Commissioners for that end appointed, as also for defraying all other publick charges within their respective limits." The tax levies were subject to approval by the Justices of the Peace at their Quarter Sessions. From these two acts emerged the present board system of county government, successively called the Board of Justices and Freeholders and the Board of Chosen Freeholders.

In 1704, two years after New Jersey became a Royal Colony, Commissioners of Highways were appointed by the Grand Jury in each "county, precinct, district or township" to lay out necessary cross roads and byroads. The first public road in Bergen County under the new enactment was the Polifly Road, laid out in March 1707, which connected Hackensack with Rutherford. Associated with Colonial and Revolutionary incidents, this highway was known also as the King's Highway and as Military Road.

Road administration was more carefully executed under

Governor Hunter in 1716 when an act was passed which provided for a four-man board of Surveyors of Highways, two of whom were selected by the Justices of Peace and two chosen by town inhabitants annually. Provision was made also for a body of six Surveyors to map routes between towns upon public request or application. Road maintenance was placed under two overseers with powers to command citizens to make repairs upon penalty of a fine. The first important work of the new administration was a road between English Neighborhood (Ridgefield) and the "Whehocken Ferry" in June 1718. This roadway later became part of the Bergen Turnpike (*see below*).

Change in the county's highway system occurred in 1760 when Overseers and Surveyors were elected by direct vote of the people. The duties of office were minutely described in an act of the assembly and penalties were drawn for misconduct of office. Each overseer was required to inspect his district every three months and command town dwellers to make needed repairs. An act in 1764 made inspection obligatory every two months. Until the nineteenth century the provisions of the Colonial road acts furnished legal interpretation for road construction, and labor continued to be supplied by citizens who were called out for that purpose. No general system of raising road taxes to be expended "by hire" in construction work was effected until after 1850.

The early roads were of the most rudimentary type: during spring thaws they were muddy morasses; in summer, heavy with dust; and winter snows made them impassable except by sleigh and not always then. Traveling was hard and complicated by the danger of attack by wild animals. There are numerous entries in minutes of the Freeholders' meetings of money appropriated "to defray the cost of killing wolves, panthers, wildcats, etc." The great ease with which travelers lost their way on the winding roads and paths prompted the Board of Justices and Freeholders to make a further appropriation in 1769 for "Posts and painted marks directing the several roads at the several places in the said county as the persons chosen by the Justices and Freeholders shall think necessary."

Road building in Bergen meant bridge building, too. In 1761, when the Board of Justices and Freeholders first ordered raising £400 for "bridge support," there were 22 spans in the county. Nearly all of these early bridges were crudely built and designed only for pedestrians and travelers on horseback; a few were specially constructed to support the weight of the iron ore shipments from the Ramapo and Pompton areas. Draw-bridges had to be built over the larger streams, to provide a right-of-way for the river traffic.

Each sprawling township, by this time, had one or two main highways, several of them destined to become the chief county thoroughfares. Along the Passaic was Slaughterdam Road, later called the River Road. Its original name, an old story says, was the result of a bloody encounter with Indians. Following the Hackensack north from the county seat was Kinderkamack Road, which is still known by the same name. Boiling Spring Road, built on an Indian trail, is now Union Avenue in Rutherford and East Rutherford.

The Valley Road ran north along the Ramapo foothills from Pompton to Suffern, while along the top of the mountains to the west was the famous Corduroy Road, so called because logs laid side by side to cover swampy sections gave it the appearance of that ridged cloth. The Corduroy Road, today traversable only as a footpath, once bore the load of the heavy iron chains forged at Ringwood and other Ramapo foundries which were stretched across the Hudson to block the British fleet. Through the middle of the county, along Saddle River, ran the Paramus Road, one of the earliest, which connected Hoboken with New York State and was used as the route of the Goshen Stage.

The advent of the stagecoach hastened road and bridge improvements. About 1768 Andrew Van Buskirk began operating a stage wagon from New Bridge, above Hackensack, to Powles Hook. The trip was made twice a week at a fare of two shillings sixpence. The vehicle, called a "Flying Machine," was roughly fashioned, heavily built and used four or six horses.

Stage wagons certainly did not depend on comfort to at-

tract customers, but they became popular nevertheless. A canvas top stretched over hoops which were fastened to the sides of the wagon kept out the hot sun or rain or snow, but since there were no springs every stone in the road jolted the passengers, who sat on hard wooden benches without backs. The hubs of the huge, rough wheels were lubricated by smelly wads of soft tar, kept in a bucket hanging from the back of the wagon.

In 1775 the southern terminal of Van Buskirk's route was changed to Hoboken, and Jeredine Elsworth inaugurated a "new caravan" between New Bridge and Powles Hook. His horses were "very quiet," Elsworth advertised, but before travelers had much time to test the truth of his statement the service was interrupted by the Revolution.

Once the war was ended a new group gained control of transportation facilities. Men like Adam Boyd, the tavern keeper and politician who ran the Hackensack-Hoboken stage, owned roads and bridges. They owed not a little to the State legislature, which made possible, if it did not encourage, such private ownership of utilities by chartering companies and granting exclusive privileges.

The State undertook to build a road from the Hudson to Trenton in 1790 with bridges across the Hackensack and Passaic rivers. Funds were raised by lotteries, and a five-man commission with wide discretion was appointed to manage the undertaking. A minor panic in 1792 forced a halt, and a year later the uncompleted enterprise was sold to a group of 37 subscribers who paid \$200 a share. Headed by Samuel Ogden, the new owners incorporated as "The Proprietors of the Bridges over the Rivers Passaic and Hackensack" and claimed the monopoly on building any spans over the two streams—a privilege granted the State Commission originally.

In 1794 Col. John Stevens, owner of the Hoboken Ferry, successfully lobbied for authorization to build a road east of the Hackensack to Hoboken. Ogden's group completed two wooden bridges, one over the Passaic at Newark, the other a 980-foot span over the Hackensack. This completed the old Plank Road from Newark to Powles Hook which had been

established by the assembly in 1765. The *Travelers Directory* at this time described it as an artificial road, about three miles in length, "made on logs laid across the road close together with three or four layers, and covered with the sods and earth dug up on each side; over this is laid gravel." Carriage riders complained of constant jolting over the thin covering.

The Powles Hook-Newark artery proved a successful venture. The ferry road suffered a loss of patronage. Subscribers received more than 10 percent dividend payments. Travelers complained, however, that the high tolls were "pressing like an intolerable burden upon the public." Attempts to build bridges to extend Stevens' road to the Hoboken ferries were defeated by the bridge proprietors, who invoked their monopoly rights.

The Post Office Act of 1794 increased the number of post roads in the county. Stagecoach lines generally were given the mail contracts on condition that the cost of the service did not exceed government revenue from the mail carried. Powles Hook, where several stages had their eastern terminus on routes leading from Trenton, Newark, Paterson, Philadelphia, New York State, Morristown and Pennsylvania, became one of the most important transportation centers in New Jersey. Hackensack, the largest city north of Newark and the seat of county politics, was another leading stage depot.

New oval-shaped coaches with leather-covered seats, springs, paneled doors and a varnish finish, which were replacing the ungainly stage wagon on the main routes, provided a stimulus to travel. Another new vehicle was the two-wheeled, leather-topped sulky, which resembled the older chaise. There were also carriages and coaches. The Conestoga wagon, later called the "prairie schooner," proved extremely popular among Bergen County farmers because of its many uses. It was responsible for the traffic dictum "keep to the right," since Conestoga teamsters directed their horses from the left and were able to view the road better from the right-hand side; other drivers followed the deep ruts made by the heavy wagons instead of riding across them. In 1813 the New Jersey legislature ordered all wheeled traffic on roads and turnpikes to keep to the right.

Many of the older roads were in poor condition, and though a start had been made the great work of webbing the county with highways had not gone much beyond the preliminary stage by 1800. Stagecoaches averaged only four miles an hour, and in the northern part of the county roads were so bad that most travel was on horseback. Then came the "Turnpike Era," ushered in by the farmers' need for better and cheaper transportation, an increasing population, general county development and the function of Bergen County as one of the important gateways to the West.

This was a period of speculation. Stirred by the earlier success of the Hackensack and Passaic bridge company in Bergen County, New York investors with potential profits in view put a great deal of money into Bergen ventures. Licensing of highway corporations in New Jersey did not come until 1801, several years after New York, Pennsylvania and many New England States had instituted that practice. On November 30, 1802, the Bergen Turnpike Company was granted a charter, the first in the county. The corporation immediately began the task of laying a road from Hackensack to Hoboken. Its route ran from the site of the present county administration building to lower Main Street, Hackensack, through Little Ferry, Ridgefield Park, Ridgefield and Fairview and then through what is now Hudson County to the Hoboken Ferry.

Tolls on the Bergen Pike were collected at the Hackensack entrance, the Little Ferry bridge, Overpeck Creek in Ridgefield, Wolf's Creek near Fairview and at other points along the line. Rate for one horse and wagon, carriage, cart or sleigh was 5 cents a gate; for two-horse vehicles, 10 cents. One horse or mule with rider was charged 4 cents, which was also the price for an additional horse or mule, while the rate for a cow or bull was 2 cents. There were cut rates for long trips. Two-horse vehicles could travel two gates for 18 cents instead of 20, three or four gates for 25 cents; carriages or wagons drawn by one horse paid only 15 cents for four gates. The gates were a little over one mile apart.

Due to the liberal favors allowed toll companies by the

State legislature, the Bergen Turnpike remained a private thoroughfare until the early part of the twentieth century. Farmers, angered at the added expense for marketing their goods, finally persuaded the Board of Freeholders to take over the road and make it a toll-free county highway.

Numerous concessions were granted the pike companies when they were first established, the accepted view being that the corporations bore a financial risk for the public good. Monopolies were guaranteed, competition forbidden, and the companies enjoyed privileges of eminent domain but were required to respect the rights of property owners. These in turn were cautioned not to take advantage of the corporations.

Although the law implied that turnpikes be constructed of crushed stone flanked by earthen shoulders, the companies were not required to guarantee that type of surface. The Bergen Pike was built originally of wooden planks. Other turnpikes were for the most part earth and gravel. "We do not recollect to have seen in any direction five continuous miles of road paved with stone," T. F. Gordon recorded in his *Gazetteer* of 1834.

The building of bridges became more complex as traffic increased. In the 1830's wooden structures began to be replaced by bridges "built of stone and arched." Later, iron was used, particularly in drawbridges over the Hackensack. Adequate spans over county streams lagged behind actual road building, and the Freeholders were increasingly concerned with the problem until the twentieth century.

Meanwhile, turnpike construction in Bergen County kept pace with the general development of privately owned roads in New Jersey. A highway between Powles Hook and Hackensack was completed in 1804; the Franklin Turnpike, connecting New York State and Ho-Ho-Kus, was built in 1806; in 1815 an extension of the Paterson-Hamburg Turnpike leading to Sussex County reached Hackensack; in 1825 the Paterson-New Prospect (Ho-Ho-Kus) Turnpike was finished; in the same year the Paterson-New Antrim Turnpike, which ran through Saddle River and Franklin Township, was put in use; and in 1828 the Hackensack and Fort Lee Turnpike was constructed. Addi-

tional turnpikes, built about this time but lost to Bergen County with the formation of Passaic County, were the Ringwood-Long Pond Road and the Newark-Pompton Turnpike.

Steam on River and Rail

Roads were being built feverishly while two other transportation aids were developing, steamboats and the railroads. Experiments in America to apply the principle of James Watt's invention to sailing were being made before the Revolution, but not until Col. John Stevens, Hoboken ferry owner and president of the Bergen Turnpike Company, launched the *Little Juliana* in 1804 did steamboat travel seem at all close.

While Stevens was striving to perfect a new model, Robert Fulton assured the commercial success of steamboat travel when he sailed the *Clermont* from New York to Albany in 1807 and won a steamboat monopoly on the Hudson. For 20 years the monopoly was in force, but the decision in the famous Gibbons vs. Ogden case finally broke it. Rivalry between ferry companies was then expressed in two ways: by actual hostility among the crews of competing lines and by appointing the boats extravagantly for luxury and comfort. New ferry companies were being formed, too. On April 12, 1832, "the books for receiving subscriptions for the capital stock of the Fort Lee and New York Steam Boat Company" were opened to investors, "agreeable to the conditions of the charter, at the house of Robert Ennet, at Fort Lee." Shares cost \$5 each.

Not until after the Civil War did steam take the place of sail in the trading ships that plied the inland waterways. Even then sails did not disappear completely. They were used for years on longer voyages, especially by boats engaged in the "Carolina trade"—carrying from the South lumber and shingles for splitting and trimming in Bergen County sawmills. Later the brick schooners, resembling present-day barges but equipped with a center sail, dominated the river. The Mehrhof brick yards at Little Ferry operated the largest fleet of these vessels under the command of Capt. "Joe" Kinzley, who retired in 1915.

The first steamer to churn Hackensack waters was the *Thomas Swan*, which was placed in service just before the Civil War, but it was immediately taken out of service when it was found to draw too much water for the shallow channel. The *Hackensack*, 175 tons, built at Belleville, was launched more successfully. The ship was 110 feet long and had a 23-foot beam. Owned by Judge Huyler, of Civil War fame, John R. T. Banta and John S. Lozier, the *Hackensack* was captained by Henry Lozier. Originally the vessel was used in the coal and lumber trade between Philadelphia, Albany and Hackensack River ports; later, it carried sutlers' supplies from Philadelphia, New York and Washington to City Point, Virginia.

Barge-pulling tugs gradually supplanted the larger steamers. The last Hackensack steamboat was the tug *Wesley Stoney*, which towed scows and sailing packets up and down the river for many years. Rebuilt and rechristened the *Elsie K*, the vessel sank with her captain in 1915.

The use of steam for land transportation was also due to the ingenuity and persistence of Colonel Stevens. The public was slow to respond to his pioneer work even after the successful run of his locomotive in 1824—the first in the country—over the circular track on his estate in Hoboken.

The first railway run in Bergen was drawn by horses. It was the Paterson and Hudson River Railroad, chartered by the legislature in 1831 and capitalized at \$250,000.

Great enthusiasm attended the construction of the line. The *Paterson Courier*, June 12, 1832, announced:

The Paterson and Hudson River Railroad is now formed from the town of Paterson to the village of Acquackanonk, a distance of four and three quarter miles, and is now in actual and successful operation between these places. The company have placed upon the railroad three splendid and elegant cars, each of which will accommodate thirty passengers and have supplied themselves with fleet and gentle horses and careful drivers.

In 1834 rails were pushed across the Hackensack meadows as far as Bergen Hill to form a junction with the New Jersey Railroad, which ran south from Jersey City toward New Bruns-

wick. The following year the directors made two important announcements: steam locomotives were being used instead of horses, and the company had obtained the right to run its trains over the rails of the New Jersey Railroad to the ferry.

The first steam locomotive to run on the tracks of the Paterson and Hudson River line, an English-built engine called the *MacNeil*, chugged through the southwestern part of Bergen County in 1835. Horse-drawn cars continued in use until the end of the year when the *Whistler*, a steam locomotive built in Lowell, Mass., replaced them. The early trains, which made their main stop in Bergen County at the Boiling Springs (Rutherford) station, ran on wooden rails faced with strips of iron and laid upon cross ties. The passengers who rode these trains, which were advertised as models of comfort, choked from the wood smoke billowing back from the engine, kept both hands vainly busy brushing sparks from their clothing and sometimes got out and pushed to help the locomotive on the upgrades. The single-track system was an ever-present hazard and caused numerous wrecks.

After completion of the Paterson and Hudson River Railroad, plans were promulgated for an extension of the line through the Ramapo region, though this area was sparsely populated. The potential advantage of such a route was appreciated by a group of canny Paterson promoters who carefully watched the progress of the New York and Erie line leading west from Hudson River in New York State toward the Great Lakes. In March 1841 the legislature chartered the Paterson-Ramapo Railroad to connect with the Piermont line at Suffern. Despite protests of Erie officials, construction was completed in 1847. The run through Paterson to the ferries on the lower Hudson was shorter and less expensive than the route to Piermont and thence by ferry to New York.

Because of the importance of the Paterson-Ramapo road, it did not remain in independent hands long. In 1851 the New York and Erie reached Lake Erie, and the next year the company leased both the Paterson-Ramapo and the Paterson-Hudson River lines, completing a direct route to New York harbor.

Western freight traffic and increasing local business caused the Erie to plan its own terminal in Jersey City in 1856. Two laws passed by the legislature that year permitted the Erie to acquire a new right-of-way to Hudson River and commissioned the Long Dock Company to construct the railway and to hold ferry privileges. The site of the Erie terminus was Horsimus Cove, a mile north of the Jersey City depot, where an Erie director had purchased 200 acres of land. The new route necessitated blasting a tunnel through 4,000 feet of solid rock under Bergen Hill, a project which Bergen County newspaper accounts rightly called an "immense undertaking."

One thousand men worked on the slow, costly job, which was interrupted by strikes, the panic of 1857 and engineering difficulties. It was completed January 28, 1861, not by the Erie line, which went bankrupt in 1859, but by the Morris and Essex Railroad, which had obtained the trackage rights.

Then throughout the county the iron tracks moved with the slow persistence of rivulets of lava, cutting through farms, leveling paths through flowered fields and scarring the main streets of the towns. It was a time of unprecedented transportation development that left Bergen County permanently changed. The rapid connections within the county not only aided the farmers who depended upon the New York market, but eventually broke down the agricultural tracts into city blocks to accommodate the influx of suburbanites.

The railroad interests gained vast political control in New Jersey during the era of railroad construction. It was a time of power politics when corporate finances were able to direct legislative enactments and secure long-term monopoly rights. Rivalry was keen among competing roads, and in the late sixties, when extensive plans were laid for rail extension in Bergen County, companies interested in tracking this region deluged the legislature with demands for special privileges and concessions.

Early in March 1867 the *Paterson Weekly Press* reported:

During the last month there had been about fifteen "lobbies" from Bergen County attending the session of the Legislature and looking after the interests of the different railroad projects. . . . There is no

doubt that [the railroads] would all be paying investments, for if there is not enough business done to make them pay now they will help build up the sections they traverse so that in a few years the line of each road will be dotted with a series of villages and they will have all the business they can transact.

Within a few years the prophecy was fulfilled.

In 1859 the Northern Railroad of New Jersey, chartered in 1854, had built its road on the west slope of the Palisades from the northern part of the county to the Erie terminal at Jersey City. The principal backers of the road were John Van Brunt and Thomas W. Demarest of Englewood, who envisioned the project as part of a great suburban development between the Palisades and the Hackensack River. The line ran through Tappan, Tenafly, Englewood, New Durham and other communities. Nearby towns were connected with the depots by stagecoaches. Later extended to Piermont, New York, the railroad was leased to the Erie on a long-term basis in 1869.

The Northern Railroad of New Jersey was not the only rail enterprise which lost its identity to the hungry larger roads. Another was leased to the New York Central system in 1886, and the Erie absorbed two other local lines in 1898. One of the lines linked with the Erie was the Hackensack and New York Railroad, incorporated in 1856 and launched in 1869. Opened from Jersey City to Hillsdale in 1870, this road was instrumental in opening the Pascack Valley for realty development and was a boon to farmers in the region. Property owners along the route realized a handsome profit through the sale of land for the right-of-way. In 1867 Godfrey N. Zingsem received \$100,000 for half interest in 200 acres on Cherry Hill. He was given 335½ shares of stock in part payment (\$25,000) and was elected director of the road. When the Erie gained control in 1898 the name was changed to New Jersey and New York Railroad.

In that same year the Erie also took over the New York, Susquehanna and Western Railroad. This company was a combination of the New Jersey Midland Railroad, incorporated in

1866, and the New York and Oswego Midland Railroad. In March 1872 Bergen County residents, who had subscribed \$100,-000 to have the New Jersey route pass through Hackensack, watched the first passenger train run over the line between Paterson and Hackensack. A grand excursion to Ellenville, New York, a year later marked the occasion of the first through train over the two lines. Not until 1880 did the New Jersey and the New York and Oswego roads combine to become at first the Midland Railroad of New Jersey and then, in 1881, the New York, Susquehanna and Western.

The Midland in 1880 had built a spur from Lodi east to a junction with the Hackensack and New York Railroad to replace the abandoned Lodi Railroad, which had been built by Robert Rennie in 1869 to service his Lodi mills.

The Ridgefield Park Railroad, seven years after it was chartered, joined the Jersey City and Albany Railroad in 1873. In 1881 it became the New York, West Shore and Buffalo Railroad and five years later was leased to the New York Central System.

The last railroad to be built in the county was the Bergen County Short Cut of the Erie, which opened for travel in 1881. It branches off from the main line at Glen Rock and joins it again at Rutherford; this branch line was designed to relieve freight traffic on the main line and also served as a loop for fast express trains.

Along the iron rails settlements were founded and communities prospered as thousands of new residents poured in from metropolitan centers. So important was the railroad in the lives of inhabitants that newspapers featured gossip columns devoted to happenings along the different lines and regularly reprinted long articles from the national railroad periodicals.

Highways, Trolleys and Buses

The ease and speed of railroad travel after the Civil War contrasted with the crude wagon roads. Cross-county highways and township roads still lacked proper administration in the sixties and seventies, and there was virtually no cooperation

between adjoining counties in the matter of connecting roads. The *Paterson Weekly Press* in 1869 charged that it was "impossible to find a really good three mile stretch in either [Passaic or Bergen counties]. Poor roads are very exhaustive on horse-flesh." Since road improvements meant higher taxes, the public remained cautious in supporting measures to alleviate the poor travel conditions while at the same time they criticized the lack of proper facilities.

As the railroads became increasingly popular the turnpikes rapidly lost favor and revenue, and as a consequence several of the turnpike companies were soon bankrupt. The roads were uncared for, and some, like the Hackensack-Fort Lee pike, were sold under the sheriff's hammer.

Although main roads were often hazardous, main streets were kept in some semblance of repair. It was not unusual to see the young bloods, deprived of adequate highways in the county, racing their horses through the center of town. It was just as if the Belmont Park track were set down on the Green at Hackensack without benefit of guard rails. In 1871 the *New Jersey Citizen* felt compelled to urge reckless drivers to have a gentlemanly regard for the feelings and comforts of others.

Young men should be aware that Main Street is not a race course for the trial of their respective steeds, especially on Sunday. Last Sunday evening three couples of young sports, in three different buggies, came tearing down through Main Street. The result we do not know, but we do know that they not only raised a suffocating dust but their rivalry reflected discreditably upon themselves.

Until the final quarter of the nineteenth century Bergen County roads were built only when the Common Pleas Court approved a petition by inhabitants of a district immediately concerned. These local roads were administered in the various townships by overseers elected by the people.

Although the Freeholders had little jurisdiction over roads, they continued to be extremely active in bridge building. Entire meetings were taken up with bridge problems, and appropriations for construction and maintenance were frequent. In

1871 the Bergen County Freeholders entered into a lively controversy with the Passaic County Freeholders over the type of bridge to be built across the Passaic River. Numerous resolutions were passed, and the Bergen members of the joint committee refused to pay their part of the costs until the bridge was completed according to their specifications.

Not until the 1880's did the movement for county-owned highways begin. This spelled the final ruin of the turnpikes which had weathered the railroad competition. A law passed March 12, 1878, provided that any company owning a turnpike crossing a bridge which remained out of repair four months would lose its franchise. The Freeholders were empowered to purchase the turnpikes and bridges for public use. A year later a law placed maintenance of such roads upon the county and specified that convicts in the county workhouse should be employed on the roads. The act was subsequently amended several times, but the provisions for county responsibility remained.

This transition period was marked by fierce jurisdictional disputes between county and townships over maintenance of the new public highways. Chief controversy raged over the Paterson Plank Road, which was purchased by the counties of Bergen, Hudson and Passaic in September 1878 and converted into a public highway. The county held that maintenance was the responsibility of the townships of Lodi and Union, through which the road passed. The townships thought otherwise, and the ensuing struggle was the subject of long-continuing legislative and court action. At a special meeting in November 1889 the Board of Freeholders voted to improve the road at a cost of \$5,000. In the same month the *Passaic Daily News* asserted that "Bergen County is noted for its miserable, wretched and dangerous roads." The county was described as being "at least 50 years behind its sister counties in the matter of public roads."

The issue of county roads was carried into many elections. Some vigorously objected to appropriations for road construction; others argued that municipal control of roads resulted in numerous dead-end streets since local bodies were interested only in their own borders. The county, they pointed out, was in a

logical position to provide "through" roads. Later the fight was carried to Trenton, where the legislature passed a bill requiring a three-fourths popular majority for the building of county roads.

On December 2, 1889, county responsibility was definitely established when the Freeholders, in compliance with the Public Road Act of March 18, resolved that "this board hereby assumes full and exclusive control of the public roads or parts thereof in the county of Bergen." This was the signal for the start of a bitter "road warfare" between the eastern and western sections of the county over preference in road repair.

When the Freeholders voted to establish a county road in western Bergen from the New York line to Passaic County, it met a storm of protest from easterners who objected "to having a county road established outside of their bailiwick to be built partly at their expense." On another occasion, according to the *Weekly Press* of November 12, 1891, feeling ran high among western residents "because all the improvements . . . are allotted to the eastern part." The battle almost resulted in the actual division of the county.

The county was one of the last to avail itself of State Aid funds for road building as provided for in the law of 1891. Communities built along the railroad viewed the tracks as their link with the outside world. Some impetus for the building of smooth roads was provided by the cycling rage of the eighties and nineties, but perhaps a more potent political factor during this period was the slogan: "Get the farmer out of the mud." There began to be large expenditures by county and local bodies for the improvement of bridges and roads, and on November 29, 1894, the *Weekly Press* already talked of "Bergen's new era of good roads."

An adaptation of the old horse-drawn railroad—the electric trolley car—came to Bergen County in the 1890's. Its introduction met considerable obstacles, and it was several years before it was an accepted mode of travel. Chief objections came from the municipalities, which often withheld franchises.

In 1893 the Palisades Railroad, a trolley company, laid its

tracks through Fort Lee and Coytesville from a Hudson County terminal. The following year the Bergen County Traction Company was incorporated and built a line from the Edgewater Ferry to Palisades Park and through Leonia to Englewood. Meanwhile, the Bergen Turnpike Company was balked in its attempt to introduce a trolley line to Hackensack. Company workmen laying tracks were arrested by local authorities, who maintained that 50 percent of the property owners had to consent and that plans for the line had to be approved before construction could begin.

Municipalities regarded the coming of the trolley with mixed feelings. Some strongly resented the intrusion of unsightly tracks and clanging trolleys in their peaceful communities; others welcomed it as a progressive step in facilitating transportation. Most agreed that its coming was inevitable, and all strove to outdo each other in gaining concessions from the traction companies in exchange for franchises.

Often the municipality's terms were considered too harsh by the traction companies and the plan was temporarily abandoned. At other times communities adamantly blocking the path of trolley lines gained notable concessions. Rutherford in 1896 forced the trolley company to pay nine-tenths instead of seven-eighths of the cost of widening the street to 60 feet and grading and macadamizing; to furnish a \$10,000 bond; to guarantee a five-cent fare for three miles each side of the town; and to pay a percentage of gross earnings to the community after 1901. A large audience, attending the meeting at which the concessions were exacted, "vociferously applauded whenever a point against the railway company was made," the *Weekly Press* reported. The franchise disputes limited the spread of the trolley for several years, and newspapers of the time are replete with accounts of conflicts which broke beyond the bounds of argumentative meetings and verbal attack.

A common objection voiced by opponents of the trolley was that it led to an increase in saloons due to the popularity of "trolley parties." The fear that "thousands of toughs will overrun the town every Sunday" led to a prolonged fight in Hacken-

sack over the trolley. The issue was bitterly debated at frequent public meetings. But even after the people were willing to accept the trolley, the numerous concessions demanded by authorities precluded the establishment of a line. Inability to obtain a satisfactory franchise from Hackensack caused the failure in 1899 of the Union Traction Company, which had been formed in 1894 and was already operating a line between North Arlington and Carlstadt. Later, as the Newark and Hackensack Traction Company, it completed its line.

The governing bodies were not alone in opposing the traction companies. While trolley wires were being strung in Hackensack, property owners, determined to keep poles away from their corner, threatened linemen that "if necessary they will use a shot gun to do so." On another occasion a group of "experienced and well equipped men" were systematically stealing the wires despite all efforts to apprehend them.

Early in 1899 the Bergen County Traction Company completed its route from Fort Lee to Bogota, and on March 1 "the loud clanging of a trolley gong was heard across the Hackensack meadows and through the woods between Leonia and Bogota" for the first time. "The new line," continued the *Weekly Press* of March 2, "will bring the eastern and western sections of the county into closer communication." In 1900 the company was merged with the Ridgefield and Teaneck Railway Company to become the New Jersey and Hudson River Railway and Ferry Company.

Many companies were formed during this period and many failed, mostly because of franchise difficulties. Consolidations were also frequent, the largest being the nine-company merger effected in November 1899. The new organization, which included several Bergen County concerns, was known as the Jersey City, Hoboken and Paterson Street Railway Company. Its biggest coup was acquiring the old Bergen Turnpike, which ran between Hackensack and Hoboken, from the Bergen Turnpike Company. Construction of a trolley line on the old road bed began immediately.

Rivalry between trolley companies to service Hackensack

was keen, and the Jersey City, Hoboken and Paterson Street Railway came in a poor second. First to reach the coveted goal was the New Jersey and Hudson River Railway and Ferry Company, which in June 1900 sent its first trolley car across the Hackensack River bridge on its way from Edgewater. "The car was decorated gaily," said the *Weekly Press*, "and the officials of the villages along the line were on it. They were met by President Clarendon and the Hackensack officials and several county officers. All rode back to Leonia, where dinner was served." When the line was extended through Hackensack, running east and west, the *Bergen Evening Record* of November 9, 1901, greeted the first cars with the hopefully prognostic headline: "Bells clang through town today and will do so from now on to eternity." The route was later extended to Paterson. This created the Hudson River line, which was important in Bergen County for many years—in fact, until the present bus line took over in 1938.

In 1902 the Hudson River Traction Company was incorporated and a year later purchased the Newark and Hackensack Traction Company, in receivership since early the same year. Two years later the former was leased by the New Jersey and Hudson River Railway and Ferry Company, whose 48 miles of street railway and 55 cars were taken over by the Public Service Railway Company in 1911.

Meanwhile, the Jersey City, Hoboken and Paterson Street Railway Company had completed its Bergen Turnpike line linking Ridgefield, Fairview and Little Ferry and was rushing toward Hackensack. This route was hailed on August 16, 1901, as opening a promising territory in the heart of Bergen County. When the company's first trolley entered Hackensack from the south in 1903, the *Record* of April 3 reported that "it was crowded with boys and men; a free ride was given everybody who jumped aboard. People ran from stores and houses to see the car go by. All are wild with delight." Several months later the line was absorbed by the Public Service Corporation of New Jersey, which in 1908 turned over all its traction holdings to Public Service Railway, an operating company.

Consolidation of the trolley systems was followed by rapid growth and expansion. Among the many branches and extensions was the line connecting Lodi, Garfield and Passaic with Hackensack, opened in 1904.

Two years later Bergen County learned of a new type of transportation—the bus. Terming it an “experiment,” a Hackensack newspaper of July 19, 1906, commented: “The inauguration of an automobile bus line between Paterson and Ridgewood marks an important event. It inaugurates a new means of communication, and if we mistake not, it is one of the first of the kind in the state.” Another newspaper, describing the reception accorded the Union Transit Company’s “two large and handsome Mack automobile omnibuses,” wrote: “All along the route people were out in their store doors and on stoops waving and cheering as the big cars with their passengers sped by. . . . The auto buses are destined to become very popular. They are roomy and comfortable riding and are in charge of experienced chauffeurs.”

With the increasing importance of the automobile and the commuter, road construction rapidly became a primary concern of the county. Until 1910 the county had built but 34 miles of roads with State aid and had only 3.8 miles of county roadway. About this time the Board of Freeholders began to augment the county road system with huge appropriations for construction and maintenance.

The last vestiges of the toll system disappeared in November 1915 when the Freeholders, heeding decades of agitation on the part of residents, acquired the Bergen Turnpike from the Public Service and converted into a county road the stretch running from Main Street, Hackensack, through Little Ferry, Ridgewood Park, Ridgewood and Fairview. The road was later considerably improved and is now a State highway.

The county and the State expended large sums to meet the needs of growing vehicular traffic. On many occasions Bergen’s share of State aid funds exceeded that of any other county. So swift was the rate of road development that by 1920 the county system totaled 179 miles and Bergen was called “the mecca for

pleasure seekers in the field of motoring." The following decade there was an even greater road-building program, with the county and State pumping millions of dollars into the work.

The Modern System

In April 1921, after considerable study and legislative activity, the Port of New York Authority was created by New Jersey and New York for the purpose of studying the complex problems of transportation in the metropolitan area and planning and co-ordinating port development. The system of bridges and tunnels fostered by the Port Authority has, according to the *Bergen Evening Record*, "opened Bergen to the World," but the Bergen County Planning Board still claims that the barrier of the river "is the greatest handicap in the development of the county."

The Port of New York Authority has jurisdiction over all phases of Port development. It is self-supporting and pays bond interest and amortization and administration and maintenance expenses out of operating revenues. It has the right to issue its own bonds, tax free, for such public improvements as it might undertake at the direction of New Jersey and New York. There are six commissioners from each of the two states assisted by a staff of engineers, technicians, statisticians, lawyers, financiers and public relations men.

Bridging the Hudson was an early hope. In 1834 New York and New Jersey passed resolutions naming a commission to investigate the possibility of constructing a bridge across the river, but the project was not heard of again until 1863, when New Jersey permitted the incorporation of the New York and New Jersey Bridge Commission to build a span, preferably at Fort Lee. The measure, however, was not approved by New York State.

As the suburban growth of Bergen County became more pronounced, the desirability of bridging the Hudson attracted the interest of many citizens throughout the area. A pioneer exponent of the project was Weller H. Noyes of Tenafly, later a vehicular tunnel commissioner. In the late eighties and nineties

real estate was sold on "a certainty of the greatest traffic bridge in the world across the Hudson."

Soon after the turn of the century the discussion as to where a bridge should be built was complicated by the arguments of a vociferous new group which favored not building a bridge at all, but a tunnel under the river. This idea was not new; many years before the same John Stevens who had furthered steamships and the steam locomotive had drawn plans for a vehicular tunnel under the Hudson. Borings and soundings for a foundation were taken along the Hudson River shore by the Interstate Bridge and Tunnel Commission with the aid of frequent contributions from the Bergen County Freeholders.

In October 1908 the Commission was reported to be "most favorably impressed" by a 117th Street to Cliffside Park bridge site. Several months later it was said to favor a bridge from Columbus Circle to West New York, and then opinion shifted in favor of a 179th Street site. The annual report of the Commission in January 1911 announced a preference for the 57th Street-West New York structure. Meanwhile, a savant of the New Jersey Academy of Science had solemnly warned on October 8, 1910, that a Hudson River bridge was "impossible." He recommended a tunnel that would cost considerably less. Proponents of the bridge bickered among themselves and came out finally in favor of the 179th Street-Fort Lee span, but the project remained dormant for more than a decade.

In the interim the tunnel project had been successfully revived. In February 1918 Gustave Lindenthal, noted engineer, prophetically told the Eastern Bergen County Improvement Association that the building of a tunnel would inevitably lead to construction of a bridge. The enterprise soon gained official approval, and early in the following year New York and New Jersey each appropriated \$1,000,000 to begin work on the Holland Tunnel. Ground was broken on October 12, 1920, and the twin tubes were completed seven years later.

The same period witnessed short-lived booms for several other river crossing projects. Among the proposals was a tunnel from 125th Street to Leonia, a Weehawken-Manhattan span and

a pontoon bridge between Yonkers and Alpine. All had their supporters, and promotion meetings were frequent. After gaining considerable backing, the pontoon bridge plan, designed by Lindenthal, was abandoned because of inability to secure the necessary ships from the government.

The Harlem-Bergen County Tunnel, backed by \$90,000 worth of private capital, also gained widespread support. Leaders in the move were J. W. Binder and John Borg, publisher of the *Bergen Evening Record*, who conducted several meetings to further the enterprise. In 1923, after New Jersey approval had been won, the project was turned down by New York authorities. The plan was then discarded and attention was once again turned to the bridge enterprise.

In the fall of 1924 the bridge issue was dramatically highlighted when the late William B. Mackay, State senator from Bergen County and a vigorous proponent of the tunnel bill, made it the chief issue of his campaign. In December of the same year further impetus was provided with the formation of the Mackay Hudson River Bridge Association, later merged with the Interstate Hudson River Bridge Association which had an equally active counterpart in New York. Also prominent in the campaign was the Real Estate Board of the Palisades. Bergen County leaders in the bridge drive in addition to Mackay included Frederick A. Tetor, J. W. Binder, Carl W. Wright, John Borg, Matt C. Ely, Edward A. White, Douglas G. Thomas and Lewis A. Hird.

In 1926, following preliminary surveys by the Port Authority, both States approved construction of a \$60,000,000 single-span suspension bridge between Fort Lee and 178th Street, under plans drawn by Port Authority Engineer O. H. Ammann. Congress likewise granted approval. New York appropriated \$5,000,000, and New Jersey \$4,500,000 as "cushion" loans and the Port Authority was authorized to issue bonds for the remainder. The States' advances have since been repaid. The bridge bonds (\$20,000,000 worth issued in 1926 and \$30,000,000 worth in 1929 and now included in the General and Refunding bond issue of the Port Authority) were to be amortized

out of the bridge tolls. Work on the bridge was started in May 1927, and on September 21, 1927, ground was broken at Fort Lee amid appropriate ceremonies.

The opening of the George Washington Memorial Bridge in October 1931 was hailed by Gov. Franklin D. Roosevelt of New York as "an event of enduring significance with tremendous mutual advantages to the peoples of the two States." Gov. Morgan F. Larson of New Jersey called the joining of the two States typical of the American spirit, "surmounting all barriers, either natural or artificial, which would tend to prevent free intercourse of the residents of both States."

The four huge cables, each 47 inches in diameter, curve broadly downward almost to the bridge deck from the tops of the 630-foot towers. From the concrete roadway 250 feet above the water the towers do not appear to be twice the height of the Palisades at this point; but from a distance the soaring steel is seen in its true perspective and in a delicate beauty which proximity to the mass destroys.

An intricate network of municipal, county and State highways converges at the bridge through three main arteries: State Highway 4 from Paterson; State Highway 1, the north-south route along the Palisades from New York State to Newark; and State Highway 6, which runs west from Fort Lee into Passaic County. A maze of overpasses, underpasses and cloverleaf intersections forces the unacquainted motorist to keep a sharp eye on the direction signs.

While the bridge was still unfinished the ever mounting traffic problem led the two States to scan the possibility of another Hudson River crossing. In 1930 the Holland Tunnel Commissions and the Port Authority were merged, and authorization was later given the enlarged Authority to plan and construct a tunnel crossing from Weehawken in Hudson County to 38th Street, Manhattan. Work was started on May 17, 1934, and on December 22, 1937, the north tube of the Lincoln Tunnel was opened to traffic.

A vital traffic artery from Bergen, Hudson, Passaic and Essex counties, the tunnel affords access to the important mid-

town area of Manhattan. In design it is similar to the Holland Tunnel, consisting of two tubes running parallel under the river, though only one is in use (1940). The New Jersey Plaza is situated in Weehawken in the valley between King's Bluff, a ridge of the Palisades, and the main Palisades. Two State highways have been planned to provide convenient approaches to the tunnel. State Highway S-3 will cross the Hackensack meadows from Rutherford, while State Highway 10 will traverse the northern end of Essex County from Livingston.

There is a record of constant extension of the county road system. From 179 miles in 1920 the county road mileage increased to 342 in 1930 and 470 in 1939. In 1940 county highways and appurtenances, which include 6,463 catch basins, 213 cross drains, 920 fixed bridges, 14 drawbridges, many miles of guard rails and several thousand direction and caution signs, represented a total investment of almost \$50,000,000.

The total length of State, county and municipal streets and highways in the county is 2,087 miles (July 1939), of which 1,539 miles are municipal streets and roads and 78 miles are State highways. Municipal streets are being absorbed into the county road system, and their total mileage is therefore decreasing. In 1939 alone the county system acquired 30 municipal roads.

An extensive network of State arteries crisscrosses Bergen. State Route 1 (US 9W, US 1) runs north and south along the Palisades from the New York line to its convergence with Routes 4 and 6 near the George Washington Bridge and continues southward into Hudson County. State Highways 4, 5 and 6 with their county extensions provide three parallel routes from the Paterson arch through mid-Bergen to the Washington Bridge. Route 2 extends north and south through central Bergen from New York State to Hudson County. Route 3 and nearly completed Route S-3 enter the county together from Secaucus, the former connecting with the Paterson Plank Road and the latter with Route 2. Route S-4-B, now in construction (1941), will branch off from Route 4 at Fair Lawn and traverse Glen Rock, Wyckoff, Franklin Lakes and Oakland on its way to Green-

wood Lake. The ultimate State highway system in Bergen County, based on the comprehensive program adopted in 1927, will comprise more than 100 miles of modern roads, with plazas, overpasses and underpasses, cloverleaves and traffic circles.

Of the many county roads the much-improved Paterson Plank Road is the most heavily traveled. It is a direct route from points in Passaic County through southwestern Bergen County to Hoboken. Teaneck Road, running north and south and crossing State Highways 1, 6 and 4, becomes the Schraalenburgh Road north of Route 4 and extends northward through Bergenfield, Dumont and intervening points to the State line at Northvale. Kinderkamack Road, west of Teaneck Road and running parallel to it, begins at Hackensack and traverses River Edge, Oradell, Emerson and Westwood, continuing northward to the State line at Montvale.

In northwestern Bergen County, the heavily trafficked, improved Franklin Lakes Road and Wyckoff Road, both running east and west, and Ramapo Valley Road, a north and south highway, wind through farming and scenic sections and provide through arteries for the many side roads which join them. Ramapo Valley Road joins State Highway 2 near the State line in Hohokus Township; the others meet continuing highways to span the county.

The Bergen County Road Department, under the jurisdiction of the Board of Freeholders and directed by a Chairman of Public Works and County Supervisor of Roads, is charged with maintenance of the growing road system.

The County Planning Board observes that the county roads, although distributed fairly evenly over the entire county, "are largely streets and farm roads taken over for county use rather than an adequately conceived county system." The need is felt for "a pattern of routes better adapted to county travel."

Traffic studies conducted by the Planning Board show that in the lower half of the county, which is much more densely traveled than the upper half, the chief directional flow is east-west, while in the north traffic moves mainly north and south. The southern half of Bergen accommodates a large porportion of

out-of-county traffic and most of the buses and trucks; the upper part serves, to a great extent, traffic with origin and destination within the county. The bulk of commercial traffic north of Route 4 is carried by Route 2. Most cars crossing Bergen's borders come from within the county (39.5 percent) or from Passaic County (23.2 percent). From Essex come 8.5 percent; Hudson, 11.7 percent; other New Jersey counties, 4.5 percent; and from other states, 12.6 percent.

Surveys made at the seven main outlets—the Washington Bridge in the east, Routes 1 and 2 in the north and in the south and Routes 4 and 6 in the west—reveal that in an average day of 16 hours a total of 168,456 vehicles enter the county. Of these, 86 percent are passenger cars, 11 percent trucks and 3 percent, buses. Private cars carry 80 percent of the 361,093 passengers entering the county on an average day; 20 percent come by bus. The county's greatest single concentration of traffic is at the bridge, which carries approximately 50,900 persons on an average day. Many of these, of course, board the buses at the bridge plaza.

These transportation studies chart the course for future highway development in the county. More north-south highways and east-west roads above Route 4 are the chief requirements, the surveys have shown. They have also pointed to needed improvements in existing thoroughfares.

Travel by bus has eliminated the trolley, which for a quarter of a century was the chief integrating force among the various municipalities. The last trolley car between Paterson and Edgewater, the most tenacious line in the county, rattled over the rails on August 5, 1938, and the bells which were to clang "to eternity" were stilled by the honk of the Klaxon.

Hackensack, the center of the web of bus lines that encompasses the county, commissioned the WPA to build the first municipally owned bus terminal in the United States. Completed in 1938, the depot accommodates close to 1,000 buses daily. The Public Service and independent companies use the terminal and the Main and Mercer Street crossing to dispatch buses in all directions, linking the county seat with the remotest

sections of Bergen as well as with New York, Newark, Jersey City, Paterson, Passaic and Hudson River bridge and tunnel crossings. Paterson is the center for several other bus routes servicing communities in the western part of the county. Bus lines originating in or passing through Bergen move in five main directions: to the George Washington Bridge, Hudson County, Newark, Paterson and Passaic.

Though commuting by railroad has steadily declined since 1924, seven lines serve Bergen, four of them running generally north and south and three, east and west. These are equitably distributed throughout the county with tracks not more than one-half mile from 60 percent of the population. The County Planning Board observes that "the railroad is still the major factor in the development of new land" and is "largely responsible for the distribution of population."

One estimate, based on counts of trans-Hudson traffic made in 1934 by the Regional Plan Association, placed the number of daily rail travelers from Bergen County to New York at 22,150, or an average of about 325 commuters for each of the county's 68 railroad stations. This represents about 60 percent of commuters, a substantial drop from 1924 when 75 percent of the daily travelers took the train.

Express train commuting time to New York, including a 15-minute ferry or tube ride, varies from 25 minutes in the zone near Hudson County to 75 minutes in the extreme northwest corner of the county. Travelers from the Northern Valley communities as far north as the State line figure on a 55-minute trip. Local trains take anywhere from 30 to more than 90 minutes for the same distances. Sixty-trip commutation rates vary from \$5.50 near Hudson County to \$14 in the northwest. All the railroads meet the ferries or "Tubes" to Manhattan at their terminals in Hudson County.

Despite the shorter time needed for crossing the river by bridge or tunnel, ferries, the least expensive of the three ways, are still extensively used. Three lines have terminals in Bergen County: the Alpine Ferry to Yonkers in the north; the Dyckman Street Ferry between Englewood Cliffs and northern Man-

hattan; and the much traveled Public Service 125th Street Ferry, which docks at Edgewater. Most of the ferry patronage, however, goes to Hudson County, where rail commuters make connections for New York. At Weehawken is the ferry for the New York Central's West Shore line; Lackawanna passengers take the ferry or the Hudson and Manhattan "Tubes" at Hoboken, or the ferry from Weehawken; the Erie has ferry lines in Jersey City and also connects with "the Tubes" there.

It is possible that more direct and hence quicker service might have stemmed the constant decrease in railroad patronage, which has led to curtailment of train service. The recognition of this factor led the New York, Susquehanna and Western Railroad to build a new station, Susquehanna Transfer, directly beneath the highway approach to the Lincoln Tunnel. Trains stop here during commuting hours for passengers to catch the bus to midtown Manhattan, eight minutes away.

Other lines have not made this effort. When the Northern Railroad of New Jersey and the New Jersey and New York Railroad, both at one time heavily traveled, cut their schedules drastically in September 1939, just a month after the Susquehanna had completed its new transfer, the *Bergen Evening Record*, perceiving a trend, commented: "The Bergen lines are about ready to give up the ghost."

The accuracy of this prophecy became increasingly apparent. The Erie repudiated its 99-year lease of the 82-year-old Northern Railroad of New Jersey, and the Northern was scheduled for complete abandonment on April 30, 1940. An extension of life was pumped into the old road largely through the protests of the Northern Railroad Communities Association, which felt that depriving the Northern Valley of a railroad would result in heavy property depreciation. Protest meetings were frequent, and various proposals were made to save the railways. A meeting of Cresskill citizens in April 1940, for example, voted "to support the Northern Railroad of New Jersey if service is continued, provided railroad officials will justify that support by offering different type commutation tickets and fares in line with present day conditions." At present the Northern

has only three trains daily in each direction and none Sundays.

Similar efforts are being made to save the New Jersey and New York line, which in March 1940 reached a new low of five trains daily eastbound and six westbound, with no trains on Sundays. In granting permission to the Erie to curtail service, the State Board of Public Utilities Commissioners declared: "It is entirely clear from a survey and analysis of the transportation revenues created solely by patronage that the public has over a course of years gradually failed to avail itself of the railroad transportation facilities with the consequent recurring loss in revenue."

The public did not fail to act, however, when it looked as though it would be without train service. The Board of Freeholders, commuters' groups and other organizations undertook action to solve the rapid transit problem. In March 1940 one of these groups, the North Jersey Rapid Transit Committee, called for the formation of a transit authority that would work independently or co-operate with the Port of New York Authority in a program to tie Bergen and other New Jersey counties more closely to New York City. This plan was seen "as the only means of saving the area's bankrupt railroads and at the same time averting the slow economic death of the entire region."

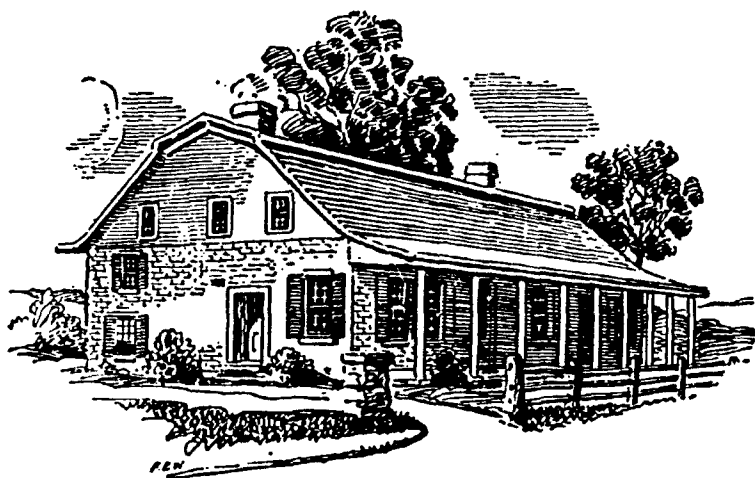
Shortly afterward the Board of Freeholders petitioned the State Legislature for creation of a district transit authority "to solve the transportation problem and to have authority to make a survey of the needs of Bergen County in respect to railroad transportation." The resolution pointed out that "a great number of residents of Bergen County have been and are being put to serious inconvenience through the reduction in train service and through threat of further reductions and even abandonment of service" and that "consideration should be given to the problem of connecting Bergen County with mid-Manhattan by train service."

Action followed in the State legislature on April 8, 1940, when Assemblyman Walter J. Freund of Bergen County introduced a bill to establish a joint legislative commission on North

Jersey suburban transit problems. The bill has passed both houses of the legislature and requires similar action in New York State. It envisions the construction of an electric railroad linking North Jersey and southern Rockland County with midtown Manhattan.

Other plans have also been considered by the North Jersey Transit Commission, the Port of New York Authority and the Regional Plan Association. One envisions a subway line paralleling Route 4 from the George Washington Bridge to Paterson with wide loops encircling south and central Bergen. Another proposes a subway from Paterson which would cross the bridge and use the tracks of New York's 8th Avenue line. It has also been suggested that the West Shore Railroad run across the bridge, connecting with the New York Central tracks in Manhattan.

The County Planning Board in conjunction with the WPA is conducting extensive research for the purpose of formulating a master plan for future rapid transit development. Preliminary results indicate the need for improved rail and bus connections with New York City, a more regular network of highways adapted to through traffic, better accommodations for bus passengers using the George Washington Bridge, wider pavements in some areas, increased use of the parkway and freeway types of routes and a ban on parking along main highways.



7. *Architecture*

THE impress of the early Dutch settlers is nowhere more apparent in Bergen County than in the development of its architecture. Although homes, public buildings and factories reflect the several trends that have affected American architecture, the influence of the Dutch Colonial style is predominant. There is hardly a community in the county that does not have one or several old Dutch houses. Many of the simple sandstone churches built by the Colonial farmers still thrust their spires above the trees of modern suburban villages or stand imperiously overlooking traffic-filled highways.

Architects of the mid-nineteenth and early twentieth centuries turned their backs on the simple lines of this characteristic local form, but recently it has had a vigorous revival. Rows of brick-faced, stone or frame reproductions of the old Colonial houses line the streets of new suburban developments; and many

of the old houses, left to decay for decades or renovated out of all recognition by later generations, have been restored and adapted to modern use.

As indigenous to this region as are its skyscrapers to New York City, the Dutch Colonial style which developed in southern New York and northern New Jersey is, according to Thomas Jefferson Wertenbaker's *Founding of American Civilization*, attributable to Flemings who immigrated with the Dutch. The familiar low lines of the roof, curving out in projecting eaves over the front and rear walls, was a device used by the natives of the Flanders plains to protect the perishable walls of their farmhouses, of clay mixed with lime and straw, from the driving rains. Slave labor enabled the Colonial farmers to make use of the native sandstone for the walls of their one-story homes; but the original sweeping lines of the roof, the deep overhang and the recessed windows were retained.

At first stones were cut with little regard for size or shape and laid in random bond. Later, oblong blocks, 8 inches high and from 6 inches to 2½ feet in length, were laid in mortar made from "mud or clay strengthened by straw or hogs' hair." Pointing-up was done with lime mortar, leaving conspicuous white joints. Finished cut stone sometimes was used for the front façade and corner quoins, while the remainder of the walls was filled in with coursed rubble, as in the Demarest House at River Edge. Generally, however, the stonework was cut in regular coursed bond, as in bricklaying.

The living rooms of the earliest homes were all on the first floor, and the attic under the gambrel was used as storage space for the winter's food supply and for looms and spinning wheels. The steep, narrow stairway had a door at the bottom to keep the heat in the living room.

The walls were roughly plastered and the great adze-hewn beams were left uncovered. Windows, set almost flush with the outside of the thick stone walls, had deep sills within. In the Frederick Haring House, Old Tappan, the original ceiling beams, unmarred by paint and weathered to a silver gray, can still be seen.

Gradually the cottage, reshaped by local conditions, attained a distinct, individual form. As a farmer prospered and his family increased in size, Wertenbaker points out, "the little cottage of his father or grandfather no longer seemed adequate to his needs. So he replaced it by, or more often added to it, a somewhat pretentious residence of perhaps forty-five feet by thirty, with low gambrel roof . . . usually without dormers." Examples of the Colonial farmhouse successively enlarged may be seen in various parts of the county, particularly on the Tenaflly and Polifly roads and along the Saddle River.

The Dutch Colonial gambrel roof, which received varied treatment during the eighteenth century from New England to Virginia, assumed in Bergen County a distinctive and symmetrical design. Its sweeping ridge line, with deep overhanging eaves at front and rear, close-cropped gable ends, with the upper roof pitch much shortened and flattened and the lower one lengthened and curved, produced an aesthetic effect that defies duplication today.

As the style developed the overhang was sometimes extended to allow for a porch or piazza supported by columns which stretched across the front of the house or else flanked the front door. A small stoop before the front door had a bench on either side where the farmer might sit and smoke his evening pipe. The cellar was entered through outside stairs, with a door set aslant in a bulkhead, invariably under a front window. The Vanderbilt House, River Vale, still has two of these doors, as does the Samuel Demarest House, which stands adjacent to the Huguenot Cemetery, New Milford. The majority of the houses faced south regardless of the direction of the road, so as to receive the winter sun, while the eaves afforded daylong shade during the summer.

The Zabriskie-Steuben House, New Bridge, is often cited as the most notable surviving triumph of local Colonial style. The great roof, unbroken by dormers, sweeps gracefully down from the ridge to a deep overhang, supported by nine columns. The double front doors and the many-paned windows break the line of the long façade with pleasing symmetry. Set at the curve of

the road leading across narrow New Bridge over the quiet Hackensack River, the house rests peacefully against a background of open country, little changed since John and Peter Zabriskie carved their initials and the date 1751 in the stone plaque in the western wall. The house, confiscated from the Tory Zabriskies, was offered to General von Steuben as a reward for his services in the Revolution. It is now the headquarters of the Bergen County Historical Society. Restoration of the interior, carried out with the aid of WPA labor, has revived the beauty of the paneling, a monument to the craftsmanship of the Colonial builders.

Originally, Dutch Colonial front doors were purely utilitarian and were built in two sections so that the upper half could be opened on a fine day, while the closed lower half kept out the barnyard stock. Early doorways had a panel with six or eight small glass panes above the door. Later, a rising sun fanlight was introduced. Early houses had two front doors, each opening into a large room with a smaller room behind. The Samuel Demarest House at New Milford is an unaltered example of this type, as are the Steuben House, New Bridge; the Frederick Haring House, Old Tappan Road and Pearl River Road, Old Tappan; and the Naugle-Aureyonsen House, Hickory Lane, Closter, built in 1736.

Next in general use was the house with the front door toward the side, opening into a wide hall with a stairway at the back. The Terhune House, 450 River Road, Hackensack, and the Peter Westervelt House on Grand Avenue, just south of Route 4, Englewood, show this treatment.

Although early Colonial houses were equipped with heavy batten doors hung with wrought-iron hinges and fastened inside with wooden bars or belts of iron, the deeply religious and often superstitious settlers believed that added protection was necessary against witches and evil spirits. On the doors they made awl scratches which later developed into various symbols (diamond patterns, signs of the cross, worn horseshoes, etc.) carved against the paneled surface of the wood. These "witch doors" may be found in other parts of New Jersey and in New Eng-

land; Bergen County's best example is the Scott House, Saddle River Borough.

Towards the end of the seventeenth century as sawmills developed in the region the pioneers found clapboard "the cheapest and most convenient covering for their outer walls." The increased use of wood in construction also produced the "carpenter architect." Two pioneer families who turned from farming to building were the Ogdens and Cranes, from whose mills beams and planks were occasionally sent to London.

Although these Colonial builders were in close contact with English architects, it was not until 1720 that the English conquest of 1664 exerted any marked influence over the local architectural style. As the residents became more prosperous they began to adopt some of the features of the Georgian style, already prevalent in New England. This resulted in houses combining amplitude, dignity and an increase of decorative detail with the simple lines of the original style.

The Georgian style introduced changes in the interior plan, exemplified in the Vreeland House, Leonia, the De Groot House, Ridgfield, and the Demarest House, Closter. The front door, flanked by decorative glass panels and a rising sun fanlight, opens into a square hall, the back wall of which is broken into three openings. The central one leads to a narrow hall which runs to a rear door. A cabinet staircase rises from one of the side openings, and the other is occupied by a huge closet. Four rooms of equal proportions, with a chimney in each, are reached from the front and rear halls. From the dining room a door leads into the kitchen wing. In the Demarest House, Closter, there is still a spy window in the kitchen door, permitting the mistress to keep a watchful eye on the household slaves. The doors of the front rooms have decorative fanlights, to furnish light in the hall while doors were kept closed to keep in the warmth. Throughout the house doors and moldings are intricately carved. There is a lavish but tasteful use of carved detail in the mantel board and side panels of the wide fireplaces. The mantels of the De Groot and Vreeland houses are considered the best of this period.

Windows, save in the very earliest houses, had lintels of stone, rectangular or trapezoidal. A good example of these may be found in the Cornelius Wortendyke House, Goffle Road, Midland Park, which also has the original windows with 12 panes in the upper and 8 in the lower sash.

The gable ends of the Dutch Colonial house, frequently shingled or covered with board, were a challenge to the decorative instinct. Small quatralunar windows were placed just under the roof at either side of the chimney. Where there were two chimneys it was customary to use a single half-moon window, set with rising-sun paneling of glass.

In the larger, later houses, the central half-moon was supplemented by two oriel windows, set with delicately leaded glass, as in the Jacob Zabriskie House, Paramus Road, Paramus, and in the west façade of the Vreeland House, Leonia. The Holdrum-Wanamaker House, Montvale, built in 1778, is a fine early example of this window treatment, with the original glass still in place, although the house as a whole is in poor condition.

The practical Dutch, dependent for their subsistence on the yield of their farms, built their barns and outbuildings with the same care as they used in constructing their dwellings. They immediately abandoned the practice, common in northern Europe even today, of placing the barn and house under one roof; but in general the barns, according to Wertenbaker, were "almost as Dutch as though they had been built in Holland."

The roof descends in a steep slope to rest on the beams of the low side, not much higher than a man's head. Additional support is furnished by 10- to 12-foot hewn posts connected by great cross beams. Large doors in the center of each gable end permit direct passage through the barn. On either side are small doors leading to the stalls, with the hay loft above. Many of the old barns, built of stone or wood, continued in use long after the houses had been demolished. The Wortendyke Barn still standing at Park Ridge had a thatched roof as recently as 1916. This has since been replaced by shingles, but most of the original heavy beams, held together with wooden pegs, are still in place. The floor is of boards 12 or 14 inches wide.

As in the case of their homes, the Dutch settlers built their first churches to conform with tradition. Disciples of the Reformation, they remembered Calvin's warning against "seeking the church of God in the beauty of buildings." The first Church on the Green in Hackensack, the mother of all Bergen County churches, built about 1696, was octagonal, the belfry rising from the center of the eight-sided roof. William Day and John Stagg are credited with the design and Epke (Egbert) Banta was charged with the construction. Stones bearing their initials were contributed by the members for the walls.

Austerity marked the interior, with the pulpit rather than the altar the most conspicuous feature. Male members sat on benches around the walls; the women provided their own chairs. The present edifice, the result of remodelings in 1792, 1847 and 1869, shows the effect of later influences. According to Wertenbaker the style employed in the old Dutch Reformed churches is traceable to the English influence. The graceful steeples rising above the gable, the high windows, the simple front doors and the gentle proportions of the entire structure differ little from the churches in New England. The Schraalenburgh Church at Dumont, the Old South Church at Bergenfield, the Paramus and Ridgely churches, all dating from the early eighteenth century, are Dutch only in their denominational background.

After the break with European traditions following the Revolution, newly acquired wealth permitted residents to adopt architectural forms reflecting the amplitude of the new era. There was also a growing tendency to follow the French inspiration, which formed an ideal setting for the pompous neoclassic that came after the French Revolution.

Architects Ithiel Town, his pupil, Martin Thompson, and Alexander Jackson Davis were disciples of the Greek tradition in architecture. Thompson designed homes for the owners of the many cotton factories established at the time. These were "mansions" built on generous lines, with big chimneys, many fireplaces, immense windows and front doors flanked by columns which sometimes reached to the second story.

The Victorian period ushered in an era of bad taste. The simple lines of the Dutch Colonial and the stateliness of the neoclassic structures were swept aside and often obliterated in a flood of turrets, mansard roofs, ornamented gables, porches, grillwork and elaborate fenestration. Designers of the period made up for lack of inspiration by an excessive use of extraneous decorative detail both inside and out. Brick, which was cheap at the time, was laid in a variety of patterns with an eye as much to its aesthetic effect as to its function.

The old Dutch houses did not completely escape the ingenuity of the Victorian designers. Several of these stand today, their façades decked out in ornamental porches, their sloping roofs cut by peaked dormers or replaced by slate mansard roofs. The Englewood Club on Palisade Avenue, Englewood, survives as one of the less ornate examples of this period. The substantial two-story and attic structure was once the home of the Homans family. The ceilings are not so high nor the mantels so elaborate as those typical of the period; but its spaciousness and solidity bespeak the expansiveness and love of comfort that marked the era.

With the rapid increase in suburban development in the last quarter of the nineteenth and the first decade of the twentieth century there was a tendency to abandon the over-ornamental Victorian style in favor of simpler, less expensive but equally artless houses which sprang up in the wake of the railroads that almost overnight were converting farms into villages. However, here and there commuters of higher than average income were building great houses in an infinite variety of styles. The monotony of rows of boxlike houses in some of the more modest suburbs was in sharp contrast to the Italian villas, Elizabethan manors, French chateaux and elaborate adaptations of early American designed by noted architects in such towns as Englewood, Ridgewood and elsewhere throughout the county.

As the need of improvement in the design of small houses became apparent, architects began to take note of the old Colonial style and to adapt it to modern use. Aymar Embury II, a native of Englewood, who has designed many fine Engle-

wood homes, the Knickerbocker Country Club, the Triborough, Henry Hudson, Marine Parkway, Whitestone and Niagara Falls Bridges and the Lincoln Tunnel approaches, was a pioneer in the movement. Mr. Embury says:

It so happened that the first houses I built were small houses, which perhaps were not particularly good, but were at least an advance on the other houses of that time so that my earliest work received recognition out of all proportions to its merits. I do think that I was somewhat responsible for popularizing the Dutch Colonial type. Very few other architects had ever noticed it.

As characteristic of twentieth century trends as was the old Dutch Colonial architecture of the early days of the county are the recent housing developments of garden-type apartments and multiple-unit dwellings. Many of these have achieved homogeneity while avoiding monotony by a happy choice of building materials and an adaptation of designs based on those originated by the early settlers. Planning Boards and Boards of Adjustment, by laying down building restrictions and zoning laws in many of the towns, have made it possible for architects to avoid the ugly results of past errors. These housing groups are most prominent in Teaneck, Englewood, Tenaflly, Leonia and Radburn.

Radburn, the "Town for the Motor Age," opened in the summer of 1929, has attracted national interest as a planned community. Henry Wright, a pioneer in modern housing, Clarence Stein and a number of fellow architects have designed a community on a stretch of farmland south of Ridgewood for people of moderate income. The town is laid out in "super blocks" around a central core of park land, approximately a mile in circumference. Homes, built in the strip of land surrounding the park, have two entrances, one on a foot path which leads into the park, the other on a dead-end street running from the motor highway surrounding the block. Footpaths which underpass the motor roads have achieved for the community the conveniences of the motor age while minimizing its dangers. The development also includes a large apartment house, store building, swimming pools and tennis courts.

Old Houses and Churches



Epstein

SAMUEL DEMAREST HOUSE, NEW MILFORD

DAVID DEMAREST JR. HOUSE, NEW MILFORD

Rubel





STEBUEN HOUSE, BERGEN COUNTY HISTORICAL SOCIETY, RIVER EDGE

Epstein

MANSION HOUSE, HACKENSACK

Epstein





Hist. Amer. Bldg. Survey

VAN HORN-BRANFORD HOUSE, WYCKOFF

Hist. Amer. Bldg. Survey

ZABRISKIE-CHRISTIE HOUSE, DUMONT





PETRUS-BENJAMIN WESTERVELT HOUSE, CRESSKILL

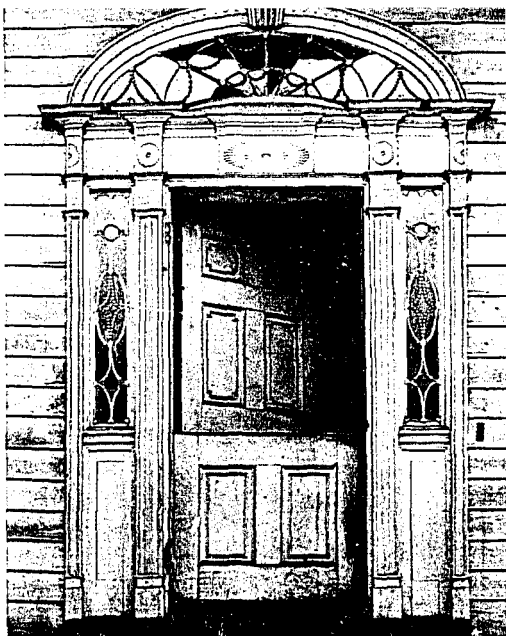
Epstein

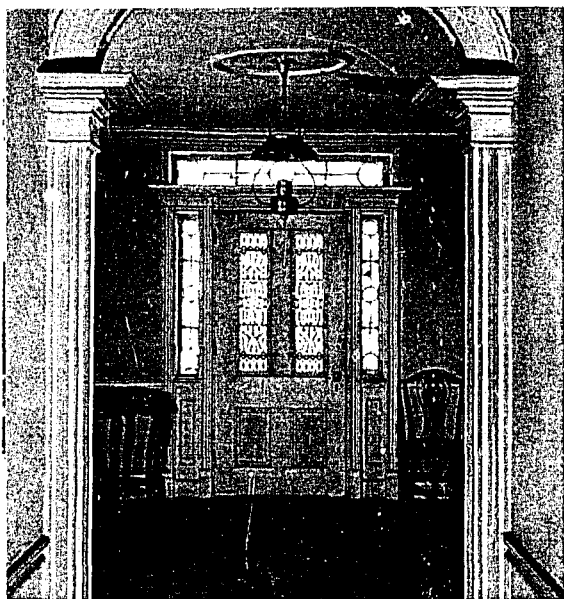
VREELAND HOUSE, LEONIA

Epstein



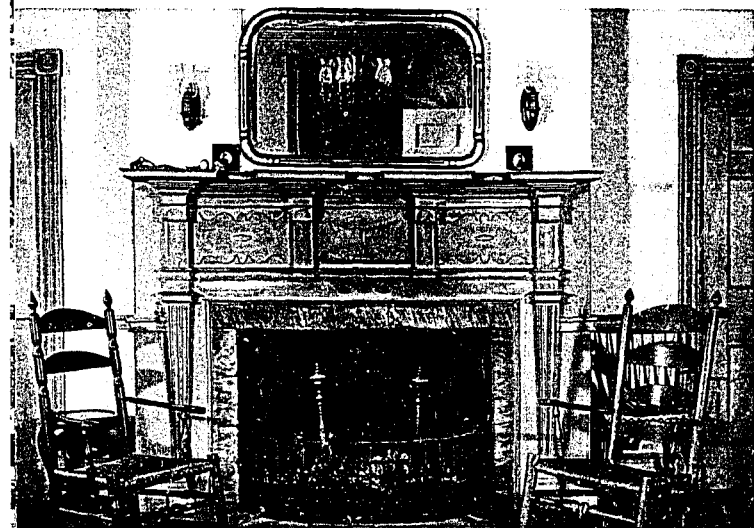
DOORWAY AND
FIREPLACE IN THE
VREELAND HOUSE
Epstein





HALLWAY AND
FIREPLACE IN
THE DE GROOT
HOUSE, RIDGE-
FIELD

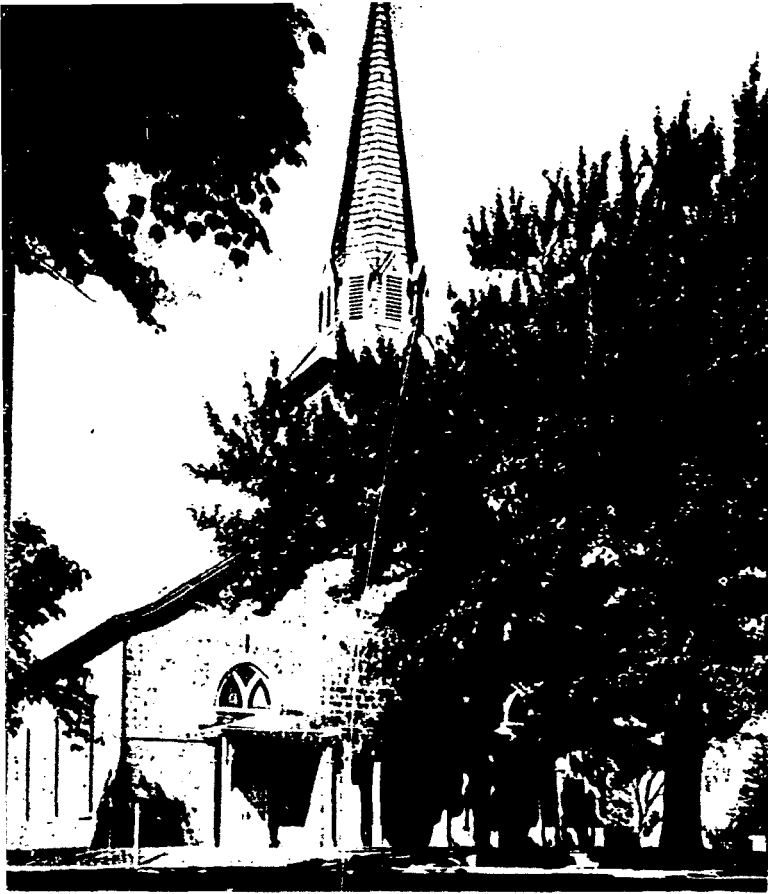
Epstein





Epstein

CHURCH-ON-THE-GREEN, HACKENSACK



REFORMED CHURCH
OF PARAMUS,
RIDGEWOOD

Rubel



ENGLISH NEIGHBOR-
HOOD CHURCH,
RIDGEFIELD

Rubel

Church architecture still manifests the influence of the Gothic style which came in with the Victorian age. Most of the old Dutch churches remodeled during the middle of the nineteenth century bear the marks of the contemporary style in the pointed arches of window and door frames.

Christ Church (Protestant Episcopal), Hackensack, begun in 1863, is an outstanding example of mid-Victorian Gothic. Alterations to the front and the spireless tower added in 1893, the enlargement of the choir and sanctuary and the adjacent guild house and rectory have all been carried out in conformity with the original design.

Gothic on a far more ambitious scale is the ample stone bulk of the Second Reformed Church at Union and Ward streets, Hackensack, designed in 1907 by Edward Pearce Casey, who won first prize in the Grand Monument Competition, and Arthur Durant Sneden, who, although a native of Rockland County, New York, has long been identified with local architecture.

Although the term Gothic is technically and historically accurate as applied to the Church of the Holy Trinity (Roman Catholic) at Pangborn Place and Maple Avenue, Hackensack, erected 1927, its architect, Raphael Hume, considers "French Romanesque" more appropriate. The building suggests Spanish influences and was derived from the cathedral at Salamanca. Eight Corinthian columns rest on the short flight of wide steps, beyond which the great central doors open to high-pitched ceilings. Externally there is a departure from the pointed Gothic window of tradition.

In Englewood Hume designed the priory of the Carmelite order in a Gothic of which the mood is middle English, varied at windows and buttresses by more modern touches. The style of this architect asserts itself likewise in the treatment of St. Cecilia's Roman Catholic Church, Demarest Avenue, Englewood, visible for miles down the valley. Despite its size and massive construction the delicacy of the stone carvings about the rose windows and on the columns of the entrance porch lighten the whole successfully.

St. Paul's Protestant Episcopal Church, Grand Avenue, Englewood, is an imposing structure of light and dark sandstone erected in 1899. Its memorial stained-glass windows are unusually fine.

Public buildings in the county run the gamut from Gothic to reproductions of Georgian Colonial. The Johnson Library, Hackensack, an Elizabethan Gothic structure of rock-faced Belleville stone, features a clock tower reminiscent of a sixteenth century castle. The interior is finished in Flemish oak with beamed ceilings and leaded casement windows.

Dominating the public buildings of the county is the Bergen County Courthouse, constructed in 1912. The neoclassic structure, designed by James Reilly Gordon, is considered "one of the most successful buildings in the State." Situated on lower Main Street across the Green from the historic Church on the Green and the Mansion House (1751), the building is approached from a broad terrace flanked by statuary. The strength of the entrance portico with columns *in antis* is emphasized by the fine proportions of the two recessed wings. The massive dome, illuminated at night, is an outstanding feature of the landscape. A band of sculptured figures around the exterior of the dome records the trials and triumphs of the families who built the church nearby and the march of progress that began with the erection of the first dwelling with a gambrel roof. Adjoining the Courthouse on the east is the five-story county jail, combining modern lines with medieval battlements.

Rapid growth of the county necessitated the erection in 1933 of the Bergen County Administrative Building to house county agencies and administrative offices. The neoclassic style of the four-story Arkansas marble structure, designed by Tilton, Schwanewede and Githens, conforms happily with the dignity of the Courthouse.

The County Medical Center, composed of Bergen Pines and the Bergen County Hospital, is made up of ten Spanish-style buildings of stucco, roofed with red tile and connected by underground tunnels. The architect, Cornelius V. R. Bogert, also designed the Old People's Home nearby. This edifice is a gra-

cious Colonial brick building with a south façade enhanced by two-story columns, hospitable white doors and wide porch.

Return to early American styles is exemplified in the Y. M. C. A., Main Street, Hackensack. Designed by Louis E. Jallade, the red brick slate-roofed building has an impressive entrance with white columns two stories high forming a broad porch. The doorway has leaded glass fanlights and the traditional carved pineapple, symbol of hospitality.

Another successful adaptation of the Colonial style to modern public buildings is the Teaneck Town Hall. The brick structure has a four-column white portico extending to the second story and is surmounted by a cupola.

The progressive spirit characteristic of the county is apparent in the rapid advances that have been made in the past decade in school and industrial architecture. Outstanding among the many modern school buildings, in the county and in the State, is the beautiful Dwight Morrow High School in Englewood, built in 1931-32 and designed by Lawrence Licht. The building, set in a 37-acre park, is in English Tudor style. The principle feature of the asymmetrical design is a 120-foot tower, topped with stone tracery, planned to hold a carillon. The building, which houses 3,000 students, is the first unit of a much larger plan, which will include additional shops, study halls, a 1,500-seat auditorium and a branch of the public library. Designers of high and elementary schools in Teaneck, Ridgewood, Tenafly, Fort Lee, Glen Rock and other towns have made a conspicuous success of adapting modern educational needs to harmonious design.

Factory buildings which have appeared in the last decade contrast sharply with the murky red brick structures of old. Today's streamlined structures, with a liberal use of glass and simple vertical design, sacrifice nothing in aesthetic effect to their functional purpose. The tendency is to construct one- or two-story plants which permit extension as needed without loss of light or ventilation. Typical of these is the Bendix plant at Bendix, begun in 1937, which has spread out in a series of glass-walled wings.

The Hills Brothers coffee plant, constructed at Edgewater in 1940, illustrates other possibilities of functional design. The motif of alternating light and dark bands furnished by the high windows is reinforced by the long light line of the covered dock and the striped verticality of the 14-story mixing tower. Directly across the river the neoclassic Grant's Tomb and the Gothic Riverside Church furnish an almost startling contrast. Designed and built by the Austin Company, the structure, with 225,000 square feet of floor space, contains complete facilities for coffee unloading, storing, roasting, packing and shipping, as well as a cafeteria and executive offices.

Modern architecture in Bergen County finds its most impressive expression, however, in the George Washington Memorial Bridge. Flung against the massive bulk of the Palisades, the 3,500-foot span at a distance possesses a cobweb grace and close at hand does not reveal that at this point the towers are twice as high as the rock barricade. The Port of New York Authority Building at the New Jersey end, because of its simple solid appearance and the large stones, found at the site, used in its construction, blends harmoniously with the environment.



8. National and Racial Groups

SINCE the days of the first Dutch settlers Bergen County's social heritage has been enriched by repeated infusions of foreign immigration. Representing more than a score of nationalities, these immigrants by their zeal and industry have contributed largely to the county's economic and cultural development.

When the Dutch first arrived some 300 years ago they found the region inhabited by the Achkinheshacky Indians, whose primitive civilization was centered between Hackensack River and Overpeck Creek. Gradually the Indians were pushed westward; "undoubtedly they taught the first settlers many things about fishing, hunting, the cultivation of maize."

Accompanying the Dutch into the region were a small number of French Huguenots who, fleeing France to avoid religious persecutions, tarried a while in Holland and England. The capture of New Amsterdam by the British in 1664 was

followed by an influx of English, many of whom established their farms in the region between Englewood and Ridgefield, long known as "English Neighborhood."

Adjacent to the thriving settlement of New York, Colonial Bergen County attracted increasing numbers of Dutch and English. Though later eclipsed by large-scale immigration from other lands, these early pioneers have left an indelible imprint on every phase of Bergen County life.

An index to the nationality complexion of Bergen's early inhabitants is offered by the records of His Majesty's Board of Justices and Freeholders, which reveal that during the Colonial period the clerks of the board included Edmund Kingsland, English, Abraham Westervelt, Dutch, Jacobus Demarest, French, and John Hogan, Irish.

For more than a half century after the Revolution immigration was slight, being mainly English, Irish, Scottish and Dutch. Some came directly from their homelands, others from New York and New England. Then, in the mid-nineteenth century, a more diversified immigration set in, swelling in later years with the growth of industry. First to arrive in large numbers were Germans, followed by Italians, Poles, Czechs and others. Economic and political factors mainly impelled these newcomers to leave their native lands, a movement that continued unabated until well into the twentieth century.

In 1900 there were 20,247 foreign-born. The number rose to 39,383 in 1910, 54,184 in 1920 and 83,850 in 1930. These figures show a much greater percentage increase than that for the country as a whole. Germans constituted the largest group in 1900 and 1910, but the Italians took the lead in 1920 and maintained it in 1930. They were followed numerically by the Germans, Poles, English, Irish and Czechoslovakians.

The figures for foreign-born, however, tell only part of the story. The 1930 census reveals that out of a total of 272,020 native-born persons, 144,525 were of foreign or mixed parentage, commonly known as the second generation. Thus, almost two-thirds of Bergen's 364,977 population had an immediate or secondary foreign background.

Municipalities with the largest proportions of foreign stock are Garfield, Lodi, Cliffside Park, Lyndhurst, Wallington, Fairview, East Paterson and Little Ferry. According to the 1930 census, the latest at present (1941) available, out of a population of 29,739 Garfield has 11,103 persons of foreign birth and 16,510 of foreign or mixed parentage. Lodi's population of 11,549 includes 4,069 foreign-born and 6,228 second-generation residents. Cliffside Park has 4,402 and 6,691 respectively out of 15,267. Lyndhurst, Wallington, Fairview, East Paterson and Little Ferry also have large proportions.

A strong inclination to become citizens and participate in the normal life of the community is indicated by the fact that since 1921 the Americanization Department of the county Y.M.C.A. alone has helped 14,000 persons fill out naturalization papers. Most of the foreign-born strive to retain the native tongue and customs and to impart them to their children. Through environment and education, however, the second generation presents a sharp cleavage with the homeland ways of the parents, while the third and succeeding generations generally merge completely with the main stream of American life.

The tendency of many foreign groups to cling together has given rise to a host of organizations, social, recreational, fraternal and political. Especially popular are mutual aid and sick and death benefit societies. Churches offer services in the native tongue, while several groups maintain part-time schools where children are taught the language, customs and history of their parents' native land.

Many organizations maintain quarters where plays, motion pictures and entertainments are often given in the native tongue. Also common are social affairs where the foreign-born don native costumes and participate in homeland dances. The second generation, however, usually prefers the manners of America.

The Germans began their influx into Bergen County about 1850, when many of them sought refuge in America following the unsuccessful democratic uprisings of 1848. The first substantial settlement was made in 1854, when the German Democratic Land Association of New York City purchased 140 acres

of land in South Bergen and named it Carlstadt (Carl's City) in honor of Dr. Carl Klein, leader of the association. The settlement was often referred to as "The Little German Village on the Hill."

German immigration gained momentum in the latter part of the nineteenth century; between 1900 and 1930 the German population of the county more than doubled. Census figures for 1930 show 14,940 foreign-born and 30,437 second-generation Germans, well scattered throughout the county. Communities with the largest numbers of the former are Garfield (1,052), Cliffside Park (838), Teaneck (807), Hackensack (763), Lyndhurst (642) and Ridgefield Park (508).

Unlike other groups whose social and recreational activities revolve around the church, the Germans have many secular organizations such as singing, dramatic and athletic societies. Most of these are centered in Carlstadt, where the majority of the population claims German descent, though the foreign-born element today is small. The Turn Verein, an athletic organization, has been in existence there since 1857, while the Concordia, a dramatic and singing society, was founded ten years later. The Maennerchor (Men's Choir) and the Damenchor (Women's Choir) have branches in various parts of the county.

German picnics and outings, noted for their conviviality, once attracted large attendances. Though these colorful gatherings are now infrequent the school picnic and parade in Carlstadt, begun by the first German settlers, is the oldest surviving annual event in Bergen County. The German language, until 1918 a required study in all Carlstadt public schools, is still heard frequently in street conversations and at the headquarters of the Turn Verein and Concordia.

Several municipalities have German mutual aid societies as well as clubs devoted to social and recreational activities. Most popular of the former is the Krankenkasse, a nation-wide sick and death benefit society. The clubs frequently hold concerts, social affairs and entertainments entirely in German. A weekly newspaper, the *Passaic Wochenblatt*, is read in Bergen County, and New York German papers have large circulations.

Until the closing years of the nineteenth century there were few Italians in Bergen County. In 1900 they numbered 2,055, increasing to 8,489 in 1910 and 14,162 in 1920. In 1930 there were 20,785 of foreign birth and 34,474 of Italian or mixed parentage. The largest numbers of the first group are in Garfield (3,174), Lodi (2,446), Hackensack (2,092), Lyndhurst (1,655) and Cliffside Park (1,278). Many also reside in Englewood, Teaneck, Ridgefield Park, Wallington, Waldwick and Emerson.

Driven to America by economic necessity, the majority of Italians who came to Bergen County, most of them from southern Italy and Sicily, found work as mill hands and laborers. Large numbers were attracted by the silk-dyeing industry at Lodi and the woolen mills at Garfield and Passaic. Others obtained employment in the factories at Edgewater and settled in the vicinity of Cliffside Park, Fairview and Fort Lee. Most of the industrial unions in Bergen have a decided Italian composition, and, in many cases, Italian leadership. Palisades Park has a small colony whose members during the spring and summer travel widely in small trucks with scissor-grinding equipment.

The center of most Italian activities is the church, where sermons are usually delivered in the native tongue. Among the large Italian Roman Catholic churches in Bergen County are Our Lady of Mount Virgin and Our Lady of Sorrow, both in Garfield; St. Joseph's in Lodi, Church of the Madonna in Cliffside Park, St. Francis in Hackensack and Mt. Carmel in Lyndhurst. Connected with these churches are numerous organizations for children and adults.

Many Italian districts observe saints' days with colorful parades, gay street carnivals and feasting. Held in roped-off sections, the carnivals are elaborate affairs with multicolored lights, booths, bunting, music and fireworks.

Most Italians belong to one or more of the numerous lodges, fraternities or mutual aid societies. Outstanding is the Sons of Italy, with branches in all Italian centers, which conducts an extensive Americanization program. Two Italian newspapers,

The Messenger and the *Colonial Sentinel*, both published in Paterson, enjoy considerable circulation. New York Italian papers are widely read.

One of the few homeland customs practiced by Italians here, and to a lesser extent by other nationalities as well, is the native style of preparing food and drink. Italian funerals, particularly those of lodge members, are frequently elaborate affairs, with flowers in profusion, a uniformed band and a long procession.

The Poles, who comprise the third largest group of foreign-born in the county, have arrived mostly during the last few decades. Though mainly from the peasant class in the old country, they found employment chiefly in the woolen mills of Garfield and Passaic. Of the 7,941 persons of Polish birth in the county, according to the 1930 census, 2,296 reside in Garfield, which also has 3,763 second-generation Poles; in nearby Wallington more than half of the 9,000 population is of Polish birth or extraction. Smaller numbers are in Cliffside Park (450), Lyndhurst (372), Hackensack (315) and Lodi (307). Second-generation Poles in Bergen County number 12,869.

The center of most Polish activities is the Polish Peoples Home in Passaic, built and maintained by numerous Polish organizations in Passaic and Garfield. Besides conducting a well-balanced program of social activities, the Home sponsors several organizations and holds Americanization classes for the teaching of United States and Polish history. The White Eagle House in Hackensack is the center of Polish activities in that area.

Large Polish organizations in Bergen County include the Polish National Alliance with branches in Lyndhurst, Garfield, Hackensack, Wallington, Lodi and Cliffside Park, and units of the Associated Souls of Poland. Active societies, mostly of the sick and death benefit variety, are St. Stanislaus', St. Albert's, St. Anthony's, St. Michael's and St. Joseph's.

The Poles support several large Roman Catholic Churches, among them St. Joseph's, Hackensack; St. Michael's, Lyndhurst; St. Stanislaus', Garfield, and the National Catholic Church of the Transfiguration, Wallington. Three Polish churches in Pas-

saic also serve many Bergen residents. All churches have organizations for various social, recreational and welfare activities. Polish residents in Bergen County read the weekly *Passaic Nowiny*.

Until the turn of the century there were few people in Bergen County from what became Czechoslovakia. Many of these, particularly Czechs and Slovaks, have since immigrated. Persons of Czechoslovakian birth in Bergen County totaled 3,864 in 1930 with 5,986 of foreign or mixed parentage. Most of the Czechs are concentrated in Little Ferry and Cliffside Park, the Slovaks in Garfield and Wallington.

The first substantial body of Czech immigrants came in 1890 when pearl-button makers from Zirovnice, a Bohemian town, settled in Little Ferry, Cliffside Park and Carlstadt, where they introduced the craft. Some pearl-button making is still carried on today.

The Czech influence is clearly evident in Little Ferry, where fully one-third of the population is of Czech birth or origin. Czech names are prominent in every walk of civic and community life. Two Sokol (Falcon) organizations are actively engaged in social and recreational activities. The Telocvicna Jednota (Body-Building) Sokol has a membership of about 300 or 400 including women's and children's auxiliaries. Besides engaging in sports and gymnastics, it frequently presents plays in the Czech language and conducts social affairs where native costumes and dances are exhibited. The Delnický Americký (American Workingmen's) Sokol is primarily a social-democratic discussion group, with about 50 members.

Both co-operate in maintaining the Bohemian Free School, where about 100 children are taught Czech language and history. The Sokols also participate in national and State conventions and before the partitioning of Czechoslovakia frequently sent representatives to their homeland to attend various Sokol functions.

More than half of the foreign-born Czechoslovakians in Bergen County are Slovaks, most of whom were attracted to Garfield by opportunities for industrial employment. The

majority are Orthodox or Roman Catholics who attend church in Garfield and Passaic. Garfield also has two Protestant Slovak churches. Most Catholics are affiliated with the Slovak Catholic Sokol, a gymnastic and fraternal organization with national headquarters in Passaic which, like the Czech Sokols, has language schools and units for children and adults. Its organ, the *Katolicky Sokol*, issued from Passaic, has a special children's section and is widely read in Bergen County.

Deeply concerned for their independence, culture and language, the Slovaks maintain a center for fostering Slovak literature, art and science. Known as the Matica Slovenska (Slovak Mother), the organization has quarters in the Passaic Catholic Sokol building.

Among the large Slovak societies in Bergen County are branches of the Slovak Catholic Union, the National Slovak Society and St. Elizabeth's Society. These fraternal organizations draw their membership chiefly from Garfield and Wallington. Occasionally social affairs are conducted featuring Slovak dances, songs and skits.

Another people who settled here in large numbers during the past few decades were the Hollanders, mostly from Friesland, northernmost province of the Netherlands. Many entered the building trades, while others found factory employment. In 1930 there were 3,078 foreign-born and 5,474 second-generation Hollanders in the county. Though more widely scattered than most nationalities, large numbers are in Midland Park, Garfield, Ridgewood, Lodi and Fair Lawn. Fully 80 percent of the population of Midland Park claims Dutch birth or descent. Like their Colonial kin, the Bergen County Dutch of today are a frugal, conscientious and devout folk. The percentage of homeowners among them is unusually large.

There are numerous Dutch Reformed churches, all with Sunday Schools, and several Christian Day Schools where religious training is stressed. Largest is the Midland Park Christian School with an enrollment of about 150. Two Midland Park churches, the First (Holland) Reformed and the Midland Park Reformed, hold part of their services in Dutch. In order

that there may be more leisure for church, Sunday's meals, for the most part, are cooked on Saturday.

In addition to numerous church groups the Hollanders have several distinctive organizations of their own. Two large social groups, the Ladies Harmonie of Paterson and the U.T.Y., a Frisian society of Haledon, have many members in Bergen County. *Het Oosten*, a Dutch newspaper published in Paterson, enjoys a wide circulation among Bergen residents.

The county experienced its greatest tide of Hungarian immigration during 1907-08 when an agricultural crisis in Hungary caused a large-scale exodus of peasants. Most of those who settled in Bergen became factory workers. Of the 2,499 foreign-born Hungarians in Bergen County in 1930, more than half (1,478) resided in Garfield. The remainder are well distributed throughout the county. Second-generation Hungarians total 2,972.

Most Hungarian social life is centered about the church. The Hungarian Baptist Church in Garfield has, in addition to a Sunday School, a Young People's Circle, a Youth Fellowship League and a Young People's High School Union. Many Garfield residents attend Passaic churches, notably the Hungarian Reformed Church and St. Stephen's Catholic Church, and take an active part in their affiliated organizations.

Other nationalities in Bergen County, according to the 1930 census, included:

	<i>Foreign-born</i>	<i>Sec. gen.</i>
English	4,912	9,939
Irish: Eire	3,137	10,150
North Ireland	1,277	3,507
Scots	2,954	3,923
French	2,267	2,866
Austrians	2,117	3,972
Russians	2,018	3,115
Swedes	1,877	2,537
Canadians (English)	1,654	2,550
Swiss	1,486	1,978
Norwegians	1,252	1,313

These groups, generally, are scattered throughout the county. Largest clusters are at Englewood, which has 659 foreign-born Irish; Lodi, with 603 French; and Teaneck, which has more than 600 Scandinavians, many of whom are served by the Norwegian Evangelical Free Church of Teaneck, where services are conducted in Norwegian. Another large foreign-language church is the Russian Orthodox Greek Catholic Church at Garfield. Ridgefield Park has many residents of Swedish extraction, attributable to a large extent to the settlement of the West View section in 1883 by a colony of Swedish immigrants.

The Negro population of Bergen County since 1900 has shown a steady growth. From 2,603 in 1900, the number increased to 3,295 in 1910, 4,136 in 1920 and 8,872 in 1930. More than half of the 1930 Negro population was concentrated in two cities, Hackensack with 2,530 and Englewood with 2,524. Both have Negro community centers. Present estimates place the number of Negroes in Hackensack at more than 4,000.

Before the Civil War Bergen County had slaveholders, and notices were common in local newspapers informing the public of runaway slaves. Most Negroes, however, were freedmen, some even owning their own farms. A colony of free Negroes was said to have existed on the Palisades long before the Civil War. Indeed, the census of 1830 shows 1,890 free Negroes in Bergen County as against 589 slaves, while by 1850 there were only 41 slaves in the county. In 1860 the State had 18 slaves and 25,318 free Negroes.

For many years after the Civil War the influx of Negroes was slight. But in the early 1920's, when the extensive system of highways was being built, large numbers came from the South in search of employment. With their field of employment limited, most Negroes have become unskilled laborers, mechanics' helpers and construction and maintenance workers. Negro women work chiefly in domestic service.

In recent years the progressive "New Negro" movement has done much to improve the lot of Bergen County Negroes. Fostered by the younger element who have received some education, the purpose of the movement is to secure equal rights and

opportunities. Conferences attended by both whites and Negroes have been held in Hackensack to discuss the problems of the Negro and pave the way for better understanding. Education, it has been generally agreed, is the chief weapon by which the Negro may come into full possession of his rights as an American citizen.

Bergen County's famed "Jackson Whites," an intermixture of Indians, Negroes and whites, dwell for the most part in the Ramapo Mountains. Few still remain in their native haunts; it is believed that about 5,000 are scattered through the region.

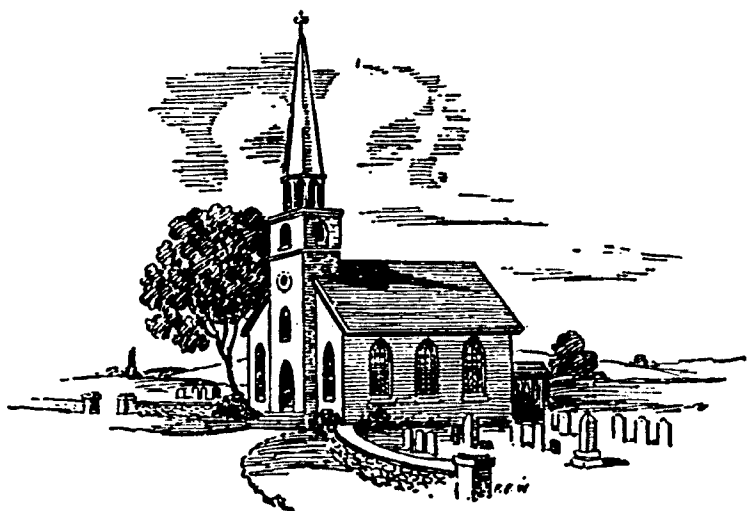
Their roots go back to the Revolution, when British authorities in New York, fearing the troops might become annoying to the female population, contracted with a man named Jackson to import 3,500 women from England. One boatload was lost, and since the contract did not specify what color the women were to be, Jackson made up the number with Negro women from the West Indies. When they arrived at New York they were naturally referred to as Jackson's Whites and Jackson's Blacks.

At the close of the war the women became outcasts and before long were forced to flee across the Hudson River into New Jersey. Hounded by the farmers and townspeople, the group gradually made its way into the wilds of the Ramapos and found refuge with a number of Tuscarora Indians, who had been banished from North Carolina in 1714. Here they were joined by former Hessian soldiers who had been left stranded in a hostile country and later by runaway slaves. Physical characteristics of present-day Jackson Whites bear strong evidence of the fusion of these groups.

Prominent among their names are those of De Groat and Mann. The progenitor of the former was a Dutchman who moved into the valley late in the eighteenth century and married an Indian. Mann was probably one of the original settlers. In 1870 two Italians, James and Joseph Castagliona, joined the group. Both married Jackson White girls, and their descendants bear the name of Casalony. Other conspicuous names are De Fries, De Graw, Burris and Wanamaker.

For many years the Jackson Whites were regarded as abnormal beings. Newspaper records show that they were even exploited as such in early Barnum exhibitions. But much of the peculiar behavior and odd characteristics attributed to these people have been proved figments of imagination.

Although their fear and distrust of people and their desire for isolation has presented a serious problem in assimilation, this is being overcome by State and local authorities through an extensive program of welfare and rehabilitation. Today most of them have abandoned their mountain shacks and have become absorbed in normal community life. A group of them, organized as the Brook Choral Club, sang at the Temple of Religion at the New York World's Fair.



9. Churches

RELIGION in Bergen County, which at first meant only the ironclad tenets of the Calvinistic creed, today has spread to include more than 260 churches of various faiths, augmented by a network of religious, welfare, social and recreational organizations. Church membership, which two centuries ago included virtually the entire population, is now estimated at between 100,000 and 120,000, of whom more than 60 percent regularly attend services. Similarly, the habit of strict adherence to ecclesiastically prescribed social behavior has relaxed as the churches recognized modern social and economic needs.

Dutch Reformed, French Huguenots, German Lutherans and English Separatists were among Bergen's early inhabitants. Of these the Dutch were the earliest and most numerous and developed the most distinctive features in religious and communal life.

Thrift and industry were early implanted in the Dutch settler. In following the plow and carving out a home in the wilderness, as well as by devoting himself with sober gravity to the service of God, he was fulfilling his religious philosophy. Later, with the first phases of commercial expansion, Calvinism directed the economic energies of the rising middle class.

Dutch settlers organized the Bergen Reformed Church soon after incorporation of Bergen Village (Jersey City) and erected a log building that served as both church and school near the site of the present school No. 11. Following an appeal in December 1662 they were supplied with ministers from New Amsterdam for a time. Under Dutch rule the church was supported by a general tax. Freedom of worship was generally permitted provided that members of other sects contributed to the Dutch religious fund.

At the top of the church organization was the *synod* in Holland. Next in authority was the *classis*, composed of ministers and elders in a certain district; for many years the Classis of Amsterdam governed the church in America. A *consistory* included the minister and elders of a *kerk* (church).

With the English conquest of New Netherland in 1664, the position of the church was reversed. The Dutch colonist, under political allegiance to England while ecclesiastically bound to Holland, was taxed for the support of the Church of England; use of the English prayer book was advocated, and only ministers licensed by English governors were supposed to preach. Violent protests by the Classis of Amsterdam, however, won a series of measures that established freedom of worship.

The crude log church at Bergen was replaced by an octagonal stone building in 1680. For 16 years this remained the only church building to serve the widely scattered Dutch settlers.

Meanwhile the first permanent settlement in the present county had been made by David des Marest, a prominent member of the Huguenot colony in New York. In 1677, in protest against demands, legally enforced, that he contribute to the salary of the Dutch minister in New Haarlem, des Marest purchased a large tract of land along the east bank of the Hacken-

sack River. Soon he established his family on his land with the apparent intent of making it the center of a Huguenot settlement.

A French church was organized, and a church building was erected near the Demarest house at New Bridge (New Milford), adjoining the "Old French Burying Ground." The line of the church's foundations was traceable until recent years. The Rev. Pierre Daille conducted services as often as he could while serving the several scattered French churches, until he was called to Boston in 1696.

Its members therefore passed into the Dutch Reformed Church (on-the-Green) of Hackensack, organized in 1686 and constructed in 1696. The Hackensack record in Dutch reads: "1696. On the 5 April with letters from the French church" (the names follow). Elsewhere the church is referred to as the French church of Kinkachemeck (Kinderkamack). From all indications it was organized in 1682. If so, it was perhaps the earliest organized French church in the colonies. It was in any case the only French Reformed (Huguenot) Church in New Jersey.

From the beginning the Hackensack church was the center of community life. Though the congregation might take advantage of the Sabbath day meeting to discuss family and civic life, crops and other secular affairs, all forms of labor and entertainment were banned. Nor did the church's influence cease with Sunday's activities. All week-day frivolities, such as they were, were subject to the approval of the *domine*.

Church accommodations reflected the rigorous spirit of the Colonial period. Usually the early churches were constructed of stone or planed boards and logs. The interiors, dark and poorly ventilated, contained a raised, roughly fashioned pulpit, rows of chairs and backless wooden benches. Warmth was provided in winter only by straw on the floor, which inspired some to bring iron, charcoal-heated foot farmers to worship.

Services were simple, often austere. The clerk, or *voorleser*, read from the Bible and then directed the singing of a psalm from his place below the pulpit, while the minister stood in silent

prayer. The latter then entered the pulpit for the *exordium remotum*—the presentation of the text and its relation to the sermon to follow. Facing the pulpit, almsbags in hand, stood the deacons. Their duty was to pass the cloth *kerk sacjes*, attached to long poles, with sometimes a small bell at the end. While the offering was being collected the minister pictured the needs of the poor and the rewards of a cheerful giver. As soon as the sermon started the *voorleser* turned the hour glass to time the discourse. When the minister finished he was presented with any requests for special prayers, gathered by the *voorleser*. Then another psalm was sung, and the congregation marched out in a quiet procession.

Worship in outlying regions often was held in barns and dwellings until there were enough settlers to build a church. Isolated communities shared a clergyman, who sometimes traveled to several congregations on the same day. The uncertainty and small size of salaries and the difficulties of travel resulted in many pulpits' being unfilled.

Guilliam Bertholf, an itinerant *voorleser*, went to Holland in 1693 to be ordained and became the first "settled" pastor for the congregation of Hackensack. Bertholf also acted as teacher. In 1710 he organized a church at the Ponds (Oakland). Six years later his missionary efforts were further rewarded when a church was built at Tappan. Besides serving both, he also occupied the pulpit at Acquackanonk (Passaic) and traveled to Staten Island, Tarrytown, Harlem and central New Jersey. In all the Hackensack church mothered 15 others by 1814.

Meanwhile Lord Cornbury, Crown Governor of New Jersey, had tried to Anglicize the Reformed Church after his appointment in 1702 by prescribing English ministers for Dutch congregations. A protest from the Holland Synod that the action violated the Articles of Surrender ended the external threat but did not prevent dissension from within.

The move for Americanization of the Reformed Church developed mainly over the issue of local church control by the Classis of Amsterdam. Supported by Bertholf, many communicants favored American control and American ordination

of pastors. The status quo was upheld by older church members and ministers born, educated and ordained in Holland. Two factions emerged—the Coetus, which favored American ordination, and the Conferentie, which defended the power of the Classis of Amsterdam.

In 1724 the spread of the Dutch families resulted in the establishment of Old South Church in Schraalenburgh, near the site of the present Presbyterian church of the same name in Bergenfield. A year later a congregation was organized at Paramus.

The next 23 years were comparatively peaceful. With the appointment of the Rev. John Henry Goetschius in 1748 as colleague to the Rev. Antonius Curtenius at the Hackensack and Schraalenburgh churches the controversy was renewed. Goetschius proved a vigorous proponent of the Coetus, and an administrative struggle developed which led to physical combat. The factions fought on the way to and from church, and disturbances and assaults occurred even during services. Many differences resulted from conflicting views on education; consistories advocated Dutch as the language of the free schools, while numerous colonists insisted on the use of English.

In 1738 the Coetus had submitted its demands to the tribunal in Amsterdam, which nine years later permitted it to form a semi-independent classis. The agreement allowed the congregations at Hackensack and Schraalenburgh each to divide into two groups with Coetus and Conferentie services on alternate Sundays in the two churches.

The Coetus gained in popularity and by 1760 was selecting only pastors versed in preaching in English. In 1772 the Classis of Amsterdam officially recognized the American authority, believing that the spread of the gospel was more important than the language of the ritual. But some of the younger generation, impatient at the delay in granting concessions, had meanwhile become Episcopalians.

"Articles of Union" were adopted and five district governing bodies established, three in New York and two in New Jersey, subordinate to the Classis of Amsterdam. American

ministers were to be educated at Queen's College (Rutgers). One of the districts was the Classis of Hackensack, which was given jurisdiction over the two divided congregations in Hackensack and Schraalenburgh, and the churches at the Ponds, Paramus, Bergen and English Neighborhood.

Subsequent peaceful growth was interrupted by the Revolutionary War, when political differences again split congregations. The Rev. Theodoric (Dirck) Romeyn, pastor of the Hackensack church from 1775 to 1784, aligned himself with the patriots but failed to convert all of his flock. Tories and rebels clashed in verbal battle during Sabbath worship. Called the "Rebel Pastor" by the British, Romeyn requested militia protection from Governor Livingston in 1779 for his trips to and from church.

Before and during the war Tory sentiment was especially strong among the congregation of English Neighborhood. The Rev. Garret Lydecker, appointed the first pastor in 1768, was unable to separate political dispute from church administration, and starting in 1776 the pulpit went unfilled for a decade and a half.

The early Federal period was marked by church expansion and a renewal of internal strife. The Reformed Church spread to Saddle River in 1787 and to Mahwah in 1788. The English Neighborhood Church in 1793 built an edifice which is still standing in Ridgefield. The Wyckoff Reformed Church was erected in 1806, sharing pastors with the Ponds; the Pascack Reformed Church was built in 1812 at present Park Ridge.

During this period violent prejudices and petty quarrels disturbed the organization. The joint pastorship of the Hackensack church by Warmoldus Kuypers and Solomon Froleigh, 1786-97, was particularly bitter and divided the congregation. Barred from the church on one occasion, Froleigh dispersed a crowd of hostile members by brandishing a sword which he wore to services. In 1791 differences arose over enlarging the Hackensack edifice. Younger members settled the question by tearing out the fixtures and removing benches and chairs to the Green before the next meeting.

With the death of Kuypers in 1797, Froleigh sought to control the different factions by opposing the call to the Rev. James V. C. Romeyn, whose followers in 1801 erected the North Church of Schraalenburgh. Removed from office by the General Synod for "unconstitutional conduct," Froleigh in 1822 organized the "True Reformed Dutch Church," proposed the excommunication of the entire Dutch Reformed Church and kept his adherents out of the church until his death in 1827.

Froleigh's action revived the Coetus-Conferentie controversy. Sharing the opinion that the American synod had become steeped in false doctrine, the Rev. Cornelius Demarest of the English Neighborhood Church helped lead the movement away from the established body. He went so far as to institute legal proceedings to gain possession of the English Neighborhood Church property for his followers, but in 1831 the State Supreme Court ruled in favor of the Dutch Reformed Church.

The new faction, known as the Seceders, severed relations with the mother church, formed a new denomination, erected their own buildings and otherwise declared themselves independent of the American Synod. The secession served as a precedent. Beginning in 1823, schismatics in the Paramus church held separate meetings in barns and dwellings until 1858, when sufficient funds were raised to erect an edifice. By 1861 there were more than a dozen Seceder churches in the county, two of them at Hackensack.

Two years earlier a New York convention of the "fifteen or sixteen" Seceder churches had passed a resolution attacking Sunday Schools as a dangerous innovation, and the large ones at Schraalenburgh (Dumont) and Godwinville (Wortendyke) were closed in spite of the pleas of their ministers. Within a quarter-century nearly every church had a Sunday School, and a convention of the New Jersey Sunday School Association in 1885 reported 89 in the county with 5,073 scholars, exclusive of Catholics and Episcopalians, who were apparently not members of the association.

During the ferment of the Civil War period Seceder doctrine disturbed numerous congregations. Believers in the sect

asserted that none but themselves would enter Heaven; they disapproved of Sunday Schools, Bible and Missionary societies, the paying of salaries to ministers and, according to a Union newspaper, "a Republican president of the United States." The bulk of Seceder congregations consisted of old, conservative family groups. The majority were proslavery, basing their convictions on the early assertion that slavery was divinely instituted.

Conservative in many phases of gospel, ritual and worship, various Reformed congregations were also responsible for the use of the Dutch tongue both in church services and in the home until the late nineteenth century. At the same time, as the churches spread after the Civil War they increased their control of social behavior.

Failure to attend Sabbath services was sometimes punished by fine until well into the nineteenth century. The committee on absences of one congregation once reported that a member spent a "Saturday night in New York, with evil company; had looked upon the wine when it was red, and gone the way of the ungodly, returning home in a disreputable condition and unfit to attend Sunday morning service." The committee fined the member ten shillings and suspended him for six months.

Seceder sects particularly revered the stern religious practices of the past. The clerk of the Ramsey Christian Reformed Church was dismissed in 1899 for having used a camera on Sunday. In the Paramus church a member was accused of having played cards in the smoker of a train, an official was criticized for "making too long prayers," and the pastor's son was scolded for "making fun of the deacon." Ministers thundered against amusements, issued anathemas against dancing and in general "deplored the moral laxity of the younger generation."

Occasionally ministerial crusades met with serious opposition. In 1891 farmers in the eastern part of the county threatened to manhandle the Rev. Samuel Squitzer of the Fairview Baptist Church after he had tried to have a popular tavern closed on Sundays. Wrote the *Paterson Weekly Press*:

Of late, he has been preaching against the rum traffic and has especially made a crusade against Daniel Kelly's hotel, which is the

oldest roadhouse in Fairview. For forty years this house has been a resort for Bergen County farmers, and not a few of them have been in the habit of stopping there on a Sunday to pass an hour or two.

Church membership was apparently an important factor for political candidates. Defeat of one Democratic candidate for Congress was ascribed to his Irish descent and Catholicism. The True Dutch Reformed Church, reported the *Weekly Press*, had dealt the candidate "a blow under the fifth rib."

The rural character of the county at the end of the century permitted the church to engage in many phases of social activity, including bazaars, Shakespearean readings, oyster suppers, hay rides and Sunday School picnics. Often funds for church purposes were raised in this manner and through public auction of pews.

Meanwhile discord in the Church-on-the-Green had resulted in the organization of the Second Reformed Church in Hackensack in 1855. The First Holland Reformed Dutch Church of Lodi erected an edifice in 1860. Two years later members of the Lodi congregation formed the Protestant Reformed Dutch Church of Closter.

Wortendyke (Midland Park) residents formed the First Holland Reformed Church congregation in 1872 and after holding meetings in the schoolhouse for nine years built an edifice in 1881. The True Christian Reformed (Seceder) Church of Englewood organized in 1875, and a year later the Reformed Dutch Chapel at Ramsey was erected.

The twentieth century was marked by the disappearance of schism and the emergence of a gospel which took cognizance of modern economic and social problems. Today the Reformed Church of America has 36 churches in the county; 18 are in the Bergen Classis, while the remainder are voluntarily affiliated with the Paramus Classis, the Passaic Classis or the Palisades Classis.

The Dutch language is now employed only in the church at Midland Park, and also in the Christian Reformed (Seceder) Church there. The county's other Seceder Church is in Englewood. Congregations of the Christian Reformed Church in

Paterson and Passaic operate the Christian Sanitarium in Wyckoff. The Church's Ladies' Aid Society established the Old Ladies' Home in 1895. The institution's building in Hackensack, constructed in 1901, now has 28 residents and a long waiting list.

Lutheranism entered the county in 1704 when the Rev. Justus Faulkner came from New York to conduct services in a barn on the property of Cornelius Boskerk, near Hackensack. At one time Faulkner's circuit included four churches in New York and three small congregations in New Jersey. In 1732 another Lutheran congregation organized under him in Hackensack, but not until 1744 was a church built. The first edifice was in New Milford, just south of the Huguenot cemetery, with the Rev. William Graff as pastor. It continued until after the Revolution, when the congregation joined the Dutch Reformed Church.

Another Lutheran church was built in 1750 near Mahwah. Saddle River had an Evangelical Lutheran church in 1820. Ramsey residents, starting at first with Sunday School sessions, organized the Ramsey Lutheran Church of the Redeemer in 1867 and dedicated a new building four years later. St. Mark's Lutheran Church of Hackensack was organized in 1870. Today there are 27 Lutheran churches in Bergen County under the general jurisdiction of the New Jersey Conference of the United Lutheran Synod of New York, embracing 80 churches in Northern New Jersey and adjoining counties in New York State and Pennsylvania. The congregations in the conference maintain in Jersey City a home for orphaned and underprivileged children called the "Kinderfreund."

The Methodist Episcopal Church in America was organized at Baltimore in 1784, but private services were held before that in Bergen County at New Prospect (Waldwick). Established in 1797, the Waldwick Methodist Episcopal Church erected an edifice in 1819. As English elements in the county's population increased Methodism spread rapidly, appearing in Wortendyke (Midland Park) in 1805; Hackensack, 1835; Alpine, 1840; Red Mills (Arcola), 1843; Campgaw (Franklin

Lakes), 1855; Englewood, 1862; Allendale, 1869. Today there are 28 Methodist churches in the county, embraced in the Jersey City District of the Newark Conference.

Congregationalism, dating in Bergen County from the establishment of the Lodi Congregational Church in 1845, has developed into 13 self-governing church units, affiliated with the Bergen County Fellowship and also the New Jersey Association of Congregational-Christian Churches. At the church in Teaneck Norwegian is read and spoken; at the one in Englewood the principal language is Finnish, and at Cliffside Park Italian is used at a majority of the services.

Baptists, active in Hackensack as early as 1832, erected their first Bergen County church in English Neighborhood (Fairview) in 1850. Other congregations appeared at Rutherford in 1869, Hackensack in 1870 and Demarest in 1875. There are now in the county 22 Baptist churches represented in the North Association, whose territory also embraces Passaic and Sussex counties.

The First Presbyterian Church of Hackensack organized in 1832 and was supplemented by the First Presbyterian Church of Englewood in 1860. During the second half of the nineteenth century the denomination steadily increased until today Bergen County has 20 Presbyterian churches, embraced in the Jersey City Presbytery.

The earliest Episcopal services in the county were held in 1852 in private houses in Fort Lee and, shortly afterward, in Englewood. Later an Episcopal congregation shared a church at Edgewater with a Dutch Reformed congregation and bought the building in 1857. St. Paul's Church in Englewood was constructed in 1865, and the following year came the establishment of Christ Church, Hackensack, out of which grew 11 missions. Today there are 45 Episcopal churches in the Bergen County portion of the Diocese of Newark.

Several parishes, like others throughout the world, are supporting the Anglo-Catholic movement, which seeks to clarify and reassert the Catholic and apostolic inheritance of the Episcopal Church and to restore the ancient ritual. There are still

many so-called "Low Church" parishes in the county which have not taken steps toward collaborating in the movement.

Roman Catholicism, while numbering before the Revolution many individual members who then and later received the sacraments from circuit riders, had no established organization within the county until 1855, when the Church of St. Francis de Sales was built in Lodi with Father L. D. Senez of St. John's Church in Paterson as rector. Four years later the Church of the Madonna was organized in Fort Lee. For several years William Gillespie, a devout farmer, arranged for services by the Very Rev. William McNulty of Paterson at his farmhouse in Ho-Ho-Kus; St. Luke's Church, constructed in 1864, was the culmination of his efforts. After the Civil War Roman Catholicism spread and today is represented by 24 churches embraced in the Archdiocese of Newark.

Besides these churches, there are within the county numerous parochial and convent schools, Holy Name Hospital in Teaneck, St. Michael's Novitiate and St. Joseph's Orphanage in Englewood Cliffs and a seminary in Darlington. The Immaculate Conception Theological Seminary, situated on a landscaped plot of 1,200 acres, houses 20 instructors and 200 students.

St. Joseph's Orphanage is operated by the Catholic Charities Board, subject to the supervision of the State departments of Public Welfare and Education. It provides for the secular and religious education and the physical welfare of 125 boys lacking adequate homes and parental care. The teaching staff is composed of approximately 15 Sisters of the Order of St. Joseph in Newark.

The \$500,000 St. Michael's Novitiate is a four-story brick building, situated on a landscaped 12-acre plot overlooking the Hudson River. It was consecrated April 26, 1939.

The Academy of the Holy Angels at Fort Lee was established in 1879 by the Sisters of Notre Dame. It has several school buildings, a convent and a chapel on a 15-acre plot. Both elementary and high school curricula are offered. The enrollment is 225 girls. The Madonna School, opposite the Academy, has about 200 students.

The Christian Science Church, comprising six congregations today, built a church in Englewood in 1901. While each Christian Science Church is virtually autonomous, they are all loyal to the Mother Church in Boston.

The Garfield Russian Orthodox Greek Catholic Church, incorporated in 1901, was the first of its denomination in the State. The original building was destroyed by fire; the present one, built in 1915, supposedly was financed by the Czar of Russia.

Seventh Day Adventists, dissenters from the Baptist faith, appeared between 1900 and 1902 and have established two churches.

Five houses of worship, each independent, serve the Jewish population. Congregation Arvath Torah, Englewood, built in 1901, was the first synagogue in Bergen County. It is estimated that there are about 6,000 Jews in the county, with the major portion of them in Hackensack. The center of their activities is the Bergen County Y.M.H.A., Hackensack, a modern three-story structure that also houses the Bergen County Federation of Jewish Organization.

Negroes in the county support several churches of the Methodist, Baptist and Episcopal faiths, situated in Hackensack, Englewood, Rutherford, Ridgewood, South Hackensack, Park Ridge and East Rutherford. The first Negro church in the county, African Methodist Episcopal Zion, was organized in Ridgewood in 1882, and the African Methodist Church at Park Ridge was erected in 1897.

Several churches are maintained by people of foreign extraction, notably Germans, Italians, Poles, Swedes and Finns; in some of the churches services are held in the native language. At Fort Lee the Norwegian Evangelical Church conducts the nonsectarian Christian Orphans Home, which cares for about 70 boys and girls ranging in age from babyhood to 17. During the summer the youngsters go to a camp maintained by the Home in New York State.

A number of institutions known as Community churches belong to specific denominations but are maintained by members

of various Protestant faiths. Some of the so-called Gospel halls are nondenominational, while others are maintained by the Plymouth Brethren and have no clergy. In Hackensack and Ridgewood are Unitarian churches, which deny the doctrine of the Trinity. Baha'i followers (disciples of a theosophic cult) have a place of worship in the Baha'i Temple or Center, a structure of Norway spruce and white cedar logs in Teaneck. About 35 Quakers in Ridgewood and the vicinity meet every Sunday morning in the rooms of the Ridgewood Y.W.C.A. The Salvation Army carries on religious and welfare operations from headquarters in Englewood.

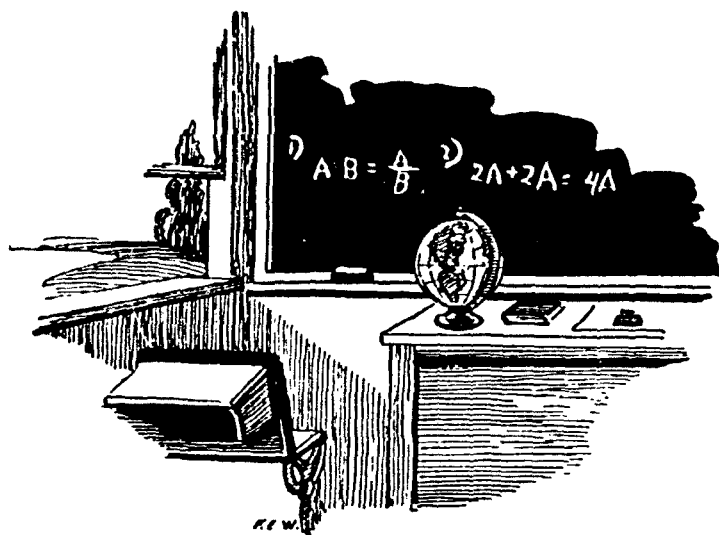
In the final half of the 1890's a sect known as the Lord's Farmers conducted an experiment in collectivist farming which aimed at productive use of the land without usury or profit. Members "did not eat fish, flesh or fowl and did not drink milk, coffee, tea or spirituous liquors, being strict vegetarians." The men wore their hair long and were distinguished by luxuriant beards which they washed daily in kerosene. Activities of the cult were centered in Woodcliff and drew the attention of New York newspapers when it was reported that members had adopted such titles as "The Messiah," "John the Baptist" and "Simon the Pure," allegations which were denied by Morason Huntman, group leader. In 1899 the Lord's Farmers went to other fields, after charges of immoral behavior had been lodged against them, following testimony that members had engaged in ecstatic rites.

The Protestant churches have organized the Bergen County Council of Churches, embracing 175 churches, which is endeavoring to correlate their work. Chief among its objectives is the so-called Ecumenical Movement for uniting the various branches of the Christian Church throughout the world. Among other matters considered are the need for establishing new congregations and the economic and sociological conditions in industrial centers. The Bergen County Council of Religious Education, founded in 1867, is made up of representatives of the Sunday Schools connected with the 175 churches. Its principal function is to train teachers for Sunday School work.

The Bergen County Bible Society, formed at the Hackensack Reformed Church in June 1847, is affiliated with the American Bible Society in the distribution and translation of the Bible among destitute and foreign groups. There are also two flourishing Bible study organizations; Everyman's Bible Class, in Rutherford, has a membership of around 1,200, and the other is in the First Presbyterian Church in Hackensack.

Besides personal training and recreational facilities, the Young Men's Christian Association of Bergen County provides courses in secular and religious education, Americanization and law enforcement. The "Y" has a large building in Hackensack and branches in Ridgewood, Rutherford and Garfield. Among its religious observances are the Easter Dawn Services, conducted in 1941 on the Palisades at Coytesville as well as on the grounds of the Hackensack branch and at Rutherford and Dumont. Activities virtually duplicating those of the Y.M.C.A. are participated in by the Young Women's Christian Association of Bergen County.

In addition to numerous sports clubs and social organizations maintained by individual churches, there is a bowling league composed of teams from various churches, and until recently there were two church soft-ball leagues.



10. Schools

FROM the early Colonial schools Bergen County's educational system has expanded until today it includes about 75,000 pupils and 3,000 teachers in 70 school districts. Grammar school enrollment now approximates 50,000, while 32 high schools have 25,000 pupils. The first crude schoolhouses have given way to more than 200 buildings, mostly of recent construction.

The annual cost of education in Bergen County is about \$12,000,000, and the value of school property is estimated at \$39,000,000. In 1939 the district school tax totaled \$9,033,423.68 and the State school tax \$1,322,966.31. Of the latter 90 percent is returned to the county, which also receives income from several other sources such as railroad and penalty taxes.

The first school in New Jersey is believed to have been established in the village of Bergen about 1662, almost on the present site of School No. 11 in Jersey City. The first school-

master was Engelbert Steenhuisen, a Westphalian tailor who had received a license as *voorleser*, or sermon reader.

Concern for education continued after the English conquest. Gov. Philip Carteret's charter to the town of Bergen in 1668 contained this provision:

The Freeholders shall have the power to choose their own minister, for the preaching of the word of God, and being so chosen, all persons as well as the inhabitants, are to contribute according to their estates and for the maintenance, or lay out such a proportion of land, for the minister, and the keeping of a free school, for the education of youth, as they shall think fit, which land being once laid out, is not to be alienated, but to remain and continue, from one incumbent to another, free from paying rent, or taxes whatsoever.

A quarter century later the General Assembly of East Jersey passed an act providing that

inhabitants of any town in the Province, shall or may by warrant from a justice of the peace of that county, when they think fit and convenient, meet together to make a choice of three more men of the said town, to make a rate for the salary and maintaining of a schoolmaster within the said town, for so long as they think fit; and the consent and agreement of the major part of the inhabitants of the said town, shall bind and oblige the remaining part.

The first known school within the present limits of the county was established at Paramus in 1730 by the Reformed Church. Its founding is typical, as early education was invariably connected with the church. In many instances the church building itself served as the schoolhouse, while often a one-room schoolhouse was built on land set apart from the church. As the most learned man in the community, the minister often also served as the schoolmaster.

The Colonial schoolhouse was a crude, one-room log structure about 16 feet square, the interior walls daubed with clay. The teacher's desk stood at one end opposite the entrance. Small windows in either side wall were sometimes covered with oil paper or sheepskin. Planks along the walls served as desks for the older pupils, who sat on benches about three feet high. The center of the room was used by the younger children.

The open fireplace had a chimney of mud and straw which would often catch fire; the boys took great delight in climbing up and putting it out. The teacher and the older boys were kept busy chopping and carrying wood. Since matches were unknown, it was necessary to fetch live coals from a neighbor whenever the fire went out.

During this early period Dutch was spoken and taught; there were only a few English schools. Reading and writing were the main subjects, with spelling and "cyphering" for the more advanced pupils. Before the day of slates, writing was taught in a sandbox by tracing letters with a stick. Standard textbooks included the Psalter, the Testament and the Catechism. To these were later added Cheever's *Rudiments of Grammar* and Webster's *Spelling Book*, which contained the alphabet, Roman and Arabic numerals, names of the days of the week, the months, the States and their abbreviations. The first reading lesson began, "No man may put off the law of God."

The class usually chanted its lessons, laying special stress on the vowels. Parents often attended to hear their children catechized. While reciting, pupils were required to toe a chalk mark drawn across the floor.

Classes remained in session from nine o'clock until five. In some sections the older boys and girls attended in the winter and the younger ones in the summer. The only definite vacation was at Christmas time, although children were often excused to help harvest.

A stern disciplinarian, the Dutch schoolmaster wielded the rod with considerable rigor and dreaded frequency. He also made and mended quill pens. To tell time he often used an hourglass, but the usual custom was to measure the distance a shadow traveled to and from a "noon mark."

Teachers were paid between 10 and 20 shillings a pupil a year, about \$1.50 to \$3, reduced to about \$1 when they "boarded around." Tutoring, the chief preparation for the academies of higher learning, was the recourse of the wealthy and those of moderate means who were not near a school.

By the close of the eighteenth century a number of schools

had been firmly established. In 1798 the one at Edgewater built and maintained by Michael Vreeland, a wealthy farmer, was accommodating children from Taylorsville to Guttenberg. This and the old "stone school" at English Neighborhood (Ridgefield) were the only ones for miles around. Liberty Pole (Englewood) possibly had a school about the time of the Revolution, for records show that one was constructed in 1818 with stones of two previous buildings.

Bergen County's part in the founding of Queen's College (Rutgers University) has been almost forgotten. The first meeting of the trustees was held at the courthouse in Hackensack in May 1767. The call was issued by J. H. Goetschius, pastor of the Hackensack Reformed Church, and published in the *New York Mercury* of April 4, 1767. The meeting was marked by a long debate as to whether the college should be placed in Hackensack or New Brunswick. The latter was finally selected by the margin of one vote.

Private academies had appeared before the Revolution. The most famous of these was Washington Academy, founded in 1769 when wealthy Reinen Van Giesse donated a site at the corner of what is now Main and Warren streets, Hackensack. Less well known schools had previously been established at New Bridge and Hackensack, while Bergen-Columbia Academy was started in 1790 in Jersey City, until 1840 part of Bergen County.

A two-story stone structure with cupola and bell, the Washington Academy was the most pretentious of its day. Its academic standards were unexcelled, and men later prominent in all walks of life received an intensive training in the classics and languages here. Dr. Peter Wilson, subsequently professor of Latin and Greek at Columbia College, was the first principal.

Popular education kept pace with the gradual influx of settlers, and numerous schools sprang up in the early nineteenth century. Residents of Schraalenburgh (Dumont) built a school beside the old church there about 1800, and the Pascack Church also had a school in 1808. New Barbadoes Township outdid its neighbors in name at least when it established a "university"

in 1804. Newton or Godwinville (Wortendyke) erected a schoolhouse in 1811, while a Rutherford school was set up in the Kipp farmhouse in 1819. Other schools were opened at Westwood, Ridgewood, Arcola, Allendale, Saddle River, Lodi, Closter and Old Tappan.

Numerous stories have been handed down concerning these early efforts. The difficulties attending education are best illustrated by the oft-repeated story that pupils of the first Moonachie district school in the kitchen of Peter Allen, forced to travel long distances through the treacherous marshlands, often became lost. Only by climbing trees could they determine their whereabouts. Another tale deals with a teacher at the Pascack school who, driven to drink by the antics of his young charges, would occasionally fall asleep in the midst of a recitation. This was the signal for a welcome recess lasting until the schoolmaster roused from his stupor.

Until well into the nineteenth century school affairs proceeded in a haphazard manner, since education was considered something of a luxury. When farmhouses or outbuildings were not available, schoolhouses were built by voluntary labor. Most funds for maintenance or building were privately subscribed. Parents sent their children wherever they chose and paid a tuition fee. Sometimes the larger landowners combined to pay the expense of school upkeep, enabling poor children to attend free. But when funds ran out per capita tuition was charged and education for the poor ceased.

As early as 1813 attempts were made to have the State set up a school fund. Four years later the legislature passed an "act to create a fund for free schools," but the \$15,000 appropriation was far from adequate. Not until 1820 were townships authorized to levy taxes for educating "such children as are paupers," while in 1828 township school committees were given legal authority to tax for building and repair. That same year the State decided to augment its school fund with taxes from banks and insurance companies.

The township school committee, consisting usually of three members elected at an annual town meeting, had complete

charge of educational activities. It was empowered, among other things, to create school districts and employ and license teachers. Too often, however, these committees assumed a cold indifference and allowed the districts to shift for themselves. Likewise, the district bodies seldom bothered to report their activities to the township.

In 1829 the legislature sought to encourage the establishment of "common schools" by voting to appropriate \$20,000 annually for this purpose. This sum was to be divided among the counties "in the ratio of their taxes paid for the support of government" and then allotted to the townships in proportion to the taxes paid to the county. Finally, the money was to be apportioned among the school districts according to the number of children between the ages of 4 and 16.

This method at first produced some controversy, many holding that it referred only to children actually attending school. The larger school districts strongly opposed this interpretation, contending, according to the *Paterson Intelligencer* of April 7, 1830, that since they

pay their equal proportion of taxes, and in this way contribute more than smaller districts towards the school fund . . . is there any just ground of complaint if they receive a larger share of that money back again? If they do not send as many children as the others, in proportion, it is perhaps their misfortune and no advantage ought to be taken of it to their injury. . . . Our legislators probably never calculated that all the children in every district would, or could go to school, at the same time. They very well knew that some of them would be confined at home part of the year, to aid their parents on their farms, or to work in mills.

The same issue of the *Intelligencer* shows that out of 876 children between the ages of 4 and 16 in Saddle River Township, only 344 attended school.

Describing the facilities for education in Bergen County in 1830, Thomas F. Gordon writes as follows in his *Gazetteer*, published in 1834:

The provisions for moral instruction are the religious societies, consisting of the German [Dutch] Reformed, Episcopalian, Presbyterian, Baptist and Methodist; a county bible society, Sunday schools

and temperance societies; academies in the larger villages, and common schools in every populous vicinity . . . almost every thickly settled neighborhood has its Sunday school. Temperance societies in many districts have effectually bruised the head of the worm of the still.

Early in 1832 the State was contemplating using the school fund to buy stocks in the Delaware and Raritan Canal Company. A meeting hurriedly called at Hackensack on January 25 resolved that "we do most strenuously object to appropriating the School Fund for the purpose of this subscription . . . because it is a sacred fund, raised by much care, economy and taxation, from the people and for the benefit of the people, and should not therefore, be diverted from its true and proper design." The resolution was forwarded to the legislature and published in the Paterson and Newark newspapers.

Records reveal that in 1837 Bergen's share of the State school fund was \$1,299.92, distributed as follows: Harrington Township, \$226.55; Bergen Township, \$214.56; Franklin, \$181.55; Saddle River and Manchester, \$168.19; Hackensack, \$142.94; Lodi, \$108.38; New Barbadoes, \$94.10; Pompton, \$81.82; and West Milford, \$81.82. In that year the legislature voted to allocate to school purposes the surplus revenue of general government.

Concern for school matters was erratic during these years. The *Jersey City Advertiser and Bergen County Republican* of July 27, 1838, speaks of a county school convention at Hackensack called to "do something towards strengthening and embodying public sentiment upon this almost primary subject." But apparently little was accomplished, for when trustees of the school fund a year later ventured to query the townships on school conditions only a few replied. And these revealed that not even half the children of school age attended classes at tuition fees varying from \$1.56 to \$2.41 a quarter.

In 1843, following another request for reports on the disposal of school funds, School 3 at English Neighborhood replied that half of its funds still remained because lack of interest had caused a four-month shutdown. District 8 at "The Flats" noted that out of the \$31.99 received, 75 cents was spent for repairs

and the remainder equally divided among the children. Some districts maintained a dignified silence.

Washington Academy had remained the only institution of advanced learning in Hackensack until 1826, when Lafayette Academy was erected on the west side of Main Street. An advertisement for students appearing in the *Paterson Intelligencer* of April 15, 1829, cites among Lafayette's advantages that Hackensack "is intersected by the main road leading from Paterson to New York. The facility of intercourse with the city is secured by a daily Stage between the two places, and also by the passage of the mail every other day." Among the courses offered were English, Mathematics, Latin, Greek and Algebra, which included "surveying with the use of compass." Tuition fees ranged from \$1.50 to \$5 a quarter, while board was obtainable "in respectable families" at \$1.50 to \$1.75 a week.

In 1834 an academy with both male and female departments was opened in Manchester (Saddle River Township), and the 1838 files of the *Jersey City Advertiser and Bergen County Republican* reveal that several male and female boarding schools were then in existence in Jersey City. Many more private schools and academies flourished for a time, including a "classical and mathematical Institute" at Hackensack, opened in 1857, and "Mr. Wall's Seminary for Young Girls" in Englewood Township, established in the following year. Others were Lodi Institute, Hohokus Academy and Harrington Academy in Old Tappan. The pretentious three-story Hackensack Academy appeared in 1871, and the Park Ridge Academy a year later.

Washington and Lafayette Academies continued their rivalry until 1853, when lack of patronage forced the latter to close. In 1865 Washington Academy abolished tuition fees and became a free school. Ten years later it had a seating capacity of 260 and an enrollment of 314. It was later transformed into District 32 School of New Barbadoes Township.

The State, meanwhile, had increased its participation in public education. In 1841 a State board of education was created with power to supervise all school activities, and in 1846 it replaced municipal school committees with superintendents.

Thereafter each township was required to match the amount it received from the State school fund.

A survey in 1851 by the State Superintendent of Schools shows Bergen County with 70 school districts, 2,599 pupils and a school expenditure of \$4,128.03. Hohokus Township had 11 districts and 500 pupils; Hackensack, 13 districts, 518 pupils; Franklin, 10 districts, 471 pupils; Lodi, 5 districts, 138 pupils; New Barbadoes, 8 districts, 425 pupils; Saddle River, 6 districts, 116 pupils; and Washington, 10 districts, 229 pupils. Tuition fees varied from \$1.50 in Harrington Township to \$2.25 in Hohokus Township, while schools were open, on the average, slightly more than ten months during the year.

At least one school served purposes other than educational. The people of Demarest and vicinity were being subjected to a series of baffling robberies. Farmhouses were broken into nightly, but no trace of the culprits could be found. The residents were becoming highly alarmed when a group of them stumbled upon the loot stored in the schoolhouse loft. The thieves had been using the school as their base of operations, taking over after classes had been dismissed for the day.

A mid-nineteenth century country schoolhouse differed but little physically from its Colonial predecessor. Those unable to afford a private school received their education in a one-story wood or stone building painted red, if at all. It was heated in the winter by a drum stove filled with green cord-wood furnished by the trustees and cut into lengths by the older boys. The high benches which had kept the children suspended were replaced by individual seats and desks. Though much more comfortable, these new seats at first were roundly censured because "the crinoline of the little ladies will have to suffer a tight squeeze."

Boys and girls were taught together but sat on opposite sides of the room. Many of the boys could attend only during the winter, since they worked on the farm during the summer. For the girls a few terms were usually considered sufficient. Graduations were unknown, and scholars left at will or when they could no longer pay the fees.

The subjects taught and the books used depended on the teacher. Complaints were often heard that a country teacher employed a certain book because it was the only one he was versed in. Most-used textbooks were Webster's *Unabridged Dictionary*, Lippincott's *Gazetteer* and the Bible. Subjects included spelling, reading, arithmetic, elocution, grammar, composition, geography, history, penmanship and some algebra. Next to books and slates, the rod was still the most important part of school equipment.

In the small, outlying sections it was not unusual for a schoolmaster, in the interests of self-support, to dabble in numerous vocations, including "compounding medicine for the sick, practicing pettifogging in justices' courts . . . and preaching on Sunday."

The schools in the larger towns were better equipped and staffed. The brick schoolhouse at State and Berry streets in Hackensack, built in 1853, was an imposing structure with accommodations for about 600 pupils and 884 feet of blackboard space. Private schools and academies vied in introducing the latest in educational facilities.

The need for co-operation and uniform instruction led to efforts by the teachers to co-ordinate their activities. In 1856 the Bergen County Teachers' Institute was organized "to awaken an interest in general education . . . reveal the best modes of imparting instruction . . . establish uniformity in those modes . . . afford an opportunity to the teachers for interchange of thought and practice, thus promoting harmony and order in our public schools, and extending their usefulness." Each year the members met for several days in a different part of the county to discuss their problems and to hear leading educators talk on new trends in teaching and discipline. Several township teachers' associations were also formed, while superintendents met frequently at Hackensack.

Most of the residents remained indifferent toward education. Few were willing to serve as school officers, and tactics bordering on the ludicrous were sometimes resorted to in an effort to set up the required board of trustees. A deadlocked

meeting in Paramus in 1857, for example, called on the "spirits" to select the "victims." Forming a circle, the citizens sat in mute silence anxiously awaiting a "communication," but to no avail, according to the *Paterson Daily Guardian* of April 10.

It was then intimated that the audience was not harmonious, and that probably there was not sufficient of the "positive" kind of electricity among them. Thereupon one of the company proposed to get a supply of the article, which had recently been imported in the original packages from the North Pole, and preserved in . . . a glass bottle. The "lightening" was accordingly obtained and conveyed from the bottle to the circle by means of another glass vessel being applied to the lips whence it diffused its influence over the whole system. The result was not at once satisfactory. We understand it required no less than six applications to get a response and it was even feared that a small "battery" would have to be resorted to. But at last the table was set in a roar; one of the sides rose up of its own accord and tipped out the names of the trustees, who, seeing themselves destined by the celestials as public officers, refused to make any further opposition.

On another occasion a district school meeting in Franklin Township resorted to the "rum jug." Everyone present took a sip of the "mountain dew fit to make trustees of men" in the hope that resistance would be broken. But one swig apparently wasn't sufficient. Again it made the rounds, "though not so burdensome to handle as before," comments the *Daily Guardian* of April 11, 1857. This time "things assumed a better shape, tongues became more fluent, it only required another turn of the bottle to adjust the affair. Thrice had it been raised on high until it was drained to its dregs, when the appointment of three men as trustees was perfected. The meeting then adjourned, all being apparently well satisfied with the proceedings."

The apathy of the residents inevitably had its effects on educational facilities. Reports of the various township superintendents in December 1859 reveal "a most melancholy state of things." John A. Terhune of Hohokus observes that

unless the State furnishes our schools with suitable books we have no means of getting them. The Bible, too, seems not to be very numerous. Nor have the schools maps of State or county. Nor are the parents interested in visiting our schools. We have seven school houses built

of wood, most of them are too small, being about 10 to 26 feet and containing only one room. . . . Not any are supplied with the proper apparatus—only two have playgrounds attached.

Charles Tanner of Harrington laments that "none of the schools of the township are free, the assessments varying from one to two cents per day."

The payment of tuition fees in most schools and the absence of free and uniform textbooks were long the subjects of widespread dissatisfaction and often served as grist for political mills. The rate bill or tuition fee system was called "a hinderance to the prosperity of the school, and a most prolific source of mischief, complaints, trouble, contention and endless neighborhood feuds."

Conditions failed to improve during the Civil War era. Authorities were beset with the familiar problems of poor facilities and slim attendance. One district reported that it employed but one teacher for its 236 eligible school children and that its allotment of \$650 was "more than sufficient to maintain a free school the whole year."

Although teachers, during this period, were supposed to be tested by two county examiners before obtaining a license, few adhered to the rule, and the requirement was termed a "perfect farce." Township superintendents hired teachers indiscriminately, the only qualification, sometimes, being the willingness to undertake the unpleasant task of collecting tuition fees.

One of the best-known and most capable superintendents was John Van Brunt of Hackensack Township, who served from 1846 to 1867, the entire period during which the system was in effect. Van Brunt sums up one of his numerous reports on the inadequacies of the school system with this observation: "They are educated somehow and somewhere."

The importance of proper administration was recognized in 1867 with the appointment of Alexander Cass, a Teaneck teacher, as the first Superintendent of Public Instruction. His broad plan and numerous innovations soon heightened interest in school affairs. Figures released two years later show 7,404

pupils, an increase of more than 180 percent over 1851, while the population had only about doubled. Fifty male teachers received an average of \$47.57 a month and 30 female teachers got \$34.60 each; the latter figure was among the three highest county averages in the State. Only eleven schools were entirely free, however.

The passage of the State law in 1871 making all public schools free spurred townships into providing adequate facilities, while parents took an increased interest in school affairs. By 1880 the system had 108 teachers, seven of whom were normal school graduates. Most of the schools, however, were still one-room affairs, the largest being a seven-room structure at Carlstadt. The value of the school plant, listed at \$65,942 in 1866, had multiplied to \$228,200 ten years later.

The first woman trustee in the county was Mrs. Mark Dewsnap of Washington Township, who was chosen to the board of District 24 in April 1882. Previously Mrs. Van Riper had been elected to the post but declined, according to the *Weekly Press* of April 20, because she "considered the honor an insult."

Following Cass as county superintendent in 1873, Edgar Vreeland established the first kindergarten in the region during his two-year tenure. His successor, John A. Demarest, resigned in 1886. John Terhune, the next superintendent, inaugurated eighth-grade examinations for grammar school diplomas, introduced school libraries and popularized Arbor Day programs. Manual training courses were first offered by the Garfield school in 1880, while sewing and crocheting courses originated in the Wood-Ridge school in 1883.

Suburban growth in the latter part of the nineteenth century was accompanied by a widespread demand for greater educational facilities. Schools multiplied but failed to satisfy the increasing need. A typical problem arose at Englewood in 1884, when the one-room school for Negroes became so crowded that parents threatened to withdraw their children.. A hurriedly called school meeting voted to build an addition.

The main purpose of the legislature's Township School

Law of 1894 was to consolidate districts under a township board of education so that poor children would have the same facilities as the rich. The plan met with little success, however, for citizens of wealthier areas balked. Since the Borough Act permitted portions of townships to incorporate separately, 26 boroughs were formed that year, and thenceforth the total increased constantly.

Despite the negative reaction, the law stimulated immediate improvement. All 80 district schools began furnishing free textbooks and supplies, while previously only 28 had done so; it did not become compulsory throughout the State until 1903. During 1894 also an office for the county superintendent of schools, believed to be the first of its kind in the State, was established in Hackensack by the Board of Freeholders. Named Educational Hall, it displayed the work of students in various parts of the county.

In 1895 the county's 85 schools had an enrollment of 11,452, while annual expenditures had climbed to \$310,403.71. Of the 218 teachers only 50 were males. That year Englewood and Hackensack began experimental high schools, and in 1897 the latter constructed the first high school building in the county.

During the twentieth century the educational system of Bergen County has matched the rapid suburban development and growth of population. The most important factors in this expansion have been increased State and local interest, together with compulsory attendance and child labor laws.

County Superintendent Terhune's report of 1901 already indicated this expansion. The annual cost had risen to \$520,000, and there were 381 classrooms with a seating capacity of 16,140. In 1904 the State began regulating high schools, the number of which increased rapidly. A year later Terhune died, and George S. Vogel of the State Department of Instruction took charge briefly until the appointment of Benjamin C. Wooster of Ridgewood, county superintendent until 1931. Ernest A. Harding of Wallington served until September 1934 and was followed by Roy R. Zimmerman of Englewood, the incumbent.

Records and newspapers of the first decade of the twentieth century have numerous accounts of school construction and the growing clamor for more. The *Bergen Evening Record* of September 16, 1908, commented that "the growth of the schools passes belief." But the demand mounted steadily, and two years later the *Record* reported that "more than one Board of Education in Bergen County is wrestling with the school problem. Many new schools are needed. . . . Bergen County has difficulty in providing sufficient room." During that year \$382,546 was spent on construction, remodeling and repair. Most of the new schools had the latest in facilities, including playgrounds, gymnasiums and equipment for manual and domestic training. Expenditure for school plants reached its peak of \$3,041,760 in 1930; in 1938 \$499,013 was spent for land, buildings and equipment and \$364,589 for replacements and repairs.

During the World War the county's school children worked energetically, rolling bandages, knitting, etc. In appreciation the soldiers of Camp Merritt at the close of the war bought 37,000 medals for all Bergen County pupils above the kindergarten grade. The medal bears on one side the image of a marching "doughboy" holding the hands of a boy and a girl, and on the other side the inscription: "Boys of Camp Merritt are grateful to you."

Growth in attendance was accompanied by the decline of the belief that schooling was intended mainly for boys, and the number of female pupils increased until it equaled their proportion of the population. The principal of the Coytesville school resigned in 1902 because of his inability to control a class of girls who "made life miserable for him by laughing at his peculiar accent." His successor also gave up because "he was unable to make the girls behave." Two decades later the girls of Hackensack High School attempted to restrain their growing freedom by resolving to dress modestly, ban chewing gum, discard dress shoes for school, refrain from smoking in public places and restrict the use of cosmetics.

Bergen County's schools today are modern in every respect, from toy-equipped kindergarten classes to the science labora-

stories of high schools. Trained teachers, many of whom more than fulfill State requirements, employ the latest methods and facilities in guiding pupils. All of the schools have art instruction, and manual training is provided in 39 of the 70 districts. High schools have well-equipped gymnasiums, while elementary schools have playgrounds. About 40 districts have their own libraries.

Special attention is paid to individual needs and problems. About 90 elementary schools are devoted solely to primary training and kindergarten work. In the education of handicapped children the county occupies a front rank; 21 districts provide facilities for subnormal, blind and crippled children, and Garfield and Hackensack maintain classes for the blind.

Twenty-three districts have full high school courses, while nine others have junior high schools. Municipalities without high schools arrange to have their students attend those of neighboring towns. About 120 buses transport students who live at a distance from a school.

All high schools are fully accredited by the State Board of Education. All but one have home economics and manual training departments, usually combined with machine shop, metal work and electrical training; nearly all the senior high schools have science laboratories, and five have printshops. Clubs for debating, music, dramatics, foreign languages, stamp collecting, photography, art and the like are encouraged. Almost every high school has its band. Many publish student newspapers and periodicals in addition to the customary yearbooks. An extensive program of intramural and interscholastic athletics is conducted.

Hackensack, Ridgewood, Teaneck, Englewood, Lodi, Garfield and Tenafly have the most extensive school properties. The largest single school is at Teaneck, where the "6-6" plan is followed. The first six grades are scattered in small neighborhood schools, and the pupils of the upper classes are transported by bus to the Teaneck High School, which has an enrollment of about 2,000. Teaneck also emphasizes vocational guidance and conducts a course in aviation.

Schools



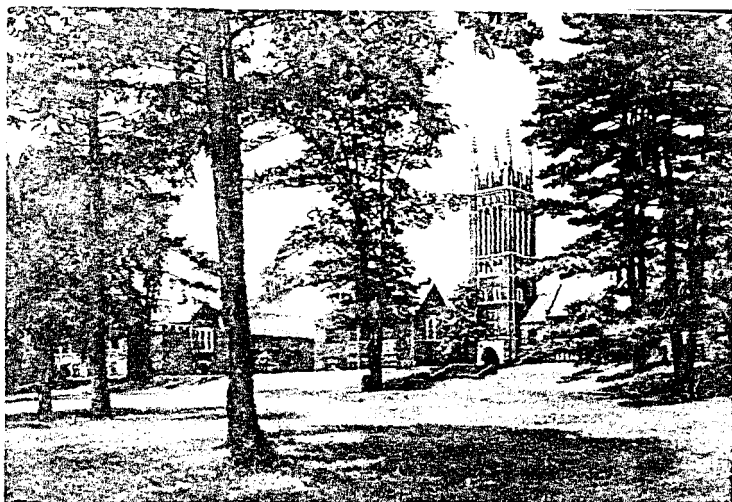
Epstein

A ONE-ROOM SCHOOL IN THE RAMAPOS

A MODERN GRAMMAR SCHOOL

Rubel





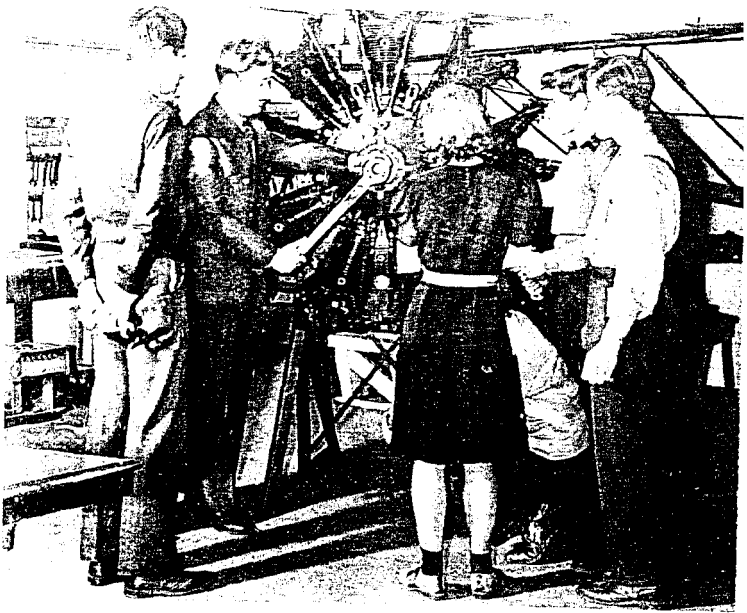
DWIGHT MORROW HIGH SCHOOL, ENGLEWOOD

Epstein

WOODWORKING CLASS

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Epstein

AVIATION CLASS

Epstein

KINDERGARTEN RHYTHM ORCHESTRA





Courtesy Bergen Evening Record

INDOOR AND OUTDOOR ATHLETICS ROUND OUT THE EDUCATIONAL PROGRAM

Epstein



Most schools keep cumulative records analyzing the pupil's mental development, work habits, special interests and social adjustment. Grades are re-evaluated and the child is rated according to his potential ability. Conferences with parents are encouraged.

All pupils have received regular medical examinations including compulsory tuberculin tests since July 1940. All schools have nurses, but only a few districts provide dental examinations. Free distribution of milk is handled largely by the P.T.A., the Lions Club and the Elks.

Vocational instruction in the past has been held up by inadequate budgets, but there is now a popular demand for the establishment of a modern vocational school. Investigation by the State Board of Education has established its necessity and desirability, and action on the project is expected soon.

Each of the 70 school districts is governed by a board of nine trustees, in nearly all of which three are elected in February of each year, while in others they are appointed by the head of the municipal government. The district boards comprise the Federated Boards of Education of Bergen County, of which Allison A. Clokey is the current (1941) president.

The Parent-Teacher associations, with branches in most schools, meet regularly to discuss school problems and participate in social and welfare activities. In some schools the P.T.A. provides milk and free lunches for the children, as well as entertainments, playground equipment, etc. It also provides for eye glasses and clothing for indigent students, while in high schools the National Youth Administration gives part-time employment to needy pupils.

There are about 24 Catholic parochial schools in the county, including five high schools, with an enrollment of approximately 8,000 and a teaching staff of about 700. The largest is Our Lady Queen of Peace, North Arlington, with 600 pupils in the grammar school and 230 in the high school. St. Mary's, Rutherford, has about 300 elementary and 500 high school students, while St. Cecelia's, Englewood, has 410 and 330, respectively. There are also high school divisions at Holy Trin-

ity, Fort Lee, and St. Luke's, Ho-Ho-Kus. All parochial schools are fully accredited by the State. Priests for the Catholic Church are trained at the Seminary of the Immaculate Conception at Darlington, near Ramsey. Don Bosco Institute in Ramsey is conducted by Silesian Fathers, an order of Polish Catholic priests, primarily for students of high school age. The Christian Day School at Midland Park is conducted by the Dutch Reformed church.

Private schools continue to serve those who seek more individual attention. Bergen County Junior College, Teaneck, has a "study and work" plan similar to that at Antioch College, Ohio. Approximately 500 students are given practical work along the lines they have elected to study, while tuition is comparatively low.

Founded as a preparatory school for Vassar College, the Dwight School for Girls, Englewood, draws its 400 students from among wealthy residents and has a faculty of 36. The adjacent Englewood School for Boys, a country day school, provides college preparation for about 110 pupils aged from 8 to 18. Oakland Military Academy, established in 1934, stresses health and bodily development, especially horsemanship, for its 70 students.

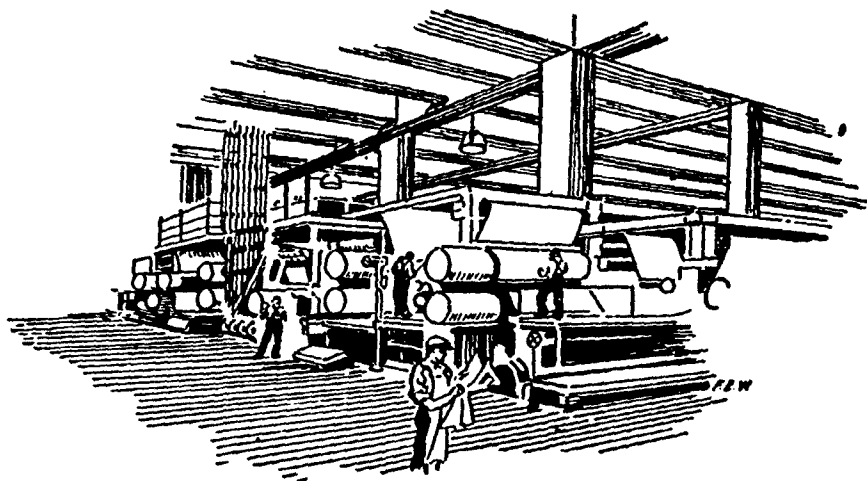
The Hamlin School, Fair Lawn, offers a program ranging from kindergarten training to high school for boys and girls. The Abeel School, Hackensack, has about 38 pupils from 2 to 14; and about 40 pupils of the same age group attend Fornachon Hall, Ridgewood. Rose Haven School for Girls, Rockleigh, has 35 boarders and several day students. The Ridgewood Nursery and the Little School, Englewood, take care of small children, as do the Bo Peep Nursery School in Teaneck and Radburn Nursery School.

Numerous business schools offer strictly commercial subjects. The Eagen School of Business, Hackensack, was founded in 1896 and has about 80 students, with a branch in Englewood. Other schools of this type are the Donovan School, Hackensack, the Ridgewood Secretarial School, the Rutherford Business School, Ace Business School, Bogota, and Campbell's, Hacken-

sack. Among private schools teaching a particular trade are the Modern College of Beauty Culture and the Troppodi Fashion Academy, both in Hackensack.

The former haphazard efforts in adult education have given way to the extensive program conducted by the Work Projects Administration for the past several years. About 5,000 persons from all over the county attend the free evening courses in 20 municipalities in art, science, music, mathematics, journalism, photography, public speaking, stenography, typing and various branches of vocational guidance, such as metal and leather crafts, electricity, carpentry, bookbinding, knitting, basketry and sewing. Classes are also held for illiterates and those seeking naturalization. All the programs are sponsored by local boards of education. In some towns the Adult Education Committees also offer special fee courses. Garfield, Rutherford and Hackensack are outstanding for their fine adult education programs.

Recently the Montclair State Teachers College has conducted extension courses for teachers and students at the State Street Junior High School in Hackensack. Classes meet once a week, and the 1939-40 curriculum included courses in creative crafts, contemporary political life, the modern novel and astronomy for teachers.



11. *The Press*

THERE is a Bergen County editor on almost every corner. He keeps his eye open for the exact moment when Mr. Smith and family leave for their summer home at the lake and reports the arrival of Mrs. Jones' niece from Scranton. He attends all the municipal council meetings, board of education meetings, Little Theatre plays and the games of the local sandlot ball team. When he is not gathering or writing the local news or seeing his paper through the press, he is thinking about next week's political editorial or wheedling ads or job printing from local merchants. The Bergen County editor is not different from the Salem County editor or the Atlantic County editor; but there are more of him.

The weekly paper business in Bergen has been growing for 135 years. County historians usually refer to the *Newsman* of 1822 as the first to be published in Hackensack, but there

has been discovered a frayed, yellowed copy of another publication, the *Impartial Register*, which bears the date line, Hackensack, January 1805. This single copy of the *Register*, the only one known to exist, belongs to Mrs. Anita Herman of Ridgewood. According to the editor's announcement, the paper was published every Tuesday "on paper of good, fine quality, and . . . executed in a neat style." The news was of foreign and national affairs; the only local items were advertisements, which ranged from one of a local private school to an ad placed by the editor himself for "Egyptian Botanick snuff to cure hypocondria, histerick and other fits. It is especially recommended to the fair sex."

The first paper to use a county designation was the *Bergen Express and Paterson Advertiser*, issued June 11, 1817. Published in Paterson, it contained mostly advertisements and a limited review of the news.

In 1821 the *Paterson Phenix and Bergen County Advertiser* began publication in Paterson, and in the same year, when it was sold to Bradford W. Lyon, the name was changed to the *Paterson Chronicle and Bergen and Essex Advertiser*. The *Chronicle* was a narrow tabloid, 15 by 25 inches with four pages of five columns each. Editor Lyon, no friend of Bergen County, was an early advocate of the plan to create Passaic County out of Bergen and Essex counties. Yet his paper was popular, and he lived to see the consummation of his editorial demands.

The *Chronicle* continued in its favored position despite competition from papers within the county such as the *Hackensack Newsman*. In the first issue, March 2, 1822, the *Newsman* promised to give Bergen County "a proper vehicle of information," but a year later the vehicle broke down. Another Hackensack publication, the *Hackensack Star and Bergen County Farmer*, first appeared November 23, 1823. The *Star* printed mostly stories of State-wide and national interest; the local items, which it might have exploited, received minimum coverage. One of the two publishers, with a better business sense, perhaps, than his partner, retired in 1824. Faced with the

choice of appeasing angry creditors or a term in a debtor's cell, the remaining partner fled the country.

The *Chronicle*, in the meantime, held its place, and in 1825 its direct successor, the *Paterson Intelligencer*, was the leading news sheet of the region. Of all the outside papers serving Bergen County prior to the Civil War, it experienced the longest reign of prosperity. The *Intelligencer* was a staunch Whig paper. Consequently, its reception in Bergen was not always cordial. County Democrats were not particularly impressed with such editorial battle cries as "Whigs to the Polls" and "Beware of the treacherous loco focus."

The *Intelligencer* did not have a clear field in the county. Among other weekly papers competing for the Bergen news market were the *Bergen County Gazette and Jersey City Advertiser* (1829-31), *Bergen County Courier* (1832), *Passaic Guardian and Paterson Advertiser* (1835-46), *Paterson Guardian* (1846-54, then daily until 1915) and the *Jersey City Advertiser and Bergen Republican* (1838-46).

Such stiff competition did not mean good pickings. Advertisements in all the papers were often meager, and subscriptions were commonly paid for in commodities or produce. "Any of our subscribers who wish to pay their subscriptions in Wood," wrote the *Paterson Courier* editor on December 13, 1831, "can do so now and throughout the Winter season, by leaving it at our office." Payment in kind for both advertisements and subscriptions continued throughout the first half of the nineteenth century. It was not unusual to see wood, fruits, vegetables, old farm implements and a miscellaneous assortment of goods piled in the corner of an editor's office.

There was no hesitancy about asking for advertisements, especially legal ads. The *Bergen County Courier* once printed its delivery route to show how wide a circulation it had, and on the basis of that circulation felt justified in putting forth its editorial demand without benefit of euphemism or subtlety:

We remarked in a recent number, that we had a greater number of subscribers to the *Courier*, than was ever obtained by any paper published in this county before ours. Our friends who have the con-

trol of legal patronage of this kind, we hope will bear in mind that the *Courier* circulates regularly through this county and at much greater number than any other paper. . . . Will not an advertisement circulated thus repay the advertiser the small charge we make?

Although the *Courier* took pride in its county distribution, it, too, failed to capitalize on local news. The closest it came to home was a brief announcement of a cholera epidemic in New York and a reference to prayer and humiliation in Newark to avert the "scourge of God." It was this broad emphasis which perhaps accounted for the quick death of the county newspapers. Their coverage of national, international and metropolitan affairs could not equal that of the larger New York and New Jersey papers; and it was on this basis that they chose to compete. Not until the newspapers began to represent the growing county consciousness could they hope to survive. The publications which developed during the two decades before the Civil War finally realized how necessary it was to look at the trees instead of the forest.

New papers were encouraged and no little benefited by political squabbling that drew circulation from the popular larger papers of surrounding counties. Before the Presidential election of 1856, the first in which the Republican party proposed a candidate, the *Paterson Tri-Weekly Guardian* was recognized by the Board of Chosen Freeholders as the official newspaper "circulating in the County of Bergen . . . no newspaper being published in the County of Bergen." This was extremely profitable for the paper: it carried all the county legal advertising. In circulation it led the *Independent Democrat* (formerly the *Paterson Intelligencer*, which changed its politics when it was sold in 1856), the *Newark Daily Advertiser*, the *Falls City Register* and the *Hudson County Democrat*.

Then in 1856 the *Guardian* merged with a minor sheet called the *Republican*. Part of the bargain was the *Guardian's* promise to back the candidacy of Frémont in the election. It returned to the Democratic standard after the election, but in the meantime it had been ousted as the official county paper because it "had changed its colors and become enmeshed in Black

Republicanism." The *Hudson County Democrat* had been adopted by the Democrats in power as the "regular party organ," a designation tantamount to exclusive rights to the county's advertising.

Frémont piled up a strong opposition vote, and this gave the *Guardian* an excuse to undermine the *Hudson County Democrat*. In full knowledge that it could not recapture the lost field, the *Guardian* agitated for a Bergen County paper:

There were 1234 votes in Bergen County opposed to the election of James Buchanan, and the extension of slavery. Citizens of Bergen County, can you not see that a duty devolves upon you in the new contest for Freedom and Fremont? Why should your rich county be longer isolated? Is there any earthly reason why the large town of Hackensack should be destitute of a paper? Is it proper that the printing of the county should go out of that place—that the county advertising should be forced abroad? Fremonters of Bergen County, rally and establish a paper in your midst.

On March 2, 1857, the *Bergen County Gazette* began publication in Hackensack. The following September the *Guardian* reported the *Gazette* to be "slowly advancing in circulation. A friend from the village informs us that the paper is a favorite among the Court House Clique from whom it is reported to be the recipient of golden promises. We wish the enterprise success but heaven save it from the rod of cliquedom."

Heaven was not listening, for the *Gazette* soon died. The exact date of its expiration is unknown, but in 1858 its editor was working on a new publication, the *Bergen County Journal*, a stock concern owned jointly by Republican and Democratic businessmen. The *Journal* in its first issue, March 6, 1858, featured local news and letters. It was the finest example of local journalism Bergen had yet witnessed.

The *Guardian*, still sore over its loss of Bergen County patronage, encouraged the new publication and sideswiped the usurping sheets which county politics favored:

People of Bergen County, sustain your own paper (and take ours also, of course.) It has been most disgraceful to Bergen that her public officials have heretofore resorted to the Falls City Register, a black-

guard paper, in which the county advertising has appeared. The Sheriff of Bergen County . . . officially patronizes a disreputable print which is edited by a man . . . whose sheet is only known by its smell. It was time for a paper for Bergen.

The editor of the *Journal*, William C. Kimball, stressed civic pride and rural neighborliness. Pro-Union in sympathies, Kimball announced on April 27, 1861, that he was leaving for an Army training camp and that accordingly "we are under the necessity of furnishing our readers this week with only half a sheet." He left in May, but the paper continued publication. The following August Kimball returned to write an account of the Union cause which shocked the strong pro-slavery element in the county. The *Journal* gasped a few times, but before the year had ended it was a war casualty. Another was the *Bergen County Patriot*, begun in October 1861. It found far too few potential subscribers in agreement with its belligerent attitude in advocating the Union cause.

Earlier in 1861, following the *Journal's* sudden demise, Hackensack political chieftains, concerned over the split in county Democratic forces caused by divergent opinions on slavery, attempted to mend broken party fences by issuing the *Bergen County Democrat*. Publishing offices were located in New York. After a few turbulent weeks the publishers, faced with bankruptcy, were forced to join with a newspaperman who had purchased the old *Journal* plant with the idea of starting a paper of his own.

Under the joint ownership the name was changed to *Bergen County Democrat and New Jersey Statesman*. Editorial offices were opened in Hackensack. The *Democrat* was published with considerable success, and its constant devotion to the Democratic Party enabled it to play a powerful role in county politics. So strong did the *Democrat* become that it was said to be "the party textbook to dispute the teachings of which was political treason."

Opposition to the *Democrat* was weak. Not until publication of the *Hackensack Republican*, today the oldest weekly in the county, which appeared first in 1870 as *The Watchman*,

did the Democrats taste the effects of political diffusion. Rechristened the *New Jersey Republican and Bergen County Watchman*, the new paper did not find the going easy: ownership changed hands six times in the next 19 years, but it became more solidly entrenched. In 1878 the name was changed to the *Hackensack Republican*.

The decades immediately after the Civil War brought weekly papers to many of the municipalities in the county. The demand for this type of paper was not heavy, and none of the early weeklies ever had a large following. Some of them, such as the *New Jersey Radical*, which a short time after it first appeared in 1873 merged with the *Bergen County Herald*, were absorbed by the large papers; others followed the example of the *Englewood Times* and the *Englewood Standard*, which joined forces to take advantage of what small business there was. The merger of these two Englewood papers, incidentally, was unsuccessful, and the field was left to a latecomer, the *Englewood Press*, still being published (1941).

The *Bergen Index*, the *Rutherford News*, the *Ridgewood Record*, the *Ridgewood Herald* (which later by merger with another Ridgewood paper became the *Ridgewood Herald-News*), the *Bee* and the *Landscape* were a few of the more noteworthy Bergen papers of the late nineteenth century. The *Bee*, issued in Rutherford in 1882, was the county's smallest paper. Its unusual size, 4½ by 3½ inches, was not matched by a striking editorial policy. During the 10 years of its existence it was known as the "white head" because of its ultra-mild comment. The *Landscape*, a monthly, was written, edited and printed at Saddle River by A. P. Smith, a Negro; it had a wide circulation until publication was ended by the publisher's death in 1900.

The growth of small municipalities after 1900, which increased the possibility of legal advertisements, spurred the formation of weekly papers. Practically all 60 of them now in existence depend on ads from the sheriff's office and the municipal buildings. This dependence forces the papers to engage actively in local politics, and as the county is Republican such activity is for the most part limited to intra-party disputes.

Part of the system is multiple publishing; the papers differ only in their coverage of local council meetings, gatherings of the various societies and other local happenings. The publishers are thus paid for advertisements, both public and private, in several papers, but the printing costs are much reduced.

Among the many firms which publish more than one paper is the Tenaflly Publishing Company, which prints in addition to its chief publication, the *Northern Valley Tribune*, also the *Bergen Independent*, *North Jersey Life* and the *Ridgefield Times*. The F. E. Caston plant at Wood-Ridge publishes the *Wood-Ridge Independent*, the *Moonachie Independent*, the *Wood-Ridge News* and the *South Bergen Independent*.

Not all the weeklies are published by this mass-production technique, but there is no noticeable variation in either format or content between the two types. That is not to say that all 60 papers are exactly alike; there are many different page sizes and a variety of typography, while the make-up is limited only by the editor's taste. The circulation of these weeklies is, of course, limited to small areas. In many cases a subscription for a single year will constitute a lifetime order for the paper without further charge.

In the county are published almost one-fifth of all the weeklies in the State. Of these 60 papers, only one is in a foreign language—the Hungarian *Szabad Sajto*, which is published at Garfield. The *Carlstadt Free Press*, begun as a German language paper in 1873, and the *Jewish Tribune*, published in Hackensack, are both printed in English. There is a weekly for each 6,827 people in Bergen, while in the country as a whole there is one to about 11,000. The combined circulation of all the weeklies probably reaches 100,000, though this is not guaranteed paid.

The first Bergen County daily was established in 1875 by Captain Corlandt L. Parker, who acquired the *Rutherford Park* (later *Bergen County*) *Herald*, which was founded as a weekly in 1872. Originally a family journal for German-American land societies, vereins and similar organizations, the *Herald* became a staunch Republican sheet in 1873. Efforts to maintain

the paper as a daily failed, and in 1876 it reverted to weekly publication with a Democratic policy. In 1897 the *Herald* moved to Westwood, where it was published as the official county Democratic organ until it folded in 1902.

Until 1895 only the *Herald* had attempted daily publication. All the other papers were issued monthly, weekly, semi-weekly or triweekly. On June 5, 1895, the *Bergen Evening Record*, sole daily in the county today and one of the most prosperous in the metropolitan area, began publication. Containing four pages of five columns each, the first edition featured an account of an arson ring in New York City. The local lead reported the first defeat of the Oritani Field Club baseball team in its game against the Princeton Consolidated nine. Other stories dealt with a meeting of the Freeholders, a State Senate investigating committee, the coming battle between Corbett and Fitzsimmons and activities of President Cleveland's cabinet. Under "Local Briefs" appeared the information that the merry-go-round craze continued unabated. There were several advertisements and a small classified column.

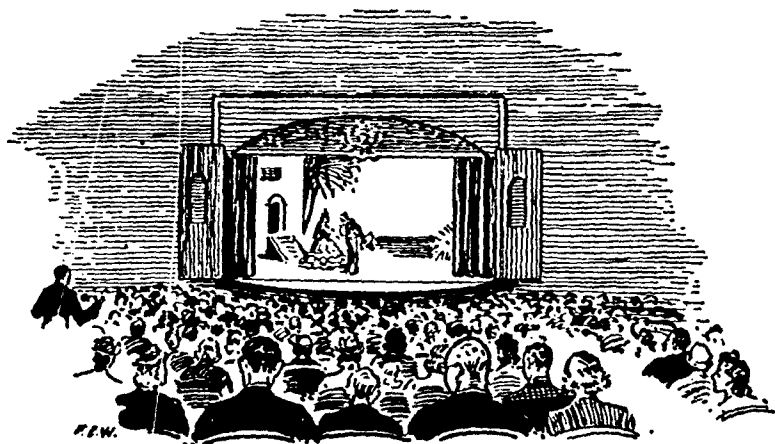
The first *Record* plant had one flat-bed press, a job press, a case of display type and a batch of seven-point type. The electric motor for the press was set up on an old butcher block, and the page forms were made up on a marble slab which had formerly been a store counter. About 1,000 copies of the first issue were printed, of which about half were sold. Five boys handled distribution in Hackensack. In October 1920 the paper was incorporated as the *Bergen Evening Record* with John Borg as president and controlling stockholder.

The *Bergen Evening Record* is the sounding board of all county affairs. A thorough coverage of metropolitan and national events combined with strict attention to all local affairs has won it a wide circulation throughout Bergen and its neighboring counties. The *Record* is required reading for those who wish to keep a finger on the pulse of Bergen County life; its columns are quoted in 30,000 homes and eagerly watched for reports of council meetings, charity affairs, card parties and local scandals.

A consistently independent editorial policy in a predominantly Republican community is in part responsible for its steady 50-year growth. The paper's circulation and influence have also been stimulated by its active interest in county affairs—an interest which has led it to sponsor popular recreational and cultural events.

Two later attempts to establish daily newspapers in the county failed. On September 5, 1905, the *Daily Times* was published from the old *Democrat* office in Hackensack. The venture lasted only two months. On February 16, 1912, the *Bergen Daily News* appeared in Hackensack and continued until November 17, 1921.

The suburban columns of such neighboring dailies as the *Paterson Morning Call*, *Paterson Evening News*, *Passaic Herald-News*, *Jersey Journal* and the *Newark Evening News* devote considerable space to Bergen County news and have substantial circulations in the county.



12. Cultural Activities

THE chief force in the intellectual life of Colonial Bergen was the Calvinistic doctrine of the Dutch Reformed Church, which was represented by the Holland-educated clergymen. Staunch traditionalists, these ministers allowed their congregations only the limited literary diet endorsed by the theological professors at Leyden. The few literate laymen read the family Bible, the psalmbooks and, later, the Dutch almanac.

On the outer fringes of the Dutch settlements the cultural boundaries established by the early Reformed church were weakened, as was the rigidity of the sect's dogma, by a new group of religious leaders during the first half of the eighteenth century, natives of the colony and hence more sympathetic with its viewpoint.

The American clergymen were strongly influenced by Theodorus J. Frelinghuysen, who ministered to the congregation

in the Raritan area. His departure from religious formalism and his emphasis on religion of the heart provoked the opposition of the conservative school, which warned the settlers against him and protested to the Classis in Holland. In reply Frelinghuysen published three of his best sermons, *The Broken Heart and Contrite Spirit*, *The Lord's Supper* and *The Christian Disciple*, which embodied the spiritual quality of his faith. *The Sermons* was the best seller of Dutch Colonial days.

Other books circulating in the ecclesiastical circles comprising the Colonial intelligensia were *The Adorable Ways of God* by Petrus Van Driessen, *Chain of the Godly Truths* by Gerard Haeghoort and *The Unknown God* by Johannes H. Goetschius.

Part of the rivalry between Americans and Europeans in the Dutch Reformed Church found expression in the stirring debates recorded in the records of the churches at Schraalenburgh (Dumont), Hackensack and the Ponds (Oakland) and in the pamphlets and brochures published here. Of the approximately 50 books which appeared in Dutch America between 1708 and 1794, 37 are said to have been on religious subjects.

Meanwhile, Dutch culture had come into conflict with English. The struggle for linguistic and cultural ascendancy between the two groups was an unspectacular but profound aspect of life in Bergen County during the latter half of the eighteenth century. Seriously handicapping the Dutch was their lack of a newspaper. The English gazettes of New York, on the other hand, attained circulation in Bergen County and exerted a considerable influence on the population. Moreover, the official language of the courts and the government was English, although a large percentage of the inhabitants spoke Dutch. A significant trend was the action of farsighted ministers of the Reformed Church in advocating that preaching in English be inaugurated to keep the younger generation in the church.

The Hackensack Valley remained the last stronghold of Dutch culture until well into the nineteenth century. The new Schraalenburgh church built in 1801 had a Dutch inscription over the front door, and as late as the Civil War Dutch was still widely spoken. J. Dynely Prince in his *The Jersey Dutch*

Dialect cites examples of the vernacular in Bergen County as late as 1919.

There developed during the Colonial and Revolutionary periods an agricultural society that prevailed for the greater part of the nineteenth century. The force of this mode of life made itself felt in the intellectual pursuits of the people and was especially evident in the scattered groups of serious thinkers who organized "literary" and "debating" societies that argued such topics as: "Which is more valuable to the farmer, Guano or Manure?" Political and social issues were not overlooked; a popular topic was: "Which has received the greater injury from the White Man, the Indian or Negro?"

Weekly discussions of the Saddle River Debating Society in the 1850's attracted much attention. "The subjects discussed are mostly of living importance, or such as tend to elicit useful information," reported the *Paterson Guardian*. The Godwinville Debating Society was reported to be in a "flourishing condition," and another one was being planned at Red Mills. The editor noted that "the most active and intelligent men" took part in the debating groups. Organized during the same period were Moral Societies which attempted to exert a "moral and persuasive influence to endeavor to suppress every species of vice . . . and more especially of Intemperance, Sabbath breaking and profanity."

In February 1867 the *Weekly Press* reported the formation of the Hackensack Literary Association, expressing the hope that "the active, earnest young men of Hackensack, who really desire to improve themselves will join this society." The same article also commented on the "flourishing literary society" at New Bridge, which was said "to contain some fine talent and is doing some good work among the young men of the village." The newspaper expressed the hope that "the young men in other parts of the county will imitate the example thus set and organize half a dozen or more new literary associations." Several of these Bergen County "literary" groups were affiliated with the State Literary Union, which served as a clearing house.

Hackensack, as the county seat, was the cultural and social

center of the county. In the winter of 1857 a course of lectures at the Washington Institute was "well sustained." A lecture by Horace Greeley on the generous subject of "Europe" attracted special attention that year. Recitations and recitals were conducted throughout the county, and the population was particularly regaled with "select readings." Many of these affairs were conducted in conjunction with the church.

Lecture courses at Hackensack, Paramus (Ridgewood) and other communities were notable occasions for the rural intellectuals. During the winter of 1865 Union Hall in Paramus entertained such celebrities as Horace Greeley and Theodore Tilton. A lecture by Greeley on agriculture was praised by the *Weekly Press* for "the very many valuable hints which it would do well for the shiftless farmers of Bergen County to reduce to practice." The committee was praised for employing such speaking talent, "thus giving a rural neighborhood advantages heretofore only enjoyed by those residing in the large cities."

The recitals and readings became "cultural evenings" during the 1870's. Typical was one in Stuart's Hall at Ridgewood Station which featured recitations and readings of prose and poetry interspersed with music. In the county seat there was formed the Hackensack Lyceum, which arranged public entertainments, lectures and concerts. Many of these activities were conducted in Anderson Hall.

Families whose social and cultural backgrounds were at sharp variance with the original population of the county followed the railroads into the previously isolated valleys. Suburbanization of farmland, entry of residents from metropolitan centers and increasing contact with New York, as the number of daily commuters grew, influenced the intellectual life of Bergen profoundly. As residential villages were built up in the sprawling agricultural townships more interest was naturally shown in urban affairs. In Ridgewood, Englewood, Leonia and Rutherford halls and auditoria were built where community activities were centered, and groups were formed that sponsored music and drama. In November 1871 the Englewood neighborhood noted enthusiastically the formal opening of the Athenæum

with a concert by "prominent singers." Simultaneously it was announced that Henry Ward Beecher would shortly deliver a lecture.

The suburban growth of Bergen County attracted artists and writers who saw in the county a leisurely retreat adjacent to New York. The famous actor Joe Jefferson moved to Ho-Ho-Kus and was soon followed by others.

In 1870 the sum of \$1,000 was raised for a library in Hackensack. This was the first in the county. The following year a newspaper reported that "the Hackensackers rejoice in their new library and reading room having 500 volumes." By December 1871 the "Hackensackers" had read 25 biographies, 150 scientific and historical works, 1,030 juveniles and 2,148 novels, which the reporter thought was "suggestive of the average Hackensack mind."

The Bergen County Historical Society was formed in June 1872, and one of its first efforts, according to contemporary newspaper reports, was "to try and prevent the old historic names of the county from being blotted out by namby-pamby sentimental 'Ridges,' 'Woods' and 'Parks.'"

A library was started at Rutherford Park in 1872, and shortly after the Englewood branch of the New York Mercantile Library was said to be doing "nicely." The old literary groups were flourishing and new ones were being formed. The *Weekly Press* on June 9, 1873, commented at some length on the recent discussions of the Irving Literary Association of Saddle River, which argued "women's right to vote and hold office." By its affirmative vote, the paper thought, the group had "fully placed itself abreast with the most advanced thought of the age."

The Chautauqua Literary and Scientific Circle was represented in Bergen County by the Palisade Circle of Englewood. "There seems every reason to believe that there will be a very large class," the *Englewood Press* predicted of the winter season of 1891. An attractive course on "The American Year" was announced.

Lectures illustrated with stereopticon slides became popular during the 1890's. Such topics as "Alaska," "Paris," "Rambling

in Rome," "In Mexico with a Camera" and "Glimpses of Scotland" were included in a course presented at the Englewood Lyceum in January and February of 1892. The non-illustrated lecture, however, was the staple fare. The ladies of the Tenafly Society in November of that year heard lectures on the "History of the French Revolution 1789-1794," "Marat, Danton and Robespierre" and "Marie Antoinette."

The suburban towns multiplied and grew until communities stretched in an almost solid line through the Northern Valley. Westward there were broader unpopulated regions. But the pattern of community life dominated the county and increased opportunities for contact with the arts. Little theatre groups, musical organizations, exhibitions of painting and libraries flourished. Women's clubs, church groups and other organizations sponsored plays, concerts, exhibits of paintings, community forums and lectures by outstanding speakers. The women's clubs had study divisions for art, literature and drama, creative writing and music.

Painting, Sculpture and Crafts

As in other sections of America, pioneers in Bergen County wove their art into the fabric of their daily living. Neither the paint brush nor palette knife was their tool; they worked with hammer and saw, blacksmith's bellows and whittling knives. The essence of their art was simplicity and its aim functional or decorative. The finer problems of representation were not their concern.

The oldest examples of handicraft are the time-smooth gravestones in the old burial grounds at Paramus, the Ponds, old Schraalenburgh and the Green and in the many family cemeteries throughout the county. These anonymous works show a remarkably deft sense of line and space. Surrounding the quaint epitaphs were floral borders, beautifully composed, weeping willows, a conventional yet varied decorative motif, and occasionally the skull and crossbones, which was used in an especially

striking fashion on a stone in the Schraalenburgh burial ground.

It was in making things for the living, however, that Bergen County craftsmen achieved their greatest success. Their work is best illustrated in the preserve cupboards of the Dutch Colonial houses, which were usually constructed of pine, poplar, cherry or apple wood. Decorated with carved sunbursts, flutings and reedings, their simple lines blended with the architectural severity of the houses. The best of these cupboards has been attributed to James Auryansen who lived just over the New York State line, but other craftsmen within the county were exceptionally proficient. The ladder-back chairs have decorative finials and turned stretchers which are said to be different from any found along the Atlantic coast. Furniture of all types, made by farmers and their workmen, indicates that the skillful use of tools was not uncommon. Like the other craftsmen, the blacksmith, too, turned artist on occasion. Candlesticks, fasteners for blinds and weathervanes, wrought by hands more familiar with rougher objects, were often of surprisingly delicate workmanship and beauty.

With the growing urbanization, the handcraft arts lost their appeal. Not until well into the nineteenth century and the early twentieth was the production of craft art objects resumed, and then on a commercial basis rather than for personal use. About 1840 George Wolfskeil of Liberty Pole (Englewood) produced pottery which, if it did not challenge the supremacy of the Trenton masters, at least achieved commendable artistry. He worked with the "red paste" or common brick clay base and won his reputation on the glaze effects. His pie plate with the medallion of Washington beneath 13 stars, his Martha Washington plates and salt glaze crocks were his outstanding accomplishments.

The handcraft tradition was by no means continuous. There were, however, three other isolated, noteworthy craft developments. During the late nineteenth century John B. Lozier of Oradell became known for his decorations on china and bric-a-brac. In Edgewater in 1911 Lorentz Kleiner, or Cleiser, began making tapestry, and for more than 20 years Edgewater

tapestries, handwoven and handsewn, were produced on order for State capitols, museums, hotels, private clubs, expositions and prominent individuals here and abroad. Forced out of business in 1933 as a result of lack of demand and the importation of less expensive European tapestries, the Edgewater looms had turned out thousands of pieces valued at from \$300 to \$2,000 each. The four buildings that made up its plant contained facilities for every phase of the work, from drawing designs to finishing huge textile mosaics that sometimes took as long as a year to weave. At the Newark Museum are two of the chief works of the looms—one depicting the life of the Hackensack Indians and the other showing Newark in 1826.

Five years after the opening of the Edgewater looms, in 1916, Miss Winifred Mitchell established the Tenaflly Weavers. The beautiful handwoven fabrics made in the studio at Tenaflly became immediately popular, and the studio in Miss Mitchell's home was soon outgrown. Girls were trained in the ancient craft under Miss Mitchell's direction, and in 1919 several tutors from Queen Alexandria's school in Sandringham spent nine months here teaching the Old World techniques to the Tenaflly Weavers. Today textile buyers from all over the country come to the large plant in Closter, where the weavers moved, to purchase the artistically woven materials.

In the last decade of the nineteenth century the nucleus was formed of the art colonies which were to grow in size and importance until Bergen reached supreme position in art in New Jersey. Before this influx there had been only one artist of note in the county, Thomas LeClear (1817-82), a portrait painter who came to Rutherford after he had established his reputation in New York. Among his works were pictures of Edwin Booth, James Russell Lowell, Charles P. Daly and an unfinished portrait of General Grant for which, if his death had not intervened, he would have been paid \$10,000.

On the rocky Palisades above the Hudson, which furnished the inspiration for a new school of American painting under the impetus of men like A. B. Durand, Thomas Cole and Albert Bierstadt, the young artists of the day built studio shacks to be

close to the landscapes of the Hudson Valley which they wished to paint. Many others, whose artistic inspiration did not spring from the river, also came to Bergen County, which was becoming the country edition of Greenwich Village in its heyday. The most important of these colonies was at Coytesville, where "Pop" Hart, Dan Perrine and Robert MacKay lived and worked. Often the Coytesville artists trudged downhill to Leonia, where they visited another group which included C. Harry Eaton, then president of the American Water Color Society, and Peter Newell, whose illustrations for *Alice in Wonderland*, *Peter Newell's Mother Goose* and other children's books made him the Walt Disney of his time. Down the river at Edgewater, which at the turn of the century had not yet embarked on its period of great industrial expansion, there lived other artists working in another medium. Among these were Rudy Dirks, originator of the Katzenjammer Kids, and the cartoonists Tom Powers and Jimmie Swinnerton.

Alexander Shilling (1866-1937), who studied both here and in Europe, lived in Leonia for many years during which his powers as an etcher and landscape painter came to fruition. Scenes of northern Bergen appear again and again in his work, which has been acclaimed by critics and has won for him representation in the Metropolitan Museum and several medals.

Unlike Shilling, Charles Livingston Bull (1874-1932), the muralist and illustrator, owed little to his formal art training. His murals decorate the homes of Isaac N. Seligman, William Gray Purcell and Charles S. Chapman. His drawings, chiefly of animals, illustrated his own and stories of others and were drawn from the memories of his travels. He lived in Oradell.

Chester Loomis (1852-1924), who lived in Englewood, was complimented chiefly for his strong use of color. Loomis painted portraits of Bergen County notables and a dramatic mural of the *Half Moon* sailing beneath the Palisades for the Englewood Library.

The most fabulous of these artists was George O. "Pop" Hart (1871-1933), whose picturesque career sometimes diverts attention from his vivid, brooding water colors. Aboard cattle

boats, tramp steamers and nondescript sailing boats Hart scoured the remote ends of the earth, painting signs with vivid scenic backgrounds to earn his living. When he returned to New York in 1905 his weather-beaten appearance and the long beard which he had allowed to grow during his travels immediately gave him the nickname "Pop."

During the closing years of his life he clung to his cabin in Coytesville, but his fame spread. Many who occasionally saw the shabby old man walking through the towns of eastern Bergen County or along the Saddle River did not suspect Hart's wide renown. His works hang in private collections throughout the world, in art galleries all over the United States and in the South Kensington and British Museums. Hart's most telling effects were reserved for his paintings of Mexican scenes, which he interpreted with deep and sympathetic understanding.

The artists who came to Leonia by and large achieved success. Although they worked with the utmost independence, they formed a center for the exchange of ideas in art. The very fact of their being there raised the appreciative level of the community, and this effect filtered out to the rest of the county.

One of the foremost of the Leonia group is Charles S. Chapman (1879-), a member of the National Academy of Design, who has been hailed as America's most devoted interpreter of forest depths in oil. He is particularly noted for his treatment of trees and has lately caused wide comment on a new technique which he discovered and developed. Chapman floats oil paints on water, blends the colors and achieves the design on the surface of the water and then, by laying paper on the oil, transfers the picture. His large sum of honors includes the Carnegie prize for his painting *Adventure*, which was shown in the National Academy exhibition in 1938.

Together with Harvey Dunn (1884-), who now lives in Tenaflly, Chapman founded the Dunn Studios in Leonia. Until the school closed in 1917 it attracted many exceptional students, including Dean Cornwall, who later gained national prominence as a muralist. To a class at his studio Dunn once said: "There is no such thing as a creative artist. An artist merely expresses

that which has always been. Don't be subtle. Be obvious. Be brutal." This advice he has followed himself in his better work. Dunn paints people in action, grouped in decisive moments; his pictures are often of struggles with nature. Dunn's illustrations have appeared in the *Saturday Evening Post*, *Harper's*, *The Century*, *Cosmopolitan* and other periodicals.

Both Dunn and Howard McCormick (1875-), another Leonia artist, are associate members of the National Academy of Design. One of the pioneers of American mural painting, McCormick has won his reputation on his studies of Indians and designed and executed the Indian exhibit at New York's Museum of Natural History. Some of his paintings decorate the Museum of Science and Industry in Radio City, and he has done the panels in gesso in the Leonia grammar school and the New Jersey State Museum at Trenton. McCormick's technique has been carried over to his exquisite wood engravings. McCormick and Frank Street (1893-), whose illustrations appear frequently in popular magazines, established an art school in Leonia which is a distinct contribution to the community. The amateurs who gather in the studio to paint or sketch transmit to their neighbors an increased interest in art and an appreciation of the artist's technical problems.

Two other Leonia artists, Chester Leich (1889-) and Grant Reynard (1887-), work chiefly in another medium, etching. Leich has exhibited his etchings, drypoints, soft ground etchings and aquatints all over the country, and some of them hang in the Library of Congress and the National Gallery of Art in Washington, the Museum of New Mexico, the Roerich Museum and the headquarters of the Society of American Etchers, both in New York, and in other permanent collections. Reynard, who was a successful illustrator before he turned to etching and painting, has sold his pictures to the Metropolitan Museum of Art, the New York Public Library, the Newark Museum and to other galleries. *Hall of the Mountain King* is one of the most notable of Leich's drawings, and the drypoint, *Brahm's Sonata*, a study of a musicale, best represents what has been called Reynard's "searching quality."

Rutherford Boyd (1884-), another of the Leonia group, is a painter in watercolors and oils and has been art director of several magazines. For several years Boyd has been experimenting with abstract designs. His abstractions, figures carved in plaster, wood, lucite, alabaster or similar materials, are basically spatial variations on a single geometric shape or theme. Thus with a simple parabola as a theme Boyd has produced a striking parabolic figure composed of smaller parabolas arranged in strictly mathematical sequence and varying in height and width. Striving for perfection of design, the artist holds that the mathematics upon which his compositions are built will provide a fundamental language of art. To show the development and some of the possible variations of abstract designs based on a single geometric figure, Boyd directed a motion picture called *Parabola* which was produced, like an animated cartoon, by exposing one frame of film at a time. In his oils Boyd also emphasizes design with exceptional success.

Four of the country's outstanding artists once lived in Leonia: Mahonri Young (1877-), one of the leading modern sculptors and an etcher of distinction whose works are exhibited at the Metropolitan Museum, the Whitney Museum and the Museum of Natural History in New York, the Newark Museum, the Art Institute at Salt Lake City and other places; Arthur S. Covey (1877-), instructor in mural paintings at the National Academy of Design, past president of the Society of Mural Painters and painter of several wall designs at the New York World's Fair; J. Scott Williams (1877-), also a past president of the Society of Mural Painters, creator of exceptional allegorical murals, landscapes and designs in glass; and Harry Townsend (1879-), official artist of the American Expeditionary Force in the World War whose pictures hang in the Army War College and the Smithsonian Institution, the Metropolitan Museum and the New York Public Library.

Mary Swift Powers (1885-) of Englewood is represented at the Whitney Museum, where her water color of Mallorca hangs. She is particularly noted for her studies of flowers and West Indian scenes.

Henry Burkhart (1892-) named his artist daughter, Leonia, for his home town. Burkhart, who studied here and abroad, has had his paintings accepted by the Whitney Museum and the California Palace of the Legion of Honor in San Francisco. Miss Burkhart painted the murals in the Powell, Wyoming, post office, but Bergen County landscapes are her chief interest. She was awarded honorable mention in an exhibition at the Montclair Museum of Art and a medal by the American Artists Professional League.

There are several other families of artists in the county, among them the Wilcoxes of Tenafly, the Walcotts of Rutherford and the Lambs of Cresskill. Ray Wilcox (1888-) is best known for his marine paintings, but his landscapes, too, have attracted notice. The emotional quality of his work is expressed by striking contrasts with especially vivid skies. R. Turner Wilcox (1880-), his wife, emphasizes contrast, too, but her work has a delicate finish which is at its best in *The Painted Shawl*, perhaps the most sensational of her paintings. Their daughter, Ruth Wilcox (1908-), one of the leading contemporary portrait painters, has won awards for her portraits and oil studies.

Both Henry Mills Walcott (1870-) and his wife, Belle Havens Walcott (1870-), have won the Hallgarten Prize of the National Academy of Design; Henry Mills Walcott was the recipient the first time it was offered. Some of his pictures hang at Ohio State University and Ohio Wesleyan University, and he has been awarded several other marks of distinction.

The Lambs are particularly distinguished for their work with stained glass. Charles Rollinson Lamb (1871-), an architect who began his career as a designer of churches and monuments such as the Dewey Memorial Arch in Madison Square, New York, now designs the stained glass produced by the J. and R. Lamb Corporation. Charles Lamb has been an officer of many art organizations and a historian of art. The late Ella Condie Lamb, his wife, and Katherine Stymetz Lamb, their daughter, work with paints as well as glass. Mrs. Lamb's portraits and murals have been as favorably commented upon

as the stained glass windows she did for Christ Church in Springfield, Illinois, and Miss Lamb, who made the Froelich Memorial Window in the Newark Museum, has been praised for the boldness of touch and delicacy of effect of her murals.

Charles Lamb's brother, Frederick (1863-1928), who also studied architecture, was perhaps the most influential artist who ever lived in Bergen. His murals and his stained glass designs were pre-eminent artistic accomplishments, and his services were in demand by many national organizations. Lectures and writing to stimulate art education took so much of his time that often little was left for his painting. An outstanding figure in ecclesiastical architecture, portrait painting and in the field of civic art improvement, Frederick Lamb was a medal winner at many exhibitions here and abroad.

H. Willard Ortlip (1886-), the Fort Lee muralist and portrait painter, and his wife, Aimée Eschner Ortlip, leave their formal work for long periods to travel all over the country giving religious talks illustrated by chalk drawings.

Several of the artists in Bergen have painted county scenes. John Allison (1889-) of Englewood, who is a musician as well as a painter, achieved a striking effect in his chief work, *Erie Engine*, by contrasting the locomotive with the autumnal background of a lofty hill. The Englewood artist, Dexter B. Dawes (1872-), has done a sensitive painting of the George Washington Bridge from Coytesville, and Alfred Du Buis (1875-) of Hasbrouck Heights, who specializes in producing striking color effects in moonlight, is the painter of the landscape, *The Palisades*, which hangs in the gallery of the National Academy. Various Bergen scenes have been painted by Ridgewood's Joseph P. Gaugler (1896-), who has won first awards in the New Jersey State Exhibit, the art shows of the Montclair Museum of Art and the Ridgewood Art Association. Jean H. Morse (1876-) of Englewood and Emile Stange (1863-) of North Hackensack have both painted Hackensack River and other local scenes. Helen Moore Sewell (1896-) of Ridgewood has used the Pompton Lakes area in several of her works.

Among the artists in Bergen who are chiefly portrait paint-

ers are: John Bentz (1879-) of Leonia, whose animated, realistic miniatures have been widely and favorably commented upon; Michele A. Cafarelli (1889-), the Teaneck artist who painted three portraits which hang in the Paterson Courthouse and who has also exhibited landscapes and still lifes at the National Academy; and Adrian Lamb (1901-) of Cresskill, who has executed portraits for Columbia University, the University of Nebraska and the *New York Post*.

Marion Swinton (1878-1939) was an artist and teacher of national celebrity when she died at her Hackensack home. Perhaps the best-known of her canvasses was one of President Woodrow Wilson which was widely exhibited throughout the country and now hangs in the Princeton Club, New York. Another acclaimed work was a study of the actor Joseph Jefferson as Rip Van Winkle. For a time Miss Swinton had studios in London and Montreal.

Some of the best-known illustrators in the country live in Bergen County. Alonzo Early Foringer (1878-) of Saddle River, who painted the Red Cross war poster, *The Greatest Mother in the World*, and Otto Bierhals (1870-) of Tenafly, whose illustrations are familiar to readers of Macfadden and Street and Smith publications, are primarily illustrators, though they have devoted part of their time to painting murals. Bierhals has won honorable mention at exhibitions of the Montclair Art Museum and the American Art Society in Philadelphia among others; Foringer's murals decorate the Utah Statehouse and many other public buildings. Enos Benjamin Comstock (1879-) of Leonia writes and illustrates books for children. Another Leonia illustrator-author is Alfred Zantzinger Baker (1870-), whose work has been prominently displayed at exhibits of the National Academy of Design and printed in leading periodicals. He drew the pictures to accompany several volumes of his humorous and satiric verse.

There are many other artists in the county whose work has been exhibited at galleries both within and outside of the State. Among them are: Lillian Reitzenstein, Lillian Remington, Eleanor L. Rome, Dr. Donald Hull, George O. Bonawit, Helen

Gapen Oehler and Beatrice Calvet of Ridgewood; Florence C. Gliden, Ann Murphy, Henry A. Ogden, Frank Creve, Carrie Wieners, Janet Taylor and Edith Brown of Englewood; John W. Doty of Allendale; Amy Hartung of Wyckoff; Frances Keffer and Sara M. Hess of Hillsdale; Evelyn Valentine of Radburn; Hazel K. Wires of Closter; Louis Kennel of Dumont; and George Mitchell of Rutherford.

In schools, libraries and other public buildings throughout the county, including the Hackensack Courthouse and Bergen Pines Hospital, the Art Project of the Work Projects Administration has painted two large murals and 74 wall panels, ranging in size from 3 by 7 feet to 14 by 18 feet.

The distinguished annalist of art, Daniel Trowbridge Mallet (1862-) of Hackensack, has compiled *Mallet's Index of Artists*, which includes artists from the ancient Greeks to one-man exhibitors of the present, and has collected the Library of Art Data, reproductions of paintings and sculptures.

The county is the home of several well-known sculptors, chief among them Frederick G. R. Roth (1872-) of Englewood, a member of the National Academy of Design and sculptor of several humorous fountains in New York's Central Park. During his studies in Vienna and Berlin he developed a predilection for sculpturing animals, which is his chief expression today. Roth's animals, his pigs, balancing elephants and waggish dogs, often caught in natural but unusual poses, are comic and appealing.

The late Charles Henry Niehaus (1855-1935), who was also a member of the National Academy, had a studio in Grantwood until his death. His statues of outstanding American figures and his memorial groups stand in cities all over the country. His *Planting the Standard of Democracy*, a flagstaff surrounded by an active, virile group, is the World War memorial in Newark's Lincoln Park. In New York Niehaus is represented by the Astor Memorial Doors of Trinity Church and a statue called *Caestus and Athlete* at the Metropolitan Museum of Art.

Catherine Greff Barton (1904-) of Englewood won a

\$1,000 competition for a United States Navy medal design and the prize for the best small sculpture at the Christmas exhibition of the National Association of Women Painters in 1931. Many critics consider her best work the bust of Lindbergh which is displayed at the Englewood Library, but her bas-relief portrait of Miss E. S. Creighton in the Dwight School for Girls at Englewood has also been highly commended. Also of Englewood was Emilio F. Piatti (1860-1909), whose statue of Gen. Enoch Poor, the Revolutionary hero, stands on the Green at Hackensack.

Another sculptor whose work can be seen in the county is Oreste L. Cassi (1871-) of Fort Lee. Associated with others, he carved the statuary in the Bergen County Courthouse. He has also worked on the sculpture of the New York State Capitol, the Supreme Court building, the Pennsylvania State College and the Cathedral of St. John the Divine.

Abram Belski (1907-) of Closter came to America from London in 1929 after study in Scotland, England, France and Italy. He specializes in architectural decoration, though he is not limited to this art form. His numerous figures include a bust of Will Rogers.

At Leonia F. E. Hammargren (1892-) conducts a school of sculpture in the old Dunn studio where he has executed the figures, fountains and small sculptures that have gained him notice in several exhibitions. His most important works are *Leda and the Swan*, a fountain at Orebro, Sweden, and *Torso*, a marble figure at the Brooklyn Museum.

About 45 of the artists in the county are members of the Bergen County Artists Guild, which was formed in 1937 to encourage young artists, increase public interest in art and supply a selling medium. The group meets in Englewood for instruction and discussion and sponsors four or five art shows annually in the county. The Ridgely Park Art Association, a group of students studying with Anita Friend, plans to hold two exhibits each year. Outstanding art shows in the county are the annual Ridgewood Art Exhibit and the Leonia art show, held triennially. Other exhibits are given occasionally at the Teaneck Library and in the Plaza Building at Radburn.

The Theatre

The Dutch colonists, steeped in the sobriety of the Dutch Reformed Church, yet managed to enjoy many pleasant hours in the congenial inns of Bergen County where at rare intervals traveling acrobats, jugglers and dancers made unheralded appearances and went through their acts for a few coins. The drama of raising a new barn, laying the frame of a church building or burying a neighbor, however, gave fuller satisfaction to the Bergen farmer.

During the 1820's the rolling wagon shows came into vogue, giving brave, unpretentious performances on the village greens of rural America. Spectators usually stood while watching the clowns and jugglers go through their paces, although occasionally a chair was brought from the nearby tavern for some fine lady. Performances were never given at night, for pine torches and candles did not provide adequate illumination.

Those sections of Bergen County lying within the orbit of the town of Paterson were sometimes circularized with bills announcing public amusements in the nearly metropolis. A popular form of entertainment there was the panoramic show, which advertised "curious and exact Modells." On January 10, 1827, the *Paterson Intelligencer*, then the most widely circulated newspaper in Bergen County, announced a "Mechanical Exhibition of the Androides or Animated Mechanism." The owner of the show assured advertisement readers that "no description of the Androides can give an adequate idea of the entertainment they afford." He was careful to include in his announcement a statement that "morality or religion" would find no offense in the presentation.

Bills announcing a "Theater" at the Passaic Hotel, Paterson, were received by Bergen County farmers March 16, 1831. In addition to the handbills, which were distributed in Paterson and its "country districts," an advertisement in the *Intelligencer* ballyhooed "Mr. Hudson, The celebrated Slack Rope Vaulter who will go through many daring feats, and conclude by throwing a *Back Somerset* from the *Rope in Full Swing*." Also on

the program were such comic songs as *Chit Chat for the Ladies*, *Johnny Cream and Polly Tartar* and an Irish song, *The Ladies' Darling*, and "the laughable Pantomime, called the Two Philosophers." Taking part in this last number were "Doctor Aldibarontifoskiformiastikostifonio" and "Doctor Crononhotonholloges." Moreover, promised the advertisement, "during the Pantomime Mr. Hudson, the great Fire Eater, will take a Salamander Supper, the bill of fare as follows—a dish of live coals of fire; also, eat several blazing balls of Brimstone, from which he will draw several tri-coloured Ribbons, etc."

The climax of the spectacular evening was "the new, laughable and much admired Farce, as played in New York for upwards of fifty nights in succession with unbounded applause, entitled, *A Race For A Dinner Or Sponge Out Of Town*," the saga of Mr. Sponge, "a poor gentleman who has seen better days." Tickets to this generous presentation, "to be had at Mr. Post's Bar," cost 25 cents. "Proper officers are engaged to enforce decorum," the advertisement guaranteed.

On the whole, however, the churches successfully barred these early efforts at public amusement. They were aided by the lack of facilities for the formal staging of a play in Bergen, where the rare strolling players could perform only in a barn, shop or tavern. Not until the 1860's were public entertainments given at Anderson Hall in Hackensack. There were probably occasional animal shows, for in 1842 a newspaper story told of an elephant being "precipitated into the water" when a bridge over the Hackensack at English Neighborhood gave way.

Of the 1850's Eugene K. Bird, editor of the *Hackensack Republican*, wrote:

There were no animating diversions, no circuses, no minstrels, theatricals, movies or vamps to give life to the monotony of bucolic existence—nothing but choir concerts, picnics, straw rides in winter, apple parings, husking bees, spelling matches and quilting parties from which happy swains "saw sweet Nelly home."

Bird could speak only from hearsay, however, for he did not come to Bergen until 20 years later. Newspapers of the

period tell a different story: they condemn a form of entertainment called the "theater" which was a favorite recreation with barroom society, but these cabaret performances had little resemblance to conventional dramatic art. "There are a number of theaters nowadays but these County theaters are a disgrace to the neighborhood," the *Daily Guardian* of Paterson reported in August of 1857. "Here they meet to revel and brawl as a caucus of the canine race. . . . The only remedy is to let the Grand Jury know." Another correspondent to the *Daily Guardian* also wrote in August 1857: "Here is where the young are led astray. . . . Here is where the rum is dealt out without measure and the drunk lay around for miles." That same year the Board of Freeholders enjoined the sheriff not to allow "any . . . person exhibiting public shows or other plays or nuisances to enter the court house of the county of Bergen for that purpose."

Emergence of an amateur theatre of more respectable nature was imminent. In December 1857 handbills were plastered all over the county announcing the forthcoming production of *Toodles* in Harrington Township. A. Wiltmire, "one of the leading spirits of Tappan" and manager of the troupe, had several other plays in rehearsal, the *Guardian* said. The actors were "some of the best of Bergen's sons," and the actresses were "all farmers' daughters." "Go one; go all," exhorted the newspaper which a few months before had berated the theatre, "for Bergen's star is in the ascendant."

Seven years later the short-memoryed *Weekly Press*, announcing that an amateur group at Paramus would produce *Handy Andy*, commented that never before had anything higher than an ordinary school exhibition been attempted. Postponed twice because of the murder of President Lincoln, the play was finally given in a well-filled auditorium April 24, "and everyone was delighted with the performance."

The Hillsdale Dramatic Association, pioneer little theatre group in Hackensack, covered itself "all over with glory," the *Weekly Press* glowed; and the Paterson paper reported that the group played *Anything for a Change* and *Turn Him Out* in the

"most wonderful manner." The Park Ridge Dramatic Association was also organized in the 1870's.

The circus, too, made a full-dress appearance in Bergen County. Combining the features of the earlier rolling wagon shows with such spectacles as "Grand Pageant Equestrian Entree of Men and Horses," the circus during these years became one of the most familiar American scenes. In Hackensack, in 1871, 2,500 people jammed into the circus tent for a single performance. Young rustics from 20 miles around, "in a painful condition of unusual sprucing up, and evidently not on familiar terms with their stiff short collars and flame colored neckties," spent money recklessly, but "there was no disturbance and very little drunkenness," the *Bergen Democrat* reported.

The most popular stage presentations of that decade and the next, however, were minstrel shows. A young law student, John P. Campbell, was the leading spirit in an amateur group which gave performances frequently at Irving Hall in Hackensack. Satirical skits, written by Campbell, were in great favor in Bergen County, especially "Squire Campbell's Kourt," which ridiculed local figures. The first presentation at the Wortendyke Music Hall, which became a popular place of amusement, was a "first class negro minstrel performance."

Minstrel shows were still drawing crowds during the late eighties and nineties, but competing with them were dramas given by traveling companies. In 1886, when L. R. Shewell's *Shadows of a Great City* was playing for a week at the Paterson Opera House, the Erie ran excursion trains for Bergen County theatregoers. Half fare was charged between Suffern, Rutherford and all intermediate stations and Paterson.

Uncle Tom's Cabin was still being given, but the Uncle Tom's Cabin Company, a large group which traveled in a special train, did not depend on the merits of the drama alone to sell tickets. Their announcement, when they played at the Englewood Lyceum in 1897, did not fail to mention the fact that the company had "two bands and a steam caliope." The old South and Negro entertainers, however, made an attractive enough combination without the circus attributes. *Slavery*

Days, which was played in Ridgewood in 1895 by a group of 40 Negro actors, had "the same familiar scenes that made 'Uncle Tom's Cabin' famous—cake walks—cotton pickings, etc.," and was "filled with those darkey melodies which are enjoyed by everyone." This musical, romantic "picture of ante-bellum days down South" may have been of questionable veracity but was undoubtedly appealing to Bergenites who were still going to see the entertaining minstrel shows, which were being given from time to time.

Contemporary dramas were also being played. In 1895 *Gloriana*, "a high class attraction which has had a 200 night run in New York," opened the season at the Ridgewood Opera House, and the next year Bergen playgoers wept at the heart-rending tale of moral retribution when *East Lynne* was presented.

On February 23, 1897, Thomas Edison's new invention, the motion picture, which had played successfully at Koster and Bial's and Keith's in New York, appeared at Englewood. The prediction was ventured that the amazing presentation would "no doubt create considerable interest." If it did, the interest was not of long duration, for within a few years vaudeville acts were the main attractions on programs which included motion pictures. When *The Great Train Robbery*, the first picture to tell a story, was shown at Ridgewood in 1904, Gavin's Comedians got top billing.

The professional theatre stimulated amateur playmakers, and little theatre groups were formed in Hackensack, Englewood and Ridgewood. The first production of the Hackensack Dramatic Association was *My Awful Dad*, which was presented May 21, 1890. The following October the Englewood Lyceum Company gave *Esmerelda*, which the newspapers reported was "largely a comedy." Another Englewood group produced *Sweethearts* a few months later, and in 1893 *Mixed Pickles* was given at the Ridgewood Opera House. That same year a company of the "best known amateurs in New York" presented *Old Love Letters* at the Hackensack Opera House.

Most of the little theatres now active have been formed

since the World War, especially during the 1930's. The Leonia Players' Guild, which grew out of the Leonia High School's Book and Mask Club in 1919, was the first group of amateurs to televise a three-act play. In June 1940, three years after its reorganization, the Guild presented *One Mad Night* by James Reach from the television studios of the National Broadcasting Company in Philadelphia. During its career the organization has presented such plays as *Craig's Wife* and *Yellow Jack*, numerous costume plays and mysteries, farces and pantomimes.

The Rutherford Little Theatre Guild, formed in 1927, presents two public performances of three-act plays annually and several one-act plays at membership meetings. The stage at the group's workshop, 40 Ames Avenue in Rutherford, was built by the members. The Radburn Players, organized in 1929, is the county's largest amateur theatrical group. With more than 350 members, it presents four three-act plays and eight one-act plays a year in the auditorium of the Plaza Building, the community center of the Radburn development.

Under the sponsorship of a permanent list of patrons, the Bergen County Players have converted a barn in North Hackensack into a little theatre. They have given performances throughout the county, frequently under the auspices of civic organizations. The Joe Jefferson Players of Ridgewood and the Footlighters of Tenaflly, both organized in 1936, give four full-length plays each year. In addition, the Tenaflly group presents four one-acters; it has also given benefit performances for the Red Cross.

Among the other little theatre organizations in Bergen are: the Concordia Saengerkreis in Carlstadt, the Lodian Dramatic Guild in Lodi, the Neighborhood Players in Rochelle Park, the Bergen County Little Theatre Guild of Bergenfield, the Shakespeare Fellowship of Saddle River and associations in Hillsdale, Wood-Ridge, Wyckoff, Garfield and North Arlington. Many of the women's clubs produce plays, and the Ridgewood Woman's Club has several times been host to the State Little Theatre Tournament.

Most of the organizations have a membership of about 50

and produce on the average three full-length plays a year. There was at one time a proposal for an organization to serve as a clearing house for the various groups so that repetition would be avoided in dates and plays, but this was never accomplished.

Several Bergen County residents have become prominent in the professional theatre or in the movies. Jean Muir and Busby Berkley, the Warner Brothers director, both come from Ridgewood. Ernest Truex, stage and screen comedian, and Sidney Kingsley, the playwright, and his wife, Madge Evans, have homes at Oakland.

Music

Bergen County's current participation in musical affairs was hardly indicated by the grudging tolerance of any music, even church music, by the strict Calvinist dominies in Colonial days. Hymn singing there was, sometimes led by a choir, more often by a chorister. But musical instruments were never heard in the churches; they were looked upon as "profane and irreverent." The only recorded instance of an early musical organization was the band formed by David A. Demarest of Closter in 1801. The amateur musicians, with the founder at second clarinet, practiced for several years at Demarest's commodious home, but so far as is known never performed publicly.

Otherwise, the people had to come to church to hear music. The chorister who was appointed by the church officers sang hymns of his own choosing with the sometimes harmonious assistance of the congregation. The sacred poems of Watts, Doddridge and Toplady were favorites. The best known of the choristers was Isaac D. Demarest, who led the singing at North Church, Schraalenburgh, for more than half a century after his selection in 1838.

Soon, however, and in the face of some objection, a competent musical organization was formed in Bergen. Called the Bergen County Philharmonic Society, the group arranged to give its first "musical entertainment" in April 1844 at the

Paramus church. But the fickle church fathers, perhaps prompted by some of the congregation, changed their collective mind, and the "Grand Concert of Sacred and Miscellaneous Vocal and Instrumental Music" had to be shifted to the more liberal Lutheran church at Saddle River.

The choir, which was "numerous and effective," according to later reports, was accompanied by a 28-piece orchestra conducted by a member of the Euterpian and Philharmonic Societies of New York. Adults paid 25 cents and children 12½ cents.

Such elaborate concerts were unusual in a Bergen County just then becoming accustomed to instrumental and vocal soloists in place of the purely religious choir music which for so long had been its sole mode of musical expression. Then the gradual concentration of the population in towns provided an opportunity for profitable musical performances. The auditoriums which were being built in several of the communities attested to the increased desire for public entertainments, and newspaper advertisements for musical events indicated the increasing sophistication of the programs. The smaller towns still heard "dainty programmes" as a steady diet—recitals executed by local performers—but communities like Hackensack, Englewood and Ridgefield tapped fuller springs for their talent and did not depend for their musical fare on the mayor's daughter or the little boy whose father taught the Sunday School classes.

The impetus to musical activity arising from the urban trend was intensified by the immigration to the county from Europe of different national groups which brought with them their old-world interest in the arts. The German settlers who founded Carlstadt formed the Concordia Saengerkreis in 1869 with a men's and women's chorus. Four years later the Fort Lee Singing Society was organized, and in 1875 the formation of the Saddle River Band aroused considerable enthusiasm. In a year's time the group at Saddle River had mastered "When This Old Hat Was New" and "Yankee Doodle."

Programs at auditoriums like Anderson Hall in Hackensack

were becoming richer and more varied. Lectures on the lives and works of the great composers found a popular reception in Englewood and Hackensack. But the peak of variety was topped in Ridgefield in 1890 with a concert composed of selections by a glee club, recitations and violin, banjo, tenor and cornet solos. The tickets were "rapidly and discreetly sold," for, said the *Englewood Press*, "no such conglomeration of artistic talent has ever before presented itself in this locality."

Touring musical companies hit the larger Bergen County towns on their circuit in the East. Englewood, especially, was a favorite stand. In the fall of 1891, among other things, Englewood residents heard the Old Original Tennessee Jubilee Singers in a program which included such songs as "In the River of Jordan," "Pick Up the Young Lambs," "Meeting Here Tonight" and "Keep Inching Along Over Yonder." The Thomas Opera Company also performed in Englewood that autumn. The group presented *The Chimes of Normandy* with a "grand chorus of 30 voices." Two years later the chief program of the season was given by the Philharmonic Club of New York.

In the meantime more communities were forming musical organizations, mostly choral groups, but sometimes bands or orchestras. Englewood had a band and Hackensack a cornet club and the Schubert Symphony Club, which began in 1890 and continued for more than 20 years. The Symphony Club gave two or more concerts annually, either in the old armory or the Oritani Clubhouse. The Gounod Society, formed in 1894, was also in the county seat. Singing societies were organized in Englewood, Leonia, Hackensack and Ridgefield Park.

The number of musical organizations increased until the present total of 20 choral societies and seven orchestras was reached. One of the first of this later crop was the Orpheus Club of Ridgewood, which was formed in 1909 for the purpose of "singing part music for the mutual satisfaction of the members and to give an occasional private concert." In November 1939 the group gave its sixty-first performance. From an original 15, the group has grown to 79.

De Witt Clinton Jr., the original conductor, was succeeded

in 1914 by Wilbur A. Luyster, who served until 1922; Bruno Huhn then took charge. Frank Kasschau, who has been conducting the chorus since 1929, is also the director of the Ridgewood Choral, a women's group organized in November 1928. The Orpheus Club has appeared at many concerts and community sings throughout the East and sponsors performances by prominent artists each season. The 92 members of the women's group occasionally join with the Orpheus club for concerts. Ridgewood also has a Gilbert and Sullivan Opera Company directed by George Sharp, which opened its 1939 season with *Pinafore*, and the A Capella Singers, whose annual Christmas concert is a popular event. Charles M. Hobbs Jr. leads the latter.

The Northern Valley Civic Music Association, organized in 1931, has a membership of about 1,000 drawn mostly from the Englewood area. The organization sponsors four or five concerts a year for the members, who pay annual dues of \$5. To St Cecilia's auditorium in Englewood the association has brought such outstanding musical artists as Kirsten Flagstad, Lauritz Melchior, Emanuel Feuermann, Josef Hofmann, Richard Crooks, John Charles Thomas, Ezio Pinza and Gladys Swarthout.

The Neighborhood Glee Club of the Northern Valley, a 50-voice male chorus directed by John R. Jones, claims to be the oldest organization of its kind in the county. Founded at Tenafly in 1905, the club now has 200 subscription members whose annual contributions of \$5 entitle them to three tickets for each of the two concerts performed each year. The Amphion Glee Club, which also gives two concerts a year, operates like the Neighborhood Glee Club. It was organized in 1924 and sings under the baton of Westervelt Romaine. The Bergen County Oratorio Society was the outgrowth of a concert by the combined choruses of the Harrington Park Crescendo Club and the Ridgefield Park Choral Club at the Ridgefield Park High School in December 1938. Fred A. Semmens conducts the two annual concerts of the society as well as the performances of the two groups which formed it. The organization has no sustaining membership but depends on sale of tickets for its support.

About 500 persons attend the concerts of the Oratorio Society and the Amphion and Neighborhood Glee Clubs.

Charles M. Hobbs Jr., director of the Ridgewood A Capella Singers, also leads the Wyckoff Choral, the Tenafly Woman's Chorus and the Hackensack Woman's Chorus. Other choruses which give public concerts are: Bogota Chorus, Cliffside Park Choral Society, Dumont Mother Singers, Edgewater Community Chorus, Hasbrouck Heights Women's Chorus, Palisades Park Community Chorus, Westwood Women's Chorus, Wood-Ridge Woman's Chorus, Eintracht Mixed Chorus of Little Ferry, Liederkrantz Mixed Chorus of Little Ferry and the Liedertafel of Hackensack. This is by no means a complete list; many musical groups are affiliated with civic, fraternal and religious organizations.

The six significant instrumental groups, including the Bergen County WPA Concert Orchestra, which is conducted by George W. Needham, the supervisor, and August Sieben, give several concerts each season. The Orchestra of the Teaneck Symphony Society, Otto Radl, conductor, is the most finished of all, but others, though less imposing numerically, are composed of highly competent musicians. The Bergen County String Society, directed by Luigi Catalanatti, gave its first performance in May 1940. Ridgewood, in addition to its choruses, choir and Gilbert and Sullivan group, also supports a Little Symphony. In Bergenfield and Fair Lawn orchestras are being organized.

Part of Bergen County's interest and activity in music might be traced to the public school system, which leads the rest of the State in musical education, according to Roger S. Vreeland, music editor of the *Bergen Evening Record*. Though the annual county-wide school music festival has not been held since 1938, plans are under way to resume it. Of particular note is the annual concert presented by the music department of the Teaneck High School, which in 1939 obtained Ferde Grofé to conduct the school band in his composition "On the Trail" from the *Grand Canyon Suite*.

Grofé, who also composed the *Knute Rockne Suite* and the

Newspaper Suite, comes from Teaneck. Other musical personalities from Bergen include Gladys Swarthout, Metropolitan Opera and Hollywood star, and her husband, the singer, Frank Chapman, who live in Englewood; Ozzie Nelson and Glenn Miller, the popular dance orchestra leaders who reside in Tenafly; and Mme. Blanche Arral (Mrs. George B. Wheeler), noted opera star of several years ago, who has a home in Cliffside Park.

Literature

A considerable number of authors live in Bergen County now; many others have lived there in the past; but few have tapped the literary possibilities of the region and then not to the greatest advantage. A novel based on the Jackson Whites, the multiracial group of the Ramapo Mountains, is yet to be written, and so is the story of the pro-Southern Yankees who were ubiquitous in the county before and during the Civil War.

It was circumstance that forced Tom Paine (1737-1809), greatest of Revolutionary pamphleteers, to speak of Bergen County in his famous hortatory essay, *The Crisis*. He described the troop movements and tactics calculated to halt the enemy at the Hackensack River. But it was the event and not the author's choice which was responsible for Bergen's inclusion; afterward no writer was forced to write of the county, and few of them chose to.

During the first half of the nineteenth century no more than the rigorous sermons of the Reformed Church ministers and the discussions of "literary" societies in such places as Saddle River Township, Godwinville, Hackensack and New Bridge flourished in the unfertile soil of indifference.

Among the early literary and journalistic commuters who lived in the county were William B. Dana, publisher of the *Financial Chronicle and Daily Bulletin* of New York, and his wife, Katherine Floyd Dana, of Palisades Township, who wrote extremely popular children's verse under the nom de plume of Olive A. Wadsworth during the 1850's and 1860's. Mrs. Dana,

who is represented in all the important children's anthologies, achieved an anonymous recrudescence of popularity when Kay Kyser, the band leader, had the whole country singing in falsetto about three little fishies who swam over the dam, a revised swing version of her poem "Over in the Meadow":

Over in the meadow
Where the stream runs blue,
Lived an old mother-fish
And her little fishes two.
"Swim," said the mother;
"We swim," said the two;
So they swam and they leaped
Where the stream runs blue.

From Philadelphia, while Mrs. Dana was writing poems for children, came Thomas Dunn English (1819-1902), novelist and critic, who spoke and wrote for the Bergen Copperheads. He served in the State assembly during 1863 and 1864 while living in Fort Lee and from there directed vitriolic attacks on Lincoln and the Abolitionist movement. A graduate of the University of Pennsylvania Medical School, English later became a contributor to *Burton's Gentlemen's Magazine*, co-edited by his friend Edgar Allan Poe.

English wrote several inconsequential novels, some of them under pseudonyms. One of his works was *Jacob Schuyler's Millions*, which is set partly in Bergen County. One of his best lines is the description of old Liberty Pole Tavern at Englewood "making a desperate stand somewhere on the road to the Ramapo Mountains." Today English is best remembered for his ballad, "Ben Bolt," which was made famous by Du Maurier in *Trilby*.

After the Civil War English continued his attacks on the memory of Lincoln in the magazine *Old Guard*, which scandalized New York by the venom of its denunciations. "English had an irrepressible tendency to bad temper and scurrility," one critic said. In 1874, using the pseudonym Avery Drycuss, English became the editor of a paper within a paper. Newspaper

publishing, along with gambling, women and drinking, the author said, could ruin a man. Since publishing had become epidemic in the county, he went on, and since he had "neither type, presses or possession of money," he bought two columns of the *Englewood Times* and called his "newspaper" the *Fort Lee Fireside*. His first issue stated: "The great aim of the *Fireside* will be . . . heart stirring, blood thirsty news. If the news can't be found lying about, we propose to make it. It will be published whenever the editor can afford it, i.e. semi-occasionally."

Another newspaperman-author of the period was Andrew S. Fuller (1828-96), for 26 years the agricultural editor of the *New York Sun*. While a resident of Ridgewood during the early sixties Fuller wrote several books on the cultivation of fruits and on forestry (see *Agriculture*). John J. Haring (1834-1926) described his life in a Bergen County farmhouse of about the same time in his book of recollections, *Floating Chips*.

Judge Ashbel Green, who became a resident of Bergen County in 1863, edited the American edition of Bryce's *Ultra Vires or the Power of Corporations*, which was long an authority in its field. Green was judge of the Court of Common Pleas in Bergen County.

During the seventies and eighties *Harper's*, the *Atlantic Monthly* and other periodicals printed articles about the European travels of John Sherwood (1818-91), an Englewood lawyer. Sherwood was also the author of the *Comic History of the United States*, which, if not quite so humorous as its title suggests, at least did approach its subject in a lighter vein than usual.

In 1881 Bergen County newspaper readers were belabored with the details of an undertaking to write a history of the region. The enterprise took a year, during which time the inhabitants of both Bergen and Passaic counties were given frequent reports on the status of the work. Prof. W. W. Clayton of Philadelphia, who was supervising the book, had just completed a history of Sussex County.

The preparation of the history, explained the *Paterson Weekly Press*, was "being done at the solicitation of some of the

leading citizens of the two counties." The plan of the work, said the *Press*, included an account of historical events, geographical, topographical and geological data, chapters on lawyers and the judiciary, the medical profession, the press, education, churches and business and genealogies of the families of early settlers. Two thousand subscriptions at \$12 each were needed for publication, and apparently they were obtained for in 1882 the *History of Bergen and Passaic Counties* appeared.

Three later histories of the county were written: one by Frances Augusta Westervelt in 1923; *Three Hundred Years* (1940) by Francis Koehler of Hackensack, president of the Bergen County Historical Society and author of *Hilda, a Romance of the Revolution* (1932); and *History of Bergen County* (1900) by J. M. Van Valen.

As the suburban growth of Bergen County continued in the 1880's, the region became the home of numerous persons identified with Wall Street financial interests. On the literary fringe this element was represented by William M. Grosvenor, who was called "one of the three great political economists of the day." One-time editor of the *St. Louis Democrat*, he was later on the staff of the *New York Tribune*, for which he wrote an extremely popular series of articles called "The A.B.C. of Money."

Frank R. Stockton (1834-1902) lived in many New Jersey towns, but it is thought that while at Rutherford he wrote *Rudder Grange*, the most popular of his novels.

One of the few literary uses of Bergen County's historical background was the fiction serial *Pascack* by Frederick W. Panghorn which appeared in the *Newark Sunday News* in 1901. A sentimentalized love story, it was described as "very interesting to the old residents of the county, dating back some time ago and ending at the opening of the Civil War."

Five years after the publication of *Pascack* Upton Sinclair, the literary social reformer, founded his co-operative colony at Englewood with the royalties from his immensely popular book, *The Jungle*. An article in the *Weekly Independent* describing his plan of co-operative living attracted 300 applicants; but

strict selection, based mainly on congeniality, reduced this number to 40 men and women and 14 children. Newspapermen, writers and several Columbia professors and their families were among the founders. After a long search for a large tract of land, which they hoped to purchase at about \$250 an acre, they finally chose a large classic structure on the Palisades overlooking Englewood and paid \$3,000 an acre for only 10 acres. The building, called Helicon Hall, had been a select private school which had failed.

The building was ideal, though it needed repairs. About the fireplace in the glass-roofed social hall, where trees 20 and 30 feet tall were grouped around a central fountain, 50 persons could be seated comfortably. Thirty-five bedrooms led on to a balcony circling this center court. There were dormitories and playrooms for the children, a swimming pool and recreation rooms.

So impatient were the experimenters that they moved in before the repairs had been completed, and for the first few weeks they dodged scaffolding, painters and plasterers. "They had no furniture, no food, no fire and no cook—lived on crackers and milk and would spend hours hunting for a teaspoon to eat with," Sinclair wrote later.

Edwin Bjorkman, the author and translator, was there, and the novelists Grace MacGowan Cook and Alice MacGowan, Prof. William Noyes of Teachers College and Prof. William Pepperell Montague of Columbia. The cook was a Cornell graduate who was studying for her Ph.D. at Columbia; and the furnace tender and general handyman was Sinclair Lewis, who was to return to Yale the following year to be graduated. John Dewey used to come over to visit, and so did William James and Jo Davidson, the sculptor.

Even before Sinclair Lewis' newspaper feature on Helicon Hall, hinting at free love, was published, the good people of Englewood resented the colony. New York reporters treated the colony in much the same way that their successors described Father Divine's "Heavens." The residents, meanwhile, listened to lectures on social questions, spent hours in the huge public

room arguing and depended on Sinclair to contribute whenever the funds ran low.

The experiment continued until a fire in March 1907 burned Helicon Hall to the ground with one dead and eight injured. The building was insured, but the \$10,000 claims for lost manuscripts filed by some of the literary members were not taken seriously.

A second "colony," more literary, perhaps, than Helicon Hall, appeared in the summer of 1915 when a group of Greenwich Villagers came to live in six or seven little frame shacks on the western slope of the Palisades at Grantwood. Poets, novelists, painters and sculptors moved their literary discussions, their artistic problems, their plans and little else from Polly's, the popular Village tavern, and from their Bohemian garrets to rough it in the Bergen County woods. Here they had to live without even the minimum comforts they had had in New York. They had light in their shacks when there was money to buy kerosene and water when they carried heavy buckets from the spring some distance away.

The Grantwood colony attracted little attention from residents in the vicinity; no scandal attached to it, and neighbors were too distant to object to occasionally noisy parties. Robert Carlton (Bob) Brown, author later of *Let There Be Beer!* and *You Gotta Live*, was the chief social attraction. At his stone house not far from the clustered shacks he furnished the liquor and food for a practically continuous party of startling luxury. Guests could get a kind of vicarious thrill of wealth by digging their hands deep into a garden urn filled with old Roman coins which Brown kept for just that purpose.

On the walls of Bob Brown's house Manuel Komroff, who then was occupied with art and not writing, painted startling, nightmarish murals. Komroff was one of several painters in Grantwood. Albert Glaisze, the cubist, Man Ray, later an outstanding photographer, Marcel Duchamp, who painted the well-known "Nude Descending a Stairway," Sam Halpert and several lesser-known artists visited or lived there in discomfort, fed mostly on their inspiration. Bernard Karfiol, whose paintings

now hang in the Metropolitan, lived close by; he worked quietly and showed his work to no one. Architect Hugh Ferriss, on the other hand, decorated the walls of several shacks with crayon sketches of future cities.

The Maecenas of Grantwood was Walter Arensberg, who bought pictures with abandon and financed the publication of Alfred Kreymborg's *Others, A Magazine of the New Verse*. Kreymborg was the spark of the Grantwood colony, and around his magazine gathered the literary innovators of the day. Orrick Johns and his wife Peggy, who later married Malcolm Cowley, had a cottage close to the Kreymborgs', and many other literary radicals visited and contributed to the publication. Dr. William Carlos Williams took time off from his medical practice in nearby Rutherford and came out frequently in his brand-new Ford. He brought the gospel from the chief figure of the new poetry, Ezra Pound, whom he had just seen in London, and from Pound's chief poetic competitor, Amy Lowell. Pound, Lowell and Williams all contributed verse to *Others*. Floyd Dell, associate editor of the *Masses*, occupied a cottage, and Silas Bent, the journalist, visited the colony several times.

John Reed, Harvard's contribution to the Soviet revolution, Lola Ridge, Mary Caroline Davies, Mina Loy, Hippolyte Havel, Sadakitchi Hartmann, Harry Kelly, Ben Benn, Harry Kemp, and Bill Tisch, whose bible was Emma Goldman's *Mother Earth* and whose gods were Marx, Nietzsche, Freud and Havelock Ellis, were all associated with this American expression of the political and artistic radicalism which swept through the large cities of the world just before the first World War.

The chief token of that expresison, Kreymborg's magazine, did not last long. The title of the magazine was taken from the editor's dictum: "The old expressions are with us always, and there are always others." Arensberg, the financial prop, argued that the motto should conclude: ". . . *but* there are always others." It has been said that the "and" or "but" battle shivered the prop, for though Arensberg agreed to contribute the first year's publication cost, he dissociated himself from the venture. Most of the poets kept coming to Kreymborg's little cheap-wine

parties when he moved back to the Village; the artists followed Arensberg, the good whiskey and excellent food to his handsome studio in the West Sixties.

Joseph C. Lincoln (1870-), poet and author of popular Cape Cod stories, was a resident of Hackensack for several years before the World War and wrote some of his most popular tales there: *Cap'n Eri*, *Mr. Pratt* and *Blowing Clear*, as well as *Cape Cod Ballads*.

Joyce Kilmer (1886-1918) was a Bergen County commuter, and some of his poems—less popular than “Trees”—reflected his experiences as a daily traveler from his home at Cragmere, Mahwah, to the office of the *New York Times*, where he wrote feature stories.

At the time of his residence in Bergen County Kilmer was a honeymooner, like many another young breadwinner who had found the suburban advantages of the county attractive; and like most of his more prosaic fellow travelers he chafed at the slowness of the train service. “On the Twelve Forty-five” gives the poet’s impression of riding home on the Erie:

Within the Jersey City shed,
The engine coughs and shakes its head;
The smoke, a plume of red and white,
Waves madly in the face of night.
In Rutherford and Carlton Hill,
The houses lie obscure and still.

Lewis Allen Browne (1876-1937) of Englewood was an editor, short story writer and author of many original screen plays and adaptations, including *The Last Mile*, *Strictly Dishonorable* and *The Land of Opportunity*, the first motion picture ever to be shown in the halls of Congress (January 28, 1920). He began his motion picture career in the employ of Selznick Picture Corporation after having been city editor of the *Boston Journal*, associate editor of the *New York Sunday American* and associate editor of *The Forum*. Later he turned once more to journalism and became literary editor of the *Daily Mirror* before his death.

The contemporary writers who live in Bergen County have homes in the Northern Valley, for the most part, close to the New York literary market. One of the best known is Channing Pollock (1880-) of Leonia, who has had several plays produced on Broadway. He is best known for *The Fool* and *The Enemy*. One of his lesser dramas, *House Beautiful*, portrayed the Bergen County commuter as the plumed knight wrestling with the dragon all day in Gotham and returning in the evening to the well-ordered life in the suburbs.

Anne Parrish, who has homes both in New York and Englewood, won the Harper Prize Novel contest in 1925 with *The Perennial Bachelor*. She has written also *A Pocketful of Poses* (1923), *Semi-Attached* (1924), *Tomorrow Morning* (1926) and *The Methodist Faun* (1929). Wife of Charles Albert Corliss, prominent corporation official, Miss Parrish says that working in her gardens at Englewood is "the thing I love best to do after writing."

The physician-author of Rutherford, Dr. William Carlos Williams, has been acclaimed for the experimental prose of his novels, *White Mule* and *A Voyage to Pagany*. In 1940 *In the Money*, a sequel to *White Mule*, was received with equal critical approval. In 1926 he won the \$2,000 Dial prize for services to American literature and in 1931 a poetry prize. His poems are published in the *New Yorker* and *New Republic*. Dr. Williams' latest book of short stories, *Life Along the Passaic River*, might just as well have been called *Life Along the Raritan River* or *Life Along the Schuylkill River*. The book is a good illustration of the analytical quality of the author's prose which critics have referred to as "surgical."

Mrs. Elizabeth Cutter Morrow (1873-) of Englewood, wife of the late Dwight Morrow and now acting president of Smith College, has contributed stories and verse to national magazines and published several books, including *The Painted Pig* and *Quatrains for My Daughter*. Her daughter, Anne Morrow Lindbergh, whose *North to the Orient* and *Listen, the Wind* were best sellers, created a great stir with her first attempt in political philosophy, *The Wave of the Future*, a sober essay

of opinion on the inevitability of a strongly centralized collective society.

Among the other writers in the county are: Amelia Josephine Burr of Leonia, who has published several volumes of graceful, formal verse; Margaret Sangster of Tenafly, author of several books of poems and popular novels and short stories; and Alexander Harvey of North Hackensack, who has written numerous essays on classical and religious themes.

Winifred Halstead, who graduated from Hackensack High School in 1923, is the author of *Marriage Is So Final*, published in 1939. The heroine is a girl from the suburbs who makes good in the big city. The suburb is presumably Oradell, where Miss Halstead lived, but she calls it "Westplain." Mrs. Mary Wolfe Thompson (1886-) of Hohokus has also written a novel with a Bergen County setting, *Highway Past Her Door*.

There are several authors living in the county whose fictional characters are familiar to all boys. Tom Slade, Roy Blakeley and Pee-Wee Harris, healthy, adventurous youngsters, were as much the idols of the post-war generation as Horatio Alger's characters were of the generation before. These three came from the pen of Percy Keese Fitzhugh (1876-) of Oradell, who also writes under the pseudonym Hugh Lloyd. James Irving Crump (1887-) of Oradell is author of the *Boys' Book of Firemen*, the *Boys' Book of Forest Rangers* and others of a popular, educational nature. From 1918 to 1923 Crump was editor of *Boys' Life*, the Boy Scout magazine. He was later managing editor of *Pictorial Review* and today writes popular magazine fiction and radio dramatizations.

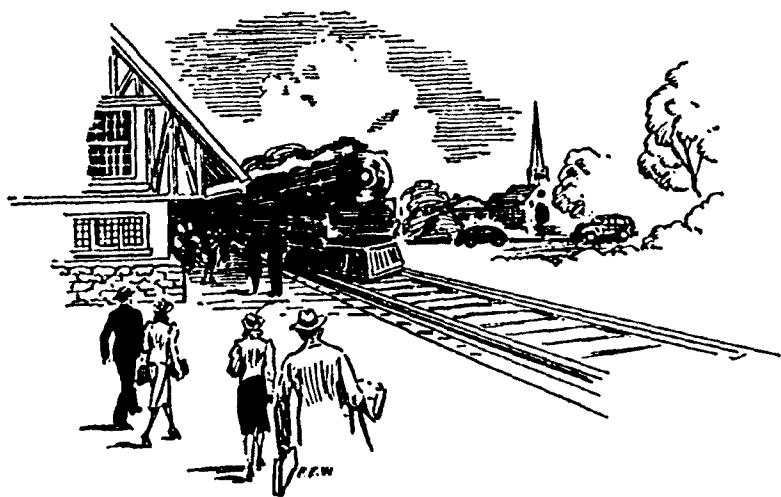
Jim "Bonehead" Tierney, the down-to-earth, infallible detective, who by common sense solved mysteries that baffled the authorities, was a favorite of fathers and their sons for 30 years. A product of the prolific pen of the Cresskill author, John Moroso (1874-), Tierney was a familiar figure in the pages of the *American Boy*. Moroso has also written several plays and novels, among them *The Quarry*, a prison story that has twice been transcribed for the screen.

Another writer of boys' stories is William Heyliger

(1884-) of Ridgefield Park. He finds much of the inspiration for his adventure tales by accompanying young people on hikes and camping trips. Alice Ross Colver (1892-) of Tenafly has written such girls' books as the *Babs Series for Girls* and the *Jeanne Series for Girls*.

The proximity of the county to the universities of New York has attracted many leading contemporary educators. Some of them have achieved fame through their writings as well as their research or nonliterary educational contributions. Dr. Harold Clayton Urey (1893-), Nobel Prize winner in chemistry in 1934 for his discovery of heavy water, was editor of the *Journal of Chemical Physics* and is the author, with Dr. A. E. Ruark of the University of North Carolina, of *Atoms, Molecules and Quanta*. Dr. Herman Harrell Horne (1874-), professor of the history of education and the history of philosophy at New York University, has published many books, among which are *The Democratic Philosophy of Education* and the *Philosophy of John Dewey*. Both Dr. Urey and Dr. Horne are residents of Leonia. Scott Nearing of Ridgewood, radical sociologist and author, has had published a great number of books, pamphlets and brochures, including *Must We Starve* and *Fascism*. Franz Boas (1858-) of Grantwood, one of the greatest names in anthropology, has been a Columbia University professor since 1899. The books he has written in his field are beautiful examples of the application of the scientific method to the study of society. *The Mind of Primitive Man* and *Anthropology and Modern Life* are among his best-known books.

Of all the literary men and women who have lived in Bergen Richard Burton (1861-) was perhaps the most influential. For several years his home at Englewood was a center for aspiring young writers and leading literary figures. Burton found time while he was teaching English literature to write many noteworthy volumes of poems, essays and literary biography and criticism. One of his books of verse, *Dumb in June*, reached 10 editions. Editor and lecturer, as well as poet, author and professor, Burton, who now teaches at Rollins College, is a member of several national literary organizations.



13. Community Scene

THERE are 70 municipalities in Bergen, a greater number than in any other county in the State. The largest proportion of the 409,646 inhabitants lives in the eastern and southern sections where only the residents are conscious of municipal boundary lines. In a few of the towns, on their way toward becoming cities, new apartment houses now rise conspicuously among the low homes, and stores are being decked out with shiny new façades.

The gateway to the county is the glorious sweep of the George Washington Bridge, which links New York to the rugged, brown cliffs of the Palisades. Down the western slope of this geologic monument roll the paved streets of the thickly peopled Northern Valley, the chief commuter section of the county. Across the flatlands is Hackensack, where new industry hides the vestiges of the old river port, and its surrounding

manufacturing and residential communities. Above the Hackensack Valley towns the municipalities of the Pascack Valley, composed mostly of middle class commuters, stretch to the New York State line. Another group of towns along the Passaic River contains the overflow of industry from Paterson and extends northward to the beautiful Saddle River Valley, where the land begins to rise to the west. At the top of the county in the foothills of the Ramapos, which rise in some places to 1,100 feet, the towns have not yet conspicuously changed the landscape. Here agriculture and dairying are making their last stand.

The Northern Valley

Alpine, Bergenfield, Cliffside Park, Closter, Cresskill, Demarest, Dumont, Edgewater, Englewood, Englewood Cliffs, Fairview, Fort Lee, Harrington Park, Haworth, Leonia, Northvale, Norwood, Old Tappan, Palisades Park, Ridgefield, Rockleigh, Teaneck, Tenafly.

Twenty-three communities in eastern Bergen County constitute the Northern Valley, named for the Northern Railroad of New Jersey. The population of the valley is 141,513, more than one-third the county total. Rising from the Hudson River, passing the crest of the Palisades and spread out on its western slope throughout the valley of Overpeck Creek, these localities, close to New York City, are imbued with a more cosmopolitan atmosphere than the rest of the county. The heart of the area is the wealthy and patrician city of Englewood, just "over the hill" from Washington Heights in Manhattan. Adjacent places such as Englewood Cliffs and Tenafly also are residential, inhabited chiefly by families of large means, and on the south is Leonia, noted as an art center. On the southeast fringe, along the Hudson, is highly industrialized Edgewater; farther north on the river is the Palisades Interstate Park; and along the New York State line lies a rural area.

The Overpeck meadows, which continue into the Hackensack Valley on the west, have barely begun to be reclaimed for

a great industrial development arrested by the depression. The land would be available for manufacturing sites if Overpeck Creek were dredged and water power for factories thus supplied.

Nearly every municipality has a public library and fraternal, civic and social organizations, and numerous religious sects are represented. The many social agencies are well supported, and efficient police forces are in operation. Englewood alone has a paid fire department, the other towns being served by the volunteer system. The Englewood Hospital and the Holy Name Hospital in Teaneck are equipped with modern facilities and maintain clinics.

To thousands of New Yorkers the principal attraction of New Jersey is the huge Palisades Amusement Park, whose Ferris wheels, "scenic railways" and other thrillers and shockers are perched 300 feet above the Hudson in Cliffside Park and Fort Lee; on summer nights they cast a multicolored glow in the sky as their illumination creates an illusion of a city in mid-air. Out of season the gaunt, silent structures remain as the notable example of man's alteration of the county's eastern skyline.

The George Washington Bridge adds architectural distinction to the beauty of the west bank of the river. The New York tower of the bridge, with its air beacon, is visible for many miles into the interior of Bergen.

Clinging to the rim of the county is Edgewater, where more than 10,000 are employed in factories. Most of the 4,028 residents are native born, with a scattering of Polish, German, Irish and Italian families. The Ford Motor Company alone has an assembly plant which provides jobs for 4,000 persons; the Aluminum Company of America's 2,000 workers produce aluminum wares; Lever Brothers are makers of Lifebuoy soap and Spry; the Barrett Company's products include tar, roofing and paving materials, pitch, creosote and carbon electrodes; the National Sugar Refining Company refines and packs Jack Frost sugar; and the Corn Products Refining Company, whose illuminated sign at night flashes the time across the river every minute, is noted for its Karo syrup, Kremel dessert and Argo and Linit starches.

Three miles long and but three blocks wide, the borough extends from the 125th Street Ferry south to the Hudson County line. It is the site of the New York, Susquehanna and Western Railroad freight terminal, which parallels the river for two miles. More than 25,000 carloads, or 1,000,000 tons, of coal are handled here annually, and the terminal includes one of the largest waterfront coal dumpers in the metropolitan area. In 1894 a railroad tunnel was laid under the Palisades to the Hackensack meadows.

Previously known as Undercliff, the municipality was named Edgewater in 1895 and factories first appeared the following decade. A houseboat colony north of the ferry consists of a group of about 50 old barges and scows that have been converted into living quarters. The houseboats are a part of the community and are served with water, gas and electricity. Residents include many former seamen.

In Fort Lee, to the north and east, was the "Hollywood of the East," now represented chiefly by the ruins of studios of some of the nation's leading motion-picture producers, although even today the largest industry is the Consolidated Film Industries Inc., which makes reproductions of films. It is as the western terminus of the George Washington Bridge, however, that Fort Lee is now best known.

The Academy of the Holy Angels at Fort Lee is a day boarding school for girls established by the Sisters of Notre Dame in 1879. Its first building, still standing, is of pre-Revolutionary construction. The chapel, convent and academy are of red brick. The steeple of an old German church at the crest of the mountain is visible for miles up and down the Overpeck Valley.

West of Edgewater are Cliffside Park and Fairview, almost wholly residential. Cliffside Park's northern section, Grantwood, opposite Grant's Tomb in Manhattan, commands an impressive view of the Hudson River and the New York skyline. The population, which has more than tripled since incorporation in 1895, includes many commuters and workers in Edgewater plants. There are few industries. Many of those living in the

southern or Cliffside section are of foreign extraction, chiefly Italian. This community is the only one in the county with its own radio station, WBNX, called "the station that speaks your language" because many of the programs are in foreign tongues.

The borough has its normal quota of social and fraternal organizations. Among the six churches is Trinity Episcopal Church, one of the few Anglo-Catholic parishes in the county. The church, rebuilt in 1928 after a fire, is constructed of natural rock from the Palisades. The parish was organized by the late Maj. S. Wood McClave about 50 years ago. The Roman Catholic Church of the Epiphany, near the old Palisade trolley line, is opposite the Temple of Whitehead Lodge of Masons. It was built in 1916. Its organ is played by several talented musicians in the parish, among whom is James Jordan, organist for Loew's State Theatre in New York.

Ridgefield, to the west, is often referred to as the "gateway of Bergen County." Its two square miles of woods and meadowland fall in a series of north and south terraces from the plateaus atop the Palisades to the tidewater marshes of the Hackensack River and Overpeck Creek. The marshland, called the "Ridgefield Industrial Terminal," is zoned almost entirely for industry and contains virtually all of the borough's industrial enterprises. Several large plants are operated, the most important being the Lowe Paper Company and the Continental Paper Folding Box Company. Establishments devoted to gas machines, advertising displays, paint, wire and wood products and chemical specialties provide work for others. The Great Bear Spring Company bottles water from natural springs near its plant. Most workers in local factories are nonresidents.

The business district is centered at the junction of Broad and Grand avenues and the traffic circle, flanked by a variety of shops. Residential sections extend east of Broad Avenue toward the higher reaches of the town. One- and two-family dwellings and garden-type apartment buildings predominate. Morsemere, an exclusive home neighborhood, crosses the borough line on the north into Palisades Park. About 500 residents commute.

The English Neighborhood (Dutch Reformed) Church

was erected in 1793. A red sandstone structure of Colonial design, it has arched windows, a squat square tower and a plain octagonal steeple. Headstones in the adjacent cemetery date from the earliest times.

Palisades Park has approximately 100 retail shops, including three five-and-tens, two "supermarkets" and two department stores. Of comparatively recent development, this residential community is contiguous to Fort Lee atop the Palisades and dips precipitously to the west except for the wide step of Broad Avenue, the main north and south thoroughfare. The avenue's intersection with Central Boulevard is the hub of the business section; in the vicinity are the municipal building, bank, the library, a school and the post office. Adjacent to the municipal building is a small park containing the World War memorial. About 25 organizations of the usual suburban variety flourish.

Most of the residents are native born of native parentage. There is an Italian colony, and about 700 Jews support a synagogue. A majority of the workers are commuters, although many are employed in Edgewater and in about a dozen small local factories. More than 400 buses run daily to and from New York.

Leonias, to the north of Palisades Park, prides itself on its strictly residential character. The name derives from the desire of residents to retain the historic "Lee" when confusion arose between the post office at Fort Lee village and the local railroad station, also called Fort Lee. Its one and one-half square miles fall away from the Palisades ridge westerly to the marshes of the Overpeck and provide a quiet setting for substantial one-family homes facing broad, shaded avenues. There are several modern apartment buildings.

The borough contains many faculty members from New York City universities, as well as artists, writers and scientists. Nineteen Leonias residents are listed in the 1938-39 edition of *Who's Who in America*. Dr. Harold C. Urey was awarded the Nobel Prize in chemistry in 1934 and Dr. Enrico Fermi that in physics in 1938. Besides the luster of intellectual and artistic distinction shed on the community by individuals, organiza-

tions abound to encourage corporate appreciation of the refinements of life. Leading with 300 members is the Women's Club, which is active in the fields of art, civics, international relations, gardens, the home, literature, the drama, music and social welfare. The Players' Guild, the Men's Neighborhood Club, art classes and other cultural groups play prominent parts in communal life.

Englewood, north of Leonia, is the epitome of that eastern section of Bergen, marked by wealth and social prestige, where education and the arts are fostered by numerous public and private institutions. The city, which calls itself "Queen of the Palisades," supports nine public schools, including the \$1,000,000 Dwight Morrow High School, built in 1931 and set in the attractive, 47-acre Dwight Morrow Memorial Park. Two junior high schools are in the public education system, and a parochial high and elementary school are affiliated with St. Cecilia's Roman Catholic Church.

The Northern Valley Civic Music Association, which has a county-wide following, holds concerts and recitals presenting world-renowned performers and singers. Ample facilities for recreation include a five-acre municipal stadium, which has a playground, athletic field and tennis courts, and a large lake for summer and winter sports. The Englewood Golf Club has one of the oldest private courses in the East.

The main traffic and commercial artery of Englewood is Palisade Avenue, a wide thoroughfare descending from the skyline in a series of gradations known as the "Seven Sisters Hills" and passing beautiful homes and estates on its way to the business section. Although thought of chiefly for its residential character, Englewood has 300 retail stores transacting \$11,000,000 worth of business annually, and 1,000 of its residents work in local shops and about 20 small plants. There are some 3,000 commuters.

Englewood land was first patented in a Crown grant to Garret Lydecker early in the eighteenth century. In 1859 J. Wyman Jones, a New Hampshire lawyer, opened a realty development along the tracks of the Northern Railroad and gave

Englewood its name. Actual housing development has lagged behind quick sale and resale of acreage. In 1939, however, a trend began toward erection of moderate-priced single homes and of elaborate apartment buildings. Englewood has attracted State-wide attention through its division into six zones, each for a special type of building. The city has more than 4,250 homes and 19 apartment houses.

Social welfare is supported by a Community Chest, which collects funds for the Englewood Hospital Association, the Social Service Federation, the Citizens' Employment Committee, the Salvation Army, the Children's Aid Committee and Boy and Girl Scouts. The Bergen County Maternal Health Centre has a station in the city. The Red Cross and the Bergen County Tuberculosis and Health Association maintain local chapters. Home social workers sell their products through the Englewood Women's Work Exchange, organized in 1884. Englewood has about 18 churches, of which St. Paul's (Episcopal) and St. Cecilia's Roman Catholic are architecturally notable. Since 1928 the Actors' Fund Home has harbored in their old age men and women once famous on the stage and screen. A rambling frame building, it once belonged to Hetty Green, famous financier.

Descending to the Hudson on the east, Englewood Cliffs' four square miles of rustic and thickly forested territory are popular with hikers and picnickers and dotted with the homes of many retired business men. The Dyckman Street Ferry connects with 207th Street, Manhattan.

North of Englewood Tenaflly rises from the Hudson River and descends in an undulating slope from the crest of the Palisades westward to Tenekill Brook. State Highway Route 1 (US 9W) proceeds northward through the community. The atmosphere of leisure and abundant living which pervades Englewood continues into Tenaflly, and many beautiful homes impart a solid appearance of well-being. The Knickerbocker Country Club and the Tenaflly Tennis Club are private recreational organizations. About one-third of the population are commuters. The J. and R. Lamb Studios here manufacture stained glass, mosaics and carved woodwork.

The Rethmore Home for underprivileged children is maintained in Tenaflly by the New York City Mission Society of the Episcopal Church. Mr. and Mrs. J. Hull Browning deeded the home to the Mission Society. Today 100 underprivileged children ranging in age from three to eight years enjoy clean air and pleasant surroundings for from two weeks to two months.

The Mary Fisher Home, which accommodates authors, artists, teachers and other professional persons, was founded by Mary A. Fisher, a writer, in 1899. For more than 30 years the annual Authors' Matinee and Musicale, a notable winter event in New York City, has turned over its proceeds to supplement the income from the endowment, contributions and benefit entertainments.

Teaneck, west of Englewood, has become the fastest-growing residential community in Bergen County, having risen in population from 768 in 1900 to 16,515 in 1930 and 25,275 in 1940. Its many commuters use the two stations of the West Shore Railroad and the numerous bus lines passing through the town, connecting with New York City, the Hackensack terminal, Jersey City and other points. The earlier homes in the town are spacious frame dwellings, while many Colonial-type houses have been built in recent years. The earliest settlers were of Dutch and Huguenot stock and included those of such names as Brinkerhoff, Demarest, Phelps, Westervelt, Banta, Terhune and Ackerman.

The famous Phelps Estate, now known as Teaneck Grange, once comprised 2,000 acres and was the property of William Walter Phelps, Congressman, Minister to Germany in 1889 and Judge of the Court of Errors and Appeals in 1893.

Keeping pace with increasing population, Teaneck has engaged in an almost continuous program of school construction. Seven grade schools, a high school and a parochial school comprise the educational system. Bergen Junior College, a coeducational nonprofit institution, offers courses acceptable for transfer to leading colleges and universities.

Seventy acres of land are being transformed into 11 parks, 9 of which will include playgrounds, and 4 children's play areas.

A central park project will include a large athletic field, tennis courts, picnic grounds, children's playground and wading pool. Teaneck on September 16, 1930, became the first Bergen County town to institute the Municipal Manager form of government.

The \$1,000,000 Teaneck Armory, a PWA project, has complete facilities for housing the 104th Engineers Regiment. The brick and limestone structure, largest in the county, stands on 13 acres of land donated to the State by the county.

North of Teaneck are the so-called "twin boroughs" of Bergenfield and Dumont, which before 1894 constituted one municipality, the village of Schraalenburgh. Both share the same sewage disposal plant, theatre, railroad and bus lines. Bergenfield was the site of part of Camp Merritt, embarkation point for World War troops. Today it is the shopping center for a population nearly twice as large as its own. None of the town's few industries employs more than 30 persons. More than 90 percent of the working population is in business in New York City, and residential construction is proceeding on a large scale.

Several notable persons live in the borough. Dr. George Pitkin, one of the country's leading research workers in anaesthesia, recently was recognized publicly for his work in developing spinocane for spinal anaesthesia. The Holy Name Hospital at Teaneck, of which Dr. Pitkin is chief surgeon, was founded largely through his efforts. Zenon Schreiber, landscape designer, and Gustav Weiner, woodcarver, had exhibits at the New York World's Fair.

The Old South Church (Presbyterian) was built in 1799 and altered in 1866. A typical early red sandstone church, it has high stained-glass windows, deep-silled in the interior, a pitched roof with braced overhung eaves, a square bell tower and lofty spire.

An extensive moderate-cost housing program during the last few years has added to Dumont's attractiveness as a residential community. There are ample recreational facilities, an attractive business center and an abundance of cultural, fraternal and civic organizations. Community life has centered around

the historic Old North Church of Schraalenburgh, now the North Reformed Church. It is a sturdy Dutch Colonial sandstone structure with Gothic windows and Romanesque exterior. The church was organized in 1724 and the present edifice erected in 1800. An addition was built in 1859. The spire, loftiest and most tapering in the region, is mounted on a clock tower owned and maintained by the borough. The adjoining church house was donated by Dumont Clarke, first mayor, for whom the borough was named.

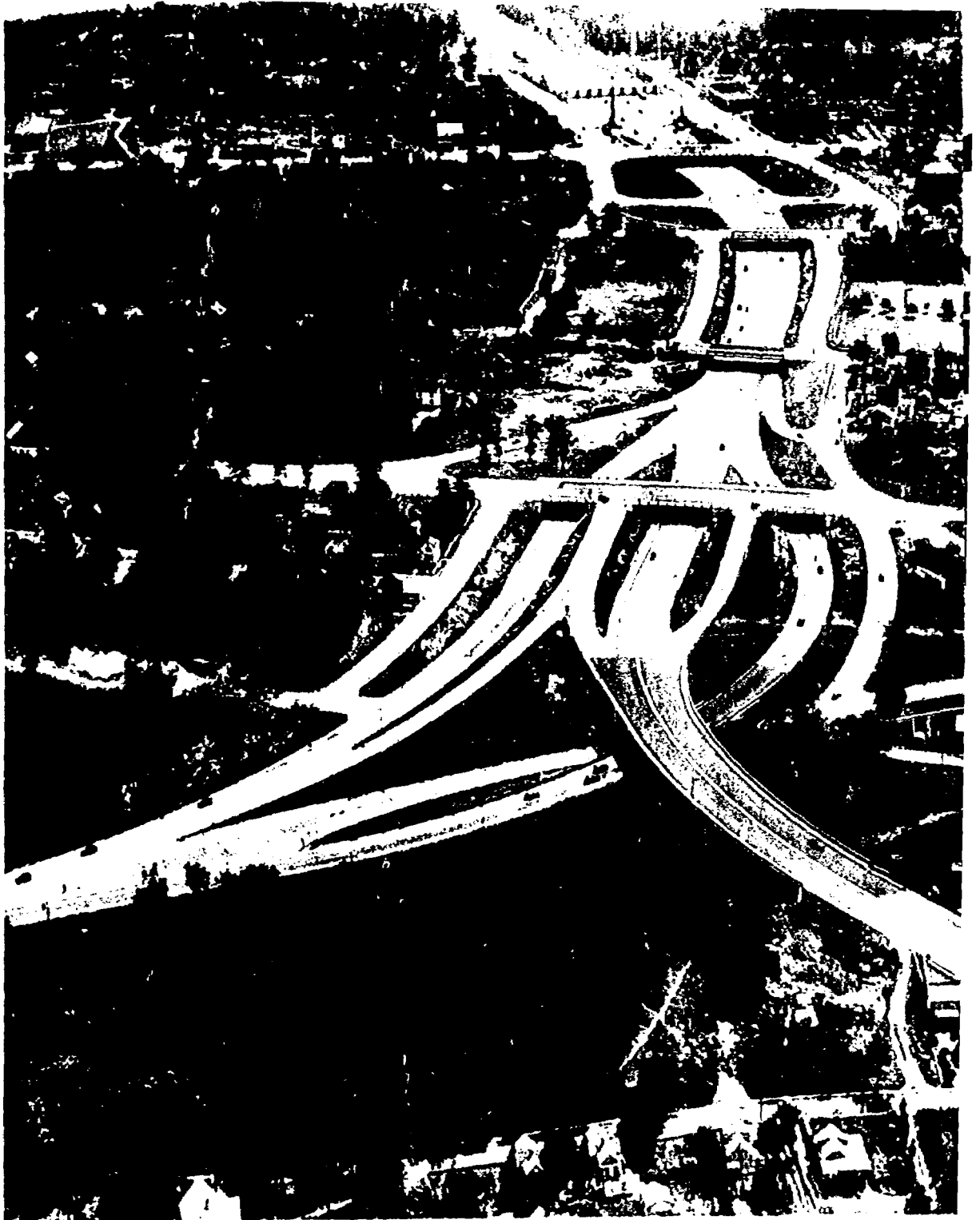
In the upper part of the valley is a group of towns which have retained much of their rustic charm. Descendants of Colonial families still occupy lands in these communities, and eighteenth century homesteads are maintained in wooded, rolling countryside. Cresskill is the site of Camp Merritt; the Camp Merritt Memorial, a 70-foot granite obelisk, towers high above the trees in homage "to the million khaki-clad men and women who passed along the way to and from the war."

Demarest is a rural community where small-scale farming is carried on, but no industrial activity. About 150 residents are commuters. The Garden Club takes an active interest in civic movements.

West of Demarest is the restricted, parklike borough of Haworth, recently developed from an early settlement. Lying just east of the Oradell Reservoir, Haworth is distinguished by ancient trees towering to commanding heights above impressive English-type dwellings framed in broad expanses of lawn. Schraalenburgh Road, as in the earliest times, is the principal thoroughfare, and from that artery southwest to the Oradell line runs Lakeshore Drive, an attractive road skirting the Oradell Reservoir. Business is limited to local needs.

The inhabitants of Closter are chiefly of Dutch and German ancestry. Within the borough are scattered farms and one industry, the United States Bronze Powder Works. There is a busy shopping center on Main Street. The population includes many commuters. A bank, Chamber of Commerce, a building and loan society and numerous fraternal and service clubs attest the progressive spirit of the community. The town falls away

Town and Countryside



Courtesy N. J. State Highway Dept.

ALL ROADS LEAD TO THE BRIDGE



GEORGE WASHINGTON BRIDGE

Epstein

BUSINESS AS USUAL IN ENGLEWOOD

Epstein





Epstein

TWO FORMS OF THE BUILDING BOOM

Epstein



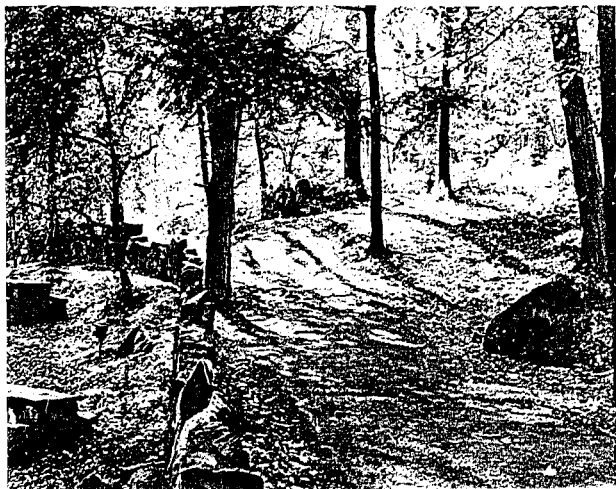


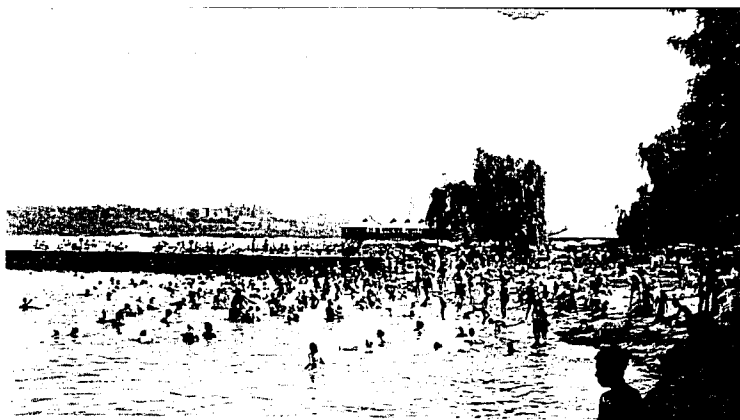
A GARDEN DESIGNED FOR LIVING

Epstein

THE SUN GILDS A TRAIL IN PALISADES INTERSTATE PARK

Epstein

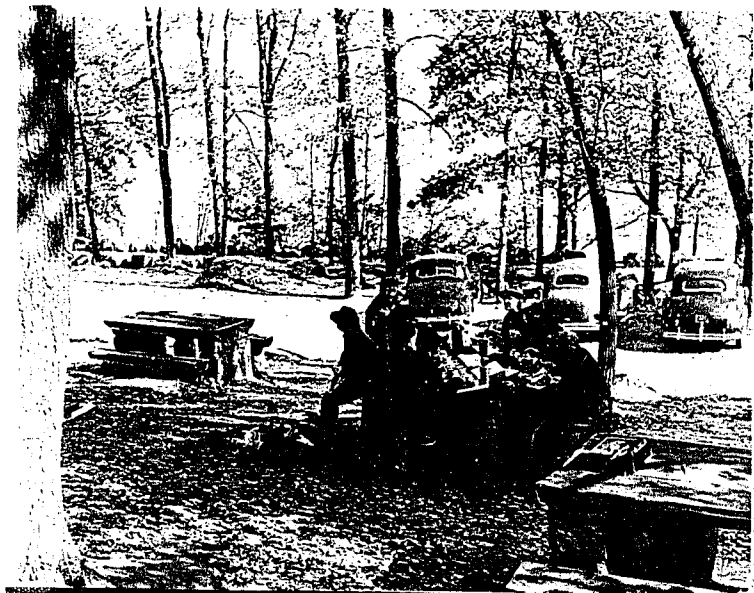




Courtesy Palisades Interstate Park Com.

SUMMER OR FALL, PALISADES INTERSTATE PARK IS A METROPOLITAN PLAYGROUND

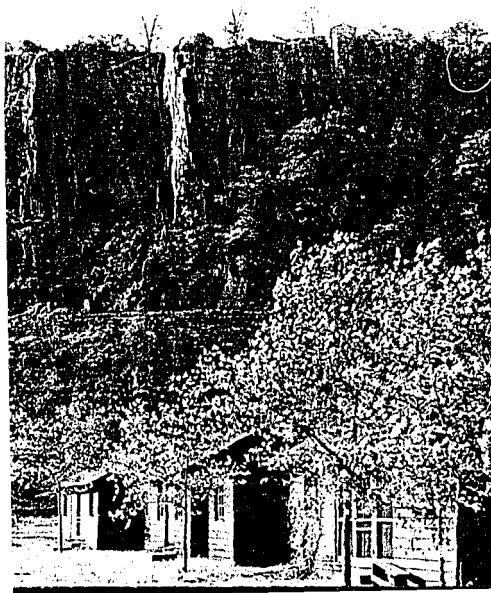
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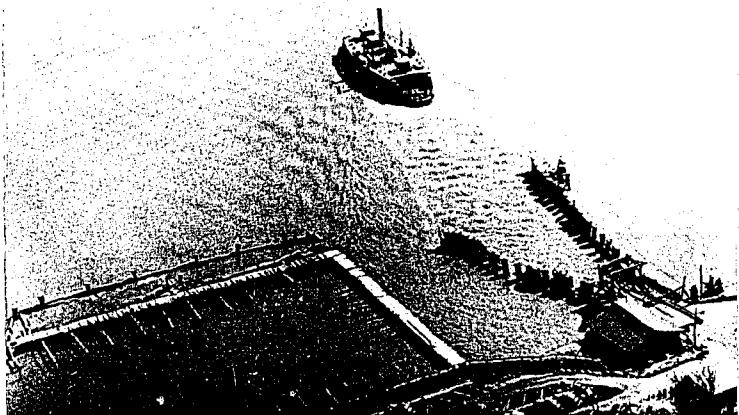
ENGLEWOOD BOAT BASIN

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CAMP COLONY
IN THE PARK

Epstein

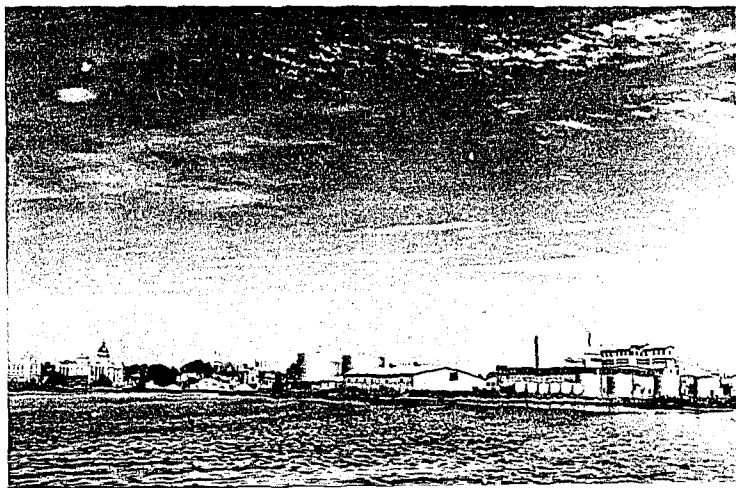


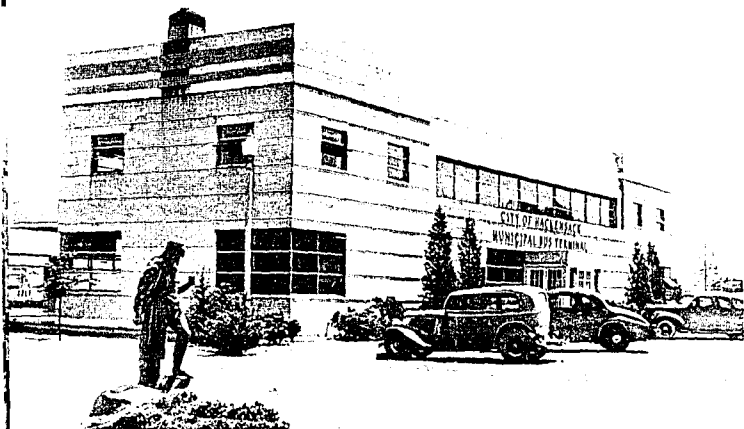
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THE PALISADES LOOK DOWN ON THE ALPINE FERRY

HACKENSACK WATERFRONT

Epstein

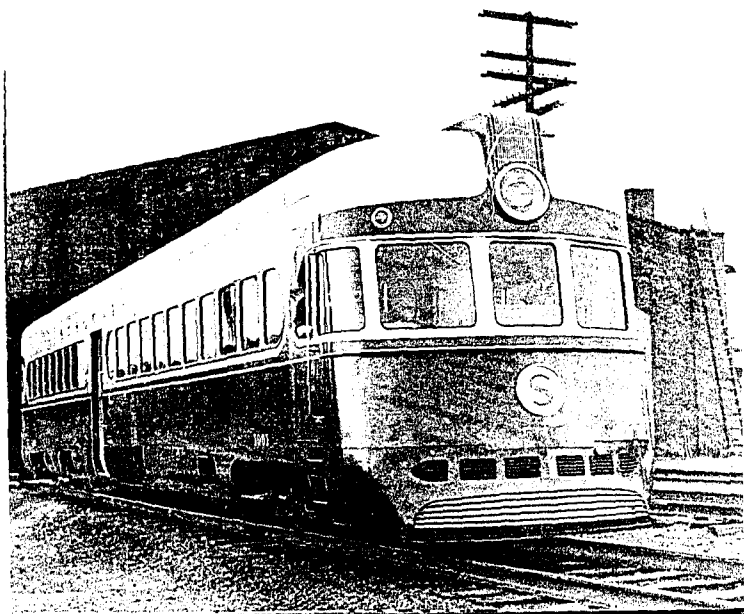


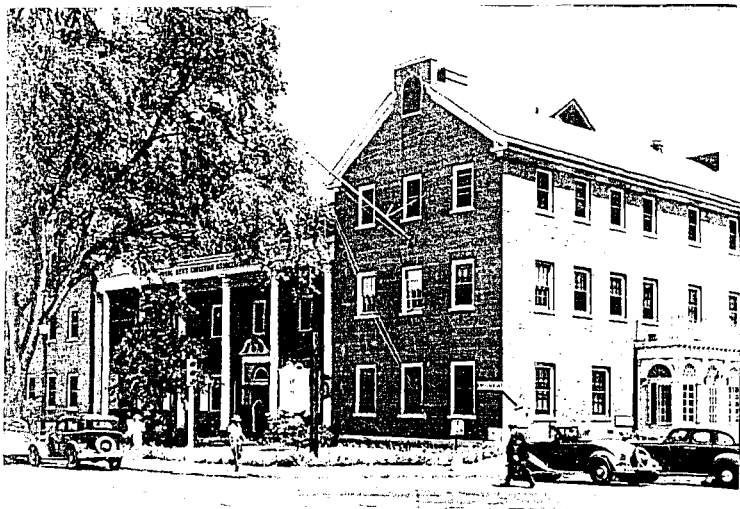


HACKENSACK BUS TERMINAL
BOUND FOR SUSQUEHANNA TRANSFER

Ephstein

Courtesy Bergen Evening Record





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THE Y FOR ALL, HACKENSACK

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ROADSIDE MARKET





AN ESTATE OVERLOOKING THE HACKENSACK

Rubel

ORADELL RESERVOIR

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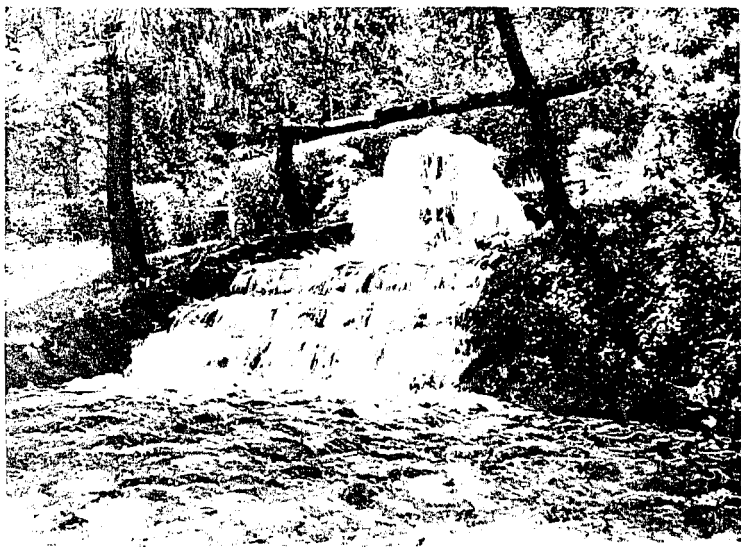


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"CATCHING THE 8:15"

BOILING SPRINGS PARK, EAST RUTHERFORD

Rubel





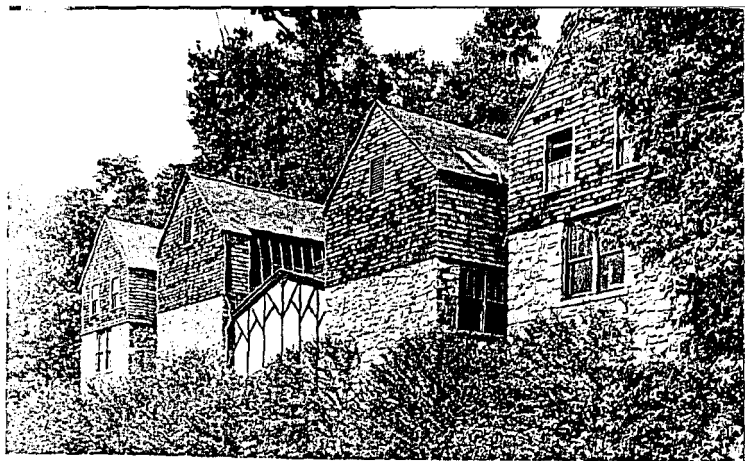
SCHOOL PARADE, CARLSTADT

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ADULT EDUCATION CLASS, GARFIELD

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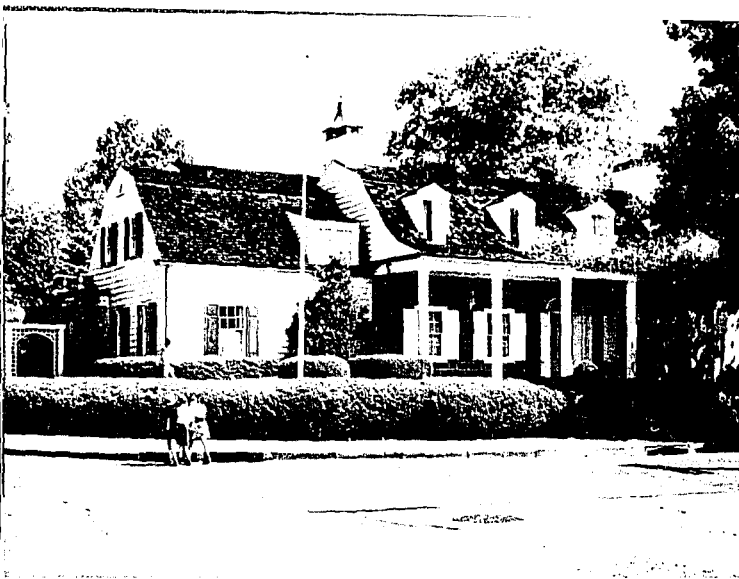
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THEATRE AND ART CRAFTS SCHOOL IN FORMER EDGEWATER LOOMS

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ARCOLA COUNTRY CLUB





WOMAN'S CLUB, RIDGEWOOD

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RIDGEWOOD ART EXHIBIT

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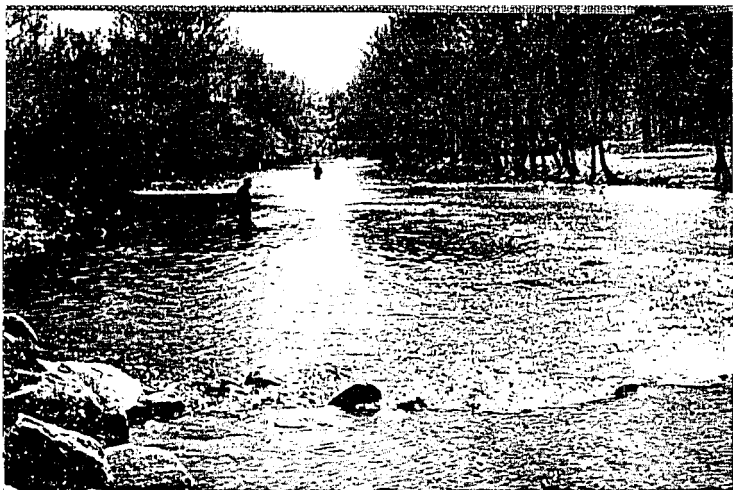
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RIDGEWOOD COUNTRY CLUB

Epstein

SPRING PLANTING, SADDLE RIVER VALLEY





TROUT FISHERMEN IN THE SPARKLING RAMAPO

Epstein

THE RAMAPOS RISE TO THE WEST

Epstein



from the Palisades ridge to the Oradell Reservoir on the southwest.

A 100 percent residential community is Norwood, north of Closter, with about 400 commuters. About one-fourth of the population is of Italian extraction. Zinke's Tavern is an old house in which rested the bones of Maj. John André, British spy executed in the Revolution, on the night in 1824 when they were taken up by his descendants to be placed in Westminster Abbey.

In Harrington Park, west of Norwood, the gently undulating terrain, watered by numerous ponds and traversed by winding, tree-lined roads, offers a picturesque blend of scenic woodland and fertile, open farmland. Most of the early settlers in this section were Hollanders, of whom the Harrings or Herrings gave the community its name. Eighty percent of the population are commuters. Homes are of frame, stucco, stone and brick construction. Newer, Colonial-type dwellings have been erected recently.

North of Harrington Park and extending to the New York State line is Old Tappan, separated from River Vale on the west by the Hackensack River. Many farms are operated by descendants of early settlers. The Old '76 House, in which Maj. John André was imprisoned before his execution, is just across the State line in Tappan, New York, where André was sentenced in the Tappan Dutch Reformed Church, founded in 1694. Old Tappan has facilities for golf, tennis, swimming, picnicking and hiking. The Ripple Creek Golf Course is near the Tappan Road and Washington Avenue intersection.

Another town bordering on New York State is Northvale, a rural community of small homes built on rolling terrain two miles west of the Hudson River. This borough has a distinct Italian flavor, and properties are characterized by grape arbors and well-kept truck gardens.

Rockleigh, in the northeast tip of the county on the New York State line, contains about 40 homes. Some of the residents are farmers and some are employed at the Pegasus Polo Club. Homes of simple pattern are scattered, for the most part,

along Piermont Road. The community is without a store or industry, borough hall, firehouse, library, post office, public school or church. The Rose Haven School for Girls receives pupils from the ages of five to fourteen. In past years Rockleigh was a good hunting area for small game and occasional deer. Tourists and hikers are attracted by its sylvan beauty.

In Alpine, stretching for more than ten miles along the top and west of the Palisades below the northern State boundary, is the New Jersey section of the Palisades Interstate Park, where the beauty of the west bank of the river is preserved and 1,200 acres for recreation is assured in perpetuity. The park, extending down to Edgewater and up into New York, was set aside by the authority of the two States and made possible largely by donations of private land.

Point Lookout in Alpine, from which a magnificent panorama far up and down the river is visible, is the highest point on the cliffs. Binoculars are provided by the Interstate Park Commission in summer, and when the visibility is good they provide a vista of Long Island Sound and Connecticut. The Hudson, 500 feet below, is calm and placid here, the restrained force of the great stream deceptively concealed by the reflected sunbeams and the play of light and shadow provided by the clouds.

The sheer perpendicularity of the Palisades is emphasized by the monolithic columnar formations which took shape in the Triassic period of the geological ages. The Henry Hudson Drive, beginning at Edgewater, proceeds northward along the river. Motorists enjoy the reposeful quiet of the section, broken here and there by the soft murmur of waterfalls.

Alpine, which is connected by ferry with Yonkers, New York, is sparsely populated, consisting mostly of dense forestation atop the Palisades and westward. A few palatial dwellings are hidden by extensively landscaped grounds.

Towering 400 feet above the top of the heights at Alpine is the antenna tower of Maj. Edwin H. Armstrong's radio experimental station, where tests are perfecting FM (frequency modulation) to eliminate static from radio. The Major has

been laboring for 25 years to prove his theory that static can be defeated, and similar stations throughout the country are carrying on research in this field. The Alpine tower is the tallest object on the horizon in a wide area of the lower Hudson Valley.

In recent years the question of transportation has become acute in the Northern Valley. The number of commuters using the Northern Railroad dropped from 6,000 to 1,200 owing to establishment of numerous bus lines and construction of the George Washington Bridge, which enables businessmen to travel to and from New York in their cars. This resulted in curtailment of railroad passenger service to three trains a day each way, in the rush hours, and none on Sundays. The financial weakness of the railroad was followed by a disaffirmance in court of the lease held by the Erie Railroad and the possibility of discontinuance of service.

Communities along the line became aroused and public meetings were held. The mayors and leading residents organized the Northern Railroad Communities Association of New Jersey and New York Inc. The association has mobilized public opinion to save the railroad from abandonment. The court decreed that the Erie trustees continue curtailed operation of the Northern Railroad until April 30, 1940, or until further order of the court. The judge also ordered that they petition the Interstate Commerce Commission for abandonment of operation.

The economic health of the entire Northern Valley was threatened by the situation, with a likelihood of an increase in taxes and a reduction in valuations on real property. Several businesses announced that loss of express service and other factors menaced their remaining in the area. Residents of the towns affected were urged to support the railroad with passenger and freight patronage.

It is hoped by the appointment of trustees who can guarantee adequate public backing to assure continuation of the service, after which the Erie is expected to re-lease the line and operate it more satisfactorily. Meanwhile freight service is being maintained at a volume to provide sufficient revenue, and pas-

sengers can use buses from Susquehanna Transfer through the Lincoln Tunnel to Times Square, Manhattan, for a 10-cent fare. Efforts also are being made to induce other bus companies to honor commutation tickets at hours when trains are not running as well as on Saturdays.

The Hackensack Valley

Bendix, Bogota, Hackensack, Hasbrouck Heights, Little Ferry, Maywood, Moonachie, New Milford, Oradell, Ridgely Park, River Edge, South Hackensack, Wood-Ridge.

The center of gravity of Bergen County's political and social life and commercial and industrial development lies in the City of Hackensack, the county seat, and 12 other municipalities clustered west of Overpeck Creek and along both banks of the Hackensack River, about midway between New York City and Paterson. Containing 78,093 inhabitants, the group covers slightly more than 22 square miles. The towns on the east bank of the river are situated on the first elevation of land west of the Palisades.

The Hackensack River, principal waterway of Bergen County, traverses this terrain, forming the boundaries of several municipalities. A wooded resort of pleasure craft in the upper sections, it is increasingly utilized as an artery of commerce below the city. The river rises in New York State and follows a serpentine course to the picturesque Oradell Reservoir, beyond which it forms a straighter path through the lower valley. Intermittent dredging has deepened the channel to six feet, and at high tide tugboats and barges from Newark Bay can reach Hackensack. Although the river is not without influence on the life of the region, it is the highway network that covers northern New Jersey that gives the communities their importance in the industrial organization of the metropolitan district.

The county capital, founded by Dutch from Manhattan, today presents a scene of staccato urbanization and striving for contemporary significance which overlays the memorials of its

Colonial and Revolutionary past. Northward from the civic center, which is dominated by the Courthouse with its classic dome and by the modern-style County Administrative Building, runs narrow Main Street, laid out long before the automobile age. It is jammed with cars of shoppers from many other towns and extends through the whole business district; some of the business establishments spill over into side streets. Along the river are the only major industries: brickyards, oil tanks, a stone crusher plant and warehouses.

The tracks of the New York, Susquehanna and Western Railroad bisect the city from east to west, and the stretch of Main Street from the Susquehanna station at Mercer Street south to the Courthouse has always had a curiously different appearance from that above the railroad. Scores of small retail shops, offering every variety of merchandise, crowd the lower way, their wares priced to attract those of limited means. North of the tracks, however, are skyscrapers, banks, department stores, ornate motion-picture theatres and stores with modish window dressing—a general appearance of prosperity. Chain markets are up and down the street, numerous neon signs cast a red glow on the sky at night, and the volume of business indicates the popularity of the county seat with many who formerly shopped in New York.

As the older sections of the city and most of its industries and mercantile activity are concentrated near the river and adjacent streets, so the residential quarter has pushed up to the higher ground westward. On the crest is Summit Avenue; here and along intersecting streets are pretentious residences of variegated architectural styles and with elaborate landscaping.

An atmosphere of seething politics envelops Hackensack 365 days a year, reaching up from hundreds of local clubs to the headquarters of both parties near the Courthouse and attaining a crescendo of furious campaigning in the weeks preceding Election Day. All the year round there is ceaseless intrigue and maneuvering for position, and the commuter, if he comes from New York, seems to become more political-minded than he was in the metropolis.

According to E. L. Thorndike's 144 *Smaller Cities*, covering those that had a population of between 20,000 and 30,000 in 1930, Hackensack ranked eighth in "General Goodness." Ranking was based on such factors as provisions for education, wages, home ownership, disease and death rates, literacy and the number having automobiles, electricity, gas, telephones and radios. Hackensack was one of two of these cities that spent more than \$20 per capita a year for teachers' salaries.

Among cities in the same classification Hackensack won first prize in 1938 and 1939 in the Interchamber Health Contest, sponsored by the Chamber of Commerce of the United States and based on standards set by the American Public Health Association. The city received honorable mention in 1940, when Englewood won first prize, and in 1941.

The Johnson Free Public Library, with 56,000 volumes, is the largest in the county. The Y. M. C. A., Y. M. H. A. and the Child Welfare Association are notable among organizations ministering to social needs. On the waterfront is Riverside Park, an expansive tract in which concerts and athletic activities offer escape from the more crowded sections. The Hackensack Hospital, one of four in the county, serves a wide area. The county seat has the only paid fire department in the valley.

Although Hackensack still contains numerous descendants of families who have lived on the same land for generations, more than 20 percent of the 26,279 inhabitants are foreign-born, most of them Italians. Another distinct element of the population are the more than 3,000 Negroes, living mainly in a section extending about five blocks along First Street, a short distance below Summit Avenue. But all over the city are constant reminders of the community's rich historical background. Many streets bear old family names, and some of the older thoroughfares are called after the earlier-established New Jersey counties.

Perhaps the most revered spot in the city is the Green, opposite the Courthouse, which was a camping ground in the Revolutionary War for both American and British soldiers. In its center is a bronze statue of an American soldier erected as a

World War memorial in 1924; it stands on a concrete and granite base on which are scenes representing all American wars. A few steps eastward is a statue of Gen. Enoch Poor, Revolutionary officer, whose drawn sword, broken presumably by vandals, has long awaited repair.

Across the way are the Church on the Green (First Dutch Reformed), first built in 1696 and one of the oldest in New Jersey, and the Mansion House (1751), at which General Washington paused in the course of his retreat across the State in the autumn of 1776.

The picture of modernity which is Hackensack contrasts with the three rural communities to the north, Oradell, New Milford and River Edge, with their wide, attractively shaded streets and comfortable homes. They retain more of the appearance of earlier times than do sections to the east and south where the satellites of the city, not so old and not so bustling, reflect its influence. The three northern boroughs, although housing commuters in modern dwellings, are noted for open spaces and historic houses and ancient roads over which Continental armies marched.

At Oradell is the great reservoir of that name which, with a capacity of 2,800,000,000 gallons, supplies water to the valley and to other parts of the county. In the town also is perhaps the most imposing home in the valley, a 16-room replica of a Norman castle on the site of a 1700 Dutch Colonial homestead torn down in 1892. This structure, now owned and occupied by Mrs. Margaret D. Blauvelt, commands a magnificent view of the Hackensack Valley and the New York skyline, with the 508-acre Oradell Reservoir forming a mirror for the 70-acre slope on which the house stands. The richly furnished interior is in keeping with the impressive façade.

New Milford claims to contain the oldest house in the State. First built about 1678 by David des Marest, a Huguenot, the two-room Samuel Demarest homestead, later altered, has been restored as a family museum. Nearby is an old French cemetery that served the first permanent settlement in the county.

Adjoining Hackensack on the north is River Edge, the North Hackensack section of which comprises the communities of Cherry Hill and New Bridge, in Revolutionary days known as Old Bridge. Site of an important Colonial ford across the Hackensack River, the old bridge figured prominently in Washington's retreat across New Jersey.

Facing the river at New Bridge is the Steuben House (Bergen County Historical Society Museum), erected in 1757 by John and Peter Zabriskie as a gristmill. Since the brothers were Tory sympathizers, the estate was confiscated and deeded to Baron von Steuben in 1783 in recognition of his services to the American cause. Three months later the Baron, without having occupied it, sold it back to the Zabriskies. In 1926 the house was taken over by the State. It was recently restored by the WPA under sponsorship of the New Jersey Historic Sites Commission and turned over to the Bergen County Historical Society as a public museum.

Topographically the transition from town to town in central Bergen takes place with a minimum of contrast; low ridges, rolling hills and flat country afford no marked accentuation of the land. All the communities are easily accessible from other metropolitan points. Nearly all have paved streets, water supply, gas, electricity, sewers and telephone and bus services.

Two of Hackensack's trans-river neighbors, Ridgefield Park and Bogota, have old names and old roads, but both are less concerned with the past than with the present. Ridgefield Park, officially Overpeck Township, occupies a ridge on the peninsula formed by the confluence of the Hackensack River and Overpeck Creek. State Highway Route 6 brings the George Washington Bridge within ten minutes' motoring distance. The last farm disappeared from Ridgefield Park in 1921.

Bogota, a center of paper-board manufacturing and with a large commuting population, gets its name from the family of Roeliff Bougaert, who arrived in 1638. A movement to consolidate Bogota and Ridgefield Park was launched more than a decade ago but soon abandoned.

Directly to the west of Hackensack is Maywood, which

presents an example of conservative taste in homes set widely apart and designed in a tone of quiet dignity along broad highways. The inhabitants are mostly of American stock, and those not employed in two local chemical plants commute to New York and nearby towns.

Adjoining the capital on the south is South Hackensack, which consists of two separated areas left over when neighboring boroughs were formed from Lodi Township. About one-third of its acreage is given over to truck farming. Some of the inhabitants work in a slaughter house, the only industry, and others are commuters.

Now that the great State highway system projected a dozen years ago is nearly completed (1941), the development of aviation facilities is considered the next step necessary to progress. The one conspicuously industrial community in Central Bergen is Bendix, home of a 200-acre airport and of the \$3,000,000 Eclipse Division of Bendix Aviation Corporation and of Air Associates Inc., both makers of airplane parts. It is hoped to provide a commercial airport at Bendix for the use of the aviation industries in the area, for the training of civil and military pilots and as the center for incoming and outgoing express and freight shipments for the metropolitan region. Those who visualize this plan point out that freight shipments by air for the whole nation increased from one-tenth of 1 percent of all such shipments to 5 percent in five years.

The smallest municipality in population in the county, Bendix has only 40 inhabitants and lacks a church, public school or fire department. Some of the greatest names in aviation are recalled in the community's historic background, but, before the days of flying, William Cooper, partner in the old New York Siegel-Cooper department store, bought the land with a view to building a vacation retreat for his employees. The plan failed, and Walter C. Teter in an attempt to salvage the investment induced the 18 residents to form a borough named Teterboro. It was formed out of Lodi, Moonachie and Little Ferry in 1917.

The Witteman-Lewis Aircraft Corporation built a hangar and laid out a flying field. Clarence Chamberlin, trans-

Atlantic flier, lived there; Amelia Earhart, Charles A. Lindbergh and Ruth Nichols used the field.

Through the early years of the depression things were quiet at Teterboro. In 1937 the place came to the attention of Vincent Bendix, who purchased 100 acres in the belief that the site was suitable for various divisions of the nation-wide Bendix interests. On April 14 of that year the borough's voters elected to change its name to Bendix. The Bendix company sponsors an annual transcontinental air derby in which leading fliers of the nation compete.

Little Ferry's population is predominantly foreign-born and of foreign extraction. One-third of its 4,531 residents are of Czech origin, and most of the others are of Italian, German, Polish, Dutch and Slovak ancestry. Numerous old clay pits, now filled with water, are relics of a defunct industry which at its peak produced 100,000,000 bricks annually. The borough is thought of today chiefly as a relaxation and amusement center, and taverns with all-night licenses cater to patrons from distant points. The largest social organization is the T. J. Sokol Association, a branch of the nation-wide Sokol (Falcon) organization. A liberal group with a pronounced interest in physical culture, it has 500 members. A Sunday school in the Sokol hall instructs 100 children in the Czech language and homeland customs.

West of Little Ferry is the borough of Moonachie, situated on the lowlands. It consists of truck farms, drainage gulleys, winding roads and simple cottage-type homes, many built on "stilts" or high stone foundations for protection against the dank, swampy soil. According to one legend the area was named for a local Indian chief.

Farther to the west, beyond the stretches of Bendix, another commuter town, Hasbrouck Heights, is perched on the highest point of the ridge that rises between the meadowlands of the Hackensack and the Passaic Valley and is one of an unbroken chain of towns from the Hudson County line to Hackensack. Steep concrete roads, symmetrically laid out and lined with neat, substantial homes, flow from the wooded heights

down the hill, through a bed of reddish brown clay, to the green of the Hackensack meadows.

The most striking view of the ridge is from State Route 2, which runs along the base of the cliff. From the summit a panorama stretches from industrial Bendix, immediately below, to the New York skyline. About 2,000 business and professional persons, almost a third of the population, commute. Hasbrouck Heights is the only municipality in the county that has no stream or body of water within or on its borders.

Wood-Ridge, to the south, is also built on the western ridge of the valley. Historic Polifly Road runs through the town and continues northward into Hackensack. Minor skirmishes took place here during the Revolution. The settlement remained a farming community until after the Civil War, when it was gradually transformed by suburban development.

Three railroads serve the municipalities of the Hackensack Valley. The West Shore, part of the New York Central System, makes three stops in Ridgefield Park and one in Bogota. Parallel-ing its tracks and the Hackensack River to the latter point, the New York, Susquehanna and Western Railroad, lately divorced from the Erie, traverses Hackensack and Maywood also. The New Jersey and New York Railroad passes through Oradell, Hackensack, Hasbrouck Heights and Wood-Ridge.

The two last-named roads, economically enfeebled by the loss of passengers to buses, were obliged to reduce the number of trains; however, the Susquehanna has regained its independent status and appears to have embarked upon a rejuvenated career with modernization and colorful decoration of its rolling stock, faster and more frequent service and lower fares.

Many interstate, interurban and local bus lines transect the area, and all-night service now enables playgoers to remain for the final curtain of a Broadway show. The suburbs in Central Bergen have been brought closer in traveling time to the theatre, shopping and business districts of New York than many outlying parts of the great city itself. The old Hudson River trolley line was the last of the street railways in this region to be abandoned, in the summer of 1938. Eleven hundred buses

stop at the Hackensack bus terminal every twenty-four hours.

While electrified rapid transit connecting with the New York subways was deemed important to the Hackensack Valley twelve years ago, the abandonment of trolley lines and the gradual superseding of railroad service by buses for commuting have caused the agitation for it to subside. The projected \$30,000,000 consolidated bus terminal in New York rather emphasizes the partial outmoding of rail lines.

The unused space in the center of the George Washington Bridge is expected soon to be paved to provide two roadways in addition to the four now available for buses and heavy trucks. Plans also call for a four-way suspended highway below the bridge within five years, thus providing eventually ten lanes in all.

The future of Bergen County appears to be centered in the Hackensack Valley. On February 10, 1941, Rep. Frank Osmer Jr. and Sen. Warren Barbour introduced bills in both houses of Congress to authorize a survey of the land south from Hackensack to Newark Bay for a vast meadow-reclamation project. This would involve straightening, widening and deepening the Hackensack River to accommodate ocean-going ships to the present head of navigation and thus create a vast inland harbor which with its surrounding industrial area would revolutionize the character of the region. In the valley are 27,000 acres of fine bottom land primarily adaptable to industrial development. While the expenditure, to be borne chiefly by the Federal Government, is estimated at about \$90,000,000, it is believed that the value of the land reclaimed would greatly exceed the cost and that the progress which would result is beyond calculation.

The Passaic Valley

Carlstadt, East Paterson, East Rutherford, Fair Lawn, Garfield, Lodi, Lyndhurst, North Arlington, Rochelle Park, Rutherford, Saddle River Township, Wallington.

Contrasts are noticeable in the area that spreads diagonally

across south and west Bergen County from the border of Hudson County as far north as Fair Lawn. The term Passaic Valley applied to the region is somewhat arbitrary; topographically, the section possesses traits common to central Bergen and to Passaic County on the west. Of the 12 municipalities, the Passaic River bounds eight.

Containing approximately 34 square miles, the area has a population of 123,947. The northern half is characterized by a gently rolling terrain, rising from the eastern bank of the Passaic River to join the level plain which extends to the Saddle River. Across the southern portion the ground rises more sharply to become an irregular ridge between Carlstadt and Lyndhurst and then descends steadily to the wide expanse of the Hackensack Meadows.

Since Colonial times the waterways of this valley have nurtured manufacturing, and until recently the soil yielded crops which supplied metropolitan markets. Today industry predominates in Garfield, Lodi, East Paterson and East Rutherford. Some of the others are essentially home communities, although industry exists on a minor scale. Their spacious streets are lined with sycamore, poplar, elm, maple and oak. All have road improvements, water, gas, electricity and sewage disposal.

Visible across grass-covered flatlands on the east are the towers of New York. Along the Passaic River Road rusty used-car lots, gas stations, junkyards, roadside stands, decrepit houses and old docks represent the backwash of the county's present and past.

Historic sites emphasize the region's contrasts. The place where Revolutionary troops crossed the river from Garfield to Passaic vies for interest with the ruins of a World War munition works in Lyndhurst. Colonial homesteads dramatize the present trend in FHA housing. Ground once trod by Washington's army has yielded up the "ride" victims of New York gangsters.

Passaic Valley settlers acquired large tracts before 1700, and for two hundred years the valley was an integral part of the provincial society created by the landed Dutch and Eng-

lish. Agriculture remained the chief occupation until the first decades of the twentieth century.

The economic foundation had begun to change with the coming of the railroad in the 1860's, followed by realty development and expanding industry. European immigrants employed in Passaic County mills overflowed into Bergen. As the railroads were extended the white-collar commuter also made his appearance. The need of the millworker and his family for shelter often resulted in construction of closely packed, poorly designed quarters.

The flow of Europeans into the valley impinged upon the character of the region. The old-world life was perpetuated in costume, speech and social custom. Fears that the foreign groups would remain strangers to local culture proved unfounded, however. While a historic mixture of nationalities still is in process of ferment in most municipalities, old-world families less and less cling to alien traditions. Progressively, second and third generations have broken with old-world culture. Homeland ties are still fostered, however, through various organizations.

Like the rest of Bergen County, the sector abounds in women's clubs, P.T.A.'s, the American Legion and numerous fraternal associations. Rutherford alone, the valley's chief commuter center, has more than 100 organizations. The acme of group activity is typified by the Fair Lawn development of Radburn, where a program of events and organizations is supervised by a Citizens' Association.

Important among the valley groups are the 65 religious institutions, representing a collection of creeds which range from a Three Saints Russian Orthodox Greek Catholic congregation to a unit of the Federated Churches of Christ in America. The church is still a powerful factor in local behavior.

The majority of valley towns have one or more weekly newspapers that supplement the large circulations of the Passaic and Paterson dailies and the *Bergen Evening Record*.

Rail transportation through the valley is provided by four railroads, but in recent years bus lines to New York, taking advantage of the fast highways, have lured many rail commuters

by providing speedy service day and night. Public Service operates local, interurban and intercounty buses with the flow of travel heaviest toward Jersey City, Newark and Passaic. Several independent bus lines also connect with metropolitan centers.

Five State highways, with a supplementary network of county roads, tie the region into the metropolitan area: Routes 2, S3, 4, 5 and 6. Following a serpentine course along the Passaic River is historic River Road, originally an Indian trail and during the Colonial era a much-traveled wagon route to Newark. Saddle River Road, which parallels the Saddle River through Saddle River Township and Rochelle Park to join Main Street in Lodi, is another early artery. Union Avenue, running east and west through the Rutherfords, was laid out in 1707 as part of the Polifly Road leading to Hackensack and earlier was an Indian path connecting with Paulus Hook (Jersey City).

The valley's industrial importance is focused on Garfield, the county's largest city, situated at the head of navigation on the Passaic River. Its growth, dating from 1900, was a direct result of the overflow of industry from neighboring Passaic. A leading textile center, Garfield has numerous woolen and worsted factories. In 1930 a third of the inhabitants were foreign born, while 90 percent of the remainder were children of foreign-born parents.

Industry continues east into Lodi, whose lineage is evident from the Italian surnames of shopkeepers, the rosters of municipal government, schools, clubs and organizations, and from the homes, which generally feature stucco, semibrick and columnar façades.

Much of Lodi's prominence is due to Robert Rennie, who launched the Lodi print works and dyeshop on the banks of the Saddle River in the 1830's. The industry expanded to become the United Piece Dye Works, once the largest plant of its kind in the world with 6,500 workers. The company failed in the depression and has curtailed employment to about 700.

Rennie's early enterprise included the establishment of a school, a church and a railroad spur and attracted other shops

which dyed and finished cotton products. Today, in addition to this type of industry, factories produce celluloid articles, dresses, novelties, suits and cloaks.

Contrasting widely with Garfield is the borough of Fair Lawn, distinguished by the development of Radburn—"the town for the motor age." Once a sprawling farming region, the area today epitomizes the county's realty expansion of the last two decades. During 1939 and 1940 building permits totaled \$3,000,000, and FHA commitments were said to be among the largest in the United States for comparable districts.

The first great residential change in Fair Lawn occurred in 1928 when the City Housing Corporation purchased hundreds of farm acres for the Radburn project. Building permits, representing a housing increase of 30 percent, totaled \$1,071,500.

On the borough's outskirts are several industrial plants, the largest being the crankshaft division of the Wright Aeronautical Corporation, which in 1940 acquired the huge building of the Textile Dyeing and Finishing Company of America.

Situated between Garfield and Fair Lawn, East Paterson represents a blend of the two. A division of the Wright Corporation occupies the former plant of the National Silk Dyeing Company, and there are several small dyeing, stonecutting and paper-converting plants, but nearly a tenth of the borough is devoted to greenhouses, nurseries and produce farms. The contrast continues into the population, composed of Italians, Poles, Czechs and Hungarians in the southern sector plus a newer element of native professional and white-collar groups. Finally, the general severity of older home areas is lessened by three sprightly FHA developments fronting River Road.

The rural aspect of the valley continues east into the townships of Saddle River and Rochelle Park, originally parts of the seventeenth century Paramus grant. Small-scale dairying and agriculture predominate in Saddle River. A small retail shopping district on Rochelle Avenue, running north one block from the railroad, serves both communities.

Change in the status of the river towns is reflected by Wallington, south of Garfield, once a busy shipping terminal and now

a suburban community of millworkers. In the nineteenth century the borough shared in the fame of its more illustrious neighbor, Passaic, across the river. Farm produce, fruits, flowers and lumber made up cargoes freighted to New York and seaboard points. From the Anderson Lumber Company docks barges still ply to Newark Bay. Floriculture, introduced by original Dutch settlers, is popular with modern residents, most of whom are Poles.

Leading the valley's southern towns in suburban characteristics is Rutherford, which, with East Rutherford and Lyndhurst, bridges the lower portion of the county from the Passaic River to the Hackensack meadows. One-fourth of the population commutes to New York, Newark and Jersey City.

Chiefly a home community, Rutherford is noted for the absence of taverns, for its compact social life and for the number of its civic and social organizations. Homes vary from modern Colonial and apartments to lavish mansions of the nineteenth century. The Everyman's Bible Class, formed in 1922, has a membership of 1,200. The largest of the few factories is the plant of the Advance Dye Works, which employs 165.

Due north, rising on a high ridge which shapes into rolling hills and broken terrain, is East Rutherford, with residential and industrial aspects providing a dual personality. Careful zoning has prevented the encroachment of industry on home areas.

The first mill erected in East Rutherford was the Boiling Springs Bleachery, now the Standard Bleachery, established in 1850. Approximately 50 industrial firms today produce such items as roofing, surgical instruments, electric brushes, tools, ladies' cloaks, plumbing supplies, venetian blinds, chemicals, perfumes, bottle caps, mirrors, printers' ink, syringes, knit goods, rubber goods and paper bags.

Carlstadt, north of East Rutherford, separating the Passaic and Hackensack valleys by a high rocky ridge, was once called "the little German town on the hill." Its heritage is perpetuated in the popular Sommer Garten, where the rhythm of old folk songs and the clink of beer steins fill quiet, mellow evenings. The borough's origins reach back to 1851, when a group of

German political refugees formed the German Democratic Land Association and later established the community. As many of the inhabitants were tailors employed in New York, the borough was first called Tailor Town. Later it was named Carlstadt (Carl's town) after Dr. Carl Klein, leader of the group.

Traces of Bavarian architecture may be seen on a few peaked houses with decorated scroll work along the roofs. Elsewhere, dwellings are conventional. Terraces feature some of the streets, and steps connect adjoining levels. On the Hackensack meadows, below the town proper, is the 430-foot transmitter tower of radio station WNEW and the less lofty towers of WINS and WBNX.

Lyndhurst, south of Rutherford, gained headline fame in 1917 when saboteurs caused the meadowland plant of the Canadian Car and Foundry Company to explode with losses amounting to \$50,000,000. Quantities of nitrate cotton and unexploded three-inch shells are still embedded in the Kingsland meadows.

Contributing to the valley's assortment of national stocks, the township contains a large colony of Italians who occupy a section in the southwest called The Hook. About 15 percent of the inhabitants are Poles or Slovaks and live in an area designated The Hollow. Many other residents are of German descent.

For many years Lyndhurst was called Kingsland after an English major who came here in the late seventeenth century. A frequent visitor at the Kingsland manor was Lord Lyndhurst, whose name later was bestowed upon the region.

The township's largest industrial plants are the Leslie Company, manufacturers of power sirens for ocean-going steamers, and the S. B. Pennick Company, manufacturers of crude botanical drugs. Paints, machinery, metal castings, steel parts, chemical solvents, oils, burlap bags and dresses are also produced.

A neat residential town, North Arlington nestles into the southwestern corner of the county. Holy Cross Cemetery, one of the largest in Bergen County, provides a good source of business for several adjacent stonecutting plants.

The borough was the site of an early copper mine. In

1719 a slave of Arent Schuyler, one of the first settlers, unearthed a vein of 80 percent pure copper while plowing, and until into the nineteenth century mining operations were successfully conducted. Schuyler supervised the construction of Belleville Turnpike to transport his ore to the Passaic River docks and in 1753 imported the first steam engine used for pumping in America. The mine ruins still stand on Schuyler Avenue, but exploration is discouraged.

The Pascack Valley

Emerson, Hillsdale, Montvale, Park Ridge, River Vale, Washington, Westwood, Woodcliff Lake.

The eight municipalities of the Pascack Valley in the north central part of Bergen County are in less direct contact with the currents of metropolitan life than the towns of the Hackensack and Northern Valleys, yet they are easily accessible by motor and train. Rolling hills and broad, open vistas of unspoiled countryside lie above the Pascack Brook. Throughout the section are many Dutch Colonial houses, some of them scarcely recognizable under their newer covers. The aggregate population of these communities, which cover an area of about 20 square miles, is 16,814. Montvale and River Vale abut on Rockland County, New York, while between and below them are Park Ridge, Woodcliff Lake and Hillsdale; farther south are Westwood, Washington and Emerson, which borders the Hackensack Valley region.

The valley is traversed by Kinderkamack Road and Soldier Hill Road. The latter, leading from Paramus northward through Emerson, is the route along which Washington hurried reinforcements in 1778 to Colonel Baylor, who was stationed in River Vale. Before the General got there, the British made a surprise attack and slaughtered about 30 of the soldiers after they had surrendered. News of the ruthless bayoneting spread throughout the colonies and drew into active fighting many who had previously been nonparticipants.

The most populous community in the Pascack Valley is Westwood, more important in the life of the region than its population of 5,388 might indicate. Westwood has about 100 modern retail stores which constitute the shopping district of the valley, and children from surrounding communities make up almost one-fourth of its school population. The borough is also the transportation center for the region; the New Jersey and New York Railroad and five bus lines serve its 1,100 commuters. With 100 clubs of all types, the community is said to have a more diverse organizational life than any other town of its size in Bergen.

Many of Westwood's best homes are built about Bogert's Pond, the site of two gristmills where the town began. The pond was formed by damming Pascack Brook; the waterfall which drops over the dam no longer powers mill wheels, but it adds to Westwood's residential charm.

Just to the south and contrasting with Westwood is Emerson, a community composed mostly of Italian construction workers. Emerson was once called Kinderkamack (Ind., "where the cock crowed") because, it is told, Indians who had stolen cattle from a neighboring tribe were warned, while camping here, of the approach of their righteous enemies by the clarion of a disturbed rooster. While the American Army was camped at Emerson during the Revolution, Gen. Enoch Poor died of fever; he was buried on the Green at Hackensack.

Almost as much of a contrast as Emerson to bustling Westwood are the three square miles of the township of Washington, all that remain of a municipality that once embraced an area of more than 30 square miles set off from old Harrington Township by the legislature in 1840. A glance at the map will show a roughly triangular wedge between Park Ridge and Montvale which also is marked "Washington Township." Park Ridge, Montvale and about a dozen other communities were once part of the larger Washington Township, but when the boundaries of the new communities were drawn in 1894 it was found that a swampy, 175-acre strip of land had not been included in any of the newly created communities. As it remained unclaimed,

the officials of what remained of Washington Township decided to retain it. It is known as the "Bear's Nest," and about 15 persons reside there. Washington Township proper contains many hills and ridges, pleasing vistas, a few fruit and truck farms and several commercial greenhouses.

Hillsdale, which borders Westwood on the north, is second in population in the valley. More than 95 percent of its two and one-half square miles is residential, but there are still a few small scattered farms.

Park Ridge is the home of the few industries in this section, chief of which is the firm of Mittag and Volger Inc., one of the nation's largest makers of typewriter ribbons, papers and supplies. There are 125 employees at the Park Ridge plant and about 350 in branches throughout the country. In addition to their own line, the companies produce ribbons and papers under 2,000 trade names. Six other factories manufacture dresses, aprons, sweaters, labels and hats.

On Pascack Road at Mill Brook Bridge is a two-story, long, low store building with old-fashioned, tightly shuttered windows. This is the oldest frame structure in the Pascack Valley. Built in 1765 by Cornelius Eckerson, who also built the old stone house where he lived across the street, the Old Trading Post was a primitive bank of exchange for those engaged in the Indian trade. John Jacob Astor or his agents are said to have come to Eckerson's to buy the wampum with which they paid Indians for their furs, and perhaps also to drink the fine apple brandy which Eckerson distilled. The store, which came to be known as Astor's Trading Post, used to buy wampum from William Campbell, who with his four sons became wealthy manufacturing the bead and shell money. Campbell's wampum was sold not only to the Astor interests but also to United States Indian agents and to trading posts in Canada, Mexico and the Northwest.

Originally called Pascack, the borough was a real estate development of the Park Ridge Improvement Association, formed in 1889. In the 1920's another building surge produced more pretentious houses than the earlier boom.

Woodcliff Lake was also part of Pascack. The borough spreads upward into the foothills that rise above the three-mile artificial lake, reservoir of the Hackensack Water Company. The scenic beauty of the lake is the principal attraction.

The name of the community was changed from Pascack to Woodcliff when the New Jersey and New York Railroad was being built in 1870, at about the same time that other municipalities were dropping their Indian designations for more romantic-sounding descriptive names. Upon the completion of the reservoir by the water company in 1903 the word "Lake" was added to the name of the town.

Bordering New York State are Montvale, largest community in the valley (five square miles), and River Vale, where farms checker the rolling hills. With the exception of a few stores in Montvale, there are no shopping centers or factories in either of the communities, and no State or Federal highways pass through them. Most of the homes are typical farmhouses, though in River Vale in 1939 the first in a development of 140 stone and brick bungalows was being built.

One of the landmarks of the Pascack Valley is the old Octagonal House in Montvale. This structure, one of the "Fowler's Follies" erected in the 1850's and '60's in Northern New Jersey and New York, was designed by O. S. Fowler, a New York City publisher whose firm specialized in books on phrenology, hydropathy (or the water cure), mesmerism, electrical psychology and fascination or the philosophy of charming—anything, in short, which might come under the head of spiritual patent medicine. The structure is now a tavern.

The Saddle River Valley

Glen Rock, Ho-Ho-Kus, Midland Park, Paramus, Ridgewood, Saddle River Borough, Upper Saddle River, Waldwick.

In the western part of Bergen County a group of eight municipalities combines Bergen's old agricultural tradition with the newer pattern of the commuting towns. This region is

traversed by the Saddle River, a picturesque stream which rises in New York State and pursues an irregular course through many communities in Bergen. There are several theories as to how the river got its name. One says that it flows in the shape of a saddle at its southern end; another, that a bridle path once followed the waterway; and a third, that two Scottish settlers named it after the River Saddle in Scotland.

Extending from Upper Saddle River, bordering on Rockland County, New York, and Saddle River Borough, perhaps the two most rural places in the county, to Glen Rock, the eight localities in the valley embrace an area of about 30 square miles, and their aggregate population is 33,765. The key town in the group is Ridgewood, a solid community which is second only to Englewood among the municipalities of the county in wealth and its distinction in the arts, professions and business. Ho-Ho-Kus, Glen Rock and Midland Park, suburban to Ridgewood, are also chiefly residential towns, while Paramus is a farming center.

Ridgewood lies in an extremely attractive natural setting. The Saddle River winds slowly along its eastern boundary, and Hohokus Creek flows southward through the center of the village. The countless willows bordering these streams and the spacious lawns, luxuriant flower beds and beautiful rock gardens surrounding homes of various architectural styles, give the impression of an orderly, dignified memorial park.

The village is one of the principal stations on the main line of the Erie Railroad, and its 4,000 commuters use this facility almost exclusively, although several bus lines are available. An extensive retail business district is concentrated about the \$1,000,000 Erie station, and the Chamber of Commerce asserts that the merchants serve an area embracing 55,000 persons. Unlike other large towns in the county, Ridgewood has no heavy industry, and large plants are not encouraged.

In the last 40 years the community has absorbed families of many nationalities, but old Dutch stock is still conspicuous, and the names of early families are ubiquitous—Zabriskie, Ackerman, Banta, De Baun, Bogert and Hopper among others. The

residents have formed more than 150 organizations which include every type from local chapters of national fraternal and patriotic societies to political, charitable and cultural associations. One of the most influential groups in the State is the Ridgewood Woman's Club, which today has a roster of more than 1,000 women and its own clubhouse, an attractive Colonial sandstone and clapboard building.

Ridgewood has one of the largest and finest high schools in the State, a beautiful red brick building equipped with the most modern facilities. The school stands at the top of a grassy incline, overlooking the natural amphitheatre where the athletic field was built.

In 1698 the site of Ridgewood became the property of John Van Emburgh, who built the first frame house in 1700. Ridgewood's real development began in the nineteenth century. Cornelius Wortendyke named the section Newton in 1810, and later Abraham Godwin called it Godwinville. After the construction of the Paterson and Ramsey Railroad in 1849, some families moved in from New York. In 1866 the town became known as Ridgewood because of the many wooded ridges close by, and 10 years later the community was separated from the larger Township of Ridgewood. It has operated under the commission form of government since the passage of the Walsh act in 1911 and has had but five mayors since.

Adjoining Ridgewood on the north is Ho-Ho-Kus, a town of high-income commuters which is built on a rugged, gently sloping terrain. The name is spelled with three capitals and the hyphens to distinguish the borough from Hohokus Township, from which it separated in 1908. Ho-Ho-Kus was settled by Abram Hopper in the eighteenth century and was called Hoppertown until late in the nineteenth, though during the Colonial period it was a part of the section known as Paramus. Subsequently Hoppertown became a stopping-off place for travelers between New York and Albany, who paused at what is now the Ho-Ho-Kus Inn, a famous tavern which has dominated the business district for generations, and which in the early days was known as the Old Mansion House.

For many years previous to 1933 Ho-Ho-Kus was synonymous with horse racing. The North Jersey Agricultural and Driving Association in 1895 acquired a 23-acre farm on what is now State Highway Route 2 and there sponsored horse races and county fairs. Automobile racing was also held here at intervals after 1919, but the death of one of the drivers in 1934 caused Mayor Bernard Lamb to cancel the racing permit. The track was partially destroyed by fire, and what remains of it is rapidly deteriorating. The association is still in existence.

Another landmark in Ho-Ho-Kus is The Hermitage, a red brick house in the English Gothic style, where Aaron Burr courted Mrs. Theodosia Prevost, widow of a British army officer. Its builder, Capt. Philip De Visne, was known as "the hermit." The house was the scene of much social activity in the early days of the Republic despite the owner's nominal predilections. Washington, Lafayette and Mrs. Benedict Arnold were among the prominent visitors.

The Joseph Jefferson house, East Saddle River Road, was purchased in 1869 by the famous comedian long associated with the title role in *Rip Van Winkle*. One-half of the house, built in Revolutionary times, is plaster-covered stone; the east section, a later addition, is clapboarded. Jefferson had almost the whole interior of the first floor removed and refinished it in wood paneling, and he is said to have added the dormer windows which poke through the gambrel roof. The house was sold after the actor's death in 1905.

Glen Rock, part of Ridgewood until 1894, resembles its parent community to the north. Impressive homes fill the three and one-half square miles of its area in the beautiful foothills of the Watchung and Ramapo mountains. The name of the borough is derived from the old "rock in the glen," weighing about 20 tons, which was a meeting place for Indians and today is a directional marker. A tablet bearing the names of Glen Rock men who died in the World War has been placed upon it.

There are several small farms, dairies and greenhouses in Glen Rock, but no heavy industry and only a small retail district, for, like their husbands who commute to business and

professional offices, the wives shop mainly out of town, in Paterson, Ridgewood or New York.

To the west of Ridgewood is the industrial borough of Midland Park. Many of its people are employed in one of the six local textile plants, the small pump manufacturing works or the rubber factory which makes elastic bands. Hosiery, drapes and embroidered goods are also produced. The most conspicuous building in the business section is that once occupied by the First National Bank, closed since the banking holiday of 1933.

More than any other in the county, this municipality continues to reflect the Calvinistic views of the early Dutch settlers: three of its five churches are outgrowths of the Dutch Reformed Classis, and membership in those three is the highest in proportion to population of any community in Northern New Jersey. The borough is divided into two sections, Midland Park proper and Wortendyke, named for C. A. Wortendyke, owner of the Midland Park Railroad, which once ran from Ridgewood to Hawthorne.

The developed section of Waldwick, northwest of Ho-Ho-Kus, lies mostly above open spaces and farmlands on the western ridge of the borough, but in the last two years about 150 new homes have been built in the northeast corner. In the older section along Franklin Turnpike, for many years the main travel artery of the section, are larger frame homes set in wide lawns and the small shopping district of the community. About 10 or 15 of the residents work in the Erie Railroad yard where many of the commuter trains are made up. Waldwick was once a busy freight terminal, and all Erie locals that come down from New York State stop here.

Paramus, the second largest municipality in Bergen, is the antithesis of Ridgewood, which borders it on the northwest. The borough produces tomatoes, lettuce and corn in addition to the vegetable which has given it its title, "the Celery Town of Northern New Jersey." During the season migrant workers are housed in shacks bordering the celery fields. Before the Revolution this area was known only for its black, mineral-rich soil; now it is equally noted for its four golf courses, including

the exclusive Arcola Country Club, and as the site of the county hospital, Bergen Pines.

Directly in the path of expansion from present population centers, Paramus is benefiting from the building revival. Its flat, forest-dotted terrain has been penetrated in recent years by State Routes 2 and 4 and by the concomitant roadside taverns, cubist gas stations and hamburger stands. Homes are not close together even in the clustered districts which the residents call "settlements." Kenwood, a recent FHA-financed real estate development of modest homes, and Farview, which takes its name from the view it affords of the New York skyline, are the two modern sections of the borough. Arcola is mostly undeveloped, and Spring Valley, with a post office called Valleta to distinguish it from Spring Valley, New York, is a truck-farming center.

In 1713 Jacob Zaborowski built a home on the present Paramus Road in the section which was then referred to as the "Wearimus Tract" or "New Paramus Patent" officially but called by the early settlers "Peremesse" or "Peremessing." The doorway stone of his house, marked "Zaborowski 1713," is in possession of the Zabriskie family. Only a skirmish occurred in the region during the Revolution, but a mark of the war, a single bullet hole, remains in a wall of an old Indian trading post which is now the locker room of the Saddle River Country Club. The Paramus Church, established in 1725 in what is now Ridgewood, held British prisoners during the war.

Saddle River Borough and Upper Saddle River, at the extreme north of the Saddle River Valley, are broad, flat farm lands and wooded, rolling hills where deer and smaller game abound. Fishermen find excellent sport in the Saddle River, which cuts southward through the boroughs and is bordered by East and West Saddle River roads. Except for a short stretch of Route 2, which passes through part of Saddle River Borough, these two narrow, asphalt highways are the best in the sparsely settled communities. Other narrower, more twisted roads traverse the pleasant, unspoiled terrain.

Although Upper Saddle River was settled early in the eight-

eenth century, the tempo of life has changed little. Marshals still compose the police force, and in the one-story frame municipal building the township committee meets around an ancient pot-bellied stove.

The few commuters in Saddle River Borough use the buses that travel along Route 2 or the Erie trains which they board at stations in Ramsey, Allendale or Waldwick; the fewer commuters in Upper Saddle River must depend on their own cars. The northern community has no stores, no industries; and in the lower town industry is limited to wholesale growing of garden and aquatic plants and breeding of tropical fish.

A sharp turn on a country road in this area will often disclose a beautifully simple eighteenth century Dutch stone house, facing south generally to catch the low rays of the winter sun. In the burial ground of the Old Stone Dutch Reformed Church, which stands at the intersection of East Saddle River Road and Old Stone Church Lane in Upper Saddle River, lie many of the builders of the old Colonial homes. The Gothic-style fieldstone church with red sandstone doorways and corners, erected in 1789, is topped by a square cupola and a slim white spire that is visible for many miles.

Indicative of the leisurely growth of these communities is the little schoolhouse in Upper Saddle River where a gentle lady teaches about 30 students separated into five grades. This little red schoolhouse is painted green.

The Ramapo Valley

Allendale, Franklin Lakes, Hohokus Township, Oakland, Ramsey, Wyckoff.

In the northwestern corner of Bergen County are the foothills of the Ramapo Mountains. Here, through the deepest valley in the county, twists the cold, swift Ramapo River, beckoning fishermen and bathers. Two centuries ago it attracted settlers who built small communities that today still preserve much of their early natural charm. From 25 to 30

miles from New York City, these towns are beyond the orbit of what may truly be considered suburban to the metropolis, although a few of the inhabitants do commute. Vacationers long ago discovered the quiet wooded countryside, the river and the numerous lakes in the hills which rise 1,100 feet, more than twice the height of the Palisades. The combined population of the towns in this section is 15,514.

Perhaps the most rural of the six municipalities is Hohokus Township, largest municipality in the county, divided in half by the Ramapo River, whose waters, rising in the hills beyond Tuxedo, New York, are augmented by those of the Mahwah River and numerous brooklets and lakes along its course. The township is divided into seven sections: Mahwah, the main settlement, West Mahwah, Cragmere, Darlington, Fardale, Masonicus and Halifax. West Mahwah and Cragmere Park are really suburbs of Suffern, New York. Cragmere is a 15-year-old real estate development where the township's social leaders live in homes of the \$7,000 to \$10,000 class. In Fardale, which is off the main highway, are the older, more spacious homes of descendants of old timers, and Darlington has no residences, but only the Roman Catholic Seminary of the Immaculate Conception, which stands lonely atop a green hill, the Church of the Immaculate Conception and the Darlington public school. The houses in Mahwah climb the steep hill to the east above the small, modern business section and the factory of the American Brake Shoe and Foundry Co., which employs about 500, many of whom are Poles, Negroes and Jackson Whites from the surrounding hills. About 20 Jackson White children attend the one-room school atop Stag Mountain. On another elevation the Ramapough Reformed Church has stood since 1795. Joyce Kilmer once lived in Mahwah in a cottage at the corner of Air-mount and Armour roads that looks from its heights deep down the valley. The surrounding birches and elms, it is said, furnished the inspiration for his poem "Trees," which residents claim was written here.

Oakland, south of Hohokus, characteristically built a replica of an 1829 Georgian Colonial church when it needed a new

municipal building in 1936. It is an old community which never experienced the mushroom growth of other Bergen towns, though there are jerry-built cottages along the Ramapo River for the hundreds of summer visitors who flock here. The homes of the permanent residents are predominantly Victorian frame dwellings, but there are several of Dutch Colonial architecture which have been embellished with later additions and decorations. The surrounding hills are an important hunting preserve.

Known as the Ponds to its early Dutch settlers who purchased the property in 1695, the community became the religious center for the whole region when the Ponds Dutch Reformed Church was built 15 years later. The Revolutionary Army camped in the area, and supplies were frequently sent over the log-covered Cannonball Road during the war. Oakland was the county seat for three years after Hackensack was pillaged by the British in 1780, but no more than now was the community willing to change its residential quiet for the bustle of a city.

Franklin Lakes, to the east of Oakland, is named for the largest of the 20 tree-rimmed lakes cupped in its rolling hills. Large herds of milk cows graze on the grassy levels and slopes near the well-kept barns of several dairies, and many poultry farms are scattered through the region. Homes are concentrated in three centers, Campgaw, Crystal Lake and Franklin Lake.

Business is limited to a few small stores, two woven label companies, which employ about 35 workers, and the John MacKenzie cider mill, gristmill and sawmill, one of the last in the county run by water power. When the mill was rebuilt in 1900 most of the timbers and old beams from an 1818 structure were incorporated. A wooden lathe built more than 90 years ago is still used for special work.

Bordering the Saddle River Valley are three communities most closely resembling the commuter towns of eastern Bergen County. The northernmost of these, Ramsey, is the business center of the whole section, though Allendale and Wyckoff both have modern shopping districts. In addition to its 50 retail estab-

lishments, Ramsey has three small factories, a motion picture theatre and a commercial recreation center.

Ramsey bears the name of its first settler, Peter J. Ramsey. Along its 22 miles of streets are many houses, churches and other structures built of fieldstone. These stones were once part of the fences which separated Ramsey farms.

Allendale was an agricultural region, too, until the real estate boom in the middle twenties, when the strawberry patches which furnished the chief commodity were cleared for building lots. Before the turn of the century the community was a noted summer resort. Like its larger neighbor to the south, Wyckoff, Allendale has modern homes for the middle income group, neatly spaced and well kept. Wyckoff, which is larger in area as well as almost twice as large as Allendale in population, is composed of several sections, each with a small independent shopping center. The Sicomac section was a large Indian burying ground.

The township is believed to have been settled in 1720 by two Dutch farmers, John and William Van Voor Haze, who were soon followed by others. Wyckoff was a "village of commuters" in the first years of the 1900's when agriculture was already beginning to decline. Though it still has many farms, three dairies and one of the largest poultry farms in the State, the community is predominantly residential.

Appendices

Municipal Information

The following information was gathered at the end of 1940, and many of the facts may have changed by the time this book is published. The number of men in police departments reckons the total available for service, including part-time men, special officers, marshals and others paid only while working, chancemen and reserves. All fire departments are voluntary except when indicated otherwise. All municipalities have a board of health, a school doctor, and at least the part-time services of a school nurse. Many of them also have baby-keep-well stations, Red Cross units and the use of an ambulance, sometimes provided by the police or fire department. The ambulance of the Bergen County Police is subject to call by any municipality. Other health provisions are described in the Welfare division of Public Affairs.

ALLENDALE, bor., inc. 1894. *Pop.*: (1940) 2,058, (1930) 1,730. *Area*: 2.79 sq. mi. *Tax Rate*: (1940) \$3.72, (1935) \$4.05. *Assessed Val.*: (1940) \$1,976,804, (1935) \$2,317,298. *Schools*: elem., H. S. in Ramsey. *Police Dept.*: 6 men, radio car. *Fire Dept.*: 54 men, pumper, hose, hook and ladder. *Paved Streets*: 12 m. *Library*: 500 vols. *Churches*: Ep., Meth., R.C. *Industries*: sawmill, celery farm, truck gardens. *Railroad*: Eric. *State Highways*: routes 2, M17. *Bus Lines*: Public Service, Bill's.

ALPINE, bor., inc. 1903. *Pop.*: (1940) 626, (1930) 521. *Area*: 5.299 sq. mi. *Tax Rate*: (1940) \$2.20, (1935) \$1.85. *Assessed Val.*: (1940) \$3,103,718, (1935) \$4,263,684. *Schools*: elem., H. S. in Tenaflly. *Police Dept.*: 7 men, also Palisades Interstate Park unit of 43; 5 motorcycles, 3 patrol cars, ambulance. *Fire Dept.*: 17 men, 2 chemical tanks, hose cart. *Paved Streets*: 13 m. *Library*: 1,500 vols. *Church*: Meth. *Industries*: shad fishing. *State Highway*: route 1. *Bus Line*: Nyack-DeLuxe. *Ferry*: Yonkers, New York.

BENDIX, bor., mun. manager, inc. 1937 (as Teterboro, 1917). *Pop.*: (1940) 40, (1930) 26. *Area*: 1.2 sq. mi. *Tax Rate*: (1940)

\$3.32, (1935) \$3.36. *Assessed Val.*: (1940) \$1,299,788, (1935) \$311,806. *Police Dept.*: volunteer, 6 marshals. *Health*: airport and private aircraft doctors, nurses. *Paved Streets*: 2 m. *Industries*: 5 aircraft and instrument, dirigible, aviation publishing, airport, government training center. *Railroad*: N. J. and N. Y. *State Highways*: routes 2, 6. *Bus Lines*: Public Service, City Service, Westwood Trans.

BERGENFIELD, bor., inc. 1894. *Pop.*: (1940) 10,275, (1930) 8,816. *Area*: 3 sq. mi. *Tax Rate*: (1940) \$5.38, (1935) \$4.87. *Assessed Val.*: (1940) \$10,751,127, (1935) \$10,792,758. *Schools*: 4 elem., H. S., parochial. *Police Dept.*: 12 men, two-way radio car, 2 cruisers, 4 motorcycles. *Fire Dept.*: 3 companies, 76 men, chemical-ladder, pumper-hose, 4 Indian tanks, ambulance. *Paved Streets*: 30 m. *Library*: 12,000 vols. *Movies*: 1. *Churches*: Bapt., Ep., Evang. and convent, 2 Luth., Presb., Ref. *Industries*: 3 textile, 3 clothing, cabinet, machinery. *Railroad*: West Shore. *Bus Lines*: Public Service, Hill, Rockland-Spring Valley.

BOGOTA, bor., inc. 1894. *Pop.*: (1940) 7,346, (1930) 7,341. *Area*: .703 sq. mi. *Tax Rate*: (1940) \$5.71, (1935) \$4.93. *Assessed Val.*: (1940) \$6,822,179, (1935) \$7,224,952. *Schools*: 3 elem., H. S., parochial. *Police Dept.*: 12 men, 2 two-way radio cars. *Fire Dept.*: 4 companies, 71 members, 2 pumpers, turret hose, hook and ladder. *Paved Streets*: 17 m. *Library*: 14,000 vols. *Movies*: 1. *Churches*: Community, Ep., Luth., R. C. *Industries*: 3 box and paper board, concrete pile, building and road material, neckwear. *Railroads*: Susquehanna, West Shore. *Bus Lines*: Public Service.

CARLSTADT, bor., inc. 1894. *Pop.*: (1940) 5,644, (1930) 5,425. *Area*: 4.2 sq. mi. *Tax Rate*: (1940) \$5.31, (1935) \$4.82. *Assessed Val.*: (1940) \$4,219,554, (1935) \$4,275,649. *Schools*: 3 elem., H. S. in East Rutherford. *Police Dept.*: 27 men, radio car. *Fire Dept.*: 5 companies, 62 men, pumper, chemical engine, hose, hook and ladder, emergency wagon. *Paved Streets*: 18 mi. *Library*: 5,000 vols. *Churches*: Bapt., Pentecostal, Presb. *Industries*: candle, 2 chemical, metal working machinery, sun-protection glass, lacquer, millinery, plastic. *Railroad*: N. J. and N. Y. *State Highways*: routes 2, 3. *Bus Lines*: Public Service, DeLuxe Coach, City Service.

CLIFFSIDE PARK, bor., inc. 1894. *Pop.*: (1940) 16,892, (1930) 15,267. *Area*: 1. sq. mi. *Tax Rate*: (1940) \$5.66, (1935) \$4.92. *Assessed Val.*: (1940) \$13,365,650, (1935) \$13,613,550. *Schools*: 4 elem., H. S., parochial. *Police Dept.*: 27 men, two-way radio car, ambulance. *Fire Dept.*: 2 volunteer, 75 men; paid co., 12

men; 4 comb. pumps, 2 hook and ladder. *Paved Streets*: 17 m. *Library*: 15,000 vols. *Movies*: 1. *Churches*: Bapt., Chr. Sc., 2 Cong., Ep., Hungarian R. C., 2 Luth., Polish R. C., Heb. *Industries*: auto body, composition stone, fountain pen-pencil, ornamental iron, ship model. *Bus Lines*: Public Service, Hudson Blvd., Orange and Black.

CLOSTER, bor., inc. 1903. *Pop.*: (1940) 2,603, (1930) 2,502. *Area*: 3.31 sq. mi. *Tax Rate*: (1940) \$5.60, (1935) \$5.13. *Assessed Val.*: (1940) \$3,597,315, (1930) \$3,750,391. *Schools*: elem., H. S. *Police Dept.*: 5 men, vol. marshal, two-way radio car. *Fire Dept.*: 40 men, pumper, hook and ladder, salvage truck. *Paved Streets*: 14 m. *Churches*: African Meth., Cong., Evan. Luth., Gospel, Ref., R. C. *Industries*: tapestry, curtain, bronze powder, cattle feed, greenhouses, oil burner. *Railroad*: Northern. *Bus Lines*: Public Service, Rockland-Spring Valley.

CRESSKILL, bor., inc. 1894. *Pop.*: (1940) 2,246, (1930) 1,924. *Area*: 2 sq. mi. *Tax Rate*: (1940) \$5.43, (1935) \$5.10. *Assessed Val.*: (1940) \$2,920,878, (1935) \$2,966,295. *Schools*: 2 elem., H. S. in Tenafly. *Police Dept.*: 8 men, two-way radio car. *Fire Dept.*: 2 companies, 46 men, 2 pumps, hose, hook and ladder. *Paved Streets*: 13 m. *Library*: 4,000 vols. *Churches*: Cong., Evan. Luth., Gospel, R. C. *Railroad*: Northern. *Bus Lines*: Public Service, Rockland-Spring Valley.

DEMAREST, bor., inc. 1903. *Pop.*: (1940) 1,165, (1930) 1,013. *Area*: 2.1 sq. mi. *Tax Rate*: (1940) \$4.20, (1935) \$3.45. *Assessed Val.*: (1940) \$2,162,843, (1935) \$2,321,317. *Schools*: elem., H. S. in Tenafly. *Police Dept.*: 2 men, two-way radio car. *Fire Dept.*: 28 men, pumper, hose, hook and ladder. *Paved Streets*: 9 m. *Churches*: Bapt., Meth., R. C. *Railroad*: Northern. *Bus Lines*: Public Service, Rockland-Spring Valley.

DUMONT, bor., inc. 1894. *Pop.*: (1940) 7,556, (1930) 5,861. *Area*: 1.79 sq. mi. *Tax Rate*: (1940) \$7.43, (1935) \$6.18. *Assessed Val.*: (1940) \$6,510,984, (1935) \$5,831,610. *Schools*: 3 elem., H. S. *Police Dept.*: 9 men, radio car. *Fire Dept.*: 4 companies, 70 men, 2 pumps, 2 hose, hook and ladder. *Paved Streets*: 20 m. *Library*: 10,600 vols. *Churches*: Chr. Sc., Ep., Evan. Luth., Meth., Ref., R. C. *Industries*: 2 dress, cement. *Railroad*: West Shore. *Bus Lines*: Public Service, Rockland-Spring Valley, Hill.

EAST PATERSON, bor., inc. 1916. *Pop.*: (1940) 4,937, (1930) 4,779. *Area*: 2.5 sq. mi. *Tax Rate*: (1940) \$5.49, (1935) \$6.28.

Assessed Val.: (1940) \$4,044,347, (1935) \$4,991,803. *Schools:* 3 elem., parochial, H. S. in Lodi, Paterson. *Police Dept.:* 36 men. *Fire Dept.:* 3 companies, 125 men, 3 pumpers, triple comb. pumper, hook and ladder. *Paved Streets:* 14 m. *Churches:* 2 Presb., R. C. *Industries:* aircraft, 2 silk dyeing, paper, stonecutting, greenhouses, tree nursery, truck farms, mink raising. *Railroads:* Susquehanna, Erie. *State Highways:* routes 4, 6. *Bus Lines:* Public Service, Garfield-Passaic Trans., Intercity, N. J. and N. Y.

EAST RUTHERFORD, bor., inc. 1894 (as Boiling Springs, 1889). *Pop.:* (1940) 7,268, (1930) 7,080. *Area:* 3.64 sq. mi. *Tax Rate:* (1940) \$4.49, (1935) \$4.00. *Assessed Val.:* (1940) \$8,189,-961, (1935) \$8,324,926. *Schools:* 4 elem., H. S., parochial. *Police Dept.:* 14 men, radio car. *Fire Dept.:* 4 companies, 80 men, 2 pumpers, hose, hook and ladder. *Paved Streets:* 27 m. *Library:* 6,000 vols. *Movies:* 1. *Churches:* African Meth., Ep., Luth., Meth., R. C., Heb. *Industries:* bleaching, roofing, surgical instrument, nursery, dairy, periodical, clothing, insulating materials, electric brushes, perfumes, sun glasses, buttons, inks, burlap, bank note, iron and steel, chemical, ribbon dyeing, mirrors. *Railroad:* Erie. *State Highway:* route 2. *Bus Lines:* Public Service, Intercity, N. J. and N. Y., Olympic, Jersey City-Lyndhurst, Comfort, City Service.

EDGEWATER, bor., inc. 1895 (as Undercliff, 1894). *Pop.:* (1940) 4,082, (1930) 4,089. *Area:* .70 sq. mi. *Tax Rate:* (1940) \$3.65, (1935) \$3.13. *Assessed Val.:* (1940) \$26,006,159, (1935) \$25,519,004. *Schools:* 3 elem., H. S. in Fort Lee. *Police Dept.:* 33 men. *Fire Dept.:* 28 men. *Paved Streets:* 8 mi. *Library:* 5,000 vols. *Movies:* 1. *Churches:* Ep., Presb., R. C. *Industries:* soap products and shortening, automobiles, sugar, 2 chemical, aluminum, 2 linseed oil, corn products, plastics, oil, steel products, coffee. *State Highways:* routes 5, 9W, 1-A. *Bus Line:* Public Service. *Ferry:* 125th Street, N. Y. C.

EMERSON, bor., inc. 1909. *Pop.:* (1940) 1,487, (1930) 1,394. *Area:* 2.5 sq. mi. *Tax Rate:* (1940) \$4.86, (1935) \$4.78. *Assessed Val.:* (1940) \$1,644,291, (1935) \$1,757,665. *Schools:* elem., H. S. in Westwood. *Police Dept.:* 5 men, radio car. *Fire Dept.:* 35 men, pumper, hose. *Paved Streets:* 14 m. *Library:* 3,000 vols. *Churches:* Community, Cong., R. C. *Industries:* 2 cement block, laundry, bakery. *Railroad:* N. J. and N. Y. *Bus Lines:* Public Service, Rockland-Spring Valley, Hill.

ENGLEWOOD, city, inc. 1899. *Pop.:* (1940) 18,966, (1930)

17,805. *Area*: 4.9 sq. mi. *Tax Rate*: (1940) \$4.87, (1935) \$3.96. *Assessed Val.*: (1940) \$33,387,484, (1935) \$37,127,085. *Schools*: 5 elem., 2 Jr. H. S., H. S., parochial and H. S., 4 private. *Police Dept.*: 49 men, 5 two-way radio cars, ambulance. *Fire Dept.*: paid, 26 men, 3 pumpers, 3 hose, 2 hook and ladder, emergency car. *Paved Streets*: 47 m. *Library*: 35,000 vols. *Movies*: 2. *Churches*: 2 Bapt., Bethany Meth., Chr. Ref., Chr. , Com., Ep., Finnish Cong., 2 Luth., 2 Meth., 2 Presb., R. C., 2 Heb. *Industries*: leather bag, pump, 2 sportswear, bleachery, pigment, 2 printing-publishing, bakery, chrome plating, 2 laundries, 2 women's apparel, 2 millwork, electrical insulating, cleaning-dyeing. *Railroad*: Northern. *State Highway*: route 4. *Bus Lines*: Public Service, Rockland-Spring Valley, Hill.

ENGLEWOOD CLIFFS, bor., inc. 1895. *Pop.*: (1940) 888, (1930) 809. *Area*: 1.9 sq. mi. *Tax Rate*: (1940) \$2.89, (1935) \$2.47. *Assessed Val.*: (1940) \$3,218,039, (1935) \$5,547,054. *Schools*: elem., H. S. in Fort Lee, R. C. orphanage. *Police Dept.*: 4 men, radio car. *Fire Dept.*: 35 men, pumper, hose. *Paved Streets*: 5 m. *Library*: 3,000 vols. *Churches*: R. C. and convent. *Industry*: sawmill. *State Highway*: route 9W. *Bus Lines*: Public Service, Nyack-DeLuxe, Hill. *Ferry*: Dyckman Street, N. Y. C.

FAIR LAWN, bor., inc. 1924. *Pop.*: (1940) 9,017, (1930) 5,990. *Area*: 5.3 sq. mi. *Tax Rate*: (1940) \$4.58, (1935) \$4.88. *Assessed Val.*: (1940) \$8,570,409, (1935) \$8,264,723. *Schools*: 5 elem., private, H. S. in Paterson, Ridgewood, Hawthorne. *Police Dept.*: 11 men, 2 radio cars. *Fire Dept.*: 4 companies, 100 men, 4 comb. pumpers, hook and ladder. *Paved Streets*: 33 m. *Library*: 5,000 vols. *Churches*: 2 Bapt., Church of Chr., Community, Luth., R. C. mission. *Industries*: aircraft, knitting, 2 silk, fur, brass work, ink and chemical, woven label, dairies, poultry, cement block, mink farm. *Railroad*: Erie. *State Highways*: routes 4, S4-B. *Bus Lines*: Public Service, Intercity, N. J. and N. Y., Fair Lawn Trans.

FAIRVIEW, bor., inc. 1894. *Pop.*: (1940) 8,770, (1930) 9,067. *Area*: .9 sq. mi. *Tax Rate*: (1940) \$5.48, (1935) \$5.01. *Assessed Val.*: (1940) \$6,549,046, (1935) \$6,697,789. *Schools*: 3 elem., parochial, H. S. in Union City, Cliffside Park. *Police Dept.*: 16 men, radio car. *Fire Dept.*: 4 companies, 100 men, 3 pumpers, hook and ladder. *Paved Streets*: 15 m. *Movies*: 1. *Churches*: Bapt., Luth., Presb., 2 R. C. *Industries*: 5 monument, bleachery, fireworks, embroidery, lace, dress. *State Highway*: route 1. *Bus Lines*: Public Service, Westwood Trans., Manhattan Trans., Orange and Black, Hudson Blvd.

FORT LEE, bor., inc. 1904. *Pop.*: (1940) 9,468, (1930) 8,759. *Area*: 2.5 sq. mi. *Tax Rate*: (1940) \$5.65, (1935) \$4.55. *Assessed Val.*: (1940) \$11,471,010, (1935) \$14,561,248. *Schools*: 4 elem., H. S., parochial, R. C. day-boarding for girls. *Police Dept.*: 22 men, 2 radio cars, motorcycle. *Fire Dept.*: 4 companies, 140 men, 3 pumpers, 2 hose, 2 hook and ladder. *Paved Streets*: 30 m. *Library*: 9,000 vols. *Churches*: 2 Ep., Evang. Luth., Gospel, Meth., Ref., 2 R. C., Union. *Industries*: film printing, film studio, photo film, scenery, 2 cosmetic, doll carriage. *State Highways*: routes 1, 4, 5, 6. *Bus Lines*: Public Service, Garden State, Rockland-Spring Valley, Hill, Nyack-DeLuxe, Intercity, N. J. and N. Y., Orange and Black, Hudson Blvd.

FRANKLIN LAKES, bor., inc. 1922. *Pop.*: (1940) 1,203, (1930) 893. *Area*: 9.4 sq. mi. *Tax Rate*: (1940) \$3.27, (1935) \$3.52. *Assessed Val.*: (1940) \$1,297,714, (1935) \$1,259,090. *Schools*: elem., H. S. in Ramsey. *Police Dept.*: 3 men. *Fire Dept.*: 40 men, 2 comb. pumpers. *Paved Streets*: 21 m. *Library*: 5,000 vols. *Church*: Meth. *Industries*: lumber- and gristmill, 2 label. *Railroad*: Susquehanna. *State Highway*: route S4-B. *Bus Line*: Paterson-Oakland.

GARFIELD, city, inc. 1898. *Pop.*: (1940) 28,044, (1930) 29,739. *Area*: 2.1 sq. mi. *Tax Rate*: (1940) \$5.40, (1935) \$6.34. *Assessed Val.*: (1940) \$20,883,549, (1935) \$20,689,509. *Schools*: 9 elem., H. S., parochial. *Police Dept.*: 37 men, 3 two-way radio cars. *Fire Dept.*: 5 companies, 160 men, chemical engine, 2 pumpers, 2 hose, 2 hook and ladder. *Paved Streets*: 33 m. *Library*: 20,000 vols. *Movies*: 1. *Churches*: Bapt., Community, Ep., Hungarian Bapt., Italian Presb., 2 Italian R. C. missions, Luth., Polish R. C., Presb., Ref., 2 R. C., R. C. convent, Russian Orthodox, Slovak Luth. *Industries*: 24 apparel, insulation material, 3 rubber goods, pharmaceutical, 4 embroidery, bottling, 3 chemical, waxed paper, 2 yarn, piece goods, carton, lock, slipper, lampshade, packaging and printing machinery, 2 cleaning and dyeing, adhesive tape, electroplating. *Railroad*: Erie. *State Highways*: routes 2, 5, 6. *Bus Lines*: Public Service, Westwood Trans., Manhattan Transit, Garfield-Passaic Trans., Olympic.

GLEN ROCK, bor., inc. 1894. *Pop.*: (1940) 5,177, (1930) 4,369. *Area*: 2.8 sq. mi. *Tax Rate*: (1940) \$4.43, (1935) \$4.28. *Assessed Val.*: (1940) \$7,876,337, (1935) \$8,044,952. *Schools*: 2 elem., Jr. H. S., H. S. in Ridgewood. *Police Dept.*: 7 men, radio car. *Fire Dept.*: 25 men, pumper, chemical engine, hook and ladder. *Paved Streets*: 26 m. *Library*: 15,300 vols. *Churches*: Community, Ep. *Industries*: greenhouses, dairies, truck gardens. *Railroad*: Erie. *State*

Highway: route S4-B. *Bus Lines*: Public Service, Garden State, Bill's.

HACKENSACK, city, city manager, inc. 1921. *Pop.*: (1940) 26,279, (1930) 24,568. *Area*: 4 sq. mi. *Tax Rate*: (1940) \$4.26, (1935) \$5.17. *Assessed Val.*: (1940) \$35,988,254, (1935) \$39,351,418. *Schools*: 5 elem., 2 Jr. H. S., Sr. H. S., parochial, private. *Police Dept.*: 43 men, 2 women, 3 motorcycles, patrol wagon, 2 two-way radio cars, 2 auxiliary cars, utility truck. *Fire Dept.*: 5 paid, 40 men, 2 pumpers, 2 hook and ladder, salvage wagon, chief's car. *Paved Streets*: 63 m. *Library*: 56,000 vols. *Movies*: 3. *Churches*: African Meth., 4 Bapt., Chr. Sc., Cong., 3 Ep., Gospel, Luth., Meth., Presb., 3 Ref., 3 R. C., Seventh Day Advent., Unit., Heb. *Industries*: 15 wearing apparel, 8 furniture and furnishings, 8 printing, 6 laundry, cleaning and dyeing, 3 beverage, 3 chemical, monument, 5 iron and steel, surgical instrument, artificial ice, paper. *Railroads*: N. J. and N. Y., Susquehanna. *State Highways*: routes 2, 4, 5, 6. *Bus Lines*: Public Service, Garden State, Rockland-Spring Valley, Intercity, N. J. and N. Y., Westwood Trans., Manhattan Transit.

HARRINGTON PARK, bor., inc. 1907. *Pop.*: (1940) 1,389, (1930) 1,251. *Area*: 2.1 sq. mi. *Tax Rate*: (1940) \$5.74, (1935) \$5.69. *Assessed Val.*: (1940) \$1,510,123, (1935) \$1,558,398. *Schools*: elem., H. S. in Dumont, Tenaflly, Westwood. *Police Dept.*: 4 men, radio car. *Fire Dept.*: 25 men, three-unit truck, hose. *Paved Streets*: 13 m. *Churches*: Ep., Ref., R. C. *Railroad*: West Shore. *Bus Lines*: Public Service, Hill, Rockland-Spring Valley.

HASBROUCK HEIGHTS, bor., inc. 1894. *Pop.*: (1940) 6,716, (1930) 5,658. *Area*: 1.5 sq. mi. *Tax Rate*: (1940) \$4.96, (1935) \$4.39. *Assessed Val.*: (1940) \$7,211,472, (1935) \$7,188,177. *Schools*: 2 elem., H. S., parochial. *Police Dept.*: 13 men, 2 radio cars. *Fire Dept.*: 3 companies, 60 men, 2 comb. pumpers, hook and ladder, emerg. truck. *Paved Streets*: 21 m. *Library*: 8,000 vols. *Churches*: Ep., Luth., Meth., Ref., R. C. *Railroad*: N. J. and N. Y. *State Highways*: routes 2, 6. *Bus Lines*: Public Service, Olympic, DeLuxe Coach, City Service, Manhattan Transit, Short Line.

HAWORTH, bor., inc. 1904. *Pop.*: (1940) 1,419, (1930) 1,042. *Area*: 2.2 sq. mi. *Tax Rate*: (1940) \$5.23, (1935) \$3.75. *Assessed Val.*: (1940) \$2,280,781, (1935) \$2,202,506. *Schools*: elem., H. S. in Dumont, Tenaflly. *Police Dept.*: 17 men, radio car. *Fire Dept.*: 31 men, pumper, booster comb., hook and ladder-hose, brush-fire fighter. *Paved Streets*: 10 mi. *Library*: 7,000 vols. *Churches*: Cong., R. C. *Railroad*: West Shore. *Bus Lines*: Public Service, Hill.

HILLSDALE, bor., inc. 1898. *Pop.*: (1940) 3,438, (1930) 2,959. *Area*: 2.9 sq. mi. *Tax Rate*: (1940) \$4.85, (1935) \$4.42. *Assessed Val.*: (1940) \$3,467,870, (1935) \$3,590,261. *Schools*: elem., H. S. in Park Ridge, Westwood. *Police Dept.*: 6 men, radio car. *Fire Dept.*: 2 companies, 45 men, pumper, hose. *Paved Streets*: 16 m. *Library*: 2,000 vols. *Churches*: Ep., Meth., R. C. *Railroad*: N. J. and N. Y. *Bus Lines*: Public Service, Rockland-Spring Valley.

HO-HO-KUS, bor., inc. 1908. *Pop.*: (1940) 1,626, (1930) 925. *Area*: 1.8 sq. mi. *Tax Rate*: (1940) \$3.35, (1935) \$3.56. *Assessed Val.*: (1940) \$2,836,540, (1935) \$2,255,258. *Schools*: elem., parochial, parochial H. S., H. S. in Ridgewood. *Police Dept.*: 4 men, two-way radio car, ambulance. *Fire Dept.*: 30 men, 2 pumpers, hose. *Paved Streets*: 14 m. *Library*: 4,250 vols. *Churches*: Community, Ep., R. C. *Industry*: bleachery. *Railroad*: Erie. *State Highways*: routes 2, M17. *Bus Lines*: Public Service, Bill's, Short Line, Garden State.

HOHOKUS, twp., inc. 1895. *Pop.*: (1940) 3,908, (1930) 3,536. *Area*: 25.7 sq. mi. *Tax Rate*: (1940) \$3.85, (1935) \$3.36. *Assessed Val.*: (1940) \$3,709,799, (1935) \$3,489,407. *Schools*: 5 elem., parochial, H. S. in Ramsey. *Police Dept.*: 2 men, radio car. *Fire Dept.*: 2 companies, 40 men, 2 pumpers, hose, booster tank. *Paved Streets*: 37 m. *Library*: 2,000 vols. *Churches*: 2 Community, Meth., Polish R. C., Ref., 2 R. C. *Railroad*: Erie. *State Highways*: routes 2, S4-B. *Bus Lines*: Public Service, Bill's.

LEONIA, bor., inc. 1894. *Pop.*: (1940) 5,763, (1930) 5,350. *Area*: 1.5 sq. mi. *Tax Rate*: (1940) \$4.77, (1935) \$4.56. *Assessed Val.*: (1940) \$8,351,491, (1935) \$8,707,411. *Schools*: elem., H. S. *Police Dept.*: 15 men, 3 two-way radio cars. *Fire Dept.*: 2 companies, 37 men, 3 pumper-hose-hook and ladder. *Paved Streets*: 25 m. *Library*: 18,000 vols. *Churches*: Ep., Luth., Meth., Presb., Ref., R. C. *Railroad*: Northern. *State Highway*: route 4. *Bus Lines*: Public Service, Garden State.

LITTLE FERRY, bor., inc. 1894. *Pop.*: (1940) 4,545, (1930) 3,638. *Area*: 1.5 sq. mi. *Tax Rate*: (1940) \$7.91, (1935) \$6.58. *Assessed Val.*: (1940) \$2,459,050, (1935) \$2,570,296. *Schools*: 2 elem., H. S. in Lodi. *Police Dept.*: 8 men. *Fire Dept.*: 2 companies, 50 men, 2 hose-hook and ladder. *Paved Streets*: 12 m. *Library*: 10,000 vols. *Churches*: Cong., R. C. *Industries*: brick kiln, roofing, 3 button, truck farms. *Railroads*: Susquehanna, West Shore (both in Ridgfield Park). *State Highway*: route 6. *Bus Lines*: Public Service, Garden State, City Service.

LODI, bor., inc. 1894. *Pop.*: (1940) 11,552, (1930) 11,549. *Area*: 2.2 sq. mi. *Tax Rate*: (1940) \$5.92, (1935) \$5.72. *Assessed Val.*: (1940) \$7,930,787, (1935) \$9,889,492. *Schools*: 3 elem., H. S., parochial. *Police Dept.*: 24 men, 2 radio cars. *Fire Dept.*: 3 companies, 63 men, 2 comb. hose, rescue truck. *Paved Streets*: 22 m. *Library*: 5,000 vols. *Movies*: 1. *Churches*: Community, 2 Presb., Ref., 2 R. C. *Industries*: 3 dyeing, 6 apparel, bakery, lithographing, 2 laundries, glove cleaning. *Railroad*: Susquehanna. *State Highways*: routes 2, 6. *Bus Lines*: Public Service, Westwood Trans., Manhattan Transit, Olympic, DeLuxe Coach.

LYNDHURST, twp., inc. 1880. *Pop.*: (1940) 17,454, (1930) 17,362. *Area*: 4.7 sq. mi. *Tax Rate*: (1940) \$5.60, (1935) \$6.28. *Assessed Val.*: (1940) \$13,157,884, (1935) \$14,200,867. *Schools*: 7 elem., H. S. *Police Dept.*: 27 men, 2 two-way radio cars, motorcycle, ambulance. *Fire Dept.*: 3 companies, 55 men, pumper, hose, hook and ladder. *Paved Streets*: 32 m. *Library*: 23,000 vols. *Movies*: 1. *Churches*: Ep., Evang. Luth., Meth., Polish R. C., 2 Presb., 2 R. C. *Industries*: paint, machine, oil, burlap bag, steel products, 4 dress, botanical drug, sirens and valves, roofing materials, fruit preserving, 2 chemical. *Railroad*: D. L. and W. *State Highway*: route 2. *Bus Lines*: Public Service, Comfort, Jersey City-Lyndhurst.

MAYWOOD, bor., inc. 1894. *Pop.*: (1940) 4,052, (1930) 3,398. *Area*: 1.3 sq. mi. *Tax Rate*: (1940) \$5.26, (1935) \$5.55. *Assessed Val.*: (1940) \$4,796,803, (1935) \$4,808,905. *Schools*: elem., Jr. H. S., H. S. in Bogota. *Police Dept.*: 10 men, two-way radio car. *Fire Dept.*: 3 companies, 75 men, 3 pumper-hose-hook and ladder. *Paved Streets*: 14 m. *Library*: 4,000 vols. *Churches*: Ep., 2 Evang. Luth., Presb., Heb. *Industries*: 5 chemical, malt syrup. *Railroad*: Susquehanna. *State Highway*: route 2. *Bus Lines*: Public Service, Garden State, Westwood Trans., Manhattan Transit.

MIDLAND PARK, bor., inc. 1894. *Pop.*: (1940) 4,525, (1930) 3,638. *Area*: 1.3 sq. mi. *Tax Rate*: (1940) \$4.38, (1935) \$4.69. *Assessed Val.*: (1940) \$2,904,536, (1935) \$2,797,586. *Schools*: elem., parochial, H. S. in Pompton Lakes. *Police Dept.*: 10 men, radio car. *Fire Dept.*: 40 men, pumper, hose, hook and ladder. *Paved Streets*: 18 m. *Library*: 5,000 vols. *Churches*: Ep., Gospel, Meth., 3 Ref. *Industries*: 6 textile, pump, rubber goods, woodworking, hosiery, candy, rug cleaning. *Railroad*: Susquehanna. *Bus Lines*: Public Service, Bill's.

MONTVALE, bor., inc. 1896. *Pop.*: (1940) 1,342, (1930)

1,243. *Area*: 4 sq. mi. *Tax Rate*: (1940) \$4.54, (1935) \$4.38. *Assessed Val.*: (1940) \$1,344,879, (1935) \$1,425,986. *Schools*: elem., H. S. in Park Ridge. *Police Dept.*: 8 men, radio car. *Fire Dept.*: 2 companies, 30 men, pumper, hose. *Paved Streets*: 15 m. *Churches*: Ep., Meth. *Industries*: ice, poultry. *Railroad*: N. J. and N. Y. *Bus Line*: Rockland-Spring Valley.

MOONACHIE, bor., inc. 1910. *Pop.*: (1940) 1,554, (1930) 1,465. *Area*: 1.6 sq. mi. *Tax Rate*: (1940) \$6.19, (1935) \$6.68. *Assessed Val.*: (1940) \$724,675, (1935) \$801,639. *Schools*: 3 elem., H. S. in East Rutherford, Ridgefield Park. *Police Dept.*: chief, 5 volunteers, 20 marshals. *Fire Dept.*: 3 companies, 50 men, pumper, hose, hook and ladder. *Paved Streets*: 6 m. *Library*: 500 vols. *Churches*: Community, Presb., R. C. *Industries*: 2 brick, truck farms. *Railroad*: N. J. and N. Y. *State Highway*: route 6. *Bus Lines*: local.

NEW MILFORD, bor., inc. 1872. *Pop.*: (1940) 3,215, (1930) 2,556. *Area*: 2.2 sq. mi. *Tax Rate*: (1940) \$7.02, (1935) \$5.13. *Assessed Val.*: (1940) \$3,195,141, (1935) \$3,364,450. *Schools*: elem., Jr. H. S., H. S. in Hackensack, Dumont. *Police Dept.*: 23 men, radio car. *Fire Dept.*: 2 companies, 53 men, 2 comb. pumper hose, ambulance. *Paved Streets*: 17 m. *Library*: 2,500 vols. *Churches*: Luth., Meth., Ref., R. C. *Industries*: pearl button, knitting, beverage, cleaning and dyeing, horticulture. *Railroads*: N. J. and N. Y. (in River Edge). *Bus Lines*: Public Service, Rockland-Spring Valley, Hill.

NORTH ARLINGTON, bor., inc. 1896. *Pop.*: (1940) 9,904, (1930) 8,263. *Area*: 2.5 sq. mi. *Tax Rate*: (1940) \$6.30, (1935) \$6.02. *Assessed Val.*: (1940) \$7,096,897, (1935) \$7,102,656. *Schools*: 3 elem., H. S., parochial, parochial H. S. *Police Dept.*: 13 men, 2 radio cars, ambulance. *Fire Dept.*: 3 companies, 70 men, pumper, hose, hook and ladder. *Paved Streets*: 24 m. *Library*: 2,500 vols. *Churches*: Ep., Luth., Presb., R. C. and convent. *Industries*: 2 cement block, 5 monument, comb, beverage, 2 laundries. *State Highway*: route 2. *Bus Lines*: Public Service, Garden State, Jersey City-Lyndhurst.

NORTHVALE, bor., inc. 1916. *Pop.*: (1940) 1,159, (1930) 1,144. *Area*: 1.3 sq. mi. *Tax Rate*: (1940) \$6.83, (1935) \$5.16. *Assessed Val.*: (1940) \$658,162, (1935) \$716,862. *Schools*: elem., H. S. in Closter, Tenafly. *Police Dept.*: 6 men, radio car. *Fire Dept.*: 40 men, pumper-hook and ladder. *Paved Streets*: 7 m. *Churches*: Presb., R. C. *Industries*: dress, artificial flower, pencil, chenille spread, coating cloth, embroidery. *Railroad*: Northern. *Bus Lines*: Public Service, Rockland-Spring Valley.

NORWOOD, bor., inc. 1905. *Pop.*: (1940) 1,512, (1930) 1,358. *Area*: 2.9 sq. mi. *Tax Rate*: (1940) \$5.88, (1935) \$5.95. *Assessed Val.*: (1940) \$1,720,235, (1935) \$1,787,548. *Schools*: elem., H. S. in Closter, Tenafly. *Police Dept.*: 3 men, reserves, radio car. *Fire Dept.*: 35 men, pumper, hose. *Paved Streets*: 10 m. *Library*: 4,000 vols. *Churches*: Ep., Presb., R. C. *Industries*: farms, green-houses, nurseries. *Railroads*: Northern, West Shore. *Bus Lines*: Public Service, Rockland-Spring Valley.

OAKLAND, bor., inc. 1902. *Pop.*: (1940) 932, (1930) 735. *Area*: 9.1 sq. mi. *Tax Rate*: (1940) \$3.81, (1935) \$3.51. *Assessed Val.*: (1940) \$1,537,822, (1935) \$1,552,432. *Schools*: elem., military academy, H. S. in Pompton Lakes. *Police Dept.*: 24 men. *Fire Dept.*: 2 companies, 20 men, pumper-hose. *Paved Streets*: 9 m. *Library*: 2,500 vols. *Churches*: Ep., Luth., Presb., R. C. and convent. *Industry*: woven label. *Railroad*: Susquehanna. *State Highway*: S4-B. *Bus Line*: Bill's.

OLD TAPPAN, bor., inc. 1894. *Pop.*: (1940) 609, (1930) 600. *Area*: 3.88 sq. mi. *Tax Rate*: (1940) \$3.52, (1935) \$2.83. *Assessed Val.*: (1940) \$542,880, (1935) \$519,720. *Schools*: elem., H. S. in Dumont. *Police Dept.*: 4 men. *Fire Dept.*: 40 men, chemical engine, hook and ladder, ambulance. *Paved Streets*: 8 m. *Industries*: truck farms.

ORADELL, bor., inc. 1920 (as Delford, 1894). *Pop.*: (1940) 2,802, (1930) 2,360. *Area*: 2.7 sq. mi. *Tax Rate*: (1940) \$4.93, (1935) \$3.99. *Assessed Val.*: (1940) \$6,062,045, (1935) \$6,548,496. *Schools*: elem., Jr. H. S., H. S. in Englewood. *Police Dept.*: 6 men, radio car. *Fire Dept.*: 40 men, engine, hook and ladder. *Paved Streets*: 15 m. *Library*: 13,000 vols. *Churches*: Chr. Sc., Ep., Ref., R. C. *Railroad*: N. J. and N. Y. *Bus Lines*: Public Service, Hill, Rockland-Spring Valley.

PALISADES PARK, bor., inc. 1899. *Pop.*: (1940) 8,141, (1930) 7,065. *Area*: 1.3 sq. mi. *Tax Rate*: (1940) \$5.64, (1935) \$4.99. *Assessed Val.*: (1940) \$6,481,877, (1935) \$6,524,604. *Schools*: elem., Jr. H. S., H. S. in Leonia. *Police Dept.*: 9 men, two-way radio car, ambulance. *Fire Dept.*: 2 companies, 40 men, pumper, hook and ladder, hose. *Paved Streets*: 26 m. *Library*: 18,000 vols. *Movies*: 1. *Churches*: Ep., Gospel, Luth., Presb., R. C., Heb. *Industries*: 2 women's underwear, film laboratory, soap base, ribbon loom. *Railroad*: Northern. *State Highway*: route 6. *Bus Lines*: Public Service, Garden State, Westwood Trans., Manhattan Transit.

PARAMUS, bor., inc. 1922. *Pop.*: (1940) 3,688, (1930) 2,649. *Area*: 11.8 sq. mi. *Tax Rate*: (1940) \$3.28, (1935) \$3.23. *Assessed Val.*: (1940) \$4,270,849, (1935) \$3,568,350. *Schools*: 2 elem., H. S. in Hackensack, Ridgewood. *Police Dept.*: 18 men, radio car. *Fire Dept.*: 4 companies, 60 men, 4 pumper-hook and ladder. *Paved Streets*: 33 m. *Churches*: Bapt., Chr. Ref. mission, Community, Meth., R. C. *Industries*: cement block, celery and lettuce. *State Highways*: routes 2, 4. *Bus Lines*: Public Service, Intercity, N. J. and N. Y., Garden State, Short Line.

PARK RIDGE, bor., inc. 1894. *Pop.*: (1940) 2,519, (1930) 2,229. *Area*: 2.3 sq. mi. *Tax Rate*: (1940) \$4.15, (1935) \$4.17. *Assessed Val.*: (1940) \$2,343,897, (1935) \$2,254,340. *Schools*: elem., H. S. *Police Dept.*: 7 men, radio car. *Fire Dept.*: 3 companies, 60 men, engine, hose wagon. *Paved Streets*: 10 m. *Library*: 3,000 vols. *Churches*: African Meth., Cong., Heb., Meth., Ref., R. C. *Industries*: typewriter accessories, knitting, woven label, apron, 2 women's wear, greenhouse, hat. *Railroad*: N. J. and N. Y. *Bus Lines*: Public Service, Rockland-Spring Valley.

RAMSEY, bor., inc. 1908. *Pop.*: (1940) 3,566, (1930) 3,285. *Area*: 5.9 sq. mi. *Tax Rate*: (1940) \$3.97, (1935) \$3.49. *Assessed Val.*: (1940) \$3,976,902, (1935) \$3,900,498. *Schools*: elem., H. S. *Police Dept.*: 18 men, radio car, ambulance. *Fire Dept.*: 30 men, pumper, chemical, hose, hook and ladder. *Paved Streets*: 22 mi. *Library*: 5,000 vols. *Movies*: 1. *Churches*: Ep., Luth., Presb., R. C. *Industries*: neckwear, laundry. *Railroad*: Erie. *State Highways*: routes 2, M17. *Bus Lines*: Public Service, Bill's, Short Line.

RIDGEFIELD, bor., inc. 1892. *Pop.*: (1940) 5,271, (1930) 4,617. *Area*: 2.6 sq. mi. *Tax Rate*: (1940) \$5.28, (1935) \$4.74. *Assessed Val.*: (1940) \$6,247,630, (1935) \$6,468,997. *Schools*: 2 elem., Jr. H. S., parochial, H. S. in Englewood, Leonia. *Police Dept.*: 13 men, 2 radio cars. *Fire Dept.*: 3 companies, 50 men, 2 comb. pumpers. *Paved Streets*: 26 mi. *Library*: 10,000 vols. *Churches*: Community, Ep., Luth., 2 Ref., R. C. *Industries*: corrugated board, paper, box, gas machine, wire, paint, 3 chemical, cement block, venetian blind, refrigeration and air-conditioning, water-bottling, advertising novelties. *Railroad*: Northern. *State Highways*: routes 1, 5, 6. *Bus Lines*: Public Service, Westwood Trans., Manhattan Transit.

RIDGEFIELD PARK (Overpeck Twp.), vil., inc. 1892. *Pop.*: (1940) 11,277, (1930) 10,764. *Area*: 2 sq. mi. *Tax Rate*: (1940) \$5.75, (1935) \$5.40. *Assessed Val.*: (1940) \$10,112,286, (1935)

\$11,103,235. *Schools*: 4 elem., H. S., parochial. *Police Dept.*: 13 men, 3 two-way radio cars, emergency car. *Fire Dept.*: 6 companies, 120 men, 4 pumper-hose, 2 hook and ladder. *Paved Streets*: 25 m. *Library*: 25,000 vols. *Movies*: 1. *Churches*: Bapt., Chr. Sc., Community, Ep., 2 Luth., Meth., Presb., Ref., R. C., Heb. *Industries*: 3 paper-boxboard, 2 cigar, metal spinning, oil products, music publishing, shingle-roofing, cinder block, woodwind reeds. *Railroads*: Susquehanna, West Shore. *State Highway*: route 6. *Bus Lines*: Public Service, Westwood Trans., Manhattan Transit, City Service.

RIDGEWOOD, vil., inc. 1895. *Pop.*: (1940) 14,948, (1930) 12,188. *Area*: 5.9 sq. mi. *Tax Rate*: (1940) \$3.92, (1935) \$3.50. *Assessed Val.*: (1940) \$28,204,517, (1935) \$27,832,585. *Schools*: 5 elem., 2 Jr. H. S., Sr. H. S., parochial, 2 private. *Police Dept.*: 26 men, 3 two-way radio cars, 2 motorcycles, ambulance. *Fire Dept.*: 2 companies, 34 men (8 paid), 2 pumper, 2 hook and ladder, 2 hose, chief's car. *Paved Streets*: 45 m. *Library*: 40,000 vols. *Churches*: African Meth., Bapt., Chr. Sc., Community, 2 Ep., Luth., Negro Bapt., 2 Presb., Quaker, R. C., 2 Ref., Unit. *Railroad*: Erie. *State Highway*: route 2. *Bus Lines*: Public Service, Garden State, Bill's, Intercity, N. J. and N. Y. Transit.

RIVER EDGE, bor., inc. 1930. *Pop.*: (1940) 3,287, (1930) 2,210. *Area*: 1.9 sq. mi. *Tax Rate*: (1940) \$5.21, (1935) \$5.40. *Assessed Val.*: (1940) \$3,370,546, (1935) \$3,155,343. *Schools*: elem., H. S. in Hackensack. *Police Dept.*: 7 men, radio car. *Fire Dept.*: 2 companies, 40 men, 2 pumper-hook and ladder. *Paved Streets*: 10 m. *Library*: 3,500 vols. *Churches*: Cong., Luth., Ref. *Railroad*: N. J. and N. Y. *State Highway*: route 4. *Bus Lines*: Public Service, Rockland-Spring Valley.

RIVER VALE, twp., inc. 1906. *Pop.*: (1940) 1,112, (1930) 871. *Area*: 4.4 sq. mi. *Tax Rate*: (1940) \$4.72, (1935) \$3.74. *Assessed Val.*: (1940) \$1,160,097, (1935) \$1,114,971. *Schools*: 2 elem., H. S. in Westwood, Park Ridge, Dumont. *Police Dept.*: 5 men. *Fire Dept.*: 2 companies, 35 men, pumper, hose-hook and ladder. *Paved Streets*: 11 m. *Library*: 2,000 vols. *Church*: Community. *Industry*: produce. *Bus Lines*: Public Service, Hill.

ROCHELLE PARK, twp., inc. 1929. *Pop.*: (1940) 2,511, (1930) 1,768. *Area*: 1.1 sq. mi. *Tax Rate*: (1940) \$5.23, (1935) \$5.59. *Assessed Val.*: (1940) \$2,390,086, (1935) \$2,319,670. *Schools*: elem., parochial, H. S. in Hackensack. *Police Dept.*: 6 men, radio car. *Fire Dept.*: 2 companies, 44 men, pumper, hook and ladder.

Paved Streets: 5 m. *Churches:* Ep., R. C. *Industries:* surgical instrument, embroidery, welding, artesian well equipment, tree nursery, dairy. *Railroad:* Susquehanna. *State Highway:* route 2. *Bus Lines:* Public Service, Garden State, Short Line, DeLuxe Coach, Westwood Trans., Manhattan Transit.

ROCKLEIGH, bor., inc. 1927. *Pop.:* (1940) 79, (1930) 86. *Area:* 1 sq. mi. *Tax Rate:* (1940) \$1.81, (1935) \$2.70. *Assessed Val.:* (1940) \$304,150, (1935) \$277,500. *School:* girls' private. *Police Dept.:* volunteer, 4 men. *Fire Dept.:* 18 men, chemical equip.

RUTHERFORD, bor., inc. 1887. *Pop.:* (1940) 15,466, (1930) 14,915. *Area:* 2.6 sq. mi. *Tax Rate:* (1940) \$4.80, (1935) \$3.54. *Assessed Val.:* (1940) \$18,545,091, (1935) \$23,772,903. *Schools:* elem., H. S., parochial, parochial H. S. *Police Dept.:* 20 men, 2 radio cars. *Fire Dept.:* 4 companies, 60 men, 3 pumpers, hose. *Paved Streets:* 32 m. *Library:* 27,000 vols. *Movies:* 1. *Churches:* African Meth., Bapt., Chr. Sc., Cong., Ep., Gospel, Luth., Meth., Negro Bapt., Presb., Ref., R. C. *Industries:* dyeing, photo supply. *Railroad:* Erie (with East Rutherford). *State Highways:* routes 2, 3. *Bus Lines:* Public Service, Intercity, N. J. and N. Y. Transit, Olympic, Comfort, Independent, Jersey City-Lyndhurst, City Service, Will Morris.

SADDLE RIVER, bor., inc. 1894. *Pop.:* (1940) 816, (1930) 657. *Area:* 4.9 sq. mi. *Tax Rate:* (1940) \$2.62, (1935) \$2.21. *Assessed Val.:* (1940) \$1,135,670, (1935) \$997,775. *Schools:* elem., H. S. in Ramsey. *Police Dept.:* 6 men. *Fire Dept.:* 20 men, pumper-hook and ladder. *Paved Streets:* 14 m. *Library:* 5,000 vols. *Churches:* Evang. Luth., Zion Tabernacle. *Industries:* button, water gardens. *State Highway:* route 2. *Bus Lines:* Public Service, Short Line, Bill's.

SADDLE RIVER, twp., inc. 1794. *Pop.:* (1940) 3,169, (1930) 2,424. *Area:* 2.7 sq. mi. *Tax Rate:* (1940) \$5.85, (1935) \$6.40. *Assessed Val.:* (1940) \$2,682,127, (1935) \$2,552,274. *Schools:* 4 elem., H. S. in Paterson, Lodi. *Police Dept.:* volunteer, 22 men, radio car. *Fire Dept.:* 3 companies, 60 men, pumper, chemical, hook and ladder. *Paved Streets:* 27 m. *Church:* Ref. *Industries:* ice cream, dairies, truck farms, reed, needle, dog-cat food, slaughterhouse, 2 monument, pressed steel. *Railroad:* Susquehanna. *State Highway:* route 6. *Bus Lines:* Public Service, Garden State.

SOUTH HACKENSACK, twp., inc. 1935. *Pop.:* (1940) 1,241, (1930) 1,294. *Area:* .5 sq. mi. *Tax Rate:* (1940) \$9.65, (1935) \$8.74. *Assessed Val.:* (1940) \$513,717, (1935) \$558,861. *Schools:*

2 elem., H. S. in Hackensack, Garfield. *Police Dept.*: 15 men. *Fire Dept.*: 2 companies, 40 men, 2 chemical. *Paved Streets*: 4 m. *Church*: Zion Baptist. *Industries*: slaughterhouse, truck farms. *State Highway*: route 6. *Bus Lines*: Public Service, City Service.

TEANECK, twp., municipal manager, inc. 1895. *Pop.*: (1940) 25,275, (1930) 16,513. *Area*: 5.9 sq. mi. *Tax Rate*: (1940) \$5.21, (1935) \$4.62. *Assessed Val.*: (1940) \$28,332,099, (1935) \$26,421,191. *Schools*: 7 elem., H. S., parochial, Jr. College. *Police Dept.*: 39 men, 6 two-way radio cars, ambulance. *Fire Dept.*: 3 paid, 34 men; volunteer, 17 men; 9 pieces of equipment. *Paved Streets*: 64 m. *Library*: 20,000 vols. *Movies*: 1. *Churches*: Bapt., Baha'i, Community, Ep., 2 Luth., Meth., Norwegian Evang., Presb., R. C., Heb. *Industries*: 2 laundry, dairy. *Railroad*: West Shore. *State Highway*: route 4. *Bus Lines*: Public Service, Garden State, Intercity, N. J. and N. Y. Transit, City Service.

TENAFLY, bor., inc. 1894. *Pop.*: (1940) 7,413, (1930) 5,669. *Area*: 4.4 sq. mi. *Tax Rate*: (1940) \$4.63, (1935) \$4.59. *Assessed Val.*: (1940) \$12,691,505, (1935) \$12,104,314. *Schools*: 2 elem., H. S., parochial. *Police Dept.*: 16 men, 2 two-way radio cars. *Fire Dept.*: 32 men, 2 pumpers, auxiliary engine, hook and ladder. *Paved Streets*: 34 m. *Library*: 10,000 vols. *Movies*: 1. *Churches*: Ep., Meth. and chapel, Presb., R. C. and convent. *Industries*: furniture, dress, dairy. *Railroad*: Northern. *State Highway*: route 1. *Bus Lines*: Public Service, Rockland-Spring Valley, Nyack-DeLuxe.

UPPER SADDLE RIVER, bor., inc. 1894. *Pop.*: (1940) 510, (1930) 347. *Area*: 5.03 sq. mi. *Tax Rate*: (1940) \$2.37, (1935) \$2.47. *Assessed Val.*: (1940) \$676,665, (1935) \$564,125. *Schools*: elem., H. S. in Ramsey. *Police Dept.*: 5 men, deputies. *Paved Streets*: 13 m. *Churches*: Ref., Meth.

WALDWICK, bor., inc. 1919. *Pop.*: (1940) 2,475, (1930) 1,728. *Area*: 2.4 sq. mi. *Tax Rate*: (1940) \$5.88, (1935) \$5.00. *Assessed Val.*: (1940) \$1,751,309, (1935) \$1,720,249. *Schools*: elem., H. S. in Ramsey. *Police Dept.*: 16 men. *Fire Dept.*: 25 men, pumper, hose-hook and ladder. *Paved Streets*: 14 m. *Churches*: 2 Meth., Ref. *Industry*: weaving. *Railroad*: Erie. *State Highways*: routes 2, M17. *Bus Lines*: Public Service, Bill's, Short Line.

WALLINGTON, bor., inc. 1895. *Pop.*: (1940) 8,981, (1930) 9,063. *Area*: 2.4 sq. mi. *Tax Rate*: (1940) \$5.75, (1935) \$6.48. *Assessed Val.*: (1940) \$3,869,456, (1935) \$3,972,844. *Schools*: 3

elem., H. S. in East Rutherford, Lodi. *Police Dept.*: 12 men, radio car, ambulance. *Fire Dept.*: 2 companies, 90 men, 2 pumpers, hook and ladder, emergency truck. *Paved Streets*: 10 m. *Churches*: Polish National, Presb. *Industries*: plastic, 3 paint, paper bag, handkerchief, trucking, greenhouse, linen, steel tubing. *Railroad*: Erie. *Bus Lines*: Public Service, Comfort, Olympic.

WASHINGTON, twp., inc. 1840. *Pop.*: (1940) 491, (1930) 402. *Area*: 3.1 sq. mi. *Tax Rate*: (1940) \$3.33, (1935) \$2.88. *Assessed Val.*: (1940) \$981,584, (1935) \$825,242. *Police Dept.*: 3 men. *Fire Dept.*: 24 men, pumper, hook and ladder. *Paved Streets*: 14 m. *Church*: Community. *Industries*: greenhouses, poultry, sand pits. *Bus Line*: Public Service.

WESTWOOD, bor., inc. 1894. *Pop.*: (1940) 5,388, (1930) 4,861. *Area*: 2.4 sq. mi. *Tax Rate*: (1940) \$5.52, (1935) \$4.77. *Assessed Val.*: (1940) \$5,873,191, (1935) \$6,015,081. *Schools*: 2 elem., H. S., parochial. *Police Dept.*: 14 men, two-way radio car. *Fire Dept.*: 3 companies, 60 men, pumper, hook and ladder, hose, chief's car. *Paved Streets*: 19 m. *Library*: 13,000 vols. *Movies*: 1. *Churches*: Bapt., Mount Zion Baptist, Chr. Sc., Ep., Luth., Meth., Ref., R. C., Seventh-Day Advent., Heb. *Industries*: woodworking, laundry. *Railroad*: N. J. and N. Y. *Bus Lines*: Public Service, Rockland-Spring Valley, Westwood Trans., Manhattan Transit, Hill.

WOODCLIFF LAKE, bor., inc. 1894. *Pop.*: (1940) 1,037, (1930) 871. *Area*: 3.8 sq. mi. *Tax Rate*: (1940) \$3.97, (1935) \$3.67. *Assessed Val.*: (1940) \$1,322,683, (1935) \$1,596,730. *Schools*: elem., H. S. in Park Ridge. *Police Dept.*: 2 men, volunteers. *Fire Dept.*: 2 companies, 30 men, 2 pumper-hose. *Paved Streets*: 12 m. *Industries*: produce, bottling. *Railroad*: N. J. and N. Y. *Bus Lines*: Public Service, Rockland-Spring Valley.

WOOD-RIDGE, bor., inc. 1894. *Pop.*: (1940) 5,739, (1930) 5,159. *Area*: 1.1 sq. mi. *Tax Rate*: (1940) \$5.54, (1935) \$4.95. *Assessed Val.*: (1940) \$4,506,978, (1935) \$4,641,541. *Schools*: 2 elem., H. S., parochial. *Police Dept.*: 10 men, radio car. *Fire Dept.*: 30 men, 2 comb. pumper, auxiliary truck, ambulance. *Paved Streets*: 13 m. *Library*: 3,000 vols. *Churches*: Bapt., Ep., Gospel, Presb., R. C. *Industries*: 3 chemical, embroidery, furniture. *Railroad*: N. J. and N. Y. (with Moonachie). *State Highway*: route 2. *Bus Lines*: Public Service, DeLuxe Coach, Olympic.

WYCKOFF, twp., inc. 1926. *Pop.*: (1940) 3,847, (1930) 3,001.

Area: 6.18 sq. mi. *Tax Rate:* (1940) \$4.22, (1935) \$4.85. *Assessed Val.:* (1940) \$2,838,817, (1935) \$2,475,290. *Schools:* 2 elem., H. S. in Ramsey, Paterson. *Police Dept.:* 22 men, radio car. *Fire Dept.:* 2 companies, 45 men, pumper comb., chemical comb., supply truck. *Paved Streets:* 26 m. *Library:* 7,000 vols. *Churches:* Gospel, Ref., R. C. *Industries:* iron, dairies, pig farm, nursery. *Railroad:* Susquehanna. *State Highway:* route S4-B. *Bus Lines:* Public Service, Paterson-Oakland.

Old Houses and Churches

The list below was compiled from various sources which include the records of the Bergen County Historical Society, Rosalie F. Bailey's *Pre-Revolutionary Dutch Houses and Families of Northern New Jersey and Southern New York*, local authorities and the Historic American Buildings Survey, indicated by (N. J.——). Those so marked are catalogued in the Library of Congress, where are filed copies of plans, elevations and details, photographs and historic data, based on original research. These can be purchased on application to Leicester B. Holland, Chief of Fine Arts Division, Library of Congress, Washington, D. C., by referring to the catalogue number. Dates and names other than those authenticated by the Historic American Buildings Survey are based on the best authorities available. Dates in parentheses are those of additions or alterations. Hyphens indicate that the structure was built between the dates shown.

ALPINE

Cornwallis Headquarters (N. J. 115), 1/8 mi. n. of Alpine Ferry House, c. 1750.

Huyler Dock House (N. J. 167), Shore Trail, Palisades Interstate Park, 1756.

BERGENFIELD

Beuchler-Hauser, 88 E. Clinton Ave., 1790.

Nicholas Kip (N. J. 423), 222 Washington Ave., 1755.

Old South Church, W. Church and Prospect sts., 1799.

Westervelt-Kuhnert, 139 S. Washington Ave., 1776.

BOGOTA

Bogert, 370 River Rd., 1815.

Harper, Fort Lee and River rds., 1701.

CARLSTADT

Half-Way, Paterson Plank Rd. and Washington Ave., 1770.
Outwater-Feitner, 211 Washington Ave., 1718.

CLOSTER

Aureyonson-David Haring (Censier), Piermont Rd. nr. Hickory Lane, 1793.
William De Clerique (Breisacher Farms) (N. J. 364), Piermont Rd., c. 1810.
Demarest-Curtis, Schraalenburgh and Old Hook rds., c. 1700 (1809).
David D. Doremus (N. J. 361), Hickory Lane nr. Piermont Rd., c. 1843.
Durie (N. J. 472), Schraalenburgh Rd., c. 1800.
Lindemann-Hoffman, off Homans Ave., early 18th C.
Naugle-Aureyonson, Hickory Lane e. of Piermont Rd., 1736.
Naugle-Mehlin, Harvard St., 1740.
Rahm, Schraalenburgh Rd., 1710.
Van Der Beck Slave House (N. J. 363), Piermont Rd. n. of High St., c. 1700.
Van Scriver or Van Scryver (Lone Stone or Lone Star Inn), Piermont Rd. and High St., c. 1700.

CRESSKILL

John Huyler Homestead and Slave House (N. J. 168), County Rd. opp. Lynwood St., 1770 (1805).
Petrus-Benjamin Westervelt (N. J. 422), County Rd. opp. Westervelt Ave., 1808.

DEMAREST

Matthew P. Bogert, County Rd. n. of Orchard St., 1819.
Demarest, Piermont Rd. opp. R.R. station, 1817.
Meyerhoff, County Rd. nr. Orchard St., 1723.

DUMONT

Daniel Demarest (N. J. 657), 404 Washington Ave., 1724.
David Demarest, 480 Washington Ave., late 18th or early 19th C.
Dixon Homestead Library, 180 Washington Ave., 1775-90.
North Reformed Church, Washington Ave., 1800-01 (1859).
North Reformed Church Parsonage (N. J. 172), Washington Ave., 1834.
Zabriskie-Christie (N. J. 5), 10 Colonial Court, c. 1775 (1816).

EAST PATERSON

Doremus, 74 River Dr., 1740.

EAST RUTHERFORD

Outwater, 162 Hackensack St., 1740.

EMERSON

Blauvelt (N. J. 111), Old Hook Rd., c. 1780.

ENGLEWOOD

Thomas W. Demarest, 350 Grand Ave., 1803.

Liberty Pole Tavern (now a residence), 115 Palisade Ave., c. 1700.

Garrett Lydecker (N. J. 162), 228 Grand Ave., c. 1720 (1803).

John Van Brunt (N. J. 392), 315 Grand Ave., 1834.

Peter Westervelt (N. J. 112), Grand and Forest aves., 1800.

FAIR LAWN

Bogert, Fair Lawn Ave., 1740-60.

Doremus-Gledhill, Broadway, 1800-30.

Garretson-Brockner, River Rd., 1730-40.

Garretson-Jackson, Fair Lawn Ave. and Saddle River Rd., 1740.

Peter A. Hopper (N. J. 174), 12-72 River Rd., 1766 (1780, 1787).

Hopper-Strehl, Fair Lawn Ave., 1733.

Morrell (Adams), 17-01 Fair Lawn Ave., Pre-Revolutionary.

Dirck Ryerson (N. J. 551) (Light Horse Harry Lee's Hq.), 445 Wagaraw Rd., c. 1750 (1766).

Van Houten, Fair Lawn Ave., 1790.

Jacob Vanderbeck Jr. (N. J. 45), Saddle River Ave. and Dunker Hook Rd., 1754.

Jacob Vanderbeck Jr. Slave House (N. J. 45A), Saddle River Ave. and Dunker Hook Rd., 1754.

Jacob Vanderbeck Sr. (N. J. 563), Dunker Hook Rd., 1740.

FAIRVIEW

Old Fort Homestead, 246 Broad Ave., 1739.

FORT LEE

William Cook, 110 Washington Ave., 1800-30.

FRANKLIN LAKES

MacKenzie Gristmill, Near shore of Franklin Lake, 1810 (1900).

Moore, Franklin Lakes and Colonial rds., 1750-70.

Packer (N. J. 528), Ewing Ave., c. 1730 (1789, 1850).

Van Blarcom, Near shore of Franklin Lake, 1770-90.

Van Houten, Franklin Lakes Rd., c. 1760.

GLEN ROCK

Ackerman-MacDougall, 652 Ackerman Ave., c. 1760.
 Jan Berdan (N. J. 299), 32 Rock Rd., 1727-30.
 Garret Hopper-Reeves, 470 Prospect St., 1760.
 Hopper-Hillman, 724 Ackerman Ave., early 18th C.
 Hopper-Terhune-Van Keuren, 762 Ackerman Ave., c. 1760.

HACKENSACK

Church-on-the-Green (N. J. 4), Hackensack Green, 1792 (1847, 1869).
 John Hopper (New Venice Restaurant), 231-9 Polifly Rd., 1816-18.
 Nicholas Lozier (N. J. 177) (Westervelt-Van Buskirk), 393 Main
 Mansion House (Peter Zabriskie) (N. J. 117), Main St. and Wash-
 ington Pl., 1751.
 Terhune (N. J. 8), 450 River Rd., c. 1685.

HARRINGTON PARK

Bogart-Woods, Harriot Ave., 1765.
 George L. Leclercq (Peter Demarest), Lafayette Rd., 1750-85.

HASBROUCK HEIGHTS

Charles Carlock, 181 Terrace Ave., 1800-30.
 Isaac Housman-Liegme, 298 Baldwin Ave., 1773-83.
 Old Homestead (Housman or Huyseman-Terhune), 307 Terrace Ave.,
 c. 1760.
 Stagg, 651 Terrace Ave., 1727.
 Oran Zaebest, Terrace and Franklin aves., 1800-30.

HAWORTH

John Durie or Duryea, Schraalenburgh Rd. n. of Madison Ave.,
 1776-90.
 John Westervelt, Schraalenburgh Rd. nr. Duryea Ave., 1812.
 Garret H. Zabriskie (John Henry Christie), New Ave., 1818.
 John J. Zabriskie, Schraalenburgh Rd. s. of Hardenburgh Rd., 1814
 (1884).

HILLSDALE

Clendenny (Clendennie), Hillsdale Ave. opp. Oak St., 1740.
 S. G. Demarest (N. J. 500), Demarest Ave., 1808.

HO-HO-KUS BOROUGH

Abram Ackerman, Saddle River Rd., Pre-Revolutionary.
 John Banta, Saddle River Rd., early 18th C.

Hermitage, The (N. J. 98), Franklin Turnpike, c. 1760 (1845).
Terhune (Joseph Jefferson), Saddle River Rd., c. 1790.

HOHOKUS TOWNSHIP

Garret Garrison, Ramapo Valley Rd., c. 1760.
H. O. H. Havemeyer, Ramapo Valley Rd., c. 1760 (1900).
Abraham Van Horn, Darlington Rd., 1770.
Winter, Franklin Turnpike, 1790.

LEONIA

Samuel Cole, Prospect St. and Grand Ave., 1760.
Samuel Moore, 215 Central Ave., c. 1815.
Dirck Vreeland (N. J. 158), 125 Lakeview Ave., 1818.

LYNDHURST

Old School, Farm Ave. and River Rd., 1825.
Jacob W. Van Winkle (N. J. 477), Riverside and Valley Brook aves.,
c. 1795.
Watson, River Rd. and Valley Brook Ave., 1797.

MAYWOOD

John S. Berdan (N. J. 640), 465 Maywood Ave., c. 1819.
Brinkerhoff, 279 Maywood Ave., c. 1778.
Henry H. Van Voorhis (N. J. 667), Maywood and Magnolia aves.,
c. 1780.

MIDLAND PARK

David Baldwin (N. J. 420), 60 Lake Ave., 1838.
Van Riper-Wostbrock Mill, 27 Goffle Rd., 1790.
Cornelius Wortendyke (N. J. 375), 27 Goffle Rd., c. 1796.
Wortendyke-Mastin, 28 Goffle Rd., 1840.

MONTVALE

Abram G. Eckerson (N. J. 175), Chestnut Ridge Rd., 1796-99.
Holdrum-Wanamaker, Spring Valley Rd., 1778.
Van Houten (Edgdren), Main St. nr. Baker Ave., 1700-30.
Van Norden (Mary Hilliard), Summit Ave. nr. Main St., c. 1760.

NEW MILFORD

Baker, New Bridge Rd., c. 1800.
David Demarest Jr.¹ (N. J. 11), 618 River Rd., c. 1693-1720.
Samuel Demarest² (N. J. 16), W. of River Rd., c. 1700.

¹ Commonly called David Demarest Jr. house, although he died 1691, probably in a house on this site.

² Probably an addition to David Demarest Sr.'s house, built c. 1678.

NORTHVALE

Cooper, Tappan Rd. nr. Paris Ave., 1760-1800.
Hill, Tappan Rd., 1760-1800.

NORWOOD

Blanche (Zinke's Tavern), Blanche Ave. and Tappan Rd., 1750-80.
Gerret H. Blauvelt, Tappan Rd. and Kensington Ave., 1719.
Duke, County Rd., 1805.
Haring-Blauvelt, Tappan Rd., 1783.

OAKLAND

Demarest, Oakland Ave., 1760.
Fox, Oakland Ave., 1790.
Mitchell, Franklin Lakes Rd., 1790.
Van Allen, Oakland Ave. and Crystal Lake Rd., 1740.

OLD TAPPAN

Dewerk-Peter Haring (N. J. 154), Blauvelt Rd., 1712.
Frederick Haring (N. J. 487), Old Tappan and Pearl River rds.,
c. 1775.
Garret J. Haring (N. J. 459), Old Tappan Rd., 1751-62.

ORADELL

Cornelius Cuyper (Cooper), Kinderkamack Rd., 1751.
Voorhis, 417 Kinderkamack Rd., 1810.

PARAMUS

Dirk Epke Banta (N. J. 163), Howland Ave., 1717.
Board-Westhoven, Dunker Hook Rd., 1760-90.
Hopper-Lange, Paramus Rd. n. of Grove St., 1800-30.
Herman Van Dien-Couwds, 109 Paramus Rd., 1731.
Van Saun (N. J. 343), Howland Ave., c. 1750.
Albert Jacob Zabriskie (N. J. 271) (Bogert), Glenn Rd., 1805.
Jacob Zabriskie Farm Group (N. J. 159), Paramus Rd., 1826.

PARK RIDGE

Eckerson (Ackerson)-Demarest (N. J. 175) (Astor Trading Post),
Pascack Rd., 1765.
Jacob Eckerson (Ackerson), 26 N. Main St., c. 1760.
Benjamin Hill, 116 Main St., 1800-30.
Pascack Reformed Church, Main St., 1812.

RIDGEFIELD

Edsall-Day-De Groot (N. J. 170), 1008 De Groot Ave., c. 1790.

English Neighborhood (Old Dutch Reformed) Church (N. J. 552),
bet. Highway and R. R., 1793.
Williamson, Broad Ave., 1711 (1789, 1880).

RIDGEFIELD PARK

Christie (N. J. 160), 16 Homestead Pl., 1700-25.

RIDGEWOOD

David Ackerman (N. J. 155), 222 Doremus Ave., c. 1692.
Ackerman-Nauble, 415 Saddle River Rd., 1760.
Ackerman-Van Embergh, 789 Paramus Rd., 1750.
Paramus Church, Route 2, c. 1800.
Van Dien, Paramus Rd., 1800.
Vroom (Hopper), 162 E. Ridgewood Ave., 1800.
Zabriskie, Linwood Ave. and Paramus Rd., 1700-30.

RIVER EDGE

Kipp, Kinderkamack Rd., c. 1760.
Steuben (N. J. 47), New Bridge Rd., 1729 (1757).
Pell Zabriskie, 1027 Main St., 1760-90.

RIVER VALE

John Demarest, River Vale Ave., c. 1750.
Sheriff Haring Farm, River Vale Ave., c. 1750.
Wm. Holdrom (N. J. 686), River Vale Ave., 1763-76.
Vanderbilt, Prospect and River Vale aves., c. 1750.

ROCHELLE PARK

Samuel C. Demarest (N. J. 90), Rochelle Ave. at Essex St., 1824-26.
Lutkins (N. J. 159), Passaic St., 1760.

ROCKLEIGH

Nicholas Haring (N. J. 169), Piermont Rd., 1805.
Rose Haven School, Rockleigh Rd., 1741.

RUTHERFORD

John W. Berry (N. J. 468), Meadow Rd. and Crane Ave., 1804.
Kettell (Kingsland), 245 Union Ave., 1700-30.

SADDLE RIVER BOROUGH

Abram Ackerman House and Mill (N. J. 156), E. Saddle River Rd.,
1750-60.
James Ackerman (Robinson), E. Saddle River Rd. s. of E. Allendale
Ave., 1815.

John Raymond Aschenbach, E. Saddle River Rd., 1750-90.
 Aschenback (Smith), Chestnut Ridge Ave., 1765.
 Scott House, E. Saddle River Rd., early 18th C.
 Thomas Van Buskirk (N. J. 300), E. Saddle River Rd. and E. Al-
 len-
 dale Ave., 1708-70.
 Van Buskirk-Ackerman (N. J. 331), E. Saddle River Rd., 1825.
 Zion's Evangelical Lutheran Church (N. J. 330), E. Saddle River
 Rd., 1820.

SADDLE RIVER TOWNSHIP

Samuel C. Demarest (N. J. 542), 511 Market St., 1820-37.

TEANECK

John Ackerman (N. J. 298), River Road, c. 1800.
 Samuel Banta-Cady (N. J. 171), 1485 Teaneck Rd., 1830.
 Hendrick Brinkerhoff-Demarest (N. J. 110), 493 Teaneck Rd., 1748.
 Peter Demarest-Lippman, 961 Teaneck Rd., 1756.
 Lozier, 1416 Teaneck Rd., 1830.
 W. W. and C. W. Westervelt (N. J. 113), 190 Teaneck Rd., 1763.

TENAFLY

Christie-Parsels (N. J. 470), 195 Jefferson Ave., 1804-36.
 Roelof Westervelt (N. J. 9), 81 Westervelt Ave., 1745.

UPPER SADDLE RIVER ..

Hopper-Goetschius, E. Saddle River Rd. and Lake St., 1713-28.
 Saddle River Reformed Church (N. J. 255), E. Saddle River Rd., 1819.

WALDWICK

Banta, Wyckoff Ave. and Franklin Turnpike, 1800-30.

WASHINGTON

Van Emburgh-Foster (House of Seven Chimneys), Pascack Rd. and
 Lafayette Ave., 1812.

WESTWOOD

Bogert, First Ave. and Mills St., 1770-90.
 Van Wagoner, Kinderkamack Rd., 1802.

WOODCLIFF LAKE

Hendrick Banta, Pascack Rd., 1770.

WYCKOFF

John C. Stagg (N. J. 678), Sicomac Rd., 1762-97.

Van Horn-Branford (N. J. 391), Lafayette Ave., c. 1745-75.

Albert Van Voorhees (N. J. 161), Franklin and Maple aves., c. 1824.

Van Voorhees-Quackenbush (Brownstone Inn), Franklin and Wyckoff aves., 1780.

S. and A. Willis (N. J. 378), Main St., 1774-1840.

Wyckoff Reformed Church (N. J. 338), Wyckoff Ave. nr. Franklin Ave., 1806.

Recreational Facilities

Along 13 miles of the Hudson shore stretch the 1,200 acres of the New Jersey section of Palisades Interstate Park, Bergen's chief public recreational center. The river, the woods and the cliff, as high as 500 feet in some places, attract swimmers, hikers, campers, picnic parties, boaters and horsemen. The sandy beaches have picnic tables and fireplaces, lockers and showers. Stalls for boats may be rented at the Englewood, Alpine and Forest View basins. Picnicking is permitted at the Forest View Basin. (See *Swimming, Camping, Hiking.*)

BADMINTON: Bergen County closed tournament at Y-for-all, 360 Main Street, Hackensack. Other courts: Hackensack Y.M.H.A., Rutherford High School, Radburn Community Center, and Englewood, Hawthorne, Ridgewood and Maywood church gymnasiums.

BASEBALL: High school games in local school stadia Saturdays and weekdays after school hours (7 innings). Twilight games throughout the county by independent amateur teams.

BASKETBALL: High school, church and organizational teams play at school, "Y" and private gymnasiums.

BOATING: Boat clubs along the Ramapo, Passaic, Hudson and Hackensack rivers hold annual regattas on varying dates in June or July; Rutherford Yacht Club outboard regatta in late April or May. Rowboats and canoes for hire along Ramapo River (Oakland), Overpeck Creek (Ridgely Park), Passaic River (Carlstadt and East Paterson) and Hackensack River (Hackensack and New Bridge). Boat basins, Palisades Interstate Park.

BOWLING: More than 100 alleys available. Bergen County Interclub League, with 18 teams, is the most important of several in the county.

BOXING: Professional matches in larger communities at irregular intervals. Diamond Gloves tournament sponsored annually by *Bergen Evening Record* last week in August and early September.

CAMPING: *Camp Palisades*, on the cliff above Englewood Ferry, a woodland area of 15 acres, has hot and cold showers, sewerage facilities, community house, electricity, city drinking water, police protection; maintained by Palisades Interstate Park Commission; resident manager. *Ross Camp Colony*, just north of Washington Bridge in Palisades Interstate Park, 30 three-room cabins which can be rented furnished or unfurnished; same facilities as Camp Palisades.

FOOTBALL: High school games in local school stadia.

GARDENS: Almost every Bergen County municipality has its garden club, many of them affiliated with the Federation of Garden Clubs of Bergen County, Union and Berry streets, Hackensack. Here may be obtained information on exact dates of flower shows, held generally in the spring and late September. Visitors are often admitted to both commercial and private gardens upon written request in advance.

GOLF: *Bendix:* Aviation Golf Club, Route 6. *Demarest:* Aldeceess Country Club,* Anderson Avenue. *East Paterson:* Elmwood Country Club, Route 4. *Englewood:* Englewood Country Club,* Jones Road. *Haworth:* White Beeches Country Club,* Haworth Drive and Ivy Place. *Hobokus Twp.:* Houvenkopf Country Club,* Route 2 at New York State line. *Old Tappan:* Ripple Creek Golf Club, Cripple Bush Road. *Oradell:* Hackensack Golf Club,* Soldier Hill Road. *Paramus:* Arcola Country Club,* Route 4 and Paramus Road; Orchard Hills Country Club, Paramus Road north of Route 4; Ridgewood Country Club,* Midland Avenue; Saddle River Golf and Country Club, Paramus Road north of Route 4. *River Vale:* River Vale Country Club, River Vale Road. *Teaneck:* Phelps Manor Country Club, Bennett Road. *Tenafly:* Knickerbocker Country Club, Knickerbocker Road

GYMNASTICS: Carlstadt Turn Verein, 500 Broad Street, Carlstadt; T. J. Sokol Association, 14 Garden Street, Little Ferry; American Gymnastic Society, Anderson Avenue, Fairview.

HIKING: *The Shore Path* (12½ miles) in Palisades Interstate Park, a broad, smooth, relatively level route which runs beside the Hudson the entire length of the park, is composed of four hiking trails:

1. *Bluff Point north to Englewood Boat Basin* (2½ miles).

* Private; guests must be accompanied by members.

Drinking fountains, fireplaces, picnic areas, Ross Camp Colony (camping privileges by the week).

2. *Englewood Boat Basin north to Alpine Boat Basin* (5 miles). Longest of the four hikes through virgin woodland; usual facilities.

3. *Alpine Boat Basin north to Forest View Boat Basin* (2½ miles). Historic sites and museums and usual facilities.

4. *Forest View Basin north to Sneden's Landing* (2½ miles). Difficult trail through isolated territory; picnic area, pavilion, playground.

In addition to the Shore Path, several trails take the steep, difficult climb up the cliff from the river bank at Ross Camp Colony, Englewood Playground, Excelsior Dock, Alpine Ferry Plaza and Forest View Boat Basin.

The chief hiking path in the Ramapos is Cannonball Trail, north of Oakland.

HOCKEY: River Vale Ice Arena, River Vale Road, River Vale; skating after match.

HUNTING AND FISHING: Dates of open seasons and information on bag limits, which change from year to year, obtainable when license is purchased from municipal clerks or the New Jersey Fish and Game Commission (resident fishing, \$2.10, nonresident, \$5.50; resident hunting and fishing, \$3.10, nonresident, \$10.50; hunting same as fishing). The county has 30 rod and gun clubs, some of them with posted grounds and most of them affiliated with the Bergen County Federation of Sportsmen's Clubs and the Consolidated Sportsmen of New Jersey.

Fishing: The streams and ponds of the county are stocked each year with brook, brown and rainbow trout, bass, pike, yellow perch, pickerel and bluegill sunfish. The open season is generally during January, when pike, pickerel and perch may be taken, and from April 15 (beginning of trout season) to the end of November. The following streams and ponds are stocked at the places listed: Hackensack River at River Vale and many small streams and ponds that feed it, including Boiling Spring Brook at Old Tappan, Old Tappan Run at Old Tappan, Pearl River Brook at Montvale, Teller's Brook at River Vale, Tenekill Creek at Closter, Washington Spring Brook at Cherry Hill, Holdrum's Pond at River Vale, Morrow Lake at Englewood, Roosevelt Common Lake at Tenafly and Willow Lake at Little Ferry; Pascack Creek at Montvale and its tributaries, which include Bear Creek at Woodcliff Lake and Pascack Creek West at Northvale, Electric Lake at Montvale, Gottlieb's Pond at Park Ridge and Woodcliff Lake at Woodcliff Lake; Cole's Pond at Ridgewood; N.T.G. Lake at Ramsey;

Van Emburgh's Pond at West Ridgewood; Valentine Brook at Hawthorne; Ramapo River at Oakland, known as the best trout stream in the county; and Saddle River and the waters that flow into it, including Hohokus Creek at Wyckoff, New Lake at Ridgewood, Pond Brook at Campgaw, Sprout Brook at Arcola, Tallman Brook at Upper Saddle River and White's Pond at Waldwick.

Hunting: Hunting areas for the most part are in the northern part of the county, especially in the Ramapos (Oakland, Campgaw, Mahwah, River Vale and Ramsey), and the Upper Saddle River section, where deer abounds. Raccoon, duck, squirrel, otter, weasel, fox, muskrat, quail, rabbit, geese and grouse are native, and the Fish and Game Commission has released pheasants, checker partridges and beavers. There is a bounty of \$6 on foxes.

MUSEUMS: *Demarest Family Museum*, off River Road adjacent to old French Cemetery, New Milford; contains Colonial and early State documents and relics and Demarest family records. *Bergen County Historical Society*, New Bridge; Colonial Zabriskie-Steuben House, restored by the State and the WPA, contains relics, documents and furniture of Colonial times. *Huyler Dock House* (1756), Shore Trail (footpath) from Alpine Ferry, Palisades Interstate Park. *Cornwallis' Headquarters* (c. 1750), 1/8 mile north of Alpine Ferry on Shore Trail, Alpine; furnished in Colonial style by State Federation of Women's Clubs; open daily in spring and summer, week ends only fall and winter.

POLO: Pegasus Polo Club, Rockleigh; indoor polo November to May, Wednesdays and Saturdays at 8:30 P.M.; outdoor games at Rockleigh and Oradell during summer, Sundays at 3:30. College and club teams scheduled.

RIDING: *Closter:* Oliver's Riding Stables, Old Dock Road. *Fair Lawn:* Radburn Riding Academy, Fair Lawn Avenue. *Hobokus Twp.:* Cow Town Ranch, Campgaw Road between Darlington and Fardale roads. *Midland Park:* Stonewall Farm Riding Academy, Park Avenue. *Montvale:* Oak Run Stables, Spring Valley Road near Grand Avenue. *Oradell:* Central Riding Club, Grant Avenue; Platt's Riding Stables, Soldier Hill Road and Summit Avenue. *Paramus:* Blue Ridge Stables, 90 Spring Valley Road; Rockingham Riding Academy, Forest Avenue near Spring Valley Road. *Rockleigh:* Pegasus Riding Academy, Rockleigh Avenue. *Washington:* Mar-Bel Stables, Ridgewood Road near Pine Lake entrance; Bighorn Riding Academy, Linwood and Highland avenues.

SKATING: *Roller Skating:* Rinks open daily 7:30-11 P.M.; matinees Saturdays, Sundays and holidays, 2 or 2:30-5 P.M. Paramus Roller Skating Rink, Route 2 north of Midland Avenue, Paramus; Leonia Roller Skating Rink Inc., 373 Broad Avenue, Leonia (no Saturday matinees).

Ice Skating: Ponds and streams throughout county; River Vale Ice Arena, River Vale Road, River Vale.

SWIMMING: *Allendale:* Crestwood Lake, W. Crestwood Avenue; San Jacinto Club, Brookside and W. Crescent avenues. *Dumont:* Dumont Natatorium, 16 S. Washington Avenue. *Fair Lawn:* Fair Lawn Bathing Beach, River Road near Paterson boundary. *Fort Lee:* Palisades Amusement Park Pool, 780 Palisade Avenue; Shadow Lake Beach Club, Old Mill Road. *Garfield:* Y.M.C.A., 29 Outwater Lane (members only). *Hackensack:* Hackensack Swimming Pool, River Road north of Anderson Avenue; Maple Springs Beach, Hackensack Avenue near Route 4; Oritani Club Pool, River Road (members only); Y.M.C.A., 360 Main Street (members only); Y.M.H.A., 211 Essex Street (members only); Y.W.C.A., 360 Main Street (members only). *Hillsdale:* Pascack Valley Pool, Piermont Avenue and Cedar Lane. *Hobokus Twp.:* Hopkins Lake, Fardale and Wyckoff avenues; Sunset Lake, Island Road. *Lyndhurst:* Municipal pool, River Road and Court Avenue. *Oakland:* Kutik's White Birch Grove, Oakland Avenue near Bailey Avenue; Miller's Park Pool, Oakland Avenue north of Ponds Road; Moog's Riverside Rest, West Oakland Avenue near Ramapo River bridge; Oakland Beach, Beach Street and Oakland Avenue; Oakland Chalet, Oakland Avenue; Ramapo Pleasure Land, both sides of Ramapo River near intersection of Oakland and Ramapo avenues; Sandy Beach, Spruce Street and Oakland Avenue; West Oakland Grove, Ramapo River (across Ramapo River bridge) paralleling West Oakland Avenue. *Old Tappan:* Lake Idlewild, Orangeburgh Road near Old Tappan Road; Northern Valley Pool, Orangeburgh Road; Supply Pool, Orangeburgh Road North near Old Tappan Road. *Palisades Interstate Park:* Bloomer's Beach (Englewood Ferry), Ross Dock Camp Colony (for campers only), Alpine Bathing Beach, north of Alpine-Yonkers Ferry. *Paramus:* Paramus Bathing Beach, Paramus Road and Grove Street; Ridgewood Country Club, Midland Avenue (members only). *Ridgewood:* Graydon Pool, Linwood Avenue (residents only). *Rochelle Park:* Arcola Swimming Pool, Passaic Street. *Upper Saddle River:* Anona Park Club Pool, W. Saddle River Road (members only). *Waldwick:* Municipal pool, Prospect Avenue. *Washington:* Pine Lake, Pascack and Ridgewood Roads.

TENNIS: Courts in every community. Numerous tournaments

sponsored by private tennis clubs, including the closed championships at the court of the Leonia Tennis Club.

TRACK: St. Mary's Athletic Association of Dumont (A.A.U.) sponsors meets at Dumont Athletic Field during summer. High school meets during school season.

Chronology

- 1609 Sept. 12. Henry Hudson sails the *Half Moon* up Hudson River.
- 1618 Dutch East India Company establishes a trading post called Bergen in what is now Jersey City.
- 1630 July 12. Grant on west side of Hudson made to Michael Pauw.
- 1638 Sarah Kierstede receives grant of 2,120 acres along Overpeck Creek.
- 1641 Small fort and trading depot built at junction of Hackensack River and Overpeck Creek.
- 1643 Indian uprising sweeps settlers out of territory west of the Hudson.
- 1658 Trading post opens under Palisades.
- 1664 New Netherland conquered by English.
- 1668 Capt. William Sanford acquires for Nathaniel Kingsland 15,308 acres between Hackensack and Passaic rivers.
- 1675 County courts established by assembly.
- 1677 David des Marest settles on east bank of Hackensack River.
- 1683 Counties of Bergen, Essex, Middlesex and Monmouth created by assembly; road boards set up.
- 1686 Dutch Reformed Church (on-the-Green) organized at Hackensack.
- 1696 First Church-on-the-Green built.
- 1704 First Lutheran services held in barn near Hackensack. Commissioners of Highways appointed to lay out roads.
- 1710 Boundary lines reset and Hackensack made county seat.
- 1715 May 19. Board of Freeholders provides for building jail and courthouse on Hackensack Green.
- 1719 Vein of copper discovered in what is now North Arlington.
- 1730 First known school established at Paramus.
- 1761 Freeholders appropriate first sum for bridge building.
- 1768 First stagecoach operated from New Bridge, above Hackensack, to Powles Hook (Jersey City).

- 1769 Washington Academy opened in Hackensack.
- 1774 June 25. Committee of Correspondence formed.
- 1775 Militia and Minute Men organized at Hackensack.
Wampum factory established at Park Ridge by John Campbell.
- 1776 May 15. "His Majesty's Justices and Freeholders" hold last meeting in Hackensack.
Nov. Washington retreats through county.
- 1777 Sept. Aaron Burr attacks British force at Arcola.
- 1778 British massacre Americans at River Vale.
- 1780 British and Hessians burn courthouse; county seat moved to Yaughpaugh (Oakland).
- 1787 Cotton mill established at Waldwick by John Rosencrantz
- 1790 Population 12,601.
- 1797 First Methodist Episcopal church organized at Waldwick.
- 1800 Strawberry patches developed for New York market.
Population 15,156.
- 1802 Nov. 30. Bergen Turnpike Company receives first road charter in county.
- 1804 Nov. Bank established at Powles Hook (Jersey City).
- 1810 Population 16,603.
- 1812 Cornelius Wortendyke opens wool-carding mill at Midland Park.
- 1818 Bergen County Medical Society established.
- 1820 Population 18,178.
Townships authorized to levy taxes to educate "such children as are paupers."
- 1825 Washington Bank established in Hackensack.
- 1830 Population 22,414.
Hackensack has 150 dwellings and 1,000 inhabitants.
- 1832 Paterson and Hudson River (horse) Railroad begins operating
Cholera epidemic takes many lives.
First Presbyterian Church of Hackensack organized.
- 1834 New Jersey and New York legislatures name commission to study bridging of Hudson River.
- 1835 First steam locomotive, the *MacNeil*, is run on the tracks of the Paterson and Hudson River Railroad.
- 1837 Feb. 7. Passaic County separates.
- 1840 Feb. Hudson County separates; population of Bergen County reduced to 9,450.
- 1845 Lodi Congregational Church organized.
- 1846 School superintendents replace municipal school committees.

- 1849 May. Bergen County Mutual Fire Insurance Company organized.
- 1850 Population 14,708; Negro slaves number 41.
U. S. Census reveals 1,128 farms with 493 employees and 80,494 improved acres.
Baptists erect Fairview church at English Neighborhood.
- 1852 Episcopalians hold first services in Fort Lee.
May 12. Bergen County Board of Chosen Freeholders passes first appropriation for "supporting the poor," \$2,500.
- 1854 First suburban real estate development started at Rutherford Park (Carlstadt).
- 1855 Lodi Chemical Works constructed by Robert Rennie.
Roman Catholics incorporate Church of St. Francis de Sales at Lodi.
- 1856 July. Bergen County farmers are clearing large sums on strawberry fields.
- 1857 Pearls found in Bergen brooks, but the rush soon abates.
- 1858 December. Bergen County Agricultural Society organized.
- 1859 December. Township school superintendents report "a most melancholy state of things."
- 1860 Population 21,618.
Bergen County votes for Breckenridge, the Southern Democrat, in preference to Lincoln or Douglas.
Census shows value of farms to have doubled during the decade to \$11,834,825, plus \$340,845 for machinery and implements, while value of garden produce has more than tripled to \$295,540.
- 1861 Bergen County opposes Lincoln administration as war is declared.
- 1863 New Jersey permits incorporation of New York and New Jersey Bridge Commission, to build a span across Hudson River, preferably at Fort Lee; New York disapproves.
- 1867 Alexander Cass appointed first Superintendent of Public Instruction.
- 1868 Purchasers paying as high as \$500 an acre for property which before the Civil War cost \$50.
- 1869 Water mains are introduced in Hackensack.
- 1870 Population 31,033.
First library opens in Hackensack.
- 1871 State law making all public schools free spurs townships into providing adequate facilities.
David Ackerson Pell elected first Republican sheriff.

- 1872 March. First passenger train is run over the Erie Railroad line between Hackensack and Paterson.
June. Bergen County Historical Society organized.
First brick yard established at Little Ferry.
- 1873 Ridgfield Park (West Shore) Railroad starts operating.
County School Superintendent Edgar Vreeland establishes first kindergarten.
- 1875 Colorado potato bug begins a two-year attack on potato crop.
Mrs. Henry B. Stanton and Susan B. Anthony are refused votes at Tenafly polls.
- 1879 October. Bergen County Agricultural Association sponsors its first fair at Ho-Ho-Kus.
- 1880 Population 36,786.
First telegraph lines erected.
First manual training courses offered by the Garfield school
- 1882 Englewood Electric Company introduces electricity.
Telephone exchange set up in Hackensack by Domestic Telephone Company.
Sept. Entire valley between Hohokus and Ridgewood flooded with water several feet deep.
First Negro church organized at Ridgewood.
- 1887 Oritani Field Club established in Hackensack to foster athletics.
- 1888 May. Hackensack Hospital opens, followed a week later by Englewood Hospital.
- 1889 Dec. 2. Freeholders assume control of highways in county.
- 1890 Population 47,226.
Hundreds of acres, principally near Hackensack, are cut up into building lots.
- 1891 Feb. 3. American Federation of Labor issues charter to Hackensack Local 265.
- 1893 Golf course laid out by Ho-Ho-Kus Club.
- 1894 Borough Act leads to creation of numerous municipalities.
- 1895 June 5. *Bergen Evening Record* begins publication.
July 14. Cherry Hill, Hackensack, devastated by tornado.
- 1899 Small utilities merge into the Gas and Electric Company of Bergen County.
Bergen County Traction Company completes its trolley route from Fort Lee to Bogota.
County valuations reach \$42,391,770, an increase of almost 100 percent in five years.
- 1900 Population 78,441, a gain of 66 percent in 10 years.
- 1900-02 Seventh Day Adventists organize.

- 1901 Synagogue built at Englewood.
Nov. 9. First trolley cars run through Hackensack.
Garfield Russian Orthodox Greek Catholic Church incorporated.
Christian Science Church established at Englewood.
- 1902 Lodi has five-week strike of dye-house employees.
- 1905 Public Service Corporation of New Jersey absorbs Gas and Electric Company of Bergen County.
- 1907 Cinema producing companies begin operating in the Fort Lee area.
The Great Train Robbery, first story picture ever made, is filmed at Fort Lee.
- 1909 April. Mary Pickford makes screen debut at Fort Lee.
July. First bus runs between Paterson and Ridgewood.
Frank W. Goodale flies dirigible from Palisades Amusement Park to Times Square and back.
First moving picture theatre, the "Bijou," opens in Hackensack.
- 1910 Population 138,002.
- 1911 County valuations soar to \$109,634,724.
Edgewater Tapestry Works open and make tapestries for numerous museums and individuals.
- 1912 New \$1,000,000 courthouse completed in Hackensack.
- 1914 Mosquito Extermination Commission created.
- 1915 Sept. 2. Seven-man Board of Freeholders declared legal after referenda and court actions.
November. Road toll system abolished.
- 1916 First building for county isolation hospital (Bergen Pines) erected in Paramus.
- 1917 Jan. 11. Fire and explosion, resulting from sabotage by German spies, wrecks plant of Canadian Car and Foundry Company at Kingsland (Lyndhurst).
June 14. A total of 15,983 war service registrants found tentatively eligible.
War Department establishes Camp Merritt in Dumont and Cresskill, from which 478,566 left for Europe.
- 1920 Population 210,703, a gain of 76 percent during the decade.
- 1921 Bergen County Police Department organized by Freeholders.
- 1922 Prosecutor Archibald Hart asks Freeholders for \$100,000 to suppress sale of illegal liquor.
Bergen County Federation of Garden Clubs formed.

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- 1925 Legislation passed for construction of George Washington Bridge.
- 1926 Woolen plants in Garfield and dye houses in Lodi closed by strike.
- 1927 Bergen County Chamber of Commerce founded.
Sept. 21. Ground broken at Fort Lee for George Washington Bridge.
- 1929 Oct. Bergen County real estate boom crashes.
- 1930 Population 364,977, a gain of 73 percent during the decade.
- 1931 Oct. George Washington Bridge opens for traffic.
- 1933 Four-story Administrative Building erected adjoining the courthouse.
- 1935 FHA building boom gets under way.
Harry C. Harper establishes first (now Packard-Bamberger) supermarket.
- 1938 WPA-constructed municipal bus terminal completed at Hackensack.
Aug. 5. Last trolley car runs between Paterson and Edgewater.
County Planning Board issues first complete zoning survey.
- 1939 Eastern Bergen County Labor Industrial Council formed.
Bergen County has more than 30 percent of mortgage insurance applications and greatest number of commitments made in all New Jersey.
Tercentenary of Hackensack Valley is celebrated.
Steuben House at New Bridge dedicated as historical shrine.
- 1940 Population 409,646.

Selected Bibliography

The following list does not include a number of standard reference works such as histories of art, biographical and genealogical cyclopedias and the various publications of the New Jersey Historical Society; nor does it contain works treating very specialized aspects of the whole State, such as its geology or constitutional history, nor broader treatments such as the Colonial history of the Middle Atlantic States.

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