

Newsletter of the
Bergen County Historical Society
In Bergen's Attic

As we approach the first anniversary of the April flood, I can report that

President's Message events are progressing positively. The flood event forced everyone involved to reexamine our priorities at HNBL and rethink the time frame for implementing our goals. Suddenly the 5-10 year plan for a museum building was no longer adequate. Our collections were not safe at the state-owned Steuben House and could not go back. HNBL Commissioner Mike Trepicchio, Vice Chairwoman Mary Donohue, Past Presidents Kevin Wright and Tim Adriance, Jim Bellis, representing the Blauvelt-Demarest Foundation, and myself, among others, have been working hard to explore our options to find a safe home for the BCHS collections (4,000 objects!) I hope to be able talk about a way forward very soon; it is a very exciting, if challenging time for BCHS.

With a little help from our friends...

We face other important challenges with timely help. I'd like to thank Anita DiGiulio, Fairlawn, with helping to update our insurance policies and Jane Willis, Tenafly, with appraising our collection. Diligently pursuing the FEMA collections stabilization application for the past 8 months, I am

finally seeing a bright light at the end of the tunnel and have been told by FEMA that we will receive the full amount of our application for stabilization assistance for the drowned collections. A colossal thank you to Congressman



Flora in her Chariot by Margaret Van Wagoner, 1824

Rothman, Alixon Collazos, Senator Weinberg and Debbie Francica for facilitating our application. And to the many folks at FEMA who have a genuine interest in our plight. The FEMA funds will go on to be allotted to us by the DEP...coming full circle. We have a conservator working on several items where we just couldn't wait to see if we would receive help.

Thank you for being a member and for all the important contributions of time and treasure. Please keep us in mind!

The fun part is seeing our friends making Bergen County history available to the public:

- Janet Strom, Denise & Elizabeth Piccino, Kevin Wright and myself were able to track down an 1824 watercolor by Margaret Van Wagoner in a Hackensack Valley matchstick-reeded

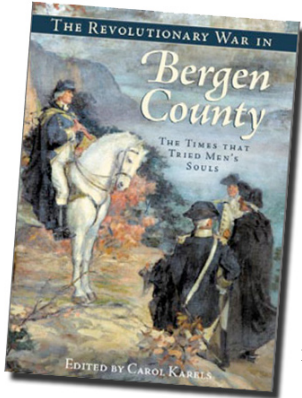
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Revolutionary War Book Benefits BCHS

by Carol Karels



A new book on the Revolutionary War in Bergen County was published by The History Press in October 2007. Entitled *The Revolutionary War in Bergen County: The Times That Tried Men's Souls*, the book is a collection of twenty-two essays and sixty photos contributed by nineteen Bergen County historians, including past BCHS presidents **John Spring, Robert Griffin, Todd Braisted and Kevin Wright**. Other essay contributors include **Dr. Henry Bischoff, Kevin Tremble, Marvin Kitman, Carol Greene, Arnold Brown, Donald Londaul-Smith, Tom Meyers, Barbara Marchant, Eric Nelsen, Arthur Aranda, Joan Dater, Steve Kelman, Ed Moderacki and John U. Rees**. Photographers included **Ira Lieblich, Carol Karels, Anthony Taranto, Jr. and Susan Braisted**.



Leonia borough historian **Carol Karels** is the editor. Among the subject matter covered are the British invasion of 1776, the Retreat, the Loyalist Perspective, W3R, the Black Loyalists, Hessian diaries, George Washington's expense account, New Bridge, Hudson River battles, the Baylor Massacre, George Washington's letters, and more. Profiles of Lafayette, Thomas Paine, Charles Lee, and Theodosia Prevost (the Hermitage) are also included.

Royalties from the sale of books in retail book stores and from the BCHS website benefit BCHS. The book was favorably reviewed by Jim Beckerman in the *Record* on November 25, 2007. The first edition sold out a month after publication. A second edition will be available in March 2007. The book sells for \$22.99. ❖

BCHS Member Garage Sale Fundraiser on June 7, 2008

by Barbara Marchant



Give us your tired-of-looking-at-them items which you no longer love! Okay, so Emma Lazarus said it a little differently and for another noble sentiment but for the BCHS, we are looking for a few (or many) good items which we can sell for our super garage sale on **Saturday, June 7** from 9:00 am to 4:00 pm at the Campbell-Christie House at Historic New Bridge Landing. All proceeds from the sale will be going to the BCHS. We will be accepting most items in good condition (except clothing, fabric covered items or items that take more than one person to carry). As you begin your spring cleaning, **please keep us in mind and consider giving at least one nice item that will make this a really successful fundraiser!** Your discarded items may become a happy addition for someone else's home and the sale will benefit the BCHS. A total win, win situation for everyone involved! We look forward to seeing you and your donation in the springtime on Saturday, June 7th! The Garage Sale is part of a town-wide event.

Please drop off your no longer loved treasures ahead of time at the Barn behind the Demarest House (1201 Main St, River Edge, NJ):

Saturdays: March 29, May 10 and 31 - 10:00 am to 12:00 noon

Sundays: May 4 and 25 - 12:00 noon to 4:00 pm

Fridays: June 6 - 5:00 pm to 8:00 pm

Please email contact BCHS@bergencounty.org if you can help any of the dates. ❖

Save the Date!

Next Train Stop – Historic New Bridge Landing

by HNBL Vice Chairwoman Mary Donohue



For approximately three years, the Historic New Bridge Landing Park Commission and the Borough of River Edge have been discussing with NJT officials the advisability of re-naming the NJT station at North Hackensack to Historic New Bridge Landing. The present name of the station is a misnomer – the station is located in River Edge – there is no place called “North Hackensack.” The Cherry Hill station was thus named in 1907 to remove unpleasant associations with the 1895 tornado which destroyed the “downtown” of the south end of River Edge – which was north of Hackensack. The station was named to identify the location of a natural disaster!

In addition to correcting this misnaming, the HNBLP Commission believes that there are other valid reasons to warrant the name change. Recently, Governor Corzine, aware that tourism is an important economic engine, established the NJ Historic Tourism Task Force in an effort to promote interest and tourism to New Jersey’s historic sites that were important contributions to the Revolutionary War. Tourism is the second largest industry in the state, concentrating at the present time on our beautiful beaches and the casino industries. Governor Corzine and the Task Force are desirous of promoting New Jersey’s important contributions to the American

Revolutionary War by enticing visitors from all over the nation – and indeed the world – to visit our State’s many interesting historic sites. After all, few are aware of the fact that more of the American Revolution was fought in New Jersey than in any of the other original Thirteen Colonies – including Virginia, Massachusetts and Pennsylvania, who have capitalized on their connections to our independence. New Jersey has not properly told the story of its very important role in the Revolutionary War.

The NJ Transit station whose name we would like to change, is located a very short distance from Historic New Bridge Landing and its historic past. Indeed, the NBLP Commission has seen plans that NJT has for its proposed new station at North Hackensack which included beautiful motifs of sailing ships on the façade of the building that would complement its proximity to the Hackensack River. The proposed new name, “Historic New Bridge Landing” Station, would not only correctly identify this stop on the Pascack Valley Line, but would make its passengers and visitors to the site aware that they are indeed on historic ground. Very close by is the “little bridge that saved the nation” – where Thomas Paine wrote during the despairing



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It's a Necessary

by BCHS Trustee Jack Goudsward



The Bergen County History takes great pride in its latest acquisition. This artifact is steeped in American history and folklore- it is the venerated Outhouse. The Outhouse came to America from Europe, where it was seen and used in both cities and towns. During its development, since most of the population was illiterate, a common signage was devised.

The woman's convenience would have had a crescent moon cut thought the door and the men's had a sun motif. These signs were not only directional but functional as well. They would let in just enough light to "conduct business" and help in ventilation. But as the men's privy "fell into disrepair", more people used the other house. By the time it came to this country the sun symbol was no longer used and was forgotten.

Coming to America the Outhouse became part of the cultural fabric of the nation and Bergen County. The "common one seat" unit was six feet six inches tall by five feet six inches wide and three feet deep, with a raised one foot five inch seat inside. All constructed of wood. The house was build with its door facing east to take full measure of the rising Sun in winter.

Over its long service the Outhouse was called by various names: Nussy, Necessary, Thunder Box, Crapper, Back House, Roosevelt or Monuments. Yes the WPA did build Outhouses; the plans reside in the National Archives. This convenience had other names of a more descriptive and colorful nature.

The Bergen County History Society Privy is the standard "common" unit with a "moon" cut into the door. The Outhouse was a gift from Bob Boas and transported to the site by Jim Millinchuk. It came from the estate of Henry W. Hoffman. It stood on the four-acre historic farm of Henry W. Hoffman. It is believed to be the original one built for the farm early on. For the most

part the Outhouse is original except for the door. That was replaced when the original one wore out from use. This example does have one unique feature-a window. The window is not present today but the replacement panel can be seen on the left side of the house. This is not unheard of. The historic record does tell of such features (personal communication.)

The Privy was so ingrained and loved in Bergen County that in 1959, when the Oakland Board of Health put forth a proposed ordinance to license all privies in town, met with opposition. Mr. Stephen Haff wrote an impassioned and heart felt letter to the Board denouncing this action.

His letter to the Board of Health follows:

"How can you? This proposal, apparently serious, to license privies at a \$5 annual fee is a blow at the fundamental rights of the American citizens and I don't see how you can deliver such a low blow at those rights".

"As I have sat contemplating the beauties of nature, through the crescent moon symmetrically carved in the door or lithographed on someone's calendar hanging below the crescent. I have reviled in delight of privacy, one of those rights enshrined in the American dream. What a rude awakening it would be to find, pasted across some beauty's most beauteous curves: 'This privy licensed to do business by permission of the Oakland Board of Health. Fee \$5 per annum'. Can it be that the crass desire to enlarge the borough's income is going to interfere with art in such fashion?- Perish the thought.

"At bottom", I presume the Board can find its determination to license such a functional apparatus, and I fear, in view of the most recent

decision permitting a Board of Health repetitive to invade a home without a search warrant on a hunt for rats, that the Supreme Court will not stand in the way of a diligent search of privies for evidence of use, even if the board representative has neither search warrant nor shovel. If this is what American democracy is coming to, no wonder a certain odor attaches those who claim the protection of the Constitution”!

“However I’d like to know if you gentlemen have considered certain questions in regard to this proposal to license privies. Is this fee to be a general one for any backyard telephone booth, or is it to be based on the cubic content, or capacity-and if the latter, how is it to be measured? Is the meek little one-



holer to be licensed at the same rate as its opulent three-holer neighbor, despite the latter’s greater ability to accumulate capital. Is this a license for content, for use, or for intent, or merely a general permit for the bank of deposit-one would like to know.”

“There are also some questions relating to statute law. Is there any rule that permits the board or its representatives to stop the use of this

device? Can the police interfere with natural functions? Is a constable empowered to build over the householder? Or will the new ordinance be so loosely applied, that only the ordinary bum will suffer, while the economic royal American, benefiting by his strong connections with the seats of the mighty, will escape”.

“Another angle should be considered there are certain homes in Oakland so located that the installation of cesspools or septic tanks has already been pronounced impossible. If the board insists upon it’s pound of flesh from the owners of such homes and they should be taken short in the pocketbook that they could not afford the fee- what then? Is the board prepared to face the civic stench resulting from such a situation , or would it hide behind the paper work entailed and ignore it”?

“It is my hope, gentlemen, that you will required those reasons seriously, from top to bottom-and that in the end you will display sufficient intestinal fortitude to digest this matter properly, and for the benefit of all the people. Rear up gentlemen, and eliminate this unfortunate un-American licensing of privies”! (*Wyckoff News*)

Sadly the last remaining Outhouse that sat on its original location in Oakland, New Jersey, was destroyed in 2006. This too fell victim to progress. (Heffernan). ❖

THE OUTHOUSE OF HISTORIC NEW BRIDGE LANDING BIBLIOGRAPHY

Wyckoff News “Ordinance Requiring Privy License Termed “Blow To Citizens’ Rights,” May 14, 1959

Personal Communication with Bob Boas

Web site of the *Outhouse Of America Tour*

“Story of Oakland”. By Kevin Heffernan- Published by, The History Press Charleston, N.C.

Visit our website for events,
articles and messageboard.
www.bergencountyhistory.org

Bergen Trolleys

by Past President Kevin Wright



On September 25, 1894, George W. Wheeler and David A. Pell, representing the Bergen Turnpike Company, appeared before the New

Barbados Township Committee and asked for the right of a trolley franchise over portions of Grand Avenue and Main Street in Fairmount, Hackensack, and Cherry Hill in River Edge. The Turnpike Company failed to forward their petition in advance as required by law and so no action could be taken. The following property owners, consenting to the trolley line through their district, signed the petition:

Owner	Road Frontage in Feet
John C. Zabriskie & Son	860
Ann E. Ackerson	780
Conrad Besold	150
Jacob Reinhold	50
Fairmount Land Company	2,000
Andrew C. Zabriskie	1,250
Leon Abbett	409
Total:	5,519

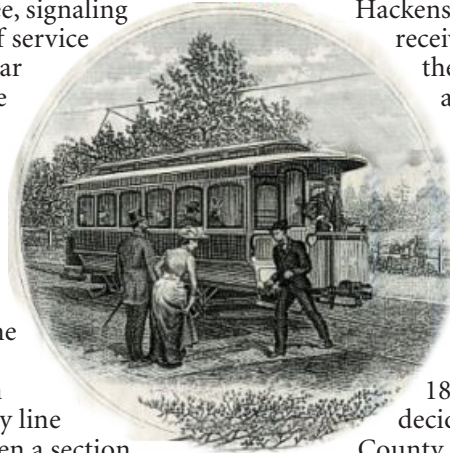
The signers represented about two-thirds of the road footage along the route, in addition to which, the heirs of the Voorhis Estate at Fairmount had also consented to sign.

Legal arguments flew in court regarding the right of the Bergen Turnpike Company to establish a trolley line down Main Street, Hackensack. In 1858, a charter amendment authorized the company to lay down iron rails and to purchase horses or mules to pull cars; locomotives were not allowed, since they might pose a hindrance to safe travel on such a busy thoroughfare. An 1875 supplement authorized the Turnpike Company to construct a railroad from the intersection of

Main and Passaic Streets along Grand Avenue to Clinton Place, Linden Street, southwest to Anderson Street, thence to Main Street. On October 8, 1894, without local authorities considering or approving their plans, the company employed a contractor to take up the street for the purpose of laying rails. In response, Vice-Chancellor Pitney ordered the Turnpike Company to submit their plans for government approval and to obtain the consent of property owners and municipal authorities. Realizing that the only way to make progress toward building their trolley line through Main Street was to “retrace their steps and start anew,” the Bergen Turnpike Company laid its plans before the Hackensack Improvement Commission in November 1894. A few weeks later, property owners representing 1,674 feet of road frontage went on record as favoring the trolley road. While this case was being decided, Delos E. Culver, a civil engineer and contractor of New York, who conceived of laying a trolley line from Rutherford through Carlstadt and up the Polifly Road to Hackensack, organized the Union Traction Company. In December 1894, engineers for an electric railway from the Fort Lee Ferry to Englewood began to survey the most sensible route up the Palisades at Edgewater.

In January 1895, the Mehrhof brickyards in Little Ferry shipped 600,000 bricks to Secaucus for construction of a new trolley powerhouse. The latest trolley talk claimed “that the Palisades railroad is to be transformed into a trolley road and that the immense elevator at the terminus in Weehawken is to be taken down, and the cars run down the hill direct to the West Shore ferry, right of way having been already obtained.”

The tracks were then being extended from Fort Lee to Coytesville. In July 1895, almost 2,000 feet of roadbed was graded in the Borough of Undercliff (Edgewater) for the Bergen County Traction Company's proposed trolley line. Seventy men worked on the project. On April 11, 1896, the gong of an electric trolley car was heard for the first time in the woods atop the Palisades at Fort Lee, signaling the inauguration of service over the line. The car left the powerhouse at Pleasant Valley in charge of J. D. H. Spatz and conductor H. Darbeck. The trip from the ferry to the eastern boundary line of the Borough of Leonia was made in fifteen minutes. The trolley line was expected to open a section of the County theretofore considered inaccessible, running from Pleasant Valley up the face of the Palisades to Palisade Avenue, then north to Main Street in Fort Lee and west along that road to Leonia before taking a northerly course along Broad Avenue to Englewood, thence running west to Hackensack. The trolley was a single-track affair of standard gauge, built according to the "most modern and improved order of subway construction." A ferry house was built in connection with the railway. Regular service commenced on Monday, April 20, 1896, with cars running at twenty minute intervals from 7:00 A. M. until 12:30 A. M. It cost 5¢ to ride from Pleasant Valley to the terminus and 10¢ to ride to Englewood.



On July 29, 1897, the Saddle River Township Committee heard the application of the Passaic & Hackensack Rail Company for a trolley

line from Passaic to Lodi, thence to Hackensack, to connect eventually with the line of the Bergen County Traction Company at Fort Lee. The company was also looking for a franchise to run through Garfield. In November 1897, the Bergen County Traction Company, operating the trolley line between Fort Lee and Englewood, planned to apply for a franchise through

Hackensack as soon as they received permission to cross the Northern Railroad at Englewood; it was said that the company purposed "coming to Hackensack by way of Cherry Hill" and were also desirous of connecting with the Union Traction Company.

On February 26, 1898, the Chancellor decided against the Bergen County Traction Company's petition to allow it to cross the Northern Railroad on grade at Palisade Avenue, Englewood. After meeting with their engineers, the Company's executive officers abandoned the original plan of extending their line west through Central Avenue, Leonia, to Bogota and crossing the county bridge over the Overpeck—instead, they decided to continue north on Broad Avenue to Riley Avenue, then go due west to the Court Street Bridge over the Hackensack River, crossing the Northern, West Shore and Susquehanna Railroads above grade while building a new bridge over the Overpeck. Except for a short stretch along Riley Avenue, the new route passed over undeveloped meadow and farmland. By March, the Bergen County Traction Company and the Erie management agreed on a plan to extend the trolley line over the Northern Railroad at Englewood.

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Meanwhile, the Saddle River Traction Company secured the right-of-way from Garfield to Lodi and announced plans to begin construction before July 1st.

On August 5, 1898, ground was broken at Leonia on the extension of the Bergen County Traction Company's trolley line to Hackensack. The extension consisted of a single track of standard gauge (4' 8-1/2") running from Leonia across the meadows through Teaneck to Bogota, thence parallel to the Susquehanna Railroad to a point almost directly opposite River Street, Hackensack, where it would cross the river on a steel-plate-and-girder bridge through the Erie property, terminating in the vicinity of the ice house opposite the Susquehanna & Western Railroad Station. Ford, Bacon & Davis of New York did the engineering. The Passaic Rolling Mill delivered the trolley rails on August 4th. The iron viaduct for the trolley line over the West Shore Railroad at Bogota was completed

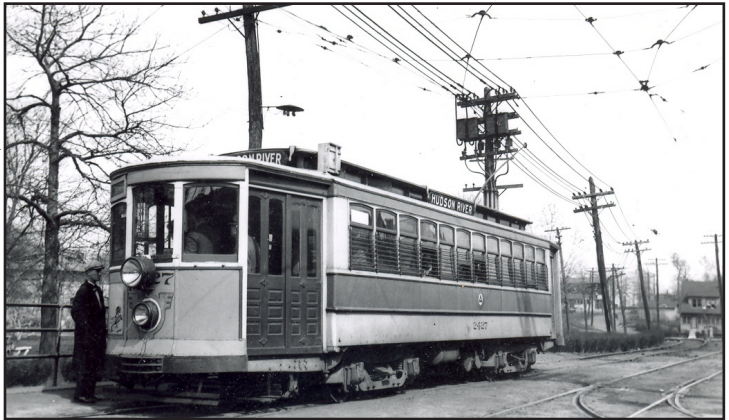
on January 15, 1899. The first car over the Hackensack branch of the Bergen County Traction Company's system ran February 21st; the car on this experimental trip for testing the line left the Fort Lee ferry at 1:30 P. M. in charge of

Assistant Superintendent Spatz, but snow drifts prevented it from entering Bogota. The trip from Fort Lee to Bogota lasted fifty minutes with stops along the line to take in guests and to inspect the road.

Ford, Bacon & Davis of New York constructed 3-1/2-mile line with a

single track, standard gauge, on oak ties in a bed of solid ballast using sixty-pound steel rails. The trolley crossed the Erie and West Shore Railroads on overhead steel bridges; a substantial steel plate-and-girder bridge spanned the Overpeck. George Wilson was Superintendent. By August 1899, trolley buses were averaging 250 to 300 passengers daily. Work on the extension of the trolley from Bogota to Hackensack commenced in October 1899. The pile driver for the new trolley bridge over the Hackensack River was at the Court Street Bridge, preparing to commence work in February 1900.

Since the same people owned three of the companies, the Highland Improvement Company, the Riverside & Fort Lee Ferry Company, the Ridgefield & Teaneck Trolley Company and the Bergen County Traction Company merged into a single corporation in 1900. W. H. Clark became president of the consolidated New Jersey & Hudson River Railway.



The Bergen Turnpike Company began patching its road between Sand Hill in Little Ferry and the Turnpike Bridge over the Hackensack River. Its trolley scheme had been abandoned for the present as the corporation sold its stock of ties to the Bergen County Traction Company, which moved them from

Cherry Hill to Bogota. Work on the iron trolley bridge over the Hackensack River was rushed in April 1900 and pile drivers reached a point nearly half way across the river. Anticipating delivery of the ironwork and stone for the abutments at any time, contactor F. R. Long expected to have cars crossing the trolley bridge by June; workers had nearly finished filling on the east side of the river.

The trolley gong was first heard in the City of Hackensack on June 21, 1900, when a trolley car of the Hudson River Railway & Ferry Company crossed the Hackensack River and entered the town on River Street. About one hundred residents of Hackensack, Leonia, Englewood and neighboring towns rode on the inaugural excursion, stopping at the Fyke between Teaneck and Leonia for a lunch in the woods. The steel bridge over the river, 160 feet long, was reached by a long trestle built of Georgia yellow pine upon white-oak pilings, which extended out from the main land nearly 1,400 feet to the bridge. The switchback on the side of the Palisades, near Edgewater, underwent extensive improvements. To accommodate the laying of a second track, the road was widened 70 feet into the side of the cliffs on the west, while Mayor A. F. Neumann, of Cliffside, built a wall 70-feet wide and 55 feet high on the east side. The Hackensack branch used open "excursion" cars, equipped with modern appliances and the latest brakes, capable of instantly stopping a car moving at full speed. They ran between Hackensack and the ferry every half hour, the running time between the two points being about 35 minutes. Ford, Bacon & Davis of New York constructed the railway. The resident engineer was Ralph Crump with Harry Goble as his assistant. F. W. Bacon was general superintendent and the officers of the company were: A. Merritt Taylor, president; W. H. Clark, first vice-

president; Frank R. Ford, second vice-president and General Manager; W. N. Barrows, secretary and treasurer.

The Hudson River Trolley Company installed a large engine in its powerhouse, capable of generating over 1,000 horsepower, in July 1900. The Bergen Turnpike Company, under new management, made a determined effort to get franchises to construct a trolley over the Bergen Turnpike from Hudson County to Hackensack with the object of laying a double track touching all ferries. On August 17th, Freeholder A. Z. Bogert of Midland Township introduced a resolution, adopted by the Board, which made the building of a bridge on the Paterson Plank Road contingent upon the trolley companies, which used it, contributing \$50,000 cash to the County within thirty days. In August 1900, an electric motor was first used to open the draw on the trolley bridge across the Hackensack River. A tool house was also built. At this time, a speed limit of twelve miles per hour was prescribed for automobiles in Hackensack and some people thought that this was entirely too fast since Port Jervis limited such vehicles to a speed of six miles per hour.

By May 1901, the Bergen Turnpike Company reached New Durham on its proposed trolley line to Hackensack. On July 10th, the Hackensack Improvement Commission granted the Bergen Turnpike Company a ninety-nine year franchise to operate a trolley line on Hudson and Main Streets to Fairmount and Cherry Hill. Through its counsel, the Bergen Turnpike Company announced its intention to extend its proposed trolley line to River Edge. The Bergen Turnpike Company mortgaged its road from Hoboken to Hackensack to the North Jersey Title Company for one million dollars for fifty years at 5% interest in order to secure bonds issued for that amount to cover the cost of constructing a trolley road, together

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with rolling stock and equipment.

The vitrified brick to be used by the Hudson River trolley line in paving Mercer Street, Hackensack (as well as other portions of their route through town) arrived in that city in August 1901 via the New Jersey & New York Railroad. Twenty-one carloads, containing about 130,000 bricks, were received and distributed at convenient points along the line of construction, a large number being stored in the rear of the burnt ruins of the Opera House. The bricks weighed nine pounds each and cost 9¢ apiece; one hundred and five of these bricks were required to stretch across Mercer Street from curb to curb. The extension of the Hudson River trolley line through Hackensack brought a picturesque lot of West India Africans, who worked on laying track.

The Bergen Turnpike Company declined the Hackensack Improvement Commission's offer of a 99-year franchise in September 1901 with the explanation that its ownership of the Turnpike was perpetual and it therefore expected a trolley franchise to be similarly unbounded in time. The company further claimed that it would cost \$62,000 to pave Main Street with vitrified brick and to put in the necessary curbing (as required in the Commission franchise). On October 7, 1901, the Hackensack Improvement Commission granted the Bergen Turnpike Company a franchise through Hackensack for 99 years with perpetual renewals, the Turnpike Company agreeing to pay a 2% tax on its gross receipts for the duration of the franchise. For the right to build the trolley line, the Company also agreed to pave Hudson Street, between the tracks, with Belgian blocks and with macadam on each side of the tracks to within three feet of the gutters. Main Street was to be paved to Anderson Street with vitrified brick, from curb to curb, and new curbs set. From Anderson Street to

Cherry Hill, the road was to be paved with blocks inside of the tracks and with macadam outside to the gutters.

Once granted the franchise, the Bergen Turnpike Company made rapid progress in building its trolley line. They erected a powerhouse near Sand Hill in Little Ferry in December 1901. On December 25, 1901, the Hudson River line opened its trolley into Maywood.

On July 23, 1902, the Hackensack Improvement Commission met with David Young, president of the Bergen Turnpike Company, and agreed upon a trolley franchise satisfactory to both parties. The Commission had previously notified Mr. Young that unless they could agree upon specifications and the manner in which the roads would be constructed, the franchise previously passed by the Commissioners would be repealed. This brought the business of construction to a close. The new agreement provided that Main Street should be paved with brick equal to that of the Mack brick on Mercer Street; the curb was to be four inches by twenty inches; rails were to be laid in concrete. The town's engineer would supervise all work. Moreover, \$60,000 was to be deposited as a guarantee; \$15,000 of which was to be returned when the work was completed as far as the line of the Susquehanna Railroad; \$35,000 when Anderson Street was reached, and the balance upon completion of the work. In August 1902, contractors on Main Street, Hackensack, pushed construction to completion. Completion of the River Edge Depot was delayed because of the failure of contractor Cooper & Demarest to procure materials on time. In September 1902, eleven buttonball trees opposite the Judge Banta and Paulison properties on Main Street, Hackensack, were cut down to make way for the trolley line. Down in Hackensack, a bricklayer on the Main

Street trolley line reportedly laid 16,000 bricks a day and, as each brick weighed 9-1/2 pounds, considerable hard work was involved. The most skillful of the men was an African-American, who could do up to 18,000 bricks per day.

The Newark and Hackensack trolley added a snowplow to its equipment in January 1903. Work on the extension of the Hudson River trolley line to Hasbrouck Heights commenced May 13, 1903. In March 1904, Assemblyman Loveridge's bill, authorizing the Bergen Turnpike Company to operate a trolley line on the Hackensack Plank Road from Hoboken to Hackensack, passed the Assembly by a vote of 34 to 10 after a stormy debate. A week later, work commenced on the new trolley line from Hackensack to connect at Lodi with a line to the City of Passaic.

According to *The Hackensack Republican*, it hadn't been too many years before that an effort was made to stop farm wagons from passing through the streets of Hackensack on Sunday. Now the streets were alive every Sunday with noisy, spluttering autos and motorcycles, rumbling trolleys and loud-mouthed, uniformed baseball players, going to games at either end of town thrown in for a bargain. Many sighed for "the good old days." Adding to the noise and pollution, Hackensack residents owned and operated 37 automobiles in May 1904. Mayor Courtland Linkroum was the local pioneer when he came out with a noisy chug-chugger that could clip off fifteen miles an hour and frightened every horse within half a mile—it was a curiosity that attracted great notice. Those who received the courtesy of a ride in this machine deemed themselves highly favored, but entered upon the venture with misgivings and thoughts of a paid-up life insurance policy for the little ones at home. Automobiles soon became as common as horses. Motorcycles came into use for business

purposes whereas cars were used for pleasure traveling. Like everything else, the automobile could be had in any style, to suit almost any purse—price ranged from a few hundred to a few thousand dollars. Courtland Linkroum always sought out the newest and the best model.

On August 8, 1904, the first car of the Hudson River Trolley line from Hackensack crossed the Passaic River and entered the city of Newark, traveling via Hasbrouck Heights, Woodridge, Carlstadt, Rutherford, Lyndhurst, Kingsland, Arlington, and Kearney. The first passenger trolley car over the Palisades Park branch of the Hudson River Line ran February 9, 1905, but the road was by no means finished and opened prematurely simply to satisfy the terms of the franchise. In October 1906, work began on installing cement sidewalks and three electric lights along Main Street from Zabriskie Street, Hackensack, to the trolley station. In December 1909, a new fire alarm, made from a section of trolley rail, was placed in the triangle on Main Street, but residents complained that it looked too much like a gallows. As of January 1, 1909, animals were barred from the trolleys and no more dogs, cats, poultry or pigeons would be carried. In January 1909, work on the North Jersey Trolley line began west of the Easton property at Arcola, just north of the Hudson River trolley route. In June 1910, the old toll gate which formerly stood upon the brow of the hill near the trolley powerhouse on Hudson Street, Hackensack, was removed some 200 or 300 feet north, so as to cut off entrance to the old Calicoon Neck Road without first paying toll to the Turnpike Company. In 1913, E. Tyler, manager of the Virginia Inn, at the end of the trolley line, on Main Street, River Edge, advertised "the Best Dinner or Supper in Bergen County for the money." ❖

A Century Ago

by Past President Kevin Wright

Thermometers registered only 16° above zero at 8 A. M. on January 6, 1908. But, despite a couple of frigid days, coal dealers soon complained about slack sales due to mild weather. The first genuine snow storm of the season struck January 23rd, blanketing the countryside with eight inches of snow. By February 1908, iceboats flitted along the river. Fishermen speared many eels, cutting holes through the ice to hook the wrigglers. Muskrat hunters on the meadows were not very successful as the rats stayed in their holes on cold days. Potatoes from Florida sold for \$6 per barrel.

Children gathered pussy willows at February's end. Carpenters worked on the Van Buskirk homestead at New Milford. Brower Brothers made their first haul of suckers on February 28th, pulling in 4,000 pounds. On Leap Year's Day, Charles Folkenberg fell from a scaffold while carrying tile for John Neuscheler's new residence on Summit Avenue at River Edge Heights, fracturing his right arm and badly bruising his body.

By March 1908, navigation opened and the railroad bridge-tenders resumed their accustomed duty. Soon, Easter lilies bloomed and anglers reported perch running up the river. Robins were seen on Hackensack Heights, flitting among old apple trees, hunting for nesting places, while flocks of blackbirds flew overhead. Massive iron girders were in transit from the Passaic rolling mill for the Court Street Bridge. Eggs were quite plentiful and sold for 28¢ per dozen. With the return of fair weather, Albert Hughes, of Teaneck, floated his big steam launch, which had been beached at River Edge over the winter. Joseph Russell, an extensive pigeon breeder, having nearly 1,000 birds, was making large shipments to city markets.

Following a change of the moon on April 30th, there was a heavy fall of rain, accompanied by a gale of wind that damaged many trees. Two large elm trees on the Green, opposite the Mansion House, were broken. At J. H. Huysoon's coal dock, near the Court Street Bridge, heavy rain swamped a "lemon-squeezer" canal boat, loaded with coal.

A 4,200-pound gun arrived from the Watervleit Arsenal and was placed on the south side of the Green, opposite the Court House, on May 18, 1908. It was mounted at an angle of 45°, pointing at the Palisades. The cannon was unveiled on Memorial Day and dedicated to veterans of the Civil and Spanish-American Wars. The old boiler house of the Hackensack Water Company, located on the south side of New Milford Avenue, was converted into a storehouse and the tall brick chimney removed. Herbert J. Riley, who became a resident of River Edge a year ago, fitted up a building in the rear of his residence on Bridge Street (River Edge Avenue) as a studio for the new process lantern slides of the Riley Optical Instrument Company.

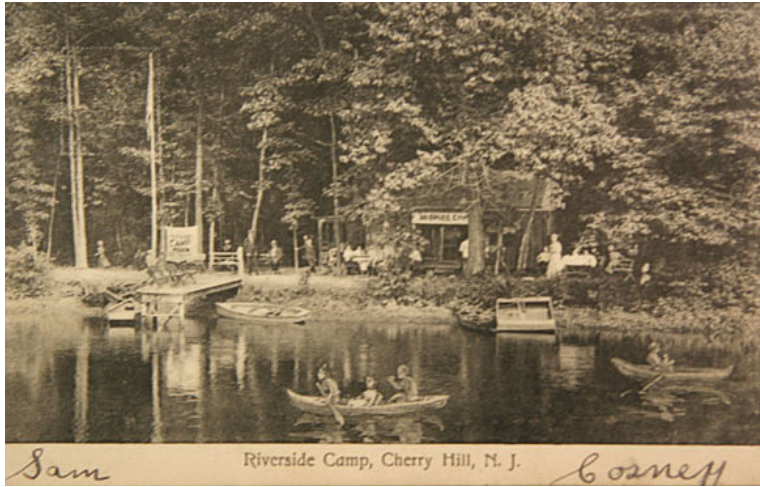
Hirshfield's pearl button factory at New Milford resumed operations May 1, 1908. The Brookchester Land Company began developing the John H. and Isaac Zabriskie farms, recently purchased on the east side of the river at River Edge, on May 4, 1908. The company laid sidewalks and made other improvements, before offering building lots for sale. A. Spence, of the Bronx, a salesman for the Brookchester Land Company, occupied the house vacated by Jacob B. Christie, who moved to Hackensack the week before. John H. Zabriskie, who sold his farm and leased a residence on Park Street, Hackensack, changed his mind and decided not to

leave the old homestead where he had lived 62 years—he instead repurchased the old home and a plot of ground. Mrs. Zabriskie was in poor health and adverse to moving.

Riverside Camp acquired a rival, located about 300 feet to the south, where Charles Salzmann fitted up a resort for boating parties on the riverbank in May 1908. Crimson ramblers and daisies bloomed in the

was needed to improve conditions. Huckleberries came on the market, but not from Moonachie swamp, where the best variety grew. Improvements around the fountain on the Green consisted of concrete flooring and four vases. Numerous camping parties frequented the riverside groves between Oradell and North Hackensack.

Bergen farmers marketed their sweet corn in July. Governor Fort



last days of May. A haymaker harvested the grounds of the River Edge Depot and at the same time enhanced its appearance. There were twenty rainy days in May 1908, making it the wettest May yet on record.

The Hackensack River Steamboat Company's barge *Edith* docked at Huyler's wharf on June 1, 1908, inaugurating the new river freight service between New York and points on the Hackensack River. Motorboats were now almost as numerous on the river as automobiles on the highways. Mayor Meyerhoff of New Milford shipped asparagus to Hackensack markets and the Brower Brothers caught three large carp, each weighing 25 pounds. Complaint was made that the river in the vicinity of New Milford was fast filling up and dredging

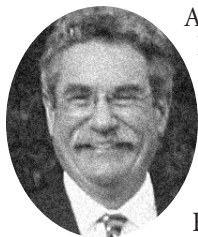
declaimed the open and flagrant violation of the Bishops' Law in Atlantic City, where municipal authorities made no attempt to end the sale of liquors, gambling and the operation of immoral

houses on Sundays. Consequently, he issued a proclamation on August 27, 1908, informing the public that he would, if necessary, call out the militia and order a special session of the Legislature to restore law and order. ❖

We will miss long-time member and Trustee Emeritus Doug Bisset, who passed away last December. Doug was a faithful guardian of BCHS library collections at Felician College, Lodi. He helped make the collections available to the public and worked to preserve and stabilize it. Doug had a long-time fascination with the deed history of Bergen County. He was a retired history teacher at Leonia High School.

A Colonial-era Broadside

by BCHS Past President Bob Griffin



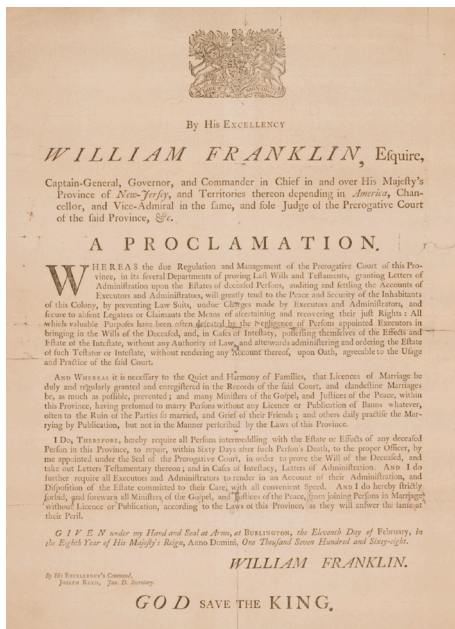
About three years ago I learned of research that was being done for a new book about New Jersey Broadside. The author, historian and rare book dealer Joe Felcone, of Princeton,

asked me to search our

manuscript collection for possible examples that might be included. After looking in the several indexes that we have for our manuscripts, I found one possibility. It was listed as a Colonial-era broadside issued in 1768 by New Jersey's last Colonial Governor, William Franklin. However, when I went to the proper file-drawer to find it, I was disappointed to discover only a photo-copy – in fact, several photo-copies. Fortunately, before giving up, I spotted a faint pencil notation on the reverse side of one of the copies: "In Safe."

It took Kevin Wright and I considerable effort to locate it, but I finally spotted an old orange-colored, cardboard, paper-towel tube. Inside, rolled up tightly was the badly damaged document. Once Joe had a chance to examine it, he told me that 18th century broadsides are exceedingly rare, especially those signed by Gov. Franklin. Thus, ours was certainly one-of-a-kind and very important for its rarity. Therefore, I decided to apply a grant from the N.J. Historical Commission to have it restored and repaired. So, off it went to the Northeast Document Conservation Center (NEDCC) in Andover, MA for their appraisal and estimate, which was completed in July 2006. As they ordinarily do in such cases, the NEDCC held onto the document until I was able to advise them of the outcome of the grant application, which I sent immediately upon receipt of the estimate.

Thus it was that in April 2007 when the



devastating flood damaged and destroyed so much of our artifact collection in the Steuben House, the valuable broadside was spared. The NJHC approved our grant application in March 2007, and the beautifully restored broadside was returned to us in October.

The description of the broadside as it will appear in the book, *New Jersey Printing, 1754-1800. A Descriptive Bibliography*, by Joseph Felcone, is as follows:

New Jersey Governor, 1763-1776 (William Franklin).

[Royal arms.] By His Excellency William Franklin, Esquire...A Proclamation.

Whereas the due regulation and management of the prerogative court of this province...will greatly tend to the peace and security of the inhabitants of this colony...Given under my hand and seal at arms, at Burlington, the eleventh day of February...one thousand seven hundred and sixty-eight. William Franklin...[No imprint.] [1768.]

Broadside. Broadsheet.

Type: Great primer. [arms are not in Reilly and do not match the arms on 1768 Stephen Skinner proc in PPL;

Goddard could, of course, have had multiple arms cut.]

Paper: Foolscap, marked GR within floral sprigs surmounted by crown.

Leaf: 12.8 x 15.5 in.

Notes: Ordering changes in prerogative court procedures designed to stop abuses in the settling of estates and the licensing of marriages. ❖

Next Train Stop, continued from page 3

winter of 1777, that “these are the times that try men’s souls;” where the land was soaked with Patriot, Hessian, Tory and British blood, and where Native Americans lived on a riverside encampment.

There are also local economic reasons for this name change. The Borough of River Edge has commissioned a world-class urban planner, Anton Nelsson, to guide its re-development plans for the southern end of the town. Mr. Nelsson recognizes and values the significance of the area and is highlighting the park, the river, the bridge, and the Steuben House in his drawings and plans. The present NJT Station of North Hackensack has a prominent place in his vision for the area. We strongly believe that it would be of significant advantage not only for tourism in New Jersey, but to HNBLP, River Edge, and to all the commuters who daily use the NJT, and also to NJT itself, to capitalize on all of the above simply by changing the of a station that presently has absolutely no connection to where it is located. “Historic New Bridge Landing” is not only the appropriate and correct name because of its proximity to an important historic site, but it is also a name that arouses interest for its location and piques the interest of a traveler. We hope that this name change, which is an important component of our plans for Historic New Bridge Landing Park will soon become a reality. ❖

President’s Letter, continued from page 1
frame. It had been missing in storage since the 2000 move when the Steuben House roof was replaced. This is my favorite piece in the collection, we are much relieved to have found it.

- Steve Weigl, Averil Genton, Dee Cobianchi are making steady progress at our library at Felician College and opening it every Wednesday, 12-5 pm. Steve was able to give library help to BCHS member Despina Metaxatos who later gave a really wonderful talk at our February History Café.

- Folks using the message board, recently to ponder what former use a recently discovered backyard tunnel could have had.

- Treasurer and neighbor Mike Trepicchio and son Luke often taking a walk to check up on the site.

- Barbara Flurchick and Mary Karr used the repaired bee-hive oven to bake corn muffins and apple dumplings for the Lenape New Year event.

- Frank Campbell’s family making his collection of maps and documents available to us, along with a generous donation, VP Albert Dib facilitated this.

- The well-received new book; *Revolutionary War in Bergen County*.

- An article in *the Bergen Record* brought out crowds for Washington’s Birthday celebration, one family emailed me afterwards on how impressed they were with the enthusiasm of the BCHS volunteers and signed up to be members!

Email continues to be an important and inexpensive way to keep in contact with membership. We have been sending out event email alerts. If you are not receiving email and would like to, please contact me at: contactBCHS@bergencountyhistory.org. Deborah Powell, BCHS President ❖

BCHS member and author **Firth Haring Fabend** has a new novel out – *Land So Fair*. The family saga, opens in 1737 on a Bergen County, NJ, farm, where the family’s land, “sought, bought, cleared, planted, harvested, bequeathed, fought over, challenged, confiscated, and laced with blood and bones,” is threatened anew each generation. Please see the BCHS messageboard for a more complete description.



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