

ROSLYN



Then and Now

by

Roy W. Moger

Roslyn—Then And Now

by

Roy W. Moger

1992 Edition

Edited by
Myrna L. Sloam

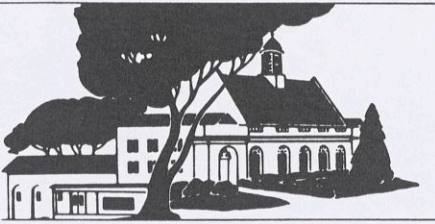
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The Bryant Library

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Preface to the 1992 Edition

In the twenty-seven years since its initial publication, *Roslyn Then and Now* by Roy W. Moger has become the recognized sourcebook of Roslyn history. Nowhere else has the story of Roslyn and its people been told—or told with such warmth and intimacy.

As the years passed, copies of this book became increasingly difficult to locate. In 1989 the Bryant Library, responding to this demand, began plans to reprint the original edition. Before we could proceed however, Mr. Moger willingly volunteered to write an update, and so, this new edition was conceived. Throughout the months to follow it was my privilege and pleasure to work closely with Roy on this project. In his effort to update the story of Roslyn, Roy would spend many research hours in the library, and we became friends as well as colleagues.

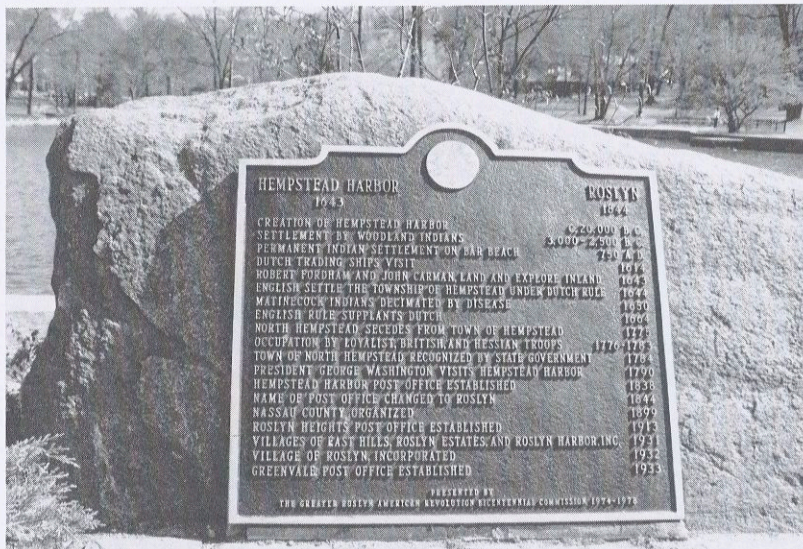
It is therefore with deep sadness that I must inform our readers of Mr. Moger's death on August 17, 1990. It was indeed a great loss to us all. His goal however, was accomplished and his work on this new edition was completed just prior to his death.

The text which follows begins with Mr. Moger's new introduction updating the story of Roslyn from 1965 through July 1990. This is followed by the entire 1965 original edition of *Roslyn Then and Now*. The Table of Contents and the Index have been updated to reflect this new arrangement and all new data. We have also included a biography of Mr. Moger, which can be found at the conclusion of the book.

We could offer no better observer of the Roslyn scene. Born in 1907, Mr. Moger remained here in Roslyn his childhood home. Ever active in our community, he taught our children, served on our committees and held elective office. He was Village Historian from 1974 until his death and had previously served as a village trustee.

To the generations of people in Roslyn who grew up with Mr. Moger and his book—and to the ones to follow—the Bryant Library is pleased to present this new edition of *Roslyn Then and Now*.

Myrna Sloam
Archivist of the Bryant Library



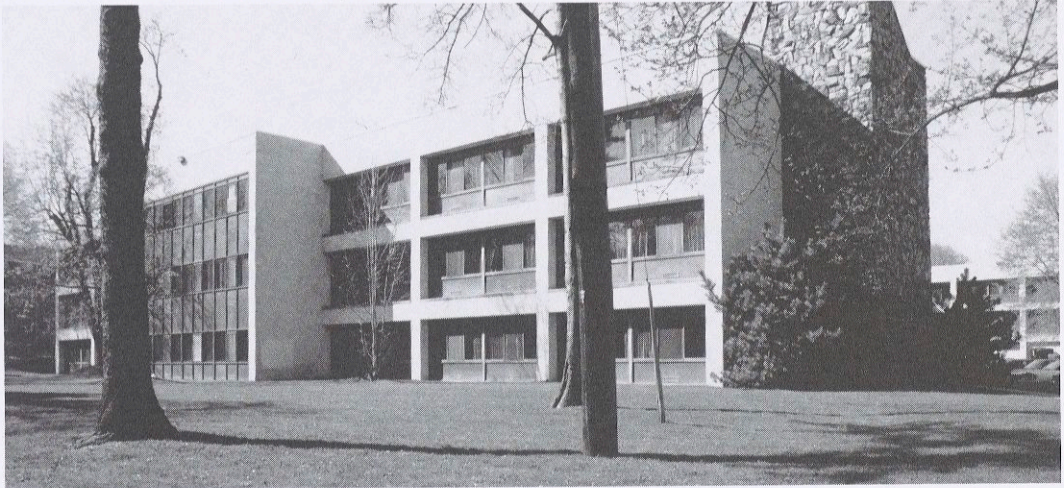
Boulder taken from sand-pit on West Shore Road, placed in Roslyn Park with plaque commemorating events in Roslyn history. Photo copyright 1990 by Myrna Sloam; from the Bryant Library Local History Collection.

Introduction to 1992 Edition

Roslyn Then and Now was first published in 1965. Since that time there have been many changes in our community. Many long-familiar sites have disappeared and many new structures have been erected. Old families have moved away and new ones have arrived. It is now 25 years since the original publication of this book, and it is time to bring the story of Roslyn up to date. So, once again we invite you to get into our bus and come with us to see our town, Roslyn.

Let us go again to Bar Beach and look around. We will be surprised to find that Fyfe's Shipyard is no more and the huge gas tank for the storage of natural gas is gone. In fact, the Long Island Lighting Company just brought a cable line from Westchester County under the Long Island Sound into Hempstead Harbor, coming ashore on the West side of the harbor and going down West Shore Road to Old Northern Boulevard, Roslyn, and up the hill to Mincola Avenue. It then went south to the South Service Road, down to Roslyn Road and Washington Avenue to Stewart Avenue, Garden City, then east on Stewart Avenue to the substation of the Long Island Lighting Company. This power line will give the Long Island Lighting Company Canadian electricity.

As we continue to look south from Bar Beach we will no longer see the Doctors' Hospital, for it was torn down in June 1973 and later replaced by SunHarbor Manor, a nursing home. The AT&T Tower is also new. It transmits messages from New York City to New England. It was built on the old Frick estate in 1970. We will also see the multi-storied



Sun Harbor Manor Nursing Home on Warner Avenue, former site of the Rosenbaum Mansion-Doctor's Hospital. Photo copyright 1990 by Myrna Sloam; from the Bryant Library Local History Collection.

apartment complex built in 1968–69, known as the Chalet Apartments. On the west side of the harbor we can see the huge bulk and the tall stack of the Town of North Hempstead incinerator. Construction had been announced as early as 1958, but vigorous opposition by citizens of the surrounding area on aesthetic, ecological and traffic grounds held off its building until 1970–71. The sand mining has been greatly curtailed and the new industrial park is growing.

We no longer see barges bringing in traprock and bluestone to the harbor, for the Roslyn Asphalt Company has gone out of business. It is the hope of many local residents that the Town of North Hempstead, which owns the property, will again convert it into a park or a marina. When I was a boy, my friends and I got a great deal of enjoyment canoeing in Hempstead Harbor.

As our bus arrives at Old Northern Boulevard we shall see a new hotel on our left, which was still being built in 1990. As we proceed toward the Roslyn Clock Tower we shall see a new house on our right and if we should get out to look at it we shall note a number of new houses built above it on the hillside. There is also a new street in the Pines, known as Verity Lane. This was named after a family who lived on the south side of Old Northern Boulevard in the nineteenth century, long before Old Northern Boulevard was widened. When we come to the Clock Tower we will note that it had its roof repaired in 1979. The roof tiles are no longer made in this country, but an art teacher at Hofstra University copied the tiles and made enough to replace the broken ones.

We will now proceed down Old Northern Boulevard to Lumber Road. Observe that the George Washington Manor restaurant has extended its building to the east and that the fish



George Washington Manor restaurant on Old Northern Boulevard, looking north, showing expanded eastern wings. Photo copyright 1990 by Myrna Sloam; from the Bryant Library Local History Collection.

pond has been cleaned up. It now has a fountain, which adds to its beauty. Another addition to the village has been the red brick sidewalks on both sides of Old Northern Boulevard. This was done in 1988 when the street was regraded and resurfaced. We no longer see the sign on the Grist Mill that told us it was the "Roslyn Mill Teahouse," for there is a new sign which tells that it is the "Roslyn Grist Mill." The mill is going to be restored by the Nassau County Department of Recreation and Parks. When we go around to the Town Dock we will see that the porch, built to accommodate the Tea House, has been removed as the first step towards restoration. The Tea House was closed in 1975, when the Trustees deeded the property to Nassau County. It was a sad day when Edith McQuillan closed the Tea Room. Her association with the Tea Room started, she told me, when she was thirteen, setting tables and running errands.

When we look across the creek now, we see only a flat field, for the boathouse built in such a grand manner by Anton Walbridge, burned in April 1972 and the marina which formerly used it has gone out of business. The beautiful bulkhead which in the 1930's boasted a varnished rail is now gone. It is sincerely hoped that repairs will soon be made and the creek dredged, so that the boats can again come up to the town dock and modern mariners can stop in Roslyn. At present there is a plan to build a large shopping center on the east side of Roslyn Creek, but so far nothing has been done. We await further developments.

Leaving the Town Dock we turn towards East Broadway noting several changes. We see that Raymon's Store, just west of the entrance to the Roslyn Savings Bank, has a new tenant. William Bernstein, who ran the business after his father-in-law, Harry Raymon died, retired in 1977 and sold the property to the Roslyn Savings Bank. The Bank restored the building and found new tenants. On the north side of the street, the gas station property has been purchased by the Village of Roslyn and the gas station has been replaced by a landscaped parking lot. This makes it easier to see the Anderis Onderdonk House, built in 1797, now known as the Roslyn Professional Building. The Roslyn Hotel, which stood on the corner of East Broadway, was razed by the Roslyn Savings Bank to make way for their 1963 expansion. Many still speak of the excellent meals served by Mrs. Heinz at the Roslyn Hotel.

Now, let us return to the bus and continue on East Broadway. After we pass the Presbyterian Church on our right, we will see the parking lot that was added to the park. On the east side of the road we will note that the former Arnold Craft House at 165 East Broadway, has had two beautiful brackets added to the roof above the stoop. Again on the right side of the street, we will note that the former Conklin House, just beyond the park parking lot, has been replaced by a new house, as the former house burned to the ground. After we pass the house at 165 East Broadway, there will be a vacant lot next to which is 175 East Broadway, the Ebenezer H. Smith II House. It was moved to Roslyn from West Melville, Long Island. This house, built ca.1855, has undergone several modifications over the years. It was carefully taken down and then reassembled on its present site in 1980. In its present reassembly, all but the most recent modifications were retained. Of all the houses moved into Roslyn, it has probably been moved the farthest.

As we arrive at Main Street and East Broadway I am reminded that I had neglected to visit this part of Roslyn, known as Kirby's Corners, on our former trip. The Kirby family owned the land on all sides of these streets. The house on the northeast corner was the main house. It was lived in by Mrs. Kirby and her unmarried son, Ralph. Her married son, Henry and his wife, lived across the road in what we now know as the Van Nostrand-Starkins House, which is the oldest house in Roslyn and probably in Nassau County. We believe it was built ca.1680; it is now a museum owned by the Village of Roslyn and in the care of the Roslyn Landmark Society. In the lower picture on page 172, the house on the far right was a tenant house which was abandoned when I was a boy and eventually collapsed. The small house in the center of the picture is now a part of the house enlarged by Mrs. Sammis when she lived there. In 1941 the main house was carefully taken apart and rebuilt as the west wing of the Cornelius Vanderbilt Whitney House in Old Westbury. Where this house, barns and outbuildings once stood, there are now several apartment houses. All that remains of the Kirby House and barns, to remind us of former times, is the stone wall on the north side of the road. The trolley went up the hill on the south side of the road and the land south of the track, where the apartments now stand, were woods.

Now we will have the bus driver turn north on Main Street, which in 1974 was officially designated a Historic District. The building on our right was Mr. Kirby's office and store. Roger Gerry, President of the Roslyn Landmark Society, has had it completely restored. Next on our right is the "fur" pond, which has been cleaned out and is a pond once again. On our left is the Warren Wilkey house, completely restored as a one family house. The Jerusha Dewey stable has been moved from the Frick Estate to serve as a garage. The Wilkey House formerly stood on a large piece of property with a long frontage on Main Street. The Roslyn



Main Street-Roslyn Road looking north from Kirby's Corners. Photo copyright 1990 by Myrna Sloam; from the Bryant Library Local History Collection.

Preservation Corporation bought the house in late 1970 and restored it. When the Sexton and Hegeman Cottages on East Broadway came into its possession, the Corporation divided the Wilkey property into three parts and a cottage was placed on either side of the Wilkey House. The Hegeman Cottage was placed on the south side, near the garage, and attached to it by a one story kitchen wing. The Sexton Cottage was moved to the north end of the property.

As we move north on Main Street we shall pass the former parsonage of the Methodist Church on our left and a small parking lot where Napoleon Forget's blacksmith shop stood, on our right. Further on we shall see that a garage has been built into the side bank at 148 Main Street. When we get to 75 Main Street we shall notice that the Rosewood Nursing Home is again a private residence and that it has been beautifully restored. It has been detached from the building to the north, Henry Eastman's former office and the first Roslyn Savings Bank, by removing a part of the porch. The office is now also a private home. The building to the north of the former office, called the Dower Cottage, was originally built below and east of 75 Main Street. The original property was divided and the Dower Cottage moved in 1979 to its own property on Main Street. There is one more change on Main Street. That is at 36 Main Street. The George Allen Tenant House was probably built about 1835. The house was substantially modified in 1845 and again in 1895 and 1905. The house came into the possession of Robert Augenstein sometime after 1950. He made many changes before December 1974, when the house was badly burned. Mr. Augenstein managed to clear the debris away and



Harbour View Shopping Center, looking northeast. Site of the former Blue Spruce Inn-Skillman House. AT&T tower on former Frick Estate is visible in the distance. Photo copyright 1990 by Myrna Sloam; from the Bryant Library Local History Collection.

protect the surviving roof framing with tarpaulins. Two years later Dr. and Mrs. Gerry bought the building and began restoration. This was completed in 1978 and it is now rented. It is again a tenant house.

Let us now ask our bus driver to take us to that part of Old Northern Boulevard known in times past as School Street, the part from East Broadway to Skillman Street. The first great change is to the Hewlett and Remsen Garage, where, since I can remember, the Mogers have had their cars serviced. It is now a restaurant. Mr. Jack Benjamin, who inherited the garage business from his father, went out of business and sold the property. He now works as a clerk in the Nassau-Suffolk Hardware Store on Lumber Road. He tells me he no longer has any worries about the business, collects his pay regularly and enjoys his work. On the same side of the street, just past the Fire House, we will see a huge parking lot and a large group of stores where the Francis Skillman House/Blue Spruce Inn used to be. The Inn went out of business when the building burned in 1974. The property was eventually purchased by a developer and work began in 1984. The Harbour View Shopping Center opened in 1987.

On the corner of School Street and Skillman, the building which was formerly the 6th Precinct of the Nassau County Police Department is now the home of the Lillian M. Pierce Senior Citizen Center. The Center was dedicated on Friday, October 26, 1973 and has been a great addition to our community. We will also notice at this intersection, that the horse trough has been moved and is now surrounded by bricks and flowers. It was rededicated in September 1987, with the presence of two live horses. Another important addition to this



Intersection of Bryant Avenue and Skillman Street, looking north. Newly restored horse trough in center, Northern Boulevard on right. Photo copyright 1990 by Myrna Sloam; from the Bryant Library Local History Collection.

intersection has been the traffic light. We have Nassau County to thank for this.

If we should go down Skillman Street we would see that the Hennessey House, on the corner of Skillman and Landing Road, has been restored. If we should go to the end of the street, we would see that the sewer plant is gone and that in its place is a new pumping station built by the County, to link our sewer to the County system.

There has been little change on Bryant Avenue. If we should drive north we would note that "My Father's Place" has gone out of business and two new stores have appeared between "My Father's Place" and the Viaduct on the west side of the street. The motel on the east side has had a face-lift. St. Mary's Church has had the white paint removed and is again brick red, as it was when I was a boy. Further down the road we would note that the Frick bridge has been removed. Mr. Frick had the bridge built over Bryant Avenue so he and his family could get to his property and his boat on the west side without being disturbed by traffic. Further on we would see that the County has been working on "CedarMere" the former Bryant home and that "Sycamore Lodge" has been restored and painted. Its new owners, the Millard Prisants, now call it "Clifton," a former name. If we should go as far as "Willowmere" we could look through the "circle" beyond the driveway and see the new tennis court, rather than the well remembered crocus bed.



East Gate Toll House located in Roslyn Cemetery. Restored in 1976, it is the last remaining Toll House on Long Island. Photo copyright 1990 by Myrna Sloam; from the Bryant Library Local History Collection.

Let us now go back and continue up Old Northern Boulevard, to what is still to me East Turnpike Hill, now 25A or Northern Boulevard. We pass the Harbour View Shopping Center, Sinclair Martin Drive, Rallye Motors Show Room and Service Garage built in 1985-86 and Acura Sales and Service built in 1989-90. Then we pass 1800 Northern Boulevard, a large office Building. On the north side of the road we will see a new road, Beech Drive, which leads to a number of houses on the part of the former Childs Frick estate not purchased by Nassau County as part of the nature preserve and Fine Arts Museum. As we proceed east under the Long Island Railroad we see that in 1981 the Pall Corporation took over the Helena Rubinstein Plant on our right. The Pall Corporation makes industrial filters. Helena Rubinstein used to make toiletries. If we should drive down Forest Drive we would see the new home of the Young Men's and Women's Hebrew Association, built in 1989.

To continue however, along Northern Boulevard, passing the road leading to the Fine Arts Museum, we shall see in the Roslyn Cemetery a building which we had seen many times and yet paid little attention. Little did we know that it was the last remaining Toll House on Long Island. In 1976 the Roslyn Landmark Society was able to raise money to repair and repaint the outside. The Presbyterian Church, which owns the cemetery, and thus the Toll House, gave a young man free rent if he would make the inside livable-that is, put in a kitchen and bathroom and heat and paint the inside.

We will now leave the Cemetery and proceed east toward Glen Cove Road. On our right we see a large parking lot which serves Rickles Hardware Store. This was formerly a Shoprite supermarket. Later it became a Pathmark supermarket, which later moved to the east side of Glen Cove Road. On this corner are a Burger King, a bank and a gas station. On the left side of the road are a veterinarian, a Chinese restaurant, some small shops, a large office building and a gas station on the corner of Glen Cove Road.

Now we have come to Glen Cove Road. We need not look for the North Roslyn School, for it has been sold and is now an office building. Let us therefore, ask the driver to turn north onto Glen Cove Road and then east onto Locust Street where, on the right side of the street, we will see Fire Station #3 of the Rescue Hook and Ladder Company No.1. The building of this fire station must have been a big comfort to the residents of Greenvale. When we come to Walnut Street we will ask the driver to turn right on Walnut and then right on Northern Boulevard where we shall pass the new Greenvale Post Office on our right, the north side of Northern Boulevard. As we turn on to Northern Boulevard we will note a large shopping center built in 1979-80, known as Wheatley Plaza. This area for many years was Carl Bertanzel's Wheatley Gardens, with its many greenhouses and fields devoted to flowers. We now come to Glen Cove Road and ask our driver to turn left and head south. We can now see the large Pathmark supermarket in the Wheatley Plaza Shopping Center.

As we travel south we will see a number of stores and a bank on our right and Harbor Hill Public School on our left. Soon we will come to a large white house on our left. This was the main house on the Virdone Estate, formerly on the North side of the North Service Road of the Long Island Expressway, west of Glen Cove Road. The house was built in 1907 and

moved to its present location in 1975, when the estate was sold and divided into building plots. As we approach Harbor Hill Road we will notice the wide mall that divides the traffic on Glen Cove Road. The Village of East Hills commissioned Robert Cronbach to do the bronze sculpture mounted here on a pedestal to celebrate their fiftieth anniversary as a village in 1981.

As the bus turns into Harbor Hill Road, we will see another fire station on the north side of the road. This is Fire Station #2 of the Roslyn Highlands Hook & Ladder Engine & Hose Co. We then pass the Air National Guard Station, where we will observe that there has been some additional building to improve this facility. We continue on Harbor Hill Road until it meets Roslyn Road at the former Clarence Mackay Gate House. The old maple tree which stood guard here since the gatehouse was built has died and been removed. Here we will turn left and go north to Lincoln Avenue, where we will turn right. Before we turn we will note that the Roslyn High School has been rebuilt and the beautiful classical western facade is no more.

On the northwest corner of Roslyn Road and Lincoln Avenue we will discover that another old house has been restored. This building, known as Roslyn House, was named as a landmark by the Town of North Hempstead in April 1989. It was built circa 1870 as a small hotel and bar. It was bought by Cornelius O'Leary in 1907 and sold to Patrick Breen in 1910. Prohibition brought the end of the hotel and bar. After a number of owners and tenants it was purchased by the Roslyn Preservation Corporation in 1983. When we reach this corner we will also note other changes in this area. The County and Town are in the process of connecting Round Hill Road and Warner Avenue. All the buildings on the west side of Roslyn Road, between Lincoln Avenue and the parsonage of the Salem African Methodist Episcopal Church, have been torn down. Orchard Street no longer connects with Roslyn Road. Church Street and Orchard Street no longer cross the railroad tracks. Church Street now leads us to a new housing development, known as Roslyn Plaza Gardens.

After Orchard Street crosses Locust Street going east, it becomes Orchard Court. Here, there are three units of five houses each, which were part of the low-cost housing built by the Town of North Hempstead. There are also two houses on Locust Street, one house on Orchard Street and three houses on Lincoln Avenue which, although single houses, fall into this same classification. As we proceed toward the railroad tracks we will notice that the Railroad Station has been moved some distance to the south, onto the grounds of the former freight yard. In 1988 the station was relocated along the tracks, but slightly west of the platform and somewhat lower. There is a new platform on both sides of the tracks, joined by an overhead walkway. Most of the land that was formerly the freight yard is now a parking lot. There is a road through from the parking lot to the North Service Road of the Long Island Expressway, known here as Powerhouse Road. There are four office buildings on this road. We regret to note that the island with the tree and the lamp post with the plaque dedicating the Plaza to Ernest Cuyler Brower has been removed. We hope that the plaque will return, for the Browsers did so much for the Roslyn community.

As the bus proceeds up Garden Street, we will see the beautiful new fire house of the Roslyn Highlands Hook & Ladder Engine and Hose Company, which in 1986 moved east across St. Mark's Place. Their property now runs from Garden Street to Warner Avenue. The old fire house on Garden Street was sold to the Roslyn Synagogue, which has adapted it very well to its new use. As we continue up Garden Street, we will notice that most of the vacant lots have been built on. When we get to Mineola Avenue we will see that there is no longer a tavern on the southwest corner, for it burnt down and was replaced by a block of stores. The building on the southeast corner has been covered with glass. The gas station on the northeast is no longer a gas station, but now repairs mufflers.

We will turn north on Mineola Avenue for one block and then turn right on to Warner Avenue. We need not go to Christopher Morley's former house in Roslyn Estates, though it is still there. His writing studio, "the Knothole," however, has been moved to the County Park on Searingtown Road, the former Ryan Estate, which now bears the name Christopher Morley Park. "The Knothole" is operated by the County and open to the public. Morley's 100th birthday was celebrated in 1990 by Nassau County and by the Knothole Association which was formed to save the writing studio and to keep his memory alive.

As we continue east we will see that in 1980 the Roslyn Methodist Church became the Archangel Michael Greek Orthodox Church. The Roslyn Methodist has joined with the United Searingtown Methodist Church and become the Searing-Roslyn Memorial United Methodist Church in Albertson. Further down the road we will discover that the former Rosenbaum House, which was Doctors' Hospital, has been torn down and replaced by SunHarbor Manor, a beautiful health related facility.

We have come once again to Brower Plaza, which is a good place to stop, for we are at the very heart of a transportation center. Three bus lines and the Long Island Railroad meet here. This was long needed in Roslyn. Before the automobile, unless one could afford a horse or the fare on a steamboat or train, one had to walk. As a teenager in the 1920's, my friend and I often walked to Hempstead to see a movie on a Saturday night, and walked home afterwards. The bus is a great boon to young people and to those adults who either can't afford an automobile, or for other reasons, can't drive. At Brower Plaza the N-23 bus goes north to Port Washington and Manorhaven and south to Mineola. The N-27 bus goes north to Glen Cove via Glen Cove Road and south to Roosevelt Field. The N-28 bus runs from the railroad station to the Industrial Park on Shore Road.

As we turn into East Broadway we discover more changes. The Roslyn Savings Bank parking lot has been extended. The two buildings identified by the Roslyn Landmark Society as the Sexton and Hegeman Cottages were built on this street in the late 1840's or early 1850's. Subsequently, they were the home and barber shop of the Teolis family and were sold to the Roslyn Savings Bank. They were then generously given to the Roslyn Preservation Corporation by the Bank, which also gave funds to assist in moving them in 1972 to their present site on either side of the Warren Wilkey House at 190 Main Street. As we proceed south on East Broadway we will see that a new road, Valentine Lane, has been added on the



Paper Mill Road, looking west. Village Hall is on the left, Bryant Library on the right. Photo copyright 1990 by Myrna Sloam; from the Bryant Library Local History Collection.

east side of the street. There are five new houses built by John Flynn. This land, behind Browne's Bakery, was levelled off in the 1930's and used for sand mining. The sand pit and Browne's Bakery have gone; the great scar on the hillside is now covered with vegetation and the new residents are enjoying their new homes.

In 1979 a new "old" house was moved from Mott's Cove Road, South, Roslyn Harbor, to the lot on the southeast corner of Valentine Lane and East Broadway. It is known as the Teamster's Cottage and was given to the Roslyn Preservation Corporation by the Incorporated Village of Roslyn Harbor. On the west side of East Broadway, opposite the Teamster's Cottage, is another new "old" house, the A. Nostrand House. Located below street level, it has a small pond visible from the street. Moved by the Roslyn Preservation Corporation, it was restored by Alexander and Elizabeth Ferguson, who owned the land. The Fergusons have since sold it to another owner. The A. Nostrand House formerly stood on the west side of Bryant Avenue opposite St. Mary's Church in the Village of Roslyn Harbor. The Frick Estate donated the house, together with a grant to move it, to the Roslyn Preservation Corporation in 1973.

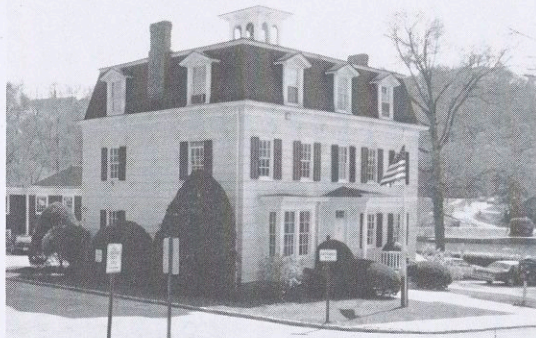
Let us now leave the bus on East Broadway near the Bryant Library and walk down Paper Mill Road into the park. First, we will discover that the tennis courts formerly on the south side of the road are no longer there. In their place stands the William M. Valentine House, surrounded by a parking lot. On the opposite side of the road, where the William M. Valentine House stood for over a century, there is now a beautiful new wing of the Bryant Library. All



Looking northeast at the 1968 new wing of the Bryant Library, built on the former site of the William Valentine House-Village Hall. Photo copyright 1990 by Myrna Sloam; from the Bryant Library Local History Collection.

these changes took place in 1968–69. The Valentine House is still the Roslyn Village Hall and Museum, although the two furnished rooms downstairs have been turned into offices by the Village and the period furniture has been put into storage. The Library was greatly expanded to serve the community better. The tennis courts are forgotten by all but a few who still remember the joy of playing tennis at the edge of Roslyn Park.

As we walk into the park we will notice that the plaque honoring Dr. Henry Bergh, founder of the American Society for the Prevention of Cruelty to Animals, on the north side of the stone bridge and the plaque on the south side, dedicated to Benjamin D. and Alice A. Hicks, whose funds made this memorial possible, have disappeared. The empty spaces serve to remind those of us who love beauty and honor, that there are among us those who do not



Paper Mill Road, looking southwest, showing the William Valentine House-Village Hall moved in 1968 to the former site of the tennis courts. Photo copyright 1990 by Myrna Sloam; from the Bryant Library Local History Collection.

understand and who show their frustration and resentment through violence and destruction. There is a great need for us to find ways to reach out to these, our neighbors, so that they too will understand our pride in our community.

Some distance beyond the bridge we will see a boulder on the south side of the road. It bears a plaque commemorating a few of the important events which have occurred in our community since its formation. It was given to the Town of North Hempstead by the Greater Roslyn American Revolution Bicentennial Commission in 1978. The boulder was taken from the sand pits on West Shore Road and placed here in a bed of flowers by the Town. In addition, the park has had a face-lift. An iron fence has been placed around the Japanese cherry trees by the Friends of Roslyn Park, to keep people from walking on their roots. The parking lot has been enlarged and the Mary Bannister Band Stand has been enlarged and moved to the east side of the tailrace of the Paper Mill. The land around the band stand has been landscaped to accommodate better the listeners to the music. A deck has been built along the south side of Silver Lake so that people may better enjoy the lake. The children's playground has been refurbished, as has the adult recreation area. The road leading out of the park has been widened and a new landscaped area with rocks, bushes and flowers has been added, as well as a small handicapped parking area. The park has been greatly improved and when we drive down East Broadway, past the church, we will note a large parking lot has been added to the park off East Broadway.

Now, as we return to East Broadway, we will see that another new "old" house has been added just south of the Losee-Eichen House and just north of Davis Lane, a new road which joins East Broadway just north of the James K. Davis House. This house, new to Roslyn, was moved in 1987 from Mott's Cove Road North, in the Village of Roslyn Harbor, by its new owners and refurbished at its present site. Davis Lane has been in the planning stage for several years. It goes from the east side of East Broadway to the south side of Remsen Avenue. It is currently paved only part-way up the hill at both ends, but not at the top. The Remsen House still stands at the top of the hill, but has been moved to the west. The grade of the hill has been substantially reduced, but the top has not been paved, so that at the present time the road is impassable. Six houses have been built on the south hillside, but they have not yet been sold.

There is another transportation center in Roslyn Village on Old Northern Boulevard just north of the Clock Tower. Here the N-20 bus which runs from Flushing to Hicksville via Northern Boulevard and route 107, meets the N-21 bus which runs from Flushing to Glen Cove via Northern Boulevard, Bryant Avenue and Shore Road. Both the N-20 and N-21 meet the N-23 bus in Roslyn. These buses are operated by the Metropolitan Suburban Bus Authority or the M.S.B.A. and connect with other buses and the Long Island Railroad, so that one can reach any place in Nassau and Suffolk County, or in New York City.

This is the end of our journey. I hope we have visited most of the changes of the last twenty-five years.

Roy W. Moger
July 1990

ROSLYN - THEN AND NOW

A brief illustrated history of the
Roslyn area

Researched and Written

by

Roy W. Moger

with

Illustrations

by

Frank Walter

ROSLYN PUBLIC SCHOOLS

Roslyn, L.I., N.Y.

DEDICATION

Roslyn - Then and Now is dedicated to Stewart W. Donaldson, a classmate of mine at Roslyn High School, whose family roots in Roslyn go back a number of generations and whose devotion to Roslyn inspired him to collect the vast wealth of memorabilia which has made this second edition possible;

and

to Elizabeth H. Moger, my wife and one of the newer residents of our town, who encouraged me to tell more about Roslyn and whose interest in our community has inspired me to complete this work;

and

to Frank Walter, my colleague on the staff of the Roslyn Public Schools, whose deep interest in our town led him to assemble a photographic record of our past and present for our children. His understanding of the need, his continued encouragement and his invaluable criticism and advice has made this work possible.

Roy W. Moger

9/24/1963

THE NAME ROSLYN

On September 7, 1844, forty-two residents signed a resolution which read in part: "We the undersigned, inhabitants of Hempstead Harbor, Queens County, Long Island, State of New York, finding a serious inconvenience in our village, particularly in our Post Office arrangements, from the similarity of names between Hempstead, N. Hempstead, Hempstead Branch and Hempstead Harbor, several miles distant from each other and on different post routes, so that sometimes from misdirection of correspondents and editors, but oftener from that of distant post masters, it is about an equal chance whether letters or papers arrive at one or another of the above mentioned places. . . . do therefore resolve, that the above mentioned Post Office and Village shall hereafter be known by the name Roslyn. . . ." The Post Office Department approved the change on October 24, 1844.

Ebenezer Close, a signer of this resolution, stated that the rules set up specified a short, pleasant-sounding name which had not been chosen for any Post Office in the United States. Of the names proposed, only ten fitted the rules. Of these ten, the name Roslyn, said to have been proposed by Mr. Cairns because our valley reminded him of Roslin, Scotland, received the most votes and was subsequently approved by all.

In spite of this evidence, a legend has grown up that our village was named Roslyn because of the unhappy love affair of a village girl who failed to escape with her soldier lover when his Scottish Regiment left the "Harbor" at the end of the Revolutionary War with bagpipes playing "Roslin Castle", a popular song of the day.



ROSLIN CASTLE, THE SEAT OF THE EARLS OF ROSSLYN, NEAR THE VILLAGE OF ROSLYN, SCOTLAND, FOR WHICH ROSLYN, LONG ISLAND WAS NAMED IN 1844.

FOREWORD

Since "Our Town-Roslyn" was originally published in 1960, there have been many requests for a more detailed story of our community. The younger people, who are beginning the great adventure of life in Roslyn, have inspired us by their enthusiasm to know more about their heritage; the older residents, who have lived here the greater portion of their lives, have stimulated us by their interest in bygone days. The newer residents, who are eager to put down their roots in their new home, have encouraged us by their desire to learn of the rich and varied past of our town.

Many have lent us pictures, maps, and other materials. Many have assisted by their questions, stories, anecdotes, and other reminders of past events and people. It has been most gratifying to know of such widespread interest, and we are deeply grateful to all. All of us, however, who live in Roslyn, or who may live here in the future, and who are interested in the past, are indebted to Stewart Donaldson for his devotion to his community, which is exemplified by his gift to the Roslyn Grist Mill Collection of a vast quantity of manuscripts, pictures, news items, and other memorabilia which he and his family have collected over many years.

This second edition is an enlargement of the first. Our bus trip has been extended to cover a larger area of our community, and we have made more stops and given more time to explaining the places that we visit. The interest shown in the illustrations has encouraged Frank Walter to collect pictures of the present as well as of the past, and in many cases we are better able to identify past scenes because present and more familiar views are shown.

Before we begin our bus trip, in this age of hard-surfaced roads, fast-moving automobiles, jet planes and rockets, however, it would be well to pause and review our history so that perhaps we may consider what we can learn from the experiences of those who lived here before us.

When we realize that our community has a written history that covers a span of more than three centuries, we can see that we are given an opportunity to review many changes. These changes in many ways parallel the history of our nation, yet, because of our local geography, our community has its own unique development.

Located as it is at the head of the harbor on the North Shore of Long Island, its earliest beginnings were as a port of entry for the pastoral community of Hempstead, the place chosen as a site for the first settlement by the settlers who came to this part of Long Island. This was the beginning of change. When a dam was built across the swamp at the "Head of the Harbor," for that was what our community was first called, to provide a water supply for a grist mill, the second great change had taken place. This location at the head of the harbor had become not only a port of entry but also a manufacturing center. In time, other dams were constructed, the sawmills, paper mills, and even a silk mill were built.

From that day in December 1643 when Robert Fordham and John Carman entered the harbor, water transportation has been of major importance to us. The early settlers brought in by boat the goods which they found necessary to establish their homes and work their farms, and they used the waterway to ship out flour from the grist mill, lumber from their sawmill, etc. At a later date, still within the memory of some of us, coal came into the harbor to provide fuel for our homes, fuel for the sawmills on each side of the creek, and fuel for the ice plant at Mott's Landing. Lumber came by schooner from New England and Canada to the sawmills on the creek. Today we heat our homes with oil, which arrives by oil barge and tanker at the tank farms on the east side of the harbor near the site of the old ice plant. We ride on hard-surfaced roads which are constructed from stone and asphalt brought in by water and processed at the Roslyn Asphalt Plant, also on the east side of the harbor.

Our east-west communication has also seen many changes. The first settlers found an east-west Indian trail which passed through the valley at the head of the harbor. This Indian trail, a mere footpath, has seen many changes but the present road still follows in general the original route used by the Indians traveling on foot along the north shore of the Island. It became a wagon road, but from all accounts a poor one, so that in 1835 the community welcomed the organization of a turnpike company. This undertook to maintain the road for the privilege of collecting toll from those who used this road to Flushing, which became known as the North Hempstead-Flushing Turnpike or North Hempstead Turnpike for short. It began near the present corner of Glen Cove Road and Northern Boulevard and followed the route of the present Northern Boulevard and Old Northern Boulevard through Roslyn to Flushing. In the late 1880's, due to poor maintenance and financial difficulties, the Township of North Hempstead purchased the road from the turnpike company and rebuilt it. Again it became a public highway, but the old name continued until the widening program of the State changed the name to Northern Boulevard in the 1930's. In more recent times the Roslyn By-Pass was built in order to facilitate the movement of traffic and relieve the bottleneck which existed in the Village. Today the "West Turnpike Hill" is undergoing a drastic change, much as the "East Turnpike Hill" did in the 1930's when that portion of the road was widened, and a new underpass was built under the Long Island Railroad. The old underpass still stands, now on Mott's Cove Road just a short distance north of the present underpass on Northern Boulevard.

These are some of the many changes that have occurred and are occurring within our community. History is a record of change. Change often disturbs us, for we are accustomed to the familiar. Change, however, is inevitable. We cannot avoid it, nor can we avoid influencing it or being influenced by it. We may be overcome by it or we may through courage and determination influence it, perhaps for good, perhaps for evil. It is for us as individuals, as well as a community, to be aware of our heritage if we are to create a better future.

July 1963

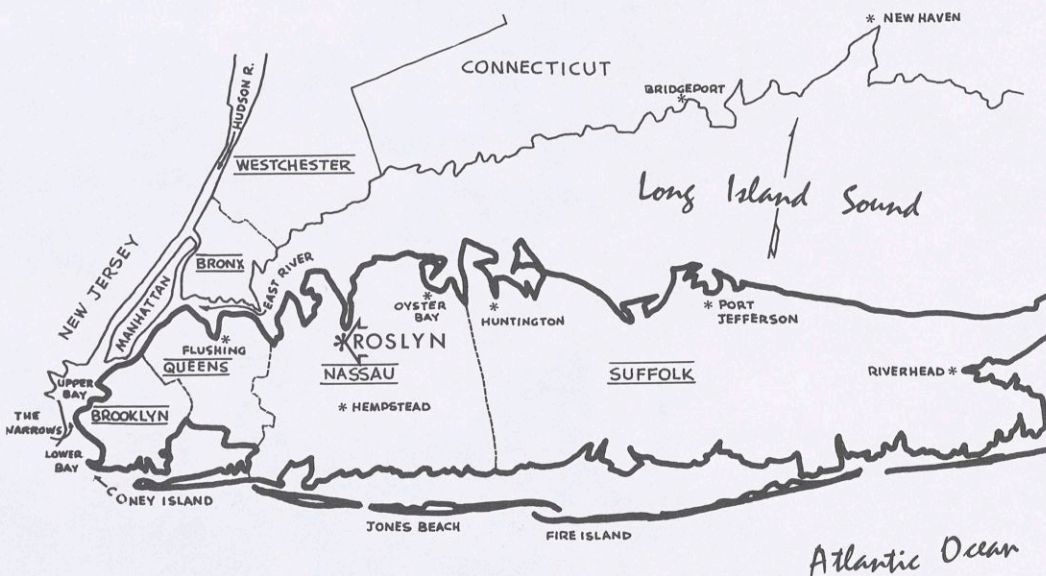
Roy W. Moger

ROSLYN-THEN AND NOW

Let us again pretend that we are taking a bus trip around our town. This time our trip will be somewhat longer. We shall go again to Bar Beach, where we shall ask the driver to take us to the far eastern end of the parking lot. There we will get out and look around.

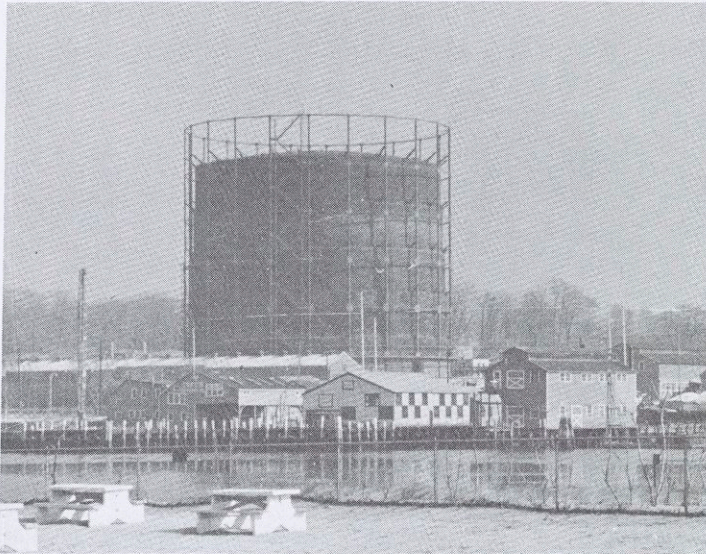
AT BAR BEACH

As we look to the north we are looking toward Long Island Sound. The land we see is the mainland of North America, for we are on an island separated from the mainland by Long Island Sound, the East River (which is not a true river at all but a narrow channel or strait which connects the water of Long Island Sound and Upper New York Bay), Upper New York Bay, the Narrows (another channel), and Lower New York Bay.

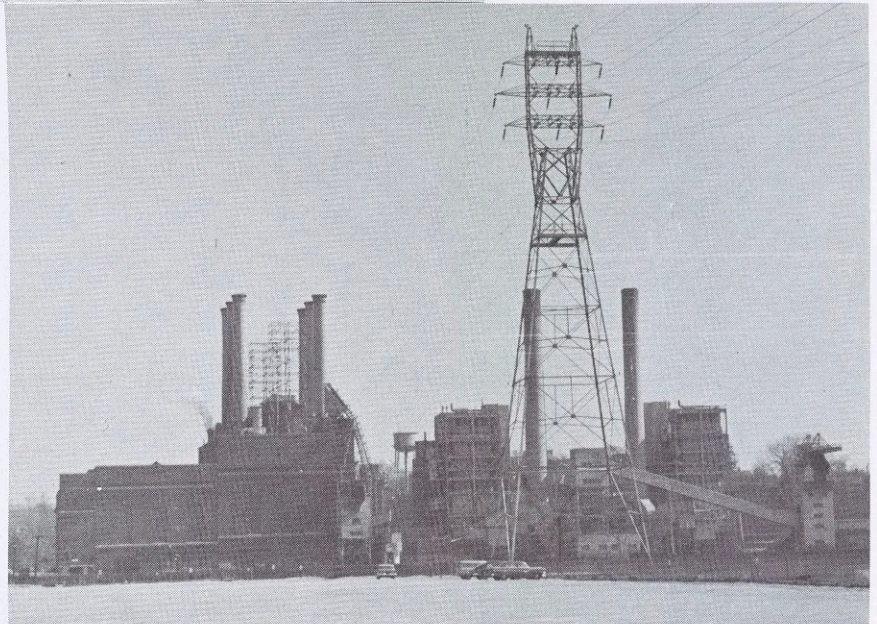


Bar Beach, as you can see, is a sand-bar reaching out into Hempstead Harbor. There is the water of Hempstead Harbor on three sides of us--to the north, as I have mentioned, to the east a short narrow channel, and to the south a wider expanse reaching all the way up to the Roslyn Mill on Old Northern Boulevard. This water is, of course, salt water, for in reality it is all part of the Atlantic Ocean.

To the east we see four principal things: the electric power plant of the Long Island Lighting Co., Fyfe's shipyard, where yachts are stored and repaired, the storage tank for natural gas, owned and operated by the Long Island Lighting Company, the gasoline and fuel-oil storage tanks of the Standard Oil Company, the Amoco Oil Company, and the Texaco Company.



GAS TANK

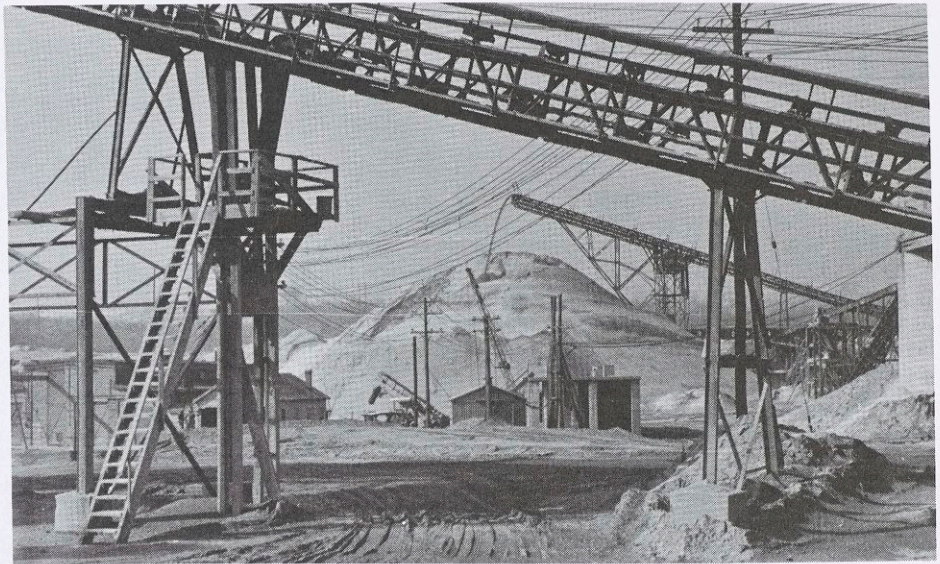


POWER HOUSE

Beyond all these industrial installations on the waterfront we see the wooded hills of Glenwood Landing and Glen Head.

Now let us look south toward Roslyn. What catches your eye? Is it the Roslyn By-Pass on Northern Boulevard? Is it the Long Island Doctors' Hospital up on the hill? Is it the sand pits on the western shore with their docks and barges? Is it the wooded hills which once surrounded the Harbor? Is it Harbor Hill, that hump to the east of the Village, known as Country Estates?

SAND PIT
WEST SHORE ROAD



In many respects this harbor and the village at the end of navigation have seen many changes, and as we stand here by the bus looking toward the hills to the south we may be able to travel back across the centuries to the time the first Englishmen came into this harbor looking for a place to build their homes and raise their families.

FIRST SETTLERS

It was in the year 1643 that John Carman and Robert Fordham sailed into these waters. Can you imagine what they saw? Look at the Harbor and pretend that there are no houses, no buildings of any kind, no boats or barges, no sand pits, no power lines, no roads, only water, sky, and heavily wooded hills.

They may have seen Indians on shore or in canoes. There may have been small Indian settlements on shore. We do not know.

John Carman and Robert Fordham were looking for a favorable place to settle, for themselves and for their friends, who had recently come from England and were staying with settlers who had come from England before them and settled in Stamford, Connecticut.

It is believed that these two men landed somewhere in Roslyn Village and proceeded inland to explore the country. I should have said "at the Head of the Harbor," for there was no Roslyn Village; in fact, it was not called Roslyn until many years later. At first, it was just the Head of the Harbor and later Hempstead Harbor.

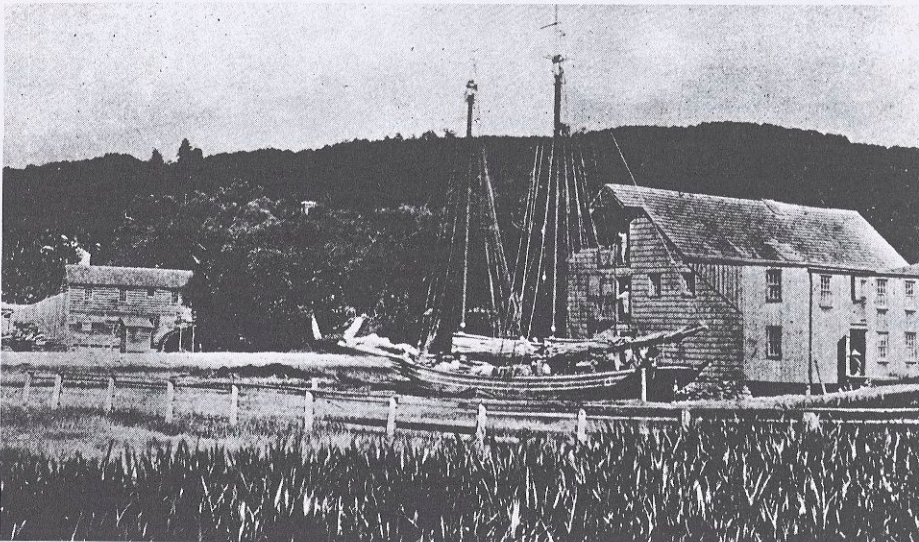
They probably took the easiest way south, which was what is now Main Street

and Roslyn Road, but these roads at best would have been only Indian trails through the woods. They traveled south until they came to the vast level expanse of grassland or prairie which began around Hillside Avenue or Jericho Turnpike and covered that part of the Island included in the villages of New Hyde Park, Mineola, Garden City, Westbury, and Hempstead, and which became known as the Hempstead Plains. They were pleased with this grassland, for they would not have to clear the land of the forest before they could plow and sow. It also provided excellent pasture for their cattle.

Near the location of the present Town Hall in Hempstead they selected the site for their village. They chose this spot, it is said, because there two small brooks joined to flow south into the bay. They were afraid of prairie fires, and for that reason built their homes on the banks of the streams so that they would have water. The streams would also serve as fire breaks, so that all would not be lost in a single fire.

The following year, 1644, the settlers came, and the village of Hempstead was settled. As there were no roads in those days, all goods and supplies were carried as much as possible by water, and the water nearest Hempstead to the north is Hempstead Harbor. A quick look at the map of Long Island will show this. Some will ask, "Why not go south from Hempstead to the water? It is shorter and the land is flat, while you cannot get out of Hempstead Harbor without climbing a hill."

Look at the map again. The only way they could go by boat from Freeport or Baldwin to either New Amsterdam to the west or the English settlements in New England to the north-east would be to go out into the open ocean. Using the harbor to the north they could sail to the New England ports on Long Island Sound or west to New Amsterdam through sheltered waterways. Have you been to Jones Beach? Do you remember the waves? Also, the harbors on the north shore of Long Island were deeper than the bays and inlets on the south shore, so larger boats could be used.

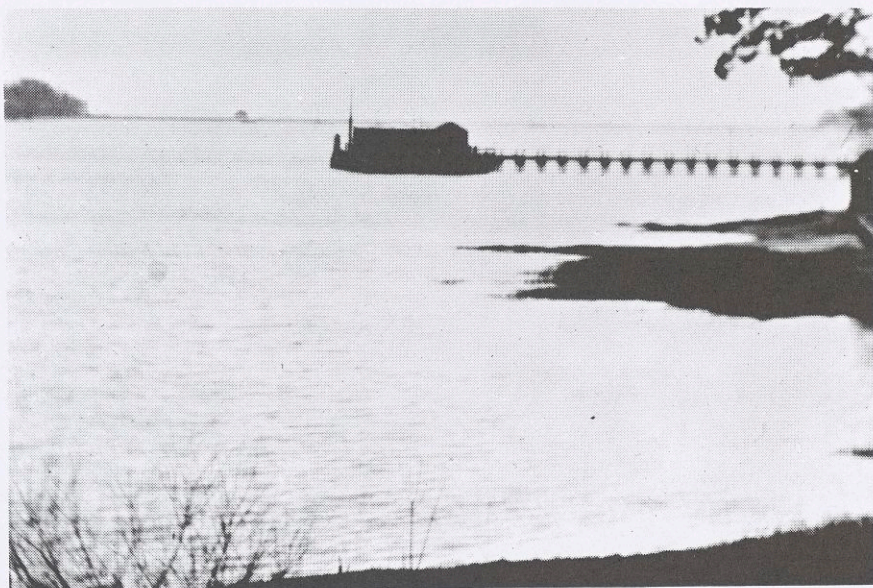


MARtha AMANDA
ROSLYN GRIST MILL

We can imagine, therefore, that from the year 1644 on, there were more and more boats to be seen in the harbor at which we are looking.

About 1701 the Grist Mill was built, and the seaport for Hempstead began to grow in importance. The farmers living inland brought their grain to the mill, where it could be ground into flour and shipped right from the mill to New York or the New England ports.

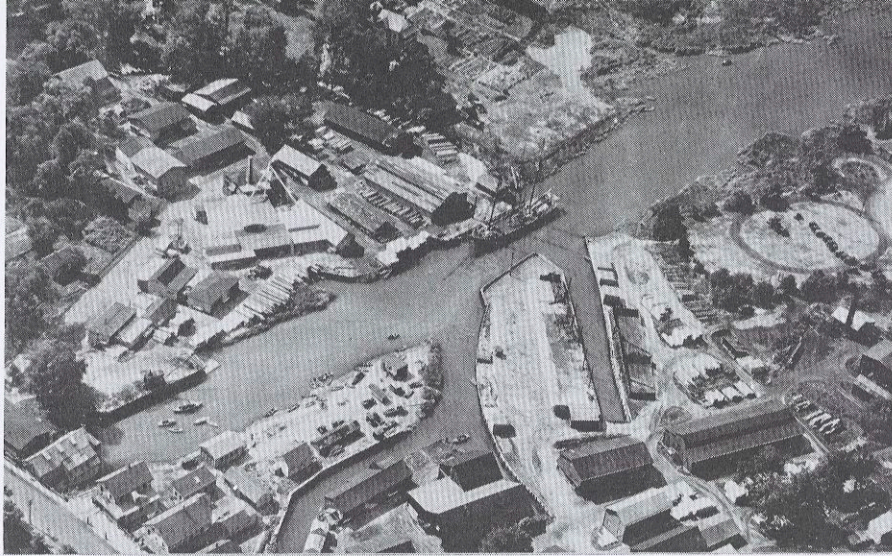
There came a day when the steamboat began to rival sail. Long before the railroad came, a steamboat dock was built just south of what we know as the Curtis Estate, and there was a regular service by steamboat from Roslyn to New York City. These steamboats carried freight, produce, and passengers to and from the city. I do not remember seeing the steamboats, but my father used to commute to the city in the summer by boat to avoid riding on the hot train. It took a little longer, but it was much pleasanter.



STEAMBOAT DOCK
ROSLYN HARBOR 1900

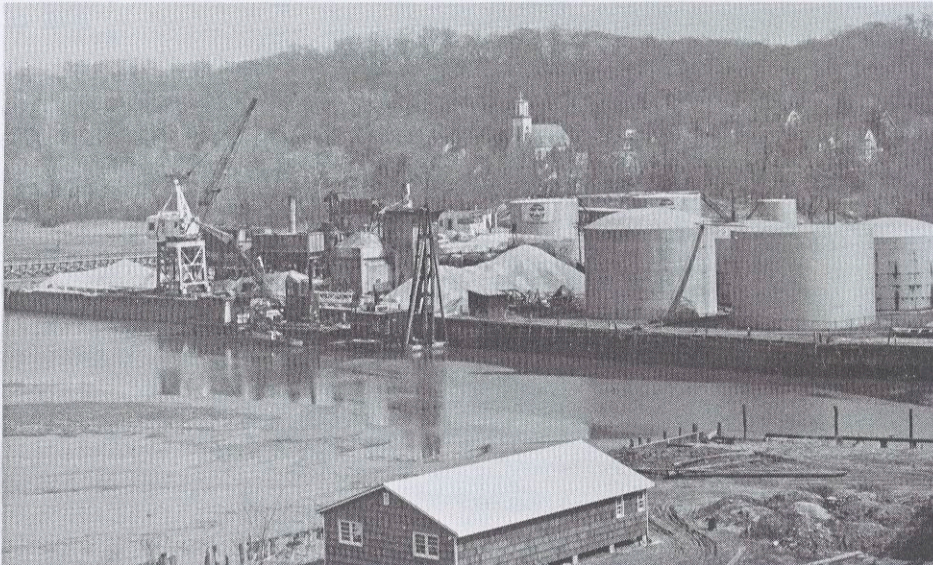
The steamboat did not completely drive out sail, however, for, although I do not remember the steamboat because it had gone out of service sometime before the first World War, I do remember the sailing schooners which brought lumber from the New England states and Canada to the large lumber yards located on each side of the creek.

I have seen lumber schooners in the creek as late as 1925. In the later days, however, the schooners did not sail up into the harbor. They arranged to have a tugboat bring them in.



HEAD OF HARBOR
ROSLYN 1919

Today barges loaded with trap rock and bluestone for road building are brought in by tug to the Roslyn Asphalt Company plant and the Town of North Hempstead wharf under the bridge.



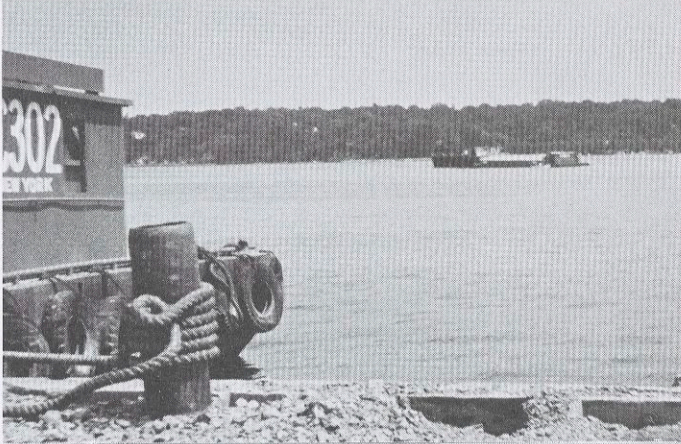
ASPHALT PLANT

A steady stream of sand barges is taken out by tugs on every tide from the sand banks on West Shore Road.

Perhaps you will see the barges leaving, being taken out by either a small tug or a large one. The small tugs take the barges to an empty barge known as a stake boat, which is anchored by heavy anchors, and to which the loaded or empty sand barges are tied by heavy cables. When a sufficient number of loaded barges are ready, a large tugboat will take them out through the Sound to their various destinations.



BARGES SOUTH OF BAR BEACH



STAKE BOAT



TUG BOAT & SAND BARGE:

The sand and gravel are used for fill and in the manufacture of concrete. We also see oil tankers bringing fuel-oil and gasoline to the oil company docks. In the summer there are many yachts and small pleasure boats also using these waters.

Let us now return to the bus and ride back to Roslyn to get a closer look at our town. As we drive back we should note the height of the hills on the eastern shore, especially Harbor Hill, which is the second highest hill on Long Island, 386 feet above sea level. Let us look at the old houses on the eastern shore, typical of the large estates which formerly surrounded Roslyn.

As we pass under the Roslyn By-Pass on our return we will see the office and the original pumping station of the Roslyn Water District, which was built in 1910. The water that many of us drink is pumped from a deep well located here. The Roslyn Water District was organized in 1910.



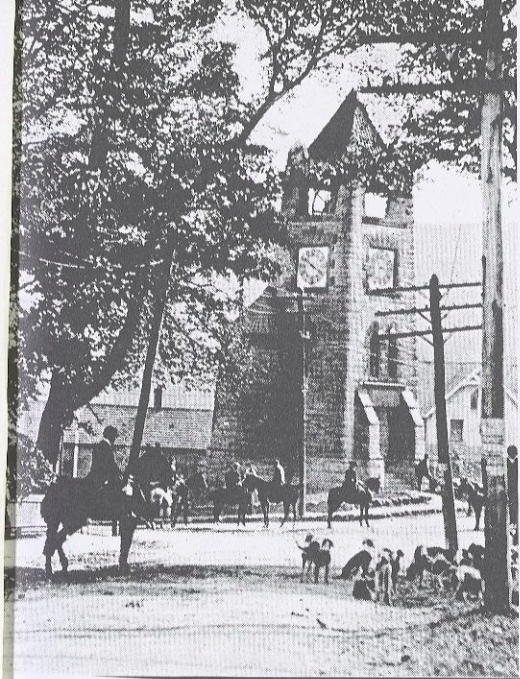
PUMPING STATION,
ROSLYN WATER DISTRICT

ROSLYN CLOCK TOWER

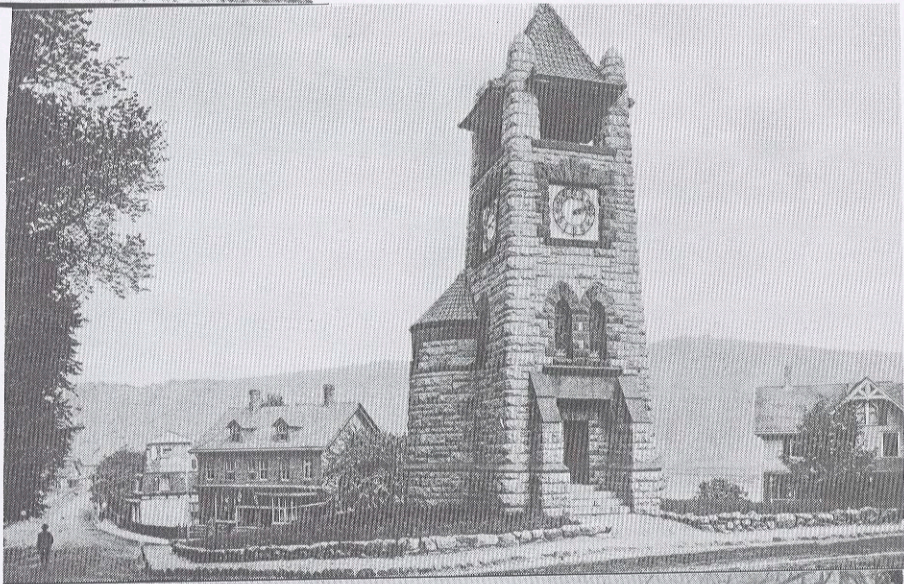
After we turn on Northern Boulevard going south we will ask the driver to slow down so that we can get a good look at the Roslyn Clock Tower. Many of us who live in the Village pass it every day and never stop to look at it closely. It was given to the community by the children of Ellen Ward as a memorial to their mother, and was built in 1895.



LOOKING NORTH



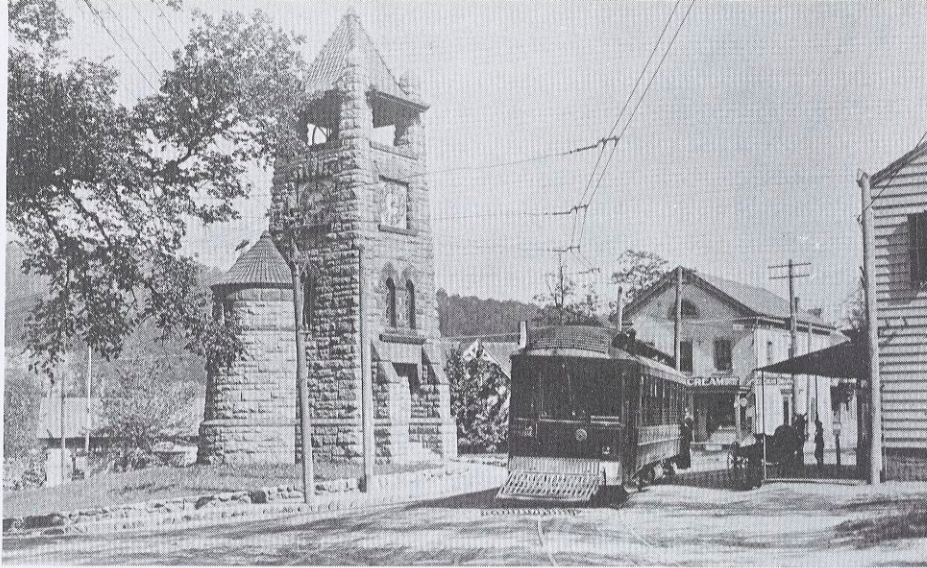
THE FOX HUNT



LOOKING EAST



LOOKING WEST



LOOKING SOUTH

Perhaps you will be interested in the history of its building by following its progress in the Roslyn News.

Dateline March 22, 1895--"A Clock and A Tower"

"The Town Board of North Hempstead in response to petitions of a number of taxpayers held a special meeting at the Town Clerk's Office Tuesday afternoon, March 18, to consider the offer of the heirs of the late Mrs. Ellen E. Ward to erect a stone tower and clock in the village of Roslyn. The offer was made through the Rev. Alexander McKenzie Smith of Washington, D. C., a son-in-law of the deceased, and stipulated that some legal agreement should be entered into that should bind the heirs to a faithful fulfillment of the offer, and the town to keep the clock wound and the tower and clock in repair. As the village is not incorporated [Incorporation was in 1932] but comes under the general government of the Township, it was suggested that the matter be submitted to the people at the ensuing Town Meeting. To that end the following resolution was proposed and will be voted upon in the regular form. Resolved: That the Town of North Hempstead hereby accept the offer of a proposed clock tower and clock from the heirs of the late Mrs. Ellen E. Ward, and hereby dedicate the triangular plot of ground in front of the residence of Dr. Joseph H. Bogart, at Roslyn for its construction, and agrees to maintain the same.

"There can be no possible objection to the passage of this resolution, and it is expected that an almost unanimous vote will be recorded in its favor."

Dateline March 29, 1895--"Don't forget to vote for the resolution #2, which is for the acceptance of the new Tower and Clock in Roslyn village--the gift of the children of the late Mrs. Ellen E. Ward."

Dateline April 5, 1895--"It affords us great pleasure to be able to state that the resolution concerning the acceptance of the Tower and Clock for Roslyn village was carried by a large vote on Tuesday."

Dateline May 3, 1895--"The clock tower will be commenced as soon as possible and will be finished by the 1st of October."

Dateline June 14, 1895--"The Clock Tower Commenced--One of the architects, Mr. Lamb of New York City, arrived in town Tuesday afternoon and located the spot for the erection of the Clock Tower--The contractors, George Mertz and Sons of Port Chester, N. Y., broke ground on Wednesday morning for the foundation which will be concrete, 20 feet square and 6 feet deep--The entrance to the tower will face the to west on which will be placed a memorial tablet of elaborate design, which will be located on the northern corner of the structure. There will also be added an elaborate finish to the top of the tower. It will be 50 feet high, on the top of which will be placed a fine bell, the tower will be square with four dials. The grounds will be graded, with a cobble stone gutter, It will be built of red granite with red stone trimmings. When completed, Roslyn will possess one of the finest ornaments in the state. A celebration to commemorate its erection will probably never be equaled in Roslyn."

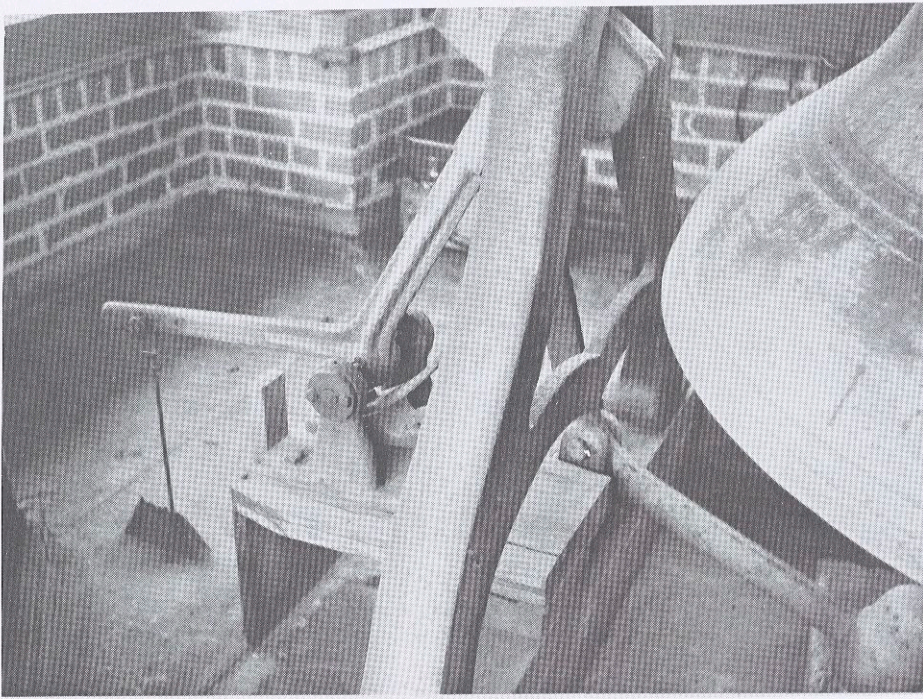
Dateline July 12, 1895--"The foundation of the Clock Tower is completed and work on the structure will be commenced as soon as the material arrives."

Dateline August 2, 1895--"Rapid progress is being made on the Clock Tower."

Dateline August 30, 1895--"A large schooner load of stone has been received this week for the Memorial Clock Tower and work is being rapidly pushed."

Dateline September 6, 1895--"The Clock Tower--When the Clock Tower is completed, Roslyn will have one of the most substantial, most ornamental and useful public ornaments to be seen anywhere on Long Island--It will in fact be the one crowning feature of Roslyn's numerous and attractive sceneries and handsome country residences --It is situated on the triangle opposite the residence of Dr. J.H. Bogart and the clock will be sufficiently elevated to be seen from nearly all parts of the village.

"The tower is being constructed from Letts Island granite with red sandstone trimmings. It will be 44 feet high from the street level and rests on a foundation 4 feet 3 inches thick--The walls will be 2 feet 6 inches thick and lined on the inside with brick. The outside dimensions just above the water table are about 18 feet square --The walls incline towards the top where the tower is 14 feet square under the cap and 12 feet at the top--The roof will be of tile, there will be two stories--The first story having 2 handsome windows on each of the four sides--Just above the second story the clock, which has a dial nearly 6 feet in diameter, will be placed. The clock will be encased in a brown stone with marble dials and bronze figures. Above the clock will be a belfry in which a bell weighing 2700 lbs. and equipped with a muffled clapper to deaden the sound, will be placed. A stairway will lead from the entrance to the belfry, but will not be open to the public. The entrance to the tower will be on the west side, and will be enclosed by a door of elaborate architectural design. They will be encased in brown and red sand stone, which material will also form the window casings. Above the door will be placed a handsomely carved memorial tablet of brown stone. The steps leading to the entrance will be of granite.



BELL-ROSLYN CLOCK TOWER

"The style of the architecture is Egyptian, the design was drawn by Lamb and Rich of 265 Broadway, New York. The contractor is the firm of George Mertz and Sons of Port Chester, N.Y., who have a competent foreman in the person of Mr. Harry Skews, in charge of the work. The triangle in which the tower is being erected will be graded and enclosed with a coping and otherwise improved. The entire work including the clock is expected to cost about \$10,000.

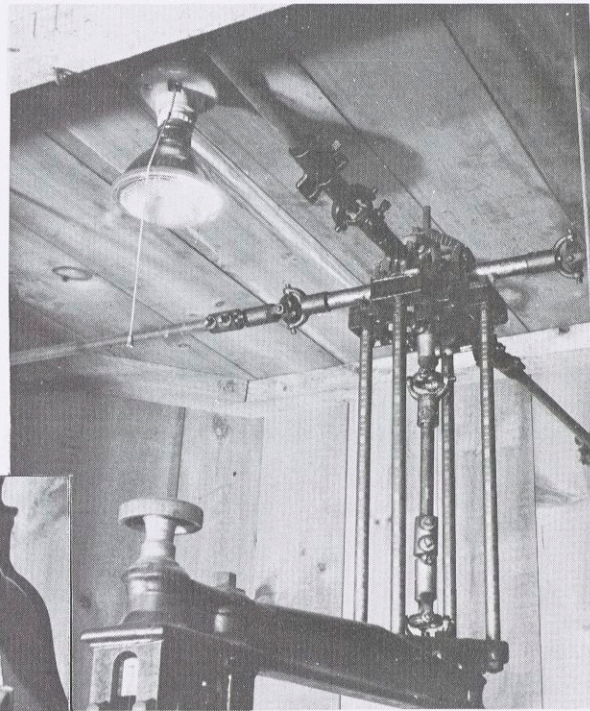
"The tower is the gift to the village of Roslyn from the children of the late Ellen E. Ward who died about two years ago. This is the second Ward memorial in Roslyn, the first being the public drinking fountain for man and beast which was given by the late Mrs. Ward in memory of her husband, Elijah Ward--The Elijah Ward post of the G.A.R. [Grand Army of the Republic--an organization of Union veterans of the Civil War] and Trinity Church are also beneficiaries of this charitable woman, who during her life was beloved by the people of Roslyn, among whom the memory of her good works will never fade."

Dateline October 4, 1895--"The work of the Town Clock Tower is progressing rapidly --If the stones are all received, it will be only a few weeks before the exterior is completed."

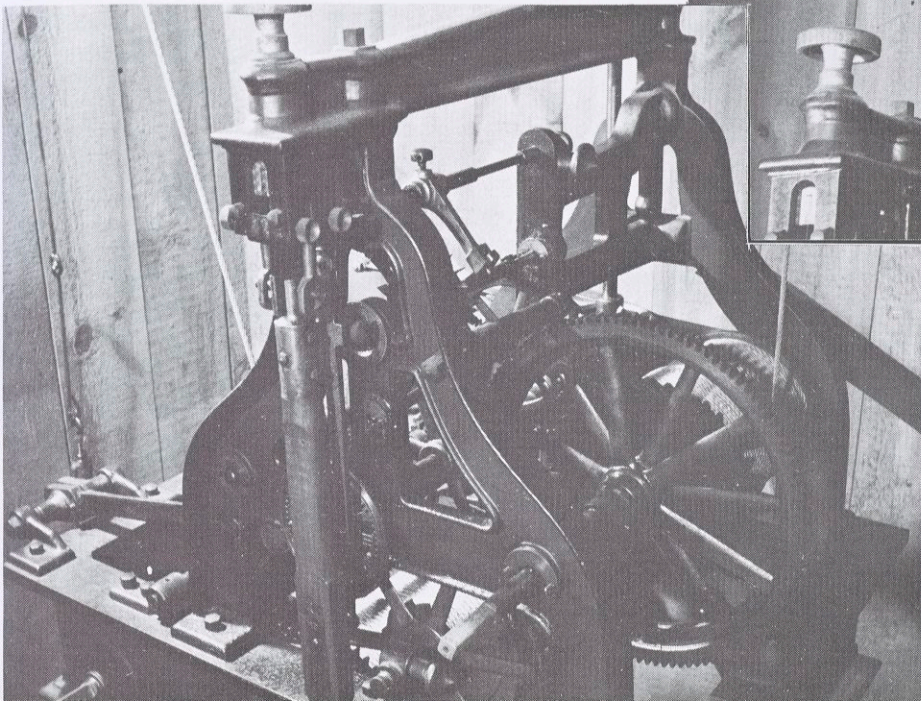
Dateline November 8, 1895--"The Ward Memorial Tower is nearing completion. The mason's work is to be finished this week and the large bell weighing 2500 lbs. has arrived."

Dateline November 29, 1895--"The work on the Memorial Tower is progressing slowly and it is expected that before the Christmas holidays the clock will be put in place and ready to begin the New Year by marking the hours for Roslynites. The bell in the tower was swung into position Saturday and made secure. It weighs 2500 lbs. and has a clear rich tone--besides doing duty as a chime to strike the hours for the clock, the bell will be utilized as a fire alarm and has been fitted with a large wheel for the purpose. The merry testing of the chimes of the new bell rang forth from the clock tower Saturday night to the delights of all Roslynites."

Dateline December 6, 1895--"The clock works for the Ward Memorial Tower arrived Monday and were placed in position on Thursday. The clock was made by the noted Seth Thomas Clock Company. The dials will be of metal 3 inches thick and with large numbers engraved. It will take some time to arrange the works. The carpenters intend to finish their work next week."



CLOCK WORKS
ROSLYN CLOCK TOWER



Dateline December 20, 1895--"The clock in the Ward Memorial Tower is in running order. Mr. King, of Thomaston, who is placing the works, is an expert from Seth Thomas Manufactory and will see that everything is in striking order before he leaves --The tower is now complete except for some tile on the roof which has to be specially made.

"Charles H. Pearsall Jr. of this village has the honor of being the first keeper of the new clock in the Ward Memorial Tower--The clock is keeping excellent time and giving universal satisfaction."

Dateline April 24, 1896--"Mrs. Alexander McKenzie Smith and her brother Robert Stuart were in Roslyn on Friday and made an inspection of the Ward Memorial Clock Tower--They were highly pleased with the work, now the grounds are to be graded and put in first class order."

Dateline July 26, 1897--"Lightning struck the Roslyn Clock Tower and damaged the roof so that a new roof is necessary on one side--The Clock mechanism was not seriously affected."

Over the entrance of the Clock Tower is the following inscription:

IN LOVING MEMORY OF

ELLEN E. WARD

A.D. 1895

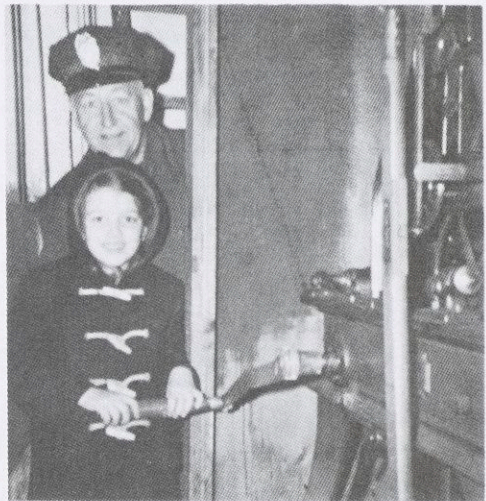
To Whom Roslyn and Its People

Were Dear

She Fell Asleep January 18, 1893

The inscription is somewhat weathered at the present time, and some of the stone has flaked off, so that the date has disappeared. The clock, however, still keeps good time after these many years. Charles H. Pearsall continued as keeper of the clock until his death in 1937. The next caretaker was George Washington, who also was a faithful custodian during the years the clock was under his care. He too faithfully tended the winding of the clock until his last illness in 1959. George Washington was a Negro, whose father had been born a slave, and who came to Roslyn after the Civil War. The picture below shows Elbert Miller, the present keeper of the clock, winding the mechanism. Although the clock only needs to be wound once a week, the caretakers have found that it is much easier to wind it half way twice a week. The clock is operated by large weights which slowly descend from the mechanism to the base of the tower.

WINDING THE CLOCK
PATRICIA MOGER
ELBERT H. MILLER



Before we leave the Tower, we will note that on its grounds there are two large stones with bronze tablets and one small ancient cannon, a trophy of the Spanish-American War. The tablet tells us that the cannon was taken by the "U.S.S. Wasp" from the Spanish gunboat "Don Jorge Juan," Nipe Bay, Cuba, July 21, 1898. The tablet on the eastern corner of the property is in memory of Corp. Pilot William H. Tailer, shot down in 1918. The tablet on the south side of the Tower is in memory of the men of Roslyn who lost their lives in World War II, 1941-45.

I hope that traffic won't be too heavy when we approach the Clock Tower, for we should ask the driver to pause by the Lincoln Building, just across Main Street from the Tower. No, this building has nothing to do with Abraham Lincoln. It was built in 1925 as a show room for an agency that sold Lincoln automobiles, hence its name.



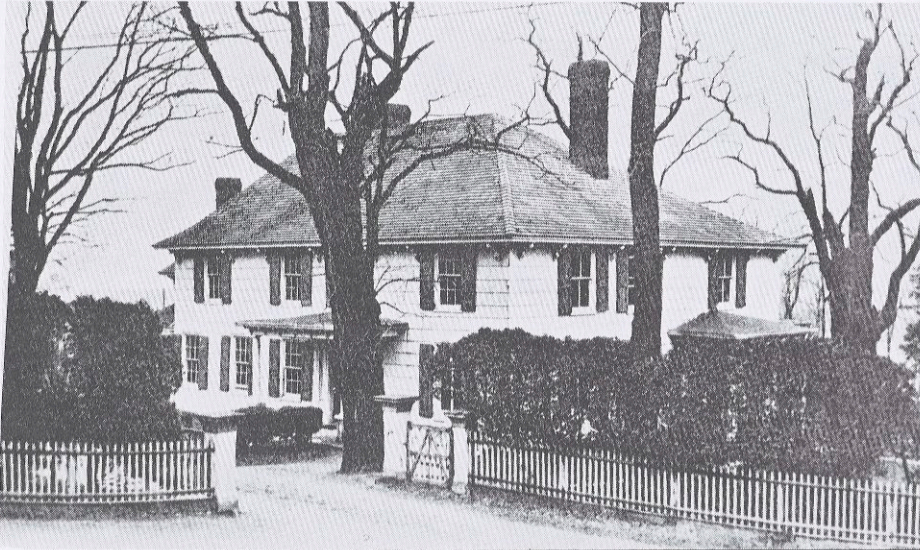
THE LINCOLN BUILDING

We should also be sure to take a good look at the Washington Manor.

THE ONDERDONCK HOUSE

now the

WASHINGTON MANOR



WASHINGTON MANOR

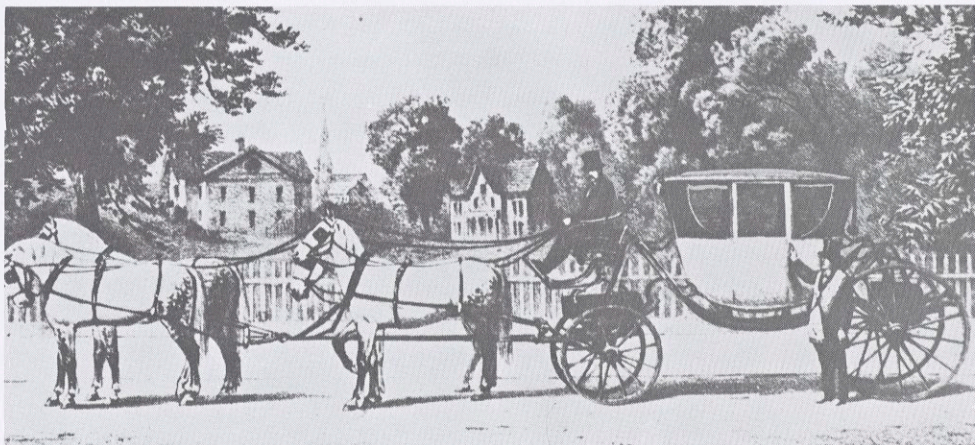


This is the house in which Hendrick Onderdonck lived from about 1752 until 1801, and where he was living when he entertained President George Washington on April 24, 1790. When the President passed through our town, "Hempstead Harbor," on his tour of Long Island during his first term as President of the United States, he wrote in his

journal:

Saturday, 24th--Left Mr. Young's before seven o'clock, and passing Musqueto Cove, breakfasted at a Mr. Underdunk's, where we were kindly received and well entertained. This gentleman works a grist mill and two paper mills, the last of which he seems to carry on with spirit and to profit. Distant from Oyster Bay twelve miles. From thence to Flushing, where we dined is twelve more, and from thence to Brooklyne, through Newtown (the way we traveled and which is a mile further than to pass through Jamaica) is eighteen miles more. The land passed over today is generally very good, but leveler and better as we approached New York. The soil in places is intermixed with pebble and toward the west end with other kinds of stone, which they apply to the purposes of fencing, which is not to be seen on the south side of the island nor towards the eastern part of it. From Flushing to Newtown, eight miles, and thence to Brooklyn, the road is very fine, and the country in higher state of cultivation and vegetation of grass and grain than any place I have seen, occasioned in a great degree by the manure drawn from the city of New York City. Before sundown we had crossed the ferry and were at home.

As we see from the President's own account he had left Oyster Bay at seven o'clock and "breakfasted at a Mr. Underdunk's where[he was] kindly received and well entertained." He tells us that Mr. Onderdonck (the Dutch spelling) worked a grist mill and two paper mills, and indicates that he was a successful businessman. He also tells us that he, George Washington, was home on Manhattan Island by sundown, and that he traveled 42 miles that day, which was ten miles further than he had traveled on any other day of his tour. From this we may deduce that he was anxious to get to New York City and, as he did not mention it, he probably did not stop to visit the paper mill, as some say that he did. We must also remember that he was not traveling by car at 45 miles an hour over excellent paved roads but rather by horse-drawn carriage over hilly dirt roads 172 years ago.



WASHINGTON'S COACH

HENDRICK ONDERDONCK

1724-1809

Hendrick Onderdonck, the President's host that morning in 1790, was born in New York City in 1724. His parents were of Dutch descent, and the family spoke Dutch. His grandson, Benjamin Onderdonk, writing about his grandfather, says, "In the first years of boyhood he [Hendrick] knew none other than the Dutch language, but had an invincible desire to master the English. I have heard him say that he would steal away into his father's hay mow for the purpose of studying English grammar with the aid of what knowledge of the language he could gain in daily intercourse with those who knew it. His good common sense taught him that the language of the country in which he lived should be cultivated if he would be successful in his early desire to have a character in that country, as an influential and useful citizen."

Hendrick Onderdonck came to our town to live in 1752 when he was 28, and he lived here until his death in 1809, over half a century later. He settled on the west side of the harbor and began his business career with a general store. During the same year, 1752, he began his career as a public servant for, at a Town Meeting held in Hempstead, on April 7, 1752, Hendrick was chosen Overseer of Highways for the Town of Hempstead. He served a number of terms in this capacity, and in 1769 he was elected Supervisor of the Town of Hempstead from Hempstead Harbor, which position he held until the Revolutionary War.

In time he bought the grist mill, and in 1773 he built the first paper mill. In 1790, George Washington mentions that he had two paper mills. His grandson says, "A store and mills were his principal objects of superintendences. He dealt largely in paper, and besides the manufacture of flour, he had in connection an extensive ship bread bakery, sending its products to foreign ports. I have a distinct recollection of a building called in my childhood 'the old bakery.'"

DURING THE AMERICAN REVOLUTION, 1776-1783

From the various accounts that have been handed down to us we can piece together some of the story of the hardships and difficulties which befell the Onderdoncks and their neighbors at Hempstead Harbor and environs during the seven long years of occupation by British and Hessian troops from the defeat of the American forces at the Battle of Long Island, August 29, 1776 until Evacuation Day, December 22, 1783.

There is an account in the Stewart Donaldson Collection which tells us that "It is not known when the British came here; but probably immediately after Washington left the Island British light horse hunted out the leading Whigs and impressed wagons. A. Onderdonck, Peter Dodge (and who can tell how many more) were impressed with teams and attended the army (British) at Newtown, White Plains, and Fort Washington. They returned home sick with camp fever and were buried in December. Hendrick Onderdonck's wagon, driven by Chas. Stubbs, was taken to the Jerseys and recovered eight months later. It had served two six pounders at White Plains. Great numbers of impressed teams were lost and never paid for.

"On Saturday the 21st of September 1776, the day after the great fire in New York City, a detachment of Col. Birches, 17th light dragoons visited Great Neck, Cow Neck (Manhasset) etc. In the afternoon they reached the house of Adrian Onderdonck, which they instantly surrounded. An officer went in and searched every part, up and down stairs, thrusting his sword into every secret place. The object of their pursuit happened to be at home, and on being arrested, he asked the reason for it. The reply was, 'Your neighbors complain of you.' He then mounted his horse and rode off with the troopers and was taken to New York. On his arrival at the city he was paraded through the streets to the Provost. He was allowed to write home, which he did in Dutch for provisions, such as smoked beef, butter, etc. Unfortunately they were not sent as the neighbors amused his wife with the vain hope that her husband would be home in a short time.

"The horrors of imprisonment were aggravated by the uncalled for brutality of Capt. Cunningham, keeper of the Provost, who seems to have hung great numbers on his own responsibility without trial as appears in his dying confession when he was hung in London August 10, 1791 for forgery. One day as he was walking through the rooms, he asked Onderdonck what he was imprisoned for and he replied, 'I have been a committeeman.' 'Well, you shall be hung tomorrow.'

"After he had been confined nearly four weeks, his mind daily harassed with the dreadful forebodings of death without a hearing, whenever it might suit the whim of his cruel jailer, Elbert Hegemen* obtained his release on the pretext that his family were suffering from sickness and two of his children having died in one day. The Colonel replied, 'For his suffering family he felt sorry, but as for the damned rebel, he did not care what happened to him.' Then through Lambert Moore (a relative and Comptroller of Customs) they went to Sheriff Roberts, who was a friend of Hendrick Onderdonck, he gave them a letter to General Robertson; who thereupon issued an order for the liberation of the prisoner. Onderdonck could not realize it, he was confused and bewildered. He was brought home in a wagon by E. Hegeman* in the night, pale, thin, and feeble from bodily suffering and mental anxiety. His shattered constitution never recovered its former strength.

"E. Hegeman recovered from Michael Burns, of Searingtown, who was informer and guide to the light horse that captured Onderdonck, the young sorrel that A. Onderdonck rode to Brooklyn. He paid him a few dollars for his alleged expenses.

"A. Onderdonck had been Deputy Chairman of the committee for Cow Neck, Great Neck, & . and it became his duty to grant passes; to those wishing to leave the county, and preside at meetings where resolutions offensive to the Loyalists were often passed; hence, though a mild and moderate man he naturally, from his position, incurred their resentment."

With Long Island occupied by the British, the residents were at their mercy and unable to defend themselves. They also found that they were the victims of attack from friends across the Sound. Armed American troops crossed the Sound in small bands

*E. Hegeman is mentioned as a patrol on the West Shore of Hempstead Harbor.

by whale boat and made legitimate raids on British army installations, equipment, and supplies, but they also raided private homes in search of Tory hostages, and often mistook friend for foe. Added to these miseries, the inhabitants of Long Island were also particularly vulnerable to armed bands of thieves masquerading as patriots or British soldiers. The difficulties of living in our town during these seven years of occupation may be better understood from the newspapers of the time. The following excerpts are taken from several Tory papers. Though one-sided, they reflect the dangers and the distresses of living in this area during those war years.

August 6, 1777--Gaine's Mercury--"Last Wednesday morning, two wood boats from Long Island, were taken by a privateer (rebel) in the Sound, near Hempstead Harbor, and carried to Norwalk."

October 20, 1777--Gaine's Mercury--"A whale boat with 10 men from Byram River, took a wood boat (Oct. 5) from Hempstead Harbor out into the Sound and returned for two others that lay there ready loaded, but a few militia getting together, obliged them to row off with speed."

April 16, 1778--Holt--"Last night, 15 men of Col. Meig's regiment, under Lt. Lay, crossed from Horse Neck to Long Island, and cut two sloops out of Hempstead Harbor, bound to New York. One was deeply laden with wood, the other with vegetables, which they took safe to Horse Neck and unloaded. They also took four prisoners."

May 31, 1779--Gaine--"A party of rebels from Connecticut came to the house of Mr. Samuel Herrold, of Hempstead Harbor last Tuesday night, and robbed his shop of goods to about sixty pounds and then took their whaleboats and rowed across the Sound."

July 4, 1781--Rivington's Gazette --"About 12 o'clock Saturday night the door of Hendrick Onderdonck, at Hempstead Harbor was forced with a bayonet. Andrew, his son, hearing the noise, met the robbers at the door, receiving a cut in his forehead. When he extricated himself, [he] made his way through the east door, crossed the creek and ran to John Rogers, blacksmith, and gave the alarm. Meantime, the robbers found a gold watch and other articles. A mug of gold pieces in a cupboard escaped their search. Some of the most costly goods had been taken from the store and purposely distributed about the house. The robbers went up stairs, Mrs. Onderdonck resolutely following telling them not to go in such a room, as her daughters were there. They hastily picked up some rolls of fine goods and velvet, put them under their arms and hurried down stairs. Mrs. Onderdonck following at their heels, pulling away a piece now and then, till they got out of the house. There was a number of active young men in the Harbor and the soldiers had no mind to wait and have a brush with them. They pretended to be whale boat men, were disguised, and had their faces painted. The robbers were soon discovered, for an unlucky soldier billeted at Searingtown wore a stolen shoe that Jack Golder (who was making shoes at the same house) recognized as one he had made at Hendrick Onderdonck's with locust pegs, when his maple fell short. An investigation took place and the stolen property was found in the possession of Col. Ludlow's men billeted at Herricks."

1783--Rivington's Gazette--"Obadiah Valentine, born on Long Island, but residing in Connecticut, (was) charged before Judge Ludlow of breaking into the house of P. Sniffen, (of) Hempstead Harbor, was in the provost from May 28, 1783, till the evacuation."

One can see from these accounts that living on the north shore of the Island made one liable to attack both from friend and foe, whether one was an American patriot or a Tory.

In order to protect themselves, the local residents, who often found little protection from the occupying forces, organized patrols of their own to keep watch along the shore of the harbor. There is a story about Tunis Bogart, a militia-man from Wolverhollow. One night when he was patrolling the east side of Hempstead Harbor, he heard whaleboats rowing. He fired, and two boats put about immediately. As they neared the Cow Neck, or western shore, E. Hegeman, a patrol on that side, also fired. One of the crew (of the invading whaleboat) jumped up, flapped his arms, and crowed out defiance. The boats then returned to the main[mainland] without effecting their design, which was to rob a store at Herricks.

Stories are told of how the head of the family often had to sleep in out-buildings or in the woods at night in order to avoid capture and torture by mauraders who were looking for money and other valuables. In this way the attackers could not find out where the valuables were hidden, for the other members of the household could say that they were not told about such things.

Another form of distress, during these times, was to have occupying troops billeted at your house. There is an account which tells us that at one time Hendrick Onderdonck had Baron Ewald, Captain of a Hessian regiment, called the Jaeger Corps, of mounted and dismounted soldiers, quartered at his house.

It must have been a great relief to everyone when finally, eight months after the general peace had been declared in New York, (April 9, 1783) and almost a month after the official date set for evacuation, (Nov. 25, 1783) the last of the British and Hessians left our shores, (Dec. 22, 1783).

A week after the British had departed, an election was held to choose representatives to the State Assembly.

If we have any doubts as to which side in the past struggle our townsman, Hendrick Onderdonck, was on because his son-in-law was Collector of His Majesty's Customs, or because of the fact that he billeted a Hessian officer in his house, or because he did not leave the Island to join the American forces, our doubts should be relieved when we learn that on that first election day he was chosen to represent Queens County in the State Assembly, which was to meet in New York from January 21st to May 12, 1784. One of the first acts of that Assembly was to divide the Township of Hempstead into two townships--North Hempstead and South Hempstead Townships. (The Township of South Hempstead was later renamed the Township of Hempstead). This was done because the inhabitants of the northern part of the former township desired to be separated from their neighbors to the south. The frictions which had begun to de-

velop before the Revolution between the north, which was predominantly Whig, and the more Tory south side of the township had continued throughout the years of occupation.

OUR TOWN--HEMPSTEAD HARBOR, 1796-1811

We have been given an exceptional opportunity to see our community through the eyes of a boy who spent his summers here visiting his grandparents over a century and a half ago. This boy was Benjamin Tredwell Onderdonck, (The Right Reverend Benjamin Tredwell Onderdonck, a clergyman of the Protestant Episcopal Church, was consecrated Bishop of the Diocese of New York on November 26, 1830, but was suspended from this office in 1845) son of Johannes Onderdonck and grandson of Hendrick Onderdonck, the owner of the grist mill and the two paper mills and the host of President Washington.

Benjamin Onderdonck was born in New York City in 1791. He tells us that he first remembered visiting at Hempstead Harbor when he was five years old, and the picture which he gives us comes from a letter he wrote to Mrs. Eliza Leggett, dated February 3, 1851. In this letter he tells us that his recollections cover the period from 1796 to 1811, a period of fifteen years, or between the ages of five and twenty. In writing to Mrs. Leggett forty years later he says, "Roslyn [He was writing in 1851 and the name had been changed from Hempstead Harbor to Roslyn in 1844] varies much from my fondly recollected Hempstead Harbor, but the harbor itself in its beauty; on the beach; the creek with its ebbs, till it becomes a tiny streamlet, and it flows till it swells the majesty of the broad bay; the perpetual hills; the mill dam over which I often rode with [a] stick for a horse; the flue bridge whence I so often successfully and cruelly tempted the yellow bass and the sunfish to their ruin; the mill pond on whose surface, as I grew older, I was allowed to embark for the same sport; the three old mills, the grist mill [95 years old in 1796] and the two paper mills [the older was built in 1773 and therefore was 23 years old in 1796] at the head of the grist mill pond; the ponds which backed each other from the creek to the head of the harbor...; and here and there a house which still endures the rapid entries of new comers; these are the features of your lovely village which fill my mind with recollections of the past, and seems to renew youth every time I visit it.

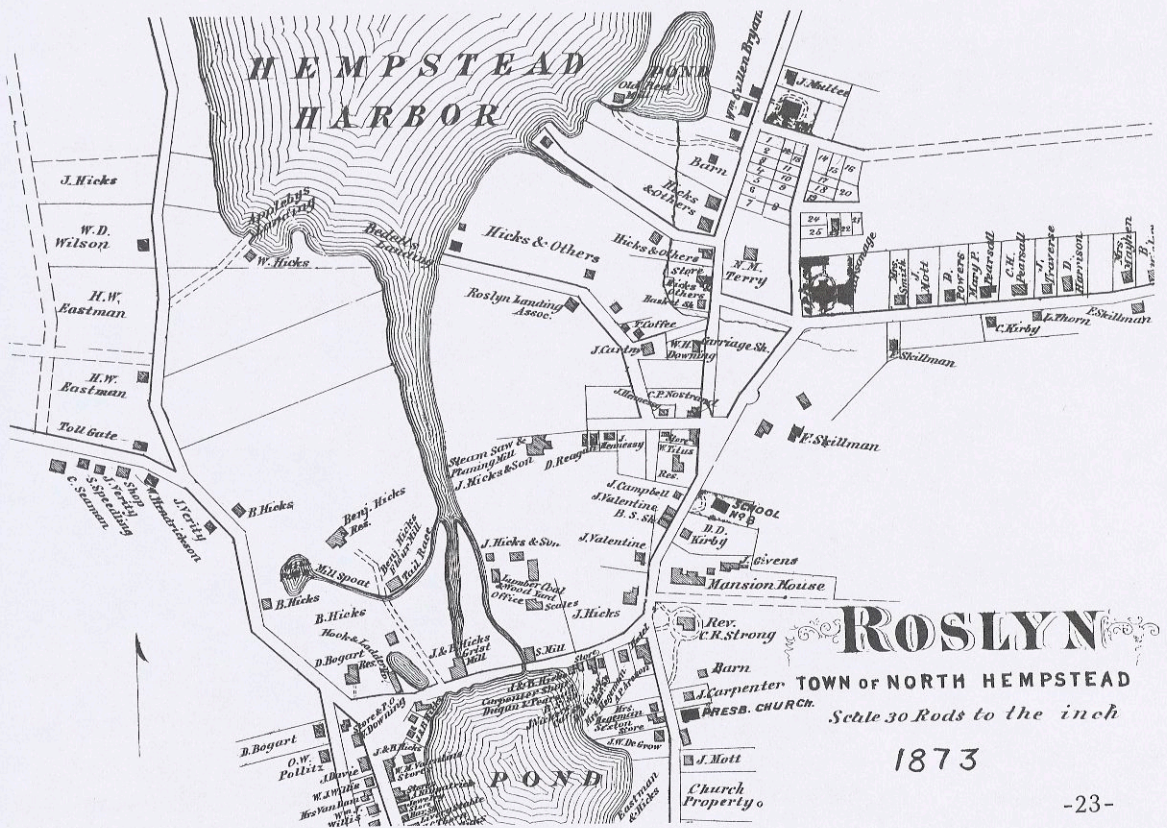
"You ask, my dear Madam, for something from my storehouse of recollections respecting dress... Really my mind reverts to nothing special in dress of the fairer sex, except the short gown, once I believed universal for what is known as dishabille, and pattens, a contrivance, part leather, part iron, for raising a lady's foot one inch or so above the damp ground. For the sterner sex, I call to mind the small clothes with silver knee buckles and ample shoes with larger buckles of the same material; sometimes the breadth of the hand. These were often set with jewels or what was meant to imitate them.

"One item very naturally impressed itself upon a boy of Dutch descent, I mean meal times. These in my grandfather's family, which probably conformed herein to the usual custom, were 12 o'clock for dinner and about 5 p.m. for tea the year around, breakfast varying according to the length of the days from 6 to 7 a.m. In this connection I may be excused for mentioning that my grandfather was a very early riser. I

think I heard him say that when nearly 80 years old he had no recollection of having been in bed at sunrise, when in health. In referring to his early dinner hour, he frequently observed that he remembered when a man was supposed to be not doing well in the world if he dined later than twelve.

"In my earliest recollection of Hempstead Harbor, there was no stage. The first one was established by a Mr. Wilson Williams. It was a covered wagon and I believe accommodated at times, by some external arrangements, inferior as well as superior animals. This vehicle ran (crept) once or twice a week, and made the journey to and from Brooklyn in one day each way. I remember well hearing Wilson Williams' horn at about 8 o'clock in the evening announcing the approach of the stage which had left Brooklyn the morning of the same day, stopping for dinner on the road. Before this a colored man named Cato, who drove a market wagon to Brooklyn once or twice a week, would accommodate passengers who were willing to occupy what space was left by calves, sheep, etc... My journeys to the Harbor in my very young days were often made, as far as it went, in Cato's wagon.

"The other and for many years the ordinary mode of public communication with New York was by boat. The first one that I remember was the 'Lark', a sloop whose resting and starting place was called, I think, Appleby's Landing and was at the west of the mouth of the creek.



"The arrival of the 'Lark' was always quite an event in the little hamlet. In the process of time, the sloop was succeeded by a schooner, I suppose because it had two masts, named the 'Rambler.' This, as far as my recollection serves, was the first vessel that ascended the creek and had its wharf at the mill. To this again succeeded the 'Regulator,' also a schooner but a marked exhibition of the progress of improvement when compared with the 'Rambler.' Among other evidences of the march of time, it had a state-room, a luxury before unknown in these parts. This very creditable specimen of ship architecture was commanded by a worthy man whom I well remember as somewhat of a giant in stature... As far as I remember, he was, and justly, a favorite with the passengers. At some period within my early recollection there was a sort of rival establishment in a sloop starting from Kirk's Landing east of the mouth of the creek, commanded by a Captain Rogers. The little community was somewhat stirred touching the claims of the two vessels to patronage."

In speaking of his grandfather, Hendrick Onderdonck, Benjamin says, "I cannot think of Hempstead Harbor without first and chiefly thinking of my venerable grandparents, Hendrick and Phebe Onderdonck. They were the love of my childhood and the reverence and respect of my maturing years. My grandfather, although his son named after him was known as Henry, always retained his Dutch name, Hendrick. His ancestors down to his father were of the Holland or Dutch Reformed Church. In early life he was an attendant with his father's family at the Success Church, an ancient edifice standing near the Success Pond, a vicinity which now bears the name, Lakeville. My grandmother, a sister of the late venerable Dr. Benjamin Tredwell, was of an Episcopal family. The services of the Dutch Church were in the Dutch language. As my grandmother did not understand this, he frequently and in time constantly went with her to what was then known as the Church of England, St. George's at Hempstead. Hence the connection of his branch of the family with the Protestant Episcopal Church. He was a man of more than ordinary nature, strength, and clearness of mind and had in early life a thirst for intellectual improvement which distinguished him from his family generally.



ONDERDONK-CONKLIN HOUSE
CA. 1875

"He was peculiarly well informed by extensive reading, was a man of peculiarly sound judgement and integrity, and, through a long life, enjoyed a respect and confidence and possessed an influence rarely equalled. He died in the spring of 1809, in the 85th year of his age, and I well remember to have observed that when the carriage in which I was at his funeral, on the way to Flower Hill, was some distance beyond the present residence of Mr. Bogart [the Washington Manor] the mill dam was completely filled with the procession, which had not yet entirely left the house, the present residence of Mr. Hicks [now the Professional Building,] 1405 Northern Boulevard , on the east side of the dam .



ROSLYN PROFESSIONAL
BUILDING 1962

There may be those yet living in your village who remember him. They will tell you he was known and loved throughout the neighborhood, as eminently a benevolent man, a kind and good neighbor, a healer of breaches, and misunderstandings, and the safe arbiter of differences among neighbors. I have heard that it was usual, that if 'ole Mr. Onderdonck' or Uncle Hendrick, as he was then called, consented to judge between parties in matters of business or otherwise, all felt they were in safe hands. For many years before my recollections he kept a store and was thus enabled to do for the neighborhood what temperance societies have been established for doing. It was the only store within considerable distance in all directions. Most of the inhabitants of the village were his tenants and work people with whose circumstances and habits he was well acquainted and as they could ordinarily procure liquor only at his store, he took very good care that they should never do it to their hurt. Although the village was primarily inhabited by a class of persons very apt to be at times of too free indulgence, noisy and troublesome, it was remarkable for quietness, order and good habits.

"My grandmother, who died some 7 or 8 years before him, was a helpmate for him, gentle, kind and motherly to all around. Her help again in her duties, and her successor in charge of the old gentleman's establishment was my Aunt Maria, or as she was affectionately known and is still affectionately remembered, 'Miss Polly.'

"I have also some farther recollections of my grandfather's intimate neighbors. I particularly remember two highly respectable Quaker gentlemen, who both left families of whom I have long since lost all knowledge, Richard Kirk and Jeremiah Robbins. The former lived in the house now occupied by Mr. Bryant [Cedar Mere], the latter when I first remember him occupied a house, then old and decayed on the left hand side of the turn of the road, now the turnpike a little beyond the stage house. This was superceded while I was yet young by a house a short distance to the north of it, probably still standing. I believe Mr. Kirk and Mr. Robbins both died, in good old age about the time of my grandfather's death.

"The late venerable Dr. Benjamin Tredwell, my grandmother's brother, though living about three miles from the Harbor, in the house near the plains still occupied by his son Benjamin, thoroughly identified with the place as the faithful and successful physician, and cheerful and beloved friend and the kind good neighbor. His horse and saddlebags, and his sulky are as fresh in my remembrances as if they were still on duty.

"Elbert Hagerman [sic], aged in my boyhood, a relative of my grandfather, was much at his house in my young days. He lived at the west end of the beach and was in the habit of rowing himself up in his little skiff. [This is very likely the Elbert Hegeman who obtained A. Onderdonck's release from the provost in New York City in 1776 and the E. Hegeman who was patrolling the west shore of Hempstead Harbor when Teunis Bogart fired the warning shot at the invading whale-boats during the American Revolution].

"Among my grandfather's neighbors was the highly respectable family of the Pearsalls occupying the present residence of Mrs. Cairns (Willowmere). The head of the family, Mr. Israel Pearsall, died in my early childhood. He was survived many years by two maiden sisters generally known as Miss Polly and Miss Patty, and if I

recollect right, somewhat peculiar and eccentric.

"Among those connected with the mills; I remember Obadiah Pettit, who was the grist miller. Mr. Harris who drove the rag cart gathering rags for the paper mill and of course those who worked in the mill... Robert Craft, a deaf mute, generally called (not in unkindness) dumb Bob. Speedling, who I understand, had been during the Revolution, a Hessian soldier, on duty somewhere on the Island, who, at the close of the war preferring to remain in this country, deserted and concealed himself until the British and Allies left the country.

"A few years ago in one of my visits to the Harbor a very aged man accosted me whom I have not seen for a long time; it was Charles Stubbs, an Englishman. If I understand his story right, he came to this country when a lad, and was apprenticed to my Uncle Andrew, who then owned the paper mills. When I first knew him, some fifty years ago or more, he was a milkman in the City and supplied my family. I believe his education had been above mediocrity, and well remembered to have heard him recite the Greek alphabet, or part of it. I believe many of the last years of his life were spent in Roslyn.

"Of houses there were then few compared with modern Roslyn [he is speaking in 1851]. I do not recollect any dwelling houses of a very humble character... Of the mills themselves, the only ones were the grist mill and the paper mills noted above. A paper mill [sic] at Mr. Kirk's now Mr. Bryant's, and a fulling mill a short distance this side.

"You speak of old trees. I think I have of late years, since the construction of the turnpike, missed some two or three favorite chestnuts that stood on the border of the old road, near a little north of Mr. Bogart's, [Washington Manor]. At the corner of the front yard, however, I believe there is still standing two or three old locusts under which we children often played and ate our pies, the very best in all pastrydom, because they were made by grandma.

"The first 'schoolhouse' that I recollect stood on the west end of the grist mill and the first school master, an Irish or Scotchman usually called Douglas. This, however, I believe was his Christian name, I think his appellation in full was Douglas DeHanna. He was a hard visaged man, of the true Busby School, his rattan being such a favorite of his, (not the boys and girls) that he was rarely seen without it.

"The store, you are aware, is the most important center in a country village for news, for gossip and for trade. The first that I remember was kept by Mr. John Moore... whose sister married my Uncle Andrew Onderdonck. It was on the east end of the mill dam opposite Mr. Hicks' house, then my Uncle Andrew's... The next store was in what is now the stage house, kept I think by Abraham Coles, who afterwards removed it to Mr. Bogart's residence. In a short time a second store was opened on the road west of the old paper mill by Mr. David Buck, a highly respectable man, who also was a local Methodist preacher.

"Toward the close of the last century my Uncle Andrew built the house now oc-

cupied by Mr. Hicks (1405 Northern Boulevard). He had moved into it but before it was quite finished, in 1797, he died of yellow fever in Brooklyn. It remained unoccupied... until 1800 or 1801, when my grandfather removed into it, having sold his property on the west side of the harbor and his mills.

"Of the pleasant visit to Mr. Moulton of which you speak, I have a most gratifying recollection the more so for the well remembered fact of your having been at the party and of my reminiscences of Hempstead Harbor forming a theme of conversation.

"Congratulating you on having found that there is an end even to this prosy epistle, I beg the honor of subscribing myself. My dear Madam

Yours respectfully and truly,

Benjamin Tredwell Onderdonk "

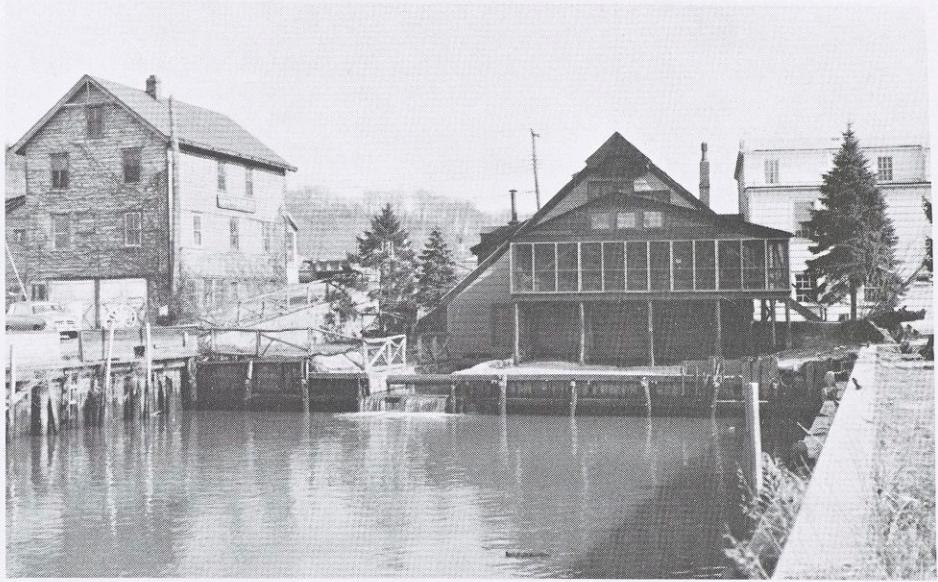
The above letter was published in the Roslyn News of July 3, 1903 entitled "Ye Olden Roslyn."

THE ROSLYN GRIST MILL

Now let us drive to the town dock and get out and stretch. Yes, this dock or wharf is town property. It is owned by the Township of North Hempstead. This particular property has probably been in public use since the very earliest days of the settlement, and it has actually been at the head of the creek since the mill dam was built sometime between 1701 and 1706. The present bulkhead is comparatively recent; prior to its construction there may have been a wooden wharf, but for many years sloops and schooners merely were beached and unloaded here at the head of the harbor.



MILL AT ROSLYN L. I.



ROSLYN MILL TEA HOUSE
1962

The particular point of historical interest is the Roslyn Grist Mill. From the parking lot we are looking at the mill from the harbor. The present porch is a recent addition to the building, built to provide extra space for the Tea Room. The ground underneath this porch is fill, placed there at the time the porch was added. Originally boats could tie up alongside the main structure of the building so that flour could be loaded directly aboard.

Now let us walk up to Old Northern Boulevard and around to the east side of the building to see where the wheel used to be which provided the power for grinding the grain into flour. As we stand beside the mill we can see how the fresh water from the Mill Pond came through the millrace over the wheel and poured down over the wheel and out the tailrace into the harbor. It was the weight of this water which caused the wheel to turn.

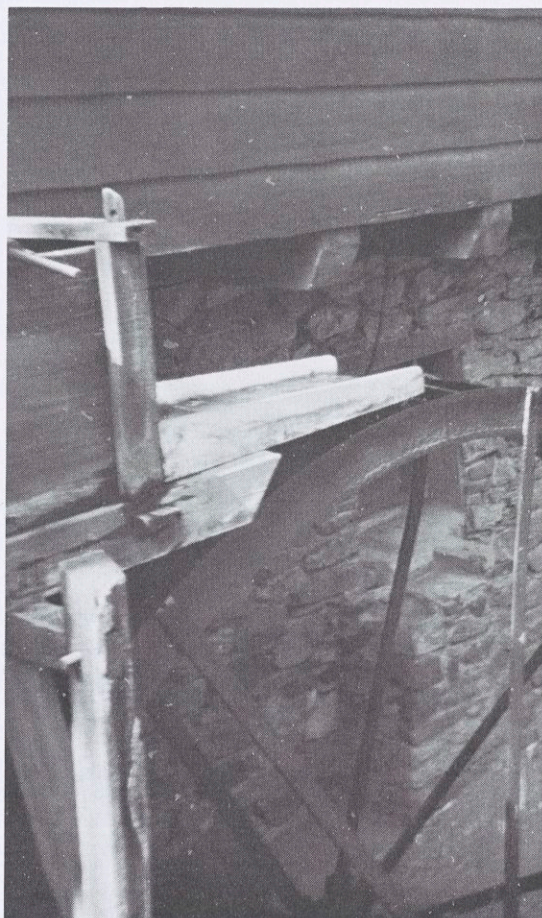
Perhaps, as we stand here where we can see the salt water of the harbor on one side of us and the water of the Mill Pond coming through the millrace on the other side of us, we might ask ourselves why a mill would be built here.

To construct a mill to be run by water power there must be a flow of water in sufficient quantity and at a sufficient speed to turn the necessary machinery. The mill also needs to be in a convenient place. A grist mill needs to be near the source of grain supply or somewhere between the field where the grain is grown and the consumers of the flour which is ground.

Was this a convenient place for a mill in 1700? in 1800? in 1963?

Yes, in the 1700's and for much of the 1800's this was a very convenient location for a grist mill. The head of the harbor was a swamp with numerous springs of

fresh water to provide a flow of water not only for the grist mill but for several other mills as well. To harness this water so that it could be used to turn the mill wheel, it was necessary to build a dam across the creek which drained the water of the swamp into the harbor. Because of the hills which surrounded this swamp it was possible to build a dam high enough so that the water stored in the mill pond would be of sufficient height to pour through the millrace over the top of the mill wheel and thus by its weight cause the wheel to turn.



OVERSHOT WHEEL

The first attempt to consider a mill at this site appears in the records of the Town of Hempstead as follows: "at a Generall towne meeting held in hempsted aprill 2d 1698 ... John Robeson had lierti granted to set up a grist mill and a fulling mill on ye streame at the hed of yt harboure upon ye conditions afore sd and not orther wise... By order Joseph Pettit Cler."

Three years later, no mill had as yet been built, and the Town Records indicate that something should be done, for they read: "att a towne meeting held in hempsted aprill ye 1 1701 ... It was voted and concluded by ye maior vote of ye towne yt where-

as ye grant formerly to John Robison concerning ye streeme at ye head of ye harbour
Is made voide by his Defalt therefore william willis Richard vollintine and Samuell
Denton Junr was chosen by ye maior vote of ye towne to agree with John Robison upon
ye conditions ye att cow necke was granted Nathanel Persall and Isacke smith other-
wise to Reterne his answere to ye town"

In the Town Records of 1724 we learn that a mill dam had been built in 1706
because the Records read: "Whereas on the 9th day of March in ye year of Our Lord
1706 there was a high way Laid out by Coll. Jackson and Thomas Stepheson from
Robison's mill Dam to Thomas Pearsal w'c sd high way was laid out from marckt
trees on the east side of the harbour. . . . John Tredwell Wm. Willis" Feb. 13, 1724/25.

In 1709 there is mention in the Records that John Robison and his sons Joseph
Robison and John Robison, Jr., sold the grist mill to Charles Mott. Thus, from the
records, we can assume that there was a mill prior to 1706 and surely by 1709, for
in that year it was sold to Charles Mott. So, you see, it was over 250 years ago that
the first great change occurred in our community. A swamp was changed into a pond,
or perhaps it would be more truthful to say that a part of a swamp was changed into a
pond, because enough of the swamp remained so that the deeds to property for many
years referred to the mill swamp. In fact, when I was a boy, much of what we now
think of as the Roslyn Park was at least very swampy if not a true swamp.

The grist mill changed hands many times. Charles Mott sold the mill to
Jeremiah Williams in 1715. Jeremiah Williams owned the mill for 26 years, and in
1741 he and his wife Elizabeth Pearsall Williams deeded the mill property to Thomas
Pearsall for £100. In less than a year Thomas Pearsall sold the grist mill to Richard
Mott, (who had married a Pearsall two years before). Richard Mott did not live long
to enjoy the mill, for we learn from the records that the executors of his estate sold
the grist mill to John Pine in 1744. John Pine, who, it is believed, probably built the
house we know as the Washington Manor, ran the mill for 14 years and sold it to
Hendrick Onderdonck on March 30, 1758, for £1,100. We can see (£1,100) by the
price that the mill had prospered over the years. In 17 years the price had increased
ten-fold. Hendrick owned the grist mill for 43 years, and when he sold it in 1801 to
Abraham Coles and David Hoogland it was about 100 years old. It is believed that
Coles and Hoogland sold the mill to Benjamin Allen, who in 1828 sold it to John Willis,
Jr., for \$4,000. John Willis' estate sold the mill and property to Joseph Hicks of
Westbury about 1850. Joseph had bought it for his eldest son, Benjamin Hicks. It was
operated by the Hicks brothers for 66 years. Then, in 1916, Isaac Hicks, the youngest
son of Joseph Hicks, gave the mill and the property to a board of trustees for the
benefit of the town of Roslyn, and the mill stones ceased to grind. It had been agreed
between Isaac Hicks and Harold Godwin that if Isaac Hicks were to give the property
to the village, Harold Godwin would give the funds for the restoration of the building
to its original form, in order that it might house a museum of industrial arts. The
building was reconstructed as you see it today, and many items were lent or given for
the museum. Miss Alice Titus was placed in charge of the museum, to explain the
exhibits and conduct visitors through the collection.

In 1919 the mill was leased to Alice Titus for a Tea House as well as a museum,

and ever since the "Old Mill" has been a most delightful place to have luncheon, tea, or dinner. Michael Hassett, who succeeded Alice Titus as proprietor of the Tea House in 1951, retired in 1957, leaving the Tea House in charge of Edith V. McQuillin, who had served on the staff since 1940. The same tradition of good food and excellent service continues under her management. But perhaps we should let Alice Titus tell the story of the museum and the Tea House. The following is taken from "The Old Grist Mill-A Distinguished History" by Alice C. Titus which appeared in the 75th Anniversary Edition of the Roslyn News.

"But it did not mean the huge water wheel was silenced or the mill race hushed. The doors were not closed, and the Mill, though sagging from work and old age, was not left to the ghosts of millers who had toiled there in the years long past. The Mill was the invaluable gift to the Town by Mr. Isaac Hicks, provided Mr. Harold Godwin, a lifelong and deeply interested resident of Roslyn, would provide the funds for its conversion into a Community Museum. A plaque on the west wall reads as follows:

THE OLD GRIST MILL
WAS ERECTED ON THIS SITE
ABOUT 1701
IN 1916 THE PROPERTY
WHICH WAS OWNED BY ISAAC
HICKS WAS GIVEN BY HIM TO
A BOARD OF TRUSTEES FOR
THE BENEFIT OF THE TOWN
OF ROSLYN.
THE SAME YEAR THE
BUILDING WHICH WAS RAPIDLY
DECAYING, WAS RESTORED
BY HAROLD GODWIN TO
ITS ORIGINAL FORM IN ORDER
THAT IT MIGHT HOUSE A
MUSEUM OF INDUSTRIAL ARTS.

"Mr. Hicks appointed Harold Godwin, G. Lester Eastman, Albertson W. Hicks, John Love, and Henry D. Walbridge as trustees to reconstruct the building and to assemble the museum. Much of the old machinery was preserved, and the residents of all parts of Long Island brought their treasures of historic interest to create an outstanding exhibit of articles descriptive of Colonial life in America.

"There is a four-post bed of applewood, a hooded cradle, Quaker dresses and bonnets, hand-knitted socks, an original tin shower bath and a red coat worn by a British soldier in the Revolution. There are also farm implements consisting of a wooden plough, a saddler's bench and gambrels for hanging slaughtered pigs and a wooden apple picker. There are whale oil lamps and betty lamps and a large collection of old firearms, and many other items important to the early settlers of our vicinity. For those interested in the gentler arts there are winding reels and spinning wheels and a large wool wheel. The cruel slave whip and ghoulish tooth extractor have to be seen to be believed.

"Besides all these attractions the Old Mill still needed an incentive to bring in visitors in sufficient numbers to take care of the operating costs and repairs. In 1919 the trustees engaged Miss Alice C. Titus, a Long Islander, to conduct a Tea House amid the oldtime relics. Now commenced another era of great activity at the Old Mill.

"It seemed to be because of lack of modern conveniences rather than in spite of them that neighbors and friends came from everywhere to enjoy luncheon, tea and supper by candlelight. The popovers popped and the cakes and pies baked magically in the little flimsy kerosene stove. Coffee and tea were made fresh for each party, and the delicious aroma inevitably lured to the tea tables those who had come primarily to view the museum. The tea room and kitchen were separated by a partial partition, and the sound of the ice cream freezer being turned by hand, and the scurrying of the entire staff (Miss Titus and Mary Kosotsky) to prepare trays for a sudden influx of business, seemed to intrigue the happy customers.

"Some would drift into the kitchen and take a turn at the ice cream freezer if, when it was done, they might lick the dasher. No matter how many came and how many things needed to be done all at the same time, the wonderful groaning of the mill wheel and the rush of water just under the floor, gave lightness of feet and buoyancy of spirit to meet every emergency. Excitement and happy atmosphere pervaded every corner of the Old Mill.

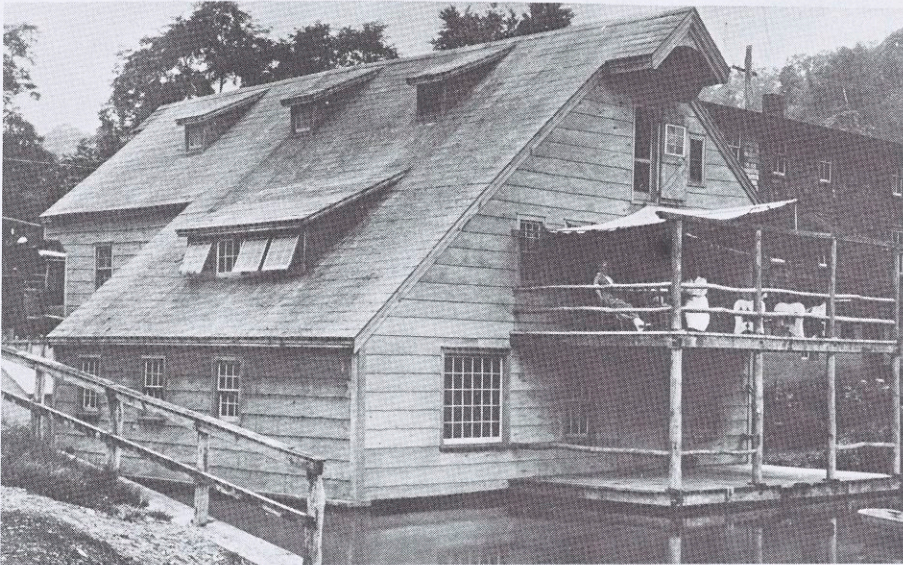
"The candlelight was soon augmented by homemade electricity. The Mill was wired and a generator installed in the basement, and if the belt didn't fall off the fly-wheel, there were lights supplied by the same power that had, for so long, ground the farmers' grain. It was a fearsome task to invade the depths under the Mill with a flashlight to restore the belt to its rightful position, for the water from the millrace thundered down beside you, and the everdreaded rats scurried hither and thither.

"If any of the stories of ghosts visiting the Mill, as told by the oldtimers around the fireplace, were true, it would seem most probably that this was where they would be met.

"One night when the belt didn't come off, a large dinner party was in progress when suddenly all was plunged in darkness. Hurrying outdoors to investigate, it was found that the water gates had been lowered, completely cutting off the source of power. A little Roslyn boy, son of one of the dinner guests, was seen running down the street. This little boy is today one of North Hempstead's highest County officials.

"The hostess, though much occupied in helping to serve the guests, had primarily during this period to keep her mind on the electric light plant. There was no way of storing up electricity. At ebb tide the creek behind the Mill crept up gradually to meet the water of the millrace and, the flow thus retarded, the lights would grow dimmer and dimmer. Flying trips had to be made between courses to raise the water gates to allow a stronger flow from the pond across the mill dam. Then the tide turned and as it receded the lights became brighter and brighter and the gates had to be lowered.

"Too often this was not accomplished in time and every bulb throughout the building burned out at once. The supply of candles could never be allowed to dwindle. But the next year the Long Island Lighting Company came to our rescue and the waters of the flume no longer could laugh at our frantic efforts. Even the guests were willing to forego the atmosphere created by homemade electric lights.



ROSLYN MILL TEA HOUSE
CA. 1919

"At the end of three years we find the equipment and staff considerably increased and Michael Hassett arrived from New Jersey one afternoon late in May, 1922. He had served in the tea lounge at the Hotel Imperial in London before enlisting in World War I. He was not too well, having been wounded and in a German prison camp. Although he was impressed by the quaintness of the Old Mill and its surroundings, he viewed with misgivings the little room up under the roof where he was supposed to sleep.

"The noises after dark were very disconcerting, and the rats ran away with his shoes. So it was not surprising that, when Miss Titus arrived next morning, eager to prepare for the Decoration Day business, Michael announced that he did not like the job and would return to his sister's, a more orthodox house, in Plainfield. He was persuaded, however, to stay through the day to care for the holiday crowd. That morning Roslyn's annual parade marched down Main Street on its way to the Roslyn Cemetery and halted first at the Clock Tower where guns were fired as salute to our heroes who had lost their lives in the service of their country.

"The procession was composed of veterans of the Civil War (although these members of the Grand Army of the Republic rode in carriages), as well as those of the Spanish-American War and World War I. Opposite the Mill taps were sounded as Mr. Edward K. Pietsch, erect in uniform, dropped flowers on the waters of the Creek behind the Mill in reverence for our men who had lost their lives in the sea.

"In spite of this most interesting day, Michael started for his train towards evening. But somehow he missed it. So he came back and has stayed for thirty-five years, eleven of which he served as Mayor of Roslyn and, when Miss Titus retired in 1951, he succeeded to the business.

"The Roslyn Mill attracted literary people as well as actors and artists among its clientele. Miss Jane Cowl was always an appreciative guest. During the summer she and Rollo Peters played Romeo and Juliet on Broadway they lunched frequently at the Mill, bringing with them many other members of the cast. Norma Shearer, Michael Arlen and Gloria Swanson's names appear in the guest book. Christopher Morley and Fontaine Fox, who lived nearby, also came in those early days.

"Great was our delight to serve Raymond Massey while he was currently playing "Abe Lincoln" in New York. But one corner of the Mill was the quiet spot where the great and beloved Leslie Howard came for Sunday luncheon all one summer. His wish not to be recognized was always respected so he was never offered a table on the piazza which was crowded at that time of the day. He, with a friend came in riding clothes from Westbury where their horses were stabled. After his tragic crash over the North Sea in World War II, he was never forgotten at the Mill when the flowers were strewn on the Creek by a veteran on Memorial Day.

"The Creek has been very important in the annals of Roslyn since the days when the farmers from Connecticut brought their grain across the Sound in ships to tie up to the huge iron ring on the north side of the Mill. A little later Captain George had his fishing station on the sandy shore. He owned a large fleet of rowboats which he rented to scores of anglers, many of whom came from New York on the early milk train to be towed in strings of a dozen or so boats at a time to the deeper waters of Hempstead Harbor. The put-put of Captain George's motorboat could be heard on Sundays from early morning until the last fisherman was returned safely at evening.



CAPTAIN GEORGE'S
FISHING BOATS

All-day parties of young people set forth in canoes or sailboats for a swim and a picnic on some beach far out towards the Sound.

"The Creek was always most beautiful at sunset when the afterglow turned the water all shades of mauve and pink. Blue herons were often seen standing in the grasses at the edge of the water, and the night herons were so at home at the Tea House as to sometimes perch on the piazza railing. Kingfishers, gulls and ducks were a constant source of entertainment in Summer, while the heroic battle between the seagull [herring-gull] and the giant eel on the frozen surface of the Creek one Winter will never be forgotten.

"But in 1929 the south end of the Creek succumbed to bulkheads and the wildlife all but disappeared. The channel was dredged and Mr. Anton Walbridge built a very beautiful boathouse for his yacht the 'Heigh-Ho' and other interesting craft. Soon the 'Sinbad' and the 'Neobalena' tied up for a season and since then a whole community of houseboats has nestled in along the docks. Cozily furnished and equipped with electric stoves and television, these families enjoy a most interesting and romantic life. On board the 'Kyma,' among other luxuries, was an electric organ."



THE HEAD OF THE HARBOR
1962

The "Kyma" served as home for the Lewis family until 1958 when they left the water to live in a new home they had built that year. For some weeks during the fall of 1954 I visited the "Kyma" every school day in my capacity as Home Teacher. Serena Lewis, a H.S. Freshman had broken her collar-bone, in a fall from her horse and was unable to attend school for several weeks.

It was an interesting assignment. If it was high tide when I arrived, I would climb up a ladder to get aboard; if low tide, I would climb down. On one of my early visits I remember thinking that a water faucet had not been properly shut off and when

I spoke of it I was reminded that the running water I heard was water from a drain pipe in the side of the wharf running into the creek.

On another occasion I recall being startled when I realized that I was sitting in the salon talking to Mrs. Lewis and watching tropical fish in a large tank on a table. We, of course, were on a boat which was floating in water, and if the boat had been made of glass perhaps fish would be looking at us.

SERENA LEWIS ABOARD THE
"KYMA"



Let us continue with Alice Titus' story.

"Spring, Summer, Autumn, Winter, which is the favorite season for many who come to the Roslyn Mill? Spring is the choice for those who come from the City and find the Mill gay with lilacs, forsythia, and pussywillows. Summer vies with the Autumn for motorists from afar, and golfers, and the many hostesses at luncheons and popover teas on the gay piazza or under the protection of the massive beams indoors. In Winter skaters flock from the mill pond for waffles and coffee by the log fire. And once, while icicles hung from the roof and the snow lay deep outside on Christmas Eve, a large dinner party was enjoying the warmth and cheerfulness within. The lights were lowered and flaming plum puddings were borne to all the tables while sixty-five voices joined in Christmas carols. The Old Mill has had a full and beneficent life in the history of Long Island, and may its power to bring happiness and solace and inspiration continue for many generations to come."

And so the mill lives on. The water wheel has been removed for repairs, but the water still runs over the mill race. The museum is still open to those who stop in to see the interesting collection of old relics. The tradition of gracious hospitality still prevails at the Tea House. All are invited to come in and browse or dine.

As we return to the bus we should pause a minute on what is now known as "Old Northern Boulevard" and observe it carefully. This road is much higher than it originally was--we can tell how much higher by looking at the doorsill of the mill. There is a picture you may have seen of the Mill when the road was much lower.



ROSLYN GRIST MILL



ROSLYN MILL TEA HOUSE
1960

The road also was much narrower, probably originally just wide enough for one wagon to cross at a time, for if you look carefully you will realize that this road is built on top of a dam which is man-made. A wall of earth was built across the marshland, and the water from the springs which bubble up from the ground in the area of the mill pond and Roslyn Park backed up and made the mill pond, a storage pond to supply a flow of water at the proper level to run the Mill. Gradually the dam was widened, probably at first to allow wagons to go in both directions at once. This may have been done in 1835, when the North Hempstead-Flushing Turnpike was built and a new era in transportation began. Then, at a much later time, when the mills were no longer using the pond water, the pond was filled to allow room for building stores and

increasing the business area. State Highway 25 A ran through Roslyn and followed the route of the former North Hempstead Turnpike. With the improvement of the road the name was changed to Northern Boulevard and the level of the road was raised over the mill dam to approximately its present height. It might be well to remind ourselves that beginnings of highway improvement occurred in 1706, when instructions were given to lay out a road across the mill dam. This was probably our first by-pass, for once it became possible to drive across the mill dam it was no longer necessary to drive around the mill swamp. Our east-west highway was shortened again in 1950 when the Northern Boulevard By-Pass was opened and the road across the ancient mill dam became known as "Old Northern Boulevard."

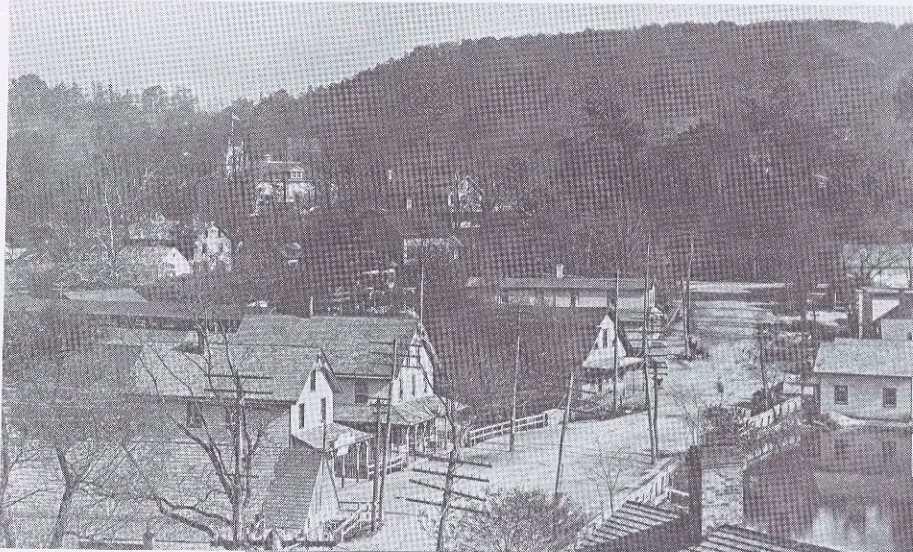


THE MILLDAM,
ROSLYN, L. I.

While we are thinking about mills, let us ask the bus driver to take us to the Roslyn Park so that we can get a look at the site of the paper mills, which once used the water of the Duck Pond to turn its mill wheel.

THE MILLDAM

As we ride up Willow Street, for that is what that stretch of Old Northern Boulevard between the Clock Tower and the Savings Bank was called, let us look back in time and see what remains to remind us of the past.



THE MILL DAM
FROM THE CLOCK TOWER
CA. 1906



THE MILL DAM
FROM THE CLOCK TOWER
CA. 1962

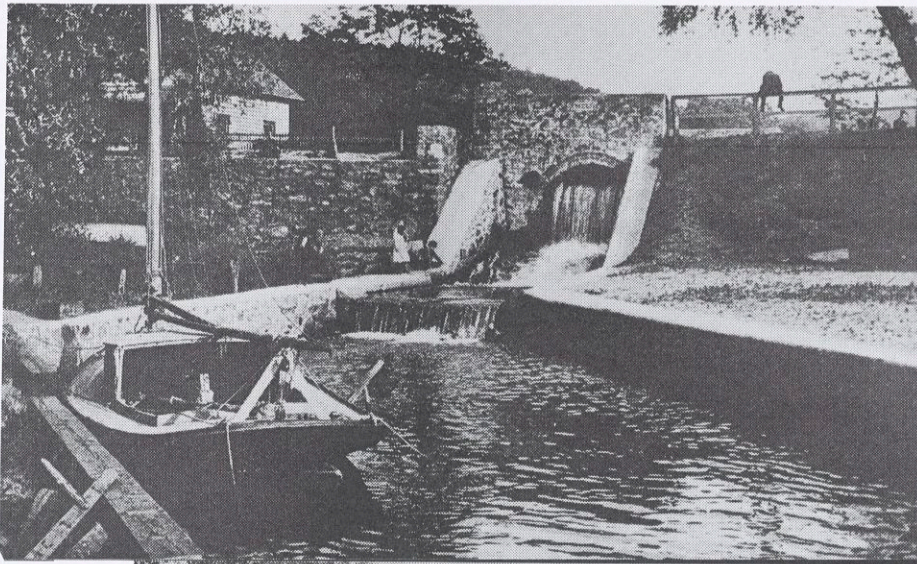
If we look at a picture of "The Milldam" taken around 1906, or about 56 years

ago, we will see that the buildings on the north side of the street still stand. In some cases their exteriors have changed, but on the whole they have maintained the character of more than a half-century ago. The grist mill has become a tea house and museum. The store to the east has gone through many changes. When I was a boy it was a garage, later an awning shop, then an antique shop, and now, still retaining its old flavor thanks to its new owner, it is the Roslyn Boat and Tackle Shop. The figure-head that has been added is the work of the present owner. The next building was a paper store for many years, and now still continues to retain the atmosphere of the past as a lunch room and soda fountain. The third building was the office and press room of the Roslyn News. The press was in the rear of the large open room on the ground floor, and one could see the newspaper being printed right before one's eyes.

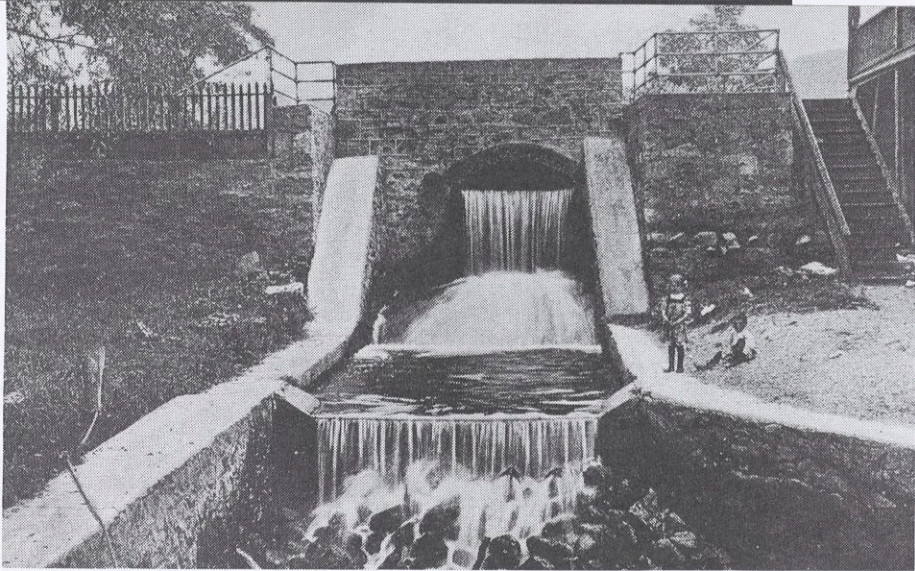


Between this building and what is now the Junior Exchange and the Launderaide still runs the spillway of the Mill Pond. Now it runs underground through a large concrete pipe which carries the excess water from the pond to the creed. Formerly, as the old pictures show, it was an open creek with a waterfall, which was the delight of the children. When I was a boy there were concrete steps that went from the sidewalk level down to the stone bulkheads along the creek.

If you stand on the south side of the street by the drug store, near the storm sewer at the curb, you can hear the water rushing over the underground spillway.

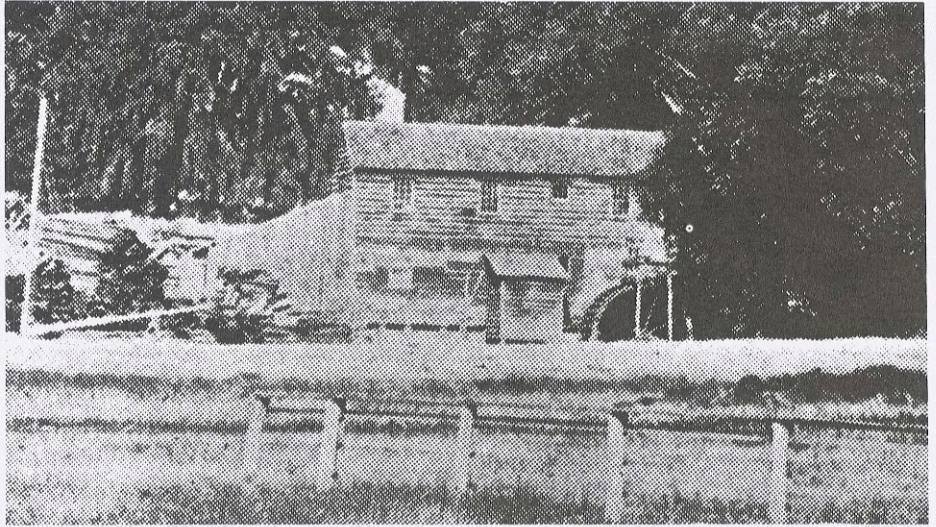


SPILLWAY—SILVER LAKE
CA. 1905



CA. 1912

In an even earlier time this rushing water turned the mill wheel of the sawmill that stood on the north side of the dam on or near the site of the building owned by the North Shore Junior Service League. This building was for many years the store and office of Conklin, Tubby, and Conklin Lumber and Hardware. This firm's property ran from the Milldam to Skillman Street, and was bounded on the west by the harbor. There were several bulkheaded slips where sloops, schooners, and barges could unload coal and building supplies. I can remember barges of brick and lumber being unloaded, the enclosed sheds where cement was stored, and the many large sheds where lumber was stored. At the Skillman Street side of the property, this firm operated a steam sawmill which had replaced the water-powered sawmill of a former generation.



SAW MILL
HEAD OF THE HARBOR

The next building on the north side of the street going east is now the Roslyn Post Office. It is believed that it was built for a store in the middle 1800's, and for the first quarter of this century it was a very active general store owned and operated by Joshua T. Hicks, who for a time lived in the house which is now occupied by the Shooting Box Gift Shop at 1326 Old Northern Boulevard before he moved to the house which is now 28 Jefferson Avenue, Roslyn Heights. You will see in the picture of the store taken in the early 1900's that the various signs advertise furniture, which was kept on the second floor, millinery and dry goods, which were kept in the east wing of the building, and groceries, which were in the central part of the building. Larger items, such as barrels of flour, vinegar, cider, molasses, etc., were kept in the west wing, which was also used for the preparation of orders for delivery.



JOSHUA T. HICK'S STORE
CA. 1910

Joshua Hicks is shown in the picture of the store. He is standing in the middle of the group by the front door. This store also sold hay and feed for cattle and poultry, which were stored in a building on the south side of the street. That building also served as a stable, for orders were delivered by horse and wagon.

I remember in particular Walter Weeks, third from the left, standing at the west side of the building. He was a very kindly man, and often, while my mother was placing her order, he would give me a choice apple from the bushel-basket where they were displayed. Another story which seems to delight the young people at school when I am reminiscing about my boyhood in Roslyn concerns an incident which occurred in the west wing of Hicks' store one day as I wandered around while my mother was there shopping. I was quite small but old enough to know how to read the signs which were placed over the spigots of the cider and the vinegar barrels which rested on their sides in cradles in readiness to fill the jugs which the customers brought to the store to be filled when they wanted to purchase these items. On this particular day as I wandered in the west wing of the store I noticed one of the clerks quickly exchange the cider and the vinegar signs, so that what appeared to be a barrel of apple cider was in reality a barrel of cider vinegar! I had no more than realized what had been done when I became aware that a certain rather boisterous and bullying young man had entered that part of the store. Now, it was the custom in those days to have a glass tumbler on hand by the cider barrel. Perhaps this was so that the purchaser might sample the cider before he or she made a purchase, but, as I suspect, it was more of a sign of the hospitality of the store, and the visitor was free to refresh himself at will. This particular young man, however, had undoubtedly more than abused the privilege, so that the clerk whom I had observed changing the signs was in his own quiet way trying to teach the boisterous young man a lesson. Teach him he did; for after much bragging and boasting he stepped up to the "Cider" barrel. Filling the tumbler to the brim, he proceeded to throw his head back, open his mouth wide, and toss off the glass of supposed cider. Well, the "Cider" had no more than touched his throat than it re-appeared in the form of a huge spray, and the boisterous young man disappeared out the door on the run amid gales of laughter from the clerks, who had been waiting for this moment.

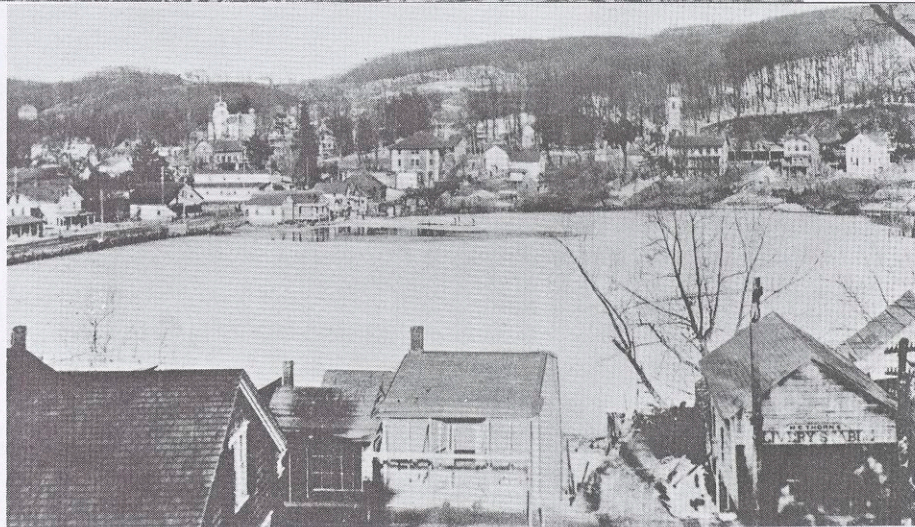
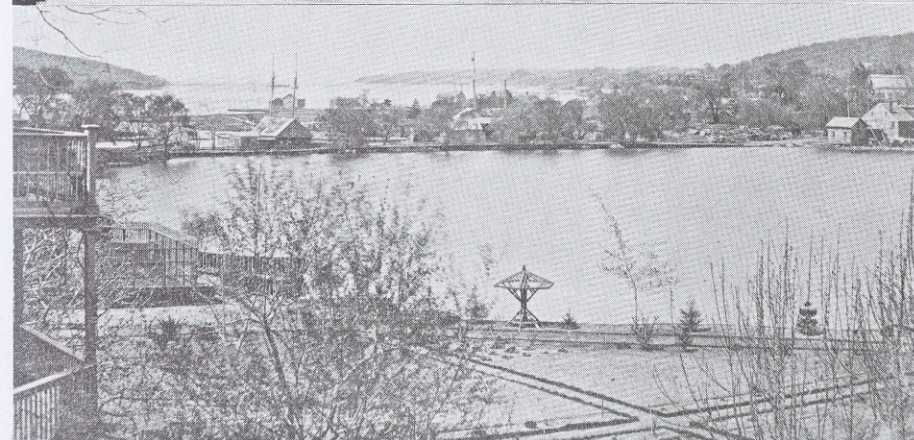


ROSLYN POST OFFICE 1964

The south side of the Milldam was mostly mill pond a half century ago, as can be seen in old prints showing the Milldam from the pond. There were a few very small stores and shops along the easterly end of the Milldam. The westernmost of those shown is labeled Stephen Speedling's Carpenter Shop, 1888, in another photograph. This is probably the building now occupied by James Kehoe's Paper Store.



SILVER LAKE



THE ROSLYN SAVINGS BANK

The Roslyn Savings Bank built its first building on the Milldam in 1906. The bank had been organized through the efforts of Henry W. Eastman, whose home was the building now occupied by the Rosewood Nursing Home on Main Street. A certificate of organization was issued by the Banking Department of the State of New York to organize a savings bank in Roslyn, and on March 20, 1876, the following persons met at the office of Henry W. Eastman, to perfect the organization of such a bank:

Stephen Taber

William M. Valentine

Silas Mott

James R. Willets

Robert Titus

Daniel Bogart

Benjamin D. Hicks

J. Augustus Prior

John S. Hicks

Samuel Willets

Benjamin Hicks

John M. Clark

S.A. Jenks

Daniel A. Cornwall

Henry W. Eastman

William J. Willis

They chose the officers listed below:

Stephen Taber President

John M. Clark First Vice President

Daniel Bogart Second Vice President

Henry W. Eastman Treasurer

It was voted that the bank open on the first Monday in April, 1876, in the office of Henry Eastman, just north of his home on Main Street. The Eastman residence is now the Rosewood Nursing Home. The building which was the Roslyn Savings Bank is still on the property. If you look carefully as you go by, you can see the brick vault which was built on the south side of the building.



FIRST SAVINGS BANK
MAIN STREET
CA. 1876

NOW PART OF
ROSEWOOD NURSING HOME

By 1902 the Board of Trustees were considering the question of opening the bank more than one day a week, and by 1904 a committee was appointed to consider "better facilities for carrying on the Bank's work." This was the beginning of the movement to purchase land and erect a bank building.

Land was purchased at the present site in November, 1904. It was proposed the following year to erect a building large enough to accommodate both the Roslyn Savings Bank and the Bank of Hempstead Harbor, later known as the Roslyn National Bank and Trust Company and now the Roslyn Branch of The Franklin National Bank.

The new building was opened for business June 11, 1906, and the Board of Trustees had voted "that the bank be open for business every business day from 9 to 3 except Saturdays when the hours shall be 9 to 12."



ROSLYN SAVINGS BANK
C.A. 1906

The new building, as had been proposed, housed the Roslyn Savings Bank on the west side and the Bank of Hempstead Harbor on the east side of the central entrance. The New York Telephone Company used the third floor for the Roslyn exchange, and the second floor contained several offices.

Both banks grew and prospered. The Bank of Hempstead Harbor had been organized on January 19, 1906. Later it became the Roslyn National Bank and Trust Company and built its own building on the corner of Northern Boulevard and Remsen Avenue, moving there in November, 1931. That same year the Roslyn Savings Bank had leased the building now used by the Roslyn Post Office for temporary quarters while the new and present Bank building was being built. The new building was opened for inspection September 21, 1932. Two major changes have taken place since then. The first, in 1960, was to acquire the corner property occupied by the Roslyn Hotel and remove that building to provide more space for parking. The second was to build an addition to the bank on this corner property.



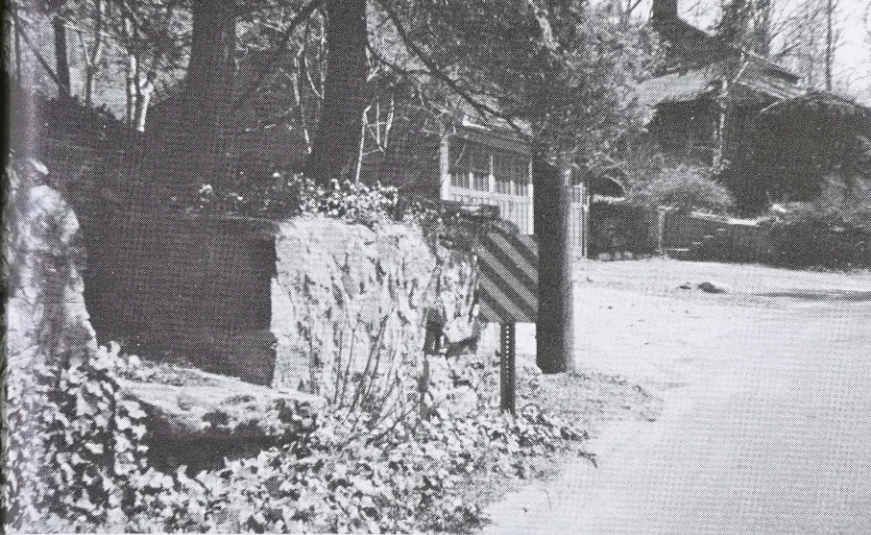
ROSLYN SAVINGS BANK



ROSLYN SAVINGS BANK
CA. 1962

EAST BROADWAY

Our bus will now turn the corner into East Broadway on its way to Roslyn Park and the site of the Paper Mill. There are several things to note, for we shall pass several old homes, the Bryant Library, and the Presbyterian Church building, which is now a private home. It is on the east side of the street, the second building south of Vernon Avenue. This building was built in 1851-52. If you look closely you will see the horse block or special stone which protruded from the stone wall so that the churchgoers could step out of their carriages onto the wall. Such stones may also be seen in Manhasset, where there are several in the stone wall of Christ Church at the northeast corner of Northern Boulevard and Plandome Road.



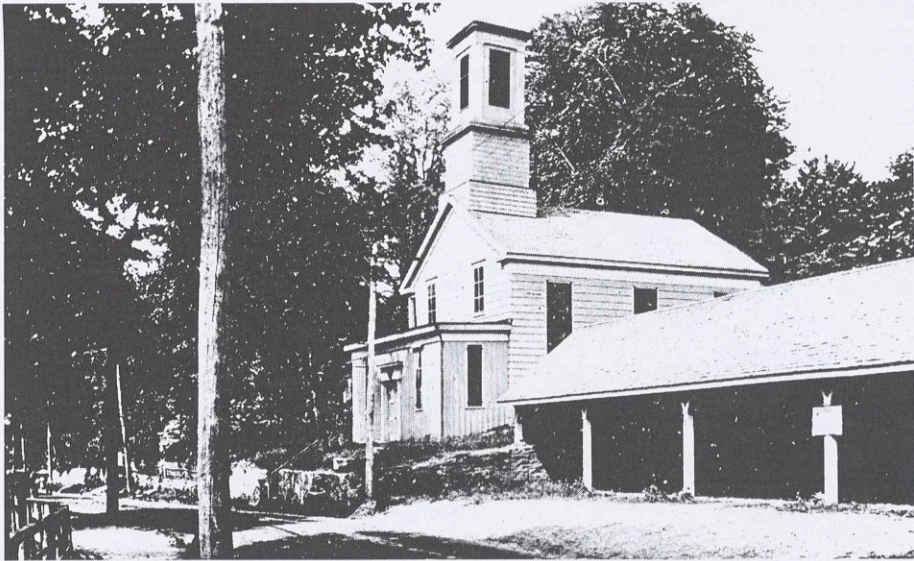
HORSE BLOCK
AT SITE OF
OLD PRESBYTERIAN CHURCH



EAST BROADWAY
ROSLYN CA. 1914



LOSEE-EIKEN HOUSE
OPPOSITE SITE OF
BRYANT LIBRARY
CA. 1900



PRESBYTERIAN CHURCH
EAST BROADWAY

The next building on the left is a very old cottage known as Auld House, which has seen many changes but still remains very much as cottages were long ago. It is now the home of Mary Ellen Magee Skewes. "It is known that it was originally a home in Glenwood a few miles north of Roslyn, and that it later became Glenwood's first 'one-room' schoolhouse. It was moved to its present location in Roslyn by James Mott, of Glenwood, and was reestablished as a residence. In 1889 it was sold to Jonathan Conklin, who had taught its classes when it was first opened as a school, and who, in it, established Glenwood's first Sunday school. Because of his associated memories, Mr. Conklin refused to sell the house during his lifetime, but in 1916 his heirs sold the place to Mrs. Samuel Miller Magee, the mother of the present owner. Mrs. Magee had been tenant in the house since 1874.



"AULD HOUSE" — EAST
BROADWAY 1962

"The garden of Auld House is remarkably dramatic, especially in the spring, and is one of the outstanding small gardens on Long Island. It has been repeatedly described in the press, and is visited annually by hundreds of passers-by who just come around and look."

The above story of "Auld House" appeared in Old Roslyn by Peggy and Roger Gerry, published by the Bryant Library in 1953.

When we get to the second house past Auld House on the same side of the street, we will notice that it has a flat roof and a slight resemblance to a store. Indeed it was a store when I was a boy, and a very delightful one. It was Brown's Bakery. The store was on the street, and the bakery was in the rear. On the property there was also a stable, for Baker Brown served the community as well as the village. The Browns lived upstairs, and I can remember the tinkle of the bell that rang when the front door was opened. You stood in the empty store and listened for the sound of approaching footsteps. There was a curtain across the door to the rear of the store. This curtain soon parted, and you were greeted by one of the several members of the Brown family who tended the store. Besides baked goods there was also a "penny-candy" counter where I spent the pennies which were returned in the change at the conclusion of a purchase. I used to go to the store with a neighbor who purchased his bread supply once a week. He carried a flour sack with him to hold his purchases, and I can still see one of the Brown girls putting several of the large round rye loaves in the sack. I could hardly wait to get back to his house, where I'd be sure to get a large piece of rye bread smeared with sweet butter, a delicacy we never had at my home.

Well, while I am telling about the bakery shop, perhaps I should add a tale about the baker's sled. The bakery wagon was exchanged for a double-runner horse-drawn sled when the snows came and a wagon could not get through. I remember how we boys used to torment the driver of the bakery sled by trying to attach our sled to the rear runner and thus be pulled along the road. If we could, a number of us would attach our sleds, one behind the other, stringing out behind and increasing the load for the horse. We did this on any horse-drawn sled we could, usually the lumber sleds that plied between the lumber yards in the village and the railroad siding at the freight station. They would pull us up Station Hill on their way to the station for a load of lumber, and we would slide down the hill at a much faster clip by the force of gravity. The lumber drivers never minded us, for they were driving teams of horses, and their sleds were going up the hill empty. Baker Brown's son, however, had a different view, and he would be furious with us. He would lean way out over the back of the sled and try to reach us with his long whip, but we would let out more rope and drop further behind. If he jumped off the sled and tried to get us, we jumped too, let our rope slip free, and took off on a run. The trick, of course, was to try and hide when he went by and then stealthily run up behind and attach our rope so that he did not know we were there. It was a delightful game for us, but I'm afraid he did not enjoy it.

The next house on the east side of the road, 95 East Broadway, is known as the Robert Seaman House (Robert Seaman was a butcher who lived in Roslyn over 100

years ago). The Gerrys tell us in Old Roslyn that the rear part of the house was probably built first, possibly as early as the first quarter of the eighteenth century. The main part of the house was built later in the eighteenth century, yet the bay window and the fretwork brackets under the eaves are quite definitely nineteenth century additions. The nearness of this house to the road reminds us that East Broadway was probably much narrower in an earlier period.



ROBERT SEAMAN
STORY HOUSE 1962

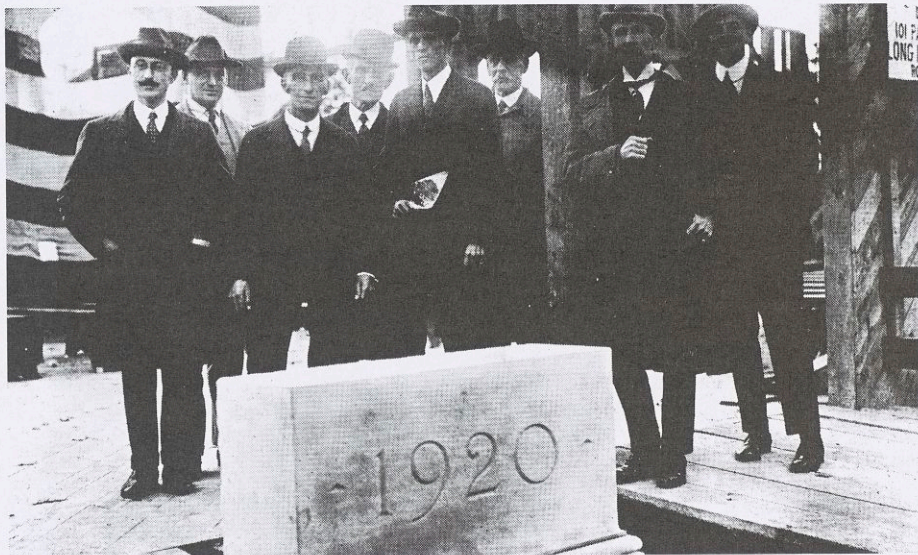
It might be worthwhile for us to look carefully at the land behind these old buildings on the east side of the road. In the 1920's and 30's there was a sand mining operation which took away a large part of the hill behind these houses and was very destructive to the beauty of the village and the peace of mind of its residents. Time has to some extent softened the appearance, and underbrush now covers most of the ugly open sand-banks.

ROSLYN WAR MEMORIAL

If we turn and look ahead, on the west side of the road we shall see the Bryant Library. We all should know the Bryant Library, since it is for the use of all the people, old and young, who live in the Roslyn School District. The library has been located here since 1952. If you look above the windows on the street side of the building you will see that it says "Roslyn War Memorial" in large gold letters. This is because this building was built by the people of Roslyn as a memorial to the men of Roslyn who served in the armed forces of the United States during the First World

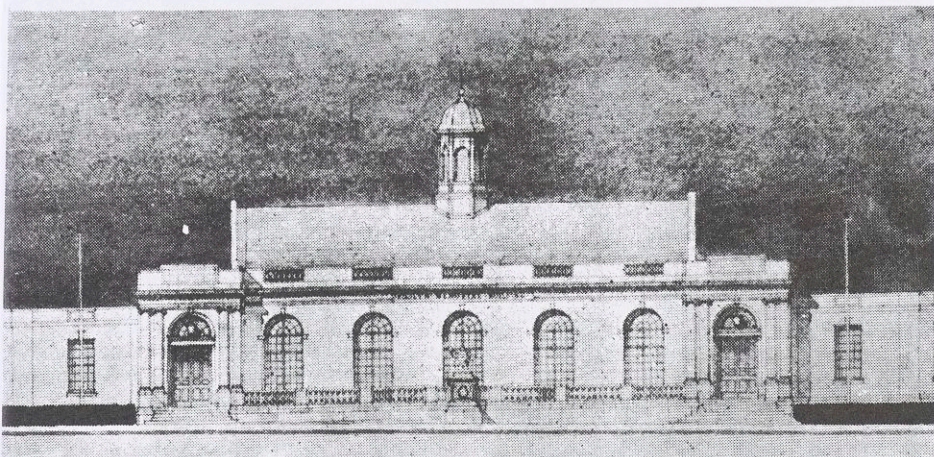
War. It was on October 2, 1921, that the building was dedicated. Long Island Life for October of that year said, "But certainly one of the greatest days in the history of Roslyn was October 2, the dedication of the War Memorial Building."

It was the day on which the community celebrated the completion of the building erected "as a tribute to the memory of Roslyn's honored dead" and as "a living memorial to those who came back."



LAYING THE CORNER STONE
WAR MEMORIAL BUILDING
1920

"Roslyn was the first Long Island village to decide upon a utilitarian memorial of this type. From the outset of the movement it was felt that whatever of monumental art was erected in honor of the boys from the village who went to the World War the memorial as a whole should at any rate have a practical value for the living. . . . The War Memorial Building thus contains a memorial of the conventional type as well as constituting a center for community activities in which it may serve a purpose of far reaching importance.



WAR MEMORIAL BUILDING
ARCHITECT'S SKETCH 1921

"In the basement provision is made for bowling alleys, rifle range and a billiard room. The first floor contains the auditorium with lobby. It contains a permanent stage at the north end. At the south end there is a gallery accessible by stairs from the main floor."

The dedication ceremonies were very elaborate, as Long Island Life indicated. "The formal dedicatory exercises were held in the Memorial Building and attracted a large crowd. Mr. Nathan S. Jonas, president of the association, presided. Among others who addressed the gathering were Messrs. John H. Love, Henry M. Earle, and Albertson W. Hicks. The last mentioned, who is Commander of the James A. Lyons Post of the American Legion accepted from Mr. Earle the bronze memorial tablet, which contains 242 names. . . . There was also at the dedication another concert by the Marine Band. There were solos by Giovanni Diaz, a Spanish tenor, who sang to the accompaniment of Arturo Paganucci an aria from "Tosca" and some Spanish songs.

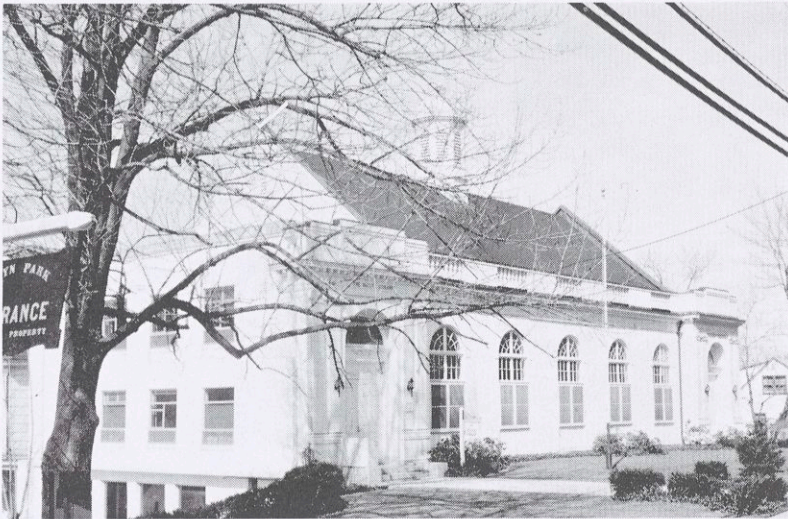
"Under the auspices of the Roslyn Neighborhood Association, and as a preliminary to the dedication, a concert was given in the afternoon in the garden of Harbor Hill, the estate of Clarence H. Mackay, which he had lent for the occasion. Mr. Mackay has been acting as the honorary chairman of the building and the executive committees of the memorial, and it was at Harbor Hill two years ago that the plans for it were first discussed.

"At the garden concert the United States Marine Band, William H. Santelmann, leader, played, and for soloists there were Mme. Cecil Arden and Rafaelo Diaz of the Metropolitan Opera."



MARINE BAND AT MACKAY'S

Yes, it was a very exciting event in our town. The memorial to the living was used a great deal for a number of years. Many plays were given in the auditorium by the Roslyn Players, an amateur group made up of local people. On several occasions in the mid-twenties I was asked to serve as usher, along with other high school students. This gave us an opportunity to go back stage as well as to help clean up after the show. There were also basketball games held in the auditorium which were very exciting. Roslyn had a village team which played teams from other neighboring communities. However, the activities most exciting to me were the fairs and bazaars which were held there. Eventually the building was outgrown for these uses, and when the Bryant Library needed a new home it was available. Thus, once again, the structure which was built by the people of Roslyn to serve "as a tribute to the memory of Roslyn's honored dead" and as "a living memorial to those who came back" was called on to perform a most useful function in the community.



BRYANT LIBRARY
WAR MEMORIAL BUILDING
1962

BRYANT LIBRARY

The original Bryant Library was located on Bryant Avenue, right in the path of the Northern Boulevard By-Pass, and so, when the State acquired the property to build the By-Pass, the Library had to find another site.

During World War II, the Library had maintained a branch in one of the stores on Garden Street near Brower Plaza, but this space was, of course, quite inadequate for the whole library. A more suitable location was needed. For a time there was thought of converting the old blacksmith shop which stood on the east side of Main Street just south of 153 Main Street. Problems of space and cost of repairs caused the abandonment of this idea. Eventually the Library Board and the Trustees of the Roslyn Neighborhood Association concluded that the War Memorial Building was the appropriate place for the Bryant Library, and the property was transferred to the Bryant Library Association in 1951. By 1952 the building was again ready for public use.

A LIBRARY

Although Roslyn didn't have a library in the modern sense until 1878, there had been an interest in things literary in the area for over a hundred years before.

The Roslyn News for November 30, 1878, tells of an earlier library in the neighboring community of Manhasset.

The Bryant Library was the gift of William Cullen Bryant to the people of Roslyn. It was his wish that the people of Roslyn should have a meeting place for intellectual and social improvement, and with this in mind he bought a piece of land south of his home on the road now called Bryant Avenue, for the building of "The Hall" (Mr. Bryant preferred calling it this to having it named after himself). It must have been a great satisfaction to him to see the centennial celebration of national independence which took place in "The Hall" on July 4, 1876. The library came into being a few months after Mr. Bryant's death when twenty-two citizens met on November 13, 1878, to organize the Bryant Circulating Library. Membership in the association cost five dollars a share, with members being allowed one vote in business meetings and the loan of one book at a time for each share of stock held.



BRYANT HALL CA. 1900

In 1879 the property was deeded to the association for "the purpose of a Circulating Library Association...reading rooms, public meetings, lectures, concerts, for the intellectual and moral advancement of the people of Roslyn."

In spite of William Cullen Bryant's wishes, "The Hall" came to be known as Bryant Hall. The plaque which now hangs on the north wall of the present library above the original doors removed from the "Old Hall" was placed on the front of Bryant Hall in 1890.

Many of the old residents remember the parties, dances, concerts, and other affairs which were held on the second floor of Bryant Hall. The library, however, did not seem to attract borrowers, and was only open a few hours a week. For a time there were no regular hours, and books were obtained by ringing for the caretaker to let the borrower in. By 1908 the building was in need of repair, for there had been insufficient funds to care for the premises properly. Harold Godwin, grandson of William Cullen Bryant, worked hard to restore and preserve the building. The association was re-organized with Harold Godwin as president. An attempt was made to build up the endowment fund; the building was repaired, and electric lights were installed. The next decade saw continued difficulty in raising sufficient funds to keep the building in repair, so that in 1918 it was thought that the building might have to be sold and the money returned to the Bryant family. Again the Godwins came to the relief of "Bryant Hall," and the library was kept open, although the second floor was unsafe for public use and served only as storage space for extra books.

In 1923, Mrs. Mary Lynch became the first paid librarian, and a new era began. The Association had again been reorganized. This time the old association was dissolved, and a new one was formed and chartered by the State. Harold Godwin again served as president until his death in 1931. The library began to flourish, but in 1946 plans had to be made to find at least temporary quarters, because the building had been condemned to make way for the highway bridge.

THE ROSLYN NEIGHBORHOOD HOUSE

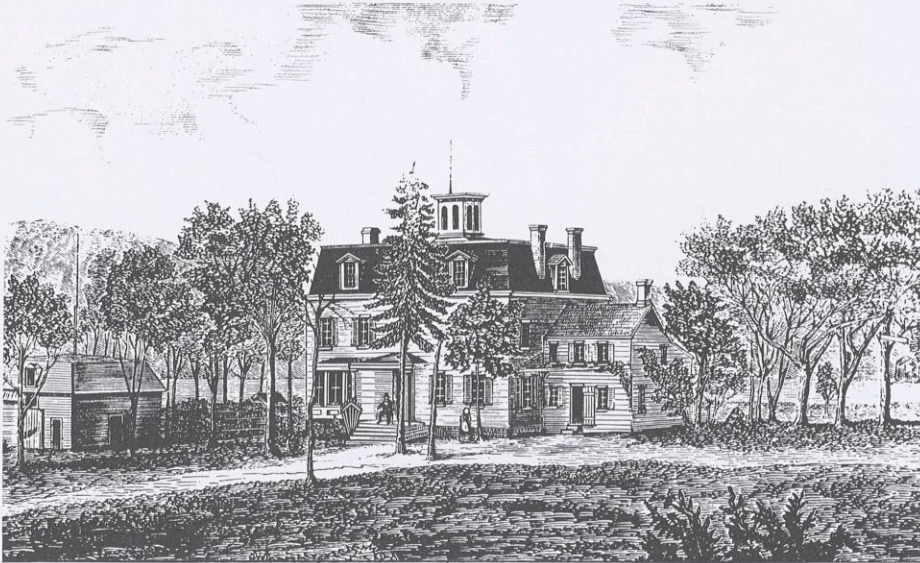
Turning into Paper Mill Road from East Broadway, we come to a building which has gone by several names and known many changes in its long history. Known as the Valentine House because for many years it was the home of William M. Valentine, it was also, during part of its history, known as the Roslyn Neighborhood House. In 1915, it was acquired by the newly formed Roslyn Neighborhood Association. It was used by the Red Cross and the Roslyn District Nursing Association (now the Roslyn Visiting Nurse Association) as well as for other community activities. Adult classes in a wide variety of courses, from infant care, home nursing, and typing, to art and music, were taught, mostly by neighbors who had particular talents in their respective fields. They did much to stimulate a community spirit from which we all benefited. As a school boy during this period, I recall attending the community sings held in the large glassed-in porch which had been added to the west side of the building.

After the completion of the Roslyn War Memorial, the Neighborhood House which had been attached to the Memorial Building through a wing, became but a part of the whole. It was used for community offices, and the upper story provided a home for the caretaker. During World War II it fell into disuse. From that time until just recently it was leased to the Veterans of Foreign Wars as a meeting place.

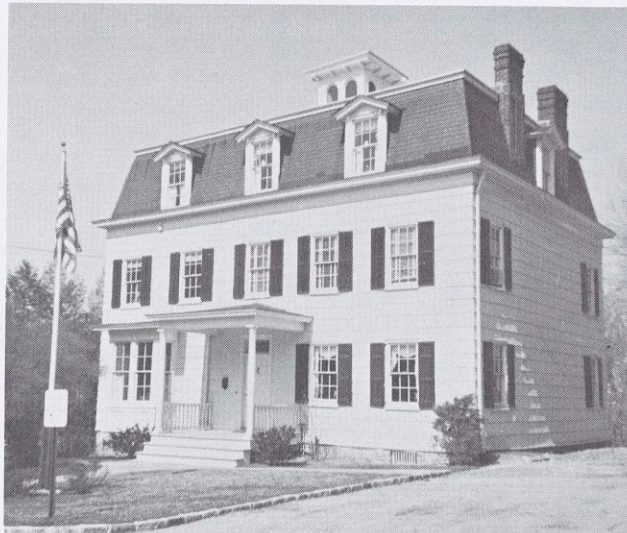
In 1962 the Bryant Library Association leased it to the Incorporated Village of Roslyn for use as a village hall. There was need for a great deal of repair. The Village Government, proud of the long history of the community and realizing that this old building was an excellent example of Victorian architecture, decided not only to preserve the building but to restore it to its appearance during the lifetime of William

M. Valentine, its owner a century ago.

William M. Valentine was a prosperous merchant of our community. In 1862 he built the brick store which still stands at the corner of Main and Tower Streets. Perhaps the account of him which appeared in the Roslyn News, Saturday, July 19, 1884, at the time of his death, will give us a picture of this neighbor.



HOME
OF
WILLIAM M. VALENTINE
CA. 1870



VALENTINE HOUSE
ROSLYN VILLAGE HALL
1963

"DEATH OF WILLIAM M. VALENTINE--On Tuesday, March 21, 1882, William M. Valentine was assaulted as he was about to enter his home, and on Thursday morning this week he died from the effect of the blow then received. During all this period of

more than two years, his strong constitution prolonged his life, although he never at any time regained his faculties and has been as helpless as an infant. The ruffians who caused all this will in a few years be released from prison, and allowed if they are inclined, an opportunity to increase their list of victims. Great is human justice!

"Mr. Valentine was 75 years of age at the time of his death.... The funeral services will be held at Friends Meeting House, Westbury, on Sunday (tomorrow) at 11 a.m. We publish the following communication from one who was a life long acquaintance and friend of the deceased knowing that it will be more interesting than aught we could write with our little knowledge of his life antecedent to the last ten years.

"It is seldom that so painful a duty forces itself upon us as to record the death of Mr. William M. Valentine. We feel ourselves unequal to express in words our feelings in a manner that will do justice to the cowardly ruffianism that done[sic]him violence and that has deprived Roslyn of one of its oldest and most esteemed citizens.

"Mr. Valentine was of a family coeval with the settlement of the town; of a family that was among its largest landholders; of a family that from the earliest to the present time was of the highest respectability, noted for its love of order and whatever was worth sustaining, countenancing and practising in society. Always industrious, Charitable, and kind, his cheerful look, voice and manner won favor while his businesslike habits secured the goodwill and friendship of those with whom he came in contact.

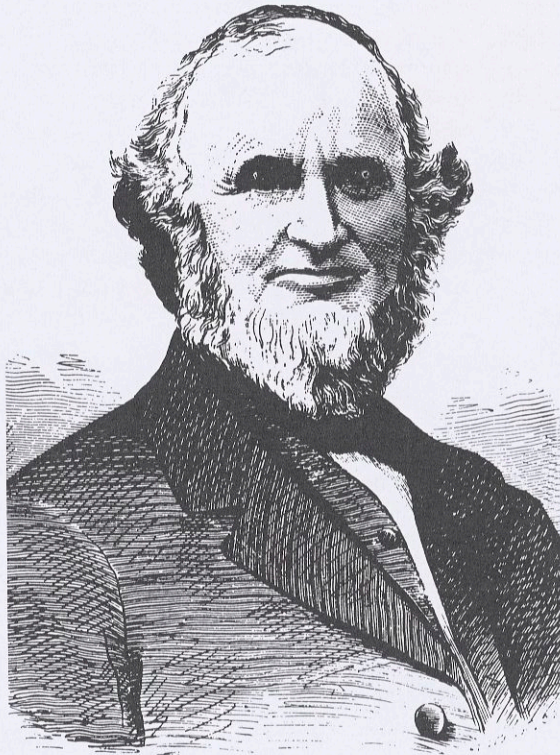
"He was a gentleman of noble presence--in features he resembled his mother--so handsome indeed was he when a young man that we remember to have heard him called "the elegant Mr. Valentine." It is needless to say that he was fond of ladies' society in those days, and his company was courted wherever he went. He married a Miss Seaman, of Babylon, who soon died, and after the lapse of many years he married the lady whom he leaves to mourn the manner of his departure and without the consolation of a death-bed leave taking.

"Mr. Valentine, like his ancestors from about 1800, followed the business of paper-making in Roslyn, not only employing many operatives but learning the art and practising it himself in the old-fashioned way until about 1837, when he abandoned it to others of the family and commenced a mercantile life in the old building erected and occupied as a store for a long time by the Rev. David Buck, who married in a former generation of the Valentine family. This building stood a few feet north of the Savings Bank. When the road was widened and straightened a portion of it obstructed the street and it was removed. Mr. Valentine then erected and occupied (1862) the brick building in which the ROSLYN NEWS is now established.

"He was in the habit, for the sake of exercise, of sometimes walking from his house to the store and sometimes rowing across the grist mill pond which on one side bordered his lawn and on the other came within three or four rods of the store. On the fatal night, after closing the store he said to his clerk, 'It's starlight overhead--I guess I will row over.' He crossed the pond, secured his boat and oars and had reached a point about one-third of the way to his house when he was ruthlessly assaulted,

apparently from behind, and dealt the murderous blow that shattered his intellect and from which he never recovered.

"Mr. Valentine sought no honors and betrayed no trust. We remember him long since to have been a Captain of the militia company that used to meet at 'Aunt Lizzie's' for training. He was then called and known as Capt. Valentine and will be remembered as such by the very few persons now living who were then of adult age. Beyond this we never heard of his holding office, though he was on one or two occasions nominated for some minor place that he did not want and took no pains to secure."



WILLIAM M. VALENTINE

I have been told by Leon Rushmore Sr., a life long resident of Roslyn, that he remembers that the two men who assaulted William M. Valentine were captured and sentenced to do time at the State Prison at Sing-Sing. One of the men died in prison before completing his sentence; the other completed his sentence and returned to Roslyn to live out the remainder of his life as an upright citizen.

ROSLYN PARK

Turning from East Broadway into Paper Mill Road, we pass the "Valentine House" and enter the Roslyn Park. Paper Mill Road crosses the spillway of Mill Pond over a

beautiful stone bridge which is a memorial to Benjamin D. and Alice A. Hicks. The inscription on the bronze plaque reads, "The Hicks Memorial Centre," and is dedicated to Dr. Henry Bergh, founder of the American Society for the Prevention of Cruelty to Animals. The A.S.P.C.A., to use its familiar name, was, as the title implies, organized by Dr. Bergh to prevent cruelty to animals. Humane treatment of horses was his particular concern, since in the cities, where water was not always available for them to drink and where paved roads made it difficult for them to walk with their iron-shod hooves, horses were often mistreated.



PLAQUE TO
DR. HENRY BERGH
FOUNDER OF THE
A.S.P.C.A.

It is hard to realize that in the days of our grandfathers there were no automobiles. Instead of passenger cars, there were horse-drawn carriages of various sizes and shapes. The surrey with the fringe on top and the buggy, either with one or with two seats, are the ones we see most often in pictures. Horse-drawn vehicles ranging from two-wheeled carts to drays did all the trucking. The men who drove these "trucks" were called teamsters, because wagons used to haul freight were often drawn by a "team," two horses pulling side by side. Hence, the man who drove a team was a teamster. Today the labor organization made up of truck drivers is called the Teamsters' Union.

Perhaps we should ask the bus driver to take us to the parking lot by the grist mill pond and let us out so that we may stretch our legs again and investigate the Paper Mill site more closely.

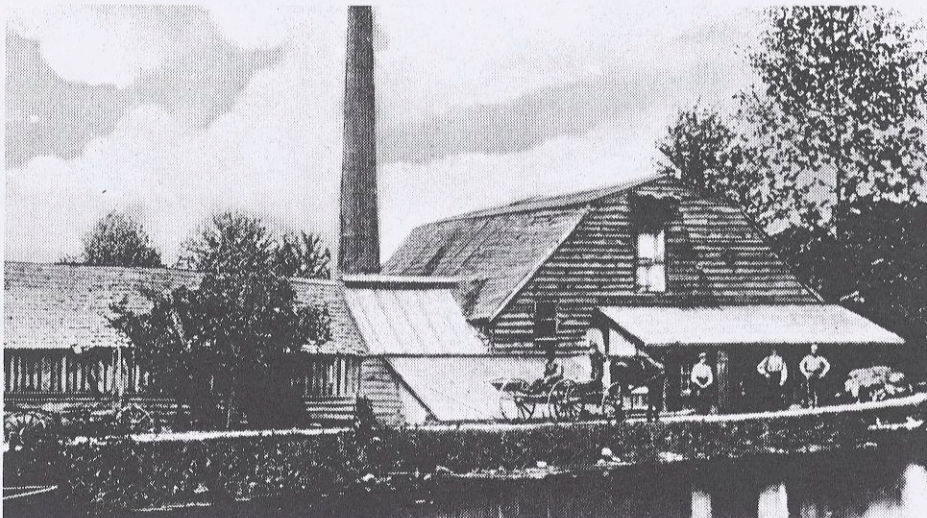


MY MOTHER & I IN OUR
HEMPSTEAD CART

PAPER MILL SITE

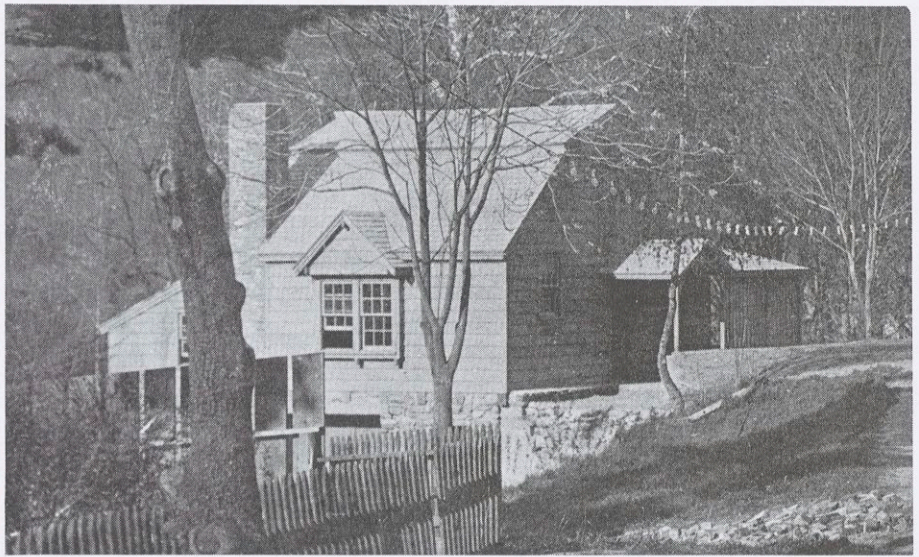
As we walk over the bridge that crosses the brook to the northeast side of the mill, we are not only able to see the mill wheel and the mill race where the water pours over the wheel, but in a way we are able to see the mill as a whole; the height of the water in the race, the size of the mill wheel, and the mill stream which carries off the water.

The present wheel does not generate power, although, when the present building was erected in 1915, a wheel similar to the one we see there now turned an electric generator which furnished electricity to light the Park. Eventually it became cheaper to buy electricity from the Long Island Lighting Company, and the wheel and generator went out of service.



ROSLYN PAPER MILL

REPLICA OF PAPER MILL
ROSLYN PARK



Let us look at a picture of the old paper mill which used to be at this location. We will notice that it was much larger, and even had a chimney. The mill we see was built to resemble the paper mill which originally stood here. On the lower floor was a generating plant, and on the upper floor a meeting room which has been leased to the American Legion, an organization of veterans who served in the First and Second World Wars. The flagpole with its eternal light was erected by the American Legion in memory of those who gave their lives for their country. It was the gift of Pio Teolis, a veteran of World War I, who since he came to Roslyn has devoted his life to his community.

As we climb the path to the level of Paper Mill Road, we should remind ourselves that we are on a milldam which is man-made. Where we now see Silver Lake and the Duck Pond there was originally only swamp, with perhaps a small brook running through the middle of it. This particular milldam was built almost 200 years ago by Hendrick Onderdonck in 1773, three years before the Revolutionary War. He had the dam built and a paper mill constructed on the site of the present building. It is reputed to be the first paper mill in New York State, and is perhaps the first paper mill in the country. Paper was at first made from rags, and paper-making was a very profitable business. It is believed that this mill operated throughout the Revolutionary War. By the time President George Washington visited the owner, Hendrick Onderdonck, in 1790, there were two paper mills operated by this man. Washington states in his journal that the paper mills were worked "with spirit and profit."

In 1801, Caleb Valentine bought the mills from Onderdonck, and they remained in the Valentine family for 90 years. The last owner of the paper mill was Meyers Valentine, who lived at 83 Main Street. In 1880, Meyers Valentine added steam power from a mill which he had bought in Babylon. At this time the paper mill was manufacturing strawboard which was made from straw furnished by the local farmers. Meyers Valentine died in 1891, and the mill was closed. It had stood unused for 15 years when, on December 29, 1906, it blew down in a high wind, leaving only the brick chimney.

Today we have a beautiful park where there once was only swamp. The mills are idle, but the land is being used more today than ever before, because thoughtful citizens of Roslyn had the foresight and consideration to think of their neighbors and of the future. It was on October 18, 1915, that the Roslyn Neighborhood Association was organized, and in the same year the North Hempstead Town Board appointed a committee to supervise Roslyn Park. By 1916 the marsh around the Duck Pond was drained into brooks, and underground pipes were used to drain the land so that grass would grow and paths could be built. Now we also have a playground for very young people, fireplaces so that families can have picnics, and a band stand where local musical groups give concerts on summer evenings.



SPRING AT THE EDGE OF
ROSLYN PARK 1905

RALLY IN ROSLYN PARK
↓
1918



As we say good-bye to the ducks and geese, let us plan to return to our Park again. It is here for us to use.



ROSLYN PARK 1963

MAIN STREET

I have asked the bus driver to take us back to the Clock Tower. On the way remember to look at the building just north of 15 Main Street, which was the law office of Henry W. Eastman and the location of the first savings bank in Nassau County. Also look at the building which now houses the "Ugly Duckling" but which was originally built in 1862 for William M. Valentine's store. Later it housed the Roslyn News and when I was a boy it was Pearsall's store.



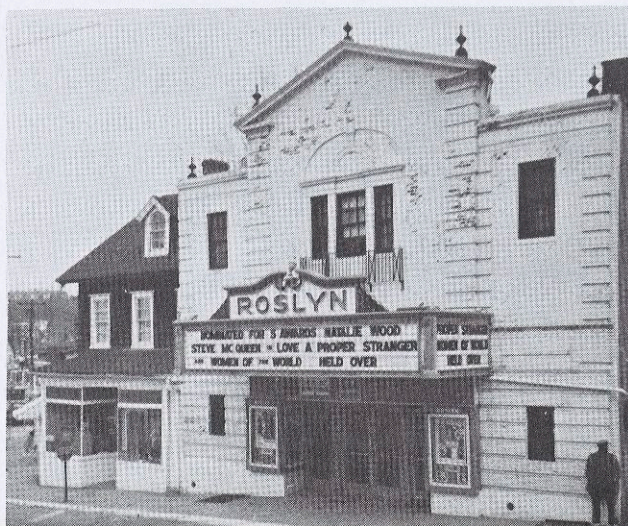
MAIN STREET & TOWER
STREET 1962

The store, then as now, was divided down the middle by a partition running from north to south. The east side was fitted with tables for an ice cream parlor and the west side contained a long, high counter on which stood many high glass show cases. At least, they always seemed very high to me, but of course I was shorter then. These many show cases contained a great variety of products. I was always much interested, curiously enough, in the fishing tackle (which I never remember buying) and in cigars and tobacco (which I never bought). My main interest, however, was the soda fountain, which was at the south end of the store. There was a side door (it is still there) through which you could enter right by the soda fountain, but I remember going out of my way to enter by the door at the north of the building so that I could walk past all those high show cases and have a look. I was always fascinated by Mr. Pearsall. He was a kindly man with gold rimmed glasses, a thick white mustache, and a broad smile. He often stood at the north end of that long counter so that he might watch out the window, which contained an infrequently changed display of skates and sports equipment. I liked to climb the steps, go in that north door, and then look for Mr. Pearsall, who, if he was by the window, would have to walk the whole length of the store with me, if I was coming for ice cream.

The soda fountain, to me, was always the same. I wonder how long the huge advertising display of the old farmer standing at a wooden water pump drinking from a tin dipper had been there. He advertised Cherry Smash. There was also a sign with the picture of a jumping horse; this advertised Moxie. You always looked at them. You would have been disappointed if they had been taken away, but I'm sure I never had Cherry Smash or Moxie there, because you always had rootbeer at Pearsall's. If you were affluent, a rootbeer soda was the think to have. There was one variation from this menu. In the winter time you had hot chocolate with a sweet cracker. It was a perfect winter day when I could run from the schoolhouse, when school let out at three o'clock, to the Mill Pond (Silver Lake), skate until the clock struck five, and then have enough money to go to Pearsall's for a hot chocolate.

As we leave Main Street and our bus turns into Tower Street on its way to the Mill Dam, we might remind ourselves that the building at N^o 14 used to house the Negro School in the days when there was segregation in the Roslyn Schools. It was a happy day for all when this practice was done away with in 1917.

ROSLYN THEATRE



Next to number 14 is the Roslyn Theatre. It hasn't always been there, but it has been there long enough for many of us to take it for granted and to think that we have always had such a fine place. The present building was erected in 1932 to replace the former theatre, destroyed by fire on March 18, 1931. It had been a frame building on Old Northern Boulevard, just around the corner from the present theatre. Emil Rinas, the proprietor of both theatres, had come to Roslyn prior to 1916, and held his first "movies" in a large tent which he put up on the west side of Bryant Avenue just south of Bryant Hall or near the present Roslyn Bowling Lanes at 19 Bryant Avenue.

We are aware that Old Northern Boulevard was a mill dam from about the east side of the Shooting Box (#1326) to the Barber Shop (#1384), and that there was a time when the entire south side of this road was the shore of the Mill Pond. Let us also remember that the northern side of the road was a rather high bank on which were located two mills. The Roslyn Grist Mill still remains. The Saw Mill stood about where the North Shore Junior Service League (#1395) now stands.

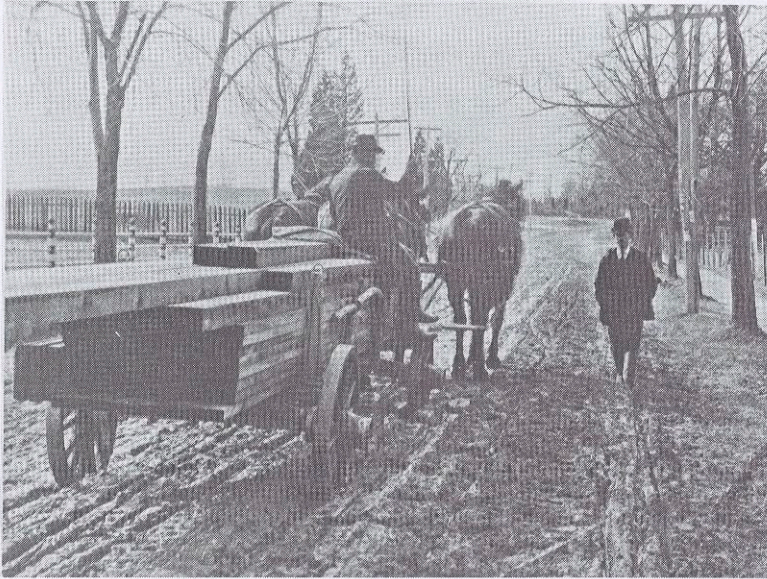
NORTH HEMPSTEAD-FLUSHING TURNPIKE

It has been mentioned that the construction of a dam here about 1701 was perhaps the first major change in this area. The second may have been the laying-out of a road across the dam. When the first settlers came here, they found that the Indians had an east-west trail skirting the heads of the harbors on the north shore of the Island. This trail would have had to go along the base of the hills here in Roslyn to get around the swamp that existed here before the dam was built. The Milldam became our first by-pass, and the Indian trail had become a road which led to Flushing, a settlement made by English settlers in 1645 under a Dutch grant.

When we ride from Roslyn to Flushing today on Northern Boulevard we have little to disturb us except traffic and traffic lights, though we may grumble because there is a bump or hole in the road. We are not aware, unless we are particularly observant, that there are a number of hills to climb, and that in several places, Roslyn, Manhasset, and Douglaston, there are swamps that we cross. Today we travel on hard-surfaced roads in an automobile at 30 to 40 miles an hour. Two hundred years ago we would have been riding in a two-wheeled cart or a four-wheeled wagon over a dirt road. The road would have had many holes and deep ruts. The hills would have been very hard for the horses. The grade would have been much steeper; over the years the grades have been reduced many times. The swampy places would have presented a variety of problems depending on the season of the year. Great changes have been made in this east-west highway since it was an Indian trail, and undoubtedly many more will be made in the future as needs arise, but we hope consideration will always be given to the preservation of the unique beauty of our community.

The next great change may have been in 1830, when the Township of North Hempstead turned over the care and maintenance of this east-west road to the North Hempstead-Flushing Turnpike Company. This newly formed private stock corporation was granted the right to collect tolls for the use of the road, which soon became known as "The Turnpike." The North Hempstead Turnpike began near the eastern Township

line which is not far from the intersection of Glen Cove Road and the present Northern Boulevard. The first toll gate on the western trip still stands. It is the small white building which may be seen on the hill in the Roslyn Cemetery. It was probably moved to its present location after the Turnpike Company went out of business in 1888, and the right of way was returned to the Township, which had bought out the stockholders. The next toll gate was located on the West Turnpike Hill (that portion of the road from the Roslyn Clock Tower to the top of the grade to the west) just above the intersection of Shore Road. During the time the Turnpike Company controlled the road there were several reductions of grade on the Roslyn hills.



A ROAD NEAR ROSLYN 1898

Again in 1888, when the Township took over the road, there was improvement. This time the road was macadamized.

In 1936 the original Indian trail became part of the New York State Highway system. Its name was changed to Northern Boulevard, and the road now ran from Long Island City to Smithtown. The road across the Milldam had been widened and raised in 1933, and a great change took place on the East Turnpike Hill (from Trinity Church to the Roslyn Cemetery). Again the grade was reduced, and the road was widened to four lanes, with an island between the east and west lanes.

Prior to 1908 this road had crossed the railroad tracks at grade level. It is very evident how much lower the road is now than when the horses had to pull their loads over the track. In 1908, when the Long Island Railroad installed a double track, an underpass was constructed, through which the highway made a detour, passing under the railroad bridge which now crosses over Mott's Cove Road.

The Roslyn By-Pass, which was completed in 1949, was another of the great changes in this Indian trail. The By-Pass, which is a four-lane viaduct over the creek



FORMER NORTHERN BLVD.
UNDERPASS BUILT 1908
NOW MOTT'S COVE ROAD



L.I. RAILROAD AT
NORTHERN BLVD. 1962

at the head of the Harbor, connected the four-lane highway from Trinity Church east with the four-lane highway to the west which had stopped at Middle Neck Road. It provided continuous four-lane traffic from Long Island City to East Norwich, and eliminated the traffic bottleneck in the old village. There had been consideration of such a change in the 1920's. At that time, however, the merchants of Roslyn had opposed the idea on the grounds that such a by-pass would be harmful to their businesses. By the end of the 1930's the traffic problem had become so great, especially on weekends, that the story was reversed. The local merchants and the residents of the village joined all those unfortunate Sunday drivers who were caught in the bumper-to-bumper parade through Roslyn, in demanding a by-pass. The widening was delayed during the War years, but at the end of World War II, all the problems that arise when a major change, such as this, takes place seemed to overwhelm the community. Families whose homes were on the right of way were displaced. Businesses had to adjust to the change. Even a landmark and community institution, the Bryant Library, had to find a new home.

SCHOOL STREET

This time, after the bus crosses the Milldam, we shall turn to the left onto School Street, or what is now known as Old Northern Boulevard. School Street ran from East Broadway to Skillman Street and Bryant Avenue. Yes, it was called School Street because the Roslyn School was located on it. There is reference to a school here as early as 1795, but that was well over 100 years after the first settlement. This reference mentions a dispute between Jeremiah Robbins and the owners of the school next door to his place. James D. Hanna was the principal or teacher. Benjamin Onderdonck mentions a school teacher, who was in the village during his boyhood, 1796-1811.

We know that on August 19, 1813, the Township of North Hempstead was divided into school districts, and that district #3 was centered about Hempstead Harbor. We know also that our Union Free School District #3 was organized under the General Free School Law of 1864, and that a schoolhouse had been built prior to that date. This school was located on the east side of the street between 1440 Old Northern Boulevard, Hewlett & Remsen Motors, and the firehouse of the Rescue Hook and Ladder Company No. 1 on Old Northern Boulevard. This school, enlarged by an addition in 1895, burned down on January 12, 1897. The Roslyn News of January 15, 1897 gave the following report:

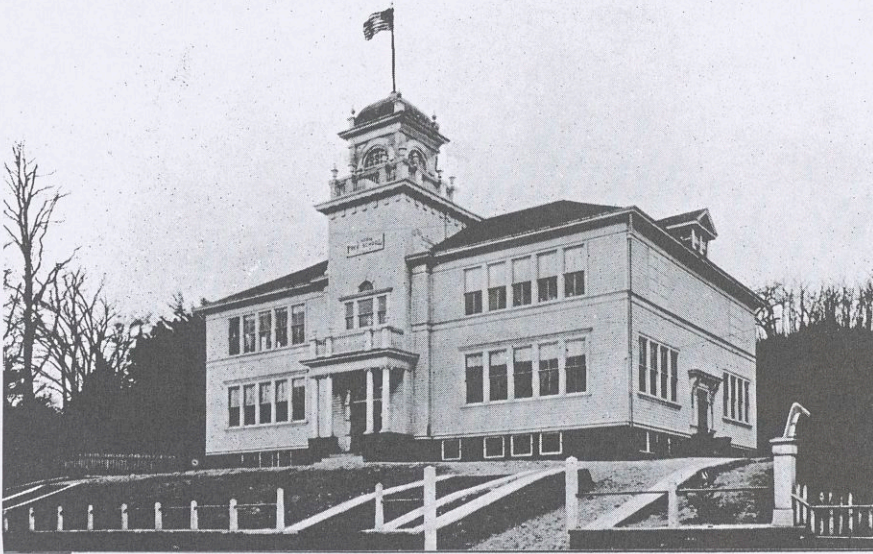
"1897--At 3:30 o'clock, Wednesday afternoon January 12, 1897, fire was discovered in the Roslyn Public School building, and within an hour the entire structure was burned to the ground. The children had just been dismissed when the alarm was given, and all but a few who had been kept after hours were outside the building. Those who had remained in the building were quickly dismissed at the first alarm, and no accidents occurred. The school building was first erected on this site in 1857 and in 1882 a \$2,600 addition was built on."

The late John Radigan, who was a young man at the time of the fire, gave a more complete story to a Roslyn News reporter at a much later date. This story appeared in the Seventy-fifth Anniversary issue of the News after the subsequent school house had burned down in 1927:

"'The School house is on fire!' came the yell from the street. John Radigan and William Witte at the time were working in Witte's general store, down the street from the schoolhouse, and were among the first to run to the firehouse and get the fire engine.

"There was no water system in 1897, so all the water had to be pumped by hand out of the cistern nearby. Mr. Radigan remembers to this day the folly of being the first to jump on the pumping side of the fire truck. The water pumper was stuck at that post until the fire was out. In this case, quite a crowd gathered around to watch the square-framed, four-towered schoolhouse burn to the ground. A piece of old charred (sic) school bell which Mr. Radigan and John Craft discovered while kicking around in the burned debris that January afternoon is still in the Radigan family.

"The bell which tolled the children to school was silenced, but while waiting for another building to be erected, school was held in Bryant Hall and in the upper floor of old Rescue Firehouse on Bryant Avenue across the street from the 'Hall'. There was some discussion about where the new school should be located. Frank Titus' property opposite the Trinity Church was proposed, but the Board of Education voted this down and set aside \$15,000 for a new and larger school building which was built on the same spot as the first one.



ROSLYN PUBLIC SCHOOL
CA. 1900



MISS KELLY'S 2ND AND
3RD GRADES 1915-1916

"Thirty years later, January 2, 1927, at noon, a defective furnace spouted out flames that brought ruin to Roslyn's second public school. The children standing in the snow about the burning building probably had high hopes of an extended Christmas vaca-

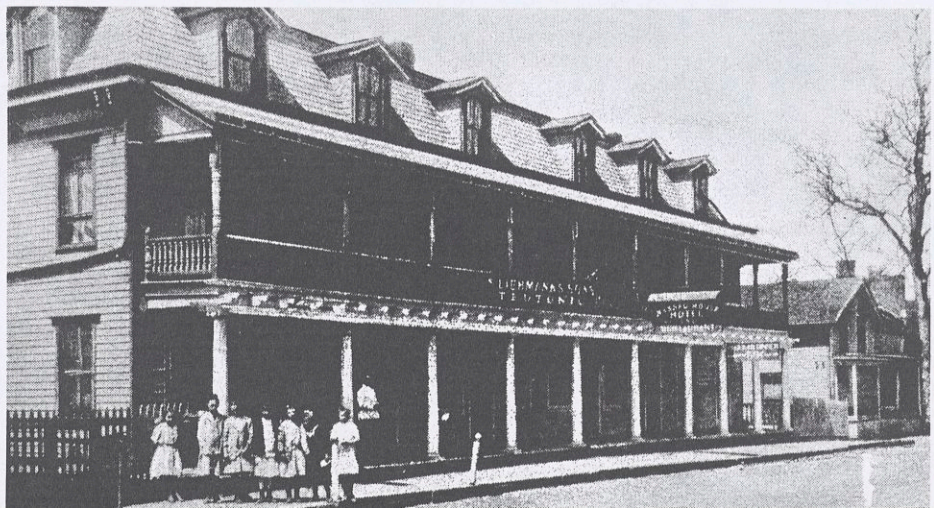
tion, soon to be dashed, however, by the news that the lower grades would meet in the Episcopal Church building and the upper grades would occupy part of the High School building until a new school was erected.

"Mr. Radigan was a retired fireman of 58 at the time of the burning of the second school building, so he watched the frame building go up into flames with the rest of the crowd on the side lines this time. He noted while standing there that the town had grown so that very few of the faces in the crowd were familiar to him in contrast to the fact that he knew every child and grown-up who had followed the clang of the fire engine to witness the burning of the first public schoolhouse back in 1897."

The second schoolhouse, built in 1897 and ready for occupancy in 1898, is said to have been planned for 300 students. In 1904 the High School was organized and received its charter. In 1902, J. Earl Clark had come to Roslyn as Principal of the Roslyn School, upon the retirement of Simon D. Replogle. He found an eager group of eighth-graders who having graduated from the Roslyn Grammar School, returned to school in the fall begging to be allowed to continue their education. The principal, somewhat in doubt as to what to do, provided room and worked up a curriculum to get things started, and then petitioned the Board of Education for support. A small sum was provided by the Board and their blessing given.

The school house which burned in 1927 was my school. I spent twelve years there and had classes in every room in the building including one year (sixth grade, 1917-18) spent in the "annex" across the street in the building which had formerly been the Nassau House Hotel. This stood just opposite the garage of Hewlett & Remsen. I can not lay any claim to any special distinction on this account, for all the young people of my generation in Roslyn Village attended the same school. There was an elementary school on the Heights, the same one that is there now, but lacking the present additions. There was also a school at North Roslyn. It, too, is still there and it, too, has had additions. All the children who lived in the Village attended the Roslyn School, and the children who lived on the Heights and at North Roslyn came to the Roslyn School when they had out-grown their local school. Since the turn of the century our school district has been having growing pains. Our Harbor Hill School has just been completed recently, and the present Village School is being renovated. In 1918-1919 we had two sixth and two fifth grades, the extra classes being held in the "annex" while additions were being built on the smaller schools.

THE NASSAU HOUSE
OPPOSITE
HEWLETT & REMSEN
GARAGE



The High School, which was formally organized in 1904, was held in the Old Village School until the completion of the older section of the present High School in 1925. I graduated from Roslyn High School in 1925 and our class graduation exercises were held in the "New" High School, the first official use of the school house. The class of 1926 was the first to attend classes in the "New" building.

The Old Village School has gone but there are still a number of interesting buildings on this street. The old house at 1415 Old Northern Boulevard is shown on a map of Roslyn dated 1871 as belonging to J. Valentine. Later it became the home of J. B. Remsen and subsequently of his son, Cornelius, whom I remember well during my boyhood. Cornelius Remsen and his wife, Lillian, lived there with their married daughter,



THE MOTT HOUSE 1962

Gladys Duer, her husband, Leo, and daughter, Helen. I spent much time playing there when I was a small boy. Helen's grandfather was a very handsome man. He was the Justice of the Peace and the undertaker. Helen and I liked to play house in the hearse, which was kept in the carriage house that still stands at the end of the driveway. Her grandfather, however, did not approve of this use of his equipment and we were severely scolded. Lillian Remsen, Helen's grandmother, was my favorite. She was an invalid, and was confined to her bed in the south-east room on the second floor. The room could be reached directly by means of a back stair from the kitchen. I always had a feeling of being welcome, and her cheery smile could always drive away the gloom. Whenever I came tumbling in, she would be sitting in bed bolstered up with many pillows, and under one pillow would be a candy or two if we wanted it. I loved her very dearly.

Just north of the Remsen House, now the home of Grace Mott, there was the harness shop which belonged to John F. Remsen, Cornelius' brother. The office of Cornelius Remsen, undertaker, occupied the north end of the building.

Behind the harness shop was the livery stable of John F. Remsen. This was a wonderful place, but it was out of bounds to Helen and me, so it held a particularly special significance whenever we had the opportunity to visit. In the back out-of-the-way part of the building were a number of carriages which were used for funerals. They were black, the interiors were upholstered in purple, and the glass windows pulled up and down with a wide purple strap with a fringe on the end. The wheels were large and had gray rubber tires. There were a great number of large dump wagons and a stable with many horses, behind which was a huge manure pile.



JOHN F. REMSEN'S
HARNESS SHOP CA. 1915

Just north of the "flatiron" building was the Nassau House with its long porches, one on the street level and one above. It was built in 1893. The Nassau House probably went out of business about the time of the First World War, and, as I have said, was used as a school annex, with Miss O'Leary's fifth grade at the south end of the building and a sixth grade in the dining room at the north end. For some time the central portion of the building on the street level was used as a school lunchroom, and I believe hot soup and milk were served to the children at a nominal cost. I say, I believe, because one of my frustrations during those years was that I was not allowed by mother to go to the lunchroom. I lived too near the school to be allowed to take my lunch, so I had to go home to eat. This probably saved some wear and tear on the supervisor of the lunchroom but on the other hand I felt excluded and terribly disappointed that I missed out on the noontime play and the socializing at lunch.

North of the annex was Craft's Butcher Shop or Meat Market. It was operated throughout my childhood by several members of the W. A. Craft family. I remember

the place as being friendly and jolly. There always seemed to be laughter and a joke in the air. Among my memories of W. A. Craft's Meat Market are William Craft, with his big mustache; Jack Craft, who was clean-shaven but was big all over; their huge white aprons and woven cuff guards; the continual opening and closing of the great ice-box door; the always-clean sawdust on the floor; the offer of a scrap of meat to any attending dog. Next to the Meat Market was Mrs. Horton's Store. The building still stands as 1439 Old Northern Boulevard. Mrs. Horton's candy, marbles, kites, paper, pencils and all those countless items that attract young boys, were the best, at least to me, and I suspect to many of my contemporaries.

The Titus-Falger House still stands on Old Northern Boulevard. It was very attractive when I was a boy. Next to that was a frame building which housed, as I remember, an office, and for a time the electrical shop of Andrew B. Westervelt on the south side, and the Thomas Ralston grocery store on the north at the corner of Skillman Street. On the north side of Skillman Street was Witte's General Store, in the building which is still there.



THE TITUS-FALGER HOUSE
CA. 1870

Across the street from Witte's store still stands the building which housed A. E. Pickard's Drug Store and the Roslyn Post Office, now occupied by the North Shore Community Arts Center. There was a soda fountain in Pickard's Drug Store, and I was told recently by a contemporary that in the summers when she was a young girl, she visited an aunt who lived on West Shore Road just north of Bar Beach. Her aunt frequently needed medicine from Pickard's, the nearest drug store, and the children would be sent for the medicine and allowed to have a soda. It was a great treat for them to be allowed to walk from her aunt's home to Pickard's and back on a summer day to have a soda.

Some of us still remember the old Post Office. There was no such thing as mail delivery except on the rural routes. The east side of the building held the Post Office,



PICKARD'S DRUG STORE
AND POST OFFICE
CA. 1915



NORTH SHORE COMMUNITY
ART CENTER 1962

and the window which is still in the east wall was where those who came for their mail in carriages filed past, and the mail was handed to them out of the window. I remember particularly the morning and evening mail. Mail came to Roslyn by train and a Mr. Lawrence, with his old dilapidated buggy and thin and scrawny horse brought the mail from the station to the P.O. When the mail arrived, the windows were closed, and the Postmaster and his staff (I remember Mr. Replogle and Mary Roach) assorted the mail, placing it in the boxes which lined the partition between the waiting public and the busy staff. When the last piece of mail was assorted, the windows, both inside and outside, were opened and delivery began. As I have said, those in carriages filed past the outside window and the mail was handed out to them. The drive-in window of today is not a new idea. There were no lock boxes in those days so the people inside the P.O. who had boxes could look through the glass window in the box and see if they

had received any mail. If so they had to line up at the inside window with those who received their mail through general delivery and file past the window for their mail. When I was younger we had a horse and cart and waited in line by the outside window. I remember Mr. Replogle sometimes handing me an apple with the mail. After the horse was sold and the cart abandoned, I was old enough to be the mailman. My father put great store on receiving his morning and evening paper, which he had delivered to him by mail, so that the morning and evening mail were "musts" and no excuse was accepted.



THE MANSION HOUSE
CA. 1865



THE MANSION HOUSE
CA. 1910

On the east side of School Street there have been more changes. All that remains from the period 1913-1925, the years that I attended school, are the Hewlett & Remsen Garage and the Skillman-Andrews homestead which is now the Blue Spruce Inn. The Mansion House, which stood on the corner of Remsen Avenue and School Street, has

been torn down and the land excavated to the level of School Street, and the Roslyn National Bank and Trust Company built their building there in 1932. The Bank, having subsequently changed its name to the First National Bank of Roslyn, later moved to Mineola Avenue and Northern Boulevard and still later became a branch of the Franklin National Bank. The building is now the office of the Nassau Tuberculosis and Health Association, Inc.



NASSAU TUBERCULOSIS AND
HEALTH ASSOCIATION, INC.

The School House has gone but in back of the parking lot of the garage one can still see a portion of the wall of the old school and some of the cement foundation of the addition which was built in 1905.

THE FIREHOUSE

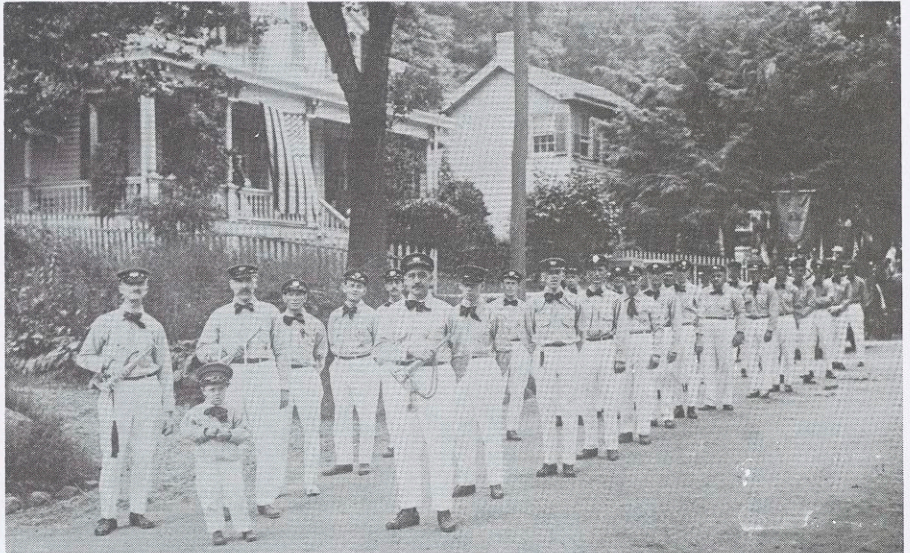
The Firehouse was built in 1937 on a portion of the Andrews property north of the former school property. No, it was not there when the school burned. It was built there 11 years later. It is the home of the Rescue Hook and Ladder Company #1, which was organized in 1852. On November 1st of that year there was a meeting of the inhabitants of the Village of Roslyn at the Roslyn Hotel (East Broadway and Old Northern Blvd.) for the purpose of procuring "fire apparatus" and forming a "fire company." \$132 was raised and the Rescue Hook and Ladder Company #1 was organized.

At one time the Firehouse was "near D. Bogart's house" or between the Washington Manor and the pond to the east. In the spring of 1879 the "truck house" was moved. An item in the March 15th issue of the Roslyn News of that year states:

"Among the changes this spring in the village, the removal of the truck house of the Rescue Hook and Ladder Co. is one of the first. The necessary labor incurred in

this change was performed by members of the Company. We are informed it was 'walked' across the milldam from its old resting place (near D. Bogart's house) to the new home on Wednesday. It is now located between Jas. Davis Meat Market and David Kirby's Harness Shop. Mr. Kirby has leased the ground it now occupies to members of the Company."

RESCUE HOOK & LADDER
CO. #1. EAST BROADWAY
CA. 1905



THE SILSBY STEAMER
BRYANT AVE. CA. 1905



Some of us have probably seen the Silsby Steamer which is still the pride of the Rescue H. & L. Co. #1. If we haven't we should try to, for it is a sight to behold even today. The Company received it on Wednesday, February 4, 1903. A news item of the time gives the following report which speaks for itself:

"The new Silsby Steamer two hose carts and 1500 feet of hose was received by the Rescue Hook & Ladder Company on Wednesday. The engine is a large and handsome one and its advent is hailed with rejoicing by the householders of this vicinity.

"An engineer from the American Engine Co. came with the machine to test it and instruct the members of the company in its use. On Thursday the engine was taken to the milldam and after getting up steam, 600 feet of hose was attached and a stream flown a distance of at least 100 feet. The steamer worked admirably, demonstrating the fact that it is fully capable of extinguishing any fire which may occur in this locality. With such a powerful instrument for fighting fire at hand the insurance rates, which have ranged very high in Roslyn, should be materially reduced and it is up to the fire insurance agents to see that steps are at once taken to bring this about. The engine, hose carts and hose are a gift from Clarence H. Mackay. (If this new engine had been available it is thought that the old Bryant Homestead might have been saved from destruction.)"

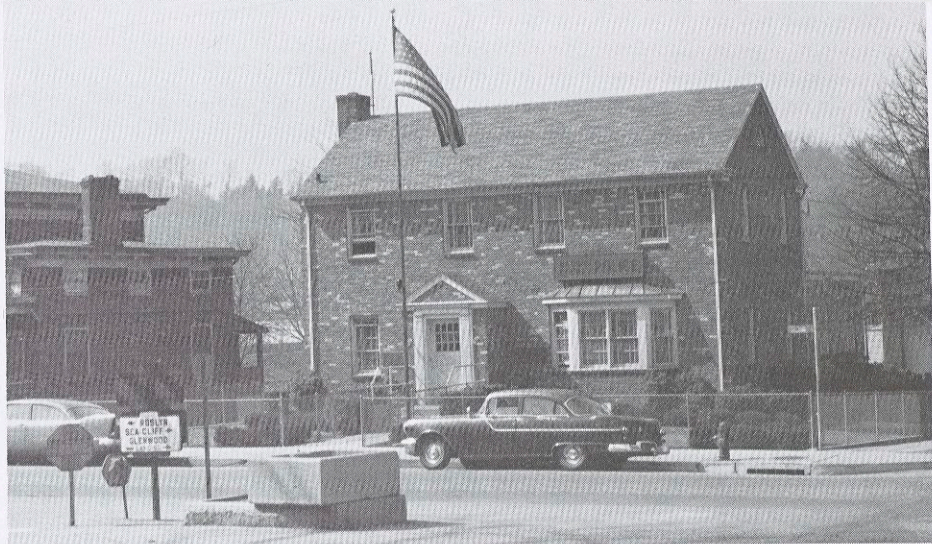


"RESCUE" FIRE HOUSE

THE POLICE STATION

Another new addition to this street is the Police Station, the headquarters of the Sixth Precinct of the Nassau County Police Department. The headquarters of the Sixth Precinct moved to Roslyn from Manhasset in 1945 into the old building which had housed Pickard's Drug Store and the Post Office and where the Community Arts Center is now located. In 1954 they moved into their own building on the corner of Skillman Street and Bryant Avenue which is their present headquarters. The Sixth Precinct roughly includes the territory north of Northern State Parkway from the City Line to Glen Cove Road.

We have been so busy looking at the old buildings and the Fire House and the



POLICE STATION

Police Station that we may have neglected something small and insignificant in the middle of the road. On a hot summer day, however, it would look very inviting to a thirsty horse. Yes, it is the stone watering trough in the middle of the road. The initials E.W. stand for Elijah Ward and the number 1884 for the year the fountain was erected.

In 1894 there was a news item which ran:

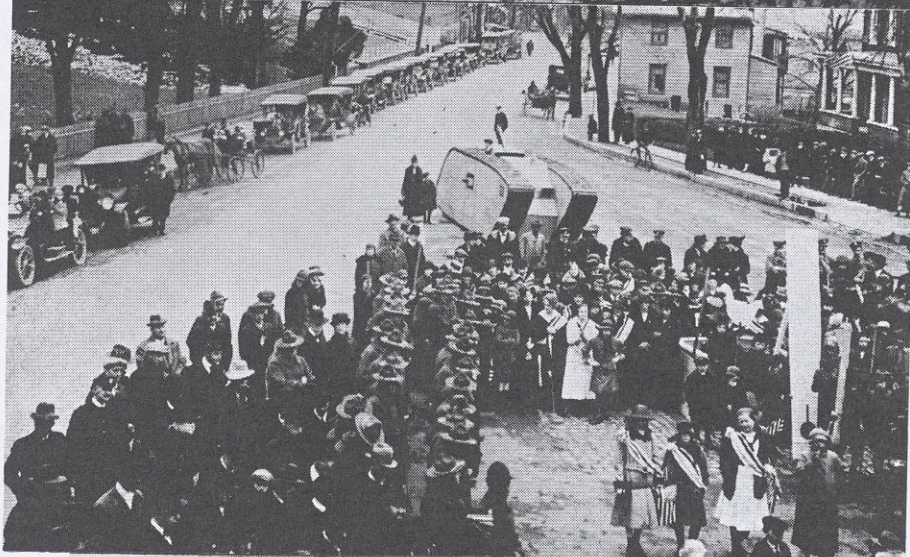
"The water fountain in Roslyn due to its central location in the open square facing Squire Skillman's residence (Blue Spruce Inn), is a universal need and a store-keeper who has kept account of the number of animals benefiting by it states that not less than 300 horses are watered here daily as well as numerous cattle on their way to and from distant pasture."



SCHOOL STREET CA. 1870



HORSE TROUGH CA. 1906



LIBERTY LOAN DRIVE
SCHOOL STREET AND
BRYANT AVE. 1918



HORSE TROUGH 1962

THE SKILLMAN HOUSE

The next building to the north of the firehouse is the Blue Spruce Inn. It did not become a restaurant until the 1930's, after the death of Elizabeth Skillman Andrews, the last person to live in the old farm house, the central part of the present building.



THE SKILLMAN HOUSE

The basic part of the house was probably here in 1769 when Richard Valentine gave the house and land to his grandson, Richard Valentine. This Richard, so Francis Skillman tells us, sold the farm to his uncle, Jeremiah Robbins, in 1778. Richard was a patriot and Uncle Jerry, a Tory. Richard was afraid his farm would be confiscated by the British, so he sold the property for £325 on October 6, 1778. After the war, Richard wanted his farm back, but Uncle Jerry refused.

Francis Skillman goes on to say that "Richard Valentine always said he was to have the farm back again if times ever became safe for him to hold it. He used to complain very hard of his treatment and it became public talk. He took to drink and lay drunk in the mill creek and the tide rose over him."

The story as told by Francis Skillman is quite different from the legend which speaks of buried treasure and a worried Tory who hanged himself in the barn. The records of the Township show that Jeremiah Robbins bought the property which Richard Valentine had inherited from his grandfather. Francis Skillman later inherited the farm from his grandfather, and came to live in Hempstead Harbor in the early 1800's. He lived here in our town for remainder of his life and became another of our well known citizens.

He was elected Justice of the Peace at the Annual Town Meeting of the Township of North Hempstead held April 1, 1851, "to fill a vacancy of four years from January 1,

1851." He served our community as Justice of the Peace for 24 consecutive years, (1851-1875).

He served a term of one year, 1867-1868, in the State Legislature, being elected to the New York State Assembly from the First Assembly District.

Again, at the age of 72 (1889) he was elected to the School Board. In 1890, however, he resigned this position.

He died here at his home in Roslyn on September 7, 1898, at the age of 81. His second wife, Josephine Onderdonk lived here with their daughter Elizabeth, until her death on December 15, 1906. In 1907, Elizabeth Onderdonk Skillman married Samuel H. Andrews of Brooklyn, and the Skillman estate became the Andrews place, which included the present property of the Blue Spruce Inn from School Street to the railroad tracks and from the East Turnpike Hill to properties on Remsen Avenue. This included the site of the present Roslyn Village School.

My father's property had originally been a part of Skillman's Woods (later Andrews' Woods). John F. Remsen, for whom Remsen Avenue was named, purchased this property from Francis Skillman's estate and built the house where I now live as a summer home for Dr. Harvey W. Woodbury and Raymond V. Ingersoll of Brooklyn. The house, called the Woodbury Cottage, was built by Benjamin F. Speedling in 1903, and my father bought the property from Woodbury and Ingersoll in 1904.



THE SKILLMAN FARM
FROM THE MOGERS
1905

THE MOGER HOME,
WOODBURY COTTAGE 1944



BRYANT AVENUE
AND THE
EASTERN SHORE OF HEMPSTEAD HARBOR

We shall now drive north on Bryant Avenue past the site of the "Movie Tent" on our left, the former Bell House, now the Roslyn Harbor Hotel on the right; under the Roslyn By-Pass of Northern Boulevard which now crosses the land where Bryant Hall stood on the left and the Fire House on the right; past Witte's Lane, where on the south corner stood the home of William Witte, the owner of the General Store at the north-west corner of Bryant Avenue and Skillman Street; past St. Mary's Roman Catholic Church, which was established in 1872; under the footbridge that connects the Frick property on either side of the road; to Cedar Mere, the Estate of William Cullen Bryant.

BRYANT AVENUE CA. 1910





BRYANT AVE., SHOWING
BRYANT HALL ON LEFT
CA. 1910

The ancient beauty of Hempstead Harbor still remains along the eastern shore, even though during the last decade there has been a sizable increase in population and subsequently in the number of homes which now dot the broad lawns of the spacious estates which have been there for the past two and a half centuries. There have been many drastic changes in the Harbor itself over the years. Probably the most serious change has been the sand mining along the western shore, which has removed the thickly wooded hills and left the bare cliffs which now deface it. It has been the hope of the community that, when the sand mining should cease, this area would become a residential community and eventually, with the return of trees, restore the beauty of that side of the Harbor.

The eastern shore of Hempstead Harbor, with its old mansions, Cedar Mere, Sycamore Lodge, Clover Croft, Willowmere, and others, has a long history going back to 1685 when, it is believed, Nathaniel Pearsall built the house originally known as the Pearsall Mansion. This old house is now the home of Mrs. James Curtis and for many years has been known as Willowmere. The most famous inhabitant of the eastern shore of the Harbor, of course, was the poet, William Cullen Bryant, who came here in 1843 and lived at his home, Cedar Mere, until his death in 1878. His estate, where his great granddaughter lives today, is, in character, very much as it was in his day. Harold Godwin and his daughters have kept the quiet peaceful atmosphere which meant so much to the poet and the other members of this distinguished family for three generations.

ST. MARY'S ROMAN CATHOLIC
CHURCH CA. 1910



ST. MARY'S ROMAN CATHOLIC
CHURCH CA. 1962



As we go north on Bryant Avenue past St. Mary's Church and under the foot-bridge which connects the Frick Estate on the east side of the road with that bordering the east shore of the Harbor, we come to Cedar Mere. The old carriage house has been remodeled, and is now a private home. The Goldenrod Cottage, on the shore between the Harbor and the pond which once supplied the water power for a fulling mill operated by Richard Kirk, is the home of John B. Cornell. It remains in its quiet peaceful setting today much as it was when Dr. John Ordronaux, doctor of both medicine and the law and close friend of William Cullent Bryant, lived there a century ago. As we pass along the eastern side of the old pond, almost hidden by the many old trees and flowering shrubs, we must look closely or we will not only miss seeing the pond but will also lose the opportunity to enjoy the beauty of a landscape which is here, not just because of the excellent planning and foresight of Mr. Bryant, but because the present owners still appreciate the beauties of nature. Just before the road bends toward the left and dips toward sea-level, we see the entrance and beyond it the old house, Cedar Mere, originally built by Richard Kirk in 1789.

CEDAR MERE

It is believed that the property which we now think of as the William Cullen Bryant estate was originally owned by the Kirk family, who first settled in this area about 1687. Richard Kirk had established a fulling mill here prior to 1770, for the New York Mercury, published in New York City in that year, stated that "Thomas Brown, fuller, from London, has taken the fulling mill of R. Kirk at Hempstead Harbor, where all persons, whosoever, may have their clothes done in the neatest manner and on reasonable terms." Later on in the same year appeared the following:

"Richard Kirk has lately set up a fulling mill at Hempstead Harbor, which is as well calculated as any on the Island, having a stock of the largest size, and water sufficient to keep her constantly going and no other mill on the stream to take off the water." (A fulling mill was a mill which pre-shrank woolen cloth and prepared it for general use. The woolen cloth was placed in large vats of soapy water and stirred and pounded with large wooden paddles, after which it was rinsed and dried).

The land passed from Richard Kirk, who had built the original house in 1789, to Obadiah Jackson, who in turn sold the property to William Hicks in the early 1830's. A story is told about Joseph Moulton, the next owner, and his wife. They were out for a drive, and, having become lost, they stopped to ask directions from "Friend" Hicks, who observed, "Thy wife is looking weary--tarry with us tonight and get a fresh start in the morning." Mrs. Moulton states how relieved she was to alight and accept the hospitality of the man whom she called the "Brown Hat."

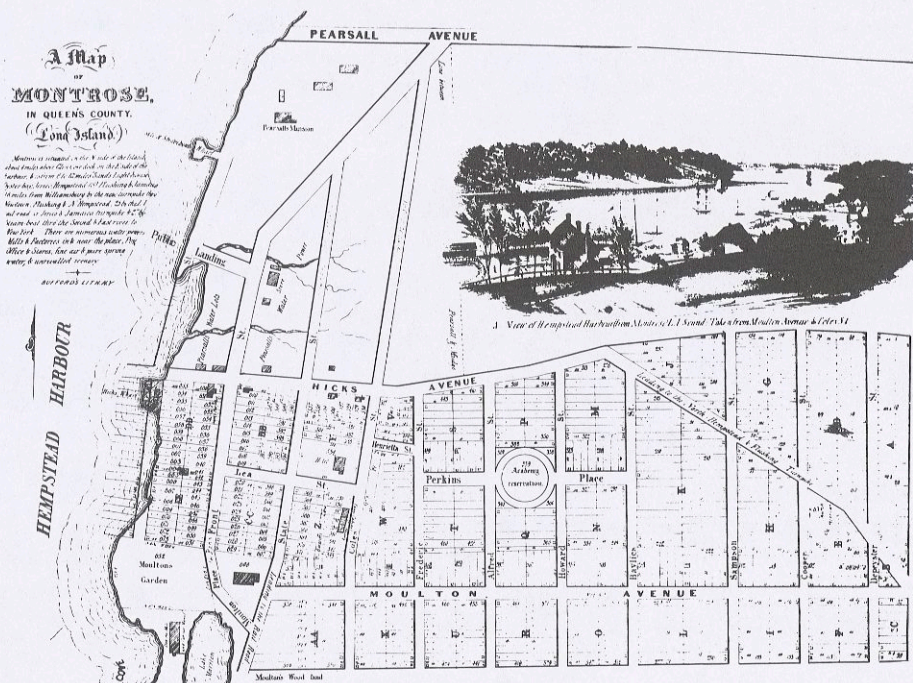
The Moultons bought the house in 1834 and took possession on April 1, 1835. They did not relish the severe plainness of the house, so they added square columns and a heavy cornice, which helped to shade the wide piazzas surrounding it. A picture of this house when it was owned by Joseph Moulton is shown in the first edition of Benjamin Thompson's History of Long Island, published during this period.



Joseph W. Moulton was a New York lawyer and also the author of a history of New York. He is said to have engaged in several business ventures in the area as well as making his home here. He and William Hicks were responsible for the wharf that was built at Pearsall's Landing, the property just south of Willowmere, which Westbury Friends (Quakers) had been using since the 1740's when they purchased the property from the Pearsalls. Although it was some time before steamboats used the wharf on a regular schedule, eventually it became the steamboat dock for the daily

run to and from New York City. Joseph Moulton also attempted to develop a community in this area, to be called Montrose. Benjamin Thompson, in his History of Long Island, speaks of Montrose as follows: "Montrose, a little below the head of the harbor, is a highly pleasant and convenient place, and is equally well calculated for a country residence or for manufacture and commercial purposes. At this spot is the late mansion of Joseph W. Moulton (who by great learning and research has contributed much information relative to the early history of the state); and the more romantic and pleasant residence of William Cairns, Jr. The former is now owned and occupied by William Cullen Bryant, editor of the New York Evening Post, and a poet of exalted reputation. . . . Along the shore are numerous and never failing springs of water, gushing out from the bottom of the hills, affording a power for almost any amount of machinery that may be required. The scenery from the high grounds in this vicinity is sublime and highly interesting. The minute grouping of landscape and water, hill and dale, foliage and flower, with an infinitude of light and shade, present altogether to lovers of nature a panorama which is truly delightful." A footnote in the third edition mentions that the locality is now a part of Roslyn and the old appellation has been dropped.

A deed (unregistered) of July 13, 1837, describes the sale of two lots by William Hicks of Montrose, Hempstead Harbor, to Joseph Berry, the lots being on a certain map or plat of a survey made January 1837 by Andrew J. Hegeman at the request of the proprietors of a certain larger tract of farm (the farm known formerly as that of Richard Kirk) distinguished by the name of Montrose. The village of Montrose was never built, but a map of Long Island by J. Calvin Smith dated 1855, in the Library of Congress, shows a place, Montrose, near Roslyn.

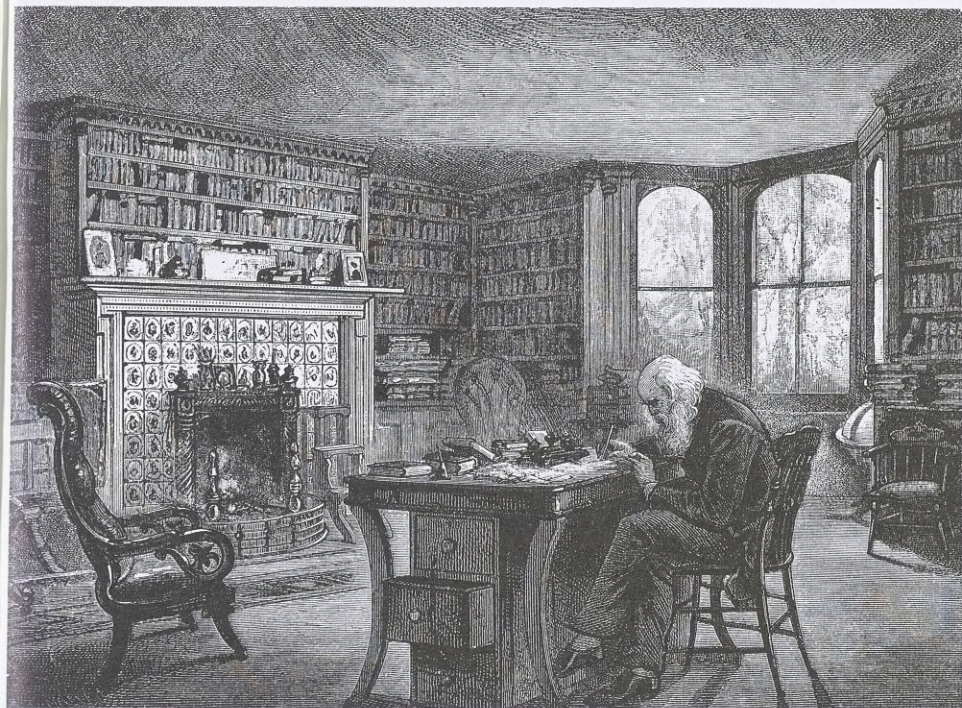


In December 1841, Joseph Moulton wrote: "I offer my place at Long Island for sale 40 acres of land, the dwelling house is 100 feet front by 54 deep, 2 stories with attic; colonnaded to the roof on all sides with columns, 2 foot in diameter, piazza, 7 feet wide, giving on 3 sides a promenade of nearly 200 feet. . . . It is situated in Hempstead Harbor, 18 1/2 miles from the city by way of Williamsburg and Flushing. The public conveyance to and from the city are by stage over the Flushing Turnpike, by railroad through Jamaica to Hempstead Branch [now Mineola] thence by stage to and from the Harbor; and by steamboat to the Glen Cove Dock, within 5 miles of the place on the same side of the harbor."

As has been said, William Cullen Bryant bought the place from Joseph Moulton in 1843. He removed the columns and remodeled the house. Mr. Bryant also changed the road, which formerly passed the house on the westerly side. There was an exchange of property with the Town of North Hempstead so that the house and gardens with the pond lie between the road and the harbor.

On July 4, 1850, Mr. Bryant wrote the following about his place in Roslyn: "I have passed a few days at my place on Long Island, and tomorrow must go back to town--the foul, hot, noisy town (New York). . . . We have quite given the world the go by today. We have been no farther than the garden, from the foot of which we saw in the morning a sloop go down the bay, with a fiddle on board, and a score of young women in sun-bonnets. Nobody has been to see us but a little boy of 2 years, whom, at his desire, I took to the barn to see the pigs and chickens, and whom I was obliged to refresh with a liberal handful of cherries which I climbed the tree to gather. Between 11 and 12 o'clock I had a rather sweltering time in the garden gathering the first of the raspberries and the last of the strawberries. We get a great deal of contentment from it, as it is, for the temperature all day has been delightful. It is now four o'clock, a fresh breeze has sprung up, full of spirit, which is now bringing in at the windows the scent of the flowers of early summer, and some faint odor of the hay fields. If you care for sea bathing, the tide is swelling up, and when it meets the grass I think I shall take a plunge myself."

Nine years later Mr. Bryant wrote to Rev. Orville Dewey: "I wish you could take a look at our little place in the country this beautiful weather. The sunshine is pure gold, and there are floods of it, poured over a wilderness of blossoms, like cream on strawberries, I have been planting and transplanting, removing fences, and putting in stone sluiceways for water instead of plank ones; but whether the place looks better for what I have done is more than I can tell. But I have a gardner who was brought up, he boasts, under Loudon and Lindley: and if what he produces bears any proportion to what he has made me pay for garden tools and garden seeds, I shall have flowers enough to overwhelm Mrs. Dewey with bouquets, and all manner of choice vegetables for your dinner, and all manner of garden-fruits for your desserts, if I should be able to draw you two to Roslyn to pass with us 'One long summer day of indolence and mirth.' I do not know how it may be with you, but for my part I feel an antipathy to hard work growing upon me. This morning I have been laboriously employed on the Evening Post, and do not like it."



WILLIAM CULLEN BRYANT
IN HIS LIBRARY AT
CEDAR MERE

Again he wrote on June 22, 1874, in a letter dated at Roslyn, "I wish you were here at this moment to look out from our windows upon the earth, moistened and fresh with the recent showers, and the garden full of flowers, and the trees in their deepest verdure and fullest foliage, and hear the song sparrow twittering on the sprays, and the hermit thrush making the arches of the neighboring wood resound with his sweet and mellow note, and this under the bluest and most stainless skies that ever over-arched a landscape."

This man who loved Roslyn so dearly had come to New York City from Cummington, Massachusetts to work on the New York Evening Post which had been founded by Alexander Hamilton. The commemorative pamphlet published by the New York Evening Post in 1925 tells us, "Bryant found the paper, though its influence had somewhat waned, in prosperous condition. 'This is better,' he wrote home to his wife, 'than poetry and magazines.'

"In 1829 Bryant took the editorial chair, which he held for fifty years. In that time Bryant not only made himself rich, and the Evening Post a great property, but he also founded a new school of American journalism and became, next to Benjamin Franklin, the greatest publicist in our history.

"He was the first to make the editorial page really powerful. He created a staff of correspondents to cover every large city in the country and in Europe. Under him the paper became newsy and enterprising; during the Civil War it was again and again first with news of great events.



CEDAR MERE

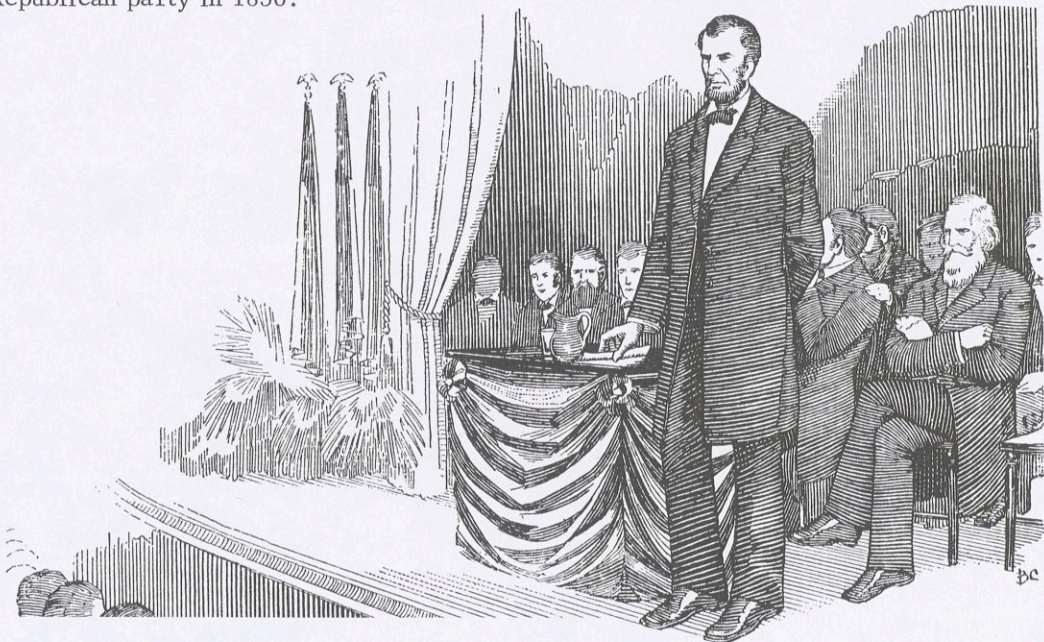


CEDAR MERE 1962

"He restored public respect for the press and raised the profession to a new dignity.... He wrote in 1851, 'The greatest peril of the profession is the strong temptation which it sets before men to betray the cause of truth to public opinion, and to fall in with what are supposed to be the views held by a contemporaneous majority, which is sometimes grossly wrong.'

"Commenting upon this ideal, Mr. Nevins says: 'The Evening Post's defense of trade unions, and of the abolitionists' right to free use of the mails and to free speech, are memorable illustrations.' Just before the Civil War began Bryant ran over in the Post a list of its measures, at first opposed by the majority, but later accepted as sound. It was for many years the only powerful journal north of the Potomac which pleaded for a low tariff. It resisted the internal improvement system, advocated the sub-treasury system, and defended the right of petition. It successfully opposed the assumption of State debts by the national government. It was one of the earliest and most earnest advocates of cheap postage rates, already partly realized. When the Fugitive Slave Law had been proposed, it had denounced it as an infringement of the rights of the States, though most Northerners regarded it with indifference or approbation.

"As early as 1840 Bryant declared against slavery, and although he had first made the paper Democratic, he was one of the first to support the new organized Republican party in 1856.

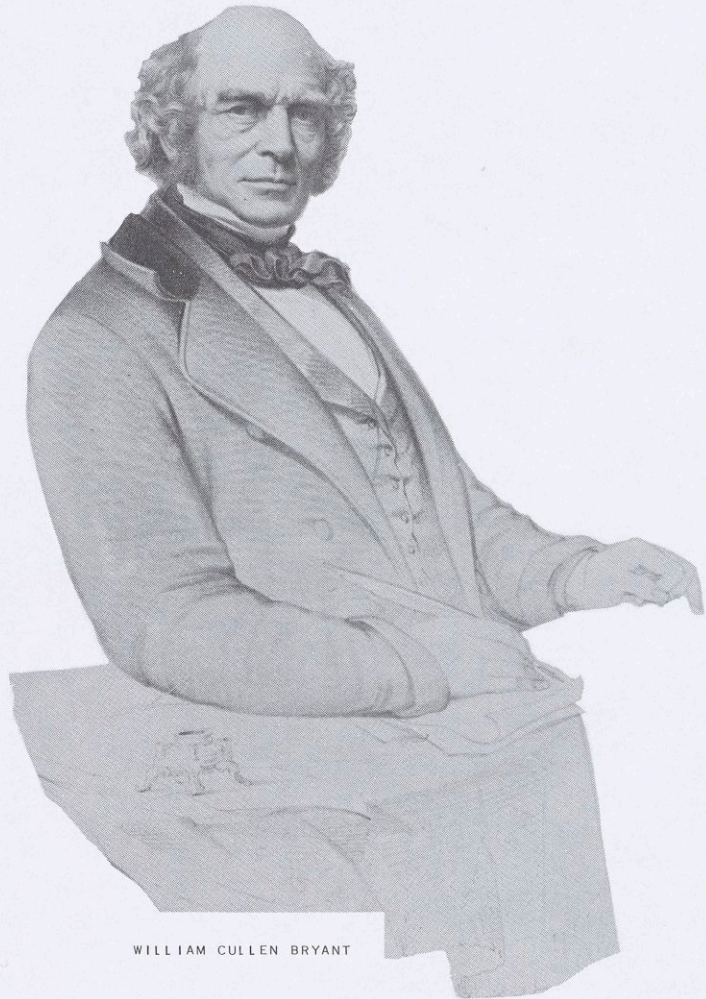


ABRAHAM LINCOLN SPEAKING
AT COOPER INSTITUTE

"When Lincoln came to New York in 1860 to speak at Cooper Institute, Bryant was the presiding officer, and Lincoln said later: 'It is worth a visit from Springfield, Illinois, to New York to make the acquaintance of such a man as William Cullen Bryant.'

"The next year there were reports that Lincoln was going to send Bryant as his minister to Spain, but Bryant commented in the Evening Post: 'Those who are acquainted with Mr. Bryant know that there is no public office, from that of Presidency of the United States downward, which he would not regard it as a misfortune to take.'

They know that he has expected no offer of any post from the government, and would take none if offered.'



WILLIAM CULLEN BRYANT

"Through the Evening Post, Bryant first suggested a large uptown park - now Central Park - and carried on an eleven years' fight for it.

"For many years before his death, which found him still in harness, Bryant was the most prominent citizen of New York and one of the most notable in the United States."

This great neighbor of ours who, through the influence of his paper, did so much to secure the presidency for Abraham Lincoln, wrote the following beautiful and simple tribute to the martyred president:

Death of Lincoln

Oh slow to smite and swift to spare,
Gentle and merciful and just!
Who, in the fear of God didst fear
The sword of power, a nation's trust .

In sorrow by thy bier we stand,
Amid the awe that hushes all,
And speak to anguish of a land
That shook with horror at thy fall

Thy task is done. The bond are free:
We bear thee to an honored grave,
Whose proudest monument shall be
The broken fetters of the slave.

Pure was thy life. Its bloody close
Hath placed thee with the sons of light
Among the noble host of those
Who perished in the cause of Right.

William Cullen Bryant

As our bus leaves Cedar Mere by the quiet mill pond, surrounded by some of the same trees and shrubs and flowers that captured the heart of the poet a hundred years ago, we know that much of the beauty he found here in Roslyn is still here today. It is, indeed, very stimulating and gratifying to realize that the present owners of these gardens and beautiful homes cherish the quiet charm that has been characteristic of our community for so many years.



SYCAMORE LODGE — SUSAN
MOGER AND STEVEN POPE

SYCAMORE LODGE

The next home our bus passes on the left as we continue toward the water is now known as Sycamore Lodge. Peggy and Roger Gerry, in "Old Roslyn," tell us that it was built between 1843 and 1849, and that it is a distinguished example of the early Victorian country residence in the United States. It incorporates much of the character of the Gothic Revival, which had started earlier in England, but utilizes certain continental elements, as demonstrated in its steeply pitched roof and picturesque Flemish gable ends and dormers.

The present house, probably remodeled by the Willis family at the time suggested by the Gerrys from an earlier house on this site, became the home of Ann Jeannette Cairns Willis, the wife of Richard Storrs Willis, who was, among other things, a composer. He wrote the music for the carol, "It Came Upon A Midnight Clear" and arranged the music for the hymn, "Fairest Lord Jesus."

The Willises had three daughters, Annie, Blanche, and Jessie. In the summer of 1875 Mr. Willis and his second wife were traveling in Europe with his daughters, whom they had just taken from the Convent of the Sacred Heart at Orleans, France, where they had been studying. They were in Nice when the "Franklin", flagship of the United States Mediterranean fleet, steamed into the harbor of Villefranche, which at that time was the United States naval base in European waters. Shortly after the arrival of the U.S.S. Franklin there was a reception on board, which Mr. and Mrs. Willis and daughters attended. It was on this occasion that the three Willis girls met their future husbands, all officers aboard the U.S.S. Franklin. Ann Willis later married Lt. Aaron Ward, Jessie Willis married Lt. Broadhead of the Marine Corps., and Blanche Willis married Lt. William Hemsley Emory, Jr., in New York City in October, 1876.

The William H. Emorys made their home in this house, which is now known as Sycamore Lodge. In 1908, after thirty-two years of marriage, William H. Emory, now a Rear Admiral in command of a battle squadron on the first world cruise of the United States Fleet, wrote his wife from his flagship, the U.S.S. Georgia:

"How pleasant it must be at home in April. Write me how Roslyn is getting along. Will we ever see it again? I love the place dearly...."

Two months later he wrote her:

"I am so glad the wygelias [sic] are in bloom at Roslyn."

William Hemsley Emory, Jr., was the son of William Hemsley Emory, Sr., of Maryland, who commanded the 19th Army Corps, Army of the Potomac, during the Civil War. William, Jr., had preferred to follow the sea. He was born in Washington, D.C. in 1846, and at the age of sixteen he had gone to the White House to ask President Lincoln to give him an appointment to the Naval Academy. Lincoln persuaded Mrs. Emory to consent to the appointment, and the future Rear Admiral entered the Naval Academy in 1862. He continued in the Naval Service until his retirement in 1908.

During his forty-six years in the Navy he saw service in many parts of the world. He first served on the China Station as a Midshipman. Later he was assigned to the U.S.S. Franklin, flagship of the United States Mediterranean Fleet. He commanded the U.S.S. Bear, and was second in command of the Greeley Relief Expedition of 1884. He commanded the U.S.S. Thetis on seal patrol in Alaskan waters. After this assignment he was Naval Attache at the Court of St. James. Later he commanded the U.S.S. Petrel on patrol in the Bering Sea. While in command of the "Petrel" he spent the winter of 1894-95 in the North China port of Yinkow, serving as military observer for the Western Powers during the China-Japanese War. During the war with Spain he was in command of an armed merchant ship renamed the "Yosemite," and served in the Cuban and Puerto Rican blockade. In 1901 he assumed command of the battleship "Indiana." He was commissioned Rear Admiral in 1906 and hoisted his flag in the "Ohio" as Commander of the Second Division in the North Atlantic Fleet. He rose to Squadron Commander while with the Fleet on the world cruise and reached retirement age in 1908 while with the Fleet in China waters. The most memorable portion of all his forty-six years of service was his assignment as commander of the U.S.S. Bear and the rescue of Lt. Adolphus Greeley and his party from the Arctic waste of Ellesmere Island, off the northern tip of Greenland.

In 1884, while serving as Aide to Admiral Porter in Washington, D.C., Emory accepted a request from Commander William Schley to command the "Bear," a British sealer, purchased by the Navy Department because she was especially constructed for work in the Arctic ice packs and therefore suitable for the relief expedition. The "Bear" was to be one of three ships of a fleet being fitted out for the relief of Lt. Adolphus Greeley and his party of twenty-four men left on the shore of Lady Franklin Bay, Ellesmere Island, in August 1881.

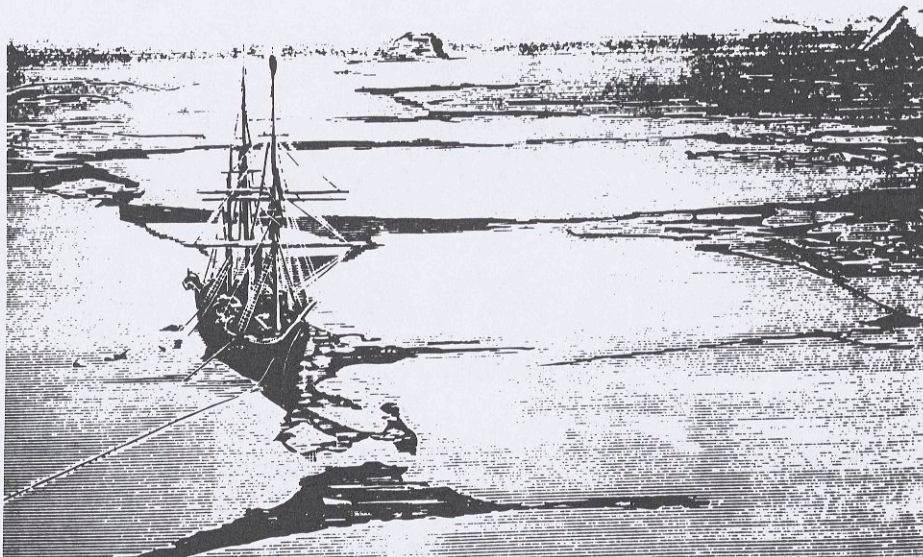
Greeley and his party were sent to the Arctic to establish a year-round polar observation station. This station, which Greeley named Ft. Conger, was the very first attempt made by the United States Government to collect year-round scientific data. It was a part of a series of stations planned at the Third International Polar Conference held at St. Petersburg.

The party had been given supplies for a year, and were to be relieved in the summer of 1882. The relief expedition of 1882 never reached Lt. Greeley and his party that summer, and all hope of help had to be abandoned until the following summer, leaving Greeley in the northern wastes for a second winter. The relief expedition of 1883 had even more difficulty. The relief ship was crushed in the ice pack and lost. The relief party barely were able to save themselves and make their way back to civilization. Now it was the winter of 1884. Greeley and his men had been in the Arctic waste for almost three years. There was little hope that any of them were still alive, and two relief expeditions had miserably failed to reach this desolate station, which was less than 10° from the North Pole. It took a brave man to accept the request of Commander Schley, for it was merely a request, not an order.

Emory took command of the "Bear" on February 28, 1884, at the Brooklyn Navy Yard, and sailed from New York Harbor on April 24th. For months the controversy had raged over whether the expedition should be sent or not. Some felt it was a waste

of money and a needless risk of more lives to send a third expedition. Mrs. Greeley and others felt that there was always hope, and that it was our duty as a country to make any necessary sacrifice to bring aid to our countrymen whom our government had sent on this dangerous mission. This time the Navy was to have command of the expedition, and during the summer of 1884 all America and much of Europe waited breathlessly for news of the success or failure of the Greeley Relief Expedition.

Although Commander Schley was in command of the expedition and aboard the U.S.S. Thetis, the largest of the three vessels, Lt. Emory, the second in command of the expedition, led in the "Bear" when they reached the ice packs. It fell upon Emory to lead through the ice packs in fog and storm and find, if he could, the Greeley party. On the 21st of June, Greeley and the six surviving members of his party were found by the "Bear." It was felt by all that if the "Bear" had come a few days later all would have been dead. It was the team-work of the officers and crews of the fleet that made this success possible, but I believe we can be justified in saying that Lt. Emory, commander of the U.S.S. Bear, played a very important part on this team. His commanding officer thought so, for he wrote in his final report:



THE BEAR IN ICE PA

"Lieutenant W. H. Emory, Jr., commanding the 'Bear,' was under my immediate observation during most of the cruise. It affords me the greatest pleasure to testify to the promptness and energy and skillfulness of this meritorious officer; his coolness and judgment were invaluable to me. On no occasion was it necessary to either prompt or order him to discharge duties. He was always on the watch with the keenest appreciation of the situation in anticipating all my wishes. Signals were never necessary between the two ships.

"His earnest example of loyalty to the service we were sent to perform was caught by his officers and crew, so that the two ships always worked with the utmost

accord and harmony; he enjoyed and deserved my entire confidence.

"I would commend him especially to the Department as an officer of high professional merit and competency and would frankly state that much of the success of the expedition was due to him and his ably officered ship."



LT. WILLIAM HEMSLEY EMORY



RESCUE OF GREELEY —
EMORY HOLDING TENT FLAP

His former chief, Admiral Porter (remembered for his fame at the battle of Mobile Bay in the Civil War) also thought highly of Emory's service. He wrote Lt. Emory the following:

"I hope this will be the first letter of greeting (after your wife's) that you will receive after your arrival at Portsmouth. I congratulate you with all my heart at your success in finding those poor fellows who were living and only wish that you had been fortunate enough to rescue them all, but you have gained as much honor and credit as if you had done so.

"There are successes gained in peace quite as brilliant as any that are gained in war, and those where one offers his life to go to the aid of suffering humanity should rank among the greatest triumphs we may gain.

"You must feel very happy at your success which was not only due to good luck, but also to zeal, energy and great perseverance.

"I felt that you would be home by November, but the rapidity with which you did your work took me by surprise."

His father, General Emory, wrote him from Roslyn:

"While here on a visit of consolation to your noble wife, the news came of the safe arrival at St. John's, and the gallant conduct of Captain Schley and yourself, and then came a perfect shower of praise and congratulations from all quarters.

"You have done nobly and decked yourself with imperishable laurels, first in accepting and then justifying Schley's selection of you. Your whole course shows you to have performed your perilous duties with sagacity and daring courage, so as to make your parents and wife and sisters and brothers proud of you. I leave now for home to give place to those who can be of more use than I am.

"There is a rich future for you of which I am proud."

On August 11, 1884 the "Thetis," the "Bear," and the "Alert" arrived at the Brooklyn Navy Yard, and the Greeley Relief Expedition of 1884 passed into history. I imagine that Lt. Emory returned to his family at Roslyn for a well-earned rest.

After his retirement from the service in 1908, Admiral Emory divided his time between his home in Washington, D.C., his estate in Roslyn, and Paris. He died in Newport, R.I., in July, 1917, and a few years later the family sold the place in Roslyn to William and Nevada Demarest.

The Demarests, who were friends of General John J. Pershing, loaned their place at Roslyn to the General, when they learned that he was seeking a quiet retreat where he could write his memoirs after serving as commander of the Allied Armies during World War I. It was while the General was living here in the early 1920's that a sentry box stood at the gate, and the sound of the bugle was heard at sunrise and

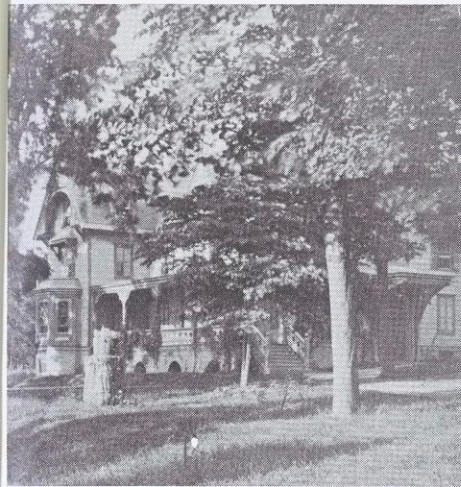
sunset.

Mrs. Brion, a daughter of the Demarests, lived here until 1950, when the property was purchased by Mr. and Mrs. Glenn Riggs, who in turn sold it to the present owners, Mr. and Mrs. Frank Fahnstock, in 1957.

As our bus proceeds around the bend past Sycamore Lodge we should pause for a moment and look up the hill to the right where we shall see "Clovercroft," the home of Parke Godwin, who married William Cullen Bryant's daughter Fanny and made his home here in Roslyn. Parke Godwin was also a man of letters, and became associated with William Cullen Bryant on the staff of the New York Evening Post as a young man. At the death of William Cullen Bryant in 1878 he succeeded him as editor of the paper.

It was Parke Godwin's son, Harold Godwin, who did so much for our town by building the replica of the paper mill and preserving the grist mill, as well as supporting the movement for a park in Roslyn.

This house now called "Montrose," is shown on the map of Montrose made in 1836. On this map it is shown as a hotel. We know, therefore, that there was a building here before the steamboat came to Hempstead Harbor. Dr. and Mrs. Frederick Zenz, the present owners, renamed their home "Montrose" to preserve Joseph Moulton's name for the area. They tell me that the original house was somewhat smaller, and that Parke Godwin added the entire north wing in 1869.



MONTROSE — 1962
FORMERLY CLOVERCROFT



WILLOWMERE

Our bus continues down the road and we come to a high brick wall which borders the left side of the road. The wall will remain in our memory because of the large round openings giving the passer-by a vista which even on a dull day in winter will gladden his heart with the prospect of reawakening spring.



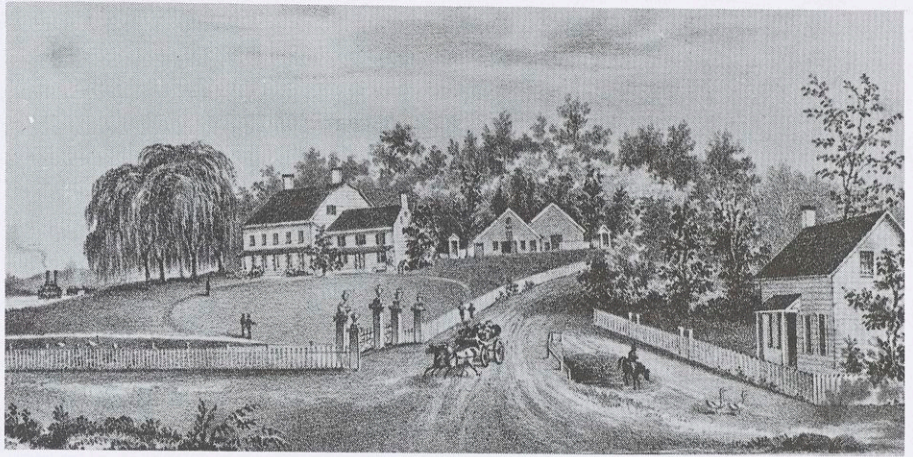
WILLOWMERE 1962

If we passed by in the early spring, we would be rewarded by seeing a lovely crocus garden which has been growing there since long before the wall was built in the 1920's. The gardens and lawns behind the wall are a part of the grounds surrounding the old mansion known in Revolutionary days as the Pearsall Mansion and in the later years as Willowmere.

It is believed that Willowmere, now the home of Mrs. James F. Curtis, dates back to the 1680's. It was built by Nathaniel Pearsall, who died in 1703.

The Pearsall Mansion remained in the family until 1839, passing from father to son. Benjamin F. Thompson, in his History of Long Island, speaks of the persecution of a Quaker Minister named Nathaniel Bownas saying, "A meeting being appointed at Hempstead Harbor he preached there November 21, 1702 at the house of one Thomas Pearsall." Very likely Thomas was living in the house with his father, who died in 1703. It is said that the Pearsalls were very remiss in supplying wood to the English during the Revolution and were constantly being fined for falling short on the amount they were supposed to send to New York City for the occupying army. There is the tradition that during the Revolution some British soldiers came to the place and were frightened away by the women of the household, who energetically rang the old bell on the roof (placed there to summon the field hands to dinner and also to serve as a fire alarm).

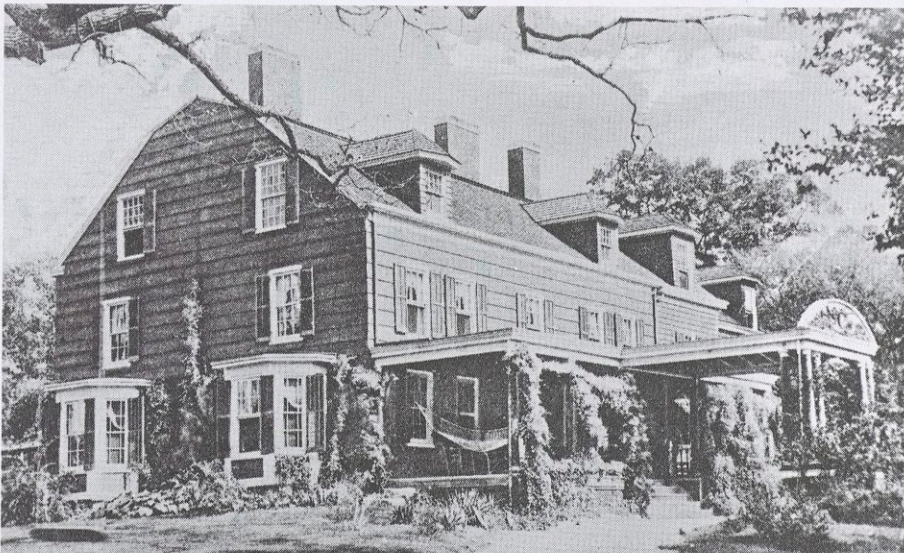
CLIFTON LATER WILLOWMERE
CA. 1838



In 1839 the Pearsall Mansion was sold to Ann Cairns. Upon the death of Ann and William Cairns the house came into the possession of their Ellen, whose first husband was Lt. Stuart, U.S.N. After the death of her first husband, Ellen Cairns Stuart married Elijah Ward, who was at one time Advocate General of New York State.

The house passed into the Aaron Ward family in 1882. It was Mrs. Aaron Ward who gave the estate the name Willowmere. Around the pond or "mere" stood many old, very large weeping willow trees. In the 1880's the two largest willow trees stood in front of the house; they had grown from slips brought from Longwood on the Island of St. Helena. Miss Hilda Ward, the daughter of Aaron Ward, reported that they were full grown trees in her mother's childhood. The slips may have been brought from the Island of St. Helena at the time of Napoleon's exile there. Miss Ward goes on to say that there were two willows at the southern end of the place planted by her parents about 1890 to perpetuate the race of Napoleonic willows.

The small boys of our community are all familiar with the small cannon which is located just east of the Clock Tower, but few know that it was given to the community by Lt. Aaron Ward, Commander of the U.S.S. Wasp during the Spanish-American War.





WILLOWMERE 1962

Willowmere in the early 1900's was known throughout the country and even abroad for its rose gardens. Aaron Ward had become interested in rose culture when stationed at Annapolis in the 1870's, and added a little conservatory to his house in order to grow his first roses. From 1893 until his death in 1918 he studied rose culture both at home and in the countries where he was stationed. After his retirement from active service the garden became his chief occupation. He was a close personal friend of the French hybridizer, Pernet-Ducher, and many of the Pernet-Ducher roses had their first tryout in America in the Willowmere garden. M. Pernet named seven of his roses for the Wards in this order: Mrs. Aaron Ward, Captain Aaron Ward, Willowmere, Admiral Ward, Raymond, Franklin, and Constance. Most of the prominent rosarians visited Willowmere during Aaron Ward's lifetime.

As has been said, the land just south of Willowmere was allotted by the Pearsalls to Westbury Friends in 1741 and was used for many years by them as a landing place. About 1830 a pier was built by William Hicks. It was from this pier that the sidewheel steamboat "Idlewild" made its daily trip to New York City carrying passengers, freight, and livestock to and from Peck's Slip, calling at Glen Cove, Sea Cliff and Glenwood Landing.



WILLOWMERE - 1962

Since 1924, when Willowmere was purchased by the Curtises, there have been numerous changes. Several very attractive homes have been built on the spacious lawns of this estate. They blend in with the natural landscape and are an excellent example of what careful planning and good taste can do when a more economical use of the land is needed. Not only the residents of Roslyn Harbor but of the entire greater Roslyn area can be proud of the way this ancient estate and manor house have been preserved.

THE STEAMBOAT LANDING

Having passed Willowmere our bus will turn around and we will drive back Old Northern Boulevard and the "Horse Trough." On our way back let us drive slowly so that we may reflect on the past. Now that we know something of the earlier times, we may be able to imagine what went on about this landing place. In the days before the steamboat, and the pier or wharf built by William Hicks, it was a landing place used by Westbury Friends.



STEAMBOAT LANDING
RIGHT CENTER CAL. 1838

Before the wharf, the road merely ran down to the water. The sailing sloops and schooners used this landing. They carried farm produce, livestock, and wood to market in the city and brought back supplies needed by farmers and householders. The boats came in at high tide until they touched bottom. When the tide went out the farm wagons could then be driven down into the water until they came alongside the vessel for transfer of cargo. The story is told that when William Hicks and Joseph Moulton contemplated building the pier many of the local farmers thought that this was very impractical, and that Mr. Moulton should go back to the City with his foolish ideas. Why build a pier, they asked, when it was so easy to drive into the water to load and unload?

Well, there were two views. One advocated spending money and labor to construct

a pier out into the water far enough so that boats could be brought alongside for transfer of cargo at either high or low tide. The other idea was to continue as in the past, loading and unloading on the beach. Shallow draft vessels could come in close to high-water mark at high tide and be high and dry at low tide. Deep draft vessels could not get as close, and except at low tide the wagons had to be driven into the water, and may not have been able to stay alongside the vessel during the last few hours before or after high tide. If you had lived in Hempstead Harbor in those days, how would you have felt about it if you had been a farmer or storekeeper? You must remember that the pier had to pay for itself, and that meant that the owner of the pier would charge those who wanted to use it, so that the pier could be paid for and he might make a profit.

Let us see what happened. Yes, a pier was built by Hicks and Moulton. It meant that boats could be loaded and unloaded at convenient hours of the day, rather than on the tide and, particularly, that deeper draft vessels could transfer cargo at any time of day. Steamboats were beginning to be used on Long Island Sound carrying freight to and from New York City and the ports on the Long Island shore. When they came into Hempstead Harbor there was a pier available, so that by the 1850's a regular steamboat service was set up, running from Roslyn to New York. Without these facilities the steamboat might have come no further than Glenwood Landing, opposite Bar Beach.

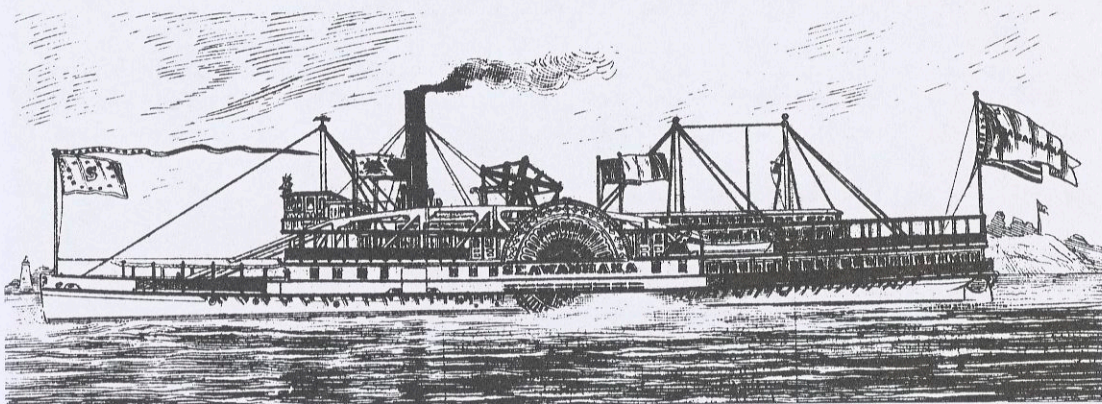
With the arrival of the steamboat this must have been a busy place in the early morning before the steamboat sailed; carriages rushing to catch the boat before it left, the stage arriving with its passengers from the Village, and the freight wagons plodding along with their loads for shipment to New York City. In the 1880's the steamer "Idlewild" left Roslyn at 6:30 in the morning and docked at Peck's Slip, Pier 24, East River, at 9:30. The return trip was made in the late afternoon leaving New York City at 4 p.m., arriving at Roslyn about 7 o'clock in the evening. Again the "Landing" would have another period of activity. The carriages and stage would be lined up awaiting the commuters. The freight wagons would be waiting to pick up freight from the City or to ship their loads to the City. Those of us who have ridden on a ferry and watched the crew make fast the lines and attend to the safety of the passengers will have had an experience which will help us imagine how things were here in the days of the steamboat.

The first steamboat to come to Roslyn on a regular run was the "Glen Cove," built by Thomas Collyer of New York City in 1853 for the Glen Cove Steamboat Company. Stephen Taber of Roslyn was one of the organizers of his company, and served as president until its dissolution. Another steamboat on this run prior to the Civil War was the "Long Island" built in Brooklyn in 1859. It is said that in 1861, at the start of the Civil War, the "Long Island" was sold to the U.S. Government. Perhaps the two best-known steamboats were the "Seawanhaka" and the "Idlewild," both of which served our community well for many years and are a part of our history.

The "Seawanhaka" was a double-deck, side wheel, shoal draft wooden steamboat built in 1866 by B.C. Terry for the Long Island North Shore Freight and Transportation Company. It was originally 200 feet long but was later lengthened by 30 feet. Her captain was Charles P. Smith who was born in Merrick in 1826. He had had experience

on the Sound as captain of the sloop, "Ruth T. Hicks," built by his father, which made regular trips under sail between Hempstead Harbor and New York City.

The Seawanhaka served our community under the guiding hand of Captain Smith until she was destroyed by fire on July 28, 1880. A newspaper report of the diaster after the death of Captain Smith gives us an account of the tragedy.



"As Roslyn was the terminus of the Steamboat route to which the "Seawanhaka" belonged it seems in place here to chronicle the dreadful catastrophe which overtook this ill-fated steamer, a catastrophe which affected families in every section of the northern half of the town [i.e. the Town of North Hempstead,] as well as many of Sea Cliff, Glen Cove and vicinity.

"The burning of the 'Seawanhaka' was one of the early marine disasters of Long Island history in which 40 passengers lost their lives. She left her pier at Peck Slip in New York City, July 28, 1880, with 300 passengers and freight, and when proceeding through Hell Gate, fire broke out from an explosion in the hold. The vessel was in charge of Captain Charles P. Smith, a veteran Long Island Sound pilot, who, upon discovery of the fire, headed the vessel for Sunken Meadow, a shoal spot between Ward's and Randall's Islands.

"The Captain remained at his post until the vessel grounded on the shoal and was so badly burned that he died a year later from the effects of the catastrophe. His devotion to duty and cool intelligence in the most trying kind of an emergency, has clearly shown that he was one of the great heroes of his time.

"Many of the passengers on the steamer were residents of North Hempstead and the 40 who lost their lives were largely trapped in the stern of the vessel and jumped overboard before grounding in the shallow water, where survivors had little difficulty in wading ashore to safety.

"Among the noted passengers on board the steamship at the time were William R. Grace of Great Neck, then Mayor of New York City; Charles A. Dana, Editor of the 'New York Sun;' John Harper of Harper Brothers and his daughter, Mabel all of whom

survived.

"Following the death of Captain Smith, a memorial service was held on August 14, 1881, in Tabernacle at Sea Cliff attended by more than 3,000 persons, several of whom were survivors of the disaster."

Captain Charles P. Smith is buried in the Roslyn Cemetery.

The Steamboat "Idlewild" was built in 1871 and served on the run from Roslyn to New York City for thirty years. She was destroyed by fire in 1901, while lying in winter quarters at Brooklyn.

1885. CHANGE OF TIME. 1885.

STEAMER
IDLEWILD

COMMENCING
MONDAY, JUNE 15th, 1885,

Quick and Rapid Transit between
New York, Whitestone, Great Neck,
Sands' Point, Glen Cove, Sea Cliff,
Glenwood and Roslyn.

Will leave PECK SLIP, Pier 24, E. R., dai-
ly, except Sundays, at 4.00 p. m., 31st
street, E. R., at 4.15 p. m.

RETURNING LEAVES

Roslyn.....	6 30 A. M.
Glenwood.....	6 40 "
Sea Cliff.....	7 00 "
Glen Cove.....	7 15 "
Sands' Point.....	7 40 "
Great Neck.....	8 00 "
Whitestone.....	8 15 "

arriving at Peck Slip at 9 30 a. m.

Steamer ACCOMACK

Will run as a Morning Boat, leaving New
York, Pier 24, East River, Peck Slip, at 9.30
and 31st street, E. R., at 9.45 a. m., making
all of the above landings.

Returning same day, will leave Roslyn
at 3; Glenwood 3.15; Sea Cliff, 3.30; Glen
Cove 3.45; Sands' Point 4.20; Great Neck
4.45; Whitestone 5.10 p. m., arriving in
New York about 6 30 p. m.

The Steamer IDLEWILD during the con-
tinuance of the morning boat will receive
no freight other than for through landings
with the exception of horses and carriages.

Freight received until 5 p. m., at Pier 24,
E. R., Peck Slip.

Luengene's Express on board.

IDLEWILD TIMETABLE

Captain Muttee, who lived just north of St. Mary's Rectory on Bryant Avenue was in command of the "Idlewild" when he suffered a stroke just before the start of the Sunday trip from Peck's Slip to Roslyn in September, 1886. He had been on the route for 35 years. Before a steamer was placed in service on the route, he ran a freight sloop between these ports.



TRINITY CHURCH — NORTHERN
BLVD. CA. 1900



TRINITY CHURCH — NORTHERN
BLVD. CA. 1962

Our bus having reached the Horse Trough, we shall turn left and climb East Turnpike Hill, past Trinity Church, the houses that nestle on the hillside on the north side of the road, and pass under the Oyster Bay Branch of the Long Island Railroad. We shall turn left on to Mott's Cove Road so that we may see the former underpass, built in 1908 in order to eliminate the grade crossing where the present Northern Boulevard passes under the railroad.

This was a great improvement in 1908 when the railroad built a double track through Roslyn and eliminated this grade crossing. It is easy for us today to imagine the difficulty that would exist if we were still using this narrow underpass for the traffic on the present four-lane highway. There is quite a difference between this underpass and the present one on Northern Boulevard.

We will now turn around and drive back to Northern Boulevard and turn left toward Greenvale and the eastern end of the former North Hempstead-Flushing Turnpike.

On our right we shall see the Helena Rubenstein plant, Roslyn's largest manufacturing plant. This factory is located on 10 acres of land and the building contains 300,000 square feet of floor space. About 800 employees are employed in the manufacture of cosmetics and beauty preparations.

ROSLYN CEMETERY

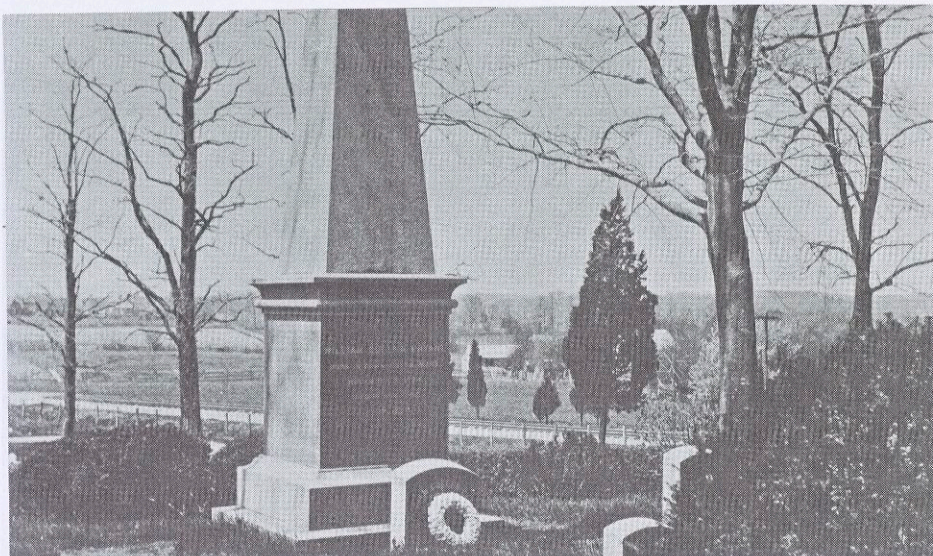
On the north side of Northern Boulevard is the Roslyn Cemetery, founded in 1861 when a grant to establish a cemetery was given by the Board of Supervisors of Queens County. In 1860 Mrs. Ann E. Cairns bought four acres of land from Caleb Kirby and had him deed the property to the Board of Trustees of the Roslyn Presbyterian Church for a cemetery. In 1864 ten additional acres were bought from Stephen Taber by the trustees and added to the cemetery.



G. A. R. MEMORIAL ROSLYN
CEMETERY — MEMORIAL DAY
CA. 1915

The most prominent object in the cemetery is the bronze statue of a Civil War soldier, atop a stone column. He stands there as a reminder that men from this community served in the Union Army in the Civil War. On the base of the monument are listed the names of the units in which these Roslyn men served. The graves of some of these men are here at the base of the monument, inside the fence which surrounds it.

William Cullen Bryant's grave is located on the hill to the east of the Civil War Monument. The large stone which marks the Bryant-Godwin plot stands in a grove of trees. It is now over eighty years since the poet-editor was buried here.



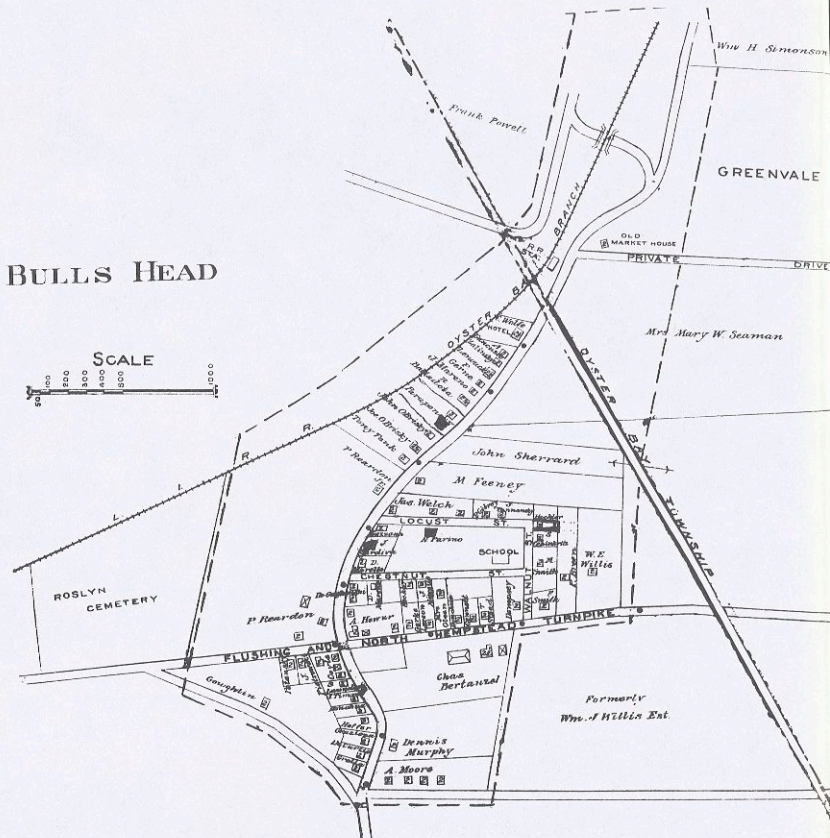
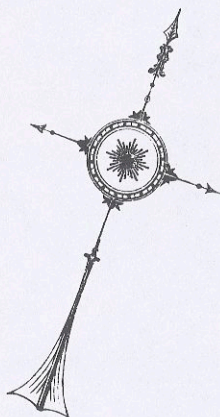
BRYANT'S GRAVE ROSLYN
CEMETERY 1898

Nearby, in the plot where Frances Hodgson Burnett is buried, stands the statue of a young boy, inscribed "Lionel." Mrs. Burnett is best known as the author of Little Lord Fauntleroy, which was published in 1886 and received wide popularity in both America and England. Her legal action to prevent the performance of an unauthorized dramatic version of Little Lord Fauntleroy in England won her the gratitude of many British men and women of letters. In 1888 she was presented with a testimonial by the Incorporated Society of Authors of England in which they express "...their appreciation of the great service they believe she has rendered to British Authors by so strongly attracting Public attention to the unsatisfactory condition of Copyright Law in England..." A copy of this testimonial is in the Grist Mill Collection at the Bryant Library.

As we leave the entrance to the Roslyn Cemetery and continue east on Northern Boulevard to Glen Cove Road, we shall notice a small building in the cemetery which is used by the caretakers for storing equipment. We may have passed by it many times without noticing it at all. For many years, however, it served as a toll gate of the Flushing-North Hempstead Turnpike, which was the name of what we now call

Northern Boulevard. Those who used this road then would have had to stop to pay toll just as we do today when we use the New York State Thruway or other toll roads on which we travel. The toll house was sold when the toll road became a public thoroughfare in 1888, and was moved to its present site some time after that.

When we turn north from Northern Boulevard onto Glen Cove Road to visit the North Roslyn School on Chestnut Street, we should remember that some people still affectionately call this area of our community Bull's Head. By some it was not thought to be a dignified name, and they call this area North Roslyn. Later the name was changed to Greenvale, the official name of the United States Post Office which serves this area, but still the name Bull's Head lingers. The name, I believe, had come from the Bull's Head Hotel, which stood on the north-east corner of the intersection of Northern Boulevard and Glen Cove Road. This was the eastern terminus of the Turnpike and the intersection of two important roads, as it is today. The Bull's Head Hotel was still standing when I was a boy. I remember the large signs with the picture of the bull's head on it.



EXPLANATORY

- Paved Streets, Macadam or Asphalt* ————
- Frame Buildings* ————
- Brick, Stone or Concrete* ————
- Number of Stories of Buildings* ————
- Water Pipes & Hydrants* ————
- Rail Roads* ————
- Trolley Lines* ————
- Incorporated Village Lines* ————
- Line to designate imaginary village boundaries only and for reference in connection with The Country Sheets* ————

We have now come to the North Roslyn School, at the corner of Chestnut and Walnut Streets. There must have been much rejoicing in this area in the spring of 1912, when the voters of School District #3 finally agreed, by a vote of 237 to 13, to

spend \$2,100 for a piece of land 200' x 150' for a school and \$5,000 for a school house. The residents of this area had tried unsuccessfully on several previous occasions to obtain an elementary school for their children nearer than the one in Roslyn, so that the younger ones would not have to walk the mile and a half to the Village. The original part of the schoolhouse was built the following year (1913). Later, additional rooms and property were added. This school served the children in this part of our community until the Harbor Hill School was opened in 1961.

COUNTRY ESTATES

We shall now leave the North Roslyn School and visit the area which was formerly "Harbor Hill," the estate of Clarence H. Mackay. The main estate included almost all the land from Harbor Hill Road on the south to Northern Boulevard and Town Path on the north and from the Long Island Railroad on the west to Glen Cove Road on the east, an area of about 480 acres. Let us return to Glen Cove Road and turn south, passing the Harbor Hill School on our left. We shall go up Elm Drive, the former east entrance to "Harbor Hill," but before we turn in there let us continue south on Glen Cove Road to Harbor Hill Road and then come back, so that we may try to get a feeling of the past.

Although this road is now a four-lane highway with many houses built within the last decade on both sides, this section of the road still has much of the atmosphere of the past. The trees on the west side of the road were planted at the turn of the century by the Mackays, as a border for their estate. The woods on the east side of the road have been much the same for many years. As we near Harbor Hill Road we will see a stable on the Phipps Estate and the pastures for the horses. If we are fortunate, we may even see horses in the fields.



DAIRYMAN'S COTTAGE
MACKAY ESTATE 1963

At Harbor Hill Road we will turn around and drive back to Elm Drive where we can thank Clarence and Katherine Mackay for the beautiful maple trees that line the road, for, as has been said, this was formerly the east entrance to "Harbor Hill." The land to the north of this drive used to be cow pasture, and we will note a house on the north side of the road that is somewhat different in appearance from the other houses in the area. Yes, it was part of the estate. Except for the Gate House, it is the only building left of the great estate. It was the Dairyman's Cottage, and near by stood the Dairy Barn. Peter Letson, who lived here in the Cottage, was the dairyman from 1914 until the estate was closed.



DAIRY BARN
MACKAY ESTATE

We shall note that Elm Drive begins to climb. As we reach the crest of the ridge at the intersection of Elm Drive and Cypress Lane we see the curved green sides of the Roslyn Water District's concrete water storage tank. We turn right into Cypress Lane, then left into Birch Drive, so that we may have a view of the pumping station. This pumping Station is named for Harry W. Moore, who has served as attorney for the Roslyn Water District since it was organized in 1910.



WATER RESEVOIR — ELM
DRIVE & CYPRUS LANE
1963

This concrete tank holds 3,000,000 gallons of water, and its greater portion is under ground. Many of us may remember having seen storage tanks raised high in the air on steel towers. Is there any reason for this? Is there any reason why, in Roslyn, we can bury our water storage tank in the ground? Remember that this tank is very near the highest elevation in Roslyn, and that almost all of the houses, stores, and factories in the Roslyn Water District are lower than this tank.

We shall leave the pumping station and continue west on Birch Drive to Chestnut Drive. As we approach Chestnut Drive we shall see a stand of pines on the slope to the west. These trees were planted to screen the service drive to the main house of the Mackay estate.

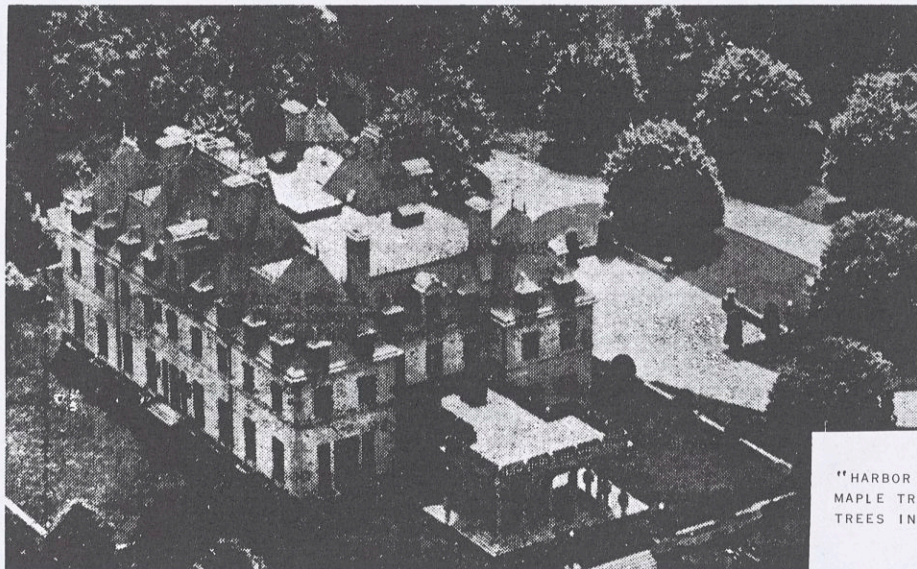


↑ PINE GROVE — FORMER
MACKAY ESTATE 1963



MAPLE TREE
70 ASH DRIVE 1963

Now we shall turn left on Chestnut Drive, make a right turn into Ash Drive, and climb to the crest of Harbor Hill. The main house stood to the north and east of the corner of Ash and Lufberry Drives, and as we turn right into Lufberry we shall pass on our left one of the maple trees that stood by the front entrance. The other tree is in the yard of 70 Ash Drive.

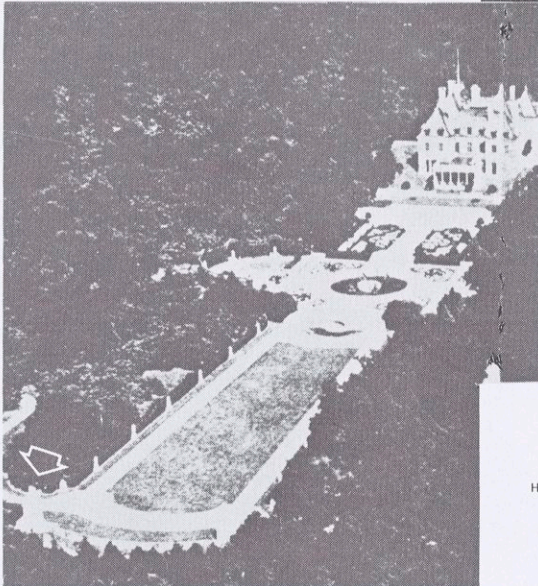
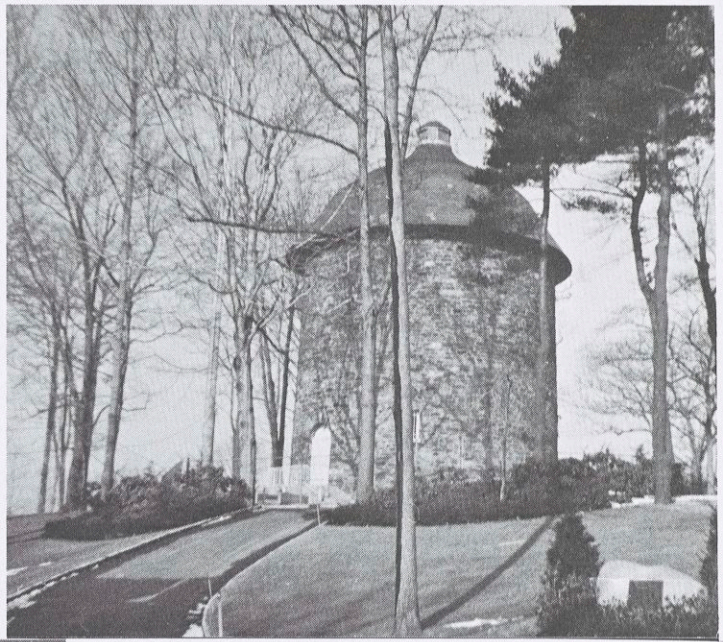


"HARBOR HILL" SHOWING
MAPLE TREE—WESTERN OF
TREES IN DRIVEWAY CIRCLE

From Lufberry Drive we shall turn right into Redwood Drive. On our right we shall see a stone tower which was built as a water tank for the Mackay estate. Clarence Mackay built this estate ten years before there was a public water supply in Roslyn. He bought property to the north of Dr. Bogart's house in the village (now the Washington Manor Restaurant), drove a well, and built a pumping station there. A water main was then laid along Willow Street to Remsen Avenue, then under the tracks of the Long Island Railroad and up the hill to this tank. We shall see, as we pass between 125 and 135 Redwood Drive, a driveway leading up to the tower and a stone with a bronze tablet which tells us that the tank is now the property of the Roslyn Water District, and that it is dedicated to Sidney B. Bowne, Sr., who served as District Engineer from 1926 to 1959.

As we continue down Redwood Drive we shall be able to see that the Island stretches out in a somewhat flat plain toward the ocean to the south. We shall turn right into Ash Drive and continue to Poplar Drive. As we reach the crest of Poplar Drive we shall note the statue of the horse which reaches above the roof of 165 Poplar Drive. This statue still stands where it originally stood at the south-west corner of the formal gardens of the estate. Its companion, which stood at the north-west corner of the garden, now stands on a somewhat lower pedestal in the center of the traffic circle at the Roslyn High School, a symbol of the devotion of Mr. George Gach, a well-known local sculptor, who rescued it from destruction at the hands of the developers of the Mackay property. Mr. Gach found a sponsor, Mr. Joseph Patrick of Old Westbury,

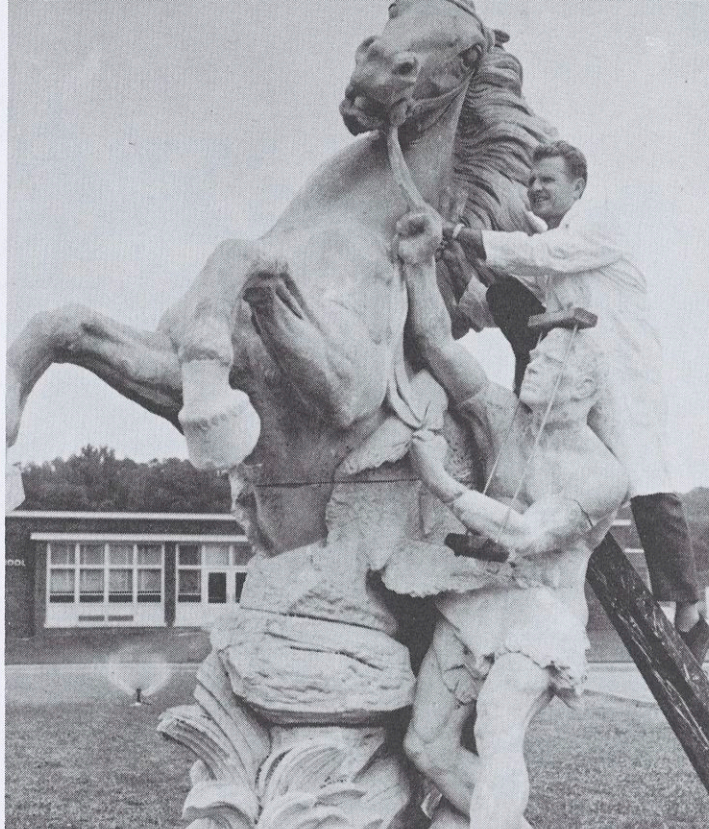
WATER TOWER — FORMER
MACKAY ESTATE



HARBOR HILL SHOWING
LOCATION OF
"HORSE TAMER"

who agreed to donate the money required to move and repair the statue and build a pedestal for it. The statue was offered to the Roslyn School Board, who accepted the offer, thinking it fitting that the horse which had looked out over Roslyn as a symbol of the Mackay greatness should stand on the land which Clarence Mackay donated to the Board of Education as a site for a High School.

These statues of the "Horse Tamer," the one at 165 Poplar Drive and the one at the High School, are copies in pink granite from originals executed for Louis XIV of France, which still stand on the Champs' Elysees in Paris.

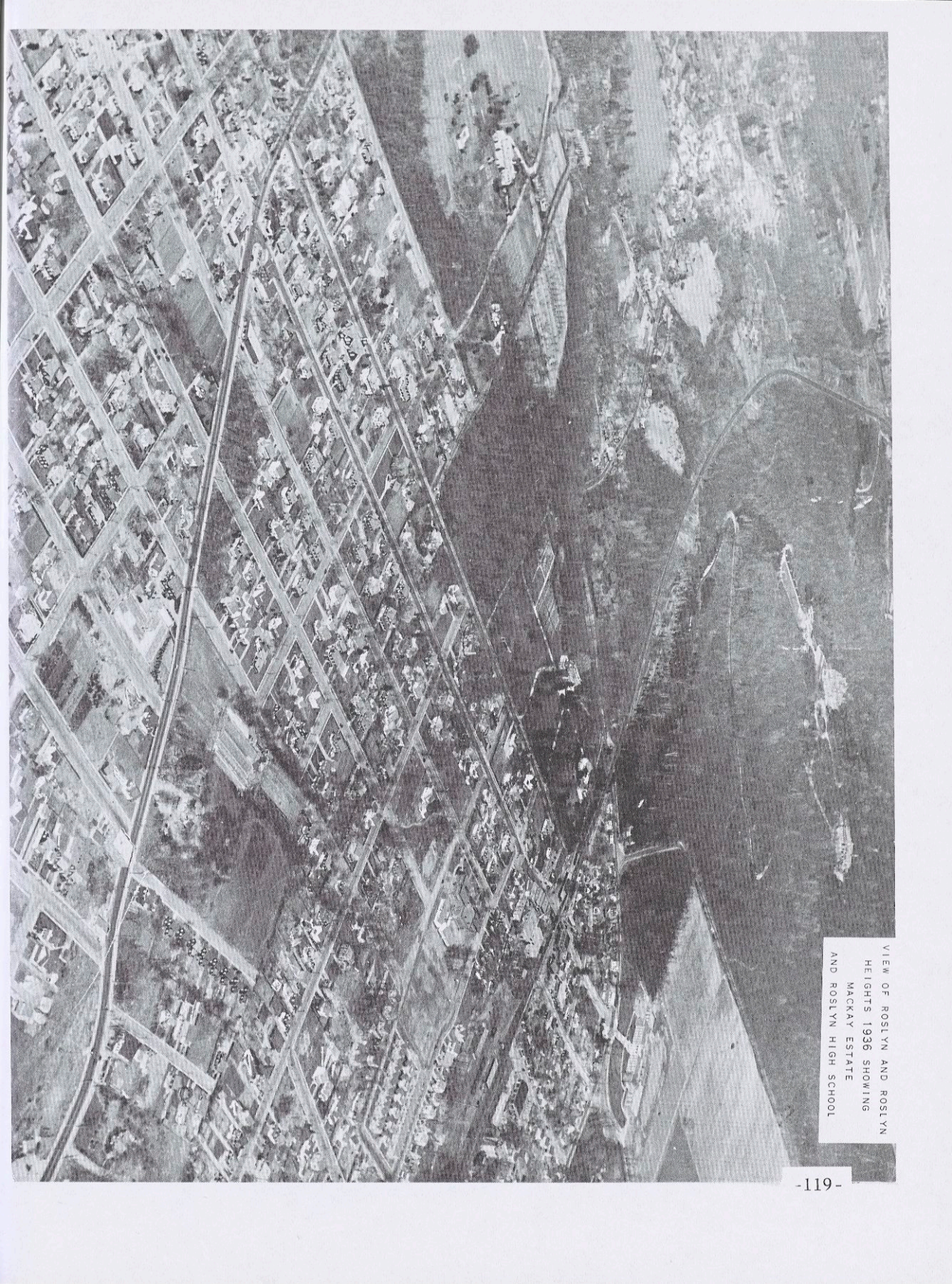


GEORGE GACH WORKING
"HORSE TAMER"

We now turn from the statue to look at the view to the north from the crest of Poplar Drive. This is a most imposing view of Hempstead Harbor and Long Island Sound, with the hills of Westchester County beyond. We can imagine the view from the main house, which was several stories high. One clear day, after the estate had been abandoned, I climbed to the roof of the house and from where I stood by the flag-pole I was able to see not only the skyline of New York City to the west but also the Palisades and the George Washington Bridge; not only the shore line of Long Island Sound and the mainland on the far side but also the range behind range of hills to the north; not only the Island spread out in a great plain to the south, but also the tower at Jones' Beach, the ocean, ships at sea and to the southeast, Fire Island Light.

As the bus descends Poplar Drive we shall pass another water tank of the Roslyn Water District. This tank was built here in 1922 on the land of the estate. We shall turn left into Mimosa Drive, where we will get a closer view of the Village in the valley below us. As we pass 95 and 85 Mimosa Drive we may see behind these houses the stone retaining wall which supported the winding main drive to the house on the crest of Harbor Hill.

Mimosa Drive leads us to Harbor Hill Road. We shall turn right on Harbor Hill Road and stop before the Gate House with its beautiful iron gates as we wait for traffic on Roslyn Road. The architectural style of the gate house was intended to give an impression of the grandeur of the chateau which crowned the hill beyond.



VIEW OF ROSLYN AND ROSLYN
HEIGHTS 1936 SHOWING
MACKAY ESTATE
AND ROSLYN HIGH SCHOOL

THE MACKAY ESTATE--HARBOR HILL

Now that we have driven through the Mackay Estate let us reflect a bit about the past. Most of the land included in the main portion of this estate had been part of the Titus property.

In 1856 Stephen and Samuel Taber, who had inherited the Old Brick Farm through their mother Phebe Titus, moved to Long Island and divided the farm. Stephen Taber became the owner of the land to the north which included Harbor Hill. Stephen, a director of the Long Island Railroad, devoted himself to the development of the branch line which came to Roslyn in 1865 and which, when it eventually reached Oyster Bay, became known as the Oyster Bay Branch. With the arrival of the railroad and the subsequent increase in the summer resort trade, Stephen Taber built an observation tower and picnic ground at the summit of Harbor Hill so that others might enjoy the beauties of our community, and a road was built from the Village to the Observation Tower. This road, the lower portion of which is now known as Remsen Avenue, was originally called Mansion House Road; it ran from the Mansion House, which stood on the northeast corner of the present Remsen Road and Northern Boulevard, up the hill, across the railroad tracks to the Observation Tower, and then down the south slope toward the railroad station.

An item in the Roslyn News in 1880 reads as follows: "Mr. A.A. Reed who leased the Mansion House has also taken charge of Harbor Hill and has put it in complete order for parties and picnics. A large dancing platform has been erected, a large amount of water is at hand, and all is in readiness to receive those who choose to use the grounds -- we understand he makes no charge for Sunday schools or churches."

Another item which appeared that same year stated: "The first annual picnic of the Roslyn Social Club will be held at Harbor Hill on Thursday afternoon and evening. First class music has been engaged and all who attend may expect a good time. Dancing commences at 4 o'clock in the afternoon."

In 1899, when Katherine Mackay began to develop the property given to her as a wedding present by her father-in-law, John W. Mackay, the following account appeared in the local press:

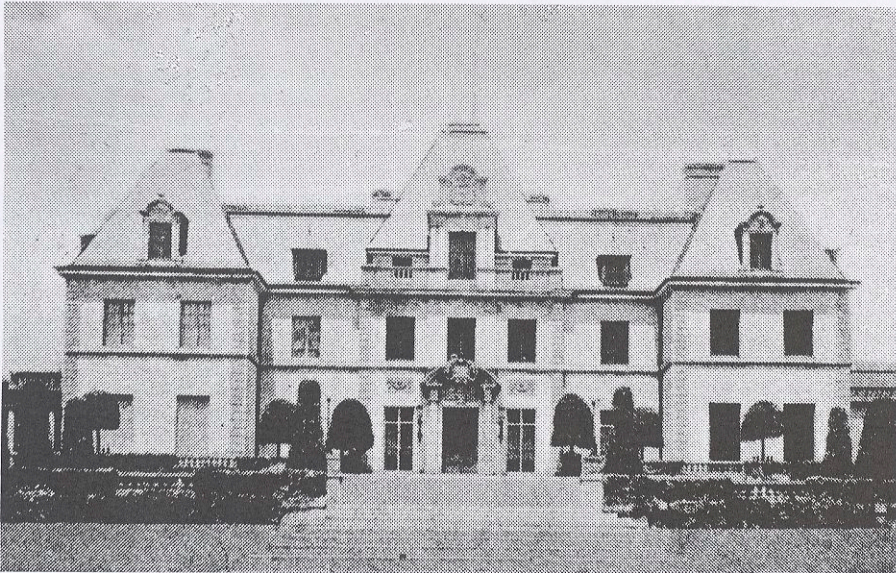
"Harbor Hill is well known to tourists as the hill on which the Taber Observatory stands. The tower is 100 feet high and the estate is covered with Chestnut trees. Mrs. Mackay has been trying to close the road to the tower which people have been using for many years. Mrs. Mackay is about to remove the old observatory which stood at the end of the road. She plans to build a residence there. The people have regarded the hill as a sort of park for so long that the assertion of a individual right in it seems to anger them."

Another comment at the time ran as follows: "People are being excluded from Harbor Hill woods by the new owner, Mrs. Katherine Mackay. When the property was in the possession of Walter R. Willets of this village, he generously allowed poor persons to gather the fallen wood for their winter fires. This winter they will be

shut out."

Times were changing. Harbor Hill was soon to become an exclusive show-place. No longer could the villagers roam the woods or the poor find a source of winter wood. The hill that was long thought to be the highest on Long Island was to be crowned by a huge chateau, and Roslyn was to be famous for a period of about thirty years as the home of Clarence H. Mackay, multi-millionaire, philanthropist, and art collector. Many conflicting statements were made as to the height of Harbor Hill. A newspaper story dated June 13, 1885 tells us that the Hon. Silas Wood, a member of Congress from Huntington, had the elevation of Jayne's Hill, Huntington, taken in 1829 and it was found to be 358 feet high. The Hon. Stephen Taber, a member of Congress at a later date and the owner of Harbor Hill, had the height of Harbor Hill taken, and the height was given as 380 feet. The present figures, however, show that Jayne's Hill rises 423 feet above sea level and Harbor Hill but 368 feet.

The years 1900 to 1902 saw the building of the estate. Perhaps the article which appeared in "American Estates and Gardens" in 1904 will give some idea of the grandeur of this estate.



"HARBOR HILL"

"Mr. Mackay's house, 'Harbor Hill,' is a stately dignified composition, the somewhat severe front being graciously relieved by the excellent carving of the doorway. It is built of a pale, delicate gray stone of delightful tone and color. A great, cool gray hall fills the center. It is two stories in height, paneled throughout in oak, with oak columns and pilasters and coffered ceiling... The chief ornaments are four sets of old oak choir stalls from a church in Europe, exquisitely carved and beautiful works of art. The chimney piece, a fine old spoil from a European palace, is so huge that the wood of a single tree can be burned within it. The planning of the house is simple. In the center is the hall: at the entrance, stretching away right and

left, is a wide corridor, at the left end of which is the main stairway--oak--with a heavily carved railing: from the ceiling of the uppermost story hangs a great bronze lamp--a late Renaissance masterpiece. On the right is the dining room, with pantries and kitchen beyond--the latter in a separate wing--and the billiard-room: on the left are the library and the white drawing-room. The library walls have a high paneled dado of polished wood below a covering of green stripes. Rare tapestries cover much of the wall space: above is a covered cornice of polished wood. There is much furniture in the room--a piano in one corner, a fine old French table near the fireplace, desks and tables, tables with lamps and tables with bric-a-brac and a veritable garden of plants and palms. The whole room is surrounded with growing plants: great garden vases filled with fine specimens stand before two of the windows: mammoth Boston ferns, palms in the corners and by the windows: and yet the room is so large that there is no sense of overcrowding, and the plants are arranged in a truly decorative manner and in exquisite taste.

"The white drawing room is cool and beautiful in color, all in white. Panels of mirrors fill spaces not occupied by doors; and of windows there are none at all, for it opens into an enclosed porch, or conservatory, to which, in a sense, it is an ante-chamber. The furniture is white, with caned seats and backs, covered with tapestry cushions: two great jardinieres with caned sides stand before the doors to the conservatory. Over a console, filling one of the great panels, is a portrait of the mistress of the mansion, a lovely, speaking figure.

"The conservatory beyond is another bower of flowers. White furniture here also, with red cushions: red carpet in the center: matting at the ends: glazed brick for ceiling. It is really an enclosed porch, looking out to an open porch, with stone columns and red bricked floor. Beyond is the Italian Garden; not as yet, it is true, laid out: but a graceful fountain fills the center, and a row of statues on each side hints what the immediate foreground will be when the time and care have brought this portion of the grounds to maturity.

"The dining-room and billiard-room, on the other side of the central hall, are both noble apartments, for there is a splendid sense of space in this great house: the rooms are large, the windows ample, the ceilings lofty. Each room has its individual note and treatment; the dining room is paneled throughout.

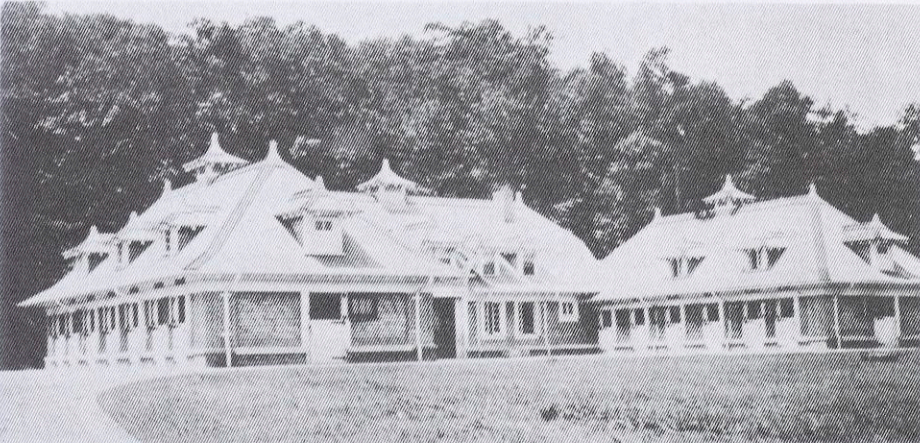
"An electric elevator takes one upstairs. Nearly half of the top floor is given up to nurseries, with separate rooms for the children and their attendants. Very pleasant these rooms are, in cool, quiet colors and fine furnishings, in which the quality of appropriateness has been very happily caught. All these apartments are communicating, and can, at the same time, be completely isolated from the rest of the house. Guest rooms arranged in pairs, with common bath room, fill up much of the remainder the floor, although some space for servants is found here, together with storage closets. Mrs. Mackay's cedar room has special interest. The second floor contains the apartments of the master and mistress of the house, together with some additional guest rooms. The latter are slightly more elegant than those above, but have the same amplex of size that distinguished all the rooms of the house. Mr.

Mackay's rooms consist of his bedroom, finished in a cool shade of green, and a sitting room, transformed at times into a place for exercise.

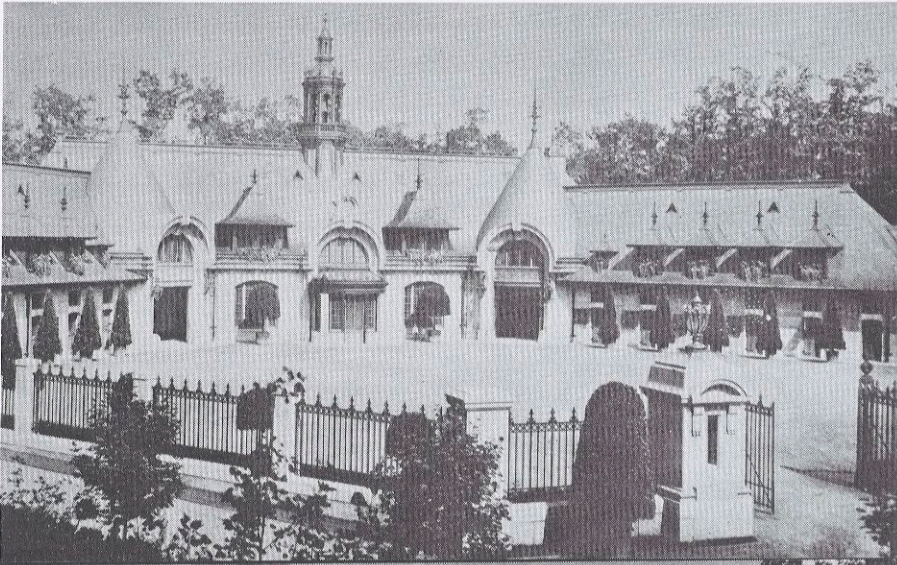
"A separate hall leads to my lady's apartments. Here, at last, is the Queen's chamber, the intimate home of the active mind that dominated the creation of this palatial residence and the vast estate connected with it. A great curtain hangs across the hall, the farther end of which is enclosed as an anteroom. Like the other rooms of this suite, it is carpeted, curtained, paneled and finished in mauve, a beautiful, gentle hue. The boudoir, or sitting room, opens immediately from the anteroom: it is large, thronged with furniture, curtained and walled with my lady's color, and richly decked with the thousand and one articles--choice pieces of furniture, vases, lamps, pictures, bric-a-brac, books and above all--plants--which every great lady finds comforting to existence. Opposite the door way is a canopied couch, over which hangs a rich ermine robe--a truly royal throne for the Queen that rules here.

"Mrs. Mackay's bedroom comes next, and then the bathroom, with its famous bath, chiseled out of a single piece of rich marble and let into the floor--a room unlike any bathroom, with rich furnishings, lamps, easy chairs, tables and plants.

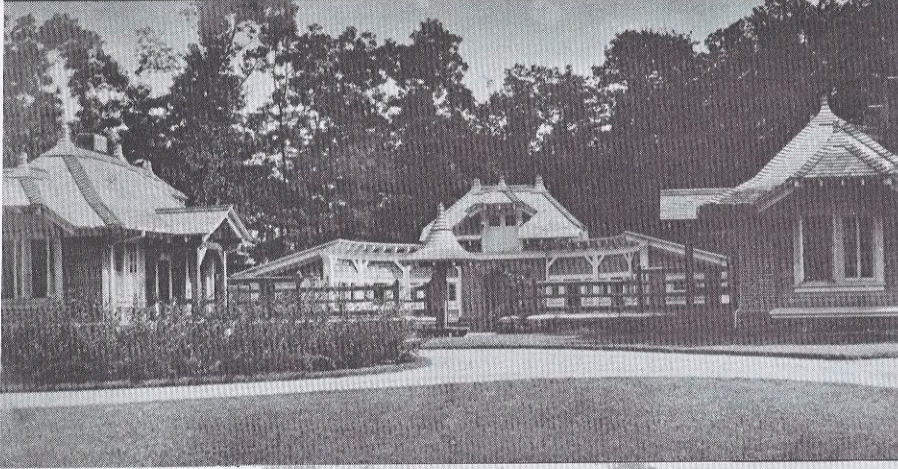
'Harbor Hill' is no single house, isolated in the midst of rural surroundings. It is the center of a vast estate of 500 or 600 acres, with many separate buildings for the greater development and the more thorough enjoyment of country life. The carriage house and stable is quite palatial, with magnificent appointments for the horses, a special suite for the head coachman, and comfortable quarters for the men. The farm barn is a separate structure, admirably equipped for the extensive farming operations carried on here: and the farmhouse [Superintendent's cottage] is an old Long Island farmhouse, long standing and in fine order. There are kennels for the dogs, a special polo stable, chicken and duck houses, greenhouses and storage houses for the bay trees, a dairy, a special house for the men in charge of each department. Yet these buildings' features pale before the lovely attractiveness of the woods and drives--No less than 10 miles of bridle paths traverse the lovely hills and valleys of this lovely estate beautifully planted and delightful."



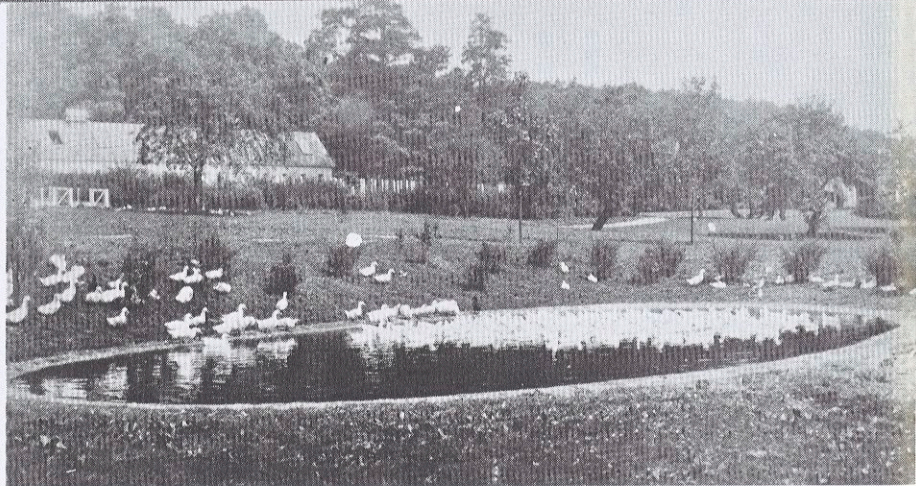
POLO STABLES — MACKAY
ESTATE CA. 1904



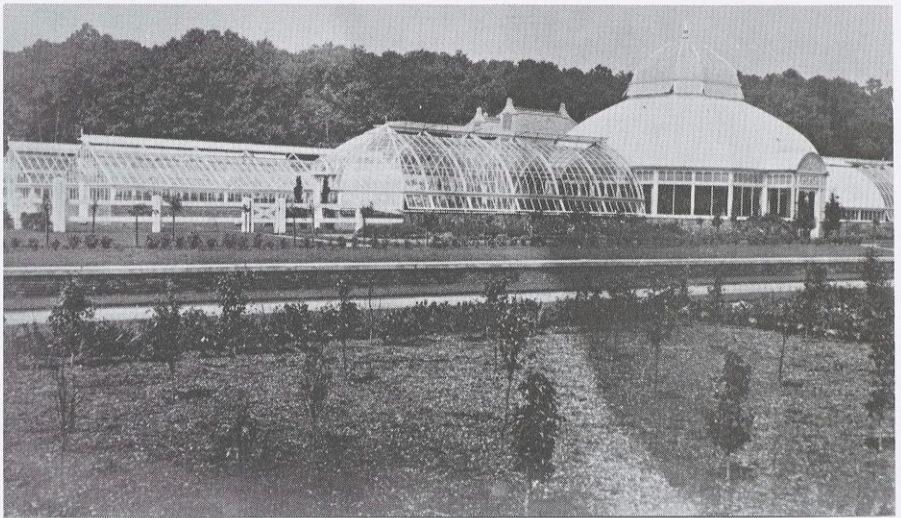
CARRAIGE HOUSE
MACKAY ESTATE



KENNELS — MACKAY ESTATE



DUCK POND — MACKAY ESTATE



GREENHOUSES — MACKAY
ESTATE



BRIDGE ON NORTH DRIVE
MACKAY ESTATE

The coming of this great estate brought many changes in our community. Not only did it cause physical changes such as the removal of the observation tower and the building in its place on the summit of Harbor Hill of a great stone mansion, visible for miles around and of the gate house which still gives character to the intersection of Harbor Hill Road and Roslyn Road, or the planting along the road surrounding the Estate of a border of maple trees which have grown to maturity and still shade these roads, but the way of life was also enhanced by the arrival of these new neighbors of wealth. Both Katherine and Clarence Mackay took an active part in our community. Katherine was particularly interested in the newly established Nassau Hospital in Mineola, which gave hospital service to our residents. She was an active Episcopalian and gave the present Trinity Church and Parish House to the parish. She was deeply interested in the Roslyn Schools, and was elected to the Board of Education in 1905. She was re-elected in 1908, but resigned in 1910 because she felt she was unable to give the position her full time. Her letter of resignation speaks for itself:

Gentlemen, after mature consideration I have decided to resign from the Board of Education of Roslyn, as I feel that it is not fair for me to hold this office when my absences from Harbor Hill compel me to miss meetings which as School Trustee I should always attend... I mean to continue my interest in the Roslyn Schools and I hope to be present at the closing exercises and to give the prizes I have offered. I should like my resignation to become effective immediately with sincere appreciation to each member of the Board for their friendly cooperation during my term of office, Sincerely yours, Katherine Mackay.

While Katherine Mackay was a school trustee, our high school was getting its start, and she did much to promote its growth. She not only gave financial assistance to costume the players for the dramatic productions, but helped personally with the coaching and the presentation of the plays. She was also interested in the welfare of the staff and their comfort, and donated the funds to decorate a teacher's room in the school.

Perhaps the most memorable event in the school year during the early 1900's was the party held in the spring on the Mackay Estate for all the children in the Roslyn school. It was an all-day affair, with refreshments, circus performers, and a multitude of events. The children marched from the school in the Village along East Broadway, up Station Hill to the main gate, and then up the driveway to the gardens, led by one of the older boys beating time on a bass drum.

Clarence Mackay took an active part in our community life. He was an active member of St. Mary's Roman Catholic Church and a generous donor to the church. Although he never became a member of the Knights of Columbus, the local council was named the John W. Mackay Council in honor of his father, John W. Mackay, who by his gift of the Harbor Hill property to Katherine Mackay had brought the Mackays to Roslyn. Clarence Mackay was a staunch supporter of Roslyn's Troop I of the Boy Scouts of America. He was not one of the original sponsors, but from the very beginning of the organization in our town, he was concerned for the welfare of the troop. The first rally of Troop I was held on his property on the Fourth of July, 1911, and for many years thereafter the annual Fourth of July rally on the Mackay estate was an outstanding annual event in the life of Troop I.

Clarence Mackay was a member of the Roslyn Rifle Club. He took an active part in the founding of the Roslyn Neighborhood Association, and showed his interest in the Association by serving as its co-chairman. He was active in planning the War Memorial in honor of the men who had served in World War I, and served as honorary chairman of the building and executive committee.

Two memorable occasions which we should remember took place at "Harbor Hill." One was the visit, in the summer of 1924, of H. R. H. the Prince of Wales, who had come to Long Island to attend the International Polo Matches between Great Britain and the United States, which were played at the Meadowbrook Club in Westbury. Later, as the Duke of Windsor, he wrote the following in A King's Story, published by G.P.

Putnam's Sons, New York, 1947.

"Basically, America meant to me a country in which nothing was impossible. And the scale of hospitality purveyed on Long Island did nothing to disabuse me of this conception. Some of the parties given in my honor were fabulous. My American hosts spared no expense in demonstrating the splendor of a modern industrial republic. Not one but two orchestras and the stars of popular Broadway revues were brought out from New York in relays to provide entertainment at parties that lasted until dawn.

"Perhaps the most elaborate of all these was the one given by the late Mr. Clarence H. Mackay at his country home, Harbor Hill. A copy of a French chateau, it stood on top of a wooded rise overlooking Long Island Sound. I spent the day going through the place, marveling at all it contained. The art treasures alone would have sufficed the needs of an ordinary museum, and I particularly remember a vast hall lined with figures in armor that had been obtained from various old European collections. Now paintings, tapestries, old china, and armor would have been commonplace enough in a British country house; what was surprising was to find on the same property a squash-rackets court, a gymnasium, an indoor swimming pool, and a Turkish bath.

"As darkness fell and the guests, who included General Pershing, Secretary of War Weeks, and Dr. Nicholas Murray Butler, began to arrive for the ball, the trees lining the winding avenue leading to the house were illuminated with orange-colored lights. Towering above the roof was the Stars and Stripes in electric lights, which must have been visible for miles around.

"The dance music was provided by two bands directed by the great Paul Whiteman, who at a later stage was inspired to lead his musicians in a march around the hall, weaving in and out of the shadowy figures in armor.

"It was only as I prepared to leave that I noticed in the entrance hall an object strangely different from all the rest: a small statue of what appeared to be a workman with a pick in his hand.

"'What is that?' I asked Mr. Mackay.

"'A replica of a statue of my father I have erected on the campus of the University of Nevada at Reno,' he answered proudly. I admired Mr. Mackay for that."

The other memorable occasion was the visit of Charles Lindbergh in 1927, when he returned to New York after his famous flight from Roosevelt Field to Paris. He spent his first night on his return to America at Harbor Hill as the guest of Clarence H. Mackay.

This great estate, the largest of many that surrounded our town in the early 1900's, brought much business to our local merchants. It not only provided employment to a number of the villagers, but also by its employment opportunities brought to our town many new residents who stayed on, raised families, became substantial citizens, and added much to the life of the community.

Today we take electricity for granted, and few of us are aware of the struggle many communities originally had to obtain electricity for light and power. In Roslyn we can thank Clarence Mackay, W.C. Whitney, E.D. Morgan, R.D. Withrop, and F.T. Keene, who, because they were interested in having electricity for their estates in the vicinity, organized the Roslyn Light and Power Company in 1900. The first power house stood on the west side of the Long Island Railroad tracks, just south of the present Long Island Expressway's northern service road, then known as Power House Road. The building continued to be used by the Long Island Lighting Company until it was torn down to make way for the Expressway. The Rescue Hook and Ladder Company #1 remembers Clarence Mackay as the donor of the horse-drawn steam fire-engine which served our community until the automobile replaced the horse in the fire service.

The tragedy in the private lives of Katherine and Clarence Mackay became known to the public when Katherine, who had been doing war service with the Red Cross in England, sought a divorce from her husband so that she might marry Joseph Blake, a doctor, also serving with the Red Cross in England. Her new life with Dr. Blake also ended in tragedy. He left her some years afterwards, so that her later life was lived in loneliness and ill health. She died in 1930, having embraced the Catholic faith shortly before her death. Her funeral service was held in St. Vincent Ferrer Roman Catholic Church, and it was Clarence Mackay who handled the arrangements for the services and who attended with their two daughters and their son John.

In 1931 Clarence married the opera singer Anna Case, and for a short while they lived in the big house at "Harbor Hill." Times had changed for the Depression also affected the wealthy. The big house was closed, and the Mackays moved into the large, spacious old farm house that had served as the Superintendent's cottage in the grandiose days of the past. After the death of Clarence in 1938, his son John moved into that same farm house on Glen Cove Road. He occupied about ten acres of the estate until 1958, when the ten acres were sold for a development and the house was torn down in 1961. Today all that remains of the estate is the gate house, the dairyman's cottage on the north side of Elm Drive, and the water tower, which we have seen.



GATE HOUSE — MACKAY
ESTATE



FORMER GATE HOUSE —
MACKAY ESTATE — 1963

As we leave the gate house of Harbor Hill, our bus will turn right on Roslyn Road. We shall pass under the tracks of the Long Island Railroad's Oyster Bay Branch and turn left into Railroad Avenue.

THE LONG ISLAND RAILROAD

The railroad came to Roslyn in 1864 with the construction of the Glen Cove Branch Railroad, which was completed that year as far as Glen Head. At that time the hollow between the station and the underpass was filled to carry the tracks over Roslyn Road and maintain the grade. It was a time of great change for the community. This fill and the old stone "tunnel," the cuts in the side of Harbor Hill and the fill opposite the Paper Mill Pond, made a great scar. The railroad, however, was considered a great advantage to the community, and its coming promised a new prosperity. The surrounding farms could now ship their milk direct by rail, and our area became part of the "milk-shed" of New York City. No longer was it necessary to travel to Hempstead Branch (Mineola) to take the train to the City. No longer would it be necessary for the mail to come from Hempstead Branch by stage, for we now had a train which ran from Roslyn to Long Island City.

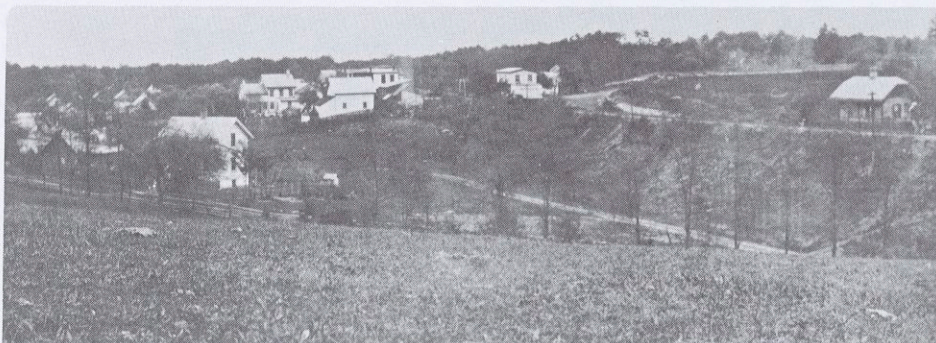
The Long Island Railroad was originally chartered in 1834. The plan was to build a railroad from the water's edge in the village of Brooklyn, through the central portion of Long Island, to the water's edge in Greenport. In 1832 the Brooklyn and Jamaica Railroad had been chartered. By 1834 they had built a railroad between the two towns. In 1835 the Long Island Railroad leased this railroad and began constructing a railroad from Jamaica to what is now Hicksville. By 1837 a single track was completed from Jamaica to Hicksville, a distance of about 15 miles, and passengers and freight could now travel by train from Hicksville to Brooklyn. Construction was held up for several years because of the financial panic of 1837, but by 1841 the rails had reached Hardscrabble (Farmingdale). They reached Deer Park in 1842, and finally

reached Greenport in 1844. The first train made the run from Brooklyn to Greenport on July 27, 1844, a distance of 95 miles in 3 1/2 hours. The new route to Boston was highly successful and provided by far the fastest transportation between New York and Boston: by ferry to Brooklyn, by rail from Brooklyn to Greenport, by boat from Greenport to Stonington, Conn., and then by rail from Stonington to Boston. The success of this line, however, was short-lived, for with the settling of franchise disputes and the overcoming of physical difficulties in rock-bound New England, a through rail service was provided from Boston to New York on the mainland in 1848 and the Long Island Railroad could no longer compete.

The Glen Cove Branch Railroad was continued from Glen Head to Glen Cove in 1868. Then, after three years, the line was continued to Locust Valley in 1871. The Oyster Bay Extension Railroad Company was incorporated in 1886, and the extension of the line to Oyster Bay was completed in 1889, being opened for service June 25 of that year. In 1908 the line was double-tracked from Mineola to Glen Cove and became the railroad we know today.

There were times, however, when unusual services were offered by the Long Island Railroad on the Oyster Bay Branch. The idea of a through train to Boston was never quite abandoned. In 1891 it was revived, this time using the Oyster Bay Branch. A night sleeper service to Boston was introduced, with trains leaving Boston and New York in the afternoon and arriving at the opposite terminals the following morning. These trains were distinguished by white sleeping cars. It must have been an unusual sight to see the white sleepers of the night train to either Boston or New York go non-stop through our town. This service which only operated for ten months, was discontinued in 1892. The storms on the Sound and variable tides made maintenance of service too difficult.

Another unusual service on the Oyster Bay Branch was the pickaback freight train. This service was first instituted from Albertson Station on January 5, 1885. The train consisted of eight flat cars carrying two wagons each and the same number of cars for the horses, with a passenger car for the teamsters. The service was extended, and it is said that it was not uncommon to see a train with as many as 75 wagons on the Oyster Bay Branch. The service continued to prosper, but a steady decrease of business in the 1890's led to discontinuance of the service. It is believed that this was due to the improvements of roads on the Island.



ROSLYN STATION CENTER
CA. 1875



ROSLYN STATION CA. 1908

The station on Railroad Avenue is the second on this site. The first was torn down in 1887, when the present station was built. It looks today very much as it did when it was first built. Inside there have been decided changes. The ticket office and telegraph office were formerly on the east side of the building and included the bay window on that side. In winter, heat was supplied by a huge potbellied stove in the middle of the building. The ticket office was separated from the waiting room by a long counter, above which there was a heavy wire grill that reached to the ceiling. As a boy, I was always impressed by the appearance of Mr. Cody, the station master, with his green visor and his shirt-sleeves held up by elastic arm bands. He was always very busy and always seemed to have at least one ear cocked to hear the messages that were continually clicking his telegraph instrument. I was also impressed by the rack of time tables that stood on the counter just inside the wire grill. They were from railroads all over the United States and Canada. What was even more impressive, Mr. Cody knew what was in them, for I remember my mother buying a ticket from Roslyn to St. Louis, Missouri, for herself and me when we went to visit my father who was there on business. Mr. Cody merely reached up to the rack, took down a time table, and began telling my mother about connections in Chicago, when she would leave Pennsylvania Station, and when my father could expect us at the Union Station in St. Louis. This was in 1916 when I was nine years old. Eighteen years later, in 1934, Mr. Cody impressed me by his devotion to duty. That winter we had a very heavy snowfall, and the railroad had a very hard time. A train from New York had jumped the track near East Williston, and the train from Oyster Bay became derailed near Glen Head. For two days no train entered or left the Roslyn Station, but Mr. Cody was on duty. He lived in Oyster Bay and came to work each morning on the first train going west, the 6:01 at Roslyn. This was the train that became derailed at Glen Head, so he walked the rest of the way to Roslyn and remained at his post until the tracks were cleared two days later and he could return home on the train that left after six in the evening. Whenever I hear the expression, "good and faithful servant," I think of Mr. Cody, who stood at his post whether or not the trains got through. He watched the people he served come and go, the daily commuter, the mother and her children

on a day excursion to the city, the traveler to faraway places throughout the Continent of North America, the honeymooners to Atlantic City or Niagara Falls, while he listened to the important and unimportant messages that passed over his telegraph wire for twelve hours a day.



BROWER PLAZA 1964

The Plaza has had many changes since the railroad arrived. The land to the west was open fields and woodland which eventually gave way to streets and houses. Stores and hotels grew up around the railroad station. There was the Plaza Hotel at the southeast corner of Lincoln Avenue and the railroad, and the Cottage Hotel on the southwest corner of Garden Street and Railroad Avenue.

THE TROLLEY

The New York and North Shore Traction Co. brought the trolley, or street car to Roslyn in 1907, causing a major change in the area. That year the tracks were built right down the middle of Garden Street. In 1908 they were continued across the Plaza, down Station Hill, and down the middle of Main Street in Roslyn Village.

There had been an earlier attempt to establish a street car line through Roslyn in 1902. The Mineola, Hempstead, Freeport Traction Company had opened its line that year, and the Mineola, Roslyn, and Port Washington Traction Company was incorporated. The general offices of the new company were to be in Roslyn, and the power was to be supplied by the Roslyn Light and Power Company, which had begun operation in 1900. In 1903 the company had obtained its franchise and agreed to begin building by January, 1904, and to have the line completed by June 1, 1904. The company failed even to begin construction of the proposed line in 1904, so that the Board of Supervisors revoked the franchise in January, 1905.

It was not, therefore, until January of 1907 that plans began to materialize which

actually brought the street car to our community. The Mineola, Roslyn, and Port Washington Traction Company had been reorganized and in January applied for a hearing before the Board of Supervisors for a franchise. After several hearings, the franchise was at last granted in March and in June the first work was begun.

During September, as was stated above, the tracks were laid down the center of Garden Street, Roslyn Heights, and in early October these tracks were connected with the track which had been constructed from Mineola. By the end of October the tracks were completed to Mineola, ending at Main Street and First Street. The cars, having arrived at Roslyn Station in sections, were assembled on the property south of the Roslyn Highlands Firehouse on Garden Street. Pits had been dug in the vacant lot just west of the house at 252 Garden Street, so that the cars could be assembled and prepared for operation.

The first trolley car, No. 10, piloted by motorman James Toomey, made the trip to Mineola and back on November 16, 1907. It left at 11:15 a.m. from the top of the hill on Garden Street near the railroad station with a load of 40 officials and invited guests. It stopped at Albertson and of course at Mineola, where there was a tour of inspections of the car by the local residents who had lined the road to greet the trolley, waving handkerchiefs and cheering. The car left Mineola for the return trip at 12:30, made a short stop at Krug's Corner (Krug's Hotel stood at the northwest corner of the intersection of Jericho Turnpike and Willis Avenue), and arrived back in Roslyn at 12:50. The officials and guests then walked down the hill on Garden Street to Speedling's Hotel, where they attended a luncheon given by General Manager Benjamin Hamilton, Attorney James A. MacElhinney, and Superintendent George B. Thompson. (Speedling's Hotel, the Cottage Hotel, occupied the building which still stands on the southwest corner of the intersection of Garden Street and Railroad Avenue, on the south side of Brower Plaza).



COTTAGE HOTEL CA. 1905

The following Monday, November 18, 1907, regular service was opened between



COTTAGE HOTEL 1964

Roslyn and Mineola on an hourly schedule. Work was continued through the remaining month of 1907 and into 1908, so that on February 1, 1908, the first trolley rolled into Port Washington.

Vincent Seyfried, who has compiled with loving care a detailed history of the New York and North Shore Traction Company from which most of the information about our trolley has been gleaned, describes the celebration in the following words:

"Vast preparations had been made. Invitations had been issued to everyone who mattered and three cars were ordered to handle all the guests. The Roslyn and Port Washington Brass Bands had been engaged and hotel reservations for the trolley party had been made at both the Port Washington and Mineola ends. Throngs of people lined the main streets of Port Washington from Monfort's Corner (Main Street and Middle Neck Road) to Shore Road and greeted the appearance of the first car with loud cheers. Since the rails had only been cleaned as far as the Methodist parsonage, that was as far as the cars could go. About 100 guests of the company, led by Mr. MacElhinney, walked to the Cove Inn (the Central Hotel before 1908) at the northeast corner of Main Street and Shore Road, where refreshments were served, and then to the Port Washington Hotel. A stop of an hour was made while the two cars hauled their loads of people over the route as far as Roslyn. Speeches were made after the refreshments, mostly variations on the theme of how much the trolley would do to build up the village. After another pause for photographs, the celebration broke up.

"The following day, Sunday February 2, the cars began running on hourly schedule and all day long carried loads of passengers over the route. The company estimated that by nightfall over 1,000 people had enjoyed a trolley ride on the new line. Diligent application of the broom over Sunday cleared the tracks as far as the Post Office near the Shore Road.

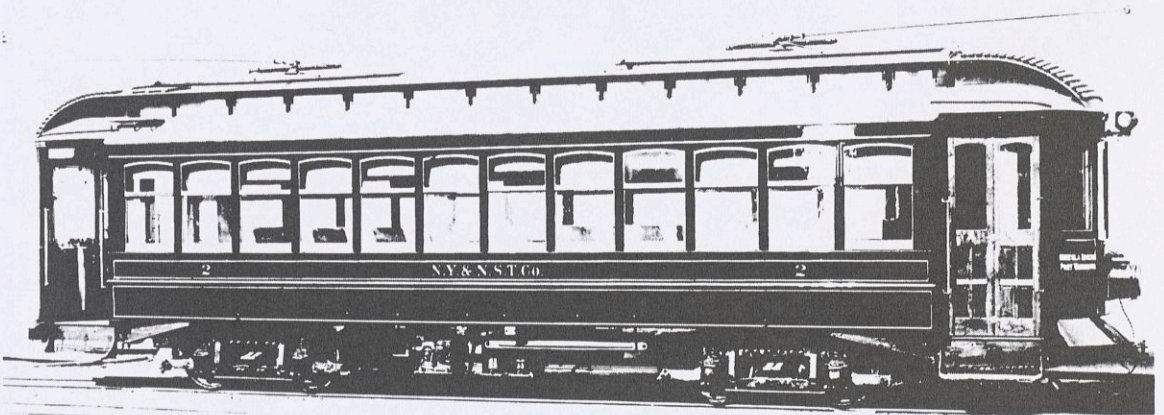
"The main line was now a reality. It had taken six years, but the cars were running at last and all Nassau was proud of them."

The year 1908 also saw the building of the Hicksville branch. This line, however, was not ready for operation until January 23, 1909. Even then, the trolley bridge over the Oyster Bay Branch of the Long Island Railroad was not built, so that it was not until July of that year that through service from the Mineola terminal at First Street and Main to Broadway, Hicksville, at the Railroad Station was instituted.

In 1910 the trolley saw the opening of the line from Roslyn to Flushing. The track which was laid during January and February, was opened on May 1, to Manhasset and to the City Line on August 20. Through connection to Main Street, Flushing, was opened with the running of the 5:30 a. m. car on Monday morning, December 1.

The last trolley ran through Roslyn in April, 1920. For over a year the company had been having financial difficulties due to a multitude of problems, which arose after the First World War. The operating costs had gone up during the war years; there had not been a substantial increase in the number of passengers and any fare raises that had been granted in no way made up for the difference. Thus in April, when a strike of marine workers made it impossible for the company to get the coal which it had ordered at \$8.25 a ton, and the only coal available was priced at \$17.00 a ton, the cars stopped running.

There is not much left today in Roslyn to remind us of the days when the trolley not only was a common sight on our streets, but provided a livelihood for a number of our neighbors and gave us convenient and low cost public transportation used by many for business, shopping, and pleasure. Families went for rides on Sundays, sometimes taking a picnic basket and asking the conductor to stop the car near a pleasant grove of trees or an open field so that they could disembark and spend a few hours enjoying the outdoor life with their children. When ready to return they only needed to hail a returning car for the trip home.



There are only two mementos remaining to remind us of the New York and North Shore Traction Company in Roslyn. The tracks and poles were removed years ago. The concrete retaining wall along the south side of Old Northern Boulevard west of the intersection with West Shore Road has recently been removed by the widening of Old Northern Boulevard. The brick building at 1061 Northern Boulevard, now Roslyn Metal Craft, was the substation for the Traction Company, and was built in 1908, at the time that this entire corner was owned by the Traction Company. The Roslyn car barn of the company, a large corrugated shed, was originally built parallel to Middle Neck Road. It was moved to its present location sometime in the 1930's, and in 1942 was bought and occupied by its present owner, Price W. Sebring, Inc.

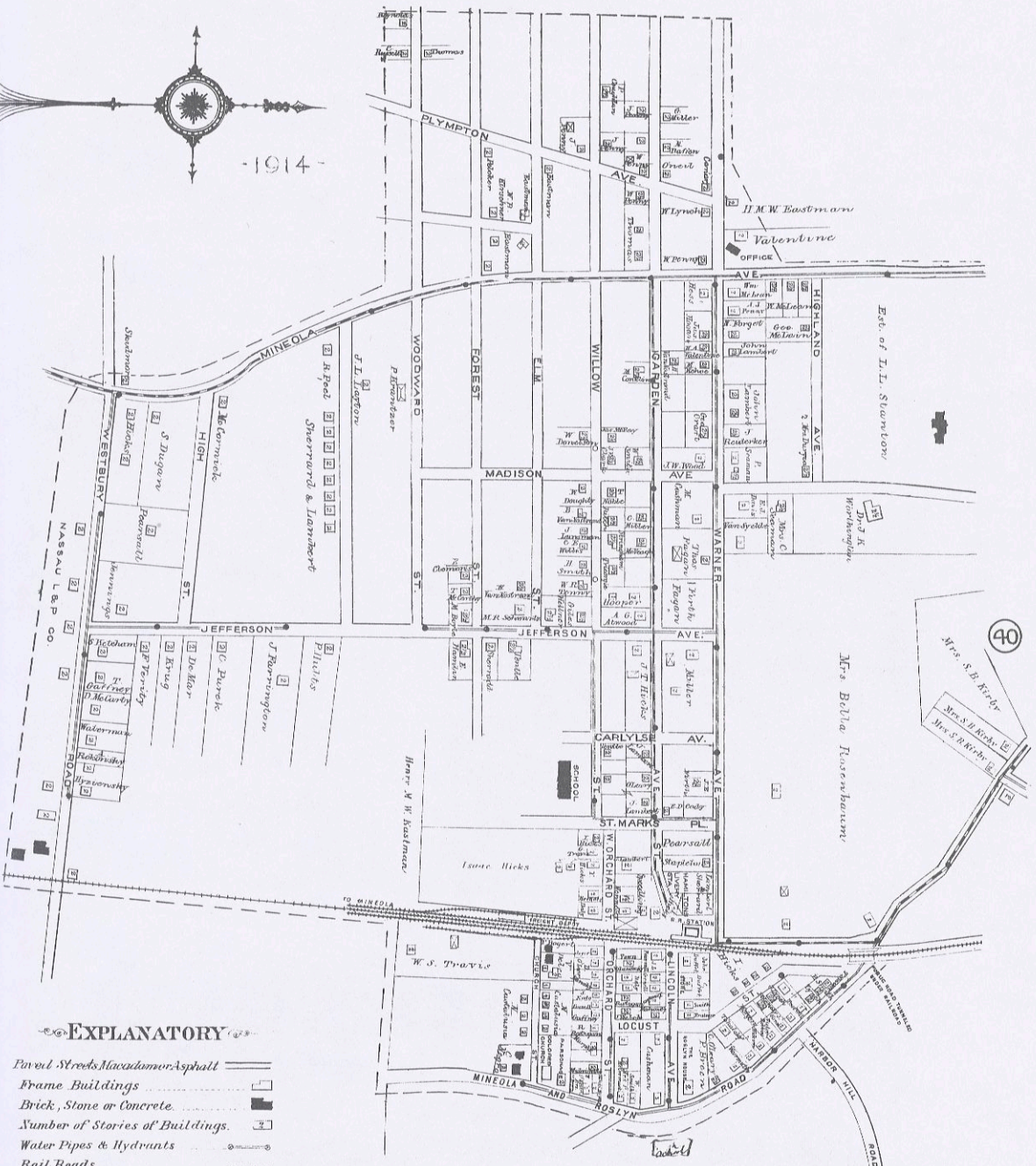
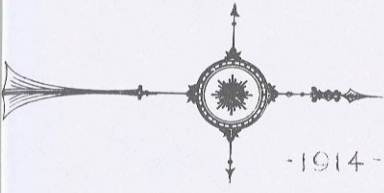


FORMER POWER STATION
BUILT 1908

FORMER CAR BARN
BUILT 1908



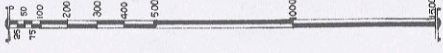
ROSLYN HEIGHTS



EXPLANATORY

- Paved Streets Macadam or Asphalt
- Frame Buildings
- Brick, Stone or Concrete
- Number of Stories of Buildings.
- Water Pipes & Hydrants
- Rail Roads
- Trolley Lines
- Incorporated Village Lines
- Line to designate imaginary village boundaries, only and for reference in connection with The Country Sheets

SCALE



Our bus will take us across Brower Plaza and up Garden Street. We shall pass the Roslyn Highlands Firehouse on the right at the corner of St. Mark's Place, the home of the Roslyn Highlands Hook and Ladder, Engine and Hose Company #1, organized in 1905 by residents of the area, then called Roslyn Highlands. The present firehouse was completed in 1951. It stands on the site of the original firehouse, which was built in 1907.



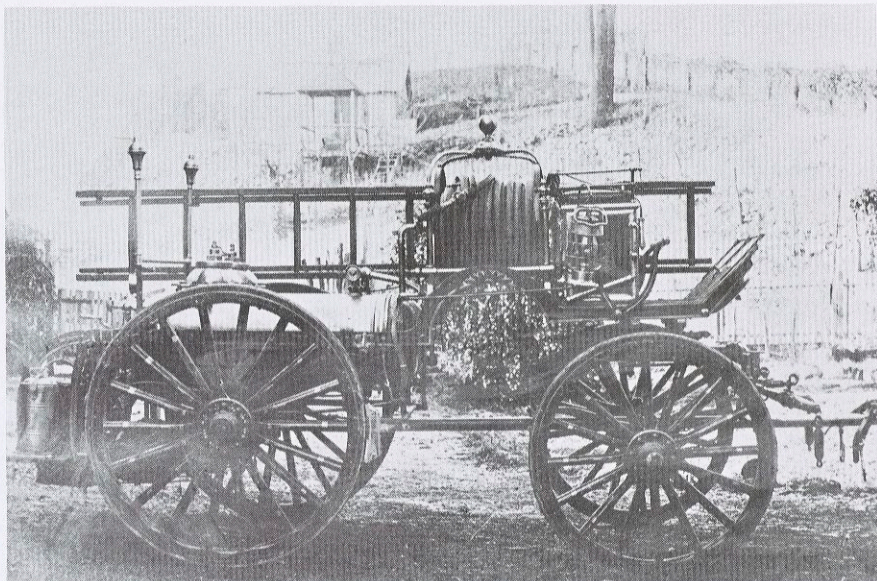
HIGHLANDS FIRE HOUSE
CA. 1907

HIGHLANDS FIRE HOUSE
↓
1962



The history of the Company, published in 1955 to celebrate its fiftieth anniversary, tells us that "the old firehouse for many years was the center of community life in a growing community. It was used for plays, dances, movies, dinners, etc. The Methodist Church used it for a minstrel show; the school district used it for class rooms, and for many years it was used as a polling place. At the time of World War I the men of the area had to register there for the draft."

On December 18, 1905, the Company voted to buy for \$1,000 its first piece of apparatus, a horse-drawn chemical engine, from the Chemical Engine Company #6 of West New Brighton, Staten Island. In June, 1916, the Company bought its first piece of motor apparatus, and it has continued to keep its equipment ever abreast of the times.



CHEMICAL CART — ROSLYN
HIGHLANDS HOOK & LADDER
ENGINE & HOSE CO. CA. 1907



HIGHLANDS FIRE DEPARTMENT
• CA. 1928

There have been many changes in the Company since it was organized. The fire bell, which was purchased in 1909 and rang from the belfry of the first firehouse, can now be seen on the lawn in front of the present firehouse, where it serves as a memorial to the departed members. Over the years many residents of the Heights have served and are serving their community as members of our fire companies. It would be well as we pass by to give thanks for these men, our neighbors, who voluntarily serve our community so faithfully.

As our bus passes the firehouse, let us look on the south side of the street at the lawn where the first trolleys were assembled in 1907. It was down this street that the trolley went on its way to Mineola and Hicksville.



THOMAS'S CORNER — WILLIS
AVE. & GARDEN STREET 1962

When we get to Mineola Avenue, we will note a tavern at the southwest corner. This building was originally built to be a Congregational Church, but became Thomas's Hotel, and the corner on which it stood was known during the era of the trolley as Thomas's Corner. Mineola Avenue was much narrower then, and there was a grove of locust trees between the road and the hotel with picnic tables for basket parties under the trees.

ROSLYN ESTATES

We shall turn right on Mineola Avenue, go one block, and turn left into Warner Avenue. As we turn this corner let us look at the Wee Tappee Inn. The main part of this building was originally the sales office for Roslyn Estates.

We shall continue on Warner to the Intervale and follow the Intervale past "Black Ink," the small pond on the west side of the road mentioned in Christopher Morley's essay, "Tadpoles." Turning right onto the Maples, we shall drive to its intersection with The Birches.

ROSLYN ESTATE REAL ESTATE
OFFICE — WARNER AVE. &
THE INTERVALE CA. 1914



THE WEE TAPPEE INN —
WARNER & THE INTERVALE
1963



CHRISTOPHER MORLEY

Christopher Morley, one of Roslyn's celebrated citizens, author of innumerable essays, short stories, plays, and novels, lived for many years at 38 The Birches. Just north of his home, in the woods was the small rustic cabin he called the "Knothole." Perhaps by the time you take this trip it will have been removed to the new County Park on the former Ryan Estate, where it is planned to preserve it as a memorial to this enthusiastic Roslynite.

Christopher Morley came to Roslyn in the 1920's. At first he only spent the summers here, returning to the City for the winter. Of this he writes in Return to Town, published by Doubleday, Page and Co., which he begins by saying; "It was with somewhat a heavy heart that we prepared to leave Salamis for the winter. . . . In the country one is too comfortable, and there are too many distractions. Either cider, or stars, or blue sparkle of the furnace fire."



THE KNOTHOLE

When Christopher Morley came to Roslyn he was a columnist on the New York Evening Post and wrote a daily column on the editorial page called "The Bowling Green." He had been born in Haverford, Pennsylvania, May 5, 1890, three years after his father, Professor Frank Morley, came to this country from Woodbridge, England, to accept an appointment as Professor of Mathematics in Haverford College. When Christopher was ten years old the family moved to Baltimore, but in 1906, when he was sixteen, he was back on the campus of Haverford as a freshman. He graduated in 1910, the winner of a Phi Beta Kappa Key and a Rhodes Scholarship. After spending the next three years at New College, Oxford, he returned to America and became an editorial assistant at Doubleday, Page, and Company. Later he joined the staff of The Ladies Home Journal. He had always wished to work on a newspaper so when the opportunity offered itself, in 1918, he joined the staff of the Philadelphia Evening Ledger, and in 1920 came to New York as a member of the staff of the New York Evening Post. In 1924 he retired from journalism and devoted himself to writing, lecturing, and other literary adventures.

He made Roslyn his home for the rest of his life. He loved our town, which he often mentioned in his writings. Sometimes called it "Salamis," or, on occasion, "Wending Ways." Perhaps he should tell you why himself. So let us read "Salamis and the Ugly Duckling," which appeared as a reprint from the Long Island Sketch in the Roslyn Story, published by the Greater Roslyn Business Men's Association, in December 1925.

Salamis and the Ugly Duckling

By Christopher Morley

(Reprinted from the Long Island Sketch)

"I believe it's one of the loveliest places in America, but I never write about it by its name because I don't want a lot of people coming here to 'sitt down upon itt' as

the old document said of the 1640 settlers at Southampton. You all know what happened to Southampton. When I go down to the post office to get my mail I often think there's nothing more charming than the morning sunlight coming over the mountain (yes, we have mountains, didn't the Long Island Railroad in one of its booklets call Ro---I mean Salamis - "the Switzerland of America") and beaming on those pyramids of canned tomatoes outside Roulston's store. There isn't any other store on the Island that can build a prettier tower of Early June Peas.

"It's always dangerous to write too much about places you love. It was one of the old residents of the Hamptons who wrote Home Sweet Home; and then a lot of people in flannel trousers moved in and the original settlers got pushed out. Down in Elmhurst, if I remember rightly, Sam Woolworth sang 'The Old Oaken Bucket,' but you would hunt there in vain for a moss-covered bucket nowadays. An ice cream cone would be as near as you could come to it; or maybe the proprietor of a bucket-shop covered with other people's moss.

"Of course we have a lot of beauties in Salamis more traditional than the dawn on a tomato-can label. We have the house where George Washington slept on his way to Valley Forge; he must have got on the wrong train at Jamaica. The first American poet lived here, and wrote that fine poem advising us to wrap the drapery of our couch about us and lie down to pleasant dreams. The village took the hint, and that's why I love it. The other evening I attended a meeting of the Lions' Club in a neighboring village; those proud and high spirited men were taunting us Salamites because we haven't any Lions and Rotary clubs in Salamis. I'll tell you something you'll hardly believe. We like it that way. We haven't even put up signs on the road saying SALAMIS WELCOMES YOU, and SURE! COME AGAIN. For up in our woodland summits we've learned one of the great secrets of life; privacy. If you come, we're glad to see you; but don't come till you're invited.

"The pleasantest things are always found by accident, when you're really looking for something else. When Henry Hudson anchored off Coney Island he was trying to find a way to India. He didn't know his luck or he would have stayed where he was; think of the royalties the Hudson family would have been drawing by this time on hot dog kennels. But he went further and fared worse. He went as far as Albany; then he got frightened, and turned back. Eventually he perished in the ice of Canada. He got a Bay and a tobacco named after him up there, but if he had stayed on Long Island he would have done better.

"Geographically, Long Island is made up of sediment from Connecticut. (You'll learn this in Professor Ralph Gabriel's interesting book The Evolution of Long Island, published by the Yale Press). Socially, it is made of a sediment from Park Avenue. But underneath all this topsoil the stout old Paumanok breed goes calmly on, breeding. Not being an old Long Islander myself (I wish I were: if so, my ancestors might have left me the Jericho cider mill in fee simple) I feel free to praise them. You can't hurry or cajole them. Professor Gabriel tells us that the pre-historic glaciers twice got half across the Island, and then gave it up. Just like Prohibition. Of course Long Island has always been famous for its liquor. When Captain Kidd anchored off Gardiner's Island he sent ashore a demand for a barrel of cider.

"The English have tried hard to hang onto Long Island, the last of their vanished colonies. When the brutal red-coats (see any history book) were brilliantly expelled, they vowed to get even. They sent the Prince of Wales over here and he recaptivated Westbury and put it under cultivation. We still have red-coats here and there on the Island (hunting foxes. The foxes are provided by Sears Roebuck and Company, in little wicker crates.) Afternoon tea is served in the Oyster Bay club car. Served, but not drunk; our high-spirited commuters can be pushed just so far. They play bridge instead.

"You see Long Island is something more than a setting for the second act of one of Mr. Belasco's productions. If Walt Whitman's description of the Hempstead Plains and the Montauk beaches doesn't thrill you, then may you never ride the Motor Parkway in a car that's more expensive than you can afford. Many people believe that the Island is really Moby Dick: Brooklyn is his head, Orient and Montauk are his flukes. Some day, if he gets irritated, he'll submerge and wash off all the accumulated sediment. When he comes up we'll begin all over again.

"We've tried to spoil the Island, as humanity always does. But romance is still here. In the old days it used to be a whale cast ashore on the Fire Island beaches that roused all the neighborhood to excitement and plunder. Now it's a bootlegging schooner that brings out the hardy and thirsty baymen to their gallant work. I get worried sometimes when I see a great tide of real estate development, country clubs, seven passenger sedans and picknickers who leave Sunday papers and olive bottles behind them. I see this tide foaming across the country I love, and I tremble a little and hunt out a few more byways among the Suffolk woods where I can read Leaves of Grass undisturbed. But I guess the Island's big enough for us all, if we'll just keep our heads. When the train gets beyond Floral Park, and Seaman Birchell (I suppose that's the engineer's name; it's painted in the cab) opens her out across the plains, I always get a thrill. That blue ridge you see on the northern air is the Switzerland of Nassau County. I think of old Walt and his lonely ecstasies on Long Island beaches, shouting Homer and Shakespeare to the surf and the gulls. I think of the woody promontories of Lloyd's Neck, of the canals and shellfish smells of Bay Shore. I think of the little lonely pond in the Salamis woods, where old trees silhouette at twilight like Japanese prints and the frogs wheedle like sons of Mendel, and I forget the smart and dapper fellows who only think of this region as a fruitful Development. I remember that it was on Long Island that a great and understanding artist, Mr. Muirhead Bone, said he had first found what he came to America in hope to experience, 'the Edgar Allen Poe feeling.'

"Of course that mayn't mean much to the fellows who are spawning desirable plots, or to the fellows playing bridge in the club car. It may be that Long Island is going to get too crowded to nourish any more poets. We killed off our original poets, the Indians, who gave us that lovely name Seawanhaka, the Island of Shells. We're in such a hurry to get down to Ronkonkoma for a dinner of Long Island ducklings that we don't pause to notice the ripple of pampas grasses along the Parkway, crisp and tawny as a panther's hide or a twenty-dollar bill. We don't let poets, who are Ugly Ducklings after all, grow up into swans. We serve them for lunch. But great voices spoke in this Island once and may again. And as for Salamis, it's as lovely as Windermere, and I hope that no one will find it out."

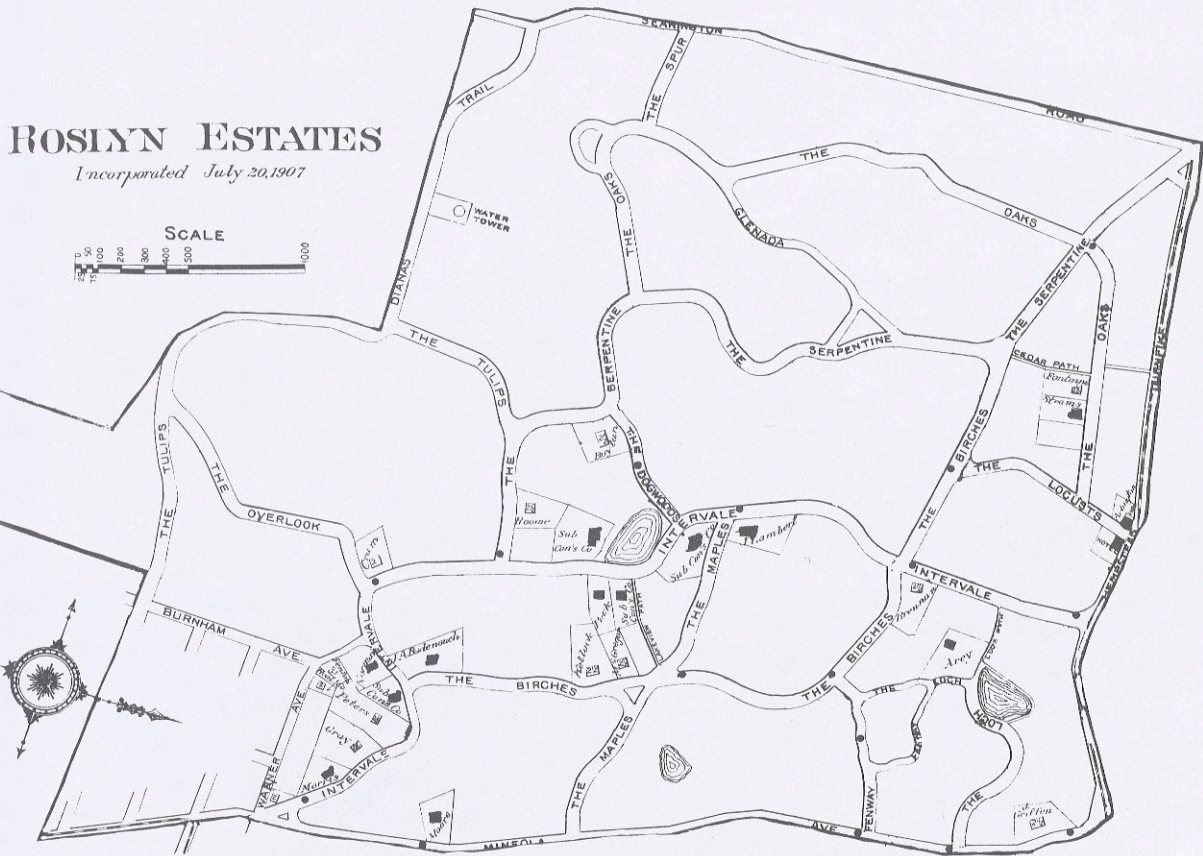
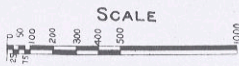
Those of us who are or who have ever been commuters will deeply appreciate his remarks about his thoughts as a commuter. Those of us who can remember back to the time of the steam locomotive will know how he felt when he wrote,

"Good old Oyster Bay Branch, I'm the only one who never grumbles about it. Wordsworth on Windermere (or Walt Whitman on Timber Creek) had no better pleasures than I when I see the 9:30 blow for the bend of Harbor Hill and clank into the station at Salmis.

"The same station William Cullen Bryant used. . . . Well, very likely: Bryant died only sixty years ago." *

ROSLYN ESTATES

Incorporated July 20, 1907



Those of us who are disturbed by the eternal widening and rearranging of roads and highways need to reflect that the Northern Boulevard By-Pass, which today seems such a boon to all, was a great trial to our neighbors during its construction. Christopher Morley gives a vivid picture of those years of displacement and rearrangement (1947-1949), when the By-Pass was being built. He tells of these trials, which parallel those of today, in his essay, "Saint By-pass," which appeared in a collection of his essays called "The Ironing Board," published by Doubleday & Co. in 1949.

*"Entrance to a Wood", Letters of Askance, p. 26, J.B. Lippincott Co., 1939

I hope that seeing the "Knot Hole" and learning of our author neighbor will encourage you to take a trip to the Bryant Library to seek out his books and learn to know him better. While you are there you may enjoy remembering that it was in the very building which now houses the library that Christopher Morley had his summer theatre during the late 1930's. I remember once, during those years being startled to find a number of men and women clad in Grecian robes strolling through Roslyn Park. I suppose they were enjoying an intermission during a dress rehearsal of a Greek play.

Leaving the "Knot Hole" and Morley's home, we shall drive south on The Birches and Intervale taking the road that he used to walk to and from the station. As we leave Roslyn Estates we will pass "the tea-room at the entrance of Salamis Estates" and we may wonder if there are "quite as many fairies in the woods as there have been...."

Christopher Morley died in 1957 and is buried in the Roslyn Cemetery.

WARNER AVENUE

Our bus will take us east on Warner Avenue. It will pass 99 Warner Avenue, the site of the first school house on the Highlands. This school house was built in 1904 by Mr. J.H. Lambert and rented to the Board of Education for an annual rental of \$240. This arrangement continued until 1913, when the original section of the present Heights School was built. For several years prior to 1904 the residents of this area had asked the voters of the district to approve a school house in what was called the "southern part" of the school district. This school house which was only 20' x 40', just served the younger children. The others had to continue to walk to the school in the Village. This school, however, was the first step toward a regular elementary school on the Heights.



MISS BALDWIN'S CLASS
HEIGHTS SCHOOL
190 WARNER AVENUE

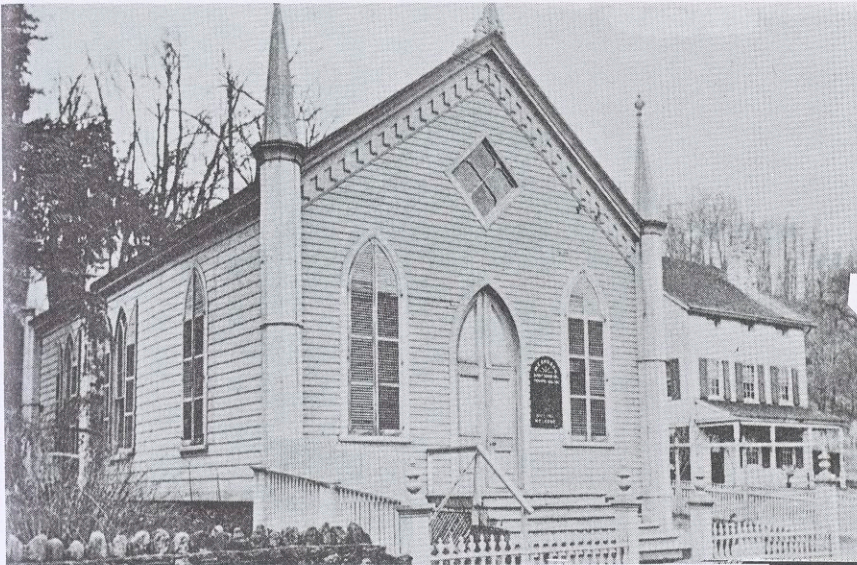
The Board of Education proposed a number of sites to the voters of the district, but it was not until 1912, by a vote of 183 to 68, that the voters approved the purchase of 1.867 acres of land on Willow Street, where the present Heights school now stands, for \$7,600, and the expenditure of \$20,000 for a schoolhouse.

Before the house at 99 was built, the former schoolhouse was moved to 290 Warner Avenue, where it still stands, used now for offices.

THE METHODIST CHURCH

We shall now pass the Methodist Church, at 126 Warner Avenue. This church building was erected in 1923 but the church as an organization has been in our town since 1814. Methodism originally came to our community in 1787, when Bishop Francis Asbury, visiting in this country from England, preached in Hempstead Harbor. Bishop Asbury's journal states: "Rode twenty miles (from N.Y.) on Long Island to Hempstead Harbor preached with some liberty in the evening." This was on May 22, 1787. Again on May 24 he wrote, "I preached in a paper mill. . . ." There is a bronze plaque in the church commemorating this event.

The first church building was built just south of 180 Main Street in the Village and the house at 180 Main Street was the parsonage. The building was rather small and when a growth in population occurred in the 1920's the present site was purchased on Warner Avenue. The present church building was dedicated October 28, 1923.



OLD METHODIST CHURCH
MAIN STREET

METHODIST CHURCH OF ROSLYN
WARNER AVE. - 1964



LONG ISLAND DOCTORS' HOSPITAL

The next point of interest will be the Long Island Doctors' Hospital, set back from the road on the north side of Warner Avenue and surrounded by a spacious lawn. This building was built by the Rosenbaum family in the early 1900's. The property at that time extended from Railroad Avenue on the east to the entrance to the Shibley School on the west, and a picket fence extended this entire distance on Warner Avenue. There were flower gardens, tennis courts, and vegetable gardens and a wood lot stood where the present garden apartments now line Edwards Street. There are those who will remember this from their childhood as a place to get black walnuts in the fall. In the 1870's, S.A. Warner, for whom Warner Avenue is named, lived here and for a time it was the home of Xenophon Baltazzi, the Consul General of Turkey who had married Warner's daughter.



LONG ISLAND DOCTORS'
HOSPITAL 1964

THE TELEPHONE BUILDING

After we pass the Long Island Doctors' Hospital we come to the central office of New York Telephone Company that serves our area. This building, completed in 195 was built as a dial exchange.

The telephone was our earliest public utility. We have had telephone service since 1887. The first telephone exchange was opened in Roslyn, in a building on the west side of Main Street, where the Lincoln Building now stands. The switchboard served 25 "turn-the-crank" telephones, and was attended by a Mrs. Satulter who also ran a notion and candy store.

In 1912 the old type switchboard was replaced by the common battery type in use today, and the central office was located on the top floor of the bank building on the



NEW YORK TELEPHONE
BUILDING

Mill Dam. By then, 214 telephones were in service.

In 1931, the Telephone Company acquired land at 15 Remsen Avenue in the Village and built their own central office there the same year. Service was furnished from that office until it was replaced by the dial exchange at the present location.

Across Warner Avenue from the Telephone Building is a building we should remember to look at before our bus takes us again to Brower Plaza. It is the first school house, now located at 290 Warner Avenue.



BROWER PLAZA 1925

BROWER PLAZA

Again our bus brings us to Brower Plaza and the Railroad Station. We will note a large tree in the middle of the plaza and a lamp post bearing a bronze plaque which reads: "Dedicated to the memory of Ernest Cuyler Brower by his neighbors and friends, 1926." The Town of North Hempstead passed a resolution on June 21, 1926, accepting the gift of land and the plaque as a permanent memorial and designated the area Brower Plaza.



Ernest and Marion Brower had come to Roslyn from Brooklyn in the early 1900's, and had bought the old homestead at 110 Main Street, Roslyn. They eagerly joined in the life of the community, and took a very active part in making Roslyn a better place to live. Ernest Brower joined his neighbors in the fight to keep Bar Beach from falling into private hands. This legal battle continued for two years. Eventually the court decided that the beach belongs to the Township, and plans were laid to make it into a public beach. Ernest Brower was one of the leaders in the movement to clean up the swamps surrounding the mill ponds in the village, and to have the Township acquire the land and establish the Roslyn Park. This was in 1915; at the same time the Roslyn Neighborhood Association, which acquired the Valentine House and developed the Neighborhood House was organized. Ernest Brower was president of the Association for many years. It was to commemorate his service to his community that the Plaza was named for him. We shall cross the Plaza and continue south on Railroad Avenue to Orchard Street. Before we turn into Orchard Street let us look down the tracks toward the freight station. We shall also note that the tracks slope downhill to the south toward the Hempstead Plains.

On Orchard Street we shall pass the Friendship Baptist Church on our right. This church was organized in 1928 and the building completed in 1952.

At the end of Orchard Street, we shall turn right onto Roslyn Road and pass the Salem African Methodist Episcopal Church at the corner of Church Street. The church was established in 1867. It is not known when the present building was built but this site has been used by the congregation since the church was established. It is the third oldest religious community in Roslyn.

We shall continue south on Roslyn Road to the Long Island Expressway. The northern service road was the old Power House Road, named for the power house of the Roslyn Light and Power Company, which used to stand on the west side of the railroad track and to the south of the north service road. It was built in 1900 and demolished when the Expressway was built. The former narrow and dangerous underpass was replaced by the present wide railroad bridge.

Our bus will turn east on the Expressway service road, but if we had continued south on Roslyn Road we should have passed Temple Beth Sholom and Temple Sinai, both on the east side of the road.

Temple Sinai, the first Jewish congregation established in Roslyn, was founded in 1947, at a time when the community was rapidly expanding, and there were great shortages of building material. The new congregation was in desperate need of a meeting place to hold religious services, and there was little possibility that they would be able to build for several years.

The Reverend John Van Zanten, pastor of the Roslyn Presbyterian Church, became aware of the Jewish congregation's problem and proposed, as an act of brotherly love, that his congregation invite them to use the facilities of the Roslyn Presbyterian Church until such time as they were able to buy land and construct a religious home of their own.

At the time I was attending the Presbyterian Church, and I remember how thrilled I was the Sunday morning that John Van Zanten announced that there would be a meeting of the congregation at the end of the service to consider this proposal. The proposition was stated; a vote was taken by ballot, which was then counted. The result was only one negative vote, and I was told later that the person who had cast this one negative vote asked subsequently to have it changed. It would not be correct to say that this was the beginning of good interfaith relations in Roslyn. It was a continuation of them, for in the 1870's, when the Roman Catholic congregation were raising funds to build St. Mary's Church, a number of Protestants as I understand, contributed to the building fund.

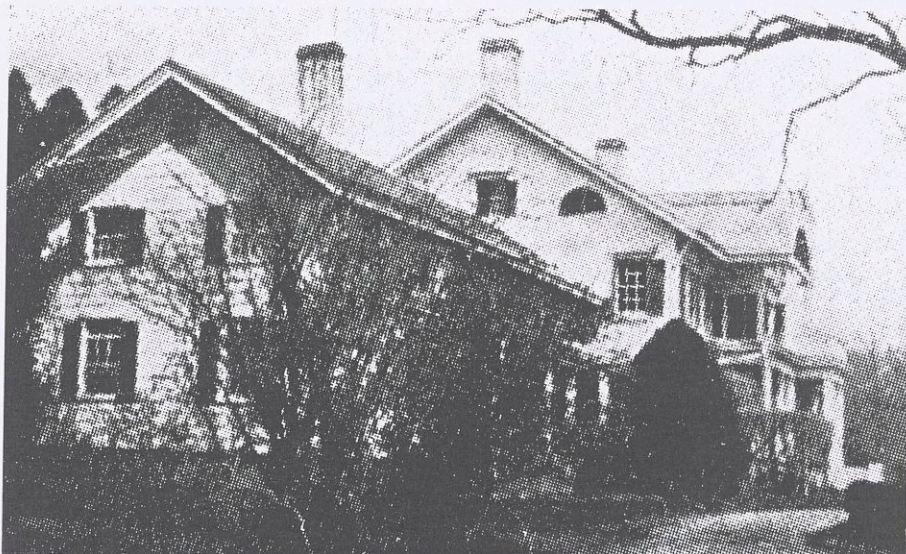
The action of the Presbyterian Church was a gesture which certainly proved mutually beneficial to the entire community, and to the two congregations in particular. The Presbyterians joined with their Jewish neighbors in putting on amateur plays to raise funds for the Temple which was built in 1949.

With the great expansion of population during those years immediately after the Second World War, the Jewish community grew in size and diversity, so that a conservative congregation was established, and Temple Beth Sholom was built in 1951.

When our bus gets to Locust Lane we shall turn south and drive to the south end of the parking lot at the Roslyn Junior High School. There we may note once more the way Long Island stretches out to the south.

Leaving the Junior High School, we shall turn north on Locust Lane and drive slowly under the Expressway so that we may catch a glimpse of Old Brick situated in the trees behind the houses along Old Westbury Road.

"OLD BRICK" -- THE TITUS-TABER-WILLETS FAMILY ALMOST THREE
HUNDRED YEARS IN ROSLYN



"THE OLD BRICK"
CA. 1920



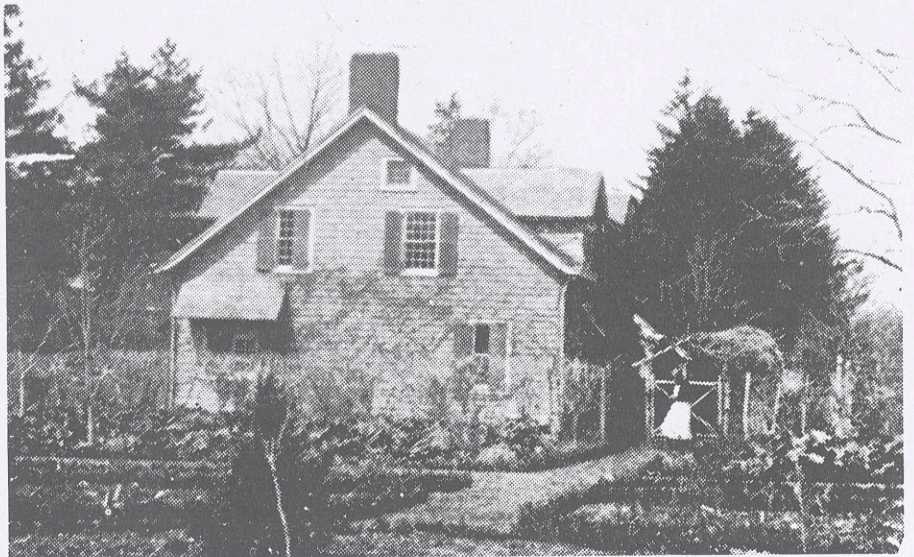
"THE OLD BRICK"
1962

There are still many stately houses and beautiful estates in Roslyn, both large and small. Some are older and some are newer than Old Brick but I know of none in our community that remained in the same family for as long a time.

The Old Brick, in former years known to everyone who lived in or near Roslyn, is a large and spacious manor house which once sat in the midst of a broad lawn at the crest of a curving driveway which swept in a wide arc from Old Westbury Road. The lawn bordered by a distinctive white wooden fence along the east side of Locust Lane and the north side of Old Westbury Road. Now all that remains of the broad lawn is two acres of land immediately surrounding the house, and the great trees grow on the lawns of the new houses that front on the north side of Old Westbury Road.

The great house was one of the first brick houses built on Long Island east of Brooklyn. Samuel Titus built the house in 1820, the year his niece, Phebe Titus married Judge Thomas Taber from Chestnut Ridge, Dutchess County, N.Y. This Samuel Titus' father, grandfather and great grandfather had been named Samuel, and had farmed the land settled by Edmond Titus, the great great grandfather of the Samuel who built the Old Brick.

Edmond Titus had been born in England in 1630. He had come to Long Island from Boston in 1653 and settled on the land where the Old Brick now stands. Edmond came here ten years after the first exploration of this area and nine years after the first settlement of Hempstead. So you see Tituses had been living in our town for 167 years before the great house was built. They had lived for some years in the house just north of the Old Brick, now the residence of Dr. and Mrs. Murray Israel, which, after the Old Brick was built, was known as "The Old House."



"OLD HOUSE"

It is difficult for us to imagine today that this house was once the center of a



"OLD HOUSE", 1962

prosperous farm which probably included not only most of the land in what we now know as the Incorporated Village of East Hills but undoubtedly land in the Village of Old Westbury to the east and the Town of North Hempstead to the south and west.

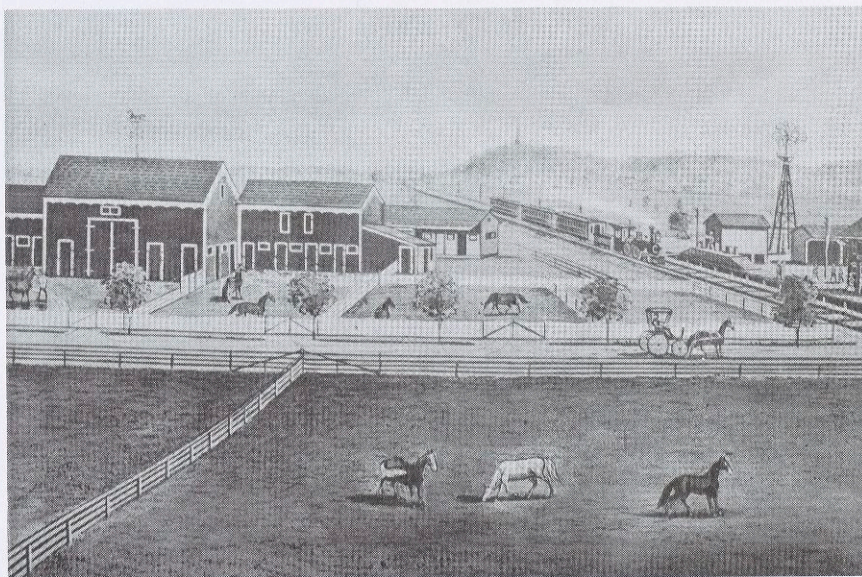
It was mentioned that the house was built the year Phebe Titus married Thomas Taber of Dutchess County. Phebe left the homestead and went to live in Chestnut Ridge, where her two sons were born; Stephen in 1821 and Samuel in 1824. Phebe's sister, Ruth, had married Judge Isaac E. Haviland, one of the first judges of Queens County, and the Havilands lived at Old Brick. Phebe died in 1824, shortly after the birth of her second son, and, as the Havilands had no children, the two sons of Phebe inherited the farm.

In 1856 Stephen Taber and his brother Samuel T. Taber sold the family property at Chestnut Hill and, with their father, Thomas Taber, moved to Roslyn with their families. The brothers divided the property which they had inherited from their mother; Stephen took the land to the north, including Harbor Hill, and Samuel took the land to the south, which included the Old Brick and the Old House.

The Tabers took an active part in the community for the next twenty years. Samuel Taber devoted himself to farming and the development of agriculture. He was one of the founders of the Queens County Agriculture Society, and for three terms served as president of the Society. In 1866 he was instrumental in having the Society purchase 40 acres of land in Mineola for the Fair Grounds, where for over sixty years the County agricultural fair, known to local residents as the Mineola Fair, was held, and where now the new County Court House and other County buildings are located. Samuel Taber was also active in New York State agricultural circles and was for a time vice-president of the New York State Agricultural Society.

Samuel Taber married Catherine C. Hiller, and they had two daughters, Martha and Phebe. Martha and Phebe married cousins; Martha married William Henry Willets and Phebe married William Willets.

Stephen Taber was a business man who did much for the development of our community. He helped organize the Glen Cove Steamboat Co. which built the steamboat "Glen Cove," a vessel which, it is said, was the fastest and best boat on the route in her day. The "Glen Cove" was the first steamboat to dock in Roslyn. This was about 1855. Stephen Taber was a director of the Long Island Railroad and devoted himself to the development of the branch line which came to Roslyn in 1865. With the arrival of the railroad and the subsequent increase in the summer resort trade, Stephen Taber built an observation tower and picnic ground at the summit of Harbor Hill, so that others might enjoy the beauties of our community. In 1876 he became the first president of the Roslyn Savings Bank, which Henry W. Eastman had been instrumental in founding.



THE OBSERVATION TOWER ON
HARBOR HILL, FROM THE
WILLETTS FARM, EAST WILLISTON,
LONG ISLAND, CA. 1887

Stephen Taber was also concerned with public affairs, and represented the First Assembly District in the State Legislature in 1860-61. In 1864 he was elected to the U.S. House of Representatives, where he served two terms.

With the death of Samuel Taber in 1871, the Old Brick Farm passed to Phebe S. Taber Willets and her husband William Willets. Much attention was given by them to the improvement of their stables and developing their herd of Guernsey cattle for milk production. In 1881 William Willets' name is among the members of the Westbury Dairy Association, which opened a butter and cheese factory in Roslyn.

Phebe and William Willets had three sons, Samuel Taber, Stephen Taber and Robert Henry. When Samuel, or S. Taber, was five, in 1877, William Cullen Bryant

planted an ash tree on the front lawn of Old Brick. I am told that the little spade which he used is still kept at Old Brick in memory of that occasion.

"The Record of the Old Brick" tells that the idea of Living Christmas Trees originated right here in Roslyn. The eldest son of Phebe and William attended a small private primary school in the village of Roslyn (probably the small out-building behind the Tarrant House on Main Street at the head of East Broadway). He did not wish to sacrifice the life of even a tree for a few hours of enjoyment so a small spruce was procured from Hicks' nursery in Westbury on December 24, 1885 as a Christmas tree for the children. The next morning it was brought home and planted out in the front yard at the Old Brick. In the following years, the two other sons commemorated their Christmas primary school days in like manner. The "Record" goes on to say, "Now three Christmas trees lift their shining branches to the stars on Christmas Eve."



FORMER PRIVATE SCHOOL NOW
BEHIND TARRANT HOUSE ON
MAIN STREET

Robert Henry Willets, the youngest son of Phebe and William Willets, became the first Mayor of the Incorporated Village of East Hills in 1931, when that Village was established. The rise of land values and subsequently taxes made it necessary for the Willets to decrease their land holdings, so that in December, 1929, they sold the Old Brick and the Old House. "Rob" Willets continued to live for a time in his home further back from the Old House with his wife, their two sons, and his mother, Phebe Taber Willets, then 82 years old, the eighth, ninth and tenth generation to live on this land since 1653.

The new owners of Old Brick were the James Forrestals. They changed the outside of the house quite substantially by removing the wide porch across the south face of the house. The chimneys were remodeled and the south face of the house changed to its present appearance, as the pictures of it show, but the inside was kept very much the same except for redecoration. After the death of James Forrestal, Secretary

of the Navy under Franklin D. Roosevelt and Secretary of Defense under Harry Truman, the house came into the possession of the present owners, Mr. and Mrs. Emilio G. Collado. On a recent visit to the Old Brick, I found that the present owners are deeply appreciative of the old house and its long history. The pictures which give us an opportunity to look back into the past glory of this beautiful old manor house and contrast past and present beauties were made available through their generosity.

FAIRFIELD PARK -- ROSLYN POLO FIELD

From Old Westbury Road north to Round Hill Road on the west side of Locust Lane was once the Roslyn Polo Field. It included all the land now known as Fairfield Park.

Originally this land had been a part of the Titus farm, then the Tabers' and later the Willets', but after World War I it was purchased from the Willets family for use as a polo field.

Many of us who lived in Roslyn in the 1920's remember it well. All that remains in Roslyn today to remind us of the past glory are the Polo Tavern on Roslyn Road, the Polo Hardware Store on Mineola Avenue between Garden Street and Warner Avenue, and, I believe, the Polo Bar at the Blue Spruce Inn.

I had a particular interest in this field, because one summer I served as time keeper for the games that were played there several times a week. My job was to sit with a stop-watch; at the end of each seven-and-one-half minute chukker I rang a large brass bell mounted on a stout post. Players and horses were very sensitive to any miscalculation on my part. I learned this by accident one afternoon when I became too absorbed in the game and allowed an extra minute to go by. I can remember well the stern reprimand I received from the referee. Almost before the bell had ceased to vibrate, he galloped up to where I stood and caustically reminded me that the chukker had been too long.

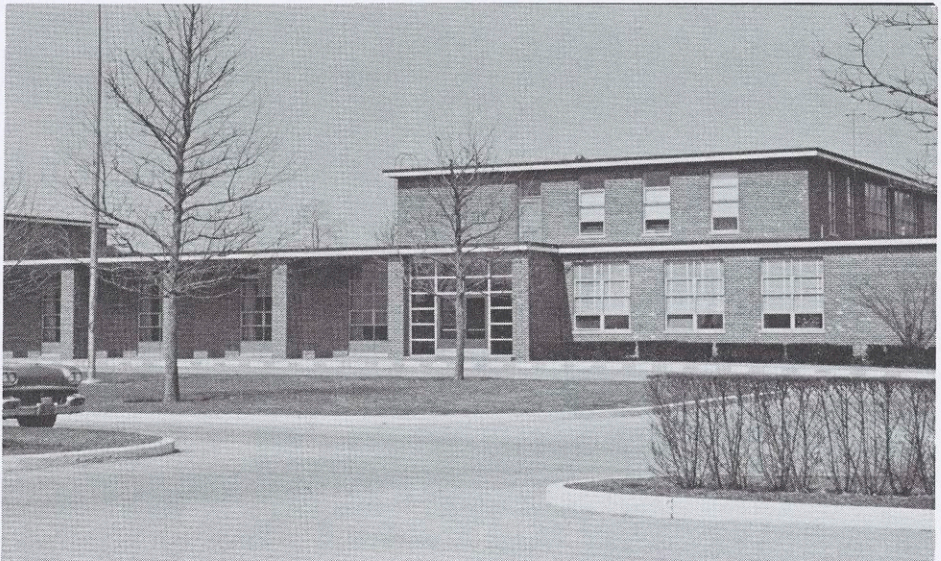
That summer Will Rogers was playing in the "Ziegfield Follies" and living in East Williston. He often played polo on the Roslyn Field. I remember one time in particular which was very typical of Will Rogers and amusing to me, watching from the side lines. The afternoon in question, the players, in their spotless white riding breeches and helmets and bright colored shirts, were impatiently waiting for Rogers, who was late. It was matinee afternoon and his chauffeur drove him out to Roslyn as soon as his part in the show was over.

The grooms were holding the horses in anxious readiness. The players, men of wealth and prominent in the business and social world, were waiting with growing annoyance, when a car turned in at the entrance gate at the south end of the property. The dirt road ran straight north through the middle of the property to the stables on the northwest end. The car sped down the road toward us, as we stood at the north end of the polo field which lay between the drive and Locust Lane. A long trail of dust rose behind the speeding car. It reached the exasperated group of players and came

to a stop. The rear door opened, and Rogers stepped out. The players voiced in no uncertain terms their annoyance at waiting, and demanded that he hurry and get into his riding clothes at once. He stood there a moment looking at them; then, in an instant, but without seeming to hurry, he threw off his coat and tie, rolled up his sleeves, and vaulted upon his pony. The startled groom gave him the reins and with a war-whoop and a shout of "What are we waiting for?" he and his pony dashed onto the field. The players, looking startled and foolish, mounted and joined him at center field. I ran to my post at the bell, the referee tossed in the ball, and the game was on.

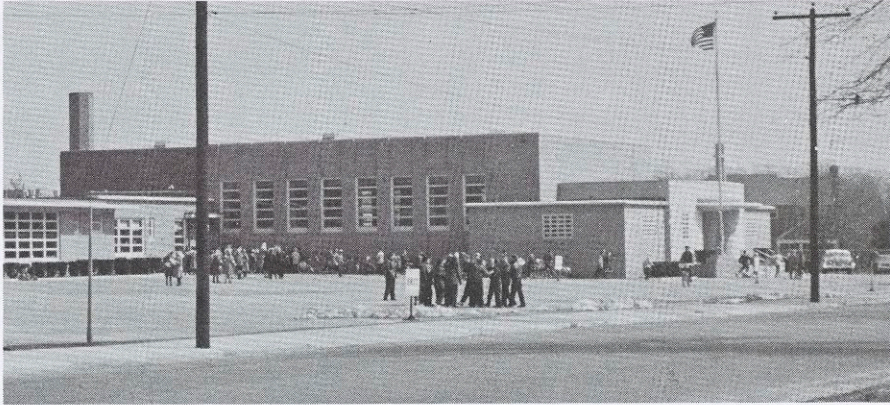
At another time the field was lent to the visiting team from India which had come to this country to play in the International Polo Matches at the Meadow Brook Club in Westbury. The Indian team, made up of a Maharajah and several British Army Officers, had, of course, brought their own mounts and grooms. The Maharajah and his retinue and grooms wore their native costumes. It was indeed a picturesque sight to see them in their turbans and often brightly colored blouses exercising the horses on the north field which paralleled Round Hill Road and includes the land where East Hills School now stands.

EAST HILLS SCHOOL



Our bus has now reached the corner of Locust Lane and Round Hill Road. The East Hills School, on our left, now occupies land where once cattle grazed and later polo ponies with their riders romped across carefully maintained grassy fields in pursuit of the white willow ball. The school, which was built in 1951, was the first new school since the building of the new Village School in 1932. Before its completion the children from Norgate, Canterbury, Strathmore, and Red Ground went to the Village School, and in 1950, when I taught there, it seemed as though the school would burst if the East Hills School was not soon completed.

ST. MARY'S SCHOOL



Across Round Hill Road we see St. Mary's School, built in 1952. It stands on the former Hennessey farm, about where the Hennessey residence stood. The house was moved to the west, and now serves as a convent for the Sisters of Mercy of Brooklyn, who teach at the school.

Before the house was ready to serve as a convent, the Sisters had to live in a house given to them at Sands Point and travel back and forth each day to the school on Round Hill Road. Father White was their chauffeur, and in spite of heavy rains and snow and ice he succeeded in giving them a perfect attendance record.

The Hennessey Farm for the most part extended from Harbor Hill Road to Round Hill Road and from the woods at Norgate on the east to the parking lot at the High School on the west. As far back as I can remember, it was a truck farm raising vegetables for the New York City market. The Sisters tell me that every Christmas the Hennesseys return to their old homestead to bring Christmas greetings to the Sisters and tell tales of their childhood in the old house.

ROSLYN HIGH SCHOOL

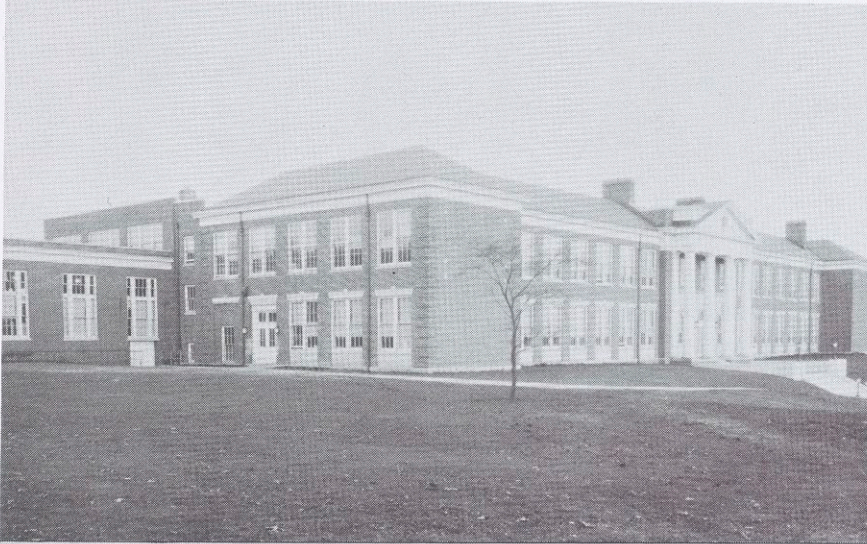
Passing St. Mary's School, we reach the Roslyn High School and see the other "Horsetamer" of which we have spoken, brought here from the Makay Estate to commemorate Clarence Mackay's interest in the community.

The old part of the High School was built in 1925 and completed in time for graduation exercises that June. The Class of 1925 was, therefore, the first to use the "new" building. The colors blue and white, still used by Roslyn High, were chosen by my class, for I was one of the twenty graduates of the Class of '25 who were the first to receive their diplomas here. We were the largest class to graduate, and the community was very proud that the High School was growing.

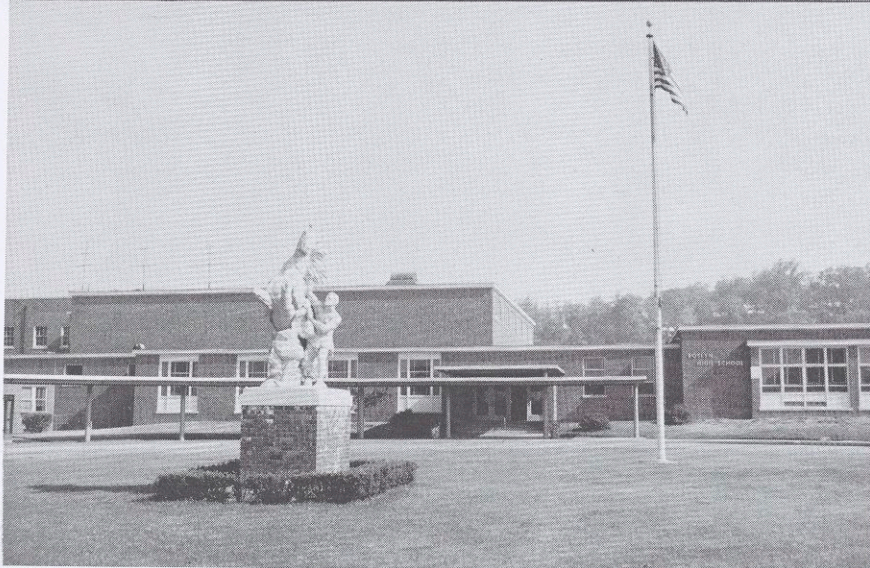
The "new" addition which has more than doubled the capacity of the school, dem-

onstrates that we are still growing.

When another member of the Class of '25 living and teaching in Roslyn, Catherine O'Leary, and I reminisce, we realize that in spite of the many changes about us, our values have remained constant. The search for knowledge and truth, the desire to create a better life for ourselves and our neighbors which inspires us today follows in the stream of our heritage from the past.



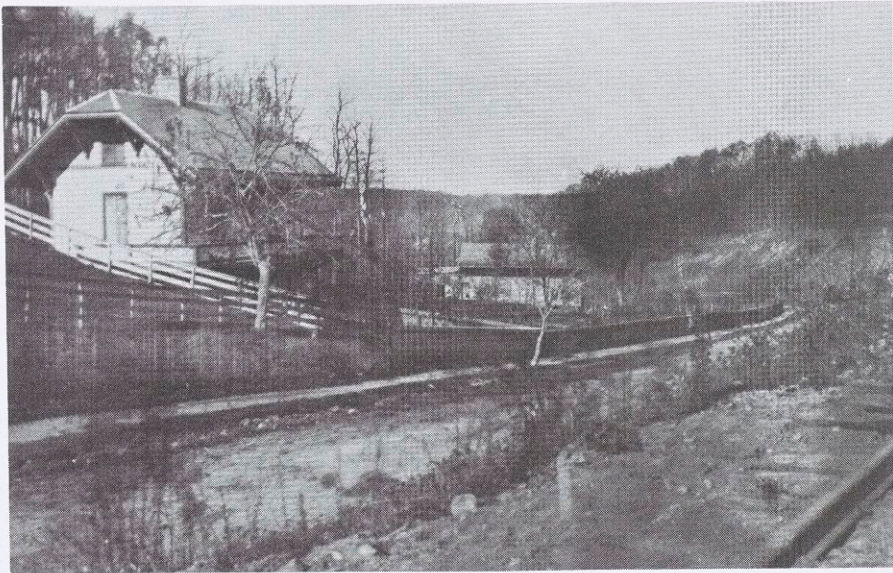
ROSLYN HIGH SCHOOL 1926



ROSLYN HIGH SCHOOL 1963

MORE VIEWS OF ROSLYN

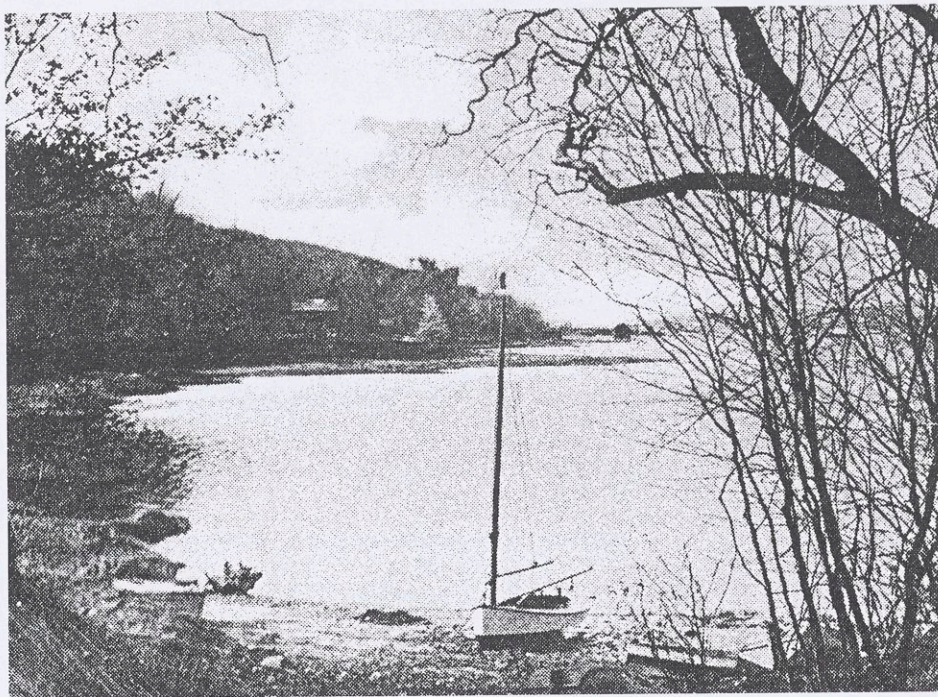
We have now traveled about thirteen miles and seen much of our community. We have traveled back in time some three hundred years and talked of Roslyn then and now, but we have really only begun to explore the rich heritage which is ours here in Roslyn. There are still many places in time and space where we have not been. Glimpses of a few are shown on the remaining pages. Let us hope they will inspire us to continue exploring the past, developing the roots which will give us nourishment and strength to build an ever-improving future.



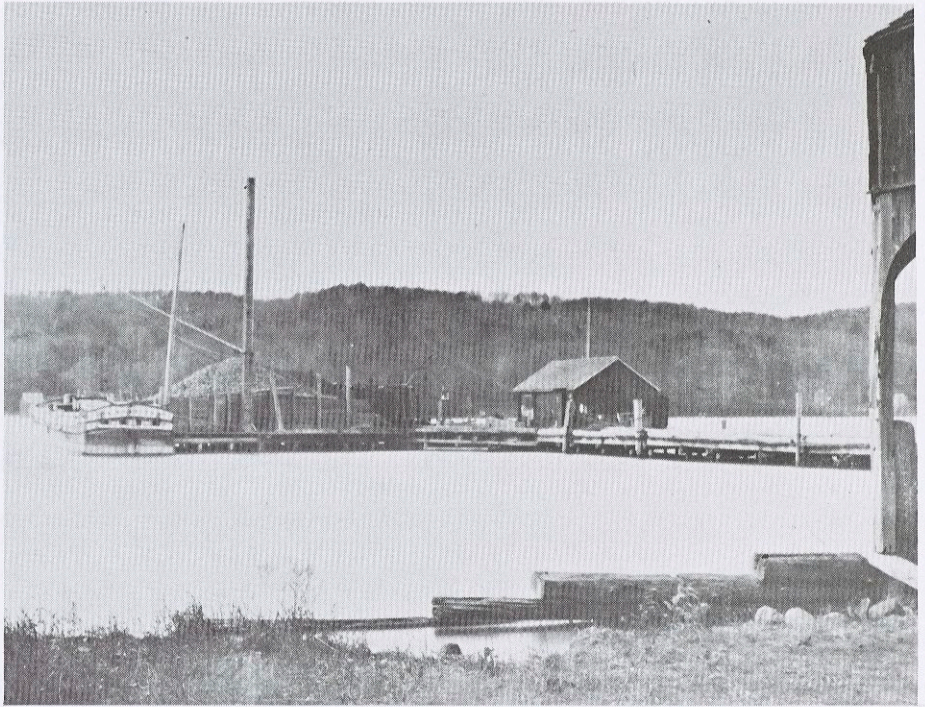
RAILROAD AVENUE
CA. 1875



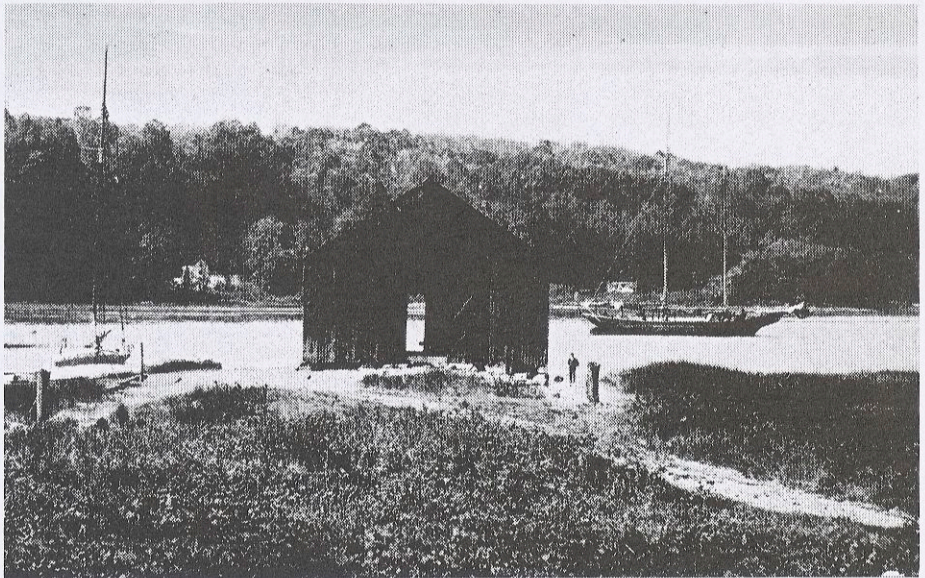
MOTT'S COVE CA. 1900
(NEAR SWAN CLUB)

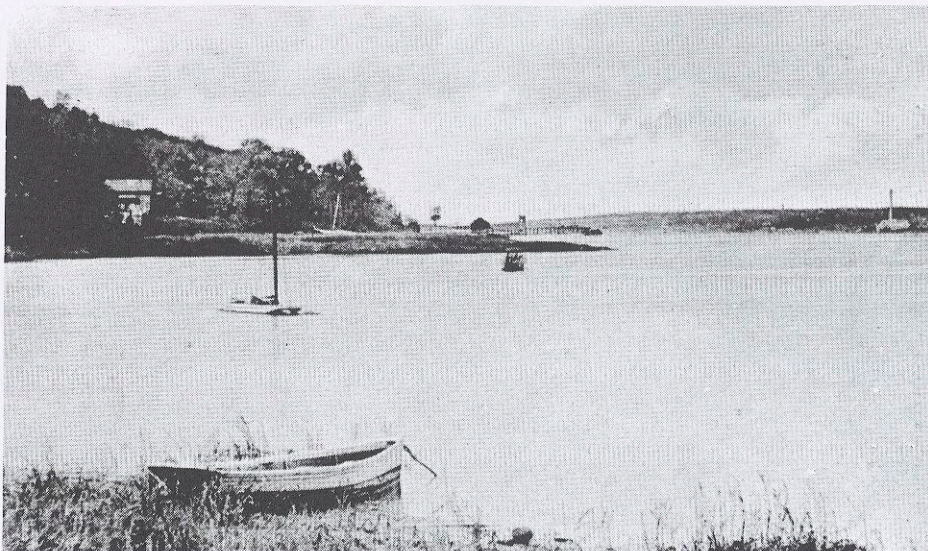


WEST SHORE OF HEMPSTEAD
HARBOR CA. 1910



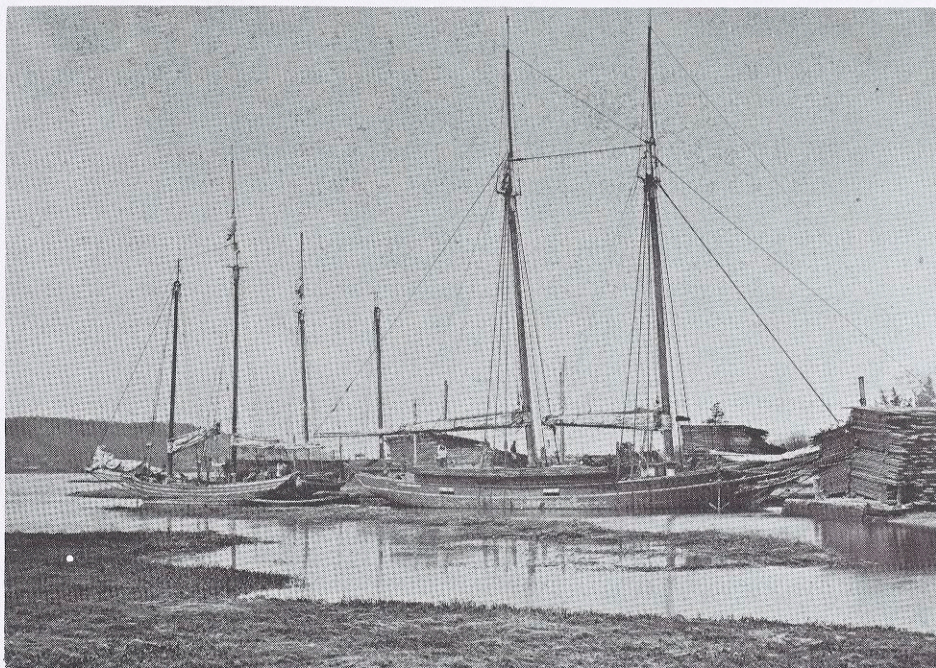
MOTT'S DOCK
HEMPSTEAD HARBOR, ROSLYN
WEST SHORE IN BACKGROUND





HEMPSTEAD HARBOR,
ROSLYN CA. 1905

LUMBER SCHOONERS AT
ROSLYN

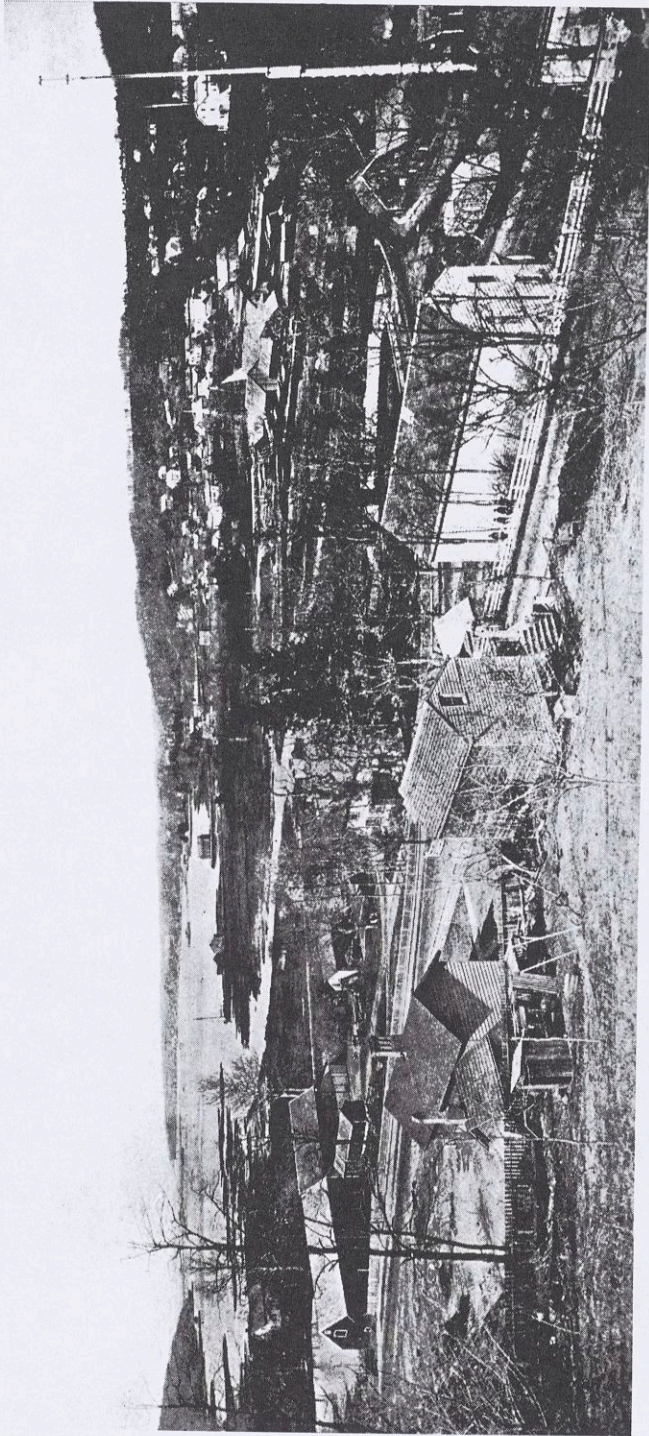




WEST SHORE ROAD NORTH OF
INC. VILLAGE OF ROSLYN ↑

↓ OLD NORTHERN BLVD. &
WEST SHORE RD. CA. 1908





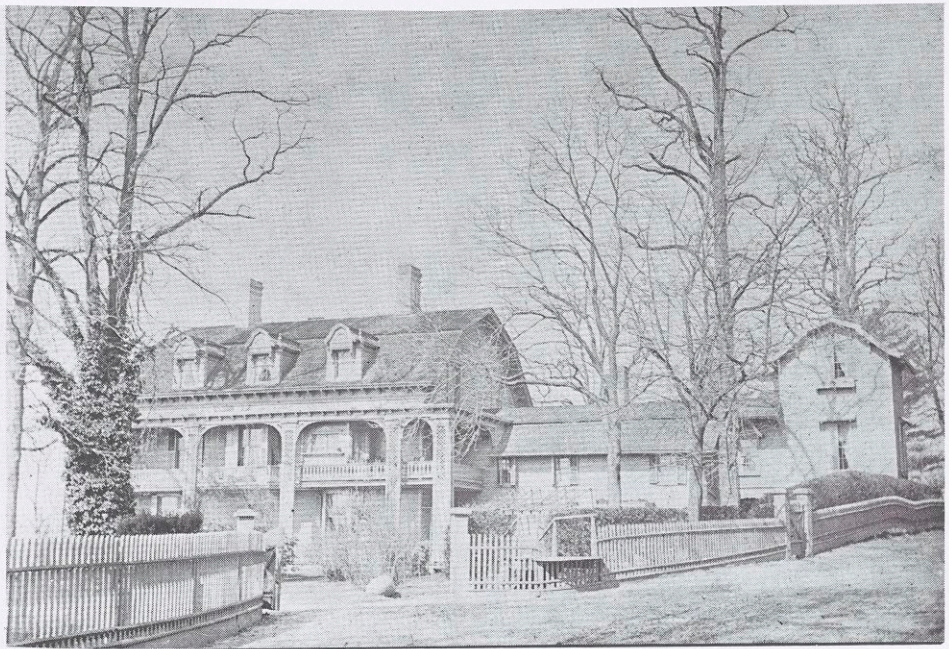
VIEW OF HEMPSTEAD HARBOR
AND CREEK CA. 1865



VIEW OF ROSLYN FROM
L.I.C.R.R. TRACKS 1898 ↓

↑ VIEW OF MAIN ST., SILVER
LAKE & HEMPSTEAD HARBOR





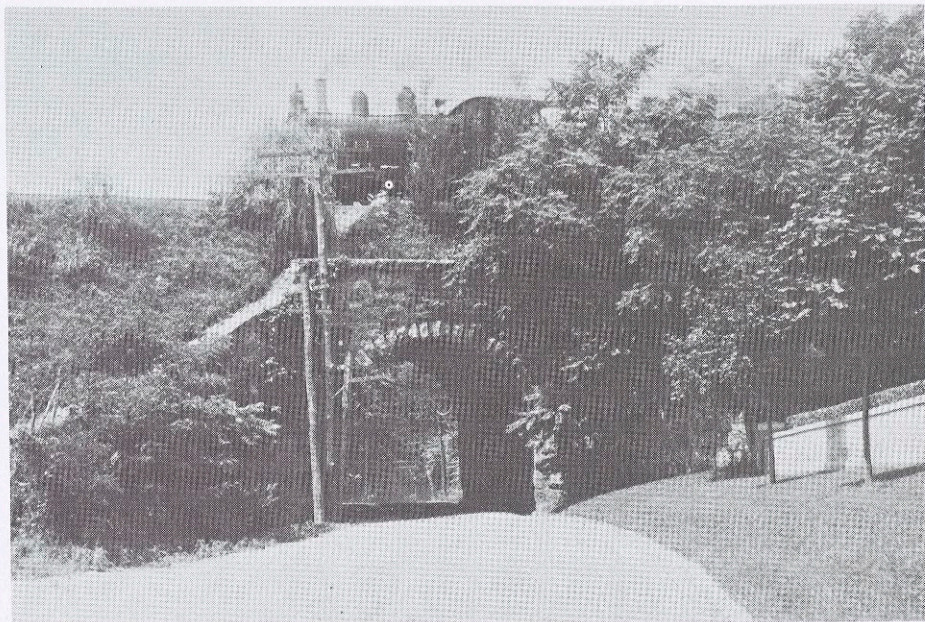
CEDER MERE, BRYANT AVE.
ROSLYN CA. 1880



LIBERTY LOAN DRIVE
BRYANT AVE. & OLD
NORTHERN BLVD.
CA. 1917



VIEW OF HEMPSTEAD HARBOR
FROM THE HILL EAST OF
MR. BRYANT'S HOUSE AT
ROSLYN, L.I. - 1876

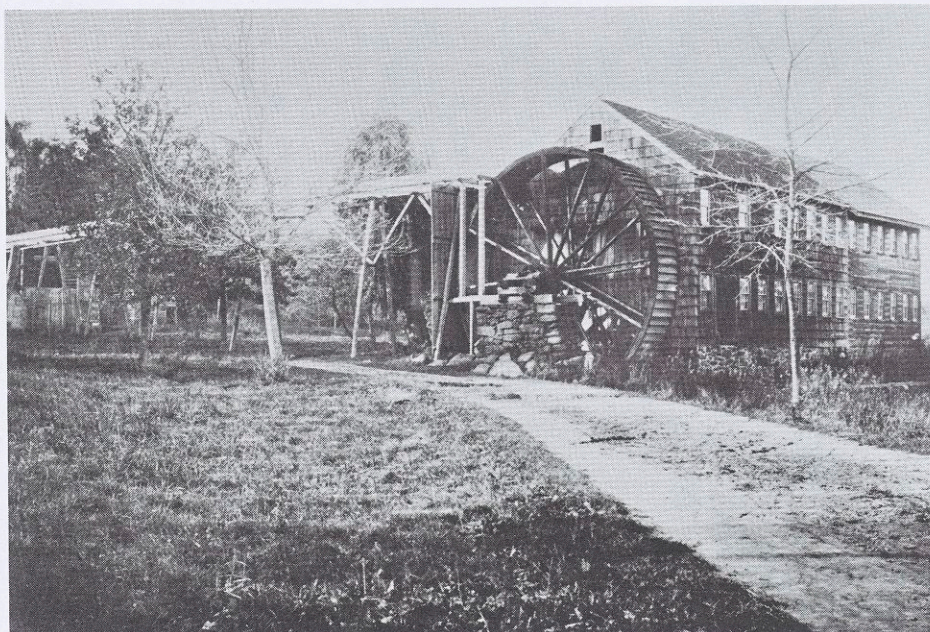


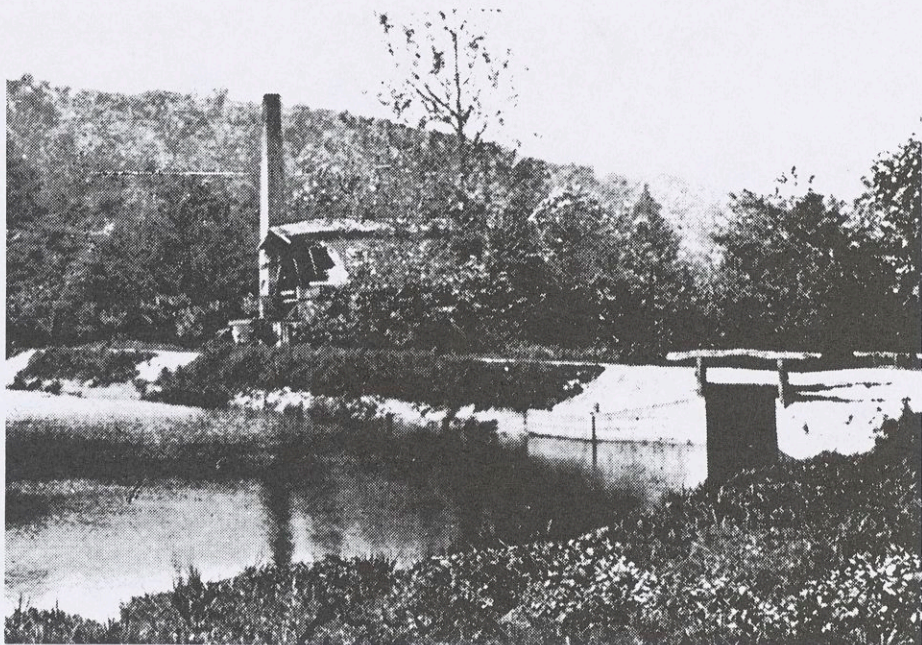
ROSLYN RD. & L.I.R.R.
CA. 1905



↑ ROSLYN GRIST MILL
CA. 1865

↓ THE SILK MILL
ROSLYN





ROSLYN PAPER MILL





EAST BROADWAY & MAIN ST.
CA. 1908





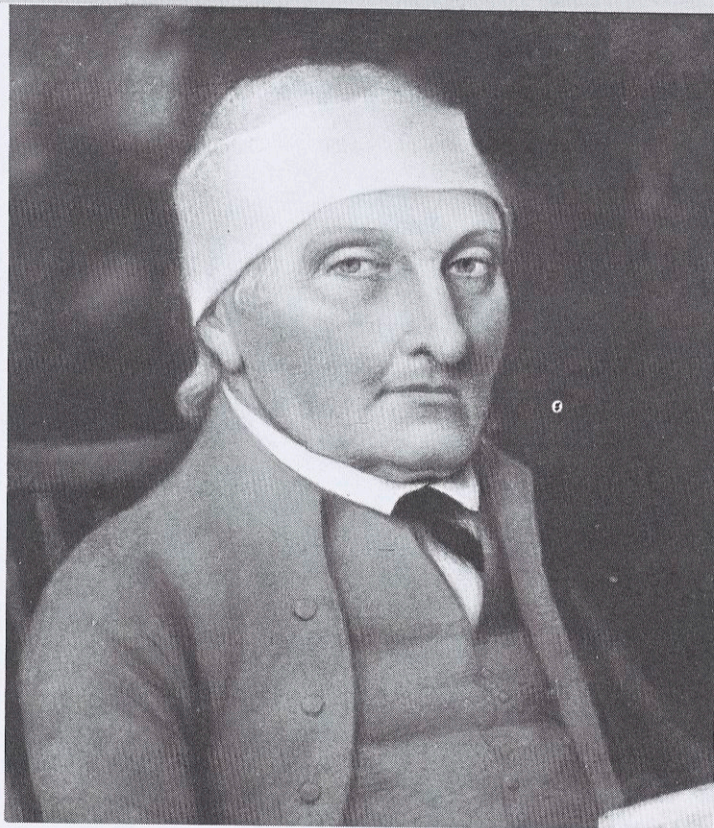
EAST BROADWAY & MAIN ST.
CA. 1908



THE KIRBY HOUSE
KIRBY'S CORNER E. BDWY.
& MAIN ST. ROSLYN



198 EAST BROADWAY
(SLEIGH PARTY)



HENDERICK ONDERDONK
PAINTED BY
THE SHARPLESS FAMILY OF
PHILADELPHIA IN 1809

ROSLYN - THEN AND NOW

ACKNOWLEDGEMENTS

I take this opportunity to thank all my friends and neighbors who have helped me in the preparation of this book, for it has been the general interest of all that has given me the greatest encouragement.

Special thanks, however, are extended to the many members of the administration and staff of the Roslyn Public Schools who have helped in so many ways. George Bryant, Dexter Jeffords, John Owens and William Rosengarten of the administrative staff made the writing of this book possible by their interest and encouragement. Edna Canfield, Lillian Frykolm, Nancy Ann Hall, Evelyn Harder, Helen Ostrow, Jeanette Sanders, Gwen Sellers, and Barbara Sparago of the teaching staff gave me special help by encouraging me to speak to their classes about the history of Roslyn. James Parsons and Viggo Madsen gave me technical help, and Betty Jane Kirkpatrick and Blanche Sherhofer helped me with reference material. I should add that this book might still be in manuscript if it had not been for Loretta Anzalone and Norma Schlosser, who typed and proofread these pages several times over, and William Brown, who did the printing.

I also want to thank Sister Mary Lurana and the teachers of St. Mary's School, who have invited me to give talks on Roslyn history to the fourth and eighth grades over the last four years, thus enabling me to study the interest of more young children.

I also give special thanks to my former schoolmates who grew up in the same community with me. Catherine O'Leary, Flora Midgette, and Thomas Tucholski, now, like myself, teachers in the Roslyn Public Schools, Charles Peters and Edward Lambert of the custodial staff of the Roslyn Public Schools, and Annie P. Buck, Stewart Donaldson, Herman J. Herbert, Jr., Edith V. McQuillan, Allen C. Miller, Elbert H. Miller, Grace H. Mott, Leah M. Moulinie, Dorothea Ramsauer, Mary Bullard, and Eleanor E. Willets who have loaned me pictures, reminded me of events, and helped in many ways.

I could not have compiled a history such as this without the help of historians and librarians. Marion Willets Brower, Roger and Peggy Gerry, Helen Glannon, Anita Jacobs, Helen Jespersen, David O. Marcus, Vincent F. Seyfried, Edward J. Smits, Alice C. Titus, and Richard Winsche furnished invaluable assistance.

Others who have rendered special help have been Lenard Baritz, William Bandura, William Bernstein, Henry C. Breen, Rose H. Breen, Janet Collado, Wallace Cornelius, Frank and Kitty Fahnestock, George S. Gach, Elizabeth L. Godwin, Richard F. Haughwout, Katherine Heckler, Marie-Louise Hennessy, Lydia T. Hicks, Mary Hollenczer, Ruth Horton, Raymond H. Jacobs, Joseph J. Kasotsky, Peter Letson, Peter Lynch, John and Rachel Mackay, Susan Ann Moger, Hazel Monestel, Harry W. Moore, Gertrude H. Plumb, Steven A. Pope, Katherine C. Robinson, Leon A. Rushmore, Sr., Jessie Smith, Milton L. White, Frederic and Dorothy Whitley and Frederick Zenz.

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Errata

- Page 3 4th paragraph, 2nd line: "... who had recently come ..." should read, "who lived in Stamford, Connecticut and were seeking a place to start a new settlement."
- Page 5 3rd line: "1701" should read, "1706."
- Page 52 Title to picture: "Robert Seaman" should read, "John Rogers."
- Page 79 Title to upper picture: "1905" should read, "1916."
- Page 102 4th paragraph, line 3: "Nathaniel" should read, "Samuel."
- Page 103 1st paragraph: should read, "The Pearsall family lost the property in 1839 when it was bought at auction by Ann Cairns. She lived here until her death in 1866 when possession passed to her granddaughter, Annie Cairns Willis. Annie married Lt. Aaron Ward, U.S.N. in 1876."
- Page 103 2nd paragraph, 1st sentence: should read, "The old mansion then became the home of Lt. and Mrs. Ward."
- Page 106 3rd paragraph, line 2: "carraige" should read, "carriage."
- Page 108 last paragraph, line 2: "... who lived just north of St. Mary's ..." should read, "... who lived in what is now St. Mary's ..."
- Page 129 2nd paragraph, line 1: "1864" should read, "1865."
- Page 148 3rd paragraph, line 3: "... west side of Main Street where the Lincoln Building now stands." should read, "... east side of Tower Street where the Movie House now stands."
- Page 149 title to picture: "1925" should read, "1926."

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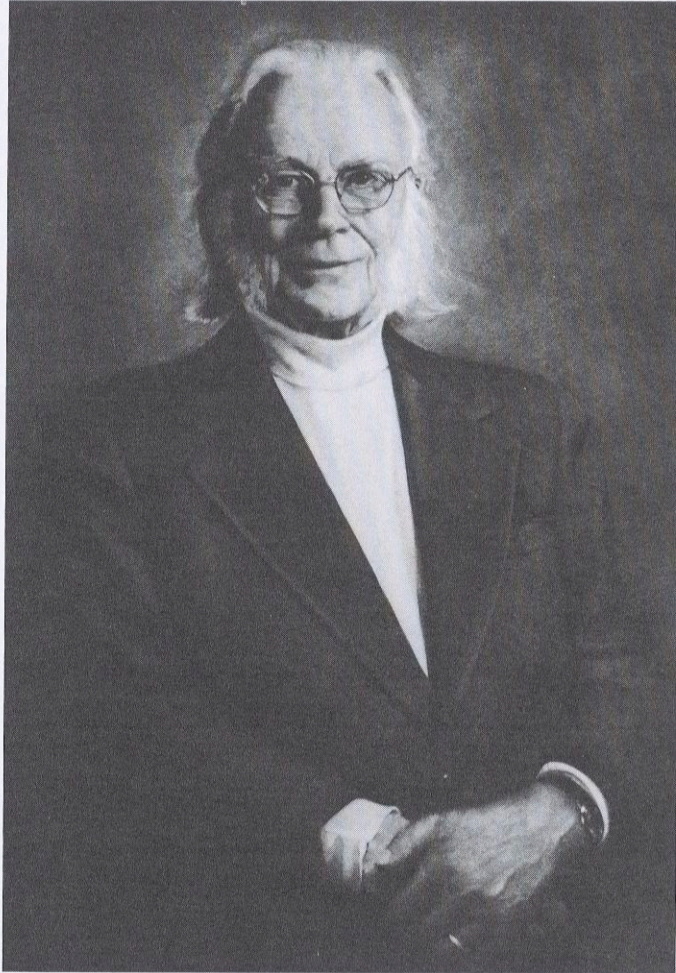
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Yachting, July, 1937.



Portrait of Roy W. Moger from a 1988 oil painting by Caroline Gassner Kaplowitz. Reprinted with permission of the artist.

Roy William Moger

1907–1990

Roy William Moger was born in 1907 in Brooklyn, New York, the son of George F. and Edna I. Moger. In 1904 his parents had bought the house at 91 Remsen Avenue, Roslyn, where Roy lived almost all of his life. He attended the Roslyn Public Schools and graduated from Roslyn High School in 1925. After attending Amherst College, Amherst, Mass. and New York University, he received a BS degree in 1932 from the NYU School of Commerce, Accounts, and Finance. In 1936 he married a former high school classmate, Charlotte Anna Moore and had two children, Susan and William. After Charlotte's death, Roy married Elizabeth E. Hass in 1954 and had a daughter, Patricia.

Between the years 1932 and 1950 Roy held many jobs in retail sales, advertising research, and aeronautics. In 1950 he began a new phase of his life and enrolled in a teacher training course and began teaching 4th grade at the Roslyn Village School. In 1951 he became Home Teacher for the Roslyn Public Schools, a job he held for 15 years. Many in Roslyn still remember his visits to their home. In 1953 another change in Roy's life took place. He became a member of the Religious Society of Friends, in which he was active until his death. From 1966 until he retired in 1972 Roy taught first and second grade classes for the neurologically-impaired.

Roy began writing Roslyn history in 1959 when he was asked to prepare an outline of local history for the Superintendent of Schools. This grew into his first publication, *Our Town—Roslyn*. By expanding this first work, Roy prepared the first edition of *Roslyn Then and Now* which was published by the Roslyn Public Schools in 1965. In the 27 years since its appearance *Roslyn Then and Now* has remained the primary sourcebook of Roslyn history.

Active in community affairs since 1948, Roy served on many village committees and was an elected village trustee from 1963 until he retired in 1987. He continued however to serve as Village Historian from 1974 until his death on August 17, 1990.

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About this Publication

Throughout his lifetime, Roy W. Moger was an active and recognized member of the Roslyn community. In an official capacity, Mr. Moger served as a teacher in the public schools, acted as Village Trustee and Board Member, and held the office of Village Historian from 1974 until his death in August 1990. Well qualified to tell the story of this Long Island community, Mr. Moger prepared the first edition of *Roslyn Then and Now* in 1965. Long out of print and largely unavailable, this book however, remained the primary sourcebook for the history of Roslyn.

Now, 27 years after its initial publication, the Bryant Library has prepared this 1992 edition, which has been updated with a new introduction by Mr. Moger and with photographs by Myrna L. Sloam, the library's archivist. This new edition retains the content and charm of the original and provides the reader with a sense of the many changes which have taken place in Roslyn since 1965.

This publication has been made possible through the support of Elizabeth Moger, Charlotte Gershwin, and the Director and Board of Trustees of the Bryant Library. Located in the Village of Roslyn, on the north shore of Long Island, the Bryant Library is the oldest continuing public library in Nassau County. Organized in 1878 and named in honor of one of the area's former leading citizens, William Cullen Bryant, the library is dedicated to serving the educational, cultural and social needs of the Roslyn community.