



ALLENDALE HISTORY AND HERITAGE

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No. 1

NEXT MEETING: Monday, October 2, 1978, 8:30 p.m. PLEASE NOTE NEW ADDRESS OF MEETING PLACE. We will be meeting in the Council Room of the new Allendale Municipal Building on Crescent Avenue. The Council Room is on the second floor.

PROGRAM: "The Hermitage Revisited," a slide presentation by Mr. and Mrs. Gardiner Fetter. Three years ago, Mr. and Mrs. Fetter presented a program about our fascinating Ho-Ho-Kus neighbor, The Hermitage, and everyone who saw it enjoyed learning about the past, present, and future of this important part of history. We all especially enjoyed Mr. and Mrs. Fetter's enthusiastic and charming presentation of the story of the Hermitage. By popular demand, the Fetters have agreed to present another program for us, complete with new slides and an update on the Hermitage restoration.

NEWS AND VIEWS: This is the time of the year when we are all busily marking upcoming dates to remember on our calendars, and while you're updating yours, don't forget to jot down the dates of our meetings for the coming year: October 2, December 4, March 5, and May 7. All meetings are on Monday nights, all are held at the Municipal Building (unless otherwise noted), and all begin at 8:30 p.m. Members, friends, and the public are always welcome at our meetings.

In view of the success of our sponsorship of "The Mikado" by the Ridgewood Gilbert and Sullivan Opera Company last spring, we are considering sponsoring another production by the same company next spring. In order to do this, we need volunteers to help with the organization and promotion of this event for our Society. The second time around will be somewhat easier due to the fact that all those who worked on the event last spring kept detailed notes and wrote reports on the procedures they followed. If you would be interested in helping, please contact Marian Strangfeld.

We are hoping to present, for one of our upcoming meeting programs, a panel of long-time or early Allendale residents to reminisce about times gone by in Allendale. If you would be interested in participating on the panel, or if you know of someone who would be interested, please call Jeanne Cotz.

FROM OUR MAILBOX.....

from Raymond P. Arlt, Santa Barbara, California (May 1978):

....I received yesterday a copy of the April issue of "Allendale History and Heritage" that completely fascinated me as it mentioned so many dear old friends of bygone years. Words fail me to say how

much I enjoyed reading about Allendale where my children and I spent so many formative years. I am now 83 years old.

One outstanding event comes to mind as Herbert Winter, John Borger and I stood on the steps of the Allendale Post Office which was part of the Winter Brothers store on September 19, 1917 to depart for Camp Dix, New Jersey to become part of Battery c, 308 Field Artillery, 153rd Brigade, 78th Division, New Jersey's Own Lightning Division. We saw much action together in France on the defensive zone along the Suippes River, then offensive to the Moselle River near Pont a Mousson, then North East through Saint Michel, the Meuse Argonne at Apremont, Grand Pre (where we met stiff resistance), Verdun and were near Sedan when the Armistice was signed. Late that afternoon we were relieved by another division, and we travelled back to Verdun near the ruins of Fort Duamont, then back to the little farming village of St. Germaine where we remained until a surprise order was received in early May 1919 that three Italian passenger liners were largely available if we could reach the Mediterranean within three days. We had to dispose of 350 horses and large amounts of heavy equipment but we entrained at Dijon the next day. We returned in calm weather 3 months ahead of schedule and as we passed Gibraltar we were serenaded by the shore batteries. We arrived in lower New York Bay about 7:00 a.m. on May 14th where some fire boats with streams galore met us. As we passed the Statue of Liberty there were very few dry eyes. We docked at the Italian Line pier in mid New York City and ferried back to the Pennsylvania Railroad which brought us back to Camp Dix. We three were most fortunate to return without harm. The next day my mother and future wife, Felicitas Marie Weiss of Ramsey came to Camp Dix for a happy reunion....

from Mary Monaghan, Parker, Colorado (May 1978):

A short time ago, Marian Critchley sent me the April "Allendale History and Heritage." I so thoroughly enjoyed every word of it that now I'd like for us to become members... We lived on Brookside Avenue (#262--called the old Burtis House) from February 1951 to December 1966. Although the next 10 years in Mahwah until we came to Colorado were pleasurable, indeed, it was nice to be near enough to work and play in Allendale. Our new life style in Colorado is pleasant and interesting, too, but to me my most favorite and happiest home--and that goes for childhood years, too--was in Allendale. We've always been glad our two children grew up there in such a friendly town. Now they are grown, married, and scattered geographically--one in Colorado, one in Ontario, Canada (by way of Michigan)--but they also often reminisce of their young years in "good old Allendale." Our best wishes for the continued success of the Allendale Historical Society.

from Emmy and George Price, Pompano Beach, Florida (May 1978):

We so enjoy the news of Allendale and the goings on of the Society. We are happily situated in our mobile home and enjoy the company of our many friends and neighbors, somehow managing to keep busy... We are both enjoying good health and hope everyone up there is doing the same.

"FIRST FAMILIES" OF ALLENDALE...Notes on early residents of Allendale
Compiled by Pat Wardell

Abbott, Alonzo.

Allendale Borough Councilman in 1919.

Abbott, John N.

General Passenger Agent of the Erie Railroad circa 1877-1878.

He spent summers in Allendale including the summer of 1878, during which he stayed at both the Reading House and boarded at Peter G. Powell's.

Abbott, Rev. William P.

Son-in-law of O.H.P. Archer; he died in December 1878 after being married only eight months.

Ackerman, Aaron Cuyper.

Born about 1790, died in 1871. He married Hester Sharp and they had children: Aaron Ackerman (b. 1814), John A. Ackerman (b. 1825), James Alfred Ackerman (b. 1827), Morris Sharp Ackerman, and Tiny Ackerman. He owned property in the vicinity of the present Allendale-Waldwick border along Franklin Turnpike. He was one of those who signed a Franklin Township petition dated January 1811 applying for a road vacation (discontinuance of a road) called "The Shunpike," described as follows: "the road desired vacated runs over the lands of... Aaron Ackerman." An interesting event occurred on his farm in June 1861: while plowing his land, he discovered a stash of pewter pieces presumed to have buried on the farm during Revolutionary times (probably to prevent them from being converted into bullets). According to the Paterson Daily Guardian of June 8, 1861, plowed up were "a dozen pewter plates and two large Turkey dishes also of pewter. They were packed one within the other so that they were only corroded around the edges." Another newspaper account described the find as "a very large bowl that had been torn by the plow, two large platters underneath the bowl, and still lower eight smaller plates, all made of pewter, and all arranged in the earth upside down." Searching his memory, Mr. Ackerman recalled being told many years earlier by a Mr. Folly that such things had been buried on his farm by someone who had entered into service as a soldier and never returned.

Ackerman, Aaron.

Son of Aaron Cuyper Ackerman and Hester Sharp. He was born December 30, 1814 and died October 15, 1889. He married twice: first, on November 13, 1836, Margaret Hopper, and second, in December 1872 at Waldwick, Elizabeth Hopper. Aaron Ackerman and his first wife, Margaret, had children: Morris S. Ackerman (b. 1839), John H. Ackerman (b. 1842), Aaron Cooper Ackerman (b. 1848), Hester Lozena Ackerman (b. abt. 1837), Benjamin G. Ackerman, Rachel L. Ackerman (b. abt. 1846), Elizabeth Ackerman, Mary Ackerman, Albert James Ackerman, and William H. Ackerman.

Ackerman, Abraham G.

Son of Gilbert Ackerman and Rachel DeGarmo. He was born in 1807 and married, on October 29, 1831 at Wyckoff, Catherine Vanderbeek, the daughter of Richard I. Vanderbeek and Margaret Goetschius. They had children: Lavinia Ackerman (b. 1834), Richard Vanderbeek Ackerman (b. 1837), Garret Ackerman (b. 1841), Margaret Jane Ackerman (b. 1845), Mary A. Ackerman (b. 1846), John H. Ackerman (b. 1848), and twins, Rachel J. Ackerman and Margaret Jane Ackerman (b. 1854). The family lived in the house at 116 West Crescent Avenue. One historical account mentions that Abraham

started the general store business that his son, Richard Vanderbeek Ackerman ran until early in the 20th century. In January of 1857, the family suffered a disastrous setback when their entire home and everything in it was destroyed by fire. Fortunately, no lives were lost, and neighbors welcomed the family into their homes until the house could be rebuilt.

Ackerman, Andrew Hopper.

Son of John G. Ackerman. Born August 11, 1835, died in 1897. He married, on Nov. 10, 1858, Jemima Ramsey, daughter of David P. Ramsey and Rachel Bogert. They had children: John Ackerman (b. 1860), David Ramsey Ackerman (b. 1863), and Myra Ackerman (b. 1871). He was known as "Hop" Ackerman.

Ackerman, Benjamin G.

Son of Aaron Ackerman and Margaret Hopper. He was born about 1850. He and his wife, Nellie, had a son: Charles Ackerman, b. about 1872. He was a fire insurance agent and lived on Franklin Turnpike between present day Orchard Street and Elmwood Avenue.

Ackerman, Garret A.

Son of Abram Ackerman, he was born May 26, 1769 and died Nov. 1, 1855. He married, on June 23, 1790, Charity Hopper, daughter of Jan J. Hopper. They had children: Maria Ackerman (b. 1791), John G. Ackerman (b. 1794), Abram Ackerman (b. 1796), Jannitje Ackerman (b. 1798), Andreas Ackerman (b. 1800), Hendrik Ackerman (b. 1806), Antje Ackerman (b. 1808), Garret Ackerman (b. 1811), and Charity Ackerman (b. 1819). He was called "Big Hat" to differentiate him from his son, Garret G. Ackerman, who was called "Little Hat." The nickname evolved from "Gat" a contraction of "Garret." Although he appears to have lived in present-day Saddle River, he apparently owned land within or near Allendale's present-day boundaries: his lands were often cited in deeds as boundaries.

Ackerman, Garret G.

Son of Garret Ackerman and Maria Holdrum. Born October 14, 1810, died October 4, 1870. He married twice: first, in 1839 at Saddle River, Ann Coleman, and they had one child, William G. Ackerman (b. 1851). He married, second, at New Prospect (Waldwick), on November 13, 1851, Maria Powell. They had children: Henry P. Ackerman, Garret G. Ackerman (b. 1857), and John Ackerman (b. 1861).

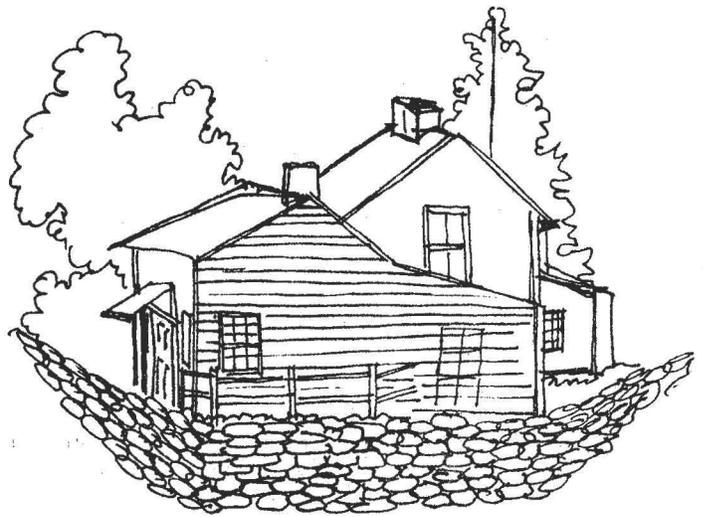
Ackerman, James Alfred.

Son of Aaron Cuyper Ackerman and Hester Sharp. Born September 10, 1827, died January 29, 1907. He married Rosa Estelle Hopper, daughter of Abraham Hopper and Sarah Van Blarcom. They had children: John Ackerman (b. 1859) and Hester Sharp Ackerman (b. 1863). He was commonly known as "Alfred Ackerman." He first attended school in Allendale, and later taught school in Allendale for at least 13 years (between 1875-1888) and possibly longer. He also taught school in Oradell circa 1888. He owned property, probably inherited from his father, along Franklin Turnpike close to the Waldwick border. In 1874, he had an unsettling experience when, while attempting to cross the railroad tracks at Allendale with his horse and buggy, he was hit by a freight train. The horse escaped, but the buggy was knocked to splinters, and Mr. Ackerman fell onto the train's cow-catcher, where he clung for dear life until the train finally stopped at the Ho-Ho-Kus depot where he was rescued. Although he was in shock, and badly bruised, he miraculously escaped severe injury.

(to be continued next issue)

'VANISHING ALLENDALIA'.....Here Today, Gone Tomorrow Dept.

The old toll gate house stood on the south corner of the Franklin Turnpike-Crescent Avenue intersection. The house was probably built in the first decade of the 19th century, at the time Franklin Turnpike was chartered as a toll road. Stage coach lines ran along this route as early as 1803 when they left Hoboken every Sunday, Tuesday, and Thursday at 3 p.m. and ran through Hackensack, Goshen, Wardsbridge, Kingston, Catskill, and Coxsack to Albany. Overnight stops were made at Hackensack, Goshen, and Kingston, and the fare was \$8.00. By 1827 stages left New York daily, and the trip to Albany was made in two days. The site of the toll gate in present-day Allendale is clearly shown on I. H. Eddy's "Map of the Country Thirty Miles Around (New York), 1812," on which the road is labelled "New Prospect-N. Goshen Turnpike." The toll house served as a home (Harman Smith and his family lived here in 1835), a tavern (Garret Oblenis kept a beer shop here in 1870), and by 1871 Mrs. Garret Storms was keeping a small variety store here. After the death of Ellen Storms, the last owner, the empty house was repeatedly vandalized and fell victim to a series of fires. In late 1933, the house was condemned and torn down.



* * * * *

When, on December 26, 1909, two buildings in Allendale were destroyed by fire, immediate action was taken to form a fire company. A general meeting was held on December 31, 1909 at Archer Hall and on January 24, 1911, the Constitution of the Allendale Fire Association was adopted by unanimous vote. On April 5, 1913 the corner stone of the new Fire House was laid at a ceremony attended by nearly every resident of Allendale.

Over the years, the Fire House also housed meetings of the Mayor and Council, Municipal Court, movies, plays, dances, pet shows, and graduation exercises. Ironically, the old Fire House was destroyed by fire on March 7, 1963.



Allendale Firehouse
c. 1935

ALLENDALE, NEW JERSEY--"THE PLACE IN WHICH TO LIVE"

by Frank Berdan

This brief, concise history of Allendale was written by Frank Berdan and was printed in a souvenir booklet celebrating the first anniversary of the Allendale Police Department in 1929. The booklet also contained the program for a presentation by the Allendale Players produced in honor of the occasion. Because the souvenir booklet is long out of print and, as far as we know, the short history has never been reprinted, we reprint it here for your enjoyment, just as it appeared in 1929.

Allendale is the gateway to the Ramapo Hills, to the west is the Ramapo Valley, to the east is the beautiful Saddle River Valley and from our northern hills is obtained a splendid view of the skyscrapers of New York City, as well as the new Hudson River Bridge, which will be opened in 1932. The average elevation is 300 feet above sea level, most of its principal streets have been improved with curbs and walks. Water and gas mains run through practically every street in the town and its Road and Park system is unsurpassed by any municipality in Northern New Jersey. Fire hydrants are located throughout the entire community, being spaced about 500 feet apart. All new buildings are erected in conformity with an excellent building code and the entire municipality is protected by a model Zoning Ordinance. There are fine modern stores for every need of the home. Its business center is a concrete roadway, 70 feet in width, which provides ample space for parking and is artistically lighted at night. There are three churches: Episcopal, Catholic, and Methodist; excellent school facilities, a modern bank, Building and Loan Association, new Post Office, Public Library and unsurpassed recreational and bathing facilities. Its population exceeds 2,000, it is located 24 miles from New York City on the main line of the Erie Railroad and less than 20 miles from the metropolis by automobile. It has the Borough form of government and its administrative activities are directed by a progressive Mayor and Council.

Allendale is a town of homes for the busy city worker, free from industrial activity, in other words, a residential town.

THE INDIANS

In the rush and busy activities of our day, it is hard to realize that our properties were once the hunting grounds and village sites of the Indians, erroneously referred to so often as savages. When the white men came to our shores they found the country in undisputed possession of the Indian. Where he came from is a subject of great interest and much speculation to the anthropologist. His almond eyes, straight black hair and high cheek bones are physical characteristics of the native of eastern Asia, yet a mighty ocean separated him from those whom he so closely resembled.

The aborigines of our locality came from Algonquin stock. Being very proud of their ancestry they usually referred to themselves as "Lenni Lenape"; meaning "original people." How populous they were is open to conjecture; some of the older authorities placing the number near ten thousand within the present state of New Jersey. This estimate is probably too high. Most students of the Indian agree that his number never exceeded 2,500 at any one

time within the state. From an examination of old maps, there were probably more Indian villages in old Bergen County (which comprised a great deal more territory than the Bergen County of our day) than in any given area in the northern part of the state.

The Indians of our locality belonged to the Delaware nation and were subdivided into various tribes and many of the towns in our vicinity, with which you are familiar, derived their names from the tribe of that particular locality. Probably most of the "Redmen" who roamed, hunted and fished over the territory now known as Allendale belonged to the Pomptons, Tappans and Hacki Saks.

These Indians were not of a warlike nature, but tilled the soil, hunted and fished and proved of great assistance to the early settlers by teaching them many things about agriculture, as adapted to this land and climate. One of the most prominent chiefs who was noted for his friendship and help to the settlers was Oritani of the Hacki Saks. He was a great leader of his people and the sale of many of the large tracts of land, east of the Hackensack River, to the white men were negotiated by him. He is said to have reached the century mark; living, presumably, from 1577 to 1677.

There were, however, occasions when the Indians took to the war-path, these being principally due to the encroachment of the whites. One of these early attacks occurred on September 15, 1665, when our Indians crossed the Hudson in their canoes and commenced hostilities against the settlers at New York.

Our Indians were not of the nomadic type, which probably accounts for the large number of permanent camp sites in our vicinity. The writer has discovered several within our town limits; and from the number of spears and arrow points he has found, this locality was undoubtedly a favorite hunting ground for the Indian, while our brooks, which abounded with fish, provided him with some of his chief articles of food.

There is much that might be told about the Indians who roamed over our present Borough, but this sketch must, of necessity, be brief. There is one fact that should be related, however. In 1916 the site of a wampum factory was discovered just over the southwestern limits of our borough and thousands of pieces of wampum were found. Wampum, or se-wan as the Indians called it, was recognized as their medium of exchange and was valued by them for its beauty and art of manufacture. Wampum is a cylindrical tube about one-half inch in length and slightly thinner than a straw. The tubes or beads were made of the white, blue, and purple parts of clam shells. The clam occurs only on our Atlantic seaboard and wampum has been found far inland, proving the extensiveness of its use. The white wampum had the lowest value, the blue was more valuable and the purple was highly prized. A few white settlers soon learned that with their modern tools they could manufacture wampum much faster than the Indian with his crude implements, with the result that they became rich through trading wampum for the furs, skins, fats and grain of the Indian. After extensive search, it was found that this factory was owned by a Dutchman names Johannes Stolz about 1720. There are no descendants of this family in this locality and it is believed that the family accompanied the Indians when they left New Jersey, never to return. The manufacture of wampum was abandoned in our locality in comparatively recent years for it was made in Franklin Township as late as 1860. The manufacture was conducted by white women, their product being sold to the Indians in the then far west.

GENEALOGY OF ALLENDALE

Within a few years after the discovery of the Hudson River by Hendrick Hudson in 1609, the Dutch erected a fort on the southern end of Manhattan Island. By 1623 this fortification was surrounded by a thriving village, known as New Amsterdam, under the governorship of Peter Minuit. The Dutch not only included Manhattan in their province, but also western Long Island (Brooklyn), Staten Island and the Jersey shore. The colony continued to prosper and in 1634 the first Dutch settler crossed the Hudson and located in our present state, at what is now the Communipaw section. Settlement proceeded fairly rapid on our shore, due to the excellent agricultural conditions and while still under Dutch control, the colony was divided into four counties, of which Bergen was one. Some historians claim that Bergen County derived its name from the city of Bergen in Norway, but this is probably incorrect, for Bergen in a Dutch word meaning "the hills." It may be of interest in passing to note that only two of the present twenty-one counties in our state have names of Dutch origin; namely Bergen and Cape May, the latter being named after the famous Dutch navigator, Cornelius J. May.

Bergen County at that time extended from Constable Hook to the New York state line and from the Hackensack River to the Hudson River on the east. During the governorship of Peter Stuyvesant the colonists requested a voice in the government but this, Stuyvesant, who was somewhat of a tyrant, would not grant. Meanwhile, the English set up a claim to the settlement, and in 1664, an English fleet appeared in the harbor and took possession. They changed the name to New York and continued to hold the colony as an English settlement until the Revolution, with the exception of a 15 months' period when the Dutch recaptured the colony in 1673.

(to be continued next issue)

New Members

Mr. William Anton of River Edge
Mr. Raymond P. Arlt of California
Mr. & Mrs. Raymond W. Arlt of California
Mr. & Mrs. Robert McDowell of Allendale
Mr. & Mrs. J. B. Monghan of Colorado
Mr. & Mrs. John Tillinghast of Allendale
Mrs. Bayard Webster of Allendale
Mrs. Elizabeth Wheatley of Ho-Ho-Kus
Dr. & Mrs. Robert White of California

Accessions

Photograph of the old trolley at Allendale Station circa 1910 donated by Mrs. Francis J. Feeley.

"The Celery Farm: Its Natural History," an 11-page report prepared by (and donated by) Darryl F. Caputo, Seymour D. Goodman, Kathryn H. Sjolander, Stiles Thomas, and Martha Webster.

"The Arlt Family History," 5 page genealogy donated by Raymond P. Arlt.

Allendale Historical Society
P.O. Box 294, Allendale, N.J. 07401

Membership Categories: (Annual Dues)

Family Membership.....\$5.00
Individual Membership.....\$3.00

Dues are not required, but are voluntary for those members over 65.

New members are always welcome; simply mail name, address and dues to above address.

Allendale History and Heritage is published four times a year in September, November, February, and April, and is mailed to members of the Allendale Historical Society.

Editor: Pat Wardell