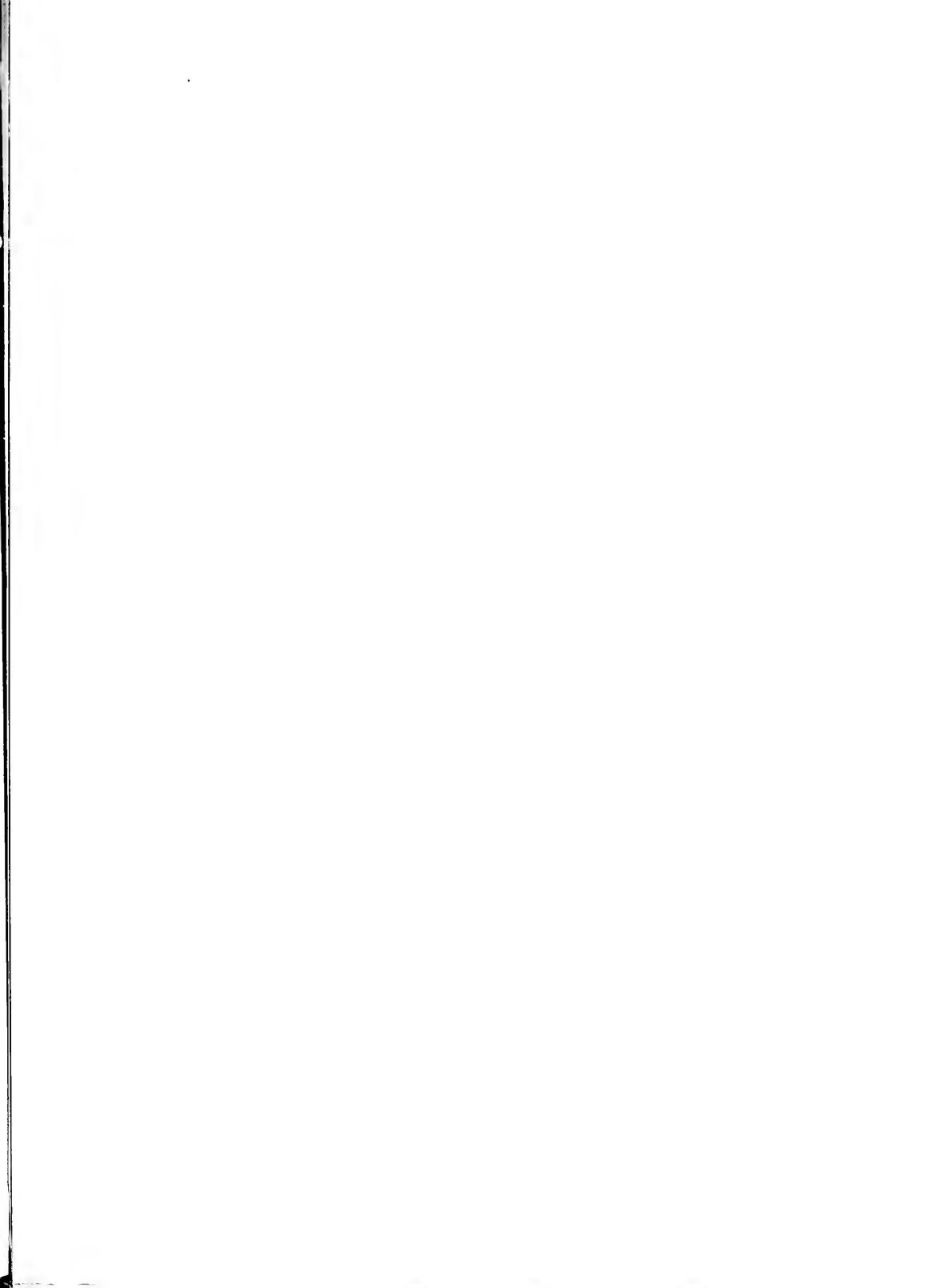




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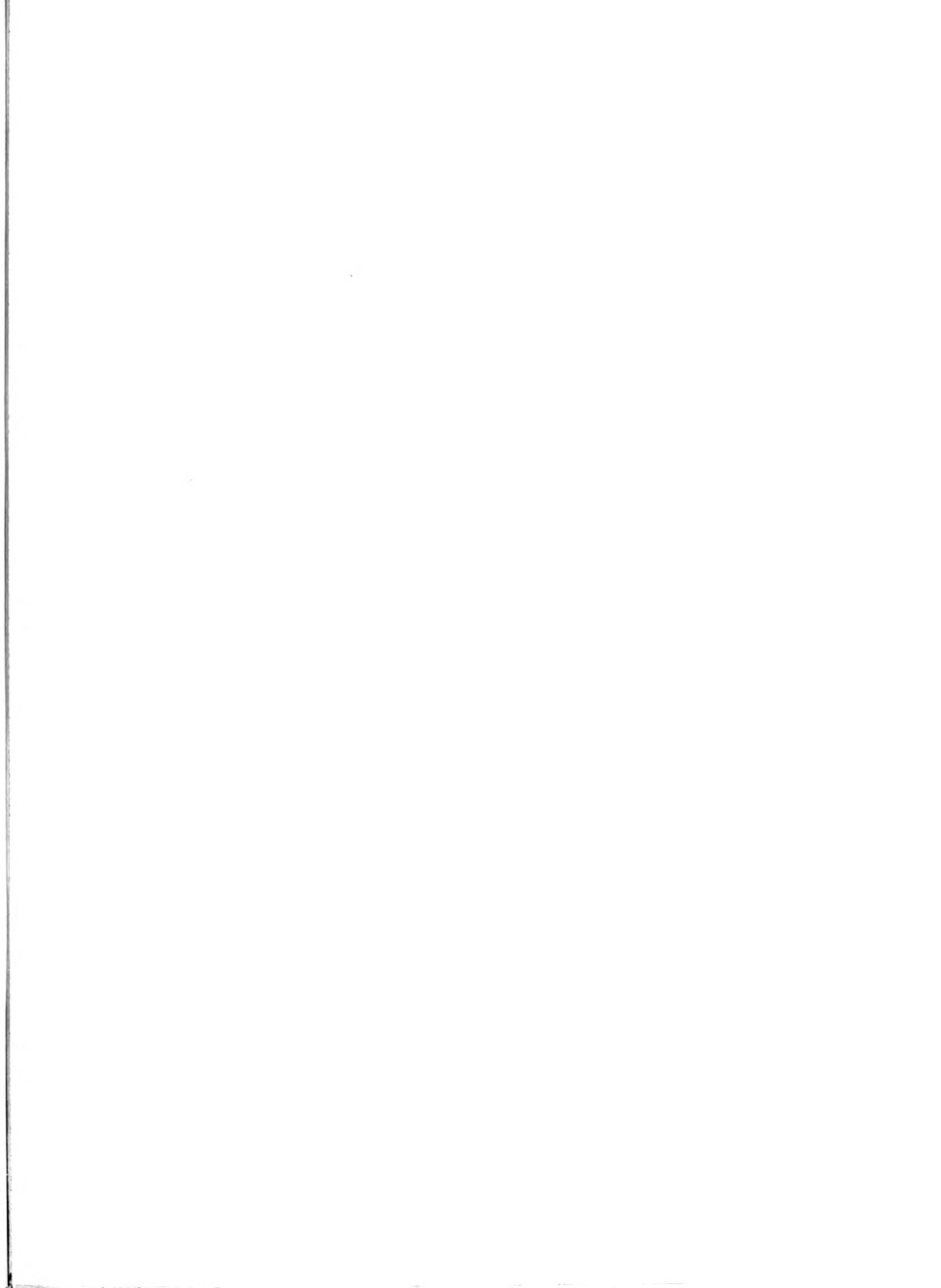
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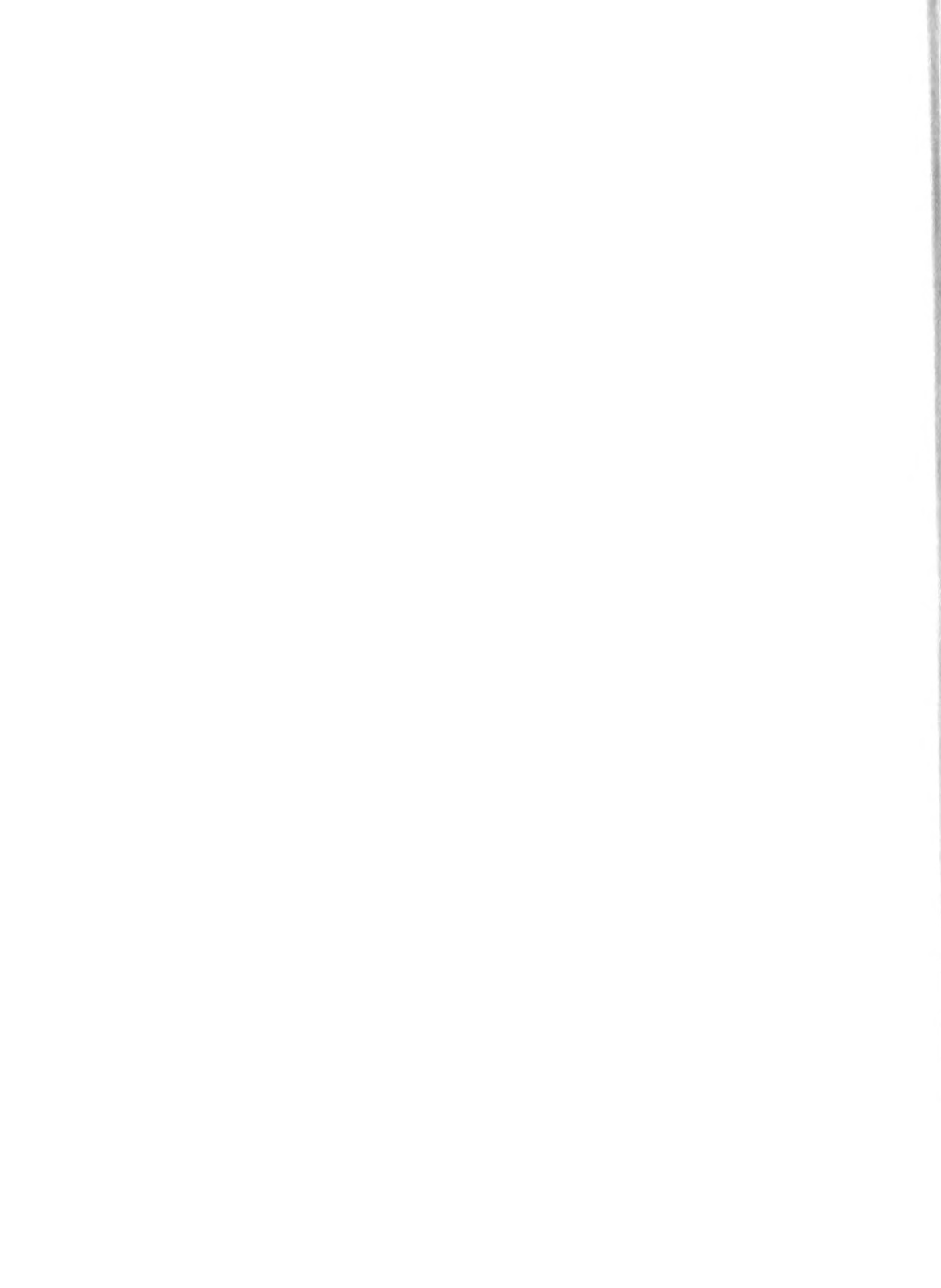










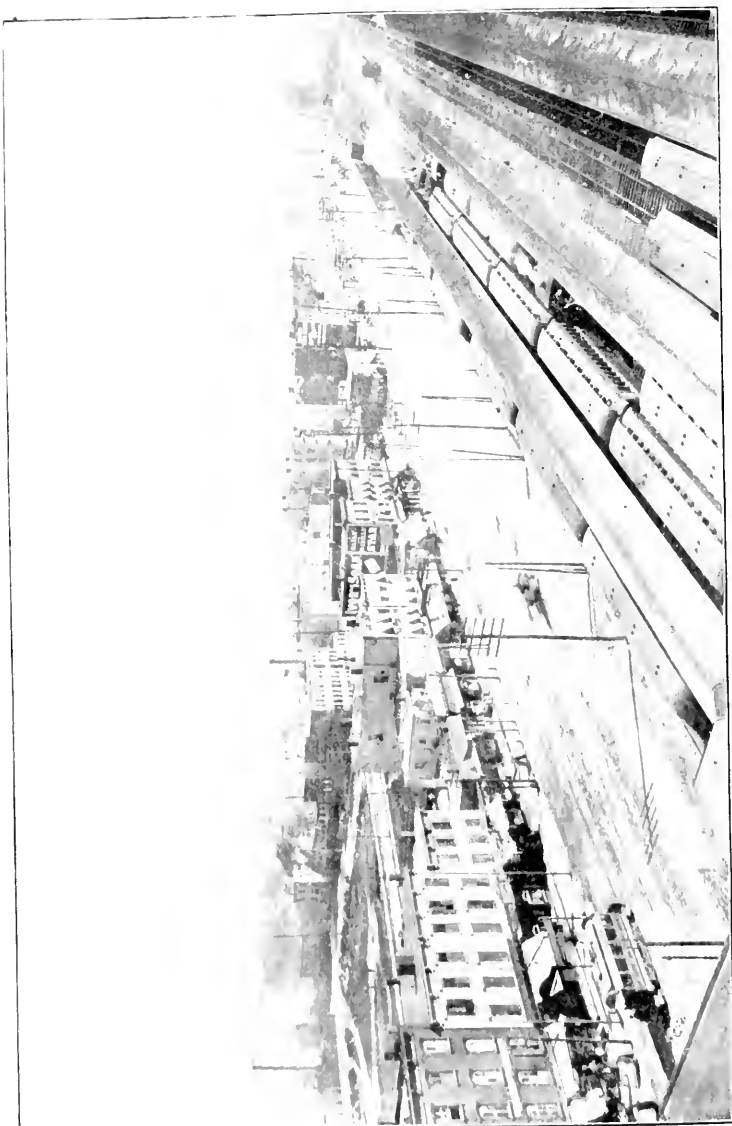




John J. Hawley.  
 1846.  
 m. m.







LONG ISLAND CITY TERMINAL FROM TOWER OF THE LONG ISLAND RAILROAD STATION.

HISTORY  
OF  
LONG ISLAND CITY,  
NEW YORK.

A Record of Its Early Settlement and Corporate Progress.

SKETCHES OF THE VILLAGES THAT WERE ABSORBED IN THE GROWTH OF  
THE PRESENT MUNICIPALITY. ITS BUSINESS, FINANCE, MANUFACTURES,  
AND FORM OF GOVERNMENT, WITH SOME NOTICE OF THE  
MEN WHO BUILT THE CITY.

ISSUED BY THE LONG ISLAND CITY Publishing Company,  
Written by J. S. KASOW, A.M.  
1896.

A. T. DELAMARE PTC. AND PFC. CO. LTD., BUNGLENDER BLDG., NEW YORK.

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COAT OF ARMS.

The Common Council in 1873 adopted the Coat of Arms as emblematical of the varied interests represented by Long Island City. It was designed by Alderman George H. Williams, of Ravenswood.

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## PUBLISHERS' NOTE.



In view of the fact that a history of this city has not heretofore been attempted, and that the records of the city as a distinct municipality are about to close, the publishers have deemed it befitting to prepare the volume now offered to the public. In the accomplishment of their aim to record only the salient points of interest in the historical survey of two and a half centuries, care has been taken to insure accuracy and time expended to give value. It affairs relating to the city proper receive greater notice, the critical reader is again reminded of the purpose of the work. While it is hoped that the story told upon its pages will not be devoid of interest, it also is trusted that the mechanical features of the volume will make it worthy of a place upon every home table.

THE L. I. STAR PUBLISHING COMPANY.





## PREFATORY.

THE history of a city originates in individuals. In its frontier days stands a household or two as lone prophets of better eras. In the lives of men therefore lie the records of society, whether it is developed into a municipality, state, or nation.

Usually also the character of early settlers leaves a distinct impress upon that of the community which they founded, and is traced in their laws, customs, and pursuits.

It is a peculiarity of our nation above every other, that its early settlers are known. We know their names, their homes, their avocations, whence and why they came, the character they bore, the deeds they performed, and the posterity which succeeded them. We know how and by whom this nation was built, what spirit aroused, what causes inspired, what efforts secured, its free institutions.

Herein consists America's greatest heritage that her early colonists possessed high intellectual gifts, good morals, sturdy energy of will and a love of freedom which challenged the wrath of thrones and dangers of unknown seas.

Those who first trod the soil of Newtown were such men. Their lives were inwrought as a salutary power into the fabric of a rising community for several generations.

Dutch and English, Saxon, and Celt were they. What their names and deeds the following pages will attempt to tell.

Not a little difficulty has been encountered in the fact that until recent years the territory of this city was a part of the town of Newtown. To draw the line sharply at the municipal confines has often been at the sacrifice of important interests, yet the definite purpose of the history imperiously so required.

The olden past is a rich mine of surpassing value. Exhaustive exploration would require years of time. Such has not been the object of compiling these pages. From events, persons, and places, have been gathered the most accessible material, only for the purpose of preparing a souvenir volume historically descriptive of this city ere its individuality shall have been lost in that of Greater New York.

For favors rendered in preparation of the work we are especially indebted to the Hon. Alvin T. Payne\*; J. E. Burns, M. D.†; E. N. Anable, Esq.; F. H. Batterman, Secretary of the Board of Health; Henry P. Titus, Esq.; Ex-School Commissioner J. H. Thiry; George McA. Gosman, Esq.; Captain Anthony S. Woods; Charles W. Hallett, Esq.; John J. Halsey, Esq.; Henry R. Blackwell, Esq.; and to the several clergymen who have contributed articles relating to their respective churches.

\*The facts in the article upon "The Bar of Long Island City" were furnished by Mr. Payne.

†"The Medical Profession" is from the pen of Dr. Burns.



# HISTORY OF LONG ISLAND CITY.

## CHAPTER I.

NATURAL FORMATION.—DISCOVERY AND SETTLEMENT.—CONTROVERSIES BETWEEN ENGLISH AND DUTCH.—  
GENERAL HISTORICAL SURVEY—TRENDS TO THE REVOLUTION.

LONG ISLAND CITY in becoming a part of Greater New York returns to an ancient allegiance. Its territory was once a part of the mainland. Topographic and geologic traces of this primitive unity still exist in the configuration of its coast line and in the gneiss and granite formations which underlie its hills and islands and rise to the surface in many places, particularly in the vicinity of Hell Gate. The vertical strata of these formations also attest their primary classification and relation to the Laurentian Group.

When the river or lake now called Long Island Sound, receiving the mighty floods of New England river basins, opened its eastern gates to the sea, the tidal battalions swept through with resistless power. The Sound became a Mediterranean Sea. Soil and the detrital deposits of ages were brushed to ocean deeps from the narrower channels at the western end of the Island. Naught remained but the granite rocks to defy the violence of marine currents. The channel became the foaming strait of Hell Gate and the East River. North and South Brother, Rikers, Berrian and Luyster islands, were formed on the north. The jutting peninsula of Hallett's Point and the outstretched arm of Blackwell's Island broke the tides into swirling eddies which, like the buckets of the excavator, bore their detrital loads into sheltered places. The wooded hills were corroded by other natural forces and added their wash to tidal deposits. The western shore became scenes of salt marshes, lagoons and creeks, which made other islands of the modern Ravenswood with its then frowning rocky bluff; and Hunter's Point with its solitary hill standing sentinel like at the mouth of Newtown Creek and its jagged reef reaching scores of rods into the surging tides of the river.

Beaver, deer and other fur and food producing animals roamed the forests, while the streams abounded with fish and other food products of the sea. At the time of discovery our present city domain was occupied by the Rockaway Indians, though ruled by the Mohawks by right of conquest. This latter tribe was one of the Five great nations whose powerful confederacy existed before the discovery of the continent. Their last council house may still be seen at Portage Falls on the Genesee.

It is proper here to recall that the discovery of this Continent had a commercial origin. In Europe the conquest of Constantinople and Egypt by the Turks had closed the door of commerce with the East Indies against the merchants of the West. New paths of trade were a necessity to which, it was believed, the untried seas held the key. East India companies were organized in almost every European state. The golden age of Portugal dawned, but speedily waned upon the alliance of that country with Spain. The end came with the wars of Spain. The East India companies of Holland and England rose into competitive supremacy. Exploration and discovery were the order of the day.

### DISCOVERY.

In the summer of 1497 the keen eye of Long Island's savage hunter saw huge white wings upon the horizon of the sea fleeing southward. It was the single vessel of John Cabot, who in the previous year had obtained from Henry VII. a patent to search for lands in western seas.

1481. The vision of Columbus over the vision was again seen, though even more startling. The island of Long Island was swept down from the North and vanished in southern mists. Sebastian Cabot, disappointed by his father's failure, was searching for a northwest passage to the Indies, and the English ships having on board a large company of volunteers.

It was in 1497 that Cabot told this miraculous story to his son and a new generation was hunting for a northwest passage. Again the vision appeared upon the sea. It was in 1524 and John de Verrill, the first navigator, was abroad upon a discoverer's quest.

Forty-five years passed and aboriginal tradition, akin to that of Hiawatha, had preserved the memory of his son, when the natives of our present municipal territory received the first news of the sea from the Canaries, their southern neighbors, that the apparition of their great navigator had again upon the sea and had entered the bay. It was September 3, 1609. Hendrick Hudson, at the Half-Moon—a vessel of sixty tons burthen—was upon his third voyage in search of a northwestern passage to India. In each of the two previous years, while in the service of the English companies, he had failed, and now in the service of the Dutch East India Company was running up and down the coast hunting for a passage through the great continent. His baffled effort at Delaware Bay had not cooled the ardor of his purpose and he turned into this new arm of the sea through the gateway of Sandy Hook.

The natives, clad in "mantles of feathers" and "skins of divers sorts of good furs," with "ornaments of copper about their necks," flocked to the coming of the great white winged "Canoe." They told the strange pale faced navigator that their land was "pleasant with grass and flowers and goodly trees as they had ever seen."

Hudson spent twenty days exploring the river which bears his name and returned to Amsterdam. After repeated voyages in 1610 and 1612 the merchants of that city, encouraged by the glowing accounts of discoverers, obtained, March 27, 1614, from the States General, a decree granting the exclusive rights of trade for four years in the country which they called New Netherlands.



MAIN STREET, ASTORIA.

The ancient title of our municipal territory was claimed by both the English and Dutch, the former by priority of discovery, and the latter by discovery and commercial settlement.

#### SETTLEMENT.

The first step was accomplished as the impulse of trade opened the era of settlement.

Under the provisions of the decree, Adrian Block, a navigator in the employ of the Dutch East India Company, sailed through Hell Gate, giving its original name of *Hellegat*, a name which has since been forgotten.

Under the provisions of the charter, a new organization, called the Dutch West India Company, on June 3, 1621, was granted the trade monopoly of the province for twenty-one years. When in 1626 Peter Minnit bought Manhattan from the Indians for 60,000 guilders, and was vested with the title of Director General, James I. of England, in 1614, incorporated a company which also claimed the entire territory of the Dutch West India Company, the "Charter of the Twelve." To establish proprietorship both nations encouraged

settlement, the Dutch colonizing New York and New Jersey, the English settling north and south of the Dutch, though claiming all intervening territory and not infrequently mingling with them in chosen localities as colonists.

This explains how both nations were represented in the early settlement and subsequent development of the territory now comprising Long Island City. The Indian name of "*Mespat*" was given to the town of Newtown. That part of the town north and west of the old Bowery Bay road was further distinguished as the "Out Plantations," which were nearly co-terminous with our present municipal boundaries.

This section of Newtown was settled under the administration of Gov. William Kieft, who in 1638 succeeded Gov. Van Twiller. The first settlers were Hendrick Harmensen, Richard Brutnall and Tyman Jansen, whose occupancy of the soil appears to have been nearly simultaneous.

In 1640 Harmensen took up a grant in the northeastern part of the city which extended from the bay south along an Indian trail (now the old Bowery Bay road), "by the way of the big tree and James Dickinson's to Dutch Kills." He was a Holland blacksmith and was brained by an Indian with a tomahawk, perhaps forged by his own hands. His property came into the possession of the Dutch Church of New Amsterdam during the official term of Gov. Kieft for a poor farm and was known as the "Poor Bowery." Later, in 1656, Pieter Luyster, another Hollander, purchased the land from its ecclesiastical proprietors from whom the title finally passed to the Riker family, whose ancestor, Abraham Rycken, married Hendrick Harmensen's daughter.

Brutnall settled on the east side of Canapaukah (now Dutch Kills) Creek. He was a native of Bradford, England. Having emigrated to the new world he resided for some time at Hempstead, finally removing to this locality. His grant, comprising somewhat more than one hundred acres, was confirmed to him by Governor Kieft, July 3, 1643.

Jansen, a ship carpenter in the employ of the West India Company, located upon the west side of Canapaukah Creek where he had secured a holding, which afterward came into possession of Joris Stevensen de Coper, from whom was descended the Van Alst family.

This trio of pioneers soon had neighbors and the "Out Plantations" took up its march towards an organized community. To the north of Jansen came "Burger Jorissen," a Silesian from Hersberg. His busy anvil awoke civilization's first echo among the wooded heights of Dutch Kills and only ceased when the tune was changed to the basso of a grist mill, which he erected prior to 1654 at tide water on the Kill, which thereafter, from this circumstance, was called "Burger's Kill." Jorissen's "ground-brief" bore the same date as Brutnall's confirmatory deed, viz.: July 1643. Having married Lugetta Mans, a Swedish maiden, just before emigrating, his five children were born upon his new patent: Joris, in 1647; Hermanns, in 1652; Claes, in 1657; Johannes, in 1661, and Enos, in 1664. Dying in 1671, his estate passed on till it reached ownership in William and Abraham Payntar.

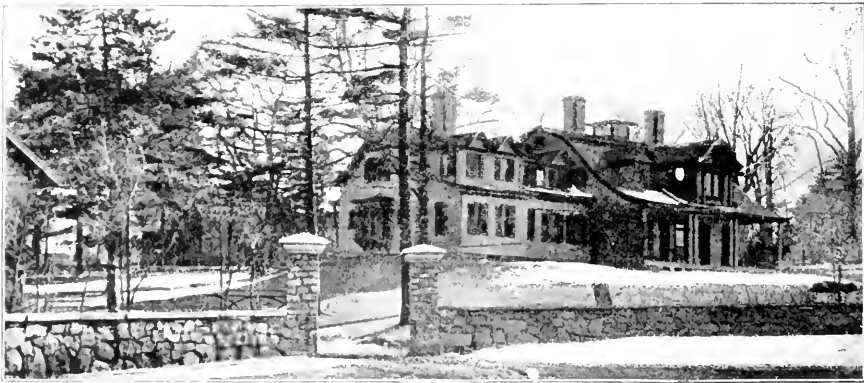
The river front, embracing Hunter's Point and Ravenswood, was first acquired from the government of New Netherlands by Everard Bogart (Dutch, Bogardus), a minister of the Dutch Church, from whom it became known as "Dominie's Hook." This was the sturdy old preacher who called Governor Van Twiller to his face a "son of the devil," because of his duplicity, and promised to give him such a "shaking" from the pulpit as he had never known. Returning to Europe in 1647 with Governor Kieft, who had been recalled by reason of his ill-success with the Indians, he perished in a shipwreck off the coast of Wales and the property was decreed to his widow, Annetie Jans, November 29, 1652, by Peter Stuyvesant who had been appointed Governor, November 26, 1646.

Astoria was settled by William Hallett, an Englishman, who had previously belonged to the Colonists of New England. He obtained from Gov. Stuyvesant, December 1, 1652, a grant of about 160 acres extending from Sunswick Creek to Berrian Island. The Indians having destroyed his house and plantation he removed to Flushing, but subsequently returned to his homestead where he lived to the age of ninety years. Mr. Hallett was of the Quaker faith toward which he displayed a loyalty which left a deep impress upon the primitive period in which he lived. From its original owner, that section of the city was known as Hallett's Cove for two hundred years.

TERRITORIAL JURISDICTION, ENGLISH AND DUTCH, AND ITS EFFECT UPON THE SETTLEMENTS.

Some time after settlement commenced upon their grants in the most strategic parts of the island, doubt and controversy concerning territorial jurisdiction again arose between the English and Dutch. Charles I. had already in April, 1636, issued to the Earl of Southampton a charter for Long Island and adjacent lands. An agent of the Earl in the following year came to the province to assume the management of affairs within the limits prescribed. Strickland, however, with sensible diplomacy effected amicable arrangements, not only with the Indians, but with the United Colonies of New England as well. Peace commissioners met at Hartford, September 10, 1650, and succeeded in adjusting the adverse claims of the colonists. Thus the government remained essentially Dutch for several years without interruption. All English settlers took an oath of allegiance thereto. Titles to land were granted by the Governor, who extinguished native title by purchase.

The relinquishment by the red man of his rights vested in his native soil, is not without a due degree of pathos. Civilization in its westward march was beginning its conquest of the continent, which from time immemorial had belonged to his race. With it he could not cope.



THE OLD WOODSLEY MANOR HOUSE, BUILT ABOUT 1720.

And so the Indian, recognizing the inferiority of his natural endowments, he yielded to the decrees of fate and vanished from his hunting grounds, himself pursued from frontier to frontier by the restless pale face. It is to the honor of the English and Dutch, who settled in Newtown, that they dealt justly with him, not depriving him of value without an equivalent, least of all robbing from him his rights by the atrocities which marked the advance of the Spaniard in tropical lands. When he was no longer owner of the soil, he sought other solitudes rather than accept himself to the conditions of civilization. Most of the Indians crossed from the island to the mainland and were absorbed in other tribal relations. A few only, remained on the island, and during a comparatively brief period the lineage and traditions of their race. Naught was left of the presence of the Indian within our city bounds save the occasional shell or bone, or the head, or skull, which mother earth reluctantly yields to the modern collector. Some of these were found in her bosom for a decade of generations. On the Kouwenhoven farm, in the town of Kingsbridge, we know not how many of the vanquished race in a burial plot were buried for a purpose, and mingled with the common soil of the present day.

The Dutch Government, recognizing its ethnologic supremacy, He extinguished the Indian title and the Dutch Government, when he pleased. His selection of magistrates awakened the jealousy of the "Puritans" colony, law manifested its imperfections and the Dutch Government were presented to an assembly which was held in New

Amsterdam, November 26, 1653. The Governor, however, ignored the popular voice and intimated that the English were the authors of discontent.

Local difficulties attested the presence of much remaining territorial jealousy. It rose into more threatening form in 1664 when Charles II., without a shadow of right, granted to the Duke of York, afterward James II., the whole country lying between the Connecticut and Delaware rivers. In the month of August Colonel Richard Nicoll arrived with a naval force to take possession of New Amsterdam in the name of the British Crown. Governor Stuyvesant reluctantly surrendered and New Amsterdam became the English Colony of New York. The effect upon the colonists promised at first to be salutary. The patroon system, which was a kind of modified feudalism, was abolished. The Colonists anticipated the enjoyment of all the privileges of English subjects and acquiesced in the bloodless, though unjust revolution. They swore allegiance to the British Crown. Confirmatory deeds were given under the hand of Governor Nicolls. Hallett had already secured a release of native title by purchase of his claim from Mattano, their Sagamore, August 1, 1664, for fifty-eight fathoms of wampun, seven coats, one blanket and four kettles. This sale was further confirmed by the English Governor.

Thomas Lawrence, an Englishman, who came to the "Out Plantations" from Massachusetts had obtained from Stuyvesant a grant of Berrian Island, then called "Round Island," which patent was also confirmed by Governor Nicolls, August 23, 1665. Lawrence also was vested, by purchase from several smaller landholders, with the title to about three hundred acres which is now held by the Woolsey estate.

Hewlett Island, so called from its original occupant who was driven from it by the Indians, was patented by the Director General, August 19, 1664, to Abraham Rycken, and by English authority became the established possession of this ancestor of the Riker family, December 24, 1667.

Brutnall's Manor in 1659 was acquired by Thomas Wandell from whom it descended to Richard Alsop, a nephew, in 1691. The Alsop mansion stood near the Penny Bridge on the English Kills, as that part of Newtown Creek was then called.

Dominic's Hook, which appears to have been unoccupied for about fifty years after it became the feudal domain of Parson Bogardus, was confirmed by Governor Nicoll to Anneke Jans Bogardus, widow of the minister, March, 1660. This original document is still carefully preserved in the library of Union College, Schenectady, N. Y.

But while validity of title was secured to the colonists by the new government, there was little progress toward an increase of civil liberty. Under the Dutch system, the patroon was lord of the manor. Could he within four years bring fifty individuals above sixteen years of age into his colony, his rights to legislative privileges were maintained. He was allowed as many African slaves as were required by demands of the soil, and was withal not an unworthy type of the ancient fœdal chieftain.

The conquest of the English could not efface the impress of the Dutch upon the colonial life of New Amsterdam. To this day that impress lives, as lived the national character of the Greeks long after their subjugation by the Romans. But measures were employed to thoroughly Anglicize the people. A new code of laws known as the "Duke's Laws" was promulgated. Deputies were elected, and a provincial assembly was organized, which met at Hempstead, February 28, 1665. Newtown became the West Riding. Yet popular representation was as unknown as under the former regime, and the colonists, whose numbers had considerably increased, were not British subjects in respect to their immunities and privileges. Even this early stage of colonial history evinced the fact that no government can be successful which is not in intimate touch with the people.

Events near at hand set this principle in clearer relief. When Louis XIV. of France and Charles II. of England, united without adequate cause in war against Holland, Lovelace supplanted Nicolls in authority lest New York should be wrested from the Crown. But when the Dutch troops, recruited by discontented colonists, marched down Broadway, Captain Manning, the English Commandant, marched out of Fort Amsterdam, and the English rule was as effectually broken as was Manning's sword over his own head for cowardice. New York became New Orange, August 14, 1673, and the forefathers of this city bent the knee to the States General once more and the Prince of Orange besides. The Dutch, how-

ever, could not seal the fate of the province, for King Charles in the succeeding summer repeated the grant of 1664, and before the coming of Mayor Andros, October 31, 1674, New Orange again became New York. The popular demand for a share in legislation enlisted the counsel of William Penn, and a popular assembly convened October 17, 1683. Thus in the development of this city after nearly fifty years from the time when its site was first chosen for settlement, popular government began its victorious career.

"Ridings" were abolished, counties constituted, the "Dutch laws" abrogated, and courts of justice everywhere established. True, the Duke of York upon his accession to the throne as James II., despotically overturned these achievements of progress, but the interruption was temporary. Upon his abdication in 1688, Mary, his daughter, and her husband, William, Prince of Orange, were hailed with delight by the colonists of New York, though their territory in the same year was annexed to New England.

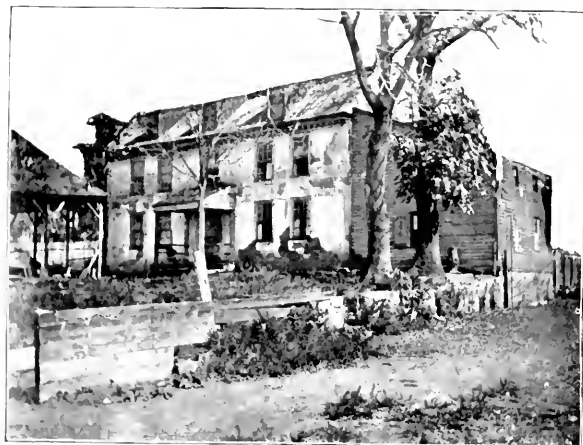
GENERAL HISTORICAL SURVEY TO THE REVOLUTION.

The founders of state on this continent were men of sturdiest faith and character. They built our institutions while braving hardship. A realm of liberty seen only in the visions of

faith they translated into a land where liberty was actual. To this class belonged those who, whether English or Dutch, lived on the historical frontiers of our city's history.

The development of Dominic's Hook began with its purchase in 1697 from the heirs of Annettie Jans by Peter Praa, a Hollander of Huguenot origin. To escape religious persecution in the Old World he transported his family to the New. The original purchase extended from Ravenswood to Williamsburgh, the manor house being erected in Greenpoint.

One of the five daughters of Captain Praa, having married William Bennett, received Dominic's Hook for a homestead. Upon her death, her father, who survived,



THE OLD WASHINGTON HOUSE.

bequeathed the home to her children, and it became known as Bennett's Point. One of the sons, Jacob, acquired by purchase from the family in 1767, sole ownership, which he retained till his death in 1817.

Long Island City began its business career at Hallett's Cove. Perhaps a lime-kiln erected by William Hallett was the first enterprise. Sunswick Creek, which connected with the Dutch Kills, was a navigable stream and was utilized by settlers for many years for the transportation of produce to the East River.

One hundred years after Hallett had here established a home, a descendant, Joseph Hallett, together with Jacob Blackwell, constructed a grist mill upon the creek, which afterward was owned by Blackwell, then by Hendrick Saydam, in Revolutionary days.

In 1668, William Hallett's estate was divided between his sons Samuel and William, the former receiving the lands south, the latter those north of Main Street and Newtown Avenue. Thus the old trails became divisional lines, many of which still cluster, with ancient associations and memories, under the hurried tread of a busy generation.

The locality of Dutch Kills until a later day was an unobtrusive factor in our commercial development. The grist of Burger Joris' mill, we may assume, was in ready demand and was one of the products which were transported on the bosom of the navigable creek to the river.



The halliwick of John Stevenson is a copper post-hole from Dutch King's Crick to be Hays farm. Here in 1760 was erected the Van Aist mansion, now a stone structure in its dilapidated grandeur upon Jackson Avenue above Jane Street. Van Aist is still an old place, but the old brazen knocker which summoned the hospitable Van Aists for four generations is gone. Time and the cruel abuse of heedless strangers are rapidly effacing this interesting relic from human sight and memory.

This ancient mansion was once surrounded by a garden upon which the Van Aist generations lived till within the memory of many now living. The name of Van Aist has been traced to West Flanders, whence George, "the sailor," emigrated in 1652. It is said that he laid aside the prerogatives of a noble lineage and bearing the name of an ancient manor in which a titled ancestry had lived and passed away, he came to the New World and established a rude home upon the "Canapackah." Two plantations were confirmed to him by patent, September 10, 1671, which remained in the family five generations to generation. This district, now embraced for the most part within the Third Ward of the City, is described as having been singularly attractive. With little soil, vegetation the farms grew sweeter, averaging not more than one hundred acres. Fields and woods yielded wild strawberries in such profusion that an old writer declares the landscape at points exposed to view was crimsoned with them. The natural conditions of those early days add probability to this otherwise remarkable observation. The Indian was a lover, as well as child, of nature. The mighty trees of the forest were his companions and he knew and loved them. He suffered but little underbrush to grow that the land might remain for the chase, the cultivation of maize and tobacco, and that he might pitch his wigwam in the deeper shadows of kingly trees. The first settlers, therefore, began improvements without any previous clearing; there were already. They chose large tracts of land for planting and pasture and enclosed it with a fence. In fact,



THE VAN AIST MANSION

at the time whereof we write, every inhabitant of Newtown at a town meeting was offered to make twenty poles of fence for enclosure of a field of corn which was grown for common use. The sufficiency of cleared land for the limited agricultural demands of the time appears also from the public sentiment favoring the preservation of trees save for necessary purposes. In 1668 Newtown voted a penalty of twenty shillings a load for all timber transported by water beyond its limits. We may understand then how Dutch King's seemed a veritable arcadia when the farmer from Europe added his improving touch to the waiting fields of nature which the redman had cleared as if in preparation for his coming.

In 1656 Major Thomas Lawrence, built what is now the Woolsey Mansion, at Pot Cove, upon land decided to him by that enterprising old lady, Amette Jans, who had received it from Gov. Stuyvesant under the great seal of the colony of New Amsterdam. The Duke of York confirmed the validity of the Dutch title by a patent to Thomas Lawrence, dated September 29, 1677. The patent recites that it was executed by "Edmund Andros, Lieutenant and Governor General of His Royal Highness, James, Duke of York and Albany, or all his territory in America," in consideration of his receiving therefor "yearly and every year unto his Royal Highness' use, as a quit rent, a cock of good winter wheat." At his death in 1703, Thomas Lawrence was the owner of the tract eastward to Bowery Bay.

Mason La Mont, who obtained patent from Governor Nicolls, August 23, 1665, acquired possession of "Raven Island," which subsequently was owned by Timothy Wood. In 1727 the same having been purchased by Cornelius Berrian, became known by his name.

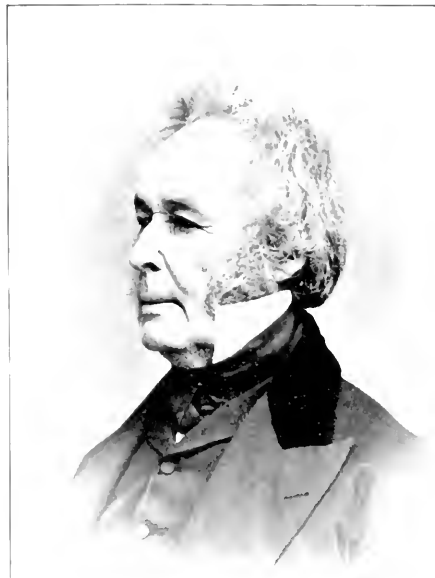
The North-western part of the City, which as we have seen was one of the points of earliest settlement within the present City limits, has been marked in its development with rich historical reminiscence and later with industrial importance. The whole of North Beach from the Grand Pier then called Fish's Point westward for nearly a mile, including Luyster Island, had been granted by the Dutch Government to the Dutch Reformed Church for the purpose of a poor farm, whence the name of "Poor Bowery." In 1656 it was purchased by Peter Luyster, who, dying in 1695, transmitted the estate to his son Cornelius, whose descendants, dividing it among themselves, held the title for more than a century.

Here also Abraham Rycken the ancestor of the Riker family, obtained a grant and established a homestead in 1654. A considerable portion of the original estate is still retained

in the family. Abraham have emigrated to at that time Gov. Kieft land at the Wallabout. "Poor Bowery" he soon Island still known as death in 1689, his son, to the estate, who in his sons, Abraham and ham lived till February tenlarly active in the New-town. Devout wor enjoyed religious privi- Often with their fami- to Flatbush, returning Dutch Church of New- interest therefore and of its trustees, subse- After his father's death, homestead and resided in 1809. His son Daniel which then passed into Rijkvyes. The Island drew, ason of Abraham, father to son to the

However unaccoun- true that the Lent identical with the who resided at the Poor Bowery from whom the Lents derived title to the landed estates of the family, was a lineal descendant of Abraham Rycken.

The same is historically true of the Suydam family. A grandson of Abraham Rycken in 1711, for reasons not recorded, adopted the name Suydam, thus originating a lineage of that name now known in many states of the Union.



STEPHEN A. HALSEY.

Rycken is supposed to America about 1638 as made him a grant of To this grant at the afterward added the Riker's Island. At his Abraham, became heir turn transmitted it to Andrew. This Abra- 20, 1770, and was par- erection of a church at shippers had hitherto leges at much sacrifice, lies had they walked the same day. The first town was of special Mr. Riker became one quently a ruling elder. Jacobus purchased the upon it until his death received the estate the possession of the was occupied by An- and has passed from present generation.

table as to origin, it vet family are generically Rikers, Abraham Lent,

ORIGIN OF THE NAME OF RAVENSWOOD.

The name of Ravenswood was given to the village by the Rev. Francis L. Hawks, D. D., an eminent divine of his day. Mr. Hawks lived in the vicinity for some time, when the village bore the name of Matona. The name first given by the divine was Ravenscroft, which was suggested by his particular friend, the Right Reverend John S. Ravenscroft, who was Bishop of Maryland from 1823 to 1852. It being suggested that the Bishop might not feel comfortable in the honor of account of the smallness of the place and the slender number of its inhabitants, Dr. Hawks decided to name the village Ravenswood. Some suppose that he





selected this name on account of the great number of crows (the American raven), that then frequented this section during the spring and fall. Others, that it was drawn from Sir Walter Scott's "Bride of Lammermoor," where the name of Ravenswood is made famous by the historical features of the romance.

Ravenswood, north of the land of Dominic Bogardus, was first settled by Capt. Francis Fyn, who in 1651 had acquired from the Dutch Government, title to a large tract lying along the river. It would appear that upon the accession of the English to the sovereignty of New Amsterdam in 1664, this title ceased, for one Jacob Blackwell received from the new governor, a grant including the land in question. Jacob Blackwell was the son of Richard Blackwell, who, coming from Elizabethtown, New Jersey, had married the step daughter of Capt. Manning, whose manor embraced the island in the East River bearing his name. Through this alliance Richard subsequently came into the possession of the island which since has been called Blackwell's Island. The old homestead, it is said, still stands on the island and may be seen by the tourist from the deck of his vessel. The house now standing at the foot of Webster Avenue is the original mansion of Jacob Blackwell, built by him upon his accession to his new grant. The fortunes of this ancient structure tempt the historian to halt. We can, however, only refer the reader to such references as are made to it in remaining chapters.

#### MISCELLANEOUS.

Most of the families made their own cloth and linen, and had looms and spinning wheels for the use of itinerant weavers.

All males over sixteen, except the minister, constable and school master, were compelled to do military duty, which consisted of four days once a year in Company drill and once at general training. Each was to have a "good serviceable gunn, good sword, bandoliers, a horse, a worne, a sewerer, a pruning wire, a shot bag, charger, one pound powder, 4 pounds pistol bullets, 4 fathom of serviceable match for match lock gunn, or 4 good flints for fire lock gunn."

Wampum resembled beads in shape and color. Being made only of shells its value was fixed by its color. The English and Dutch enacted that three black or six white beads should be equal to one penny. Blue wampum was the gold of Indian commerce. After the permanent settlement of the colonies wampum became a medium of exchange. By the colonial laws of 1633 one fathom of blue wampum was fixed at 20 shillings, of white at 10 shillings. Long Island supplied nearly the whole country. The vast shell heaps found at Bowery Bay for many years were remains of wampum factories. John Josselyn who visited this country in 1633 was much impressed by the skill and ingenuity with which the natives coined their money. "Jew nor devil" he remarks "can counterfeit wampum."

The Algonquin language was spoken throughout the colonies and became a familiar tongue to many primitive settlers.

The population of Queens County in 1670 was 3505, composed as follows: men 1463; women 1350; children 551, and negroes 100.

Sand was used for house floors, chairs had high fiddle backs, dishes were of wood and pewter, casks mounted with brazen ornaments and tankards of silver contained rum, gin, cider and sherry for the wealthier classes.

The Governor granted all marriage licenses, and where marital disputes ensued appointed special deputies for investigation.

Funerals were attended with feasts.

Teachers tolled funeral bells.

Santa Klaus was a veritable personage.

Negro whippers were appointed in various towns. April 4, 1720, the town of Newtown appointed William Tallier "general whipper" for the town. Besides being whipped, slaves were often branded in the forehead with a hot iron.

On the night of January 24, 1708, William Hallett, Jr., wife, and five children were murdered by an Indian named "Sam" and a negress, who were slaves of the family. The motive was to secure possession of the land. This extraordinary tragedy absorbed popular attention for a long time, and was influential in legislation for the suppression of slave conspiracies. Speedy, though terrible, punishment awaited the perpetrators of the crime, who were burned at the stake at Jamaica, February 2, 1708. The Hallett home was in the vicinity of what is now known as the "German Settlements."

January 27, 1753, three children and a negro of John Parcells were drowned in the East River.

July 4, 1756, a cyclone swept from Hell Gate south across the island leaving a track several miles wide strewn with uprooted trees, demolished houses and barns, and like results of its destructive power. The storm lasted half of a minute.

Earthquakes were distinctly felt in this section December 7, 1737; November 18, 1755; and June 18, 1773.

Snow fell two and a half feet, March 5, 1772.

In 1768 the dwelling of widow Rapelye (now Woolsey) was burnt.

In 1683 there were in Newtown, 100 horses, 107 oxen, 340 cows, 464 sheep, 1,563 acres of land occupied. The families numbered about 60.

It was many a day after the English and Dutch had selected new homes in a new world—in fact generations passed, before there was a store within the present precincts of this city. Domestic wants were simple and few, and were readily supplied by industry. What was desired beyond home production was found across the river in New York. Purchasers thither went without money, and in place thereof took along for exchange produce, tobacco, beer and negro boys.

The first mention made of cattle is a distribution made by Van Twiller in 1638. The Governor let George Rapelye have two cows for four years, to be returned with one of their increase with the exception of a heifer, which the Governor presented to one of the daughters of Rapelye.

Riker relates that in the Fall of 1780 the British frigate "Hussar" struck Pot Rock and floating to Morris Island, there filled and sank with several of the crew. She was bound for New England carrying pay for the British army. Several attempts were made, subsequently to the Revolution, to recover the chest of money which was supposed to have gone down with the wreck, but without results. It is suspected that the money had been embezzled upon the previous day when the vessel lay at anchor in Hallett's Cove, and that the disaster was intentional, to conceal the crime.

In 1845, Charles Conklin, a lessee of the Schuyler farm, Blissville, found near his barn a pot of silver coins which had been disturbed by some newly purchased swine. From subsequent developments it was learned that the coins were English, and amounted to more than one hundred dollars, and doubtless had been hidden during the British occupancy of the island.

The sweet potato was among the presents which Columbus took to Queen Isabella. The white potato was unknown to North America. Having been introduced into this country a generation or two before the emigration of settlers to New Amsterdam, it is probable that the vegetable, which has done more than any other to ward off the famines of primitive days, was not among the products of agriculture in primitive days.

The old Manor Mansion still stands upon the roadside leading from Steinway to Bowery Bay. The estate was owned by Henry C. Titus, Esq., who loyally preserves it in a condition which would have pleased the grounds about this old homestead once grew the world famed "Titus' tubers." These have been known to sell at \$20.00 a barrel. Some of these historic tubers are to be traced by their blackened stumps, which, though in the last process of decay, are still, as memorials of a horticulture, envied by the present day.

## CHAPTER II.

FROM THE REVOLUTION TO THE INCORPORATION OF LONG ISLAND CITY—EFFECT OF THE DECLARATION UPON THE COLONISTS OF QUEENS COUNTY—CAUSES OF DIVISION OF SENTIMENT—DUTCH-QUEENS DEPRIVED OF THEIR RIGHTS BY CONGRESS—PATRIOTS SETTLE NEWTOWN CREEK AND THE CAPTURE OF NEW YORK—INTERESTING INCIDENTS—THE OLD BLOCK HOUSE—INCORPORATION OF ASTORIA—UNION COLLEGE AND HUNTER'S POINT.

At the opening of the War of Independence the inhabitants of Queens County formed a considerable portion of the colony of New York. The conservatism of the Dutch element, while sympathizing with the great principles of liberty and human rights declared by the Colonial Congress of 1774, apprehended consequences which might imperil ultimate triumph. The disposition to doubt the expediency of war, and the desire of advancement without an appeal to arms, resulted at first in diffidence toward the active measures espoused throughout the Colonies.

It was especially among the English colonists that the spirit of resistance was manifested. The abuse of power by the Governors, and the constant coercion of Assemblies to the will of the King, together with the abridgement of personal and civil rights, had precipitated a struggle between the people and the Crown. Petitions for redress of grievances met with contempt. Alarm at the arbitrary proceedings of Parliament spread throughout the colonies, lest their religion, laws and liberties should be subverted.

The Congress of 1774 promulgated its Declaration of Rights, its address to the people of Great Britain and its great "memorial to the inhabitants of the British colonies." As the long conflict between the spirit of liberty and the encroachments of arbitrary power approached culmination, the freeholders of Queens County were divided in their sentiments of loyalty. Thompson ascribes as the cause, "motives of safety and the preservation of their property—the abandonment of Long Island to the British after the engagement of August 27, 1776—the conduct of town committees in repudiating the legislative authority of Congress—the compulsion of many by Tory commanders to subscribe to the oath of fidelity to the King, and the barbarous hostilities of many royalists who contemned all rules of civilized warfare." But whether through fear, expediency or conviction, Toryism in Kings and Queens Counties predominated. Yet patriots there were who held their "lives, liberties and sacred honor" above considerations of selfish advantage. A provincial convention was held in New York, April 22, 1775, to appoint delegates to the Continental Congress, which was to meet in the following May. The name of Jacob Blackwell occurs among others assenting to its proceedings. Elsewhere more particular reference is made to Mr. Blackwell's character and patriotic sacrifices.



THE OLD BLOCK HOUSE

The ardor of those who had taken arms for independence, and the stern justice of their cause, could not brook pronounced delinquencies. Those who refused to send deputies to the convention, however numerous, were known. The committee on the State of New York, in the Congress of January, 1776, reported a resolution as follows:

*Whereas*, a majority of the inhabitants of Queens County, in the colony of New York, being incapable of resolving to live and die free men, etc.,

*Resolved*, That all such persons in Queens County aforesaid, as voted against sending deputies to the present convention in New York and named in a list of delinquents in Queens County, published by the convention of New York, be put out of the protection of the United Colonies and that all trade and intercourse with them cease, etc." The names of such were published monthly, and many were placed under arrest, divested of their arms and ammunition, and imprisoned for non-compliance with legislative authority. The prevalence of sentiments of royalty invited the presence and oppression of the enemy; of these the present domain of this city was at times an active scene. Here are a few links in the long chain of our municipal history, associated with the names of men great in deeds of arms and the prowess of war, or great only in the love of liberty. The whole of Newtown was occupied by the British from 1776 to 1783.



THE DELAVOS HOUSE.

In the house of Jacob Rapelye, on the Shore Road, Dominie Froeligh, of the Dutch church, at Jamaica, found refuge from Tory wrath, having "prayed the Almighty to strike the fleets of the invaders with his bolts and sink their soldiers in the seas." Fortunately his host was a skillful boatman or else the patriotic refugee would never have placed, as he did next day, the swirling currents of Hell Gate between him and his pursuers.

Newtown Creek, on the fifteenth day of September, 1776, encouraged a plot against the city on the yonder side of the river, for which its subsequent achievements in peace may be accepted as an apology. On that day the first division of the British Army, commanded by Cornwallis and Clinton, lay in boats a sufficient distance up the creek to be concealed from the view of the Continental Army. Five menacing ships of war conveyed them across the river to Kipp's Bay, perhaps the most defenceless, and, therefore, for the enemy, the most strategic point of New York at that time for the purposes of attack. Not that the fire of freeman was wanting, but rather because the fusillade from the ships was hotter, the enemy landed and the capture of New York was complete.

Newtown Creek, during most of the great conflict, was a secure retreat for all sorts of British vessels. Naval boats were always nigh at hand on patrol duty doubling their backs. A cannon ball, now in the possession of Geo. H. Paynter, Esq., and taken by him from a tree on the heights of Sunnyside, was doubtless shot from these hostile decks.

A medal since placed in the collection of the Long Island Historical Society, was dug from a Baysville garden a score of years ago. The head of the King is encircled with the motto "EUREKA III., DEI GRATIA," while the reverse shows the shield, unicorn and the griffin. It is of pure brass (not the metal of the mint), and perchance fell from a Britisher's pocket on the open "Shore leave."



At this period there were ten farms on the heights of Blissville embraced within the present territorial limits of this city. These were the farms of Francis Duryea, 75 acres; John Debevoise, 80 acres; Abraham Payntar, 80 acres; Abraham Rapelye, over 80 acres; William Payntar, 78 acres; Richard Bragaw 88 acres; Abraham Schuyler, over 100 acres; Andrews Bragaw, cousin to Richard, 84 acres; George Brinckerhoff, over 100 acres, and William Morrell, extent not ascertained. Of the old mansions that graced these estates, nine are still standing, six being in such a state of preservation as to admit of occupancy. To the south of the city pumping station is the Debevoise mansion; still further south, and just across the trolley track, mutely stands the ancient Duryea homestead. With silent eloquence all these olden manor houses tell of British pomp and Hessian vandalism, for not one was exempt from the events which marked the customs of warfare. The British camp covered the hills. The ovens, wherein the soldiery baked their bread have been seen by the generation of to-day on the Bragaw and Brinckerhoff farms. Window panes, taken from some of these dwellings, may be seen at the rooms of the Long Island Historical Society, written with the names of British officers. The Hessians, with characteristic wantonness, celebrated the flight of William Payntar to Staten Island, by using his mahogany furniture for fuel, and utterly denuding the house of every article of value.

Over a passing word of the Lawrences we ask the reader to linger for another testimony of the patriotic experience of the days of '76.

Of the eleven sons bequeathed by John and Patience Lawrence to the struggle for Independence, Major Jonathan Lawrence was the eighth. Merchant, navigator, financier, soldier, statesman, patriot, he marked each sphere of duty with rare ability and distinction. The inscription upon the Doie monument which rises above his grave at Greenwood records that "he was a member of the Provincial Congress of 1770, and of the Convention that framed the Constitution." Under the State Constitution of 1777 he became a State Senator and was an active Commissioner in treating with the Indians. Having embarked in the expedition to Rhode Island, 1777, on board the French man-of-war Hector, a cannon-ball from the enemy cut down a man working on the gun by his side. Still closer came the fortunes of war after the disastrous battle of Long Island, when yelling, hungry marauders swept through our city bounds from South to North. In search of plunder and food ruthless troops of red coats burst through the enclosure of his residence under the cover of darkness. The days that tried men's also tried women's souls. Mrs. Lawrence and Mrs. Riker (wife of the Captain who yielded his life at Valley Forge), hastily caught the children from their beds and fled to the shore under the protection of a faithful slave. Surely reaching Harlem through the turbulent waters of the night, an exile of eight years followed, during which the home, by the hand of the despoiler, was shorn of its beauty and value.

John Berrian Riker was a surgeon under Washington during the entire period of the war. He was a brother of Abram, who died at Valley Forge.

Col. Jacob Blackwell had participated in the French and Indian war. When the British troops invaded Newtown, room was not left for patriots such as he, and he fled to Hopewell, New Jersey. His home at the foot of Webster Avenue (which we adjure the reader to

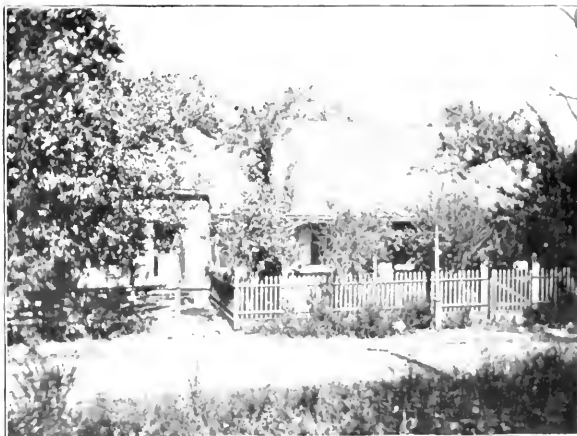


FIG. OF DOIE HOUSE.

see before it falls under the infirmities of age), was confiscated and marked with the Broad Arrow of the King of England. In 1780, returning to end his days amid native scenes, he found it still occupied by the military chieftains of the enemy, who long made it their headquarters.

Turn to a point of land jutting out into the tides of Hell Gate at Hallett's Cove. The guns of the enemy are trained upon Horn's Hook on Manhattan Island, and bring a spirited response from the sons of freedom, who now have well learned the smell of gunpowder. The Britishers, commanded by General Robertson, had hastened from Brooklyn to this position at Hell Gate, under the supposition that General Lee was here to effect a landing with his army. The rumor proving gratuitous, the opportunity was improved to hold controversy with the Continental rebels upon the opposite shore. Both sides confided temper and shot to the engagement, which lasted two days. The enemy was emboldened to push out into the river, for the purpose of crossing, but our men made it altogether too hot for them, and they were satisfied to remain on the Long Island side. General Robertson's army was encamped at Hell Gate for about three weeks.

Five years later, in about the same locality, Colonel John Connolly was quartered an entire winter with the Royal Foresters. One of the officers, Lieutenant Barry, having died, was

buried at Hallett's Cove with military honors.

The vicinity of the present light-house on Hallett's Point, marked the sight until recent years, of Fort Stevens. Upon the terraces of the hills which rise eastward from the point, stood the residence of Major General Ebenezer Stevens. This gallant officer began his brilliant career when twenty-one years of age, by participating in the historic "Tea Party" which occurred at Boston, Dec. 16, 1773. From that hour, to the close of the war of Independence, by his skill in handling artillery, he rendered invaluable service to his country. He conveyed his artillery parks over the Green Mountains and commanded the batteries of Ticonderoga and



THE OLD BRAW HOUSE.

Crown Point. When with the army of General Lafayette, he was promoted by Congress to the head of the Artillery Department of the Northern division, and when Washington, at the dropping of French anchors at the mouth of the Chesapeake, threw his troops around Yorktown, it is said that it was the well-trained guns of General Stevens that persuaded Cornwallis to surrender his sword to the Commander-in-Chief.

These various sites within our municipal bounds, therefore, perpetuate reminiscences so fittingly associating the soil of our city with the conflict which for all time demonstrated to the world man's capacity for self-government by establishing a nation of freemen whose very name is the astonishment of mankind.

The end of the struggle was hailed by Whig and Tory, both alike rejoicing in a reunited era of peace.

THE OLD FLOCK HOUSE.

In the war of 1812, the causes of which it is not within our province to discuss, the western part of Long Island was not the theater of conflict, though British war ships cruised along the American coast, and British frigates occupied the lower part of New York Harbor,

The eastern coast of the United States, with the exception of a part of New England, was under blockade. Yet there was a daily menace to the inhabitants of Kings and Queens Counties of active hostilities. The capture of so strategic a point as New York City was as desirable as it was in 1776. To a call to arms for the defence of our territory there was a tremendous response. From every walk of life citizens gathered for organization. Under the inspiration of the hour Yankee blood rose above normality.

Among the means adopted for self-defence was the erection of block houses. Such a crude fort was located at Fort Hamilton, two others at New Utrecht, another at Rockaway, and still another upon old Mill Rock, in Hell Gate. On the north side of Stevens Street, near Franklin, Astoria, stood one of these picturesque structures for many years after the incorporation of the village.

It was erected during this war scare, every stone being laid by patriotic hands. Could it have endured, it would now be a cherished monument of a critical period that marked our development as a people into a lasting and mighty nationality.



THE OLD VAN HELLE HOUSE

INCORPORATION AND ORGANIZATION OF ASTORIA AS A VILLAGE



THE OLD PAVSTAR HOUSE

One of the first and most decisive steps in the historical development of Long Island City into a municipality, was the passage of a bill, April 12, 1839, entitled "An act to incorporate the village of Astoria."

This being the only village charter which has ever been granted to any community within the town of Newtown, it is worthy of the record herewith given.

The people of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The village hereby incorporated, shall be composed of all that part of the town of Newtown which lies within the following lines and bounds: to wit: commencing on the East River at the point of intersection between the farms of John Lawrence and Charles Richmond, and following the dividing line of said farms to the land of Stephen Hallett, deceased; thence, following the line between said John Lawrence's land and the land of said Stephen Hallett, deceased, to the land owned by Henry F. Blackwell and G. C. Furman; thence, following the line dividing last mentioned land of the before mentioned John Lawrence,

to the land of one Rapelye, deceased; thence, along the division line of the last mentioned land and land of the before mentioned Blackwell and Furman, to the land of Jeromus J. Rapelye; thence, along the line dividing land of the said Jeromus J. Rapelye, and land of the before mentioned Rapelye, deceased, to the land of James McDonald; thence, along the line dividing the land of said James McDonald and land of the before mentioned Jeromus J. Rapelye, to the Flushing avenue; thence, crossing the Flushing avenue and following the line dividing land of said James McDonald from the land of Dr. Baylies, to Newtown avenue; thence, crossing said Newtown avenue and following the south side of the said avenue to the land of Abraham Polhemus; thence, following the line dividing said Polhemus' land, from land of the before named James McDonald, to the land now, or late of, Lewis Hartman and others; thence, along the line dividing the land of said Hartman and others, and the land of said James McDonald, to land of Samuel Stevens; thence, along the line dividing land of said Samuel Stevens from the land of said James McDonald and the farm of Samis, to land of William R. Prince; thence, following the line that divides the land of said William R. Prince from the farm of said Abel Samis, to the ridge road; thence, crossing the ridge road to the land of Richard Clark, and following the line dividing the said Richard Clark's land from the farm of the before mentioned Abel Samis, to the land of William R. Prince, known as the McDonough



THE OLD STEVENS MANSION.

farm; thence, following the line dividing said McDonough farm from the land of said Richard Clark and of H. L. Penfield, to other lands of said Richard Clark; thence, along last mentioned line to the land of Jacob Polhemus; thence, along the line dividing land of said Jacob Polhemus from the land of before mentioned Richard Clark, to Sunswick Creek; thence following the middle of the channel of said creek to Hallett's Cove or Bay; thence, following the line of the cove or bay, and thence, following the line of the cove and East River at low water mark, to land of John Lawrence, at the place of beginning, shall hereafter continue to be known and distinguished by the name of the "Village of Astoria," and the

freeholders and inhabitants residing in said village are constituted a body corporate, by name of the trustees of the village of Astoria.

SECTION II. The corporation hereby created shall possess all the powers and privileges and be subject to all the restrictions and limitations which are granted or imposed upon the trustees of the village of Angelica, by the act incorporating that village May 2, 1835.

The first election under this charter, June 11, 1839, resulted in the election of Homer Wintemore, Robert M. Blackwell, William B. Bolles, Alfred R. Monnt and Stephen A. Halsey as trustees; Henry F. Blackwell, Hersey Baylies and John B. Reboil as assessors; William F. Paynter as treasurer and clerk; James O. Jackson, collector and constable.

At the time of the passage of this charter, Astoria had a population of two thousand inhabitants. The village was in its infancy. It had but one main street, with two turnpike roads branching off, one leading to Williamsburgh on the south, the other to Flushing on the north. For a long time after corporate organization, the many improvements projected by the trustees, men who had been chosen to office, met with that proverbial opposition on the part of the people, a destructive element which is incident to the development of every community.

The slightest increase of taxes marshalled old fogysim into united activity. Increase of rights, privileges and immunities under better social conditions were not recognized as involving the rights of property.

Gradually, however, the village government passed into the hands of the people through their representatives, the trustees, and through the gates thus opened, a new era entered. Many of the old estates to which reference has been made and which had long remained tied up, yielded to its demands. With increase of population came increase of business, the opening of new streets, and the erection of new and better type of buildings. Communication with New York was improved by enlarged steamboat and ferry facilities—an advance the advantages of which the people were not slow to recognize as superior to the old stage coach system which required two and a half hours for a trip to City Hall, N. Y.



OLD CLOCK HOUSE, HALLETT'S POINT, 1814.

The incorporation of the village and the numerous improvements which followed, were chiefly due to the public spirited activity of Stephen A. Halsey. Attracted by the beauty and natural advantages of the village site and surroundings, he removed from Flushing in 1835, having purchased the Perrot and Blackwell farms, comprising nearly all the land lying between Pot and Hallett's Coves, west of what is now Stevens Street. Devoting himself at once to public improvements, the community soon evinced new life and enterprise, was incorporated as has been related, was named "Astoria" in honor of John Jacob Astor, an old friend of Mr. Halsey's, and business associate in the fur trade, was connected with Eighty Sixth Street, N. Y. by ferry known as "Horne's Hook Ferry" for thirty years, had facilities of travel with Flushing and Williamsburgh, had the first fire company in the city, whose house, built by Mr. Halsey, forms a part of the saloon now standing on the southeast corner of Fulton

Avenue and Halsey Street, saw churches arise on his old the Reformed Dutch Church in 1836, and the Presbyterian Church in 1846, received the donation of a plot of ground 112x200 feet for school purposes, on which the Fourth Ward School now stands, was supplied with gas by the "Astoria Gas Co.," which he organized in 1853, and in short the present village may be said to be the creation for the most part of the intelligent enterprise of this progressive citizen. Mr. Halsey was a trustee of the village of Astoria nearly the whole period, from its incorporation to its absorption into the municipality of



SCENE ON THE STROKE ROAD.

Long Island City. Other trustees have served as follows: 1843-48; Joseph M. McJinsey, 1841; Nathaniel Pillsbury, 1849,

Homer Wittemore, 1839, 1840, 1850; Josiah M. Whitney, 1851,

*McJinsey*

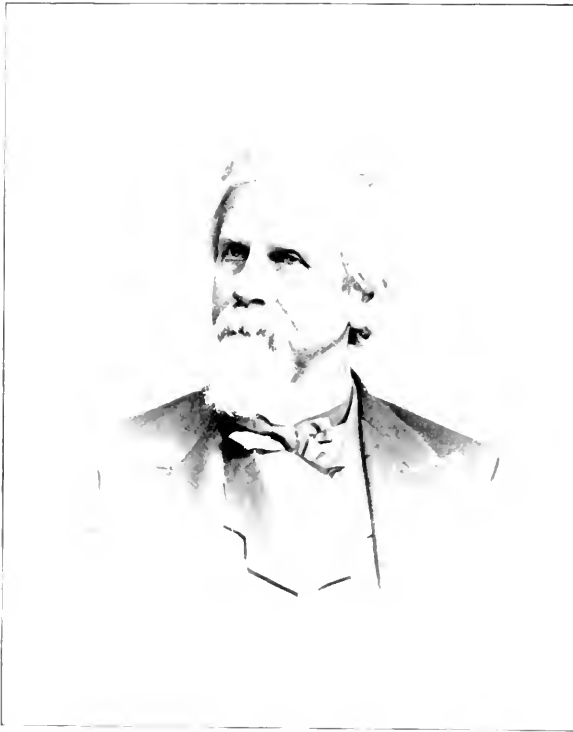
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1840, 1857, Tho. W. J. Townsend, 1852; <sup>Jersey</sup> ~~Hon.~~ Baylies, 1853; C. R. Trafford, 1854, 1855, 1861; John R. Morris, 1858; John McAloney, 1850, 1860; A. Gallatin Stevens, 1861; Gabriel M. <sup>Keane</sup> ~~Mc~~ 1862; Charles W. Straug, 1865; R. M. C. Graham, 1866-68, W. R. Taylor 1870.

During the years between 1845 and 1871, Astoria was a highly prosperous village, and was a favorite suburb for many prominent and wealthy New York families. Its charming water front was adorned with superb residences, many of which still linger amid generous grounds in testimony of former grandeur and an honored history. Thousand who daily pass the Astoria shores on the waters of the Sound, catch glimpses of the fine old mansions and of their homes amid environments still bearing traces of beauty despite the encroachments of the surveyor and sales agent.

#### HUNTER'S POINT AND UNION COLLEGE.

Fifty years ago Hunter's Point was the most retired region around New York. The



JAMES H. CLARK.

explorer, if he paid his toll upon the road leading from Flushing, or was ferried in a skiff across the river from Kip's Bay, might see the old Hunter homestead crowning the solitary hill at the mouth of Newtown Creek, and the old well at its foot on the south. Now, however, the hill lies in the river under Borden Avenue and the ferry houses of the Long Island Railroad, while the Hunter House which was let down to the present city level and used for a blacksmith shop, was swept away some twenty years ago, before the advance of the railroad company. Thus another ancestral hall was removed, which was associated with the deeds and memories of colonial days. When the locality was called Bennett's Point, as elsewhere narrated, a murder was committed here, for which the guilty parties were hung in 1782, three years later upon a chestnut tree at the Wallabout. In more recent days, about 1850 perhaps two Polanders enticed a fellow countryman into the sand pits near Ferry Street for the purpose of robbery and murder. The episode is chiefly remarkable from the inverted nature of the proceedings, for the intended victim killed the intend-

murderer. These tragic occurrences are the only ascertainable traces of romance which are connected with the history of Hunter's Point.

The growth of the landed interests and the development of this section of the city are closely connected with the history of Union College, an institution concerning which a brief word-sketch is befittingly given in the narrative where it was stopped upon a previous page.

Union College, situated at Schenectady, New York, was founded in 1795, largely through the efforts of the General Philip Schuyler, of Revolutionary fame, who at that time had just returned from service in the United States Senate. The name of "Union" had

its origin in the circumstance of several religious denominations cooperating in its organization. It was incorporated directly by the Regents of the University of the State of New York. At that point of time it was the second college in the State, and as to place, the first beyond the limits of New York City, to receive its charter. During the century of its illustrious service, it has repeatedly enlarged its curriculum and widened its field until it has obtained influential rank as a University. Besides its classical department, it has a special school of civil engineering founded in 1815; a medical college which was established in 1838; a law school organized in 1851; and the Dudley Observatory in Albany, which was so named in honor of Charles E. Dudley, whose widow bestowed liberal endowments resulting in the addition of a meteorological department. The Institution has a library of 27,500 volumes and valuable philosophical apparatus and natural history collections.

Its management is vested in a board of trustees consisting of the permanent trustees of Union College, the Governor, Lieutenant Governor, Attorney General, Secretary of State, Comptroller and Treasurer of the State of New York, as *ex officio* members of the Board, and four representatives of the Alumni Association elected annually.

Its list of presidents constitutes a line of honored names. First came the Rev. John Blair Smith, of Philadelphia; then Jonathan Edwards, son of the great Calvinistic divine, the profound impression of whose genius will long remain in the world of religion and theology; then Jonathan Maxcy, President of Brown University, Rhode Island; and then in 1804 the Rev. Eliphalet Nott, D.D., who held the office more than sixty-one years, until his death in 1866. Dr. Nott was one of the foremost educators of the continent. More than 3700 students graduated during his presidency. He gave much attention to the physical sciences and was a prolific inventor. The first stove made for the consumption of anthracite coal was one of his notable inventions. The Rev. L. P. Hickok succeeded him, but resigned in 1868. The Rev. Charles A. Aiken followed, and then the Rev. Eliphalet Nott Potter, grandson of Dr. Nott.

The resources of the College are large and are invested in productive securities.

In the war of 1812 Newtown Creek was a prominent naval rendezvous and afterwards was considered an eligible site for a permanent naval station. With this in view and partly under the impulse awakened by the project Dr. Nott became the possessor of the Hunter homestead and other adjoining tracts.

The title of Union College to its property in this city is short, straight and valid. Hunter's Point, from 1650 to 1800, known as Dominic's Hook, then for twenty-five years as Bennett's Point and from 1825 by its present name, was, in the early days whereof we write, bounded as follows: on the north by a small creek and ditch separating these premises from



JOHN F. THOMPSON







GILBERT K. HARROUN, Treasurer of Union College.



UNION COLLEGE, SCHENECTADY, N. Y. — NORTH COLLEGE BUILDING.



UNION COLLEGE, SCHENECTADY, N. Y. — SOUTH COLLEGE BUILDING.



UNION COLLEGE, SCHENECTADY, N. Y. — MEMORIAL HALL AND WASHBURNE BUILDING.

benefit of "Crane, Judson, and the two Elys;" in connection with the "one-third undivided," which belonged to the Nott Trust. This responsibility was assumed by the College as Trustees, at the request of Dr. Nott, for the purpose of more rapidly marketing the one-third belonging to the Nott Trust.

Under these two distinct Trusts, Union College as Trustee controlled the estate till 1884. The College having brought a suit—in an action in equity—to wind up the trust of 1860, and separate its own property from that of others interested, ten years of litigation followed. Judgment of partition, however, was finally entered in 1884, and the several parties interested, had their proportion of lots set off to them, the College receiving two-thirds of the entire property then remaining. There were in all 1800 lots, the total valuation of which, as fixed by the Commissioners, was over \$950,000; of these lots, Union College received of that time the ledge received of coarse 1200; since led its own property. The in- crease in valua- tion of Hunter's Point which in 1780, more than \$6000, stood by the vol- utions of Union tee from 1860 to reached \$2,300,- the College had proved and lands about \$800, \$415,463 was ex- ing, docking, and ments. Divi- cular among amounting to ing of improved bonds, mort- more recent years marked diminu- ductiveness of the to economic modified values

The develop- ment of Hunter's Point, therefore, tified with the prise of Dr. Eli- later with the ests of Union development was

the deed of Nott to Crane and Ely. Under the management of these men important changes occurred in the topography of Hunter's Point. In 1853, the year following the passage of the property under their control, they applied to the Commissioners of the Land Office for a grant of the lands under the waters of Newtown Creek and of the East River, adjacent to their premises. The lands in question being ceded, the lofty hill which from ages immemorial had stood as a sentinel at the mouth of Newtown Creek, and from whose summit Peter Praa had often surveyed his possessions, was cast into the river. The reef over which the maddened tides had rushed from prehistoric eras, was buried beneath the soil of the Hunter farm. The shore front which theretofore had been West avenue, was pushed nearly to its present limit.

Messrs. Crane and Ely were succeeded in 1855 by H. S. Anable, who continued in the manage- ment of the extensive interests of the College until 1884. During this period great advance was made in important directions.



CORNELIUS RALPHE TRAILLFORD.

Up to 1873 paid for the im- development of 000, of which pending for grad- general improve- dents were de- stockholders \$843,000, consist- lots, money, gages, etc. In there has been a tion in the pro- property, owing causes which have in general.

ment of Hunter's was at first iden- speculative enter- phalet Nott, and policy and inter- College. That inaugurated by

Three blocks of the territory, new-made along the river front, were given to the East River Ferry Company by the College Trustees.

The Flushing Railroad, which had been established in 1854, received from the College a gift of land, valued at \$20,000, which subsequently was bought back by the College.

The tract of land occupied by the Long Island Railroad, extending from Vernon avenue to the East River, was originally procured from the College in 1860 on advantageous terms.

Every street in the First Ward to Nott avenue was opened and graded.

The erection and maintenance of a school on Sixth street has already been cited.

Two miles of bulk heads and docks along Newtown Creek and the East River to the canal were constructed.

The turnpike, now Jackson avenue, leading from the ferry to Flushing, was built largely through the instrumentality of the College. The College also contributed to the construction of the railroad between Astoria and Hunter's Point.

A block of land comprising forty-eight lots was donated by the College for a site for the present court house.

As the representative of the College, Mr. Anable was influential in aiding the passage of the Improvement Act, whereby needed improvements were further promoted in the First Ward.



THE RAFAEL MANSION

The participation of Mr. Anable in the organization of Long Island City has elsewhere been noted. To his public-spirited sagacity and energy Hunter's Point will long remain a debtor. During his connection with the interests of Union College more than two and a quarter millions of dollars passed through his hands. The final audit of his accounts showed a perfect balance.

He was succeeded in office by his son, Eliphalet Nott Anable, who acted as the representative and attorney of the College until 1886, when the office of College Treasurer, which had been located at Schenectady, N. Y., was transferred to Long Island City, and the management

of the property passed directly into the hands of the treasurer, S. E. Stimson.

In 1893, Gilbert K. Harroun, the present incumbent, succeeded to the management of the College property. Early in his administration of affairs marked evidences of energy, mature judgment, and conservatism of action were discoverable on every side. The extensive landed interests were speedily gotten well in hand and every effort put forth for bringing to the attention of manufacturers and controllers of business enterprises generally, the many magnificent water front sites and business blocks and plots, that still remained open to purchasers in one of the most accessible and desirably located sections of the Greater New York. And the result has done credit to the tact and energy of the gentleman, while the many benefits that have accrued to the College interests, as well as to the general material interests of the entire city, have led to outspoken and deserved commendation. One achievement, above all others, that has stamped Treasurer Harroun's management with phenomenal success, particularly along lines that are most vital to the continued development of the extensive landed estates of the College, was the final adjustment of the disputed question of the regularity and amount of the local taxes. For a number of years these taxes had been accumulating, based upon arbitrary and discriminating assessments as levied by the local Assessors, and Mr. Harroun, upon assuming the duties of his charge, set to work to discover some means of untangling the tangle with a view to bringing about a speedy and amicable settlement. After

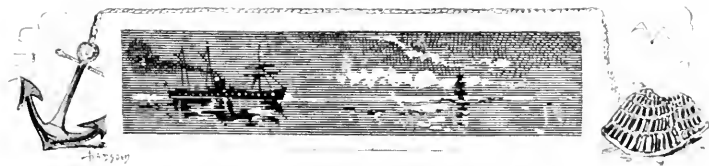
many months of earnest consideration, a plan was evolved that proved eminently just and satisfactory to all concerned, in which the State, through the Legislature, gave willing and substantial aid, and in the early fall of 1895, upwards of a quarter of a million dollars was turned into the city treasury in full liquidation of all claims to date standing against Union College upon the tax books of Long Island City. This memorable and important achievement gave good evidence of the ability, the energy, and the unflagging zeal displayed by Mr. Harroun in the planning and prosecution of the momentous undertaking, which, at the outset, seemed surrounded by adverse circumstances that were well nigh insurmountable. It was a grand piece of work, and placed the College and its interests upon a solid basis and, free and clear of all claims on the part of the city.

No one will question the fact that Union College has been a leading factor in the development and up building of the Hunter's Point section of the city. It has annually paid into the public treasury from \$5,000 to \$10,000 in local taxes, and has always been found in the forefront of every movement looking to the development of the interests and the betterment of the condition of affairs connected with the local government. The College still controls large areas of unimproved lands in the lower wards of the city, and under the judicious management of its present representative, the corporation should, and no doubt will, reap a deserved and bounteous reward in the early years of the materializing of the Greater New York.

In Hunter's Point are now located the leading industries of the city. Over it the spirit of enterprise seems to have especially hovered. Its offices, stores, factories and ferries represent the greater proportion of popular traffic and travel. These results necessarily follow its natural advantages of water front and facilities of immediate intercourse with business sections of New York and Brooklyn. Not so, however, was its condition in years preceding 1870 and the Incorporation of the city. Then was the era of preparation for the greater things of to-day. The entire section had to be raised almost from the level of the sea, its marshes, lagoons and "killities" filled, and the site of a city created at vast expenditure of time and capital before the advantages afforded by nature could be made available. A territory so uninviting in its original state was fortunate in becoming the field of a corporate enterprise endowed with means commensurate with the demands of its development.

#### V. MEMORABLE SEASON.

The winter of 1779 was one of almost unparalleled severity. Snow began to fall November 10 and continued more or less daily till the following March. "In the woods it lay four feet upon a level," says a certain chronicler. A fuel famine was abroad. All over New York Island trees of every sort were cut down, gardens, court yards, and avenues, as well as lanes and forests, were depleted. Apple, peach, plum, cherry and pear trees fell before the woodman. The cold was extreme. The bay and harbor of New York was solid as terra firma. Likewise the East River and Long Island Sound nearly to New Haven.



## CHAPTER III.

### THE VILLAGE OF STEINWAY

ITS EARLY HISTORY—PRESENT INDUSTRIAL IMPORTANCE—THE GREAT STEINWAY PIANO FACTORY—LIVES OF HENRY ENGBERD STEINWAY AND WILLIAM STEINWAY—FOUNDING OF THE WORLD-RENOWNED HOUSE OF STEINWAY & SONS—SCIENTIFIC EXPERIMENT AND INVENTION—RISE INTO ENRIVALLED SUPREMACY—PURCHASE OF THE VILLAGE SITE—ERECTION OF THE GREAT PLANT—INTERESTING ECONOMIC FACTS—MR. STEINWAY'S POLICY AS AN EMPLOYER—THE STEINWAY MANSION—THE DAIMLER MOTOR COMPANY—THE ASTORIA HOMESTEAD COMPANY.

The northeastern section of Long Island City is known under the name of "Steinway." It is the geographical center of greater New York. From the earliest historic period it has been a field of surpassing interest. It has been the scene of important geological changes. The present site of the Steinway Mansion and of the world-famed Steinway Piano Manufactory was once Luyster Island. The waters of the Sound once layed the shore in the vicinity of Winthrop avenue.

Here also was the point of one of the earliest settlements in the town of Newtown. The English had not taken Newtown Creek before the Dutch had seized upon this charming locality.



VIEW ON STEINWAY, E. 11TH AV., LONG ISLAND CITY.

The hammer and anvil clang of Harmensen's anvil awakened the solitudes and tempted the approach of the settler who laid the hardy pioneer lay with his tomahawk.

The action of the Dutch Governor, in granting this whole section to the Reformed Church for a Dutch Farm, was equally inexplicable. The day of redemption, however, began in 1656, when Peter Minuit opened the way to renewed settlement and was followed by the progenitors of the long line of the Ropes, Rapeyes, Moores, Lawrences, Berrians and Kouwenhovens. The fertility of the soil brought wealth to the industry of these families for two hundred and more years and left for posterity the name "Barrers," nothing but a barren name in ancient history.



C. F. THEODORE STEINWAY.





Could the acres of this picturesque settlement speak, they would also tell of the rude tramping of the Hessian soldiery in 1776, while foraging the fields or crowding the halls of the manor-houses in search of fugitive patriots, or springing from ambush at midnight hours to pillage peaceful homes and drive the occupants from their insecure pillows to encounter the perils of the swift tides of the Hell Gate.

Eventful, therefore, has been the history of the olden settlement which has now developed into the prosperous community of "Steinway." Yet the greatest event which has marked its career was left for this latest day to record. It bears a name which is inscribed upon one of the greatest industrial triumphs of this or any other age—a name which is associated with the musical prestige of the world. It was here that the firm of Messrs. Steinway & Sons, chiefly through the individual efforts of William Steinway, in 1870 and 1871, acquired title to over four hundred acres of land with a frontage upon the East River and canal of about a mile, built a steam saw mill, iron and brass foundries, boiler and engine houses, a large building for the finishing of metal frames, storage sheds, drying kilns, docks, bulkhead wharves, a lumber basin, and in 1879, an immense structure to serve as a piano case factory, 248x60 feet, together with an additional new engine house. In 1877 the keyboard making and wood carving branches of their piano manufactory were removed thither from the New York factory.

These combined factories contain eight steam boilers of the aggregate of 500 horse power, by which the necessary amount of steam is generated for the 60,000 feet of pipe used in heating the drying rooms and workshops and driving four steam engines, aggregating 300 horse power, which in turn put in motion the various labor-saving machines. Besides this machinery in operation, the process of grand piano case manufacture is most interesting. Logs are specially selected, 18 to 23 feet long, sawed into veneers one-eighth of an inch thick, which, after a thorough course of open air and kiln drying, are glued together and bent into the proper form of parlor and concert grand piano cases, by means of immense iron presses heated to the necessary degree by steam.

About 600 workmen are employed in these works which are connected by telegraph and telephone with all the New York establishments of the firm.

In capacious yards are stored millions of feet of crude lumber; at busy wharves is received iron ore in vast quantities, and these materials are transformed into cases, actions, steel frames and other component parts of a piano, and then shipped to the New York factory at Fourth (Park) avenue, and Fifty-third street, where they are put together and adjusted into finished instruments, which are universally acknowledged to be the *chef d'œuvre* of art in musical mechanics.

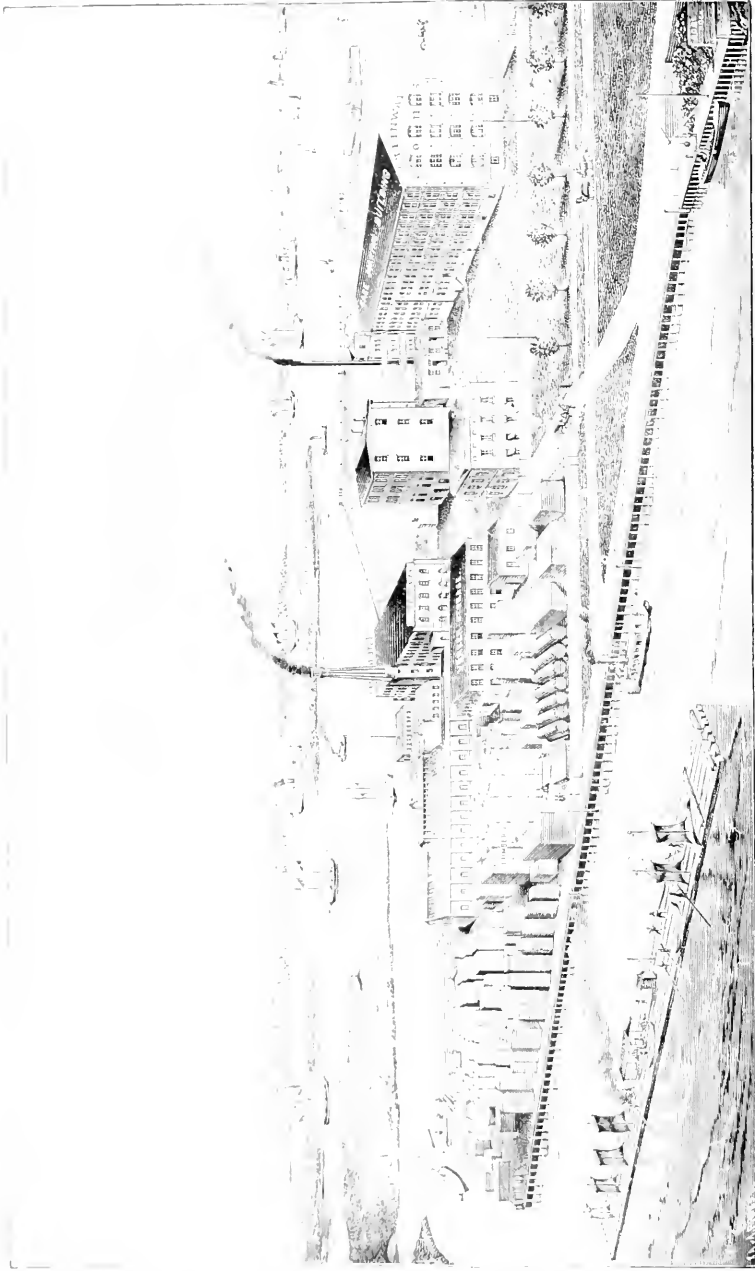
Such an extensive industry, whose products have fought their way to pre-eminence solely upon their merits, necessarily represents a prolonged conflict with difficulties, profound knowledge of the musical art, intellectual ability, inventive skill and genius of a peculiarly high order, the exercise of large executive powers, and the wisest management of commercial resources.

It is requisite, therefore, that we should dwell somewhat at large upon the personal history of the men who have won celebrity, not only for themselves, but incidentally, for that section of our city which bears their name.

#### HENRY E. STEINWAY.

Henry Englehard Steinway, of New York City, founder of the great piano manufacturing house of Steinway & Sons, was born February 15, 1797, in Wolfshagen, a small forest hamlet of the Hartz Mountains, in the Duchy of Brunswick, North Germany, and died in New York City on the 7th of February, 1871. He was at the time of his coming to this country fifty-three years of age. This was surely rather an advanced age for an immigrant, and one, too, who was to be the pioneer of a new era in an important industry, but such was the fact. He was a skilled piano maker in his native land, Brunswick, Germany, until he came to New York, June 9, 1850, with his family.

Before taking up the later and more important events of his life at this time, it may be well to review his honorable antecedents and some interesting incidents of his early life. In the early part of the seventeenth century, one of his ancestors, a Captain Steinway (or Steinweg, as the name was originally spelled), had fought against the Austrian Army in "The Thirty Years' War," and had received serious wounds at the Battle of Lutter, on the Barenberg, in 1626. He was a native of Pomerania, where his family and ancestors were well-to-do patricians in the fortified town of Stralsund, on the Baltic Sea, and while that city belonged to the Hansa Union, even before "The



TENNEY & SONS' PIANO FACTORY.

Thirty Years War," various members of the family had occupied important positions in the magistracy. One of them, who was Burgomaster of Stralsund, became famed for his stalwart and successful defence of the town when it was besieged by the Austrians under General Wallenstein, in 1628. With the final fall of the fortune of the city, the family disappeared from it. This family seemed strangely fated to suffer through war. Of the immediate family of Henry E. Steinway he was the youngest of twelve children—he was left the sole survivor at the age of fifteen years, all of the others, as well as his father, falling victims to the Franco-Prussian War of 1866, the Franco-Russian War of 1812, and a terrible disaster—a lightning stroke during a severe storm—which killed, in a collier's hut, where they had taken shelter, his father and three older brothers, and two men who had accompanied them, Henry alone of the party of seven escaping, and he only after being prostrated and long lying in a semi-unconscious state. The lad thus orphaned and left solitary in the world suffered still further through the seizure of his father's property, consisting of several houses, which were sold by the French Westphalian officers of the crown, who made away with the proceeds. Penniless now, as well as alone, he was forced to earn his meagre living by hardest toil, from which he soon turned to the army, at the call of the Duke of Brunswick for soldiers to serve against Napoleon. He was then but seventeen years old.

Young Steinway had a natural fondness for music, and beguiled the tedium of his garrison life by mastering the art of playing on the cithera, having constructed during his leisure hours an excellent instrument of seasoned spruce, which was greatly admired for its superior tone. At this era the liberty-breathing and heroic songs of Körner and Schenkendorf were in great vogue among the German troops, and on many occasions the young soldier-musician accompanied on his instrument the chorus of a whole company of his stalwart companions. His musical memory was phenomenal, and he was able, without having had any special musical training, to find accompaniments to any of the simple melodies of the time after having once heard them sung, and enjoyed the reputation among his acquaintances of being a musical genius. At twenty-one years of age, having declined the post of sergeant, which was offered to him as an inducement to remain in the army, he received an honorable discharge, and quitted a life which was daily becoming more uncongenial. He lost no time in going to Goslar, where he sought to apprentice himself to the cabinet-making trade. Contrary to his hope, he encountered most discouraging difficulties. The trade guilds were in full sway. Five years' apprenticeship and five years' service, as a journeyman, were inexorably required, before the workman could acquire independent action. This, at Steinway's age, was too much for him, and he decided to learn the art of building church organs, which was not subject to the hampering and "red tape" of the guilds. He prepared himself for this work by devoting a year to cabinet-making under a so-called "wild boss," and was well able at the expiration of that period to turn out his "masterpiece" as a cabinet-maker, according to the requirements of the times, had he been called upon to do so. He then took employment as a journeyman organ builder, although his aspirations were to become a maker of stringed musical instruments.

After a year's apprenticeship he took employment as a journeyman organ builder in the little town of Seesen, at the foot of the Hartz Mountains, and the site of the famous "Jacobsohn's School." The chief justice of Seesen had accidentally seen a "masterpiece" of cabinet making—an elaborate writing-desk, with secret drawers and artistic inlaid work—from the hands of young Steinway, and notwithstanding the long-established usages of the guilds, which proscribed the entry of such work into competition with that of the long-experienced workman, the magistrate purchased this production, thereby giving the young man a handsome lift in life. About the same time the town was destroyed by fire, and the suddenly increased demand for artisans, occasioned by the rebuilding and re-establishment of industries, offered the young workman an opportunity for full employment and fair remuneration.

This, too, enabled him to marry, and in February, 1825, he took as his wife a beautiful young girl, who had for some time reciprocated his love. In the same year, in November, their first child, a son, was born, who was christened C. F. Theodore. The father now bent all of his energies toward the building of a business and a home. Foremost in his thought was the idea of giving his infant son, as he came to a condition to appreciate them, the advantages which his own youth had lacked, and now began his identification with the piano which extended throughout his long life, and reached its culmination in America. He was a skilled artisan, a musical genius, fully comprehending

of the piano as a new and more perfect instrument, and capable as any man, he confidently believed, of perfecting it.

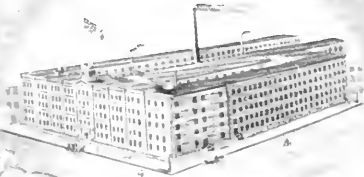
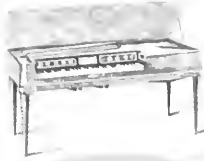
His first work was in constructing the piano upon which his boy was to learn to play. Old time makers of German pianos he knew, and combined their merits in an original construction. For some years afterwards the instrument completed and witnessed the widespread attention which had been attracted to its superiority. Its purity and volume of tone soon won a purchaser; and now, before the struggling mechanic, a path opened toward the realization of his hopes. He could become a master workman no longer. He devoted his entire energy and skill to piano making, and soon a thriving trade greeted his efforts at the hands of the music-loving inhabitants of the Hartz Mountains.

As early as August, 1830, Mr. Henry Steinway exhibited one grand, one three-stringed, and one two-stringed square piano at the State Fair of Brunswick, Germany, with the celebrated composer, Albert Meßfessler, as chairman of the jury, who, besides granting him a first prize medal, bestowed the highest encomiums upon the tone and workmanship of the instruments. As his sons, Theodore, Charles, and Henry, grew up, they became skilful piano-makers under their father's direction, acquiring at the same time a thorough education. In time Mr. Steinway found himself the centre of a large and happy family, the owner of an extensive factory, with ample capital at his command; and with such a thriving trade that he was unable to meet the demand for his instruments, although he employed a number of workmen to assist him in their manufacture. His was indeed a happy home. All worked in perfect harmony, and in the evening the boys might have been seen playing, oftentimes four-handed, the immortal compositions of Mozart and Beethoven, while the sweet voices of the girls sang the beautiful songs of Schubert and Schumann.

The quiet contentment of plodding prosperity, however, was broken. Political complications, the cutting off of territory tributary to Seesen in a commercial sense, the imposition of almost prohibitory duties by the establishment of the German Customs Union, which Brunswick joined, but Hanover kept out of, in 1843, and generally changed conditions hampered the thrift of the family industry, and finally the Revolution of 1845 completely destroyed the small local retail trade that alone had remained to that time.

The idea, which had been cherished for some time, of emigrating to America, now took on new force, and one and all determined that a home in "the land of freedom" was a desideratum. In April, 1849, Charles Steinway sailed for the western world and arrived in New York the following month. His reports home were so favorable that the whole family, with the exception of the oldest son, C. F. Theodore, who remained behind to complete the unfinished work, emigrated to the New World, leaving Hamburg on the steamer *Helene Solomon*, in the beginning of May, 1850. This vessel was one of the first ocean propellers, and it was her first trip. Instead of a direct-acting engine the vessel had a high cogwheel, which connected with the smaller cogwheel on the shaft. On the third day out from opposite Deal and Ramsgate, England, the large cogwheel broke with a terrific crash, and the vessel came to anchor. After a delay of nine days a new cogwheel was cast at Ramsgate, and the vessel continued on its way to New York, which it reached on the 9th of June, 1850, after a passage of forty-one days from England. The trip was an unusually pleasant one, as the sea, from the time of leaving Hamburg to the arrival in New York, was as smooth as a mirror; not a wave nor a ripple troubled the sea. As the sequel proved, this was extremely fortunate, for on her third trip the *Helene Solomon*, encountering stormy weather, foundered in mid-ocean, happily with little loss of life. On the arrival in New York the family consisted of Henry Steinway, the father, aged fifty-three years; Charles, aged forty-six years; Charles, aged twenty-one; Henry Steinway, Jr., aged twenty; Albert, aged fourteen; and three daughters, the eldest twenty-two, the second sixteen, and the youngest eight. The eldest son, C. F. Theodore, aged twenty-four years, remained behind.

Henry Steinway, as we have seen, had attained prosperity in his native land not without private and public success. He, however, had rested and strengthened his fiber and assisted that symmetry of intellect which now was of splendid service and lay at the very foundation of his success. He was a man of liberal and generous views, and, as a German, he was singularly free from the weaknesses that usually attend the narrowness of his country. With almost commendable prudence and patience, he studied the principles of the science and art of the piano trade before embarking his means in a venture. He was not a gambler. He had been slow, but comfortably sure, and while he aspired to a fortune, he was content with what he had obtained, he did not propose to enter upon its conquest hastily or ill-



HENRY F. STEINWAY.



advisedly. He therefore put his capital in a safe place, and went to work as a journeyman in a New York piano factory, his sons following his example. Nearly three years they toiled thus, adding not a little to their capital of money and useful knowledge.

Their commencement in business on their own account was made March 5th, 1853. The founding of the house of Steinway & Sons was an extremely modest and cautious undertaking—the planting small in inverse proportion to the growth. They rented a small rear building in Varick Street, and with most solicitous care made their first piano, a "square" which, on being exhibited to a number of teachers and expert musicians, created at once a very favorable impression, and was speedily sold for a good price.

Their success was assured from the first by their thorough mastery of the trade and art of piano-making and the infinite pains they devoted to their initial production. They gained standing in the regard of the critical professional element, and there was soon a demand for their work. Soon outgrowing their very limited original quarters, where, with about ten workmen, they produced one square piano per week, they secured more commodious ones at 88 Walker street, a few doors east of Broadway. In March, 1854, when they had been but one year in operation, they received their earliest official testimonial of appreciation in the form of the first premium from the judges at the Metropolitan Fair, held at Washington, D. C., for the best three and two-stringed instruments. In the fall, of the same year, they experienced a further gratification in the securing of the first prize, a gold medal, at the American Institute Fair, in the Crystal Palace, in New York.

In the following year they exhibited at the latter place a square piano constructed on a new system, which received the unanimous verdict of the jury, and was awarded a gold medal in competition with all the principal piano manufacturers of the country. This new invention may be briefly described as an overstrung, square piano, in which the newly constructed iron frame was so applied as to secure its benefits to the durability and capacity of standing in tune, while the nasal, thin tone, which had heretofore characterized pianos with the iron frame, was done away with, and a lasting tone, of full harmonious quality, produced. This new system of construction achieved so great a success that Steinway & Sons invariably received the first prize at every art exhibition in which they participated, and the new method soon became, and has since remained, the standard for square pianos, and is now used by all manufacturers. The business of the firm increased to such an extent that in 1858 they purchased almost all the entire block of ground bounded by Fourth and Lexington avenues, Fifty-second and Fifty-third streets, on which a model factory was erected during 1859, and occupied in April, 1860. In 1863 it was found necessary to add the southern wing, by which the building was brought to its present colossal proportions. The architecture of the building is of the modern Italian style; it is built in the most solidly substantial manner, of the best brick, with lintel arches of the same, and brick dental cornices. The side wings are separated from the main front building by solid walls, extending from basement to roof; passageways running through them, each of which is provided with double iron doors on either side, so that in the event of a fire occurring only that portion of the building in which it originated can be destroyed. The factory buildings proper cover twenty city lots, the whole property consisting of twenty-six lots, with a street frontage of 802 feet. The floors of the New York factory buildings have a surface of 175,140 square feet. Beneath the yard there are fire-proof vaults for the storage of coal, and here are also placed four steam boilers, aggregating 340 horse-power, by which the necessary amount of steam is generated for the 76,000 feet of pipe used in heating the workshops and driving a large steam engine, this in turn putting in motion the different labor-saving machines. It would require the extent of a goodly sized volume to describe the 165 different planing, sawing, jointing, drilling, mortising, turning, and other machines used in this and the Astoria factory, and to elucidate their various objects; it must, therefore, suffice to state, that from careful and moderate estimate, they replace the hand labor of at least nine hundred workmen, added to which they do all the hard and difficult work, which formerly to so great an extent endangered the health, and even the lives, of the workmen employed in this description of labor. In the meantime the warerooms had remained in Nos. 82 and 84 Walker street, these having been brought into connection with the factory, three and a half miles distant, by a magnetic telegraph built expressly for the purpose. The improvements which had been made in such continuous succession since 1855 by Messrs. Steinway & Sons, and for which they had obtained patents, extended also to the manufacture of grand pianos. In these latter instruments an entirely new system of construction was introduced, with such unqualified success that they were very

to be sold in the concert room and by musical people generally. Theodore Steinway, by his skill at the same time made pianos of the newly invented construction, on the model of those manufactured by his father and brothers in New York, and as early as the season of 1850 or 1851 renowned pianists performed on these new grand pianos at their concerts in Germany. Messrs. Steinway & Sons have received for their pianos, from the year 1855 to 1862, at the leading industrial exhibitions in the United States, no less than thirty-five first prize medals, and at the World's Fair, in London, in 1862 the pianos there exhibited by them received the highest recognition and were honored by the award of a first prize medal. The New York premises of the firm had become the rendezvous of leading artists and connoisseurs, and were soon found totally insufficient in accommodation for the large dimensions the business had reached.

There was consequently erected in 1863 a depository and sales house, an extensive and handsome marble palace on East 14th Street, between Union Square and the Academy of Music. In connection with this there also arose, through the enterprise and public spirit of this successful house, the famous Steinway Hall, one of the most celebrated concert rooms in America. This building, the public use of which was inaugurated October 31, 1866, with a concert of great distinction, in which Parepa Rosa was the leading singer, in reality contained two halls, one capable of seating two thousand, and the other four hundred persons, and until 1890, when it was rebuilt to give way to the demands of business, it is not an exaggeration to say that it was more prominently identified with the musical history of America than was any other assembly place in the country. It was practically a gift from Steinway & Sons to the musical and art-loving people of the metropolis.

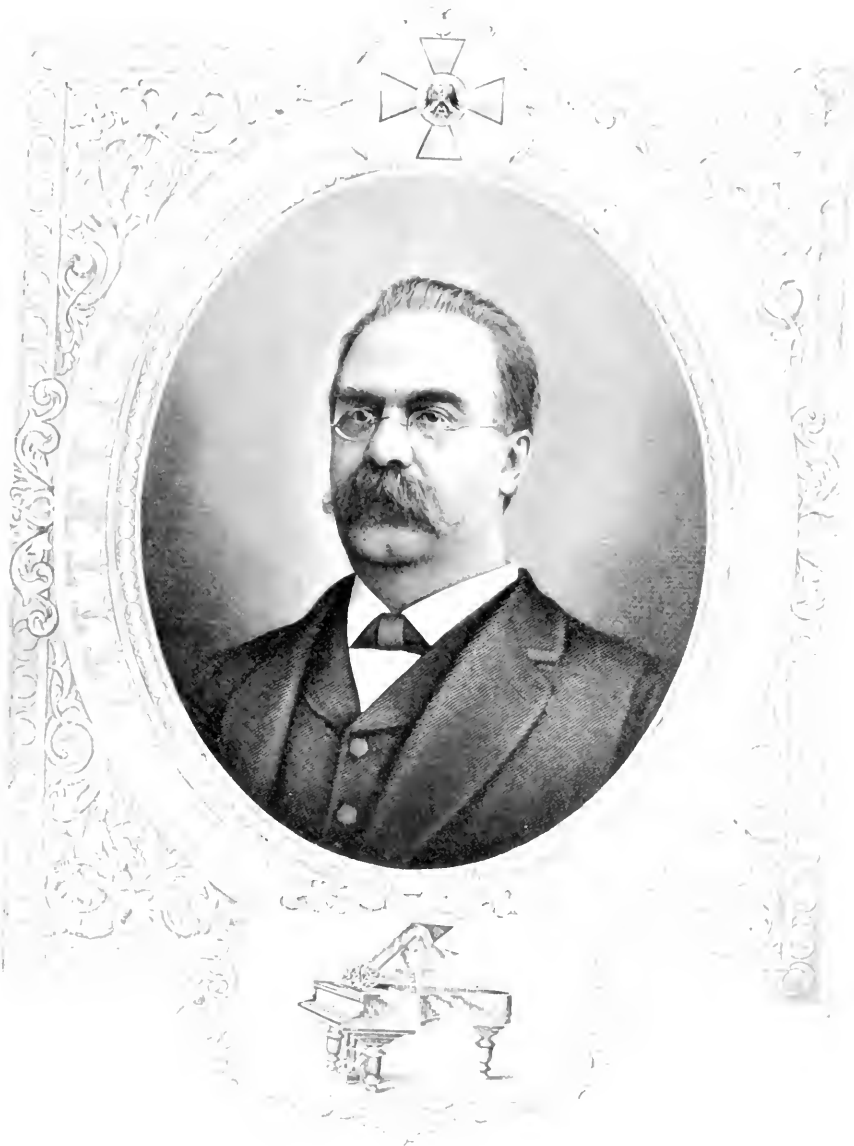
But while pecuniary success and artistic achievement were at their very height—while the huge erection of business had rendered necessary the erection of immense buildings, and connoisseurs crowded the salesrooms of the firm and vied with each other in praise of the great excellence that had been given to the Steinway instruments—the talented family that had labored together as a unit for the accomplishment of these results met with its first great bereavement. Death twice invaded that devoted family circle in the year 1865. Henry, the third son, succumbed on the 11th of March to disease which had depressed him for several years, and Charles, the second son, while on a European tour, died in Brunswick, Germany, of typhoid fever, on the 31st of the same month and year.

It was in consequence of these misfortunes that C. F. Theodore Steinway, the eldest son, who had remained in Germany and carried on there a very successful business in the manufacture of pianos, gave up his individual enterprise at Brunswick, and, coming to New York in October, 1865, merged his fortune with that of the family, the business being thus continued by Henry E. Steinway, the father, and his three remaining sons, William, Theodore, and Albert. William Steinway retained special charge of the financial and business affairs of the firm. The new member of the firm became the scientific director, and many of the succeeding triumphs of the house were attributable to his skill and inventiveness. He brought with him from the fatherland several experienced workmen, who became the nucleus for the great department soon organized for the manufacture of the upright piano which William Steinway had patented June 9, 1866, and were introduced and brought to such great popularity that it took precedence over all others. The square piano has now become extinct, and ninety-seven per cent. of all the pianos manufactured in the United States are now uprights, and, in a greater or less degree, imitations of those first constructed and patented by William and Theodore Steinway.

The valuable improvements made in this form of piano by the Steinways were various, but the most important, which amounted, in fact, to an entire new construction and included the introduction of a double iron frame and numerous devices which secured a sustained singing tone of pure and brilliant quality, together with the capability of standing long in tune—were embodied in said piano in January, 1866. Another very pronounced improvement, made applicable to the grand as well as the upright piano, was "the Steinway metallic tubular frame action," patented in 1868. It was by the introduction of these improvements that the touch of these instruments was brought to its present perfection and unaffected by atmospheric influences.

The first and most important results of the earlier of these improvements came an unprecedented triumph at the Exposition in Paris in the year 1867. The Steinways competed there with considerable success, and they were amply prepared for the honor which they received. They were awarded by the unanimous verdict of the jury the first prize grand gold medals on all three styles, grand, square and upright pianos. This gave the Steinway piano a prestige and primacy abroad, as





*William Conway*



well as in America, and a world-wide fame, which constantly grew more pronounced as one great artist after another added his encomium of praise to the verdict of the Universal Exposition Jury of Awards. Of these expressions the keynote was sounded when Dr. Joseph Joachim said: "Steinway is to the pianist what Stradivari is to the violinist." Felicien David gave speedy evidence of his recognition of the superlative achievement of the firm, and Franz Liszt, the great Richard Wagner, Anton Rubinstein, and the celebrated French composer, Charles Gounod, soon followed with spontaneous and enthusiastic congratulations. These were only the first few among the famous music masters of the world who, sooner or later, paid tribute to the winners of the triumph.

As these results were reached, Henry Englehard Steinway was approaching the allotted span of life—the three score and ten years of the psalmist's promise. He lived a few years beyond it, in semi-retirement, and beheld the culmination of his long lifetime of well-directed endeavor experiencing with praiseworthy and profound gratification the crowning of his labors. His last active duties, of any considerable moment, were in the superintendence of the erection of Steinway Hall, in 1866, and he died, after a short illness, Feb. 7, 1871, aged seventy-four years.

By virtue of his abilities and his inborn strength of character, he, an orphan boy, became one of the greatest manufacturers in his special industry, not only of his own country, but of the world; and died universally regretted and lovingly remembered by all who had known him, as was evidenced by the many kindly obituaries which appeared at the time of his death. His remains were interred by the side of his sons Charles and Henry, Jr., and his youngest daughter Anna, in the family vault on Chapel Hill, Greenwood Cemetery, which the deceased had caused to be erected during 1869-71 at a cost of \$80,000. This mausoleum, built of granite, is one of the most imposing structures of Greenwood Cemetery.

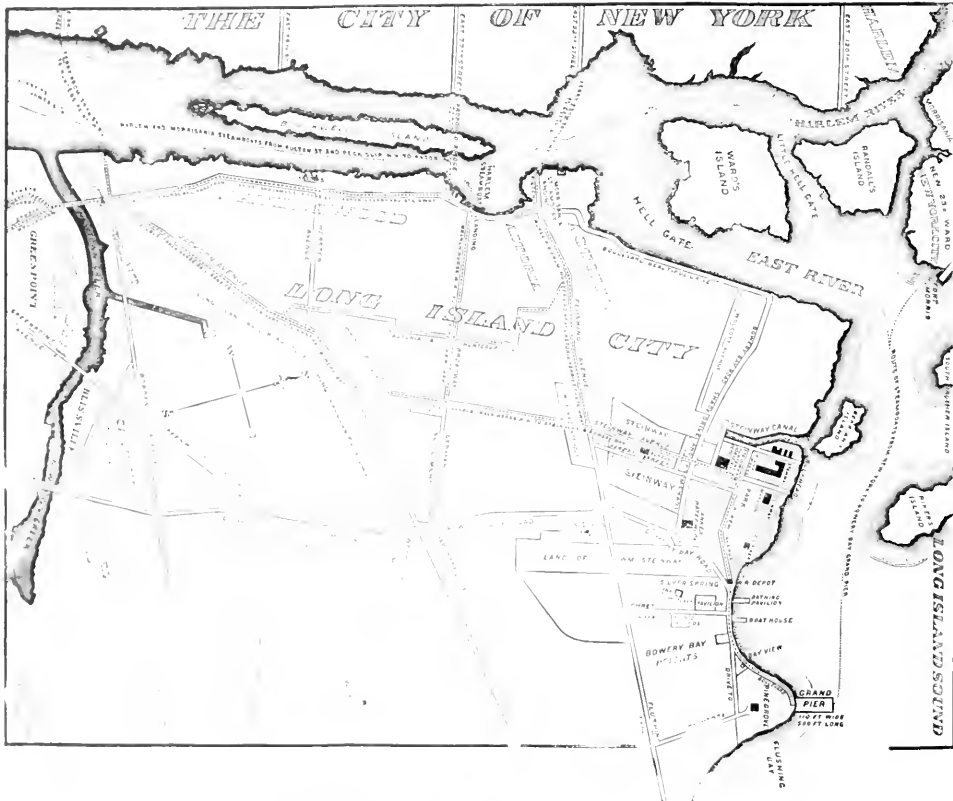
The year 1877 again brought misfortune to the family, Mr. Albert Steinway dying of typhoid fever, May 14, 1877, after an illness of two weeks, aged nearly thirty-seven years; and Julia Steinway, his mother, the widow of Henry Steinway, Sr., dying August 9 following, aged nearly seventy-four years.

Following the example of their revered father, the surviving sons industriously toiled on in their several spheres as is shown by the following biographical sketches.

#### C. F. THEODORE STEINWAY

C. F. Theodore Steinway, at the time of his decease, head (together with his brother William) of the great piano manufacturing house of Steinway & Sons, New York, was born November 6, 1825, in Seesen, near the city of Brunswick, Germany. Being the oldest son, his early history was closely interwoven with the development of the business career of his father, the late Henry E. Steinway, whose portrait and biography are given in preceding pages. The subject of this sketch received his first tuition in music in 1833, and until the year 1839 attended the celebrated high school of the Jacobsohn Institute at his native town. At this time young Theodore's highly developed skill in playing the pianoforte, and his acute musical ear, had become too valuable to his father not to be utilized, and, being already able to perfectly tune and regulate a piano, he entered his father's business, and step by step, under his father's careful training, perfected himself in the art of building pianos. As early as August, 1839, he attended and publicly showed off and played the three pianos, viz., one grand, one three-stringed, and one two-stringed square, exhibited by his father at the State Fair in Brunswick, with the celebrated composer Albert Methfessel as chairman of the jury, who, besides granting the First Premium, bestowed the highest encomiums upon the tone and workmanship of the pianos. Dr. Ginsberg, Director of the Jacobsohn Institute, himself a thorough scientist, manifested deep interest toward young Theodore, carefully guiding his scientific education, placing at his disposal the Jacobsohn library and lecture-room, the latter containing all the acoustic and scientific apparatus known at that period. In return Theodore assisted the teachers and professors of acoustics and mathematics in their lectures and experiments. Here it soon became clear to him that a pianoforte in reality is a physical instrument for the production of sound. But the realization of this early-conceived conviction was destined to be delayed for several decades, when Theodore Steinway, as matured inventor and creator of the new system of building pianos, finally and totally abandoned the old school of piano-making, which depended entirely upon autolactic usages, and tenaciously adhered to contradictory systems, unable to stand before the application and tests of

...of the... of this biography, we... Mr. Theodore Steinway. In May, 1850, when the father, Henry E. Steinway, had returned to the United States, young Theodore was free from military service, and he was selected to carry on and finish up the father's business. Mr. Theodore married a highly cultured young lady in his native town, and his business and joining the rest of the family in New York was... social and political conditions of Germany had vastly improved, and his business, which became so extended and prosperous that in 1859 it was... where still in a few years he built up a large, lucrative business, which extended all over central Europe. In 1862 he met his brother Henry, Jr.,



MAP OF THE CITY OF NEW YORK, SHOWING THE LOCATION OF SOUTH BEACH WITH THE GRAND PIER.

...of the... In March, 1865, great private misfortunes fell upon the family. The father, Henry E. Steinway, died of typhoid fever while on a visit of recreation to his son, Henry, who had been ill for several years, dying in... the cause of Mr. Theodore's removal to New York, for... the sole possessor of a lucrative celebrated piano manufacturing business, and his age, parents outweighed all other considerations.

In October, 1865, Mr. Theodore accompanied by his wife, arrived in New York, entered as full partner in the business of Steinway & Sons, and became scientific director of the factory, to which he devoted his inventive genius and energy, while his brother William, continued in the mercantile and financial affairs of the firm. In 1866 they erected Steinway Hall, the splendid acoustic properties of which are well known and appreciated by artists and musicians. With every circumstance and advantage favorable, Mr. Theodore Steinway's inventive genius rapidly developed. He first constructed upright pianos, which were able to stand the effects of the severe North American climate as well as the grand and square had done. Inferior French upright pianos had created widespread prejudice against upright models, particularly against poor American imitations.

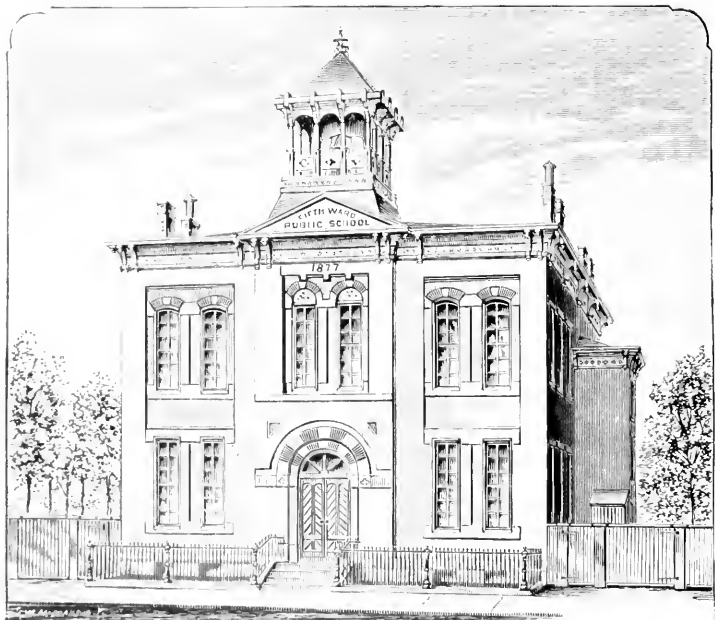
In Germany his upright pianos had achieved much reputation. He had also brought along workmen highly skilled in making such instruments. These men formed the nucleus of a department for the manufacture of upright pianos in New York. Though great success attended the venture, and upright pianos of superior tone, touch, and durability were constructed, yet a great obstacle was met in the disinclination of workmen, who had been trained to make grand and square instruments, to learn the making of uprights. But Theodore was nothing daunted. His energy, perseverance, and



PROTESTANT UNION CHURCH, STEINWAY.

skill introduced the new instruments, and now they are preferred by the American public to the square pianos. Of the 80,000 pianofortes annually made in this country, fully 95 per cent. are upright pianos, more or less imitations of the systems inaugurated and patented by Theodore Steinway. Of the 34 patents granted by the United States to Theodore Steinway from 1866 to 1869, no less than 62 claims in patents relate to upright pianos. Shortly after introducing the upright pianos, his attention was directed to the grand piano, the most natural and perfect stringed instrument in existence. By national patent to Henry Steinway, Jr., December 26, 1859, for his overstrung system, vast improvements in tone and durability of grand pianos had already been achieved in comparison with the old parallel-string system in grand pianos of other makers. While

... could never exceed 20,000 pounds, Steinway & Sons, in 1869, had already been using steel for piano frames. Meanwhile piano strings of steel had been invented by the Englishman, Mr. W. H. ... on, his own constructed testing machine, had proved that the steel strings in a grand piano might be doubled, and beauty and tone would be increased in proportion to this increased pull of the strings. The construction of the instrument. The difficulty was well nigh insurmountable. The ordinary cast-iron piano manufacturers in ordinary foundries were not firm and true, and the steel castings were liable to break in case of strain. Theodore, in the spring of 1869, went to Europe to study the latest achievements of the steel and iron industry (in the fall going also to Egypt to witness the opening of the Suez Canal), until the fall of 1870, when he returned to New York and finally succeeded in producing a steel casting invariably withstanding a pull of 250,000 pounds per square centimetre, while ordinary cast-iron will break



STEINWAY PUBLIC SCHOOL

... Steinway & Sons, in 1872, erected their own foundry at Astoria, opposite ... street, New York, producing their own steel cupola-shaped frames for every ... After inventing and patenting in 1872 his duplex scale, and, in ... new steel frame construction in grand pianos— ... highest award for pianos and piano metal-frame castings, viz., ... at the Centennial Exhibition, Philadel- ... and patented an entirely new system in the wooden ... of building up the interior and exterior grand-piano cases ... was abandoned, and in its stead an entirely new system ... in one length were glued together and bent into the ... Thus the problem was solved to apply the law of ... invariably follow the longitudinal fibre of the wood, ... A grand only six feet long was constructed embody- ... and construction of exterior and interior case, of

comparative lightness and elegance, yet having fully 50,000 pounds tension of strings and being far superior in power and beauty of tone to even the large concert grand, which, at the Paris Exposition of 1867, had been crowned with the first of the grand gold medals of merit. This new system was at once applied to all parlor and concert grands produced by the firm, necessitating the establishment of Steinway & Sons' own steam saw-mill at Astoria, in order to saw logs of twenty three feet length into the veneers and layers required. In his thirty-four United States patents, sixty-three claims relate to grand pianos. Mr. Theodore Steinway attended personally to the exhibition of Steinway & Sons' grand, upright, and square pianos at the Paris World's Fair of 1867. His inventions shown in the pianos at that time, especially the compression of the sound-board and regulating its tension to the pull of the strings, created considerable sensation in musical and scientific circles. His Majesty, the King of Sweden, Carl V., awarded the grand honorary gold medal to Mr. Theodore Steinway, and the Swedish Royal Academy of Fine Arts bestowed academical honors upon him. In the fall of 1867, on invitation, Mr. Theodore Steinway delivered an oration before the assembled Royal Academy of Fine Arts, Berlin, Prussia, and was (together with his brother William), elected Academic Member. In the same year Mr. Theodore was voted a grand testimonial medal of merit, and elected an Honorary Member by the Société des Beaux Arts, Paris. In 1885 His Highness, the Duke of Brunswick, bestowed upon Mr. Theodore Steinway the grand gold medal of the State for his achievements in the art of piano-building. Mr. Theodore Steinway traveled extensively; in his younger days, all over central Europe to study in his business, and later on in America, Europe, and Africa, always with a view of studying the achievements and requirements of the different races as to musical instruments. He possessed one of the rarest collections of musical instruments of all ages in existence, and was himself a most profound student and thorough expert in that direction, and acquainted with every form of piano ever attempted in any country. Under Mr. Theodore Steinway's personal practical tuition his grown-up nephews, Charles H. Steinway, Fred. T. Steinway, George A. Steinway, and Henry Ziegler, were trained as expert, scientific piano-makers, to enable them to successfully conduct Steinway & Sons' establishments in New York, Astoria, London, and Hamburg, under Theodore Steinway's motto:

"Geselle ist wer was kann,  
Meister ist wer was ersann,  
Lehrling ist Jedermann."

TRANSLATION:

"Journeyman are all who can,  
Master, he who invents the plan,  
Apprentice each and every man."

C. F. Theodore Steinway died March 26, 1886, while at Brunswick, Germany.

WILLIAM STEINWAY.

William Steinway, President of the world-renowned house of Steinway & Sons, and distinguished alike for public spiritedness, marked ability, and purity of character, was born in Seesen, near the City of Brunswick, Germany, March 5, 1836. He came from a family of good reputation, some of whose members had served their country with honorable distinction as soldiers and magistrates. His father, Henry Englehard Steinway (see preceding biography), was a successful artisan and prosperous piano manufacturer of Seesen. William was educated at the excellent and thorough schools of his native town, finishing at the celebrated Jacobsohn High School. At the age of fourteen he was proficient in English and French, as well as in German, and had already begun to display remarkable aptitude for music—a trait which, in practical America, is often looked upon as a token of weakness in a busy man, but with him was an indication of genius. At fourteen he could play the most difficult compositions upon the piano, and his unerring ear enabled him to tune the instrument perfectly, even for concert use. His father, Henry E. Steinway, was a man of active mind and extended reading and awake to opportunities; and he conceived the idea of transferring his business to the New World.

William Steinway, who was fourteen years of age, upon arriving in America was offered by his father the choice of a trade or education as a great musician. He preferred the former and was apprenticed to William Nunns & Co., of 88 Walker Street. On March 5, 1853, he joined his father

and his son-in-law Charles and Henry in the founding of the house of Steinway & Sons. Father and son-in-law supplied the capital to manufacture on an extended scale, but they wisely began in a small way, in a room, built on Varick street, rented for the purpose. At that time, many cultivated people thought no piano good which was not imported from Europe. With four or five workmen the Steinways built one square piano a week, rather and sons taking part, as artisans, in their production. William made the sounding-boards. Their pianos soon attracted the attention of musicians and the public. The beauty and power and the fine workmanship shown in the instruments were recognized at once. The Steinway pianos conquered their way by their own indisputable merits, and the demand for them rapidly increased. More extensive quarters soon became necessary, and were engaged, in 1854, at No. 88 Walker street. Mr. Nunns had failed, and the Steinways rented the quarters he had occupied. It may be said here that William Steinway lost \$300 back wages by Mr. Nunns' failure.



STEINWAY BUILDING, NEW YORK.

He forgave the debt, however, and through affection and respect even assisted Mr. Nunns with monthly contributions until the latter's death, in 1864, at the age of eighty years; thus early in life displaying the largeness of heart and unostentatious generosity of character which have always been conspicuous traits of the man. The growing magnitude of the business now compelled father and sons to resign their fascinating work at the bench and to devote their whole attention to the general management of the affairs of the rising house. It fell to the lot of William Steinway to conduct the mercantile and financial affairs of the firm; and he brought to his department an ability and force which insured the continual triumphant growth of the business. In 1859 the Steinways built their present factory on Fourth avenue, from Fifty-second street to Fifty-third street, taking possession in April, 1860, and in 1863, by the addition of its southerly wing, bringing same to its present colossal proportions. In March, 1865, Charles and Henry, Jr., died; and Theodore, giving up the flourishing

business in Germany, as has been seen, came to New York and became a partner in the New York house. The Steinway pianos soon began to attract the attention of the world. After being awarded thirty-three gold medals, they won a first prize medal at the World's Fair, in London, in 1862. In 1867, at the Philadelphia Exposition, they won the first of the grand gold medals of honor for their instruments, and grand pianos after a close and exciting contest with the best makers of the world. Their success was equally accessible to success, and the Steinway system of construction thereupon became the standard of the makers of the world. Equally great were their successes at the Centennial Exposition, Philadelphia, in 1876, and the International Inventions Exhibition, at London, in 1883, when the grand gold medal was awarded them for the supreme excellence of their instruments and their useful and meritorious inventions; and a grand gold medal was also awarded them by the London Society of Arts, the Prince of Wales being



President. Large orders and distinguished patronage followed. They became the Court piano manufacturers to the Emperor of Germany, the Prince and Princess of Wales, the Queen of Greece, the composers and artists bought and used their instruments, among them Liszt, Wagner, Mendelssohn, Chopin, Liszt, Paderewski, Theodore Thomas, Patti, Geister, Joseffy, Reubens, and others. The continent of America was conquered, and the firm prospered in fortune, but in regard to its revenue. The finishing of piano No. 25,000, made for the Cathedral of Reims, was celebrated by a terminal of thousands of workmen, May 4, 1872. Piano No. 26,000, believed to be the first grand piano to enter a house up to that time, was bought by Baron Nathaniel de Rothschild, of Vienna, and sent by the Hamburg Steamer, Bohemia, September 15, 1874. The piano numbered 1,000, 1,000,000, and Steinway & Sons' Piano Works are considered to be the largest establishments of the kind in the world. William now remains alone. The children of the original family, and their grandsons of the original founder have been admitted to membership in the firm. It is chiefly owing to the executive efforts and foresight of William Steinway, that the Steinway & Sons' section called "Steinway" in that part of Long Island City represents an economic policy which has passed the experimental stage and developed into prosperous results. It is a policy worthy the attention of those interested in questions of capital and labor. The project of a labor union in that community had its inception in the labor troubles, which twenty-five years ago occurred in the vicinity of the Steinway factory, between Fifty-second and Fifty-third streets, New York. In 1860, and again in 1872, there were strikes in this factory, which necessitated police protection of faithful employees.

Speaking of the origin of Steinway village recently, Mr. William Steinway said: "For several years previous to 1857 we had been looking for a plot of land in or near the city, and yet without success. It was not till the erection of an additional factory rendered necessary by the extension of our business. There were two reasons why we sought a place outside the city. In the first place, we wished to escape the machinations of the merchants, who were so numerous that ten or twenty years ago were continually hindering disinterestedly our efforts by bringing them to the city. They seemed to make us a target for their attacks, and we felt that it would be better to keep men from contact with these people, and the other temptations of city life. In the second place, they would be more content and the profit would be a happier one. The third was, as you will see, for more room to extend our enterprise. The Fourth avenue factory was made in the form of a 'Y', and we needed in addition shipping facilities near the water, and a basin in which to store lumber in water to keep them moist and prevent them from cracking. We also needed a large saw-mill, a lumber yard, a steam saw-mill, and a tannery, and many other important adjuncts to our factory facilities. After looking about for several years, we found the ideal spot at the place now known as Steinway. At that time it was a beautiful garden spot, surrounded by waste lands and vacant lots. It was partly wooded, and on a bluff stood the handsome mansion of Benjamin F. Pike, the well-known optician. This property gave us upward of half a mile of water front, a navigable canal, and plenty of room for our various needs. Of course we had to create means and facilities for reaching the place quickly, which occasioned a great outlay of money, and while difficulties had to be surmounted, the project has proved a great success. It is the geographic center of Greater New York. It is nearer to the City than Harlem, as it is only five miles from City Hall. The whole matter has had an ideal result, the relations between employer and employed are cordial in the extreme, and as an indication of how the latter have prospered, no less than sixty of

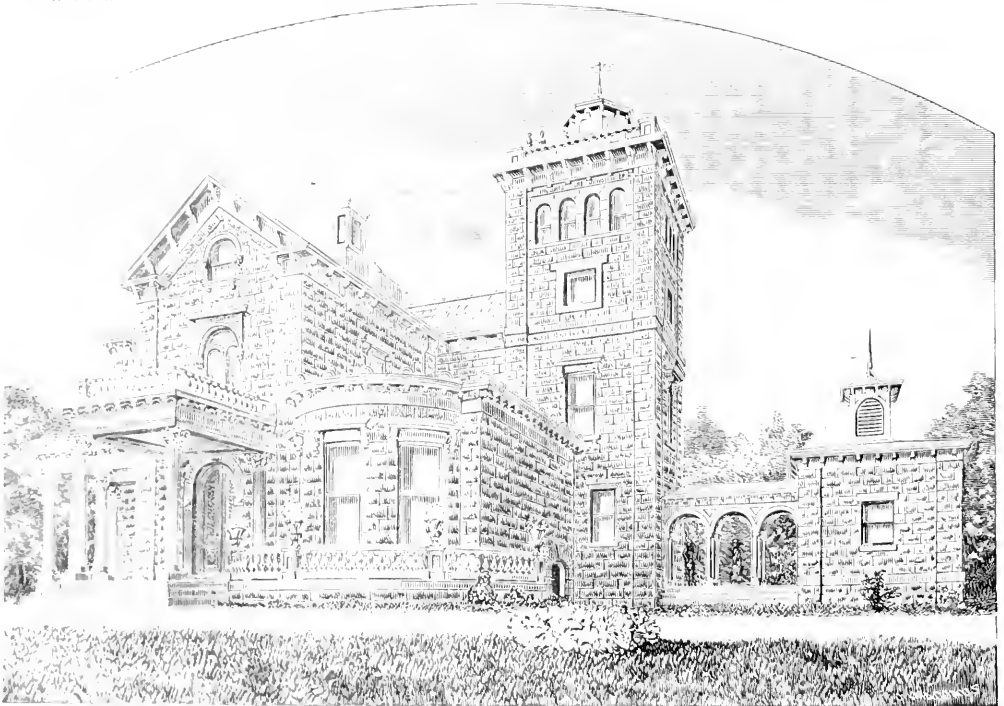


STEINWAY

the firm, Steinway & Sons factory, own their own houses, while some of them own the houses of others.

Steinway & Sons is a thriving village now of over 7000 inhabitants. Every house in the village is supplied with pure drinking water from the Long Island City mains. An excellent system of sewerage has been established there, and gas is supplied by the East River Gas Company. The steam heat used in the city, and is also conveyed from Long Island in a tunnel under the East River to Long Island City, New York City.

A Protestant church, situated on a plot of ground 100 by 125 feet, corner of Albert street and Long Island City, was built in 1880, accommodating over 1000 persons, which is well attended by the people of the neighborhood, and contains the cathedral organ, formerly at Steinway Concert Hall, New York City. A German Baptist church has also been erected, which is now in a flourishing condition.



THE STEINWAY MANUFACTURING ESTABLISHMENT OF MR. WILLIAM STEINWAY.

The liberal and philanthropic endeavor of the firm has resulted in solving some serious social problems. The firm has offered conditions worthy of study and emulation. Model houses have been built for the poor, with good ventilation, perfect drainage and pure water. A public school for the poor and children was erected in 1877, and the firm maintains at its own expense, in addition to the school, instruction furnished by the city, a teacher who gives free tuition in the evening to the poor and needy. A public bath house, with fifty dressing-rooms, was opened in the spring of 1880, on the river side, a park was laid out for a popular resort for old and young. The United States Department at Washington, in 1881, established a post-office in the place, but the firm has since then introduced all over Long Island City, delivering mails four times a day.

The liberal and philanthropic offers for education afforded by the public school, Steinway & Sons have been supplemented by the Steinway Free Circulating Library, and the Free Kindergarten.



of politics is inviting to Mr. Steinway's tastes and talents. While often declining public responsibilities, his high sense of duty has at times led him to the acceptance of some important ones. He was on the famous "committee of seventy" that in 1871 successfully prosecuted William M. Tweed and the Tammany Ring. He presided at the immense popular meeting at Cooper Institute, October 29, 1886, which indorsed the nomination of Abram S. Hewitt for Mayor. He conducted the meeting with ability, and aided in the achievement of its results by his eloquent address. In 1888 he was the member of the Democratic National Committee of the United States, representing the State of New York, and a delegate to the convention which nominated Mr. Cleveland for a second term.

October 27, 1862, Mr. Steinway presided at the immense mass-meeting of German-Americans at Cooper Institute. Grover Cleveland, Carl Schurz, Oswald Ottendorfer, and Dr. Joseph Senner being the other speakers. Upward of 20,000 people were assembled. Mr. Steinway's speech was reported in full all over the United States, and in synopsis cabled to Europe. In the Presidential election of 1862, Mr. Steinway was one of the Democratic Electors at Large for the State of New York; and



VIEW ON STEINWAY AVENUE, STEINWAY, L. I. C.

in 1868 was elected President of the Electoral College at the Capitol at Albany, when it met at Lewisburg, N. Y., to cast the vote of the State of New York for President of the United States. His great influence and ability were recognized by President Cleveland by the offer of a number of important Federal offices, which, however, he preferred not to accept.

The rapid transit problem in New York has been one of the great questions of public interest since 1862. Mr. Steinway has had at heart during the past two years. As member of every one of the rapid transit commissions since 1862, he has labored diligently to discover the best possible plan for relieving the metropolis the rapid transit which it needs, and soon the city will be a heavy debtor to his foresight, skill and integrity which he has brought to this onerous work. He was unanimously appointed a commissioner by the State Legislature under the new law, passed May 22, 1894, to succeed the old commission, and in the fall of that same year distributed the sum of \$250,000 granted by the Supreme Court for his services on said commission, among fifteen charity societies in New York City, and did the same thing in the fall of 1896 with the second sum of

Mr. Steinway has exercised systematically for years a very liberal, philanthropic and beneficent spirit. His benefactions at Steiway, Long Island City, have already received mention. They form only a small part of the foundation for good that he has built. Beside a large number of benevolent societies, he is assisting schools and libraries with annual contributions, many of them personally; a number of young people taught music at his expense, and he has presented many pianofortes, institutions and schools with pianofortes, and founded annual prizes in others. In 1864 he presented two annual prizes of \$75 in gold each in the New York Normal College. He is one of the principal supporters of the German Hospital, and has endowed in it a noble and valuable sum of money. In February, 1880, the great fair given at the American Institute, for the benefit of the same institution, and managed by him as president, at great expense of time and effort, to secure a net profit of \$112,522.

As if these and scores of other benefactions and his constant standing as a rock of refuge for the needy and aspiring artist, musician, and teacher, were not sufficient, he has crossed the ocean with his largeness of heart to the benefit of the people of his native town. He has founded in Sweden annual prizes for students, and pays the annual school money for no less than seventy-five pupils. He has annually sent large sums for the poor, and also presented the town with a beautiful tract of ground, which by official vote of the people was named in his honor, "Steinway Park," and he was unanimously elected "honorary citizen." He is a Protestant in faith, and his liberality has been felt in numerous churches and their auxiliary institutions, regardless of creed.

Mr. Steinway has been twice married. By his first wife, whom he lost in 1876, he has two children, George A. Steinway, born June 4, 1865, now a member of the house and a daughter, Pauline T. Steinway, born December 13, 1866, wife of Louis von Bernuth. On the 16th of August, 1877, he married Miss Elizabeth C. Rant (daughter of Mr. Richard Rant, of New York City, and a former importer of pianoforte materials). She died, after a brief illness, March 4, 1893. Their happy union was blessed by the birth of two sons, A. J. William R. Steinway, born December 21, 1880, and Theodore Edwin Steinway, born October 6, 1883, and a daughter, Marie Louise Steinway, born April 6, 1886.

Mr. Steinway has preserved that wise old world capacity for enjoying the advantages of life. He is a cultivated gentleman, greatly appreciated for the many good qualities of his possessions, and the gentle bearing which marks the possessor of greatest and truest strength. He is a prominent figure in the highest club and social circles, and valued especially for his large public interests, his manly integrity of moral standing, the mental equilibrium, composure of nature, and all that contributes to the symmetrical development of a noble character.

His high social standing is illustrated by his membership in the Manhattan Club, the Liederkranz Society, of which he has been thirteen times president; the Verein, of which he is an honorary member; the American Geographical Society; New York Historical Society; the New York Chamber of Commerce; the Royal Academy of Fine Arts of Berlin, and his honorary membership of the Royal St. Cecilia Society of Rome, Italy. A sound, enterprising, hard-headed, benevolent, and versatile man, and ready speaker, the metropolis is constantly the gainer by his remarkable genius.

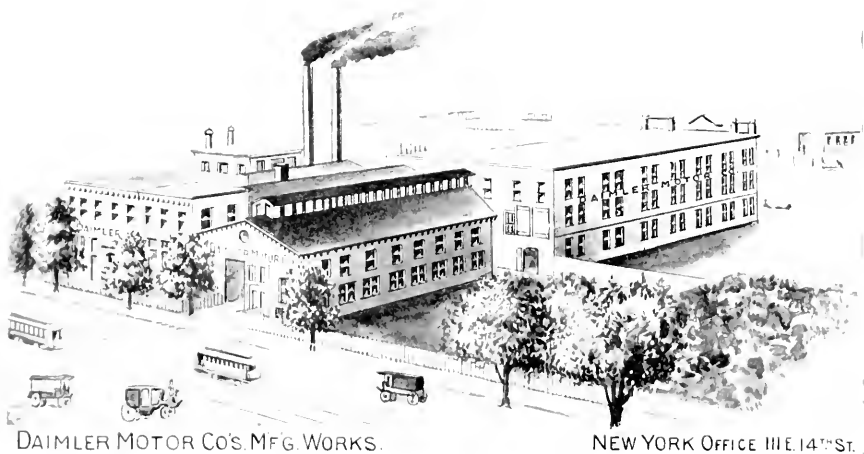
The Steinway mansion, the summer residence of William Steinway, is a beautiful building of axed granite and iron, with a French slate roof. It is situated on an elevated site east of the factory, in the center of large grounds, with extensive lawns, a magnificent lawn, a flower garden and orchard, and a fine stable. It is an ideal summer home, and Mr. William Steinway and his family spend the warm months there every year.

#### THE DAIMLER MOTOR COMPANY.

The most important and extensive industry at Steinway & Sons' plant, of course, is the Daimler Motor Company, which is engaged in the manufacture of gas, oil, and kerosene engines, carriages, fire engines, street railways, and vehicles of all kinds, and for stationary engines, many facturing and other purposes. This company is the sole owner of the United States and Canadian patents of Gottlieb Daimler, of Cannstatt, Germany.

Mr. William Steinway is also at the head of this company. He became interested in the engi-

in a manner rather accidental. In 1888, while traveling in Germany, his attention was attracted to a motorless carriage which had been invented by Gottlieb Daimler, at Canstatt. Vehicles of this nature had for many years been the subject of much inventive experiment and popular interest, hence Mr. Steinway requested the inventor to give him an exhibition of the merits of his motor. The inventor calling for him at his hotel, Mr. Steinway rode to the Canstatt factory, a distance of ten miles. The journey, which was up and down hill, was made in forty-eight minutes, and after a visit to the Daimler factory the return trip was made to Stuttgart in the same vehicle, without mishap of any kind. This satisfied Mr. Steinway of the practical nature of the motor, and after his return home he introduced one of the motor cars on the line of the Steinway Railroad Company and repeatedly carried thirty-five passengers at the rate of twelve miles an hour under twelve horse-power. The company, which now has an extensive motor factory at Steinway, was organized, and the patent rights to manufacture the Daimler motors in the United States and Canada were acquired. The factory, in which the manufacture of motors was commenced, was a small building, 25 feet wide by 100



feet deep, but the company now occupies a frontage of 150 feet and is constantly adding to its plant as the increasing necessities of the business demand.

Presently the company only built motors up to ten horse-power, but it is now prepared to receive orders for sixteen, twenty, and twenty-five horse-power motors, and expects in the near future to increase the appliances at its command so as to increase the motors to sixty horse-power. The uses to which these motors may be applied are various and multiform. They are already in use for all sorts of purposes where power is required, and are adaptable to almost any condition, owing to the lightness of the motor in proportion to the power generated. The Daimler motor is in use all over the world in launches, both for pleasure and business traffic, carrying freight as well as passengers. The motors have also been utilized for harbor towing purposes and as tug-boats in shallow water, on account of their light draught. They have also been mounted on trucks and wagons for the same purpose. Horseless carriages, driven by the Daimler motors, have been used in Central Park and on urban roads, and have given great satisfaction.

The motor has also been put to the odd use of spraying trees in city parks for the killing of insects, and of turning grindstones for wandering scissor grinders. It is used to propel inspection

cars over railroads and, when fitted to a traveling electric-light plant, attracted much attention at the Columbian Exposition at Chicago. The wagon, thus fitted out, is thought to be of the greatest possible use for temporary illumination of large buildings or fields where battles have been fought.

The motor has been also applied to fire engines for smaller towns, a perpendicular stream of 120 feet being easily thrown.

Daimler launches are on many German steamers, are employed in harbors, and in cases of emergency, as in the following instance, during the Columbian Exposition.

A sailboat in which were six persons capsized in Lake Michigan. The Captain of the Daimler boat hastened to the rescue, and a fleet of steam launches followed, but the Daimler boat, which developed a speed of sixteen miles an hour, easily distanced all the other craft and had rescued and taken on board all the imperiled persons before the other boats reached the spot. The first boat or rescuee having been taken out of the water after she had sunk for the second time. Had the Daimler boat been two minutes later, at least two of the imperiled lives would have been lost.

The Daimler motor launches are also very extensively used in Europe as police boats for harbor and river service, and quite a number of them are in service in the United States Navy, as well as in the navies of all the European powers. The German Government is just now especially interested in utilizing the Daimler motor for torpedo-boat purposes.

A Daimler motor car is put to a curious use at the great Krupp Gun Works, in Germany, where one of them has been constantly employed for the last six years. At these works there is naturally a great deal of experimenting in regard to the merits of new guns. The distance nowadays between the targets and the gun is much greater than formerly. Officers detailed for their respective Governments to watch these experiments are required, first to see the shot fired, and then to proceed as quickly as possible to the target and note the effect of the shot. Formerly they rode to the target on horseback; now they ride to the target in a Daimler motor car, which runs over a single track laid for the purpose, and much greater speed is obtained.

As a matter of economy, the motor has been adopted on certain of the German railroad lines, on which the traffic is intermittent. The lines run from outlying farming villages to the contiguous market towns, where there are periodical market days. On such days the traffic is very heavy, and long trains drawn by the regular steam locomotives are run, but on other than market days the traffic is very light, and it was found that on such days there was no money in running the regular trains, as the cost was too heavy. So on what might be called the off days, the Daimler motors are used to draw single cars, which are sufficient to accommodate the lighter traffic, and thus a great saving in the running expenses is made. The Daimler Company in Germany has just received a large order for the motors from several of the railroads on which they have been tried and have proved such an eminent success.

From the facts given above it is apparent to what many and diversified uses the Daimler motor has already been put, but what promises, after all, to be the greatest achievement in this direction is the perfected horseless carriage or wagon, which must prove of vast importance to the commercial world, and which opens up a great field to the practical use of the motor. Wherever a Daimler motor has entered a race it has invariably come out victorious over all competitors, with a great margin to spare. Recently one of the Daimler carriages went from Paris to Bordeaux and back, a distance of 750 miles, in forty-eight hours, a feat which has never been equaled by any similar machine. But not only for pleasure vehicles have they been employed and successfully used, but they have been also utilized for heavy traffic, such as dry goods delivery wagons, omnibuses, cabs and heavy trucks, as they are now being built in Germany up to sixteen horse-power. Large dry goods houses and other stores, having many parcels to deliver, will doubtless use them instead of the delivery wagons now in use, sending them to the outskirts of the city and the suburbs, and they will find this method of transporting their packages both rapid and cheap as compared with the present way.

A three horse-power motor, it has been demonstrated, can be run at a cost of 3 cents an hour. Such a motor can do the work of two horses, which, of course, costs many times more than that amount.

The machine is easily handled and does not require the services of a licensed engineer. It is cleanly and does not easily get out of order, and has many other advantages over horse traction.

A very interesting festival took place last December at the home of Mr. Gottlieb Daimler, the inventor of the motor now so generally in use, when the completion of the one thousandth motor was

celebrated. The town of Cantsatt, in Germany, where Mr. Daimler lives, and where the works are situated, was decorated and illuminated in honor of the event, and the inventor received numerous congratulations on his success. A similar event will probably be soon celebrated at the factories in France, and at Steinway, L. I.



LOUIS VON BERNUTH.

Kuebler, Vice-President; Louis von Bernuth, Treasurer, and Herman E. Kleber, Secretary. Mr. Kuebler is the General Manager at the Steinway works.

#### ASTORIA HOMESTEAD CO.

The Astoria Homestead Company, founded and developed by Mr. William Steinway, has been a potent factor in building up and populating a picturesque section of country which had been neglected, and which, as it has been proved, was exactly suitable for homes of working men. After Steinway & Sons had acquired the tract of land on the Long Island shore and had founded the village of Steinway, the senior member of the firm, despite the call upon his time and talents, due to the management of the largest piano manufacturing concern in the world, was, like Alexander the Great, looking about for more worlds to conquer. Despite his many engagements, he found time to look for a field for investments in the neighborhood of the property on Long Island, which he owned, and on which the large factory of the firm had been erected. With almost prophetic vision he foresaw that it would not long be a question of time, and a comparatively short time at that, when the facilities of communication between New York City and the contiguous shores of Long Island would be so improved by ferries, railroads, bridges and tunnels that the Long Island shores would be chosen for the homes of artisans, clerks with limited incomes, and thrifty mechanics, away from expensive city life. He was also convinced that Long Island City would sooner or later become a part of New York City, and what may have been considered by some of his contemporaries a visionary



scheme, has now actually come to pass. Mr. Steinway has the satisfaction of seeing what he had long contemplated as a possibility ripen into an actual fact.

In pursuance of his ideas a large tract of unoccupied land was purchased by the Astoria Homestead Company was incorporated. From a comparatively small beginning the company has grown to be a mighty concern, embodying as it does all the property owned by Mr. Steinway personally on the Long Island shores and in New York, Long Island and other parts of the country. Its capital is \$1,000,000.

Immediately upon acquiring the property on Long Island, improvements were commenced. The land, where necessary, was graded and leveled, and the outlying roads were made and streets were cut through the property. A large number of cottages and dwellings were erected by the company, and were either sold or rented to respectable people on easy terms, thus affording to a great many deserving people a truly a rare and comfortable homes within easy distance of their occupations in New York. What a boon has been to the families who had before been coping up for years in the dark, dreary and unwholesome tenements may be readily imagine. But the work of the company does not stop at simply building homes for tenants and occupants. It has built schools, houses, churches, and other necessary public structures, and has provided places of recreation and pleasure grounds at the disposal of the residents, and in many other ways has contributed to the comfort, the safety and well-being of the community.

The liberal and charitable nature of Mr. Steinway was evidenced by the assistance given by him to the Association for Improving the Condition of the Poor of this city. A large area of the property on the Long Island shore, owned by the company, is composed of vacant lands. When the association appealed to the owners of vacant lands for the temporary use of it for cultivation by the deserving poor, Mr. Steinway at once gave permission to the association to parcel out the most fertile lands of the company among such families of the deserving poor as it might select, entirely free of charge. The association furnished the occupants of these vacant lots with the necessary tools and utensils, seed and fertilizers, had the land plowed for them, and then simply required them to look after the cultivation of the land allotted to them. The association expected them to reimburse itself for the advances made to the tillers of the soil at the beginning of the season from a certain percentage of the products raised; the rest of the crop, which the occupants did not consume themselves, they had the privilege of selling to the neighbors or sending it to market to be disposed of to the best advantage. The association only exacted that each occupant of a lot should, during the season, devote a part of his or her time to the care and cultivation of a portion of the land which the association retained as a sort of home farm for the purpose of enabling it to realize enough money for the purchase of seeds and fertilizers for the next season's work. The surplus from this farm for last year was \$9000, and the association offered this sum to Mr. Steinway, but with his usual liberal spirit he refused to accept it. He told the association that he was not in the habit of doing charity by halves, and, therefore, it was his desire that the surplus money be employed in furnishing seed, fertilizers and agricultural implements for the following season. He also gave the association the free use of ninety additional acres of the unoccupied lands of the Homestead Company for the present year. It is the greatest source of satisfaction to Mr. Steinway to drive through these lands with his little grandson, William Steinway von Bernuth, beside him, and see these miniature farms with their ripening crops of potatoes, beans, oats and garden truck that are raised on these vacant lots.

In addition to the dwellings which have been built and are occupied on the lands of the Astoria Homestead Company, there have been also a number of large factories erected there, giving employment to hundreds of men. One of the latest acquisitions to these factories is that which has just been completed by the Virgil Practice Clavier Company, situated on Theodore street. The building has a frontage of one hundred and seventy-five feet and is two hundred feet deep. It has been occupied but a short time.

The property of the Astoria Homestead Company will be rendered still more accessible when the projected Blackwell's Island Bridge is built. The New York terminus of this bridge will be at Sixty-fourth street and Fourth avenue, and the Long Island terminus will be on the land owned by the Company. The railroad tunnel, beginning at Hunter's Point, passing under the East River and Blackwell's Island, and under Forty-second street, and thence, under the North River to the Jersey shore, will, when constructed, make a valuable connection with the Long Island Railroad and tend to

THE STORY OF LONG ISLAND CITY.

...ent in all parts of Long Island. A bridge has also been projected from New York to Long Island, passing over Ward's Island, and the Long Island terminus of this bridge will be on the Long Island City Company.

The officers of the Astoria Homestead Company are Louis von Bernuth, President ; David Horn, Vice-President ; H. D. Low, Treasurer, and Russell Schaller, Secretary.

Remarkable interests, therefore, have been centered in this favored section of Long Island City, and these remarkable men have arisen and chosen it for the scene of a vast enterprise, and wise philanthropy. The genius of the firm of Steinway & Sons has given world-wide prestige to our municipality and placed humanity under a debt which will be long recognized in history.



## CHAPTER IV

### LONG ISLAND CITY

BOUNDARIES AND NATURAL ADVANTAGES. NAME. AGE. USE OF THE CITY. WATER SUPPLY AND SEWERAGE. CHARTER. POLITICAL CHANGES.—SCHOOLS. CHURCHES. BANKS. OFFICIAL BUILDINGS. SKETCHED THE MEDICAL COLLEGE. THE FAIR. THE POLY-DEPARTMENT. AND OFFICIALS. UNION COLLEGE. HISTORICAL INCIDENT.

LONG ISLAND CITY was formed by the consolidation of Blissville, Hunter's Point, Astoria, Ravenswood, Dutch Kills, Steinway and Middletown under a common municipal government. It is separated from Brooklyn on the south by Newtown Creek, from New York on the west by the town of Newtown the old Bowery Bay Cemetery road. Its eastern boundaries are Bay. The City straddles the very heart of New miles of water front, developed, offers facilities for the world and is any district within the Newtown Creek, depths, and in the in-bridges spanning its annual mercantile tonnage valued at \$2,000,000, the East River from though already show development, awaits for of these larger in- to their service the the approach of this perity, the present industries are a pro- suburbs of New York City as a manufac- tive manufacturing



HENRY ASAHEL  
Rowland

the town of Newtown the old Bowery Bay Cemetery road. Its eastern boundaries are Bay. The City straddles the very heart of New miles of water front, developed, offers facilities for the world and is any district within the Newtown Creek, depths, and in the in-bridges spanning its annual mercantile tonnage valued at \$2,000,000, the East River from though already show development, awaits for of these larger in- to their service the the approach of this perity, the present industries are a pro- suburbs of New York City as a manufac- tive manufacturing

the largest on the continent, have been located within its bounds for a greater or less period, demonstrating the conditions inviting to capital. Spacious and numerous sites still remain. Economic production and unexcelled transportation facilities will place them in certain demand when a broader municipal policy shall smite the demagogue from political ascendancy and power.

It being the western terminal of the Long Island Railroad, Long Island City is a distributing point, not only for the traffic of Long Island, but for a majority of its population who have business intercourse with New York. Thirty fourth street ferry has probably more railroads focussed at its gates than any other ferry on Manhattan Island. Communication with the lower part of New York has long been maintained by James Slip ferry, and in summer months by steamboat from Hunter's Point to Wall Street.

The uplands of Dutch Kills, Astoria, and the sections of the city to the east and north, east, are well adapted for residence. Proximity to the great business centers of the

metropolis and the unity of interests which are inseparable from consolidation, are destined to result in great appreciation of property values.

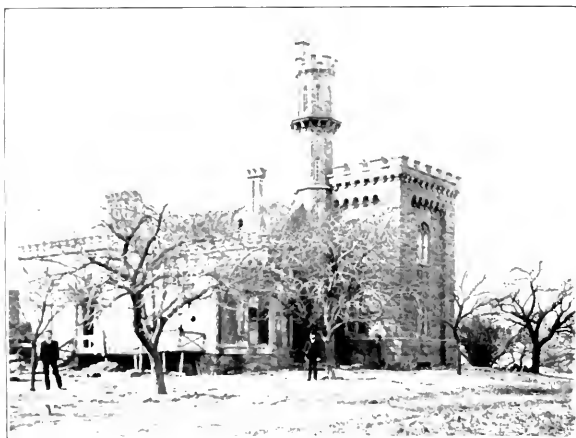
ORIGIN OF THE NAME.

The honor of first suggesting "Long Island City" as the name of the united villages of Hunter's Point, Ravenswood, and Astoria probably belongs to Captain Levy Hayden, Superintendent of the Marine Railway, formerly located at Hunter's Point. In 1853, or thereabouts, he is chronicled, a member of the Beebe family, of Ravenswood, was induced to take a number of shares of the railway stock, and inquired from Captain Hayden what name should be given to the concern and to the surrounding country, which was then wild and undeveloped. The Captain suggested that before many years the several communities would probably be united in a large city, the name of which he said should be "Long Island City." An immense flag with this name written in full was hoisted upon the building.

Thus, in this patriotic manner, the name, by which the coming city became known to history, had its auspicious origin.

The name became fixed in the public mind by the publisher of the *Star*, who in May, 1865, had opened a printing office at 63 Vernon Avenue. Confident of a coming city and its

prosperous future, he issued the initial number of his new publication, Friday, October 20, 1865, under the title of *Long Island City Star*. From this time the *Star* devoted its energies to the realization of the project, which steadily gained favor, of incorporating the several sections of the old "Out Plantations" into one. When success was achieved after prolonged preliminary work, the name which had been inscribed upon "Old Glory" prophetically and flung to the breeze twenty-seven years before, and subsequently adopted for the heading of the newspaper, was recognized as a befitting one for the new municipality, which henceforth became known as Long Island City.



UNION CASTLE

Situated as this portion of Newtown was relative to the great cities of New York and Brooklyn rising on the southern and western boundaries, it inevitably came under the over shadowing influence of those vast communities. Farm lands soon had greater than agricultural values. Population, houses for business and residence, and intercourse between the various parts of the territory rapidly increased, requiring improved conditions. An awakening sentiment of progress was manifested in popular expressions of discontent. That a higher order of things should prevail, and that a prosperous and populous city could be built from the separated villages of western Newtown, had long been urged by progressive citizens. Hunter's Point had no pavements save a sidewalk of flags up Borden Avenue. Roads were of ordinary dirt and often impassably muddy. There were no sewers, no lights, and no water except that obtained from surface pumps. Fever and ague, of the kind that made the bones to ache and shiver, had prevailed from the time when the memory of the oldest inhabitant ran counter to the contrary. In the decade preceding 1870 it assumed a typhoid form and prevailed in epidemics as an epidemic. In 1865 the incorporation of Hunter's Point as a village had been regarded as a relief from existing conditions. The press, as represented by the *Star*, was the first to inaugurate a larger movement, looking toward the organization of a city. Henry S. Belden, representing the extensive interests of Union College, earnestly supported the latter

proposition. Throughout the lower part of the town sympathy therewith was universal. The outspoken opposition of Astoria was to be expected in the nature of the case. That village had good streets, good lights, good schools, and all the appointments of a first class village. However, public sentiment developed in favor of a municipal government, and culminated, in the fall of 1869, in a meeting held in Mr. Anable's office on Borden Avenue. Besides Mr. Anable, there were present twelve or fifteen leading citizens, including William Bridge, Thomas H. Todd, and Charles Stevens. The proposition to draft a charter was favorably considered, and the work was assigned to Mr. Anable, whose report at a subsequent meeting received unanimous approbation. Interest now ran high. Popular assemblies convened, and agitation for incorporation as a city ruled the hour.



ONE OF THE OLD LONG ISLAND AVENUES

The bill for the incorporation of the villages of Astoria, Ravenswood, Hunter's Point, Dutch Kills, Blissville, Middletown, and Bowers Bay, under the proposed charter, was presented in the Legislature by Assemblyman Francis B. Baldwin, by whom, with the earnest support of Mr. Anable and others, its passage was secured through the Assembly and Senate. When in the hands of Governor John T. Hoffman, it met pronounced opposition at a hearing granted preparatory to executive action. Friends and opponents of the charter were present in large numbers, each side being represented by counsel. Remonstrances and arguments were presented against executive approval, while voluminous petitions evinced prevailing public sentiment in favor. Ex-Governor Lowe and Henry S. Anable, Esq., were the leading advocates of the passage of the charters.



THE GREATER NEW YORK HOTEL.

BIRTH OF LONG ISLAND CITY.

The bill, having received the unanimous assent of the Legislature, was signed by Governor Hoffman, May 4, 1870. The intelligence of the Governor's favorable action was received throughout the newly constituted city with expressions of approbation.

THE CHARTER AND ITS LEADING FEATURES.

The most important provisions of the Charter were as follows:

1. THE BOUNDARIES OF THE CITY.

All that part of the town of Newtown, in the County of Queens, included within the following boundaries, to wit:

Beginning at the mouth of Newtown Creek, on the east side of the East River, running thence easterly, along the center-line of said Newtown Creek to the easterly side of Penny Bridge (now called); thence northerly, along the center of the Bushwick and Newtown turnpike and road from Calvary Cemetery to Astoria to the intersection of said road with the old Dutch Kills road; thence easterly, to the center of Woodside avenue; thence northerly, along the center of said avenue to Jackson avenue; thence northeasterly, along the center of the Bowery Bay road to high water mark in Bowery Bay; thence westerly, along high water mark to the harbor commissioners' bulkhead and pier line on the East River; thence southerly, along said harbor commissioners' bulkhead and pier line, on the East River; to the place of beginning, shall be a city known as Long Island City; and the citizens of this State, from time to time inhabitants within said boundaries, shall be a corporation by the name of "Long Island City," and as such may sue and be sued, complain and defend, in any court, make and use a common seal and alter it at pleasure; and may receive by gift, grant, devise, bequest or purchase, and hold and survey such real and personal property as the purposes of said corporation may require.

## 2. DIVISION INTO WARDS.

Said city shall be divided into five wards, as follows, to wit:

### THE FIRST WARD

Is bounded by Newtown Creek on the south, by the East River on the west, by Nott Avenue and Boundary street on the north, and the center of Dutch Kills Creek on the east.



VIEW ON EAST FRONT, LONG ISLAND CITY.

### THE SECOND WARD

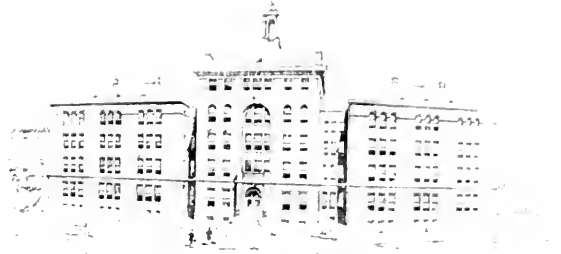
Extends from the junction of Dutch Kills and Newtown Creeks northerly along Dutch Kills Creek to Boundary street; thence to Jackson avenue; thence easterly, to the center of the old Dutch Kills road; thence to the center of the New York and Flushing Railroad; thence easterly, to the center of Sixth avenue; thence, to the center of the Bowery Bay road; thence southerly, along center of Woodside Avenue, Dutch Kills road and road from Calvary Cemetery to Astoria and Bushwick and Newtown road to the center of Newtown Creek at the Penny Bridge; thence westerly, along the center of Newtown Creek to the place of beginning.

### THE THIRD WARD

Extends from a point on the East River, which would be the center of Nott Avenue when completed, northerly, to Sunswick Creek; thence easterly and southerly, along the center of said Creek to center of Pierce avenue; thence easterly, to center of First avenue; thence southerly, to center of Webster avenue; thence easterly, to junction of Sixth and Jackson avenues; thence southerly, to center of New York and Flushing Railroad; thence southwesterly, to the center of the old Dutch Kills road; thence westerly, to the center of Jackson avenue; thence southerly, to the center of Nott avenue; thence westerly, to the place of beginning.

THE FOURTH WARD.

Beginning on the East River at the center of Sunswick Creek; thence easterly, along bulkhead line to the center of Franklin street; thence easterly, to the intersection of Flushing avenue; thence easterly, to the center of Bowery Bay road; thence southerly, to the center of Jackson avenue; thence south-westerly, to the center of Webster avenue; thence westerly, to First avenue; thence northerly, to the center of Pierce avenue; thence westerly, to the center of Sunswick Creek; thence northerly and west-wardly to place of beginning.



CITY HOUSE, L. I. C.

THE FIFTH WARD.

Beginning on East River at the center of Franklin street; thence northerly and easterly, to high-water mark in Bowery Bay; thence easterly, to Bowery Bay road; thence southerly, to the center of Flushing avenue; thence westerly, along Flushing avenue and Franklin street to the place of beginning.

CITY OFFICERS.

The officers of said city shall consist of one mayor, one collector, one treasurer, one recorder, two justices of the peace, and two constables, to be elected by the city at large; two aldermen to be elected from each ward; and one superintendent of streets, one marshal, one clerk, one sealer of weights and measures, and such other officers as are hereinafter authorized for the city at large, who shall be appointed by the mayor and common council, except that special police constables may be appointed by the mayor as hereinafter provided, and one chief engineer and two assistant engineers of the fire department, who shall be elected as hereinafter provided.

ELECTIONS.

An election shall be held in each of the wards of said city on the first Tuesday of July, 1870, and on the first Tuesday of April in each year thereafter.



THE ASTORIA HOSPITAL.

Said wards shall constitute the election districts for all State, general and other elections to be held in said city, and all provisions of law applicable to election districts and to the inspectors of elections therein, shall apply to said wards and said inspectors.

Various provisions follow, specifying the respective duties of officials, the qualification of voters, terms of office, eligibility to office, and the constitution and powers of the common council.

A notable provision relating to the assessment and collection of taxes for city purposes read as follows:

"The common council shall direct and cause a sum, not exceeding twenty-five thousand dollars, for

the purpose of defraying the salaries and pay of officers and other necessary and contingent expenses of the city, not herein otherwise specially provided for, to be raised annually by a general tax."

Under the passage of the above charter preparations were made to carry into effect its various provisions for the organization of the new city government. Democratic, Republican and Citizens' associations were formed in every ward throughout the city. Abram D. Ditmars was chosen as their standard bearer by the Democrats and Republicans, while Aaron Beebe was placed at the head of the Citizens' ticket. The first election under the charter transpired July 5, 1872, and resulted in the choice of the following officials:

For Mayor, Abram D. Ditmars, of Astoria; Recorder, George Parsells, of Ravenswood; Treasurer, John Horan, of Hunter's Point; Collector, James Bradley, of Blissville; Justice of the Peace, W. Paul Brown, of Hunter's Point; Constables, James Brennan, of Ravenswood, and Anthony Meagher, of Hunter's Point.

Aldermen, First Ward, Henry Rudolph, Patrick Lonergan; Second Ward, Francis McNena, W. E. Bragaw; Third Ward, George H. Hunter, George H. Williams; Fourth Ward, James R. Bennet, John Wergand; Fifth Ward, Edward M. Hartshorne, William Carlin.

Inspectors of Election, First Ward, John O'Neill, Patrick Dunn; Second Ward, James Ryan, James Locke; Third Ward, George P. Hyer, Edward Heatherton; Fourth Ward, John Quinn, Fred. H. H. Nottbohm; Fifth Ward, Chris. Lawless, Thomas Crowley.

The following were the majorities allotted for the officials elected: Ditmars 427, Parsells 297, Horan 175, Bradley 895, Brown 343.

The first charter election, though conducted under strict party discipline, was characterized with fairness and order, and inspired a popular hope for emancipation from the rings and cliques who long had dominated public affairs, and fattened upon the substance of the people under the old township government of Newtown.

Mayor-elect Ditmars took the constitutional oath of office, July 15, 1872, and on the eighteenth, proceeded to organize the new city government. In season of urgent financial needs to carry forward public improvements, Mayor Ditmars generously presented to the city his full salary for his term of office.



ABRAM D. DITMARS.

The first appointments made by the Mayor and Common Council in executive session were: Superintendent of streets, Robert T. Wild, of Astoria; Deputy Superintendent of streets, John Deimon, of Hunter's Point; City Clerk, Egbert Corwith, of Hunter's Point; Surveyor of Weights and Measures, J. L. Franzen, of Dutch Kills; City Marshal, A. S. Woods, of Blissville; Police Constables, James Fantry and Thomas Darcy.

It is to be observed that this first charter was a very simple instrument such as might be expected of the government of a village. While it accomplished a valuable economic end by forming an organic bond between the several villages embraced within its provisions, yet its simplicity in some particulars was apparent when applied to the exigencies of a city government. The subject of revision was, therefore, early developed and eagerly seized upon



by politicians who advocated enlarged municipal powers for their own purposes. The idea was prevalent that the new city was to open a bonanza. Conservative men, who acknowledged the propriety of charter revision within certain limitations, were overborne, and on April 7, 1871, a cumbersome instrument, suited to a city of two hundred thousand population, was presented to the Legislature by Assemblyman James M. Oakley, and was carried through by designing advocates to a final passage. The other extreme had now been reached.



FREDERICK W. BLECKWENN.

As an illustration of the extravagance of the new charter, a city court was created with all the paraphernalia of a metropolitan court of justice. It proved to be cumbersome, expensive and useless. The County and Justice Courts were ample in jurisdiction to secure the end of law. The people recognized the folly of such a court, and it was promptly abolished by the Legislature.

Nevertheless, the revised charter was not without several advantageous provisions, which met with popular approbation. The municipal territory was severed from the town of Nea-town; three commissioners to be appointed by the Mayor were to govern the police force and act also as a Board of Assessors, consisting of three members to be appointed by the Mayor; the appointment of a Commission for the immediate survey of the city with a view to mapping, establishing grades and laying out streets; the City

Treasurer was also to be the Receiver of Taxes; measures were to be taken looking to an adequate water supply, and the organization of a Board of Education for the government and direction of the city schools.

The election for Mayor, under the revised charter, occurred in April, 1872, and resulted in the choice of Henry S. Debevoise, who had been City Clerk under his predecessor.

Perhaps the most important provision of the new charter related to the introduction of water into the city. A Water Department was created, which went at once into active operation. Lands, pipes and machinery were purchased, but the enterprise ended disastrously, and in 1878 Mr. Ditmars was re-elected to the Mayoralty, under whom the water system was successfully completed. Mayor Ditmars having resigned from office, John Quinn, President of the Common Council, became Acting Mayor and was succeeded in 1876 by Mr. Debevoise, who was re-elected over John Bodine, his opponent, a nominee of the Ditmars Democracy.

In 1878 the contest for Mayor was between John Quinn and Henry S. Debevoise, the latter being again elected.

In 1879 no city election was held, a law having passed the Legislature carrying the election over to the fall. The Mayor's tenure of office was also changed at this time from two to three years.

In 1880, George Petry having been nominated against Mr. Debevoise, the latter was returned to office by a majority of 295. Mr. Petry contested the result of the election, and having instituted *quo warranto* proceedings, was successful and assumed the reins of government.

In 1883 Petry was renominated and re-elected, Patrick J. Gleason having been the opposing candidate.

In 1886 there were four candidates, Mayor Petry, Patrick J. Gleason, Richard Armstrong and Dr. W. R. Taylor. Gleason was elected through a division of Petry's ticket.

At the ensuing municipal election of 1886 Gleason was re-elected over F. W. Bleckwenn.



GEORGE PETRY.

In 1862 Horatio S. Sanford, the Jeffersonian candidate, defeated Gleason, who again had secured a nomination.

The mayoralty contest of 1865 was triangular. The three standard bearers in the field were Dr. B. G. Strong, John P. Madden and P. J. Gleason. The total vote cast was 7428. Strong received 2149, Madden 2520, and Gleason 2550, the latter carrying the day by a plurality of 30, notwithstanding that he had polled only 34 per cent. of the popular vote.

#### MUNICIPAL DEPARTMENTS.

##### THE FIRE DEPARTMENT.

Until January, 1893, the force and apparatus of the Fire Department were inadequate to the service required. At that time the work of thorough reorganization was instituted and continued until the department reached its present status of equipment. The Legislature appropriated \$35,000 for this purpose, and \$40,000 annually for its maintenance. The proceeds of the bonds thus authorized were devoted to the purchase of four new engines, two of the La France pattern and two made by the American Fire Engine Company, two Hay's trucks with extension ladders, two Gleason & Bailey hose wagons, five thousand feet of new rubber hose, and the outfitting of two trucks with six Halloway chemical fire extinguishers. Two former fire-houses have been repaired, five others erected and leased to the city on five year terms, while twenty-four horses and thirty-eight well-drilled firemen, under a competent chief, complete the preparations for efficient service.

Throughout the city there are distributed 350 fire hydrants of the Wood & Galvin pattern. In some localities the water pressure is sufficient to dispense with the aid of a fire engine. In rapidly growing sections, where other facilities are inadequate, running streams have been dammed and temporary cisterns constructed for emergencies.

The fire alarm system embraces twenty non-interfering alarm boxes, one bell striker, eleven indicators and gongs, two chemical tappers, thirty-three telegraph keys, one galvanometer and all other auxiliaries necessary to a first-class system.

The total valuation of the Department is placed at \$70,000.

In addition to this equipment, there are five fire boats, all owned by the Newtown Creek Towing Co., in constant readiness for service. Of these, the "Protector," is under special contract with the city to render assistance at any needed point along the water front. She is equipped with pumps, hose and an eighty horse-power engine. The effective work done by these boats at various times is well known to the public.

As a result of the efforts thus expended toward a higher efficiency in this department of the municipal service, it may be confidently claimed that few cities of like population in the State possess superior facilities for the control of that costly devastating element, to the outbreak of which there is constant liability.

#### FINANCES.

The present financial status of the city may be summarized as follows:

##### TAX LEVY BY COMMON COUNCIL, DECEMBER 30, 1895.

##### *Assessors' Valuations.*

1 Ward	.	.	.	.	\$5,314,100
2 Ward	.	.	.	.	2,083,680
3 Ward	.	.	.	.	2,022,772
4 Ward	.	.	.	.	3,945,310
5 Ward	.	.	.	.	2,933,710
					<hr/>
					\$16,899,632

*State and County Taxes.*

State and County purposes . . . . .	885,224.01
Interest . . . . .	3,950.20
Surplus . . . . .	1,237.59
Support of County Poor . . . . .	2,700.07
Expenses, Blissville Bridge . . . . .	1,517.20
	<hr/>
	894,637.94

*City Taxes.*

Public Debt and Interest . . . . .	8104,058.42
Interest on General Improvement Bonds . . . . .	43,015.63
Support of Schools . . . . .	112,000.00
Salaries . . . . .	36,120.00
Police Department . . . . .	58,650.00
Fire Department . . . . .	40,000.00
Health Department . . . . .	9,000.00
Contingent Fund . . . . .	37,500.00
Poor Fund . . . . .	8,000.00
Judgment Fund . . . . .	60,937.50
Board of Examiners of Plumbers, etc. . . . .	2,100.00
Public Library . . . . .	3,000.00
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	\$523,981.55

*Total of Taxes.*

State and County . . . . .	894,637.94
City . . . . .	523,981.55
Ward . . . . .	76,412.00

*Summary of Rates on \$100.*

	City.	Ward.	State & Co.	Agg.
1 Ward. . . . .	3.10	.28	.56	3.94
2 Ward. . . . .	3.10	.55	.56	4.21
3 Ward. . . . .	3.10	.54	.56	4.20
4 Ward. . . . .	3.10	.55	.56	4.21
5 Ward. . . . .	3.10	.50	.56	4.16

*Schedule of Revenue Bonds of Long Island City Outstanding June 1, 1896.*

Date.	Rate.	Amount.	Due.
October 1, 1888	4 per cent.	\$100,000	October 1, 1903
December 2, 1889	4 1-2 "	18,000	December 1, 1899
May 1, 1890	4 per "	77,000	May 1, 1910
July 1, 1886	6 "	44,500	July 1, 1896
May 1, 1887	5 "	6,500	May 1, 1897
May 1, 1888	5 "	30,000	May 1, 1898
November 1, 1889	4 1-2 "	9,500	November 1, 1899
June 1, 1890	4 per "	28,500	June 1, 1900
September 1, 1891	5 "	50,000	September 1, 1901
July 1, 1892	4 1-2 "	80,000	July 1, 1902
April 1, 1893	4 1-2 "	50,000	April 1, 1903
April 1, 1894	4 1-2 "	60,000	April 1, 1904
April 1, 1895	4 1-2 "	50,000	April 1, 1905

59. *City and Indebtedness, September 1, 1896.*

7 per cent. Newtown Funded Debt Bonds . . . . .	\$81,500 00
7 per cent. Newtown Refunded Debt Bonds . . . . .	64,000 00
6 per cent. Newtown Refunded Debt Bonds . . . . .	112,500 00
4 per cent. Newtown Refunded Debt Bonds . . . . .	16,000 00
7 per cent. Funded Water Debt Bonds . . . . .	150,000 00
7 per cent. Refunded Water Debt Bonds . . . . .	75,000 00
4 per cent. Refunded Water Debt Bonds . . . . .	45,000 00
6 per cent. Water Debt Bonds . . . . .	47,000 00
4 1/2 per cent. Water Debt Bonds . . . . .	40,000 00
7 per cent. Survey and Map Bonds . . . . .	4,000 00
7 per cent. Refunded Survey and Map Bonds . . . . .	60,000 00
7 per cent. Fire Department Bonds . . . . .	20,000 00
4 1/2 per cent. Fire Department Bonds . . . . .	35,000 00
4 1/2 per cent. Public School Bonds . . . . .	220,000 00
4 1/2 per cent. Public School Bonds, new . . . . .	122,000 00
5 per cent. Engine House Bonds . . . . .	16,000 00
5 per cent. Station House Bonds . . . . .	15,000 00
4 1/2 per cent. Funding Debt Bonds, 1893 . . . . .	112,000 00
4 1/2 per cent. Street Improvement Bonds . . . . .	57,500 00
4 1/2 per cent. General Improvement Bonds . . . . .	1,224,000 00
Revenue Bonds, 1883 . . . . .	106,500 00
Revenue Bonds, 1884 . . . . .	18,000 00
Revenue Bonds, 1885 . . . . .	77,000 00
Revenue Bonds, 1886 . . . . .	44,500 00
Revenue Bonds, 1887 . . . . .	9,500 00
Revenue Bonds, 1888 . . . . .	39,000 00
Revenue Bonds, 1889 . . . . .	9,500 00
Revenue Bonds, 1890 . . . . .	28,500 00
Revenue Bonds, 1891 . . . . .	50,000 00
Revenue Bonds, 1892 . . . . .	80,000 00
Revenue Bonds, 1893 . . . . .	50,000 00
Revenue Bonds, 1894 . . . . .	60,000 00
Revenue Bonds, 1895 . . . . .	50,000 00
Revenue Bonds, 1896 . . . . .	50,000 00
	<hr/>
	\$3,768,000 00

Water Bonds delivered by Mayor, as per resolution of  
Common Council:

Water Supply Bonds, 1895 . . . . . 10,000 00

Total bonded indebtedness . . . . . \$3,778,000 00

LUCAS KNAPP,  
City Treasurer and Receiver.

THE POLICE DEPARTMENT.

At the incorporation of the city the enforcement of the law was entrusted solely to the two Justices of the Peace. Of the number who officially represented this part of the city within our municipal boundaries, were William Heaney, Thomas Darcy, Owen Kelly, and Benjamin Keenan. That the office of a town constable, however, was not exempt from the same liability to hold to the power or perquisites appears from the conviction of the latter, so that the seven constables of Newtown cost the public more than the whole police force of the city after incorporation. The annual bills of each official were exorbitantly large and were paid, not only by the costs of the Justices' Courts, which audited the charges of the

This old system, which had degenerated from a noble ancestry, was swept away from this part of Newtown upon the adoption of the charter of 1870. Acting under the police provision of the charter, Mayor Ditmars appointed Anthony S. Woods to the office of City Marshal, whose duties were both civil and criminal. Under the amended charter of 1871, Marshal Woods was promoted to the captaincy of the police department, the remaining members of the force being one sergeant and ten patrolmen. Though the charter provided for thirty patrolmen, it was found impracticable to put on a larger number of men, owing to inadequate appropriation of funds.

The first Board of Police Commissioners, duly qualified under municipal law, was composed of John Bodine, Albert Gallatin Stevens and Joseph McLaughlin. Under successive administrations the police department performed its functions uneventfully for the most part, and without noteworthy interruption. Captain Woods remained in command of the force during the entire history of the city until the accession of Mayor Gleason to power in 1896, when he was arbitrarily deposed. The present police force of the city consists of seventy-five patrolmen, one sergeant, one acting sergeant and a captain.

While this branch of the municipal service has exhibited an efficiency proportioned to the legal limitations under which it is constituted, yet since the erection of these various villages into a city, there has never been a time when the police department has adequately responded to public need. The number of patrolmen has been insufficient to extend police protection over the various sections of the city. In each precinct one regular and one acting sergeant have necessarily failed to thoroughly equip a post where twenty-four hours' service is daily required. This has proven too narrow a margin for efficiency, and public interests have proportionately suffered.

The most notable crime in the history of the city, was the "Masked Burglary" of 1874-76. A gang of dock thieves, half a dozen or more in number, led by one John James, crossed the East River from New York in a row boat late at night, and as a first exploit stopped a car on Vernon avenue, robbing the passengers of all available property. They then entered the store of Henry Green, at the corner of Broadway and Vernon avenue (now the Sunswick House), pistols in hand, threatened the lives of the inmates and secured a large amount of goods, with which they safely escaped. The same night they attacked the residence of Mr. Hiller, of Ravenswood, pillaging the premises of all valuables and attempting a personal assault upon one of the members of the family. For the latter offence the leader of the gang shot his companion, fracturing his arm. With their abundant spoils they then returned whence they came.

The news of the raid the next morning fired the whole city. The incident is still recalled as of an extremely sensational character.

By the prompt and persistent efforts of Captain Woods, aided by a large detective force, the culprits were finally arrested in the Fourth Ward of New York City, brought to this city, held before



JOHN H. SULLIVAN.

the Grand Jury, indicted, tried, found guilty and sentenced, the leader, James, receiving 35 years, the others 15 years, at Sing Sing.

## HISTORICAL SKETCH OF CITY SCHOOLS.

In the educational development of a people lies their most important history. The early colonists of America regarded popular intelligence as fundamental to the perpetuity of free institutions. To this the early settlers of Newtown were no exception. The English brought the impress and advantages of much mental culture, and in a few instances of intellectual accomplishment. Nor were the Dutch wanting in these principles of character or mind, which underlie an enlightened community. Peter Berrien has left a record even of fine scholarship. He was an expert penman, good surveyor and commanded both the Dutch and English languages. Most of the deeds and public writings of his time were products of his skill. In every colonial hamlet were men of similar stamp. If not the lawyer and doctor, the preacher was surely there in whom lived also the schoolmaster. The first school was the home. The first book was the Bible, and sometimes, particularly with girls, it was the last also, saving perhaps the catechism. The three R's measured the pedagogical gamut and were an adequate qualification for a period yet lingering in the rudiments of commerce. Education, therefore, like other lines of individual development, was in its infancy. Yet the instincts of a people who sought these shores for civil and religious liberty recognized in intellectual and moral instruction, the strongest bulwark of a new society.

In 1683, there being but 90 men with families in the town of Newtown, and these widely scattered, the erection and conduct of a common school was impracticable. At a later period, in 1720, a schoolhouse was built in Newtown, whither was sent the youth of Mespit Kills and the "Out Plantations."

In the following year, 1721, sensible of the need of improved facilities for education, Joseph Hallett, by deed dated May 20, generously donated a lot thirty by twenty feet, "lying next to George Brinckerhoff's woodland, for use and benefit of a schoolhouse." He associated with himself as joint owners Samuel Hallett, Samuel Moore, Joseph Moore, Thomas Skillman and Isaac Bragaw.

This was the first school within the present precincts of this city. It was situated on the Newtown road in Middletown (German settlement). The historian, Riker, records the undertaking "as hazardous," by reason of the expense incurred. It

remained for a later day to endow this primitive institution in an original manner. The incident occurred in the early part of the present century, and is thus related by Mr. Riker in his "Annals of Newtown."

"This was the discovery by one of the school boys of a bag of gold to the value of \$840, which had belonged to one John Kearns, who had taught school here during the Revolution. The money was then possession of by the teacher, whose name was Neal, but the neighbors, hearing of it, collected, and took him before William Leverich, Esq., by whose order the money was forced from him. Owing, however, to some irregularity in the proceeding, Neal prosecuted the several persons engaged in searching him, including the justice, and recovered damages for assault and battery, while N. Moore, as administrator for Kearns, sued and obtained the money." Rarely is capital needlessly buried when placed in an institution of learning.

The old schoolhouse survived until fifty years ago, when it was sold and annexed for domestic purposes to an adjoining dwelling.



MRS. MARY E. B. N. GRAND.

The second school building was on the Shore road, upon "one square foot of land" donated by John Lawrence in 1734, "for a school to be kept for the education of their children." This spot of ground he deeded in the following year to Thomas Lawrence, Cornelius Berrian, Joseph Moore, William Leverich and Hendrick Wiltsee, for the purposes mentioned, and there more than one generation gathered the memories of a district school, which became the romance of after years.

A strongly marked educational advancement occurred some years later at Hallett's Cove. Probably rather as an attractive agency for the development of the community than as a response to local need, the progressive residents of that locality encouraged the founding of a school for instruction in the classics and other advanced branches. They sought patronage beyond their own limits, by inserting in the *New York Mercury*, of April 26, 1762, the following advertisement:

"TO THE PUBLIC—*This is to give notice to all whom it may concern.* That William Rudge, late of the city of Gloucester, in Old England, still continues his school at Hallett's Cove, where he teaches Writing in the different hands, Arithmetic in its different branches, the Italian method of Book-keeping by way of Double Entry, Latin and Greek. Those who choose to favor him may depend upon having proper care taken of their children, and he returns thanks to those who have already obliged him. The school is healthy and pleasantly situated and at a very convenient distance from New York, from where there is an opportunity of sending letters and parcels, and of having remittances almost every day by the perlanders. Letters will be duly answered, directed to the said William Rudge, at Hallett's Cove.



THE LONG ISLAND CITY HIGH SCHOOL (FORMERLY THE OLD 200' x 80' MANSION.)

*Built  
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Hall  
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THIRD WARD SCHOOL.

donated a plot of ground 100 feet by 200 feet on Academy street and was instrumental in the erection of the building now used by the Fourth Ward School. This school at the time of the incorporation of

"We, who have subscribed our names, being willing to continue the schoolmaster, as we have hitherto found him a man of close application, are ready to take in boarders at £18 per annum: Jacob Blackwell, Jacob Hallett, Jr., Thomas Hallett, Jacob Hallett, Jacob Rapelye, John Greenoak, Samuel Hallett, Jr., William Hallett, Richard Hallett, Richard Berrian, Richard Penfold, William Hallett, John McDonough."

In 1840, Stephen A. Halsey, with several others, bought several farms, surveyed and platted them into lots, and opened through them Broadway, The Crescent, Emerald, Academy and Grand Streets, together with First, Second and Jamaica Avenues. At that time he

No. 3 of the schools of Newtown. In 1850 it was made a free school by the Town of 1850. To the date of this writing has had an uninterrupted record as one of the most successful schools in the western section of Long Island.



FRANKLIN SETTLEMENT SCHOOL.

Esq., district collector at one time, \$1475 per annum. Two weeks in July was the longest respite of the year from the exactions of the four R's (including the rod).

Two years after the demolition of No. 4 the present building at Sunnyside was erected, which is still in use as the Primary School of the Second Ward.

In 1804 the extensive district, covered by No. 4, was divided by the setting off of the Hunter's Point District. In April of that year H. S. Anable, representing Union College, leased a brick building on Sixth street, whereupon School No. 11 was at once organized, with Freeman Hiscox as President of the Board of Trustees and Isaac Sterns as principal. This school, by its excellent record, inspired the wisdom and generosity of those who were instrumental in its origin.

Upon the consolidation of the several sections of the municipality of Long Island City and upon the adoption of the revised charter, all school and educational matters were relegated to the jurisdiction of the Board of Education. It was their duty to determine the methods and courses of study and to determine the several schools of the city in accordance with a common regime, advancing the same by providing the necessary facilities for attendance as well as the most favorable conditions, was the task to which the Board immediately addressed its energies. In 1850 a school was established in Ravenswood. In 1851 a school was established in the First Ward and Blissville. In 1852 a school was established in A superior building was erected in 1853, by the generous aid of the citizens of the city. As before fully stated,



FIRST WARD SCHOOL.

There were also erected in the First, Second, Third and Fifth Wards



were erected to meet the demands of a school population, which had increased more than two hundred per cent, since the date of incorporation. The present cost of maintaining the educational system of the city is about \$150,000 per annum.

A unique feature of practical methods of instruction throughout the schools of the city is the system of school banking, by which all pupils are encouraged to save their pennies for deposit in the Savings Bank. This system was introduced by John H. Thiry, Esq., school commissioner at various times and widely known in educational circles throughout the nation, on account of his intelligent interest in whatever relates to the welfare of public schools. This city enjoys the distinction of being the first in the nation to recognize the value of school banks.

#### THE SURVEY COMMISSION.

In May, 1871, George B. McClellan, William B. Franklin and Stephens H. Towle were constituted, by act of the Legislature, "Survey Commissioners" for the purpose of laying out the streets, avenues, roads and parks, and determining the grades of Long Island City. These Commissioners appeared before the Mayor at the Clerk's office, Hunter's Point, on May 4, and took the oath of office. In the prosecution of its work, the Commission confined itself chiefly to the newer sections of the city, adjusting the already mapped portions of Astoria and Hunter's Point thereto without material change, plotted the city as it now stands, naming its streets and avenues and filing its completed survey with the clerks of both city and county.

#### THE PUBLIC LIBRARY.

Carlyle once observed that "The true University of these days is a collection of books." Every wise voice beside his own has also celebrated the value of books. Say what is best, something better still remains to be said in their praise. Few greater privileges, therefore, can a community confer upon its citizens than the use of a public library. That Long Island City is able to offer the advantages of such an institution to the public, without money or price on the part of its people, is owing to the munificent gift of William Nelson, of New York City. Upon the acceptance of the gift by the city, in pursuance of the accompanying condition that the city should maintain the library at its own expense, the following trustees were appointed, December 28, 1895, by Mayor Sanford and confirmed by the Common Council: Dr. W. G. Frey, F. W. Bleckwenn, Rev. W. H. Weeks, Winthrop Turney and George E. Clay.

The Library was duly opened August 14, 1896, and its six thousand volumes were placed at the command of the public.

An excellent Reading Room is also connected with the Library, which was opened to public use August 7, 1896. Twenty-seven publications, embracing leading dailies and magazines, were upon its racks, with the probability that the number will be largely increased.

The Library is accessibly located at 26 and 28 Jackson avenue, between Third and Fourth streets, and is opened daily from 8 A. M. to 8 P. M., except Sunday.

#### THE STREET RAILWAYS OF LONG ISLAND CITY

The first street railway constructed in this city, was that of the *Calvary* Cemetery line, leading from Thirty-fourth street ferry. Early in the seventies, a charter was obtained from the legislature, the track laid, and the road went into operation. This was succeeded in 1876 by the Dutch Kills line,



THE PUBLIC LIBRARY.

It is organized and carried to completion mainly by the energy of William Radde, who owned extensive interests in land in the Third Ward. The present route is as originally surveyed. This line, under the management of the late Josiah M. Whitney, responded to a public need, and was successfully operated for a number of years as the nucleus of that larger system which it anticipated. Increased facilities of transportation and intercourse between the various sections of the city being required by an advancing population, the city railways soon engaged the attention of that public spirited citizen, William Steinway. Amendments to the charter having been obtained from the legislature, the Dutch Kills line having been transferred to the hands of the Steinway Company, was extended through Jackson and Steinway avenues to the village of Steinway, through Vernon avenue and the Boulevard to Ninety-second street ferry, Astoria, and up Flushing avenue to Steinway. The mechanical features of the entire new system were improved, and public convenience promoted. The introduction of electric power and the accession of a new management in 1893, inaugurated a new era

in the development of the system. It is now one of the great corporations of Greater New York. Two years ago it had twenty-six miles of track. It now has more than sixty miles.

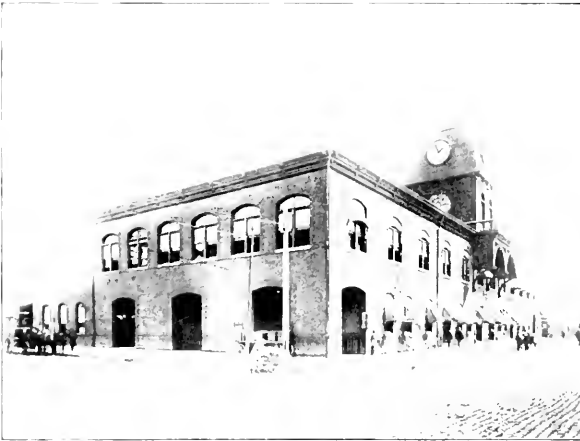
In place of a score or two of motor cars there will be 139 summer cars this season (1896) equipped with motors, and the company will have altogether 240 motor cars. A new power house is just being completed, and a storage house covering acres of ground is in course of construction. Formerly the purchase of a dozen or more cars at one time would have been considered a great addition to the equipment. This year they have just bought 100, which are being delivered as rapidly as they can be transported from St. Louis.

They have ten seats and a seating capacity of fifty persons. Finished in oak and ash, with brass trimmings, they are as comfortable and ornamental as any cars running in the Greater New York district. Each is lighted by eleven incandescent electric lights and equipped with the latest style of weather curtains, which afford the best protection against a storm. The ornamented glass in the front of the roof is vari-colored, so that the line on which the car runs can be readily seen in the night time. The glass in the Jackson avenue cars is red, in the Flushing cars, white; in the Dutch Kills cars, blue; in the Ravenswood cars, yellow, and in the Calvary and Lutheran cemetery lines, green. This will enable a person to know the destination of a car at night when it is difficult to distinguish the painted dashboard signs.

Besides the new cars several of the old summer ones are being equipped with motors. They were used for trailers and were formerly horse cars. They have been strengthened so that they are now as serviceable as the other cars used. The intention of the company is to have a sufficient number of motor cars so that it will not be necessary to use trailers. Besides the 100 new cars, they have thirty-four of the former cars. These 139, they believe, will be sufficient to meet the demands of the public for the season, unless the increase of traffic is far beyond the anticipation of the company.

#### MILES OF IMPROVED TRACK.

In the laying out of the new tracks, and in extensions, the improvements have been on the same scale as in the equipment of the cars. Thirteen miles of new track have been laid with the ninety-pound rail made by the Cambria Iron Works, of Cambria, Penn. These rails are the best that are made, and are twenty pounds heavier than the rails used on steam railroads. The special rails used on the elevated tracks were manufactured by the Pennsylvania Steel Works.



LONG ISLAND RAILROAD STATION.

In 1895 the new rails were laid on Borden avenue up as far as Jackson and Vernon avenues, to replace the duplex rails, which, although laid only two years ago, had proven to be unsatisfactory and inadequate for the heavy travel. The new rails are laid on ties and the bed is as solid as a steam railroad line. The replacing of the duplex rails on Jackson avenue, with the new rails, was commenced about a month ago and the work was completed inside of a month by employing a large force of men and tearing up long distances of street.

New rails had been previously laid from Jackson avenue to Steinway avenue, and from Steinway avenue to Flushing avenue. The laying of this connection made two of the lines complete to North Beach. The facilities for reaching that popular resort have been completed. A line of tracks to St. Michael's Cemetery, thence to Elret avenue, thence to Silver Spring Lake, where a loop has been made around the lake, forms a double track extension from St. Michael's Cemetery, a mile in length. Another improvement is the running of the line up the Grand Boulevard to a point opposite Silver Spring Lake turning in a southerly direction and making a loop at the Spring. This line is but twenty feet at its terminal from the Flushing avenue line, so that a cross over enables the cars to pass from one line to the other in case of accident or blockade. Over one of these extensions the Jackson avenue cars now run, while the Flushing avenue line runs over the other. Other projects of the company relate to the reconstruction and extension of the old Long Island City and Newtown Railway Company.

#### THE NEW STORAGE BUILDING.

The new storage house at Woodside, just outside the city limits, is one of the most perfectly equipped



LONG ISLAND RAILROAD FERRIES AND SHOPS.

railroad storage houses in the country, and there are few larger. It has a frontage on Jackson avenue of 221 feet and extends back to Anderson avenue, a distance of 350 feet.

The building is erected in three sections, making practically three separate structures. Two thick partition walls of brick will run the whole length of the building and rise three feet above the roof. These walls are built for protection against fire by direction of the insurance companies. The first section of the building—the section nearest Woodside avenue—is used for the repair shop; next to this the second section, about fifty feet, is used for storage purposes with a place on the Jackson avenue end for washing cars. The other section, 103 feet in width, is used exclusively for storage purposes.

The repair shop is divided transversely into three parts. The end next to Jackson avenue is the machine shop. In the rear of this is the carpenter shop, and in the rear of that the paint shop. Tracks run through the repair shop from Jackson avenue to Anderson avenue so that cars are run from one to the other with the greatest facility. Traveling cranes are so arranged that a car on entering the machine shop can be picked up from the track and transferred to any other track or any other part of the machine or carpenter shop with perfect ease. It is not necessary that it should extend back to the paint shop. Both carpenter and paint shops are fitted up with the latest machinery, and the equipment is so complete that new cars can be constructed at the shops if desired. One corner of the repair shop, next to Jackson avenue, is partitioned off for a winding room; that is for the winding of armatures which often have to be done on account of the burning out of the wires.

In addition to these three main sections of the building there is a small annex built on the slightly irregular piece of ground on the Woodside side of the building which could not have been covered had

the building is constructed on strictly straight lines. In the annex, which is as much a part of the building as any one of the three sections named, there are the offices, a waiting room, store rooms for materials for the carpenter, paint and machine shops, all separate, and a blacksmith shop which opens into both the carpenter and machine shop.

#### THE POWER HOUSES.

Down on the East river another immense electric plant is nearing completion with a capacity of 2222 horse-power for immediate use, which can be ultimately increased to 5000 horse-power. This plant is located close up to the old one. The boilers of the two houses have a capacity of 6000 horse-power, which is sufficient to give an engine capacity of 10,000 horse-power. Four engines are placed in the engine room, which is 8x52 feet. On a raised platform, extending along the entire front of the building, are placed fourteen dynamos. Two of the engines are Corliss make and two are vertical. One of the Corliss engines has already been hoisted on to its bed, and its parts adjusted.

Another bed, for a second Corliss engine has been completed, and the engine is used for furnishing electrical power for mechanical purposes and for incandescence lights. The plant has a capacity for furnishing power for 800 arc lights and 1500 incandescence lights. The two additional engines, which will be put in later, will increase the capacity of the plant seventy-five per cent.

These are the great enterprises undertaken by the Steinway Railroad Company, largely contributing to the material prosperity and advancement of Long Island City and the adjacent territory. A more perfect idea of the magnitude of the undertaking can be obtained by mentioning their approximate cost. That of the new power house on Mills street was \$175,000. The storage house at Woodside cost upwards of \$150,000. The new track cost about \$12,000 per mile, or for the thirteen miles, \$156,000. The value of the new summer cars was \$1800 each, enough to erect a small cottage. The cost of the 100 cars aggregated \$180,000; a total of \$661,000.

#### THE LONG ISLAND RAILROAD.

The Long Island Railroad, which, with the many branches embraced in its system, covers Long Island as with a web, has its principal terminal in this city. It is a vast corporation, which, from a humble beginning, has grown with the population and wealth of the territory it covers. It was chartered in 1832, which was a famous year in the history of railroads. Already had Gridley Bryant constructed the "Quincy Railroad" (1825) in Massachusetts, for the carrying of granite from the quarries to the sea. The Lehigh River in Pennsylvania for five years had received from Mauch Chunk, thirteen miles away, its heavy freightage of coal over the second railroad built on this continent. Both of these were operated, however, by horse-power or gravity.

But in 1826 Horatio Allen had returned from Europe, whither he had been sent two years before by the Delaware and Hudson Canal Company, and landed upon the wharf in New York, two locomotives which were put into actual use. The State of Maryland had also awakened up several years before, and chartered the first railroad stock company on this continent for purposes of general traffic and transportation. A highway was opened (now known as the Baltimore and Ohio Railroad), over which horses and mules tugged the cars for weary miles. Steam power was not much thought of.

But a certain Baltimorean had new visions of the utility of the new motive power. The engine upon which he had expended some original ideas had been in operation for two years. It weighed scarcely 7000 lbs. than a ton, but Peter Cooper made it pull the railroad directors from Baltimore to Ellicott's Mills, at the rate of eighteen miles an hour. This odd little engine was the first ever built in America for railroad purposes, and the first specially used in transportation of passengers.

Well nigh the whole Atlantic Coast had been swept with the wave of Railroad enthusiasm. From Maryland to South Carolina the preparation or granting of railroad charters had been the demand of the people and the business of legislatures. The year 1832 found sixty-seven railroads in operation in the United States. The great systems of Massachusetts and New Jersey had been begun. In the "Empire State," the Mohawk and Hudson Railroad had carried hundreds of passengers daily from Albany to West Troy, at a rate of speed, which in 1832 was thirty miles an hour. Though George Stephenson had built his first engine in 1814, with a capacity of six miles an hour, the genius of invention had adapted mechanical means to required conditions, that the rate of speed in England had increased in 1825, to thirty-five miles an hour by Stephenson himself. This exhibition of the possibilities of the steam engine, to intelligent men of the possibilities characterizing the question of railroading,

and fast was carrying the whole movement beyond the stage of experiment. For this reason the year 1832, which marked the birth of the Long Island Railroad, was unusually eventful. The great advance was then begun which has marked every subsequent year with an increase of railroad mileage. In five years afterward, that is, from 1832 to 1837, the mileage of the United States exceeded that of any other country in the world. This prestige has never been sacrificed, nor has railroad development in this country ceased asserting its commanding importance in the fields of wealth, commerce, and the thousand other economic conditions of society, save when war and financial panics have occasioned temporary interruptions.

The Long Island Railroad, like other American roads, grew up, was planned, built and maintained by the region which it sought to cover. The east and west extremities of Long Island were settled nearly at the same time, the difference being in favor of the eastern extremity. Within a hundred years Suffolk County to its western limits had passed into the possession of the English, who had settled at Southold and the Hamptons in the thirties of the seventeenth century. From the west, population went eastward to meet the English wave. Thus the entire island rapidly became a scene of homes and farms, and a promising field for railroad enterprise, upon which, in the early years of which we write, capital and pluck were strongly bent.

While the Long Island Railroad, unlike many other systems, operates within a territory, wherein competition is geographically forbidden, and one wholly within the limits of one state, yet it also resembles other railroad systems in that it is a corporation of consolidated interests. Originally states granted charters to railroads to operate only in certain proposed regions. As increased facilities brought separated towns and regions nearer to each other, and the growth of great cities made connection therewith increasingly necessary, the longer roads leased the shorter, or the more prosperous leased the less fortunate, or connecting roads for mutual benefit incorporated for the extension of their respective advantages, and began systems which cover states, and even the whole national territory itself.

Likewise various railroads have been chartered on Long Island, as will be presently mentioned. These now consolidated represent the Long Island Railroad system.

In 1833 the charter of the Long Island Railroad was extended for fifty years. Beginning active operations at once, the year 1834 saw a completed line of rails laid to Jamaica. Thence on to and through the grassy plains of Hempstead to Hicksville, to which place trains began to run August, 1837, thence on through pines and scrub oaks to Suffolk Station, 1841, till finally the last spike was driven at Greenport, and that sleepy old town, on July 25, 1844, amid much jubilation, hailed the coming of the first train which ran the length of Long Island. The terminals of the railroad were now established at Greenport on the east, and South Ferry, at the foot of Atlantic avenue, Brooklyn, on the west.

In 1854 the Flushing Railroad went into operation between Hunter's Point and Flushing. At first it ran down Flushing avenue to West avenue, thence on to a long pier built out into the East River where the steamers, *Island City* and *Enoch Dean*, were accustomed to stop and receive passengers for Fulton Market. There were at that time no ferries at Hunter's Point, nor was there any other part of Manhattan Island to which the public demanded transportation facilities save to what is now called the lower part of the city. In 1868 a new station was built several blocks to the north, which was reached by the road which is now used exclusively for freight traffic by the Long Island Railroad.

Owing to the negative conditions which had been developed by the rapid growth of Brooklyn in business and population, the Long Island Railroad, in 1861, removed its western terminal from South Ferry to Hunter's Point. Shortly after its machine and repair shops were removed also from Jamaica to the same place.

In 1867 the South Side Railroad was opened for business between South Eighth street, Brooklyn, E. D., and Babylon. Soon after it was extended to Patchogue, thence to Eastport, and in 1882 to Sag Harbor. Thus two lines of railways were in active operation over the whole length of Long Island in fifty years from the time of the laying of the first rail.

In 1874 the Stewart extension to Garden City ran its trains from the station of the Flushing Railroad at Hunter's Point.

Finally, in 1881, the Long Island Railroad with all its leased lines was purchased by the interests represented by the late Austin Corbin, under whom the road, as a system, reached its present stage of development. Previous to this purchase, Mr. Corbin had built a railroad from Greenpoint to Manhattan Beach, connection being made with New York by steamboats. This move displayed his wonderful

genius and foresight, for the whole of the Atlantic coast has not a more delightful spot for summer resort than this famous resort. Mr. Corbin's own explanation of the transaction whereby the Long Island Railroad passed under his control, exhibited his breadth of view, comprehensive grasp of the bearings of his action and confidence in the future as he saw it. "Representing a body of capitalists, I have purchased from Drexel, Morgan & Co. an interest that gives me control of all the Long Island Railroads, except two or three local lines running to Coney Island. This is not a new idea. I have been negotiating for the road several months. I have always believed in Long Island—in its advantages as a place of residence, in its agricultural productiveness, in the attractiveness of its summer resorts and its value for railroad purposes. My faith in this direction has, perhaps, been stronger than that of almost any other man who pretended to have any understanding on the subject. All the Island needs is development, and now that development is going to take place. It is almost too early to go into details, but I will outline in a general way my plans. One object that we have in view is to develop to the fullest extent the farming sections of the Island. We shall use every effort to this end. I propose to make the south side of Long Island the greatest watering place in the world. Its natural beauties and advantages are so great that the improvement of the whole stretch of coast is as certain to come as the world is to stand. It is a beautiful country, that Long Island shore. I have lived there eight years and I know whereof I speak, when I say that the climate, scenery and natural attractions are unsurpassed in any part of this country or Europe. I have not a particle of doubt that within ten years (he was speaking December, 1880—the railroad was to change hands January 1, 1881) the south side, from Coney Island to Montauk Point, will be bordered by a continuous chain of seaside summer resorts. It is not, however, entirely because of my faith in Long Island as a place of summer residence that I take the interest in it which I do. With proper accommodations for travel it will be an advantageous place of abode, both in summer and in winter."

By the successive movements given in our narrative, Long Island City became the capital city of the Long Island Railroad. Its offices are here. From this point its traffic and travel are distributed throughout the Island. To this point it conveys inhabitants from every part of the Island and transports them to New York over its abundantly equipped ferries. Hundred of trains go and come



RAVENSWOOD BRIDGE.

daily, for the accommodation of which its extensive yards, reaching from the river to and beyond Vernon Avenue, afford none too large a space. Should the great project of Mr. Corbin, with respect to the establishment of an international line of steamers between Fort Pond Bay and Milford Haven, Wales, receive Congressional sanction under future agitation, the advantages accruing to this city and Long Island in general would be incalculable.

#### THE NEW YORK AND EAST RIVER FERRY COMPANY.

This well-known ferry provides transportation between Astoria and Ninety-second street, New York. Like other organizations identified with the city, and like the city itself, it is a development from a humble original. Not again to recur to the period when a solitary oarsman piloted an unsteady passenger against the river, made ever perilous by turbulent tides, the early sixties will amply warrant a fitting point adapted to our purpose.

Long Island was then a prosperous village. On the opposite shore stood the Astor Mansion, which in 1860 was the pavilion for the Park at Horn's Hook. Population was then beginning to drift along the coast of brown New York sufficiently to justify the provision of facilities for ferrriage to and from Long Island. Accordingly, in 1864, the Queens County Ferry was organized by charter with A. B. Williams, President, and Cornelius Kapelye and Samuel Willets (of Flushing), as Directors. Two boats between Astoria and Astoria were placed in service and daily plied the waters of the river. Though the boats were small, yet their accommodations were ample for the limited demands of the traffic. The ferry ran to Ninety-sixth street, New York, which was then the ferry terminal, but the fare was so high that the receipt of \$50 a day was an unusual circumstance. In 1868 the

terminus was changed to Ninety-second street, New York, where the company was soon to procure a landing more eligible in every respect for the purposes of ferrriage.

In 1886 the Astoria Ferry Company was organized and assumed control of the business with Cornelius Kapelye as President and John S. Ellis as General Manager. The fare was raised to two cents though the new company employed but two boats, both of them old, which made their trips under headway of half an hour. Captain Richard Brown, who is still daily at the wheel, alert and cool headed, with the experience and vigor of middle life, then had just entered the service. "Travel was very slight in those days," he remarked to the writer. "Twenty passengers was a big load. Trip after trip was made with not a single soul on board save the crew."

Another change in the administration of affairs came with 1892. On October 1, of that year, the New York and East River Ferry Company acquired by purchase all the rights and property of the Astoria Company, and were organized under a new charter. The officers of this company are, William A. Nash, President, (who is also President of the Corn Exchange Bank of New York); Roswell Eldridge, Secretary and Treasurer; R. U. Clark, Cashier; John Harvey, General Superintendent, and Joseph Johnson, Assistant Superintendent. The Board of Directors consists of William A. Nash, Roswell Eldridge, H. K. Knapp, Theodore F. Jackson, and Emanuel Lehman. Under the present management important advance has been made in matters which relate to public accommodation. The waiting rooms and general entrances have been improved; the racks in the ferry slips have been extended; the schedule time has been reduced from fifteen minutes to twelve minutes headway; three boats instead of two are in constant service and all rates of transportation have been reduced, the greatest reduction being on vehicles. In the spring of 1896, Rhinclunder's reef, which stretched across the front of the ferry on the New York side, and was a constant menace to the busy boats of the company, was removed, affording a depth at low water of ten feet instead of five, and a half foot as theretofore. A large increase of business is a marked result of these efforts to respond to public demands which is the policy of the present management. An average of 3,000 passengers per trip now cross this ferry morning and evening. Several causes have contributed to this growth of patronage. The Harlem steamers which formerly conveyed passengers from Astoria to Peek Slip, N. Y., having been taken from the route, the volume of travel was diverted to the elevated railroads, one of the stations of which is located conveniently to the ferry. The general produce market, at One Hundredth street, attracts large numbers of market gardeners from Long Island. The stone yards, also, which extend from Hallett's point along the shore front of this city to Ravenswood, give rise to a large traffic which places the ferry service in important demand. Added to all these is the great tide of travel, which, in its season, flows to and from North Beach and populates the boats of this company till their capacity is often taxed.

It is noteworthy that during the history of the three companies which successively have operated the ferry from Hallett's Point, not an accident of a momentous nature, save one, has occurred. Mr. Alfred A. McCoy, whose period of continuous service as ferry-master covers more than thirty-one years and who is still at his post, recalls the sinking of the Astoria, in 1867, in a collision with the *Electra*—a large Fall River freight steamer. When it is considered that navigation across the river at this point is more difficult than at any other on the East or North Rivers, made so by the swirling eddies, mad rushing tides and perilous rocks of Hell Gate, this record is creditable alike to the trusty pilots and to the company which is careful to employ none other.

#### THE RAVENSWOOD BRIDGE.

The plan of throwing a suspension bridge across the East River by abutting piers on Blackwell's Island, dates back as far as 1838. In the *Family Magazine*, Vol. V., of that year, the "Grave's plan for an iron hanging-bridge over the east and west channels of the East River, from between Sixty-fifth and Seventy-fifth streets on the City of New York side, across the northern part of Blackwell's Island to a feasible point on Long Island opposite" is circumstantially set forth. "It has been thought," said the writer, "by many, that one of the greatest obstacles to the rapid and permanent growth of the City of New York, existed in the fact that there is at present no certain and rapid mode of communication with the adjoining country. To be sure the different ferries by which the inhabitants of this splendid city are able, in the spring and summer months, to enjoy the society of their neighbors, might at first view seem to render that objection futile, but when we consider the great expense of ferrriage, and the uncertainty of the length of passage in the winter season, when the rivers are frequently obstructed

... it was proposed to span the East River by bridges could be thrown over the North and East Rivers, and connect Long Island with the continent, and contribute very much to the prosperity and commerce of the Empire. The project was planned in that early day, showed an excellent degree of intelligent foresight, and was, I think, reasonably stated thus: "The distance from point to point on a feasible route from New York to Blackwell's Island, six hundred and thirty-two feet; from Blackwell's Island to Long Island, six hundred and eighty-three feet, making a total distance of one thousand one hundred and eight feet. The bridge to have three openings of seven hundred feet each between the points of suspension, with abutments of arched masonry on either side of the openings, connecting Blackwell's Island with three connecting arches. Height of road bed above water level, one hundred and twenty feet; to spring of side arches, ninety feet; from road bed to summit of suspending piers, fifty eight feet; span of smaller arches, one hundred and fifty feet; center span, two hundred and fifty feet, with corresponding spring; each of main piers to be sixty feet wide at water level, sloping upward in proportion. The breadth of the bridge, forty-five feet, with (at each pier) ten ribs of twenty pieces each, connected by a cross-grated plate, and cross braces, the whole together secured by two horizontal diagonal cables, connected at the center point of crossing and at the corners. The roadway passes through arched openings in the suspension piers, to have two carriage ways with a foot-path intervening; suspended from four catenarian lines of malleable iron chains and cables of four cables each, by perpendicular lines of iron rods alternating from the four suspension cables, and being five feet apart horizontally, with each side of the roadway, framed of iron lattice, left deck and similarly latticed below the road-bed. The suspension cables of each opening are firmly secured in masses of masonry resting near the points of construction." This "hanging-bridge" as determined



from experiments, "would have a surplus of upward of twelve hundred tons remaining, denoting the margin of the bridge, a weight that beyond probability would never be upon the bridge at one point at any time."

As to the expense of constructing this bridge would vary, it was thought, "from five hundred to eight hundred thousand dollars."

The "project" in which the writer hoped "to have the pleasure of walking over this bridge" was projected into nearly two generations. Though its construction was never attempted, yet the general recognition of a commercial want then beginning to be felt, and the plans contained germinal ideas, many of which those of a later day have not been widely different.

The first formal development of the proposition to span the East River, at or near the point where the tunnel now runs below, was on the 10th of April, 1867, when the Legislature of New York passed a bill for the "New York and Long Island Bridge Company." Thirty members constituted the board of directors, among whom were Isaac D. Coleman, the engineer, and Archibald M. Bliss, the

president. This was the direct product of the disapproval on the part of many engineers and architects of the proposed "Bridges of the East River." The construction of that bridge had just been completed, and the long and tedious and subsequent years have verified the views then held. The proposed "Bridge" of 1867, serving perhaps as a means of local rapid transit, could have been a part of a general system of through transportation between Long Island and the continent, and would have become a Long Island with the mainland, the western center of



the Island should be brought into immediate communication with the City of New York. To thinking men all the conditions seemed favorable to this idea. The natural Long Island location for such a location were advantageously open, piers could be built upon rock at or near the mouth of the river. The river itself was here at its narrowest point. The thoroughfare of a great New York from Seventieth street offered less traffic obstruction. The chief railroad connections crossed it going toward the upper districts of the city. Furthermore, the question of cost was reduced to a minimum at the contemplated locality.

Moved by such considerations, the location of Seventy-seventh street, New York, was selected after the most skillful survey as the most strategic point at which a paying bridge could be constructed. The energies of the Company were exerted for the realization of the enterprise. The route was selected, lands surveyed and necessary legal steps taken to secure possession of the desired property. But for reasons relating to popular misapprehension, which interpreted the scheme as of a purely public character thereby precluding private subscriptions to the stock and to causes of a political nature, the project lapsed.

In 1871 an attempt was again made by the organization of the "New York and Queens County Bridge Company," which was chartered by the Legislature, but no important measures were taken to advance the enterprise and the movement ended in failure. Among the incorporators, however, was Col. R. M. C. Graham, who became instrumental in thoroughly reorganizing the New York and Long Island Bridge Company and placing it upon a working commercial basis. The practical co-operation was secured of William Steinway, John T. Conover, H. C. Poppenhansen, Archibald M. Bliss, O. Zollikofer, Edward J. Woolsey, Gotlob Gunther, Phny Freeman, Oswald Ottendorfer, Abram D. Dittmars, Charles A. Trowbridge, Willy Wallach, Herman Funcke, C. Godfrey Gunther, Edward Einstein, Charles F. Tretbar, Henry G. Schmidt, John C. Jackson and Charles H. Rogers. The board of directors, consisting of twenty-one members, was authorized by an amended charter to extend the time for beginning operations to June 1, 1876. The panic of 1873 and the important industrial depression which ensued, temporarily embarrassed the employment of means to carry out the plans of the Company, but toward the end of 1874 General J. G. Barnard, General Quincy A. Gilmore and Oliver Chanute, were appointed a commission of engineers to devise preliminary measures for active and actual work. In order to secure the best engineering skill of the country, the commission advertised for plans, offering \$10,000, \$25,000 and \$50,000 prizes. During the following three years various plans were submitted, some of acknowledged merit, but none of the desired superiority requisite for adoption. However, the first prize was awarded to Mr. McDonald, the second to Captain Eads and the third to Mr. Black. The only objection was on the part of Dr. Thomas Ramey, who had been elected to the board in 1876. He contended in favor of a cable instead of a cantilever bridge. Here the whole matter seems to have ended save, perhaps, the report of a survey which confirmed that made by Mr. Coleman under the old company.

During this time William Steinway had presided over the deliberations of the Board. Voluntarily retiring in 1877, he was succeeded by Dr. Ramey, who enthusiastically espoused the interests of the

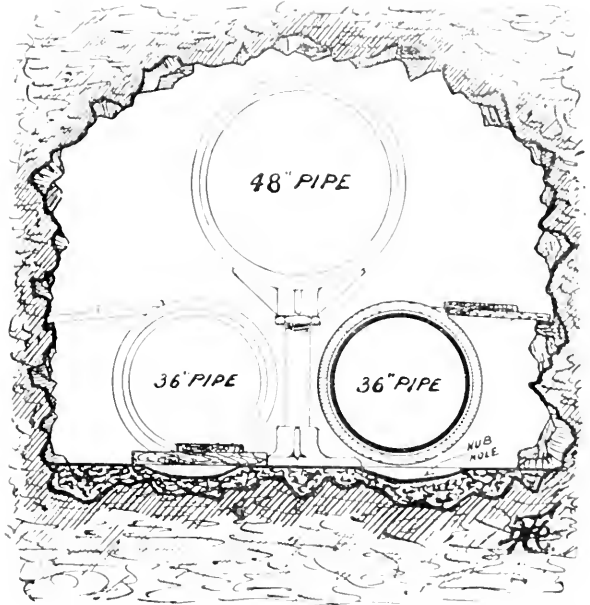


FIGURE TWENTY. CROSS SECTION OF BRIDGE PIER, THE OLD COMPANY.

They were unsuccessful in their employment of means for their promotion. He interceded with Vanderbilt, Morgan & Co., and parties connected with the Manhattan Elevated Railroads of New York, and secured a loan. The merits of the enterprise were everywhere acknowledged, but capital was not forthcoming in the directions and could not be devoted to this. With the bridge building firm of Clarke, Russell & Co., of Phoenixville, Pa., he was more successful, however. To them he submitted proposals, which, during the examination of which a better plan suggested itself which was deemed superior to the first, and was adopted. Dr. Rainey relinquished his official position in order to further experimental matters and Charles A. Trowbridge was elected to the presidency. A contract was made with Clarke, Reeves & Co., March 25, 1881, for right of way and the construction of a "first-class double track railway, carriage and walkway iron bridge." In accordance with the terms of the contract, work was begun the following day upon a pier at Ravenswood. Stock was pledged to the amount of \$1,600,000. The estimate cost of the structure was \$6,000,000, and the revenues therefrom \$2,000 per day. There were to be two spans of 734 feet and 618 feet respectively, with a minimum height above mean tide of 150 feet. The erection of this great structure was confidently anticipated. But with the completion of a coffer dam in the East River, its history ceased and the well planned project became a dead letter.

The vital importance of commercial connection with New York by means that would admit of through transportation continued to engage the attention of capitalists. Austin Corbin, upon his accession to the chief executive office of the Long Island Railroad, did not permit the matter to slumber. In the great and feasible project whereby he contemplated the erection of Fort Pond Bay into a free port of entry and continuous transportation throughout the length of Long Island, thence to the mainland to connect with the great trunk lines of the continent, the extension of the Long Island Railroad to Manhattan Island was an indispensable condition. The New York and Long Island Railroad Company proposed to bore a tunnel under the East River to achieve that end. A shaft nearly one hundred feet in depth was sunk in the triangle bounded by Jackson and Vernon avenues and Fourth street, and preparations were made to begin operations upon the tunnel proper, when all the rights, titles and immunities of the New York and Long Island Bridge Company were transferred to and passed under the direction of the Board of which Mr. Corbin was the head. The tunnel project having been relinquished, work was again begun upon a bridge across the East River from Sixty-fourth Street, New York, to Harsell Avenue, Long Island City. Owing to litigation, operations were suspended in October, 1895, but were resumed in the month of March following, only again to be discontinued.

Thus for fifty-eight years the attempt of man to form this artificial bond of immediate connection with the mainland has ended in failure. But it cannot be doubted that the economic value accruing from so great and practicable an enterprise cannot much longer defer the day of its construction. The far reaching results of the consolidation of Western Long Island into the Greater New York will imperiously so demand.

#### THE TUNNEL OF THE EAST RIVER GAS COMPANY.

By legislative act of 1892 the East River Gas Company was authorized to supply the City of New York with gas through a tunnel to be constructed under the East River. The magnitude of the undertaking awakened the doubts of the incredulous and many idle prophecies concerning the failure of the enterprise. But the possibilities of the undertaking had previously been thoroughly canvassed by the best engineering skill of the day. Charles M. Jacobs, Civil Engineer of London, England, and of New York, was placed in direction of the work. Mr. Jacobs had been engaged in similar work in England and Australia and more recently had planned a scheme for Mr. Austin Corbin, for underground rapid transit in New York.

The first work was to determine the depth at which to cross. This was accomplished by a system of sounding and soundings across the channels and Blackwell's Island. Messrs. McLaughlin and Reilly were employed for the work of excavation, plants were established on both sides of the river and on the 15th of June shafts were commenced, June 28, 1892. The shafts were nine feet square, and on the New York side of 135 feet, and on the Ravenswood side of 147 feet. The distance between the centers of the shafts was fixed at 2541.4 feet, thus giving a drainage of six inches to the Ravenswood end where there is a sump for the same and facilities for pumping the water to the surface. The heading is ten feet wide by eight feet six inches high at the center

of the crown. This crown is struck by a radius of seven feet and forty the perpendicular with fillets of two feet radius.

The work progressed smoothly. The shafts were completed and the *Charging* tunnel cut on both sides. The rock on the New York side was found to be dry as before. At Ravenswood more water was met. Great skill was required to protect the lines, what with drilling, cutting, and removal of debris from the shafts. In 1893 about 350 feet had been run under the west channel of the river, in the dry rock which was favorable to progress, while on the east side only 180 feet had been bored. By reason of difference of views as to the employment of compressed air in the work of further excavation, the contractors relinquished the work and Mr. W. L. Ames, an experienced engineer at the Hudson River tunnel, was placed in charge. As the work advanced, brick masonry at first, then cast-iron lining was used, wherever soft material so required. Meantime soft rock was also encountered upon the Ravenswood side which necessitated the use of compressed air. The work was done by a *slinger*, which was a steel cylinder of sufficient internal diameter to contain the iron lining. To operate it sufficient pressure was applied to force it forward. It was possible to bring 60 tons to bear upon it. The pressure necessary for accomplishing the work was about thirty pounds. Though men were carefully examined before allowed to work under these strained conditions, some were overworked while others were more or less affected by continuance. The danger to those unaccustomed to the pressure was greater on emerging from the lock from the reduction of pressure, than upon entering. The effect was the same as experienced in high altitudes where the heart is stimulated to extraordinary action.

Within a metal case men carried on the work of excavation from both sides of the river. When sufficient space permitted to insert a ring, this was done and the operation was repeated. When the material was soft the doors of the diaphragm were closed and the water squeezed out in the pressing forward. While the ring was bolted the doors were opened, the forward end cleared of debris and the material removed by cars.

This difficult undertaking was completed July 11, 1894. In the morning of that day the measurement proved that only twenty-one feet remained between the faces, and great excitement prevailed among the workmen. At seven o'clock in the evening, the first drill was put through from Ravenswood to New York, fair in the middle of the heading, and at midnight the wall was blasted out, and the headings met at 1076 feet from the New York shaft, and those present walked through from New York to Long Island City, by way of the first tunnel under the East River. So great was the accuracy of the work, and the care and skill employed, that when the headings met the center lines were only one-half of an inch out of direction, and about three-quarters of an inch difference was discovered between the grade levels.

Thus Ravenswood was united to New York by the successful execution of an engineering project despite the tears of the incredulous and the difficulties which at times seemed almost insuperable.

A 36-inch diameter gas main is now laid in place and supplies gas to large sections of upper New York. (*See cut, p. 89*.) The idea of tunneling the East River is not perhaps to be attributed to any single individual, inasmuch as it had been the subject of much speculation and interest for some time among gas men. But to Emerson McMillin, President of the East River Gas Company, whose abilities along progressive lines have gained him special prominence in gas affairs, is due the merit of having pushed the project on to the most successful realization.

## HELL GATE.

### REMOVAL OF OBSTRUCTIONS—GEN. NEWTON'S GREAT ENGINEERING SKILL.

The twenty-fourth day of September, 1876, marked a notable event in which this city was the scene of much interest. That day witnessed the destruction of Hallett's Point Reef, the opening of Hell Gate to vessels of the largest draught, and the diversion of dangerous currents into channels of safety. This occurrence was the culmination of seven years of the most skillful submarine engineering and generous financial cooperation on the part of the General Government. Perhaps we should have said twenty-seven years instead of seven, for as early as 1848, Charles H. Davis and David Porter, U. S. Naval Lieutenants, surveyed the perilous strait and indicated to the Government certain reefs and rocks which were the most frequent cause of disaster. These were the Gridiron, Way's Reef, the Bread and Cheese Reef, and Pot and Frying Pan Rocks. While the only method of

of the "saw-cut" by the Officers of the Survey was, necessarily, blasting (of which only one form was then known), then was a diversity of opinion as to the methods of deep sea work of this order.

Persistent interest achieved the first attempt at removal, in 1851, by surface explosions of gun powder. While quantities of fragments were torn away, still the method proved valueless in the colossal gigantic enterprise. This was a disappointment to the public of New York City, whose citizens had raised the \$14,000 expended.

A ground swell of renewed interest was exhibited by the "New York Harbor Commission," in 1860, but subsided without any attempt at effective work.

Finally, in 1866, a General appeared, by government order, in the situation which for so many years had been highly productive of scientific embarrassment—John Newton was a Major-General in the United States Engineers, and by events was proven to be eminently qualified for the arduous undertaking. He exhaustively surveyed every detail of the tidal torrent, reported *in extenso* his plans for the work, and two years later (1868) was rewarded with a Congressional appropriation of \$85,000 for the execution of his project. The contract was let, and partially carried into effect, when the whole affair became the subject of an accident which left Pot and Frying Rocks temporarily secure from the steam drill. The attack was again made in May, 1871, this time with nitro-glycerine, and in July, 1872, the famously offensive Frying Pan Rock was leveled.

The steam drill and nitro-glycerine, as an explosive, proved equally powerful with Way's Reef, the surface of which, likewise, in 1872, was carried to a depth of twenty-six feet below low-tide.

While the other rocks, upon which was begun work, were successfully yielding to the means employed by General Newton for their removal, yet not unattended with vast difficulties, seen and unforeseen, an heroic move was made, July 8, 1869, upon Hallett's Point Reef. This reef perhaps gave the fleets of Hell Gate more taste of the perils of the deep than any other single obstruction of their inimical number. The plan of the engineer was to undermine the whole reef extending three hundred feet into the river, store the tunnels with explosives, admit the water and fire the entire mass of explosives by electricity from a battery upon the shore.

The work was begun upon the date mentioned, with the first mechanical steps toward the construction of a coffer-dam. A shaft was sunk ninety-five by one hundred and five feet to the depth of thirty feet below low water; thirty-five tunnels radiated from a common center, and ten transverse galleries were bored twenty-five feet apart. The whole excavation occupied two and five-eighths acres. The total length of the tunnel was 4857 feet, and galleries 2568 feet, making 7425 feet in all. The number of cubic yards removed were 47,461. The total amount of explosive employed in the final blast was as follows: 13,596 cartridges, three inches in diameter, and nine to eighteen in length, containing various quantities of dynamite, red-rock and vulcan powder. These were placed in 4427 holes in rocks, which had been drilled ten feet apart and nine feet deep.

Finally the work had been pronounced complete. General Newton had added the last of the minute number of details, by laying a wire to the shore where the key was awaiting the momentous touch that produced the dramatic event. At this key stood the little daughter of General Newton. Multitudes of officials and citizens darkened the bluffs at Pot Cove, where stood the child. On the river, neighboring islands, and main land, in fact throughout a wide horizon, near and far, every eye-point of observation thrilled with humanity, breathlessly awaiting the impending convulsion. It was a Sabbath afternoon. The hour of three had nearly arrived when signal guns warned the countless multitudes that the explosion was about to occur. Presently the key yielded to the touch of the drill, and in two seconds came a deep, muffled, yet powerful report, the earth slightly vibrated, a column of steam mixed with fragments of rock shot up into the air fifty feet or more, and Hallett's Point Reef, which had caused many wrecks, was itself wrecked. Submarine dredges cleared the water of the debris, and a depth of twenty-six feet at low water was discovered to be the gratifying result of this great undertaking.

With General Newton, there were associated in the work; James Merent, Captain of Engineers; William M. Melick, First Lieutenant of Engineers; Julius H. Striedinger, Civil Engineer, Assistant; and George F. B. Hoar, Mining Engineer, Overseer; James Quigley and Robert S. Burnett, Assistants.

## THE CITY HOSPITALS.

There are two hospitals in the city to represent this important branch of benevolent work.

## ST. JOHN'S HOSPITAL.

This institution originated in the wise forethought of the late Rt. Rev. Bishop Long of Brooklyn. The twenty-nine lots fronting on Jackson and Nott avenues and Twelfth street were placed by him, early in 1861, at the command of the Sisters of St. Joseph, who at once arranged the buildings already upon the property to meet the requirements of a modern city hospital. The first patients were received in May of the same year. Since that time the usefulness of the hospital has constantly increased, as is evidenced by the magnificent structure, a part of which is herein given. This new building, now in course of erection, has a frontage on Twelfth street and Jackson avenue of about one hundred and forty feet, and extends back one hundred and fifty feet to Nott avenue. The main part, at the corner of Jackson avenue and Twelfth street, will be five stories high, while the west and north wings will be four stories. Every sanitary requirement suggested by scientific advances, and all conveniences known to the fullest medical equipment and efficiency, will be catered to in the adaptation of the building to its purpose. An ambulance service is at instant call, and the sick of every race, religion and color are alike welcome to its benefits.

The officers are:

*President:* Rt. Rev. Charles E. McDonnell, Bishop, of Brooklyn.

*Consulting Physician and Surgeon:* Dr. John Byrne.

*Visiting Surgeons:* Dr. James B. Kennedy; Dr. James D. Trask; Dr. John Francis Broome.

*Visiting Physicians:* Dr. Patrick McKeon; Dr. John Hunkson; Dr. H. Herriman.

*House Surgeon:* Dr. R. Thornton Stewart.

*Sister in Charge:* Sister Mary David.

## ASTORIA HOSPITAL.

This hospital, organized in 1891, at first occupied a house on Flushing avenue, route 1, and proved soon for use by the liberality of Mrs. F. E. Hagemeyer. Increased accommodations soon became a necessity. By the efforts of the Advisory Board the present beautiful edifice on The Crescent, near Grand avenue, was erected and opened for use in the spring of 1896. It is "intended to be for the treatment of patients having acute and curable diseases, without regard to sex, creed or nationality. Chronic sufferers will be admitted at discretion, but for temporary treatment only." The hospital has entered upon an enlarged sphere of usefulness "with every advantage that the advance of science and the knowledge of an improved sanitation can give." Ten to sixteen dollars per week secures private rooms for patients, and the best of care and attention. These rooms, as also certain beds in the wards, are memorial gifts. The work of the hospital is carried forward by various committees, who are liberally seconded by public liberality.

Its officers are:

*President:* Mrs. F. E. Hagemeyer.

*First Vice-President:* Mrs. J. M. Blackwell.

*Second Vice-President:* Mrs. Robert Benner.

*Treasurer:* Mrs. Charles W. Hallett.

*Secretary:* Mrs. R. S. Fanning.

*Assistant Secretary:* Mrs. George M. Potter.

*Superintendent:* Miss M. E. Wygant.

*Matron:* Mrs. J. G. Mulligan.

# HISTORY OF LONG ISLAND CITY.

## BOARD OF MANAGERS.

Mr. F. E. Hagemeyer,	Mrs. Russell Smith,
Mrs. J. M. Blackwell,	Mrs. B. W. Moore,
Mrs. Robert Benson,	Mrs. Richard Harrison,
Mrs. C. W. Hallett,	Mrs. Daniel S. Riker,
Mrs. J. M. Carrington,	Mrs. Robert Tisdale,
Mrs. C. Kapskye,	Mrs. Theron Burden,
Mrs. R. S. Fanning,	Mrs. Z. Dennler,
Miss Margaret T. Lathrop,	

## ADVISORY BOARD.

Mr. Ernst Lemcke,	Mr. George E. Blackwell,
Mr. C. W. Hallett,	Dr. W. R. Taylor,
Mr. H. W. Roboul,	Dr. Neil O. Fitch,
Mr. F. E. Hagemeyer,	Mr. Walter E. Frew,
Mr. Geo. M. Potter,	Mr. Fred Bowley,
Mr. J. H. Smedley,	Mr. James Ingram,
Mr. Philip Burkhardt,	Mr. F. T. Hallett,
Mr. George Smith.	

### *Literary Adviser.*

Mr. George E. Blackwell.

## CONSULTING STAFF.

### *Surgeon.*

John A. Wyeth, M.D., . . . . . 27 East 38th Street, New York.  
Professor of Surgery in New York Polyclinic.

### *General Medicine.*

Egbert LeFevre, M.D., . . . . . 161 West 23d Street, New York.  
Clinical Professor of Practice of Medicine of the University of the City of New York.

### *Pediatrics.*

Dillon Brown, M.D., . . . . . 46 East 57th Street, New York,  
Professor of Diseases of Children at New York Polyclinic.

### *Gynecology.*

W. Travis Gibb, M.D., . . . . . 365 Lexington Avenue, New York,  
Lecturer on Gynecology at University of the City of New York.

### *Obstetrics.*

James Clifton Edgar, M.D., . . . . . 51 East 34th Street, New York,  
Lecturer on Obstetrics at University of the City of New York.

### *Ophthalmology.*

John E. Weeks, M.D., . . . . . 154 Madison Avenue, New York,  
Lecturer on Diseases of the Eye in Bellevue Medical College, New York.

### *Throat and Nose.*

John H. Billings, M.D., . . . . . 240 Madison Avenue, New York,  
Surgeon at Metropolitan Throat Hospital, New York.

### *Dentist.*

Dr. F. W. Batterman.

## MEDICAL STAFF.

W. Russell Taylor, M.D., Pres.,	Franklin Street, Astoria,
N. O. Fisher, M.D., Vice Pres.,	Cor. Woolsey and Franklin Streets, Astoria,
A. J. Anderson, M.D.,	26 Stevens Street, Astoria,
C. N. Phipps, M.D., Sec'y,	152 Franklin Street, Astoria,
W. R. Henshaw, M.D.,	544 Hunter's Point Avenue, L. I. City,
J. G. Stevens, M.D.,	134 Jackson Avenue, L. I. City,
W. H. DeWitt, M.D.,	164 Franklin Street, Astoria,

## THE CHURCHES OF LONG ISLAND CITY.

The early settlers of Newtown were religious people. In common with other American colonists, they laid religion at the foundation of society and the state. From them all the conviction is deeply rooted in the national mind, which Burke expressed while reflecting upon the Revolution in France. "We know, and what is better, we feel inwardly, that religion is the basis of civil society, and the source of all good, and of all comfort." True, that the Christian Gospel has had a rebirth amid the perplexities of every age, yet always the age-spirit has been increasingly tempered by the christian feeling of the brotherhood of man. Herein is a great mission of the church. By it the church appeals to what is best and noblest in man, thereby becoming the strongest force that makes for industrial and social progress. For this reason, in every community the church has superior claims to honor.

Ample space is accordingly given to the mention of all organizations of this character.

## ST. GEORGE'S EPISCOPAL CHURCH.

St. George's Episcopal Church of Astoria is the oldest of all the churches established within the territory now included in Long Island City. In the early part of the century, services had been held from time to time at Hallett's Cove under the auspices of St. James' Church, Newtown, of which parish it formed a part. In the year 1825 a lot of land was donated by Mr. Samuel Blackwell, for a church, on the Newtown road, now Main street. The subscription paper for raising money to build a church edifice bears date of March 9, 1827, and contains the names of most of the prominent residents of that time—such as the Blackwells, Suydams, Whittemores, Fields, Ostranders, Rapelyes, Stevenses, Lawrences, Perrots, Leveriches, Polhemuses, Rhinelanders, and Gibbses, many of whose descendants are still worshippers here. The church was finished in 1828, and the first rector was the Rev. Dr. Seabury, son of the first Bishop of the American Church. After his rectorship of several years, the parish was served by the Rev. George Shelton, Rector of St. James', Newtown, who maintained services at St. George's until about 1840, when the Rev. John Walker Brown was called to the rectorship. In 1840 Mr. Brown's health failed, and having gone abroad to seek its restoration, he died at the Island of Malta. He was succeeded in 1850 by the Rev. Thomas R. Chipman, who remained until 1856. During his office the parish acquired more land, extending to what is now Franklin street, and the church was enlarged to meet the requirements of the increasing congregation. In 1856 the Rev. Robert W. Harris, D.D. was called to the rectorship, in which he remained for thirty years. He retired in 1886, at the age of eighty, and within a few months after died at White Plains, N. Y. In January, 1887, he was succeeded by the present Rector, Rev. Charles M. Belden.

In January, 1894, the church, which was a frame structure, was totally destroyed by fire. Preparations were at once made to convert the large rectory, which had been first built for an institute, into a parish house, since which time services have been regularly maintained in it, and participated in by a faithful and growing congregation. It is purposed, at no distant time, to erect a new and substantial church edifice on the property of the parish, near the site of the former church.

## THE REFORMED CHURCH OF ASTORIA.

This church was organized on July 11th, 1839. The charter members were Mr. and Mrs. John S. Bussing; Mrs. Sylvanus Morris, Mr. and Mrs. Abraham Polhemus, William Shaw, and Mr. and Mrs. Grant Thorburn, the celebrated seedsman and historical writer. Abraham Polhemus and John S. Bussing were the first elders.



ASTORIA REFORMED CHURCH.

Tapping  
Received  
1894

This organization, under the auspices of the Dutch Reformed denomination, was the outcome of an enterprise engaged in for some years jointly by several people of various denominations, mainly, however, of the Dutch Reformed and Presbyterian Churches.

The old church edifice, which did service until 1888, was originally built by the Reformed and Presbyterian people together. By an equitable arrangement the claims of the Presbyterians were satisfied when the building was devoted to the uses of the other denomination only. In 1888 it was resolved to build a new edifice, of

more modern style and larger capacity and the new church was dedicated, with impressive services, on June 25, 1889. It was during the pastorate of the Rev. Wm. S. Cranmer, now of Somerville, N. J., that this important work was carried on from inception to finish.

The pastors of the church have been the following: The Rev. A. Bishop, from 1839 to 1853; the Rev. Wm. H. Ten Eyck, D.D., from 1853 to 1874; the Rev. M. L. Haines, D.D., from 1874 to 1885; the Rev. Wm. S. Cranmer, from 1885 to 1893. The present pastor is the Rev. Daniel Van Pelt, D.D., who began his labors in 1894.

GERMAN SECOND REFORMED PROTESTANT CHURCH OF ASTORIA, L. I.

At the stated session of the North Classis of Long Island, September 20, 1854, an application was received from twenty-four German residents at Astoria, L. I., praying for the organization of a church. The Rev. Messrs. W. H. Ten Eyck, John W. Ward and Giles H. Mandeville, were appointed a committee to examine the applicants. At the stated session of Classis, April



MR. JOHN BOEHRER, PASTOR.

18, 1855, the committee appointed reported that on the eighth day of October, 1854, a church had been organized by their authority under the title of the German Second Reformed Protestant Church of Astoria, L. I. Mr. John Boehler was engaged as missionary until April 16, 1856. During his time services were held in the village court-house, on Broadway. From 1856 to the fall of 1861, the pulpit was occasionally supplied by different ministers. The Rev. John Wemisch, June 21, 1863, was installed pastor of this church and of the German Church at Newtown, and resigned December, 1866. During his pastorate Sabbath afternoon services were held in the lecture-room of the Reformed Dutch Church, on Remsen street.

Finally steps were taken to secure funds for the purchase of lots and the erection of a church building. With the kind assistance of the Rev. Dr. W. H. Ten Eyck, pastor of the Remsen Street Reformed Church, lots were secured on Second avenue, between Grand and Jamaica avenues, and a church edifice erected. The same was dedicated June 23, 1867. The following Sunday, June 30, 1867, the licentiate, C. D. F. Steinfuhrer, who had just finished his theological course at New Brunswick, N. J., was ordained to the ministry and installed as pastor of the church. A Sabbath school and a parochial school were established, a bell and an organ secured, a beautiful parsonage built next to the church, and in 1889 about \$8000 were spent in beautifying and enlarging the church. The present



membership numbers two hundred and seventy-five, the Sabbath School two hundred and fifty. The present pastor is the Rev. Dr. C. D. F. Steinführer, who has been serving the congregation since May 1, 1867.

The present consistory of the church consists of the Rev. Dr. C. D. F. Steinführer, President.

*Elders:* Henry Mencken, Sen.; J. H. Rott; J. D. Gerken.

*Deacons:* H. Korfmann; W. Siebrecht; D. Thießbahr.

#### ST. THOMAS' PROTESTANT EPISCOPAL CHURCH, EAVENSWOOD.

St. Thomas' Church stands in the center of what was once the Paradise of Long Island. It is erected on a plot 100x100, presented by General Hopkins. The church was organized in 1849. The first structure was of very modest dimensions. Bishop Wainwright spoke of it as being a fine specimen of Gothic architecture. It was destroyed by fire on the morning of December 7, 1867. Plans, however, were made for the now existing building. The foundation stone was laid in 1868, and the new church opened in March, 1869, sixteen months after the conflagration. Under the present rectorate the church has been beautified by Mr. Walter Greenhough, a worthy pupil of La Farge, after the pattern of that great master.

There is a fine stained glass window in the chancel, also a memorial window to the wife of Mr. William Nelson. The church interior is one of the prettiest for many miles around.

Some events of interest are recorded in its journals. On Easter Day, 1849, the first administration of Baptism took place. The infant, Edward Aymer Jacot, was baptized with water brought from the river Jordan. A silver vessel was used to contain it. The first bride led to its altar was Miss Elizabeth Williams, by Mr. Vansault Mumford Moore. It would be a seeming omission not to mention the first funeral, Mr. Daniel Powers, aged 75.

For seven years past Rev. W. H. Weeks has been its minister. He has erected a commodious hall, reading and lecture rooms in the center of the town and is doing a flourishing work among its artisan population.



CHURCH OF OUR LADY OF MOUNT CARMEL.

#### CHURCH OF OUR LADY OF MOUNT CARMEL, ASTORIA.

This church was organized August 20, 1840, by Rev. Michael Curran. A frame building was soon erected upon two lots of ground, donated for the purpose, now used for a Sunday School room. Rev. Mr. Curran died October, 1850, and was succeeded in the pastorate by the Rev. John Brady, who, in 1858, was in turn succeeded by the Rev. James Phelan. The present church edifice was erected under the Rev. Mr. Phelan's pastorate. The corner stone of the church (which stands at the corner of Newtown and Crescent avenues) was laid September 6, 1871, and the completed structure was dedicated August 7, 1873. Dying in 1880, after an administration of twenty-three years, the Rev. Phelan was succeeded by Rev. P. F. Sheridan, upon whose death in July, 1881, the Rev. William McGinniss was appointed to the pastorate. A parochial residence was erected upon adjoining land, the purchase of which increased the original site to two acres. The property is now highly valuable and well adapted to its purpose. The Rev. P. A. Walsh is the present pastor.

## THE PRESBYTERIAN CHURCH, ASTORIA.

The Astoria Presbyterian Church began its services May 17, 1846. The movement for its creation commenced with a meeting, May 6, 1846, at the residence of Henry S. Mulligan. The church records show that the following persons were present at the meeting: Bayard Boyd, Andrew Comstock, Albert S. Cone, Simon Ingersoll, Edwin Mills, Thomas B. Minor, Henry S. Mulligan, Henry L. Penfield, James S. Polhemus, Henry Smith, John H. Smith and George C. Thorburn. During the session it was resolved to request the New York Presbytery to organize a Presbyterian Church in Astoria.

The Organization Committee was composed of the Rev. Drs. George Potts and J. M. Krebs, the Rev. John Goldsmith and Messrs. Leverich, of Newtown, L. I., and Ely, of New York.

This committee met and had a service the night of May 11, in the Astoria Reformed Church. The Rev. Dr. Potts preached. Albert S. Cone was elected to the Eldership of the new body, and was ordained to that office, and the charge to the Elder and people was delivered by the Rev. Mr. Goldsmith, of Newtown. The Rev. Dr. Krebs offered the concluding prayer.



THE PRESBYTERIAN CHURCH.

The small congregation did not own a house of worship, and had to gather for Sunday services in a small district schoolhouse that stood on the south side of Franklin street, a few feet west of Willow street. The Rev. Dr. Dickinson and the Rev. Charles E. Linsley occupied the pulpit in the little schoolhouse during June, July, August, and September.

The first Board of Trustees of the church was elected July 28, 1846. It was composed of Stephen A. Halsey, John C. Mallory, Henry S. Mulligan, Andrew Comstock, James S. Polhemus, and Edwin Mills. At a congregational meeting held August 31, a call was extended to the Rev. Frederick G. Clark. He began his labors as pastor-elect in the latter part of the following October.

The corner stone of the present edifice was laid November 30, 1846, and the growth of the church within the first few months of its existence tells better than words of the faithfulness and devotion of its members. At the laying of the corner stone prayer was offered by the Rev. Dr. Snodgrass, of New York. The Rev. Mr. Clark, the pastor-elect,

delivered an address to the people upon their relations and duties to other denominations and the heathen world. The church was completed in a little over six months from that time, and was formally dedicated June 11, 1847.

The Rev. Mr. Clark, having been formally accepted as pastor, was installed May 28, 1847. He remained as pastor until 1852, and during his pastorate one hundred and fifty-three persons were received into the church. The Rev. Mr. Clark resigned to accept a call from the Presbyterian Church in West Twenty-third street, N. Y. City. He was succeeded in the Astoria church by the Rev. Dr. B. F. Stead, who remained pastor of the church twenty-seven years, until his death. The Rev. William Alexander Barr was the third pastor. He resigned in 1881, and was succeeded by the Rev. Clarence Geddes, who resigned in 1890 and was in turn succeeded by the Rev. Charles Park, the present pastor, in same year.

The Rev. Mr. Park is a young man and an eloquent preacher. Under his pastorate the church has assumed some of its old-time vigor and progressiveness. A parsonage was built in 1891, costing about \$4,000. It is a comely two-story structure standing upon two lots at the corner of Franklin street and the Boulevard. The Sabbath School has been re-seated, woman's missionary society organized, making annual contributions to the Boards of Home and Foreign Missions, and other auxiliary societies have been instituted to further the work of the church.

*School  
house of  
School  
district  
No 3  
on Main St  
next to  
St. George's  
P.E. Church*

The following have served in the eldership of this church: Albert S. Cone, Bayard Boyd, Henry Smith, Robert G. Rankin, John Owen, F. H. Woleott, Edwin Mills, William Crouthers, C. W. Hallett, William J. Coleman, John C. Mallory, James T. Souter, Walter Edwards, Marcus B. Sanford, A. W. Raymond, C. H. Burr, William Gillis, Joseph Boyce and Gerrit Smith.

The present officers of the church are: Elders, Gerrit Smith and William J. Coleman; Deacons, Charles W. Hallett and Charles Van Allen.

Trustees: Charles W. Hallett, George A. Halsey, David Deans, Frederick T. Hallett, William Vint.

Woman's Missionary Society: Mrs. Charles W. Hallett, President; Mrs. W. H. Malcolm, Vice-President; Mrs. Frederick T. Hallett, Treasurer, and Mrs. Charles Park, Secretary.

Sewing Society: Mrs. Geo. A. Halsey, President; Mrs. George Pfinegar, Vice-President; Mrs. W. H. Malcolm, Secretary; Mrs. Isaac B. Strang, Treasurer.

King's Daughters: Mrs. Charles Park, President; Mrs. W. H. Malcolm, Vice-President; Miss Margaret Ingram, Treasurer; Miss Helen M. White, Secretary.



CHURCH OF THE REDEEMER.

Christian Endeavor: Helen M. White, President; Charles Van Allen, Vice-President; Mrs. Charles Van Allen, Corresponding Secretary; James W. Coleman, Recording Secretary; Benjamin H. Pitcher, Treasurer.

Mr. Gerrit Smith has long served the Sabbath School as a faithful superintendent.

GRACE M. E. CHURCH, HUNTER'S POINT.

This church has had an interesting history. Started as a Sunday School Mission in 1860 by a few devoted Christians from the First M. E. Church, of Greenpoint, it was not deemed prudent till the latter part of 1863 to organize a church society. In December of that year, a Board of Trustees, consisting of Thomas Butler, Samuel L. Bergstraser, John J. Foster, Gilman Harned, Carmen Peasell, Theodore L. Stewart, Isaac Van Riper, John Van Riper and John B. Woodruff was chosen; the name of The First M. E. Church of Hunter's Point selected, and the necessary legal action taken towards incorporation. Public services had hitherto been held in the schoolhouse. It was now decided to erect a church edifice. The spring and summer of 1864 were war times and adversity in many forms

## HISTORY OF ASTORIA AND CITY.

the building, at the cost of \$10,000, was built by brave hearts and hands and dedicated September 25th of that year. The services of the church from 1848 to 1853, except all the services of the society and all the meetings as well were held in the building. The building was added at the rear of the church for social and business meetings and was dedicated in 1853. In 1872 the erection of a choir gallery somewhat changed the front, but two years later a more extensive improvement was required by a change in the street grade. The building was again reconstructed to accommodate a hall wherein the Sabbath School has since been accommodated as well as the church services. The next improvement occurred in 1883, when twenty feet of a new gallery was added to the rear. In 1881 the society's debt was \$1,000, which was paid that year. A new organ was purchased costing \$425.

The list of members is as follows: Benjamin Downing, local preacher, to April, 1864; Benjamin W. Henson, to April, 1865; Joseph Henson, to April, 1867; Samuel W. King, to April, 1871; Alexander Graham, to April, 1873; Nathan Hubbell, to April, 1874; Henry C. Glover, to April, 1877; Alexander Graham, to April, 1887; E. H. Dutcher, to April, 1881; William W. Gillies, to April, 1884; Frank G. Howell, to April, 1887; George Taylor, to April, 1862; Joseph Baird, to April, 1893; Edward Cunningham, to date.

The society has always had a prosperous Sabbath School and excellent men for Superintendents—Thomas Butler from July, 1864, to July 10, 1866; Isaac Van Riper from July 10, to December 4, 1866; John B. Woodruff from December 4, 1866, to July 1, 1887; Frank McKinney from July, 1887, to July, 1892; Nelson Weeks, Jr., to July, 1893; Jas. N. New, to date. From September 25, 1864, there have been three thousand new scholars added to the roll of the school. The Ladies' Aid Society, instituted in 1865, the Womans' Foreign Missionary Society organized in 1881, and the Epworth League, organized 1891, have carried toward the work of the church in their respective fields of labor.

Since the organization of the church its financial records show that the total receipts from all sources approximate \$1,000,000. With a view to the future erection of a new and better edifice, four lots, 92x112 feet, have been purchased upon the corner of Van Alst avenue and Eleventh street.

### CHURCH OF THE REDEEMER, ASTORIA.

REV. EDMUND D. COOPER, D.D., RECTOR.

The Church of the Redeemer, Astoria, was organized on the 10th day of August, 1866.

On the 27th day of the same month the parish was regularly incorporated, and the following persons were duly chosen Wardens and Vestrymen: Wardens; James Welling and William Mulligan, vestrymen; Edward W. Hewitt, James W. Carrington, George B. Sargent, James M. Carrington, L. C. M. Hartshorne, Theodore W. Hewitt, Edwin A. Montell, and George Miller. On the 2d of September the Holy Communion was administered for the first time by the Rev. William D. Wainwright, now Bishop of North Dakota, seventeen persons communicating. For eighteen months the congregation worshipped in a store on Main street, afterwards known as Lange's Drug Store. On the 1st day of December, 1866, the Rev. Edmund D. Cooper, D.D., entered upon his duties as Rector of the parish. On the 27th day of June, 1867, the corner stone of the church was laid, and on Sunday, August 1, 1868, the first service was held in the church, the sermon being preached by the Rev. Dr. Haight, of Trinity Church, New York.

But to great an undertaking, by a congregation so small and feeble, was not accomplished without great exertion, boldsome solicitations, and severe discouragements, and even then was left heavily encumbered with debt.

On the 25th day of May, 1872, a resolution was unanimously passed by the Vestry that "Whereas the Church of the Redeemer has been wonderfully blessed in all the efforts made in its behalf, that the services that have arrived, when an organ chamber should be built, and an organ placed therein; and whereas the organ chamber was accordingly erected, and the years 1872-3 were also made memorable by the installation of the tower, and placing therein a chime of ten bells, through the munificence of the late Mr. Trator;—Therefore, that the said organ and chime will remain ever green in the memory of the parish, and be dedicated to posterity, and adorned with their blessing. Yes,

"Thy name shall not perish,  
Thy temple stand for times,  
As we remember what souls in heaven,  
May hear the Trator's Chimes."

On the 25th day of October, 1872, the organ was placed therein from the works of



REV. F. D. COOLER, D.D.

Manhattan, City of New York. The same year witnessed the completion of the Sunday School building, and the erection of a Memorial to the late Mr. Robert S. Fanning. The church, when the morning triumph of the parish was reached, it was determined to pay off its debt, which had proved a burden, a stumbling block, and a hindrance to the doing of many good works, which otherwise might have been accomplished. So the thirteenth anniversary of the parish was rendered memorable by the paying of the debt, and the consecrating of the Church.

The property altogether cost over \$60,000. The church is rich in memorials, the eye can not glance in any direction but that it will find it, and the object which will bring to mind the memory of some benefactor. The communicants have increased from seventeen to nearly four hundred. The Sunday School has a membership of seven hundred, and the Sunday School building has again grown too small. There is an active Church Aid Society, a Girl's Friendly Society of seventy members, a chapter of the Saint Andrew's Brotherhood, and a Company of the Knights of Temperance numbering over forty members. A fine vested choir of thirty voices, which is the admiration of the congregation, and which elicits the praise of all who hear it.

The members of the present Vestry are, Wardens, James M. Carrington, William Melligan; Vestrymen, Stewart Montell, Charles E. Wood, Frederick White, George N. Potter, Frederick L. Green, Desmond Nelson, Henry I. Riker and William Harrison.

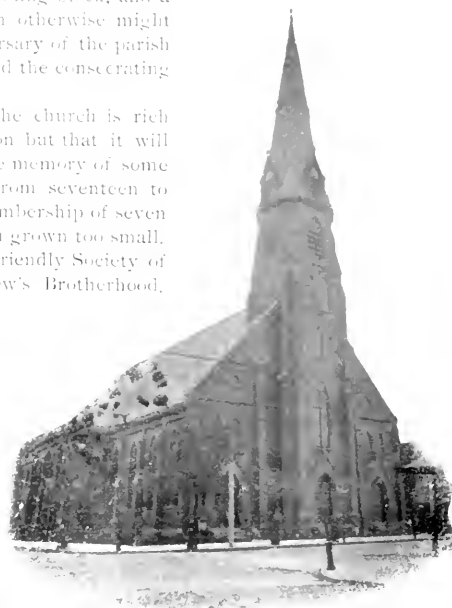
The Rector still remains faithful at his post, and there is a strong bond of union between him and his people. Many honors have been conferred upon him; quite lately he was elected Ven. Archdeacon of Queen's County, and although he will not withdraw from the work of his church and parish, he will devote much of his unimpaired energy to the work of Missions in his Archdeaconry. In 1882 the degree of D.D. was conferred upon him by the University of the South. He has been the Assistant Secretary of the Diocese from its formation, and at the Convention of 1895 the following complimentary resolutions were passed:

*Resolved*, That the Rev. Edmund Drury Cooper, D.D., has served this Convention as its Assistant Secretary for twenty-six successive years, or from the date of our Diocesan organization, and has done so with conspicuous faithfulness and unvarying courtesy to all. Therefore

*Resolved*, That this Convention hereby gratefully recognizes Dr. Cooper's official and valuable services, and begs to assure him of its best wishes for his health and happiness during many years to come.

*Resolved*, That the unanimous expression of the gratitude and affection of the Convention towards Dr. Cooper be respectfully engrossed and presented to him, duly signed by our President and Secretary. Other resolutions were unanimously adopted by a rising vote.

His Excellency of the Diocesan Church Building Fund Commission, Trustee, with Mr. Cornelius O'Brien, Mr. William Loy and Mr. Henry E. Pierrepoint and others, of the Church Building Fund Commission, and Mr. Stephen Trustee of the General Theological Seminary. A member of the ecclesiastical faculty of the Diocese, and one of the Managers of the Church Charity Foundation of Brooklyn.



ST. MARY'S ROMAN CATHOLIC CHURCH.

THE EPISCOPAL CHURCH.

The Protestant, St. Thomas' Church, of Ravenswood, was the parent of this church, through the benevolent liberality of William Nassau, Esq., deceased. The organization was effected in 1867, and the building, the present one, built in Gothic edifice, was erected and consecrated to divine uses.

The first Pastor was the Rev. Mr. Neilson, under whom and his successors the parish matured in efficiency and influence. Diocesan reports from time to time have shown increase in membership and revenues. A large and interesting Sabbath School has always been maintained as a branch of Christian service. The present rector is the Rev. George West, whose activity and zeal have greatly advanced the interests and strength of the organization in various ways.

ST. MARY'S ROMAN CATHOLIC CHURCH.

This church was organized in 1868, with the Rev. John Crimmins as Pastor. Lots had previously been purchased upon the present site and the building was erected, the first services in which were held April 11, 1869. On August 15 of the same year the church was dedicated by Bishop Loughlin, of Brooklyn. The Rev. Mr. Crimmins continued as Pastor till 1878, when he was succeeded by the Rev. John McGuire, under whom the present commodious edifice and parochial residence were erected. Having been destroyed by fire in one of the most disastrous conflagrations which ever visited this city (as narrated in notes at the close of this chapter), the entire property was rebuilt and is now one of the finest held by any ecclesiastical organization in the city.

ST. JOSEPH'S GERMAN CATHOLIC CHURCH.

This church is on Stemler street, near Grand avenue, Astoria. Its house of worship was completed in July, 1886. The present pastor is the Rev. Cyprian Eisele.

EAST AVENUE BAPTIST CHURCH.

This flourishing church was organized April 10, 1869, through the efforts of the Rev. J. G. Ladd, General Missionary of the Baptist Association for Long Island. It was at first known as the Hunter's Point Baptist Church. There were nine charter members and services were held for about a year in Smithsonian Hall. A General Council of Baptist Churches having been called, May 25, 1869, it was officially recognized by the denomination as an established ecclesiastical body of its own faith.

The first Pastor, Rev. William B. Smith, was called July 4, 1869, and entered upon his duties Sept. 12 following. On Oct. 5, 1869, the Rev. William B. Smith, William Cronin, Dr. Louis Graves, J. G. Evereth, and Horace Waters were elected Trustees.

The location of the church having been changed, the name of the organization, Feb. 3, 1871, became the East Avenue Baptist church. On the 8th of the succeeding month a new house of worship, costing nearly \$30,000, situated on the corner of East avenue and Eighth street, was dedicated by the Rev. Drs. Fulton, of Boston, and Evarts, of Chicago. To this edifice Mrs. Horace Waters generously donated a bell and a costly baptistry. Messrs. B. Shoninger & Co. also presented the church with an organ. This church has had eight Pastors, each of whom left the gratifying fruits of



REV. FATHER JOHN MCGUIRE.

1874; Rev. W. F. Benedict, called June, 1872; Rev. W. A. Granger, September, 1874; Rev. E. H. Lozette, April, 1885; Rev. N. B. Randall, November, 1887; Rev. J. J. Deane, December, 1891; Rev. T. L. Gilfin, December, 1894, and the Rev. Geo. M. Evans, the present incumbent.

Of this church's (1893) Christian charity and generosity, which has been a general comment, in opening its doors for worship to the congregation of St. Mary's Roman Catholic Church, whose edifice had been destroyed by fire.

The Sunday School, from the first Superintendency of Horace Waters, in 1869, to that of A. L. Newell, the present incumbent, and the various benevolent societies belonging to the church, have been instrumentalities in promoting its work and establishing it as one of the prominent organizations of the city.

#### THIRD METHODIST EPISCOPAL CHURCH, DUTCH KILLS.

This church is a development of a Sabbath School which was organized November, 1871, in a hall, a school room on Jackson avenue. After continued preaching services, a church organization

was shortly after duly effected with the Rev. R. H. Lomas as the first pastor. His successors have been the Rev. Benjamin Simon, who served for six years previous to 1878; Rev. A. Nixon, whose pastorate covered one year; the Rev. R. H. Lomas, who, upon his return, remained two years; Rev. Alex. Graham; Rev. J. H. Kirk; Rev. Francis H. Smith, and the Rev. E. Curtis, the present incumbent.

A small frame edifice was begun June 26, 1875, and upon completion was dedicated by Bishop E. S. James, March 16th of the succeeding year. A costlier structure has since been erected at the junction of Hunter avenue and Radde street, having a basement well equipped for purposes of general church work, a Sabbath School and prayer meeting annex and a seating capacity of 350 in its main auditorium. To various societies, among which may be mentioned the Epworth League, organized under the auspices of the church, have been committed the different methods of Christian activity, all contributing to the prosperity which has marked the career of the church. The Sabbath School is in a flourishing condition, has a library of 400 volumes and is under the superintendency of Harry Harlett.



ST. PAUL'S ROMAN CATHOLIC CHURCH.

#### ST. PAUL'S ROMAN CATHOLIC CHURCH, BLISSVILLE.

This church was built in 1867. The first pastor was Fr. Theodor Goetz, A. O. S. B., who organized the parish. The present pastor is the Rev. Peter Carney.

#### ST. PETER'S ROMAN CATHOLIC CHURCH, DUTCH KILLS.

This church is situated on the corner of William and Henry streets, where a small building was erected in 1872. The present building stands on the Crescent, between Wilbur and William streets. The first pastor was the Rev. M. M. Marco, whose successors have carried forward the work of the church. The present incumbent is the Rev. Mr. McGowan.

#### ST. PETER'S ROMAN CATHOLIC CHURCH, LONG ISLAND CITY.

There are many religious and social causes. With the advance of population throughout the city, the need of a religious social organization was felt by those whose membership was in the Roman Catholic Church. Already a Sabbath School had been organized in the old building on the corner of Broadway and Nassau streets. A new one was here made under the head of "Historical Sketch



of City Schools." Upon the revocation of the privilege of holding religious services in school-houses, by the newly incorporated city, however, the barn of John W. Payntar was used for the purpose of Sabbath assembly. The attention of the North Classis of Long Island and of the Board of Domestic Missions of the Reformed Church having been called to the needs of this field and its promises of usefulness, the efforts of several missionaries were here expended, which resulted in the establishment of a permanent church society. Accordingly, on the 12th day of April, 1875, the First Reformed Church of Long Island City was duly organized. The committee appointed by the North Classis for that purpose consisted of the Revs. Alliger, Hulst and Perry. Addresses were made by the Revs. Shepard, of Newtown, Haines, of Astoria, and Hulst. Eleven members constituted the organization, from whose number a consistory was chosen, consisting of two elders, John W. Payntar and Jabez Harris; and one deacon, Thomas Payntar. From the outset this church and that of St. John's, at Laurel Hill, determined to unite their fields under a common pastorate, a union which was dissolved July 11, 1877, by the joint action of the consistories of the respective organizations. The first pastor was the Rev. William D. Perry, who was chosen at the time of organization and retired September, 1875. The pastorate of the Rev. George R. Garretson, his successor, extended from October, 1875, to April, 1877. On September 12, 1877, the Rev. Ernest Gutweiler was called to the pastorate of the First Reformed Church, and remained until March, 1885.

On April 17, 1885, the Rev. Alexander Shaw, of Jersey City, the present incumbent, became his successor, by the unanimous action of the church.

The church edifice and parsonage are situated upon lots 98 to 102 Academy street, Dutch Kills. This property was generously donated to the church at its organization by Abram Payntar—a gift which has realized the hopes of its donor in the good accomplished for the community.

The Sabbath School, which has always been maintained in connection with the church, had for its first Superintendent Benjamin Thomson, of Ravenswood, who officiated while services were held in the old district schoolhouse. His successors have been Thomas Payntar, Alexander Milne, John R. Manley, Joseph Boyce and Joel S. Kelsey, who is still in charge. Under the administration of the Rev. Mr. Shaw, the work of the church has been much advanced. The Ladies Missionary Society, Young People's Society of Christian Endeavor, and a Junior Endeavor Society have been organized and are still in active and useful operation.

It is noteworthy that this church encouraged the first effort of the Bohemian Church in Long Island City by granting the use of its edifice for a Sabbath School and religious services for a period of several years previous to 1894.

#### FIRST GERMAN METHODIST EPISCOPAL CHURCH, DUTCH KILLS.

The First German Methodist Episcopal Church of Long Island City was incorporated on the 18th day of February, 1890. Fred. Willenbrock, Peter Blank, George Sutherland, Christian Romann, Gottlieb Jehle, Fred. Hildebrandt and Paul J. Schmidt being then elected as incorporating board of trustees, with Rev. N. F. Boese, chairman, for the purpose of acquiring church property.

For some years previous the young congregation had worshipped in the little Grace Chapel, corner Prospect and Jane streets, till compelled by increasing numbers—especially in the Sunday School—to seek a more commodious home.

Soon after, the congregation decided to build a church, and selected the site where the church now stands, on Academy street, near Wilbur avenue, and Mr. Fred. Willenbrock surprised the trustees with the gift of two building lots for the church as well as an option, at a low price, on two more lots for a parsonage. Other encouraging circumstances paved the way for the success of the project, and on December 7, 1890, the church was formally opened and dedicated for church purposes.

The pastors of the church have been: Rev. N. F. Boese, 1887-1892; Rev. J. Flad, 1892-1893; Rev. Gustav F. Hausser, Jr., 1893-1896; Rev. F. Glenk, 1896.

The present officers of the church are: Rev. F. Glenk, pastor; N. F. Boese, Wesley Glenk, Gottlieb Jehle and Paul J. Schmidt, local preachers; Gottlieb Jehle, Superintendent of Sunday School; Christian Romann, Chairman of Board of Trustees, and George Sutherland, Treasurer.

Since the completion and dedication of the church building, the congregation has been enabled to pay off the greatest part of the church debt and to build a handsome and commodious parsonage.

#### ST. MATTHEW'S PROTESTANT EPISCOPAL CHAPEL, STEINWAY.

St. Matthew's Chapel, a mission of the Protestant Episcopal Church, began its work at Steinway, Long Island City, N. Y., in the year of our Lord 1892. The Rev. Dr. Weeks, now rector of St.

Thomas Church, Ravenswood, being its founder. In the year 1893, through the Archbishop, the Ven. Dr. Cox, Dean of the Cathedral of Garden City, appointed Mr. Kuehn as the successor. The Mission is now under the oversight of the new Archdeacon of Queens, the Ven. Dr. Cooper, also rector of the Church of the Redeemer, of Astoria, Long Island City. The Mission holds regular services—is doing prosperous work—and is looking forward unostentatiously with great courage.

#### REFORMED CHURCH, SUNNASIDE.

This church was organized July 1, 1866, by a committee appointed for the purpose by the North Classis of Long Island. Besides the Revs. J. S. N. Demarest, of Queens, and Frederick Tilton, of Jamaica, who officially represented the Classis, there were present the Rev. Alexander Shaw, of Dutch Kills; Rev. Dr. Daniel Van Pelt, of Astoria, and Rev. Dr. Geyer, of New York, all of whom participated in the exercises of the day. C. Olandt and O. Johnson were chosen Elders and W. H. Elting and William Kelly, deacons. Sixteen members constituted the organization.

This church had its origin in the previous missionary labors of C. Olandt, who, in 1892 and 1893, began a movement which contemplated the establishment of a church in that field, which was practically unoccupied. Having interested some friends in the work, substantial aid was procured whereby a lot costing \$700 was purchased, a foundation constructed for \$740, and the corner stone of a new edifice laid May 11, 1896. Funds for the new building have been partly raised.

A Ladies' Society of forty-six members, and a Sunday School of one hundred and twelve members, with ten teachers, are encouraging evidence of the growth of the work and the outlook and needs of the field. The Rev. D. P. Doyle is the pastor in charge. Preaching services are regularly held in rooms temporarily secured, and weekly meetings are well attended and not without interest.

#### THE REFORMED CHURCH OF STEINWAY.

This church has recently been organized under very favorable auspices. For a number of years services have been held in the community under the name of the Union Church of Steinway, the pulpit having been supplied by ministers of different denominations and theological students. As far back as 1836 a Sunday School was in existence, known as "The Bowery Sabbath School," of which the present Sunday School and church is the outgrowth. That school was held in a country schoolhouse and sustained by Long Island farmers resident in the vicinity. The schoolhouse was destroyed by fire in 1879.



L. EASTHAM'S ROMAN CATHOLIC CHURCH.

Ward of Long Island City in Queens County and State of New York." The church was incorporated with the following trustees: William Steinway, Henry W. T. Steinway, William H. Williams, Henry P. Titus, Luke Kouwenhoven, Francis D. Kouwenhoven and Daniel S. Riker. The only changes in the Board have been the resignation of Henry W. T. Steinway and the death of Daniel S. Riker, their places having been filled by the election of George H. Smith and William Brodie.

In the rapid growth of Steinway, better church accommodation was needed than the Union Church afforded. With commendable zeal and liberality, the people heartily entered upon the work of erecting a new church building. During the past year a neat frame church has been completed, of substantial construction, with solid oak pews and capable of seating about five hundred persons, the total cost of which was nearly \$200,000, and the church was dedicated, free from debt. Mr. William Brodie, who has been one of the leaders in the enterprise, presented the handsome pipe organ from the late Dr. H. J. ... putting it in thorough repair, and placing it in a

recess back of the pulpit. This gives a church property, including the ground, worth at least \$35,000.

The new church was dedicated on Sunday, May 31, 1891. The sermon was preached in the morning by Rev. U. D. Gulick. In the afternoon addresses were delivered by the neighboring ministers, and the entire day was one of unusual interest in the community. Up to this time there had been no real church organization. Members of different churches had been gathered, and a flourishing Sunday School was in existence.

But there was no organized church as a spiritual center. At a meeting of the congregation, held at the close of the morning service on the 26th of July, it was unanimously resolved to petition the North Classis of Long Island for a church organization, to be known as "The Reformed Church of Steinway." This organization was effected on the 27th of November, by a committee of Classis, appointed for that purpose. The sermon was preached by the Rev. James Demarest, D.D., who, with the Rev. John Baumeister, received the members and ordained the elders and deacons. Twenty-two members were received by certificate and twenty-one on confession of faith. The first communion was held on the first Sunday in January, 1892, when five were received on confession, making the total membership forty-eight. The Sunday School numbers three hundred and fifty-one, and a Young People's Society of Christian Endeavor has just been organized. There is also a Church Improvement Society, composed of the women of the congregation, which has been an exceedingly valuable auxiliary in the accomplishment of the results attained.

On the first Sunday in November—Missionary Sunday—the statement was made from the pulpit that, although the church had not yet been organized, an opportunity was offered for any who wished to contribute to the cause of Foreign Missions. A collection of eighty dollars was taken, to which was added five dollars by a class of little girls in the Sunday School, at their own suggestion. The pews have been supplied with the new "Church Hymnary," which gives great satisfaction.

The church began its work with unity, enthusiasm and consecrated purpose. It is financially strong, spiritually alive, actively aggressive. It is free to all, sustaining itself by voluntary contributions. It came into the sisterhood of churches, rejoicing in the manifest presence and power of the Holy Spirit, and ready for its full share of responsibility and work.



TRINITY METHODIST EPISCOPAL CHURCH.

TRINITY METHODIST EPISCOPAL CHURCH, ASTORIA.

This is the oldest church of this denomination in the city. Its organization dates back as far as 1844. At that time Astoria itself was assuming new life and rapidly increasing in all the agencies which contribute to the progress of a community. The first pastor was the Rev. George Taylor, while the leading spirits in the history of the early church and for many subsequent years were Roe H. Smith and John E. Tier. At that time the church building was located at the junction of Main street and Fulton avenue, where it remained until 1886, when four lots were purchased at the corner of the Crescent and Temple street, where the present commodious chapel, costing \$15,000, was erected. This change occurred during the ministry of the Rev. A. H. Goodenough. The present pastor is the Rev. James A. Macmillan, who is also president of the North Brooklyn District of the Epworth League. Mr. Macmillan's spirited activity in movements which relate, not only to the immediate welfare of his church, but that of the community as well, is much valued by an appreciative public. A Pastor's Aid Society, Epworth League organization and a Boys' Brigade are useful adjuncts to the work and influence of the church. It is one of the leading churches of the city.

THE BAR OF LONG ISLAND CITY.

Astoria means the legal profession. From it principally come those who are chosen to civil government and distinction. Under normal social conditions it is the profession also which reflects back the highest dignity upon the commonwealth. Though "in the corrupted currents of the world the wicked price itself oft buys out the law," as is cynically said by the great dramatist, yet the perfected character of the lawyer, as graphically portrayed by Chief Justice Story, has contributed in a superior degree to the formation of that solid basis upon which civil society rests. The bar of this city in past and present has been, and is, worthily representative of this favored profession. In

attempting an historical sketch we speak first of those who were identified with professional practice within the present territorial limits of the city before its incorporation.



REV. ABIEL L. GOLDSON.

SAMUEL STEVENS was a lawyer whose active practice covered the period extending from about 1830 to 1844. He accumulated wealth and acquired a large amount of real estate. In his time, as is evidenced by the official records, he made an impress upon the community and showed that he, more than any other, was the lawyer who was consulted about estates and landed affairs. He died in 1844, leaving a large estate and numerous descendants. His sons, Byron K. and Alexander, were his executors, and the last of the property has only been distributed among the heirs since the incorporation of the city. He was the father of A. Gallatin Stevens, who participated in governmental affairs as Police Commissioner under Mayor Ditmars.

*Byron*

The Rikers were the legitimate successors of Samuel Stevens to his practice in business. John L. Riker studied law with his brother Richard, who was District Attorney of New York, and for twenty years afterward the Recorder of that city. Entering

the profession he continued in the profession till 1861. He was noted for his uprightness and integrity of address. He was succeeded by his sons, John H. and Samuel Riker, who were distinguished, particularly the latter, for their profound knowledge of the law of real property.

*Richard  
John H. Riker  
Samuel Riker*

Prior to 1871, Robert Benner and Abram D. Ditmars had, by reason of residence here, built up a law practice in the community and shared with the Rikers the advantages of the profession. While Astoria had been for many years a pleasant and prosperous village, and Ravenswood had been crowded with elegant residences and many evidences of improvement, Hunter's Point began to build up only within six or eight years prior to incorporation. There was, therefore, no past to that town and no lawyers to give prominence to the records of their day. There had been living, however, what is now known as the First Ward, a typical Irish gentleman, Edward Browne, whose son, William, was formerly Judge of the City Court of New York. He enjoyed a good practice, stood well with the community, and was especially noted for his attainability and those kindly forms of politeness which were characteristic of a warm Irish heart.

There was also then living Robert T. Wild who had been in practice in Astoria for some years. He had a good clientage, was interested in politics, and held office under the first administration.

In 1867 Alvan T. Payne commenced his practice in this city. He had moved from Steuben County and was engaged with his profession in New York. He foresaw, however, the future growth of Long Island City and especially of the First Ward, and for that reason concluded to establish himself in this city. He immediately won the pioneers of advancing affairs together with their friendship and patronage. Politics were then rife in the lower section and the lawyers of that part of the city were foremost in the field. Mr. Payne was then a young man and wisely confined his chief interests and attention to his business. He never belonged to either of the contending factions of the democracy and for that reason, in 1875, was selected as a candidate for the Assembly from the Second District and was elected without either faction claiming him as their special representative. From that period on, however, he took a deep interest in the welfare of the city and was identified with the reform wing of the party. In 1880 he was nominated for District Attorney and endorsed by the Republicans as against Benjamin W. Downing who had held the office for eighteen years previously and came within about 500 votes of winning when the regular Democratic ticket was victorious by over 2000 majority. Previously, in 1870, Mr. Payne had been a candidate for another county office, that of Surrogate, and was defeated by one vote in the convention, by Daniel R. Lyddy, a carpet bagger who was vanquished by about 3000 majority in favor of Alexander Hagner, the Republican candidate. Upon the accession of Mr. Petry to the Mayoralty, Mr. Payne, upon the solicitation of Mr. Petry, became corporation counsel of the city and held office during that and the succeeding official term.

Mr. Payne now has the leading practice in the city. He has won distinction both as an advocate and as a safe and conservative consulting lawyer. By his uprightness and conscientious sense of professional duty, as well as by his profound knowledge of the law, he enjoys the confidence of his fellowmen to a rare degree.

About the time that the subject of incorporation was being publicly agitated, Solomon B. Noble moved over from New York and took up his residence in Ravenswood and also opened offices in the First Ward. Mr. Noble was then in the prime of life, being about fifty years of age. As a young man he had shown an adventurous spirit, having been the Secretary of General Walker, who in 1850 undertook to revolutionize Nicaragua, was captured and taken aboard the United States vessel at Greytown. He was now an affable, scholarly gentleman, possessing an unusually large experience in human affairs. His wife, Agnes, as an authoress and as one of the founders of Sorosis, had attracted considerable attention in the literary world. By his genial and cordial address Mr. Noble speedily became known to, and popular with, all classes of people. By his temperament and taste he was well



HON. A. T. PAYNE.

It is to be regretted, however, that it was a kind of instinctive foresight that prompted his resignation from the office, which he held with much favor.

Mr. William E. Pearse, who had been admitted to the bar, but had engaged in the study of medicine, resumed the practice of law in partnership with Mr. Noble. He was elected to the office of Corporation Counsel under the amended charter of 1871 having provided for the election of City Judges, Corporation Counsel, Mr. Noble and Mr. Pearse centered in the office. Curiously enough also, Mr. Pearse was elected from the contending parties. Mr. Pearse was elected by a small majority of the electorate, but ceased upon his accession to the bench. Upon the abolition of the Council Mr. Pearse resumed his practice and became counsel to the Improvement Commission for the improvement of the First and Second Wards, devoting his whole time in that direction. In 1878 he was elected to the Legislature, and died shortly after one term of official service.



Mr. Noble held various offices under the city administration, having been at one time Corporation Counsel under Mayor Ditmars. He was always identified, more or less, with the interests of public life until his death in 1895. His son, Daniel Noble, had been associated with him several years prior to his death and had shown special qualifications for professional life. Having been elected District Attorney, his official course has won popular approbation, while his accomplished address, which is his by inheritance, has been the source of many friendships and widespread esteem.

Early in the city's history Walter J. Foster removed to the upper part of the city and since that time has been more or less identified with the politics of the city, having been Corporation Counsel during the first term of Mayor Gleason. His practice has at the same time been well maintained in association with his two sons, Walter C. and Edgar P., who also are fair representatives of the class of junior lawyers of the city.

Of those who have located in the city since its incorporation, and won

the reputation of being prominent, are E. N. Manley, who is a prominent Republican and one of the best known lawyers in the city, having been honored on more than one occasion by election to office, and J. C. Smith, who has been honored at the Constitutional Convention.

Among those who have located in the city since its incorporation, and won the reputation of being prominent, are Frank E. Blodgett and his brothers, Arthur and George. Arthur died at an early age, but left the partnership of a large concern, and was succeeded in the partnership by George, who has since won a high reputation in his practice.

Among those who have grown up and proved themselves to be prominent in the city, and been identified with the best interests of the city, are: John C. Smith, D. W. E. N. Smith, James T. O'well, John R. Manley, Charles A. Wadley, John C. Smith, George A. Gregg, Matthew J. Smith and E. N. Anable. Also may be mentioned those who have located in this city by appointment as Corporation Counsel under Mayor

Sanford, and Thomas P. Burke, the present Corporation Counsel; And other later acquisitions including William Lynam, son of the prominent politician who resided here many years ago; Winthrop Turney; A. T. Payne, Jr., who is associated with his father, and Harry T. Weeks, all of whom are worthy representatives of the junior class of lawyers.

#### IMPORTANT LITIGATION.

The litigation which has grown out of, or been incidental to, the city affairs would fill volumes. Beginning with the adjustment of the affairs of Newtown, of which Long Island City formed a part, to the present time, the difficulties have seemed almost interminable, and litigation in respect to taxes and assessments have been continuous, occupying the attention of the courts to a large extent.

The first case of importance, however, was the suit brought in the name of the Attorney General to oust Henry S. Debevoise, who had received the certificate of the second election for mayor. Mr. Ditmars had been renominated for the office, and Mr. Debevoise, who was the candidate of the politicians, was his opponent. At the time of the election he was City Clerk, and



JOHN S. MASLEY, ESQ.



CHARLES A. ALVEY, ESQ.

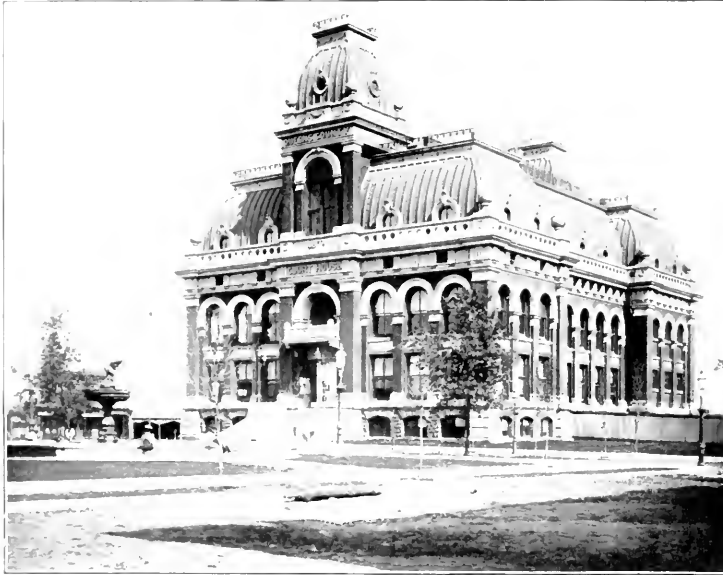
as such controlled the legal machinery of the election, and was the final canvasser of the votes. The prominent citizens of the Astoria section of the city raised a fund to litigate his right to the office, and proceedings were commenced as already mentioned. An extraordinary circuit was appointed by Governor John A. Dix for the trial of the case.

The committee of citizens, who inaugurated the movement, placed the matter in charge of A. T. Payne, who secured, as associate counsel, Joshua M. Van Cott, the distinguished jurist, who recently died at an advanced age in Brooklyn. Mr. Debevoise employed several lawyers, eminent in their profession, to defend him. Those who are now recalled are Aaron J. Vanderpoel, Mr. Buckley, of Girard, Platt & Buckley; Judge Samuel D. Morris, of Brooklyn, and Benjamin W. Downing, of Queens County. The trial lasted two weeks, and several hundred witnesses were called. The case ended in a disagreement of the jury, a new trial never having been brought on account of the great expense involved.

Upon the election in which Mr. Debevoise and Mr. Petry were candidates, the former having again succeeded in obtaining the official certificate of his election, *quo warranto* proceedings were commenced on behalf of Mr. Petry for the office of Mayor, Mr. Payne being again counsel for the

contestant. After many vexatious delays the court declared that the election of Mr. Debevoise was obtained by fraud, and Mr. Petry was awarded the office.

Immediately afterward, the action, which had been commenced by the Attorney-General against Mr. Debevoise for misappropriation of the city's money, was tried and resulted in a verdict against Mr. Debevoise of over \$100,000.



QUEENS COUNTY COURT HOUSE.

(The above cut was taken from an excellent photograph kindly furnished for the engraver's use by Mr. Thomas Cusack, of 11 Twelfth street, Long Island City.)

Tablets, of which the following are copies, and which are prominently set up in the main corridor of the Court House, briefly give the facts connected with the erection of the sightly and handsome building:

QUEENS COUNTY COURT HOUSE

Building erected and enclosed by  
Edward A. Lawrence,  
Carron Cornchus,  
Robert Burroughs,  
Isaac Coles,  
Liam H. Coles,  
George H. Hunter,  
Thomas Nostrand.

Contractors  
Approved by  
Legislature, 1872.

Building finished under direction of  
Edward A. Lawrence,  
Robert Burroughs,  
John H. Brunckehoff,  
George S. Downing,  
James Bradley,  
Samuel Willets,  
Ebenezer Kellum.

Board of Supervisors  
of Queens County,  
1876.

QUEENS COUNTY COURT HOUSE

Architect,

GEORGE HATHORN.

Contractors under Commissioners,

D. C. WELLS & SON.

Contractor under Board of Supervisors,

B. GALLAGHER.

In connection with these trials there followed criminal prosecutions of minor officers for malfeasance, resulting in many convictions in many instances. But no actions of that character again arose



until the contest over the election of 1892, by *mandamus* proceedings, which resulted in Mr. Sanford's obtaining the certificate of election through the courts, after Mr. Gleason had received his certificate from the canvassing officer, who was his own appointee.

Almost every election was characterized by great factional bitterness, which was made more bitter by these litigations.

Various suits have grown out of bonding the city for the erection of schoolhouses and other improvements, until probably no city of its size within the limits of the State has been burdened with such litigation. As has been aforesaid, the suits relating to taxes and assessments, and in respect to the construction of legal enactments affecting the city, have been voluminous. Hardly, however, have all these various questions been settled by the courts and legal processes begun to terminate in final adjustments, when the absorption of the city into Greater New York would seem to make vain the previous labors of litigation. Yet the city will have been better prepared for the union, which will lead it on to larger and better schemes of municipal development.

THE COURT HOUSE.

Long Island City is the county seat of Queens County. In being awarded this distinction geographical considerations were subordinated to the superior transportation facilities which make this city the most accessible point in the county. In 1874, largely through the instrumentality of the members of the bar in Long Island City, and more particularly through the persistency and energy displayed by Judge Pearse, the county seat, which had been in the geographical center of the county,

was removed to this city. The Court House, standing upon the Square at the junction of Thomson and Jackson avenues, is the most imposing structure in the city. It was erected and enclosed by the following Commissioners, who were appointed for the purpose by the Legislature in 1872: Edward A. Lawrence, Carmen Cornelius, Robert Burroughs, Isaac Coles, Isaac H. Cocks, George H. Hunter and James Nostrand. The building was carried to completion in 1876 by the Board of Supervisors of Queens County, which consisted of Edward A. Lawrence, Robert Burroughs, John H. Brinckerhoff, George S. Downing, James Bradley, Samuel Willets and Ebenezer Kellum. The first term of court was held by Judge Dykeman in 1874, and among the trials was a suit growing out of the construction of the Court House. Through no fault of the Commissioners the building has never provided adequate accommodations for the purposes contemplated in its erection. The demands of the vast increase of business are not met by its interior construction.



JUDGE CHARLES F. PECK.

Since its completion in 1876 the lawyers of the County have organized the Queens County Bar Association, which has proven of incalculable advantage and value to all members of the bar, by reason of the library resulting from their united effort and of the strengthening of a fraternal bond by professional association.



EBENEL S. ASPPELL, ESQ.

of the Dutch colony of Long Island City, as in colonial times the Dutch plantations in Holland the "Oort Plantations," which did not have distinct boundaries for land plots and customs, in either New Amsterdam, Flushing or

Brooklyn, the lines of all household as the "Oort Plantations" were frequently in dispute as region's boundary lines, and even the question as "to whom they actually owed allegiance" was determined according to fluctuating political conditions having their origin in European countries.



DR. S. J. H.

While the legal, social and religious customs and regulations, prevailing in those times, have been fairly well preserved, medical events figure but feebly, when at all, bringing to mind very feebly a fact often commented upon, that, primary and most essential conditions which control our happiness, morality and comfort, are the last to receive exact attention and consideration at the hands of the people concerned.

Despite these facts and contrary to the generally accepted opinions entertained, it is probable that at all times, even in the earliest settlement, this region, as well as the most of Queens County, possessed some of the best medical and surgical talent that the times afforded, and that those men were as earnest and proficient relatively as the physicians and surgeons of to-day. Not only did they possess medical men of ability to attend to their ailments, but they also produced men from among their families, who not only contributed to the adornment of

the region, but also to the annals of eminence in the medical history of the three adjoining States, and still ascending to the highest distinction in their chosen profession.

While the names of these distinguished men in medicine cannot be traced in historical detail, yet it is possible, by a diligent study of medical history of the city, to set forth such information as may be possible.

The name of one of these men, James Clark, Surgeon at Maspeth Kills, unfortunately no longer remains in the annals of this medical profession. It is probable that he was one of the first to settle in the region, with the Rev. Francis Dougherty, settling at Maspeth Kills,

1. The name of the first settler in the region, James Clark, is mentioned in the Annals of the Dutch Colony of Long Island City, in the Dutch language. The historian of the Dutch Colony of Long Island City, in the Dutch language, mentions the name of the first settler in the region, James Clark, as a name of the first settler in the region. These men may have been the first to settle in the region, with the Rev. Francis Dougherty, settling at Maspeth Kills.

Dr. James Clark was closely followed by a Dr. Folcks, also by Dr. John Greenleaf, and Dr. John Hazard, the two latter of whom practiced between the time of Dr. Folcks and the close of the century (1699). Their early labors have left no mention. In all likelihood they had much rough surgery to perform, owing to the accidents and the difficulties of the settlers with the Indians from time to time. It is recorded that small-pox, typhus, yellow and malarial fevers prevailed during these times, though to what extent, and what means were employed to prevent the spread of these diseases, and to limit them to individuals, no information exists. Some references also found to tubercularis, and to spotted fever, by which was probably meant typhus rather than cerebral spinal fever.

From 1700 to 1750, Dr. Egan (or John) Jones, Dr. Berrien, and Dr. Hugh Rogers practiced their profession. Dr. Jacob Ogden, of Jamaica, was frequently called in consultation. He was an able man and wrote several medical papers on the sore throat distemper (diphtheria) of 1700. He also treated rheumatism and other inflammatory affections with mercury, and was a prominent advocate of inoculation for small-pox. Dr. Jones was the author of the first surgical book said to have been published in this country, its title being "Wounds and Fractures, and their Treatment," with an appendix on Military Hospitals. He was also Professor of Surgery in the medical school at New York, and directed the formation of military hospitals for the provincial congress during the Revolution. It is said that a high standard of merit existed among the physicians of this region even in those early days, and that they strove to combat disease and relieve distress.

In addition to those who espoused the cause of freedom, there were a number of British surgeons with the troops scattered throughout the country. One Dr. Josiah Pomeroy was at Newtown, at a military hospital located there, and a Dr. Harper had charge of a similar hospital on what is now Thomas Avenue, near Dutch Kills Creek. Dr. Samuel Cutter was reputed to be a very learned and energetic man and well liked, although he was a royal refugee from New England.

Many of the young men in the families of these days took up the study of medicine and surgery, usually finishing at Edinburgh. Among these may be noted the following:

Dr. Benjamin Moon, who died in the West Indies in 1745.

Dr. William Moon, born 1753, died 1824, was a nephew of the former. He practiced forty years, and was President of the New York Medical Society for many years, as well as a trustee of the New York College of Physicians and Surgeons.

Dr. Thomas Sackett, of Newtown, born 1720, died 1799.

Dr. Joseph Sackett, born 1733, practiced at Newtown, but was compelled to flee during the stormy days of the Revolution. He died in New York 1799.



DR. ELLWELL S. SNAFE.

Another member of this family, Dr. James Sackett, was a surgeon in the Navy during the Revolution.

Dr. John Burroughs, born November 17, 1776, died November 12, 1812.

1800; Dr. Joseph J. Johnson, 12, 1771, practiced in Astoria for many years.

Dr. William L. Dewarke, born March 3, 1794, died in 1864.



WILLIAM L. DEWARKE, ESQ.

betal of their country. Nor is it to be forgotten that the troubled conditions of the times interfered with such labors as tend to occupy the leisure moments of physicians and which might tend to perpetuate the record of professional achievements.

Of the early medical practitioners known to the oldest of the living residents of the city the name of Dr. Baylies is one of the most often heard mentioned, that is, of those physicians who had their offices in Newtown and extended throughout the surrounding country.

Dr. Baylies practiced as far west as Blackwell's Island, he being rowed out from the mainland as occasion required.

Dr. Gerritus Baylies was born at Uxbridge, Mass., in 1761, and as a young man he served two periods of enlistment as a soldier in the Revolutionary Army. After the war he entered Harvard College, and after graduation took up the practice of medicine at Bristol and Newport, R. I. He was eventually moved to Newtown and continued in practice for thirty years. Dr. Baylies of course was a commissioned surgeon in the army, and his life was a combination of strong personal and professional characteristics.

It is recorded that he employed with success hydro-therapy in cases of yellow fever as early as 1793. His position of the public and the doubts of his professional brethren,

He was educated at Edinburgh and practised at Newtown and vicinity.

Dr. John Berrien Riker, born 1738, characterized as a "d— rebel" by the British and forced to flee for his life. He served with Washington's army during the war and died at Newtown in 1794.

Dr. Stephen Rapelye, a surgeon in the United States Navy.

Dr. Isaac Rapelye, subsequently a practicing physician at Brooklyn, N. Y.

Dr. Henry Mott married Miss Janeway, and was the father of the famous Dr. Valentine Mott. Dr. Mott was buried in the Mott family burying ground on the property of W. H. Furman, at Maspeth, and his grave was in a good state of preservation in 1886, according to papers left by the late Wm. O'Gorman, Town Clerk of Newtown. Dr. Mott died in 1839, aged 82 years.

This brings our sketch of medical men to the end of the last and the beginning of the present century and includes brief mention of those patriotic physicians and surgeons who were loyal to their country in time of need. It may safely be inferred also that men such as these were as conscientious in the performance of professional duties as they were loyal and sacrificing in



FREDERICK N. SMITH, ESQ.

The incident that led to his adoption of this plan of treatment was peculiar and quite incident. During the war of 1812 Dr. Baylies, in his capacity of Surgeon for the Army and Navy, was directly the cause of the removal of yellow fever patients from ships stationed in the East River to the Government hospital at the Brooklyn Navy Yard. During the progress of the removal one of the very worst cases fell overboard into the river, the water of which was ice cold at the time.

This patient, far from dying, as was most certainly expected, made the most speedy and uninterrupted recovery of the whole number, and this fact led Dr. Baylies to more closely study and advocate the use of cold applications and effusions in diseases accompanied with high temperature. It is a fact worthy of record that this is the view which is accepted, and whose practice is adopted by the most enlightened and successful practitioners of the present day.

Dr. Baylies died in 1834, in the seventy-third year of his age, and was engaged in the active practice of his profession up to the day of his last illness, in fact, he contracted pneumonia while visiting his patients during an inclement season.

One son, Gustavus Baylies, Jr., Esq., is a consulting lawyer, with offices at New York and residence at the old homestead at Newtown. Another son, Hersey Baylies, M.D., married Miss Harriet Blackwell, of Astoria, and practiced medicine there during his lifetime. A grandson, Dr. Bradford Baylies, also practiced for some years at Astoria, but is now a resident and practitioner at Brooklyn, N. Y.

The medical history of these two successors of the elder Dr. Baylies may be briefly stated as very much like that of their progenitor, who was a typical physician of the old school, yet had that independence of character and practice that stamped him as a true, progressive physician, and not a mere follower. His memory is held in high esteem, both as a physician and friend, by the few old residents who have been spared since his time.

The Baylies family of physicians form the connecting link between the old physician, practising at Newtown, and those who have since practiced in Long Island City. At the beginning of the century the territory of this city had but a few hundred inhabitants, but Astoria, which had rapidly grown, was naturally looked upon as a place that afforded opportunities for the exclusive labor of a skilled physician and it was only natural that physicians should embrace the opportunity and take up residence there.

Among the early medical names figuring in the history of Astoria are several of those who, while not so actively engaged in medicine, were and have been more or less engaged in practice. Lack of exact information permits only brief mention of them, as follows:

Dr. Alexander H. Stevens was one of the sons of General Ebenezer Stevens, who lived in Astoria, and who also built Fort Stevens, at Hallett's Point, during the war of 1812. The family has always been famous socially, commercially and professionally.

Dr. Alexander H. Stevens was the first President of the College of Physicians and Surgeons of New York, and became one of the most eminent surgeons of his day.

Dr. John Stevens, a grandson of Ebenezer, was a graduate of the Harvard Medical College and died somewhere in the West.

Another member of one of the oldest families who settled here was Dr. Dow Ditmars, who



MADE BY CURTIS



IRA G. DARRIN, ESQ.

graduated from Princeton College, subsequently studying medicine under Dr. Ledyard. He practiced his profession at Demerara for twelve years and moved to Astoria about 1816, subsequently engaging in farming. He probably kept up his interest in medicine during his lifetime, for, when he died in 1865, at 67 years of age, his medical library came into the possession of Dr. Wm. Remsen Taylor, of Astoria, the oldest physician in point of practice now in this city, and the honored President of the Long Island City Medical Society. As far as known the library is still in the possession of Dr. Taylor.\*

Dr. William Chamberlin also practiced in Astoria in the early '50's, but no record of his life work exists as far as can be found.

Dr. Samuel T. W. Sanford, the father of the Honorable Horatio S. Sanford, was the earliest medical practitioner at Ravenswood, but in later days he took up commercial pursuits. The name still lives of a Dr. Woodhull, who practiced somewhere in Ravenswood, and although his medical record cannot be found he is still gratefully remembered by some of the older residents—a pleasant thing to dwell on for the present generation of workers, who sometimes are prone to imagine their hard work is likely to go unrecognized.

The most eminent name from a medical standpoint of the many famous physicians and surgeons,



DR. JAMES D. TRASK, M. D.

who have practised in the neighborhood, is that of the late Professor James Dowling Trask, M. D., of Astoria. He was the progenitor and the best representative of the more modern type of physicians and surgeons, and from him we must certainly date the medical history of the city proper, for while other physicians have lived and practiced here at earlier periods, they were largely influenced by family or property connection and did not follow medicine in its entirety.

Dr. Trask was an unusually brilliant man, gifted with a deep knowledge in many directions in subjects considered comparatively difficult to his own profession, and has left behind him a record of useful work faithfully done that will perpetuate his name and memory in surgical circles far beyond the present and coming medical generation.

Graduating with the highest honors from the University of New York in 1844, he passed the next fifteen years in the general practice of medicine at Brooklyn and White Plains, N. Y. And it is a remarkable fact that, during the time he was engaged in the arduous work of a mixed country practice, he forced himself by his writings and addresses

into the foremost position in the medical world, on his special subjects embracing the diseases of women and children. He was considered one of the foremost medical men of the present generation in this country.

This is well illustrated in his having been selected, shortly after his removal to Astoria, to fill the chair of obstetrics at the Long Island Medical College, and as Professor of the Diseases of Women and Children in the same college. This was an unusual honor for so young a man in those days of "elder men," for Dr. Trask was then but thirty-nine, and his special subjects were the least known and possibly the most neglected by the physicians and surgeons of his day. A man working in such an independent field of action must of necessity include, within his group, a vast knowledge of the general principles governing medicine and surgery.

He was one of the founders, therefore, of the Long Island Medical College and of the Brooklyn Dispensary, also, of which he was among the first surgeons, and associated with him in his work were prominent men as the two Flints, Professor Dalton, Professor Doremus and Professor Frank H. Johnson. It is doubtful if any college faculty, even at the present time, has had men so uniformly competent and skilled in their various departments, and who have left collectively and individually so great a permanent record of medical achievements.

Dr. Trask resigned from the faculty after four years, and subsequently refused what at that time was the highest honor conferred by medical men in the highest honor that could be conferred in this country,

viz., a professorship in the Medical University of New York, on his special subjects. It is to be regretted that Dr. Trask did not accept this position, as it would certainly have advanced the art of obstetrics greatly. It is easy to estimate the value of a man's service in general medicine or surgery, for not only are the teachings and practice of his predecessors known, but they remain to guide and strengthen the physician or surgeon, who puts forth efforts in the same field of labor.

In the yet untrodden paths of progress in the medical history of a country, the greatest honor must be given to those who "blaze" the way, and Dr. Trask was one of them. Fortunately the memory of such service will grow in the estimation of medical men with succeeding generations, when the topics in the field of labor followed by them will have become the common property of all.

In addition to the many other positions of honor and distinction held by Dr. Trask during his lifetime, we find that he was President of the Queens County Medical Society, one of the founders of the American Gynecological Society, and corresponding and honorary member of many native and foreign medical and scientific societies. Surely a record which the medical practitioner of to-day in this city can ponder upon and strive to emulate.

Dr. Trask died in Astoria, a place evidently well beloved by him, on the 2d day of September, 1883, and is succeeded in practice by his son, Dr. James Dowling Trask, Jr., a physician and surgeon of ability, resident also at Astoria, and who possesses many of his late father's distinctive qualities and characteristics.

A Dr. Jakel practiced in Astoria about 1860. He died in Europe while on a visit. One of the earliest practitioners at Hunter's Point was a Dr. Tanksley, about 1860. He went south, possibly to the war. A Dr. Boylan preceded Dr. Graves. Dr. Graves is also well remembered by many of the old residents of the lower portion of the city, but again, unfortunately, no record has been found of his early work.

Dr. H. Beyer was the pioneer physician of Dutch Kills and is still living at Staten Island, N. Y., having been succeeded by Dr. De Witt Hitchcock. Dr. Beyer was known as a man of conservative principles and was well qualified as a physician.

Among the physicians who practiced at Dutch Kills the best known and respected were Dr. De Witt Hitchcock and Dr. Herbert G. Lyttle. Dr. Hitchcock retired from active practice about ten years ago and is now living in the upper part of the State, enjoying a well earned rest. He was, perhaps, the most active practitioner that ever lived in this section. He was a graduate of the University of New York and of the New York City hospitals—finally visiting Europe in the pursuit of advanced knowledge. The record he has left behind him among the people and profession is that of a well qualified, painstaking, conscientious physician. His practice embraced a large extent of country and a varied clientage, yet he was esteemed by all for his professional skill and tireless application to his profession. He, with Dr. Lyttle, marked the advent of the trained hospital



BENJAMIN GRINNELL STRONG, M.D.

and the city, and these two men, one deceased, the other retired, did most to elevate and maintain the high standard of medical progress in the city. Dr. Lyttle, who died in 1861, was a man universally esteemed and not the less for his interest in church work and organization.



DR. JOHN FRANCIS CORSS.

Among the names that will be recognized more particularly by the old residents is that of Dr. Edward H. Duggan, who came to a sudden and unfortunate end. He was a good practitioner. Though he lived in Greenvale he had quite a practice here as well. Dr. Morrissy is another of the Greenvale physicians who has practiced more or less here for the past twenty years. Dr. James Day may also be mentioned in this connection. Dr. William Warner Meiners is well and favorably known in Hunter's Point. He served one term as Coroner, but poor health compelled his retirement from political life, which was regretted not only by his patients but by the medical fraternity.

Several young men engaged in business here have studied medicine and are now graduates; notably Dr. Bartlett, Dr. Wilton, Dr. Ma Namee, Dr. Mahlen and others. Two young doctors remain to be more particularly mentioned, as they are of great promise of greatness in their chosen profession and met their death at an early age in the cause of science and humanity. The first was:

Dr. Charles Bartow. He was a native of this city, the son of John Bartow, Esq., of Astoria, and Annie K. Bartow, daughter of James Scott Key, the author of "The Star Spangled Banner." He graduated second in his class from Columbia University, and being a member of the literary, historical and scientific societies of the Class, Chief and winner of the prize debate of the Barnard Literary Society. He graduated from the College of Physicians and Surgeons in 1864, standing

Another of the practitioners at Hunter's Point, and now deceased, was Dr. Z. P. Dennler, who graduated from the Geneva Medical College at the beginning of the Civil War. He enlisted in the service of his country as surgeon in the army, having charge of the hospital at Washington, D. C. He subsequently was in active service with the Seventh Army Corps and served throughout the war and for one year subsequently.

It was his probe that was used to determine the direction taken by the bullet in the body of the martyred President Lincoln. The probe is still preserved in the Museum at Washington.

Dr. Dennler was a good surgeon at a time when surgery and surgical methods were not as popular as they are to-day. The war greatly promoted this science. Surgery has been called the "Daughter of War." Dr. Dennler was also a good physician and held many positions of honor and responsibility. He was a member of the Board of Health, surgeon to the Long Island Railroad, member of the Medical Historical Society of the State of New York, of the New York Medical Society, and of the Queens County Medical Society.



DR. CORSS, M.D.



second in the class, honor man, and winner of the Harsen prize. He entered the Presbyterian Hospital, New York, by competitive examination, again standing second, but never served his full term, dying October, 1895, aged twenty-six years. Dr. Bartow contracted a pulmonary disease in the cause of scientific investigation into the nature and habits of the Tubercle Bacillus, conducted by him at the pathological laboratory of the College of Physicians and Surgeons. He may rightfully be considered a martyr to science.

Doctor Alvah M. Thompson had a somewhat similar history. Although Dr. Thompson was not born in this city, he spent the greater portion of his early days here, and also received his education at this place, previous to his literary and medical college courses. He graduated from the University of New York in 1861, and was one of the honor men of his class. This secured him a position at the City Hospital, and in the discharge of his duties there he contracted tuberculosis, which caused his death in 1893. Dr. Thompson was beloved by all who knew him and gave promise of becoming a prominent physician.

The practitioners at present actively engaged in the city are as follows:

Andersen, A. J., Astoria.	McKeown, Patrick J., Hunter's Point
Barry, John H., Hunter's Point	MacFarlane, R. F., Dutch Kills.
Brennan, Francis E., Hunter's Point.	Meiners, W. W., Hunter's Point
Bunster, P. H., Hunter's Point.	Meyer, Paul O., Settlement
Burns, John Francis, Dutch Kills.	Milot, Otto L., Astoria.
Burnett, William J., Hunter's Point.	New, James L., Hunter's Point.
Fitch, Neil O., Astoria.	Platt, Clarence, Astoria.
Forbes, George, Ravenswood.	Prentiss, Robert S., Astoria.
Frey, Walter G., Hunter's Point.	Shultz, Reuben, Ravenswood.
Herrimann, Menzo W., Settlement	Smallwood, Samuel B., Astoria.
Hinkson, John R., Blissville.	Strong, Benjamin G., Dutch Kills.
Kennedy, James B., Hunter's Point.	Strong, Charles E., Astoria.
	Voeght, Anselm.

Several of the physicians have been prominent politically. Dr. Taylor and Dr. Strong have both been candidates for the mayoralty, and the latter has served one term as Coroner. Dr. Raney, the projector of the Blackwell's Island Bridge, is of course to be mentioned in a medical history of the city.

Dr. Wm. J. Burnett, one of the oldest practitioners here, is President of the Long Island City Savings Bank. Dr. Walter G. Frey is the founder and President of the Long Island City Free Library. Dr. J. Frank Valentine, although a resident of Richmond Hill, is well and favorably known in the city, he having an office in this city, being Surgeon-in-Chief to the Long Island R. R., with its 575 miles of track centering in this city. Dr. Valentine has also to look out for the medical welfare of 2500 employees along the lines, and the sanitary and hygienic condition of the rolling stock and stations.

Dr. Smallwood, besides being a good physician, is an inventor of much ability and has relinquished practice to follow out his idea in the perfection of machinery.

Starting without any regular physicians not many years ago, Long Island City now employs the services of many skilled physicians, and it is to be hoped that they will strive to keep up the high standard of medical practice which has called into existence the two beautiful new hospitals, St. John's and Astoria, for the reception of the indigent sick and for special cases. The city is well able to provide all the modern equipments needed in medical practice, and in this respect is far ahead of cities of greater size. Long Island City has its own medical society, known as the Long Island Medical Society. Its officers are: Dr. Wm. Remsen Taylor, President, since deceased; Dr. R. F. Macfarlane, Secretary; Dr. Wm. J. Burnett, Vice-President.

Many of the members have been active in preparing papers, and the discussions have been profitable to all. Many are also members of the Queens County Medical Society, one of the oldest and most learned of such societies in the country during the past five years. In 1894 the society held its first meeting in this city for fifteen years, at Miller's Hotel, and it was the most successful meeting, both from a professional and social standpoint, in the history of the society, representative men being present from many of the older county medical societies, notably Suffolk, Kings and New York, and the papers read were of the highest order of

Dr. Coley, of Glen Cove; Dr. Mann, of Jericho; Dr. Henriksen, of Jamaica, and Dr. March, of Hempstead, are the ones most active in the society, and who have always given, as medical men, the most encouragement by their example, in struggling to keep up a high standard of work under, at times, very discouraging circumstances. Long Island City has, in fact, half a dozen physicians well qualified to take up various specialties if the conditions permitted. The stationing of a portion of the city and the nearness of the great clinics in New York, act as a barrier to the realization of the hopes of our local physicians. That they may be able to arrange their practices more to their tastes and inclinations, but I am convinced that the day is not far distant when such will be the case. It is the inevitable tendency of the medical times, and the wonderful advancement made in the various departments of medical science, which render it hard for a physician to keep track of them all.

#### THE CIVIL WAR.

A generation has passed since the close of the greatest conflict known to history. Few readers there are still who can both tell and realize the price which this nation has paid for what it now enjoys. But the story of heroic struggle with hardship written in letters of light, which will last forever, will be read with increasing difficulty by each successive generation.



DR. J. W. HOLLIS.

Will our young readers, who already are so far removed from the war in which their fathers fought, that they scarcely can see through the mist of distance what it was all about, permit us to pick up an almost forgotten thread of the old colonial days of which we have been writing and connect it with the great Civil War, solely for the purpose of making more clear the cause of that war?

To do so we must no longer look on the bright side of history—the side of hope, health and promise. The very wonder of American progress, which the historian finds fully charging the mind of his reader, is the obstacle to be removed. True, a handful of people had become three millions at the close of that first great war—the Revolution. True, that thirteen colonies had in 1866 become thirty States and thirty millions of people. Field and forest were subdued. Cities, towns and villages had multiplied in number, wealth and comfort. Facilities of intercourse and communication, literature, educational systems and commercial enterprise had made this people a nation, though many knew it not. They thought it was a mere union of sovereign States. Never had the sun in heaven shone upon

such scenes of prosperity. Labor was abundant, well rewarded and content. Want was unknown. Laborers and employers of other climes came across the seas and sat down with us at the bounteous banquet of the New World. Our young land seemed to be fair, comely and strong. It was a young girl, too, with a disease which it is doubtful it could long have survived. Already were its vital and vital functions imperilled. We refer to slavery. If this dread power had risen to its full height, God of nations only knows what kind of a spectacle this land would now present to the eyes of the world of the evening audience of the success and grandeur of a popular government.

It is not possible for those who lived in the times of slavery to believe that it ever existed. It is not possible for the young! But exist it did. And minds are beginning to see that the Republic, singularly endowed with wisdom and humanity from its birth, should have been the first to abolish this accursed institution. On various pages of this volume it is recorded that the people of Long Island City were a people of devout hopes and schemes as to government, and that

they wrought them out in the very light of the Bible itself. Yet, notwithstanding all, human servitude was planted beneath the tree of liberty and flourished throughout the land.

And now to pick up the half forgotten thread, the obscurity of which would hardly indicate its relations to the very fabric of our national life. The Dutch and English settlers of the territory now occupied by this city were slaveholders. True that there were no scenes enacted here, such as transpired among the Portuguese and Spanish nations, who inflicted the evil upon European powers. Under the humane consideration of our Dutch and English forefathers—those sturdy old sons of the faith—the slave had many rights and immunities, which were never violated until the system, as recognized by the colonial government of New Amsterdam, could hardly be called slavery, yet the principle prevailed. It grew with the colonies and spread with their sanction. The seed was of the earliest planting. The thread was among the first to be woven into the life, manners and customs of the new world. On the slope of the northern hills of this city, there was once a burial place for slaves. But the spot, unhallowed by the plowshare, demonstrates a low estimate of the lives of that humble class, who lived in bondage and sank into oblivion. However, justice and truth require the historian to emblazon to the credit of our colonial forefathers the fact that they grew to hate the very sight and sound of slavery. Here in the North it never was strong and vigorous and died because it could not survive in an uncongenial climate. But even in the south, where it found favorable conditions for prosperity, it was hated as we hate the name to-day. Virginia bravely told the British Monarch of its inhumanity and peril, and the disaster which would follow its continuance. Thomas Jefferson, in his first draft of the Declaration of Independence, said, "He (the King of England) has waged civil war against human nature itself, violating its most sacred rights of life and liberty, in the persons of a distant people who never offended him; carrying them into slavery, keeping open a market where *Men* should be bought and sold," etc. The half forgotten thread had now become a powerful cord. By and by it became a mighty cable as we shall see.

And what did the King reply to all this?

"The slave trade shall not be obstructed in the American Colonies."

England, who had cut the cancer from her own body, refused to do the same to her young colonies. We have called it a "bond," for like a viper it was coiling itself about a rising people, exhibiting a power which awakened dismay. We recognize, therefore, why Benjamin Franklin and Patrick Henry saw a cloud of gloom overhanging the future. Washington, Robert Morris and Pinckney opposed it.

Yet these men, great in other things, were also great in their confidence in mankind. They were led, therefore, to insert a provision in the Constitution, that it should cease in 1808. And it was this



J. E. BRENNAN, M.D.

million) also, that made the immortal Declaration to assert that all men are created free and equal and that every man has a right to life, liberty and the pursuit of happiness, and that every man has a right to bring out liberty throughout the land to all the inhabitants thereof.



H. CUMSTER, M.D.

Unmistakably there was a rising conflict between slavery and freedom. Patriots began to tremble for their country. Measures began to be instituted for the redemption of the land from the foul blot. In 1785 abolition societies were organized in New York and various other states. Protestant churches denounced the evil. But slavery entered the District of Columbia simultaneously with the location of the National Capital in that place. It obtained the prestige of social influence. It rose into augmented power upon the purchase of Alabama, Mississippi, Georgia and Louisiana. The Mexican War resulted in the annexation of Texas, and an enlarged area for slavery to multiply its strength. True, Congress passed the Wilmot Proviso, prohibiting slavery in any territory acquired by war, and the Missouri Compromise fixing the northern boundary of slavery at thirty six degrees, thirty minutes. True, the Abolition and Free Soil parties were growing in numbers and power of opposition. But the Kansas-Nebraska bill resulted in shaking this nation to its center, when the blood of freemen crimsoned the soil of Kansas, and Sumner thundered his philippics in the Senate against the dread power, which now was in arms, and full of determination to consecrate to human bondage

the soil of America. At last it was evident that freedom and slavery could not live together under the same government. The obscure thread to which the early colonists gave little or no serious heed, the mighty cable whose muscles of steel were binding the nation to its fate with God-defying power. Mashed in meekness and innocence, when Dutch governors were distributing lands to the settlers of Mespat Kills, slavery threw aside all pretense and demanded an equal share with liberty in the sovereignty of this republic in the days when the boys of Newtown, at Lincoln's call, "rallied round the flag" and, "shouting the battle cry of freedom," marched southward to suffer and die for their country.

We see, therefore, what the war was about. It had come to such a pass that slavery or this Union had to die. And millions rose by millions and swore that their country should live. True, the momentous strife was decided in favor of the Union. But at what a price! Multitudes of the bravest sons of the nation never returned. They fell in battle or died in prison or hospital. In the seventy-nine military cemeteries, sleep 308,176 brave men, who were sacrificed on the altars of their country. Of these only 74,440, or forty-six per cent. of the whole number, rest in their native graves. Imagine these marshalled in battle array! What a mighty army it would be. Somewhere among this number are a few who went from homes now included within the city limits of this city. Others are interred in local cemeteries. Once a year are honored with the gratitude of the nation's gratitude. But great as is the number of the dead, greater still is the number of the living, who have known of the weary march, the desolation of the common victory, and all amid scenes of suffering and sorrow, at the close of the war sank back into their homes, to be found on the farm, at the forge, in the workshop, or in the halls of industry. These are for the



JOHN J. M. GRANT.

the men who were the living organization known as the Grand Army of the Republic. But whether living or dead, they are all on the following page, and are here given so far as it has been practicable

to obtain them. A few omissions have been unavoidable, because requisite information has not been accessible.

## ROSTER OF SHERIDAN POST, NO. 628, G. A. R., DEPARTMENT, NEW YORK.

*Organized, Long Island City, July 10, 1888*

Name.	Rank.	Co.	Regiment
William J. Rooney,	Pvt.	B	165th N.Y.V.
George Shea,	Sgt.	L	13th H.A.N.Y.V.
George McA. Gosman,	Art.	B	15th N.Y.V., Eng.
Samuel H. Baldwin,	Art.	B	15th N.Y.V., Eng.
Walter H. Verity,	Pvt.	E	5th N.Y.H.A.
Joseph F. Copp,	Pvt.	C	12th Mass. Vols.
William Bouton,	Pvt. ship's boy	F	122d N.Y.V., U.S.N.
Conrad Breling,	Pvt.	F	31st N.Y.V.
William Clair,	Pvt.	H	107th N.Y.V.
John F. Quitzow,	Pvt.	M	1st N.Y. Art.
Robert H. Kelly,	Pvt.	E	74th N.Y. Vols.
William Klausner,	Pvt.	A	33d N.J. Vols.
Joseph Mahon,	Sgt.	G	3d U.S. Inf.
John Marr,	Pvt.	I	5th N.G.S.N.Y.
Daniel Murray,	Landsman		U.S.N.
David Robbins,	Pvt.	K	15th N.G.S.N.Y.
Wm. J. Rogers,	Pvt.	F	12th N.Y. Militia, 15th N.Y. Ind. Bat.
Louis Sieber,	Corp.	F	11th N.Y. Cav.
Charles Upton,	Pvt.	D	1st Mich. Cav.
Dietrich Hulsbusch,	Pvt.		32d Ind. N.Y. Bat.
Christopher Farrell,	Pvt.	F	2d Ky. Inf.
James Brady,	Capt.	F	2d N.Y. Militia.
John Murphy,	Landsman		U.S.N.
Matthew Marx,	Capt.	D	82d Ill. Vols.
Michael J. Tuohy,	Pvt.		Ord. Corps.
Martin Blessinger,	Pvt.	F	58th N.Y. Vols.
Michael Sullivan,	Corp.	D	73d N.Y. Vols.
Alexander Mills,	Pvt.	H	5th N.J. Vols.
Holdridge Smith,	Pvt.	H	116th N.Y. Vols.
Frank Krone,	Pvt.	I	12th N.J. Vols.
Louis Willing,	Sergt.	I	30th N.Y. Inf.
Patrick Jackson,	Landsman		U.S.N.
Wm. F. Smith,	Seaman		U.S.N.
John Sackitt,	Pvt.	I	17th Conn. Vols.
Henry W. Miller,	Corp.	D	15th N.Y.V., Eng.
Henry McArdle,	Mus.	E	146th Ill. Vols.
Robert F. Macfarlane,	Bvt. 2d Lieut.	K	12th N.Y. Vols.
John Scott,	Pvt.	A	76th N.Y. Inf.
Michael Clair,	Pvt.	I	99th N.Y.V. Inf.
John A. Leek,	Art.	A	15th N.Y.V., Eng.
Charles Neier,	Pvt.	H	17th Penn. Cav.
Louis Breslott,	Pvt.	I	14th N.Y. Cav.
Morris Ferris,	Landsman		U.S.N.
John J. McGinnis,	Pvt.	H	27th Militia Regt., Conn.
Albert Eitler,	Pvt.	F	15th N.J. Vols.
James White,	Landsman		U.S.N.

*Continued from Page 181*

	Co.	Regiment
Charles B. Pratt,	Pvt.	E. 15th N. Y. Vols.
Thomas H. Pratt,	Pvt.	D. 60th N. Y. S. M.
Michael Pratt,	Pvt.	G. 28th Conn. Vols.
William Pratt,	Pvt.	F. 41st Mass. Inf.
Robert L. Pratt,	Private	U. S. N.
Thomas Pratt,	Pvt.	H. 15th N. G. S. N. Y.
William Pratt,	Pvt.	G. 3d N. Y. Inf.
Edmund Stone,	Corp.	B. 6th Mass. Vols.
John S. M.	Pvt.	D. 5th N. Y. Art.
Henry Evans,	Landsman	U. S. N.

1860-1865, others who emigrated from the district now covered by this city whose names are not known to the City Post.

Sergeant David T. Bragaw, 4th N. Y. Cavalry, wounded at Winchester.

Captain William E. Bragaw, 4th N. Y. Cavalry.

Sergeant Townsend Bragaw, 6th N. Y. Cavalry, wounded at Travillian Station, captured and imprisoned six months at Andersonville.

Demetrius Bryant, Berdan's Sharpshooters, killed in front of Yorktown, body received and buried in New York.

E. Jefferson Paynter, 4th N. Y. Cavalry, killed at Travillian Station, Va. Body probably buried with the host of the unknown.

Schwartz, Z. Paynter, served in 1st Long Island Regiment, died from disease and wounds caused by the war.

Elmer T. Bragaw, 7th N. Y. Cavalry.

Fred. Madden.

Louis Smith, 15th N. Y. Engineers, served two years.

The *City Post* (No. 17) was organized in 1882 and mustered in August 5, 1882, with fourteen members. The *first twelve names on following list*. Department Commander J. S. Fraser organized the post on above date at Masonic Hall, corner Vernon avenue and Third street. At 10 o'clock Post meets at Jacksonville Hall, corner of Stenway and Grand avenues, every first and Wednesday evenings of each month at 8 o'clock. The present officers are:

Henry Karlsson, Commander,	Fred. W. Yunk, Quartermaster,
Wm. H. Hognen, Sr. Vice-Commander,	Aug. Hoffmeister, Adjutant,
Wm. S. Ott, Jr. Vice-Commander,	Clark E. Smith, Officer of Day,
Charles H. Henn, Captain,	James O'Connor, Officer of Guard,
Joseph P. Platt, Sergeant,	Alex. Simpson, Delegate to Dept.,
B. J. McGowan, Alternate Delegate to Dept.	

George K. Smith, born and brought up at North Salem, Westchester County, New York. He was mustered in 1861 and was transferred into the United States service as a private in Captain George D. Smith's Company, A, Fourth Regiment, New York Heavy Artillery. For three years, or more, he was in the line of duty in the field. The regiment was commanded by Colonel T. D. Bullen. He was sent to the front for duty in defense of Washington, D. C., until May 31, 1861, when he was transferred to Fort Detting, Second Corps, and later in Artillery Brigade, Second Corps, to the front at Brandy Station, April 12, 1862; Wilderness, May 5, 1862; Fredericksburg, May 26, 1862; North Anna, May 26; Fredericksburg, May 28 to 31; Cold Spring Harbor, June 1, 1862; to Petersburg, Va., June 10, 1864, to April 2, 1865, where he was killed. He was buried at Strawberry Plains, Reams Station, White Oak Road, near Petersburg, Va. He was also in the Army of the Potomac, South Side R. R.; was in all movements of the Army of the Potomac, General Lee. He was honorably discharged on May 5, 1865, at the age of 34 years.

George D. Smith, born in 1826, at North Salem, N. Y.; discharged May 20, 1863; was the first Company Commander of the post, served one year as Quartermaster; was wounded at

Martin Blissinger enlisted January 4, 1864, in Co. F, 58th N. Y. Vols., discharged October 1, 1865; served one term as Commander and the first Sr. V. Commander.

Henry Karlake enlisted March 1, 1864, Co. F, 3d N. J. Cav.; discharged August 1, 1865; was the first Jr. V. Commander, and served as Commander one year, was re-elected and is serving the second term.

Jac Thompson, enlisted November 3, 1863, as seaman on board U. S. Str. Valley City; discharged November 3, 1864, and was the first Adjutant.

John C. Dodge enlisted August 1, 1864, 52d Pa. Vols., as Colonel; discharged in 1863, and was the first Quartermaster.

James J. Ryan enlisted as Drummer in Co. C, 88th N. Y. Vols., and was discharged in January, 1863, on account of disability, and served as Officer of Day and Commander two successive terms.

Albert Saxton enlisted July 11, 1864, in Co. C, 7th Delaware Vols.; discharged August 12, 1865, and was the first off of the Guard; died August 10, 1883.

Anton Bruns enlisted July 24, 1864, in the 30th N. Y. Inf't. Art., and was discharged July 24, 1864.

M. Koberlein enlisted April 8, 1865, in Co. F, 90th N. Y. Vols.; discharged February 6, 1866; died April 23, 1887.

Owen Clark enlisted July 12, 1864, as 2d Lieutenant in the 77th N. Y. Vols.; discharged November 9, 1864, and served as the first Chaplain.

Chr. J. Thurston enlisted September 3, 1863, as Drummer in the 170th Regt. N. Y. Vols., and discharged July 12, 1865.

Ernest Weiland enlisted May 22, 1864, in Co. F, 31st N. Y. Vols.; discharged March 1, 1863.

M. McGrath enlisted May 11, 1864, in Co. A, 25th N. Y. Vols.; discharged July 16, 1863.

Peter Conroy enlisted August 25, 1862, in Co. K, 130th Regt. N. Y. Vols.; discharged July 31, 1865; died March 12, 1896.

Peter Hans enlisted September 11, 1863, in Co. G, 17th N. Y. Vols.; discharged July 13, 1865; wounded at Jonesbourgh, Ga., September 3, 1864; died October 11, 1886.

Aug. Robeler enlisted September 23, 1864, in Co. E, 41st N. Y. Vols.; discharged June 21, 1865.

Thos. Williamson enlisted May 27, 1862, in Co. A, 47th N. Y. Vols.; discharged September 3, 1862; died September 22, 1883.

Alex. Moran enlisted in 1862 as 1st Sergeant and was discharged on account of disability in 1863; died February 2, 1890.

W. H. Verity enlisted August 13, 1863, Private 5th N. Y. H. Artillery; discharged July 13, 1865.



DR. ROBERT FRIENDS.

ROSTER OF LONG ISLAND CITY,

- Wm. M. Ford enlisted November 7, 1861, Private A, 123d N. Y. Vols.; discharged June 16, 1865.
- Wm. J. Corbett enlisted March 1, 1861, Private Co. D, 6th N. Y. Vols.; discharged May 26, 1863.
- Wm. Roberts enlisted November 24, 1862, Private Co. B, 165th N. Y. Vols.; discharged September 1, 1864.
- Frederic B. Burt enlisted November 11, 1861, Private Co. H, 163d N. Y. Vols.; discharged December 3, 1864.
- John L. Kull enlisted July 28, 1862, Private Co. H, 123d N. Y. Vols.; discharged June 18, 1865.
- John P. Denker enlisted October 3, 1862, Surgeon U. S. Army; discharged November 25, 1868.
- John W. Plomer enlisted March 13, 1865, Private Co. A, 35th N. J. Vols.; discharged July 16, 1865.
- Alvan Simpson enlisted April 23, 1861, Corp. Co. F, 8th N. G. S. N. Y.; discharged August 2, 1861.
- Geo. M. A. Gosman enlisted August 27, 1862, Artificer Co. B, 15th N. Y. Vols., Eng.; discharged June 13, 1895.
- John Johnson enlisted August 31, 1862, Private Co. D, 158th N. Y. Vols.; discharged June 30, 1865; died May 24, 1883.
- Edward Halesworth enlisted May 4, 1861, Landsman New Hampshire; discharged May 26, 1865.
- John Harris enlisted September 22, 1861, Private Co. C, 94th N. Y. Vols.; discharged June 16, 1865; died February 18, 1891.
- Geo. T. White enlisted September 4, 1862, 2d Lieut. Co. E, 128th N. Y. Vols.; discharged July 12, 1865; Capt. Co. E, N. Y. Vols.; died November 26, 1884.
- Lewis Smith enlisted June 17, 1861, Private Co. H, 15th N. Y. V., Eng.; discharged June 25, 1863.
- Robert Sling enlisted August 16, 1861, Private Co. C, 14th Ky. Cav.; discharged September 16, 1863.
- Geo. Shea enlisted March 26, 1864, Sergt. Co. L, 13th H. A. N. Y. Vols.; discharged June 28, 1865; served 3 years as Quartermaster and a year as Commander.
- Joseph Plate enlisted March 12, 1864, Private Co. F, 73d Regt., N. Y. Vet. Vols.; discharged June 26, 1895; at present U.S. 73.
- B. J. McGowan enlisted May 13, 1861, Drummer, Co. C, 36th N. Y. Vols.; discharged July 15, 1863; served two years as Commander.
- George Osterlohn enlisted November 2, 1863, Private Co. D, 34th N. Y. Vols.; discharged May 31, 1895.
- V. Plien enlisted January 2, 1864, Private Co. A, 15th Artillery N. Y. Vols.; discharged August 22, 1865.
- William H. Williams enlisted May, 1861, Private Co. A, 9th N. Y. S. M.; discharged February 22, 1893.
- Ed. Myerle enlisted June 1, 1863, Private Co. I, 17th N. Y. S. M.; discharged July 23, 1863; died October 15, 1884.
- Adolf Schirmacher enlisted April 9, 1864, Private Co. F, 10th Regt. N. Y. Vols.; discharged June 22, 1865; Corporal Co. F, 14th Regt. N. Y. Vols.; died May 18, 1887.
- Arthur S. Woods enlisted January 3, 1864, Major 10th N. Y. Vols.; discharged June 30, 1865, as 1st Lt. Co. G.
- Henry Jones enlisted April 23, 1861, Corporal Co. E, 5th Regt., N. Y. V.; discharged May 14, 1863.
- John P. Burt enlisted May 14, 1861, Private Co. D, 26th Regt., N. Y. Vols.; discharged June 26, 1863.
- Samuel S. Wood enlisted May 18, 1861, Private Co. C, 17th Regt., N. Y. V.; discharged August 8, 1864. Served in Co. C, 17th Regt., N. Y. V.
- Wm. Smith enlisted April 2, 1861, Private Co. C, 37th Regt., N. Y. V.; discharged June 26, 1865; Surgeon, Office of Director, Senior Vice-Commander; died January 30, 1891.
- John J. Wood enlisted April 16, 1861, Private Co. F, 12th Regt., N. Y. S. M.; discharged August 5, 1864; died February 26, 1896.
- John J. Wood enlisted September 1, 1861, Private Co. I, 66th Regt., N. Y. Vols.; discharged June 16, 1865; died October 1, 1865; Re. U. S. N. Y. Vol.



- James O'Neil enlisted September 16, 1861, Private Co. A, 93d R. 2d, N. Y. V.; discharged December 21, 1861; died December 22, 1890.
- Owen Daley enlisted 1861, Private Co. E, 51st Regt., N. Y. Vols.; discharged May 30, 1863.
- Thos. Daw enlisted June 14, 1861, Private Co. C, 1st N. Y. Vols.; discharged December 9, 1862.
- Wm. Dubrough enlisted December 14, 1861, Private Co. F, 3d N. H. Vols.; discharged July 21, 1863.
- Jas. Dirry enlisted May 24, 1861, Landsman in the North Carolina; discharged Sept. 22, 1895; Landsman from the Shamrock.
- Charles Thompson enlisted March 1, 1863, Private Co. K, 194th Ohio Inf.; discharged Oct. 24, 1893.
- Jas. Eantry enlisted January 1, 1862, Private Co. A, 88th N. Y. Vols.; discharged June 30, 1863.
- John Garritt enlisted April 2, 1862, Private Co. K, 91st N. Y. V. Vols.; discharged April 22, 1863.
- Herman Hohenhansen enlisted April 26, 1861, Second Lieutenant Co. F, 7th N. Y. Vols.; discharged October 9, 1862; First Lieutenant Co. E, 7th N. Y. Vols.
- Geo. Dorr enlisted January 3, 1863, Private Co. G, 160th N. Y. Vols.; discharged June 27, 1863.
- John Bell enlisted September 17, 1862, Musician Co. E, 182d N. Y. Vols.; discharged July 15, 1893.
- Augustus Heath enlisted April 23, 1861, Private Co. B, 5th N. Y. Vols.; discharged May 14, 1861; Corporal Co. B, 5th N. Y. Vols.
- Wm. Meyer enlisted August 18, 1862, Private Co. G, 127th N. Y. Vols.; discharged June 30, 1863; served as Sr. Vice-Commander one term; died May 11, 1888.
- Geo. Horn enlisted July 8, 1863, Private Co. A, 17th N. Y. S. M.; discharged August 13, 1863.
- Fred. M. Jung enlisted April 19, 1861, Private Co. D, 5th N. Y. S. M.; discharged August 17, 1861; is the present Quartermaster.
- Martin Paaren enlisted April 4, 1864, Private, N. Y. 35th Ind. Battery; discharged June 23, 1865; held several different offices; died December 22, 1895.
- George W. Young enlisted April 14, 1861, 31 assistant engineer, steamer R. R. Cuyler; discharged June 27, 1865; was Post Adjutant; died May 6, 1885.
- John Evans enlisted August 9, 1862, Private Co. B, 163d N. Y. Vols.; discharged December 18, 1862.
- Henry Erath enlisted April 12, 1863, Private Co. I, 11th N. Y. S. M.; discharged July 22, 1863.
- August Hofmeister enlisted August 3, 1861, Private Co. E, 7th N. Y. Vols. Inf.; discharged May 8, 1863; re-enlisted August 11, 1863, in 15th N. Y. H. Artillery; discharged August 22, 1863; served as Post Adjutant seven successive terms.
- John Held enlisted April 23, 1861, 1st Lieut. Co. B, 5th N. Y. S. M.; discharged August 7, 1861.
- John Shaifer enlisted May 3, 1861, Private Co. F, 67th N. Y. Vols.; discharged July 31, 1865; Private Co. E.; died Oct. 25, 1890.
- Isaac P. Jones enlisted May 27, 1861, Private Co. G, 83d N. Y. Vols.; discharged June 23, 1861; Corp. Co. G.
- Clamor Hoefener enlisted October 24, 1861, Private Co. K, 7th N. Y. V. V.; discharged August 19, 1865.
- Philip Schmidt enlisted June 13, 1864, Private Co. B, 5th N. Y. H. Artillery; discharged July 3, 1865.
- Frederick Foglee enlisted July 23, 1864, Private Co. K, 93d N. G. S. N. Y.; discharged November 14, 1864.
- Geo. Strauss enlisted January 29, 1862, Private Co. G, 95th N. Y. Vols.; discharged January 29, 1863; Sergeant.
- Chris. F. Koch enlisted June 15, 1863, Private Co. B, 6th N. Y. S. M.; discharged July 21, 1893; served as Quartermaster 5 years and one year as Sr. Vice-commander.
- Frank Lietz enlisted 1863, Private Co. H, 30th N. Y. Vols.; discharged July 1, 1895.

- Ths. D. Wagoner enlisted September 3, 1864, Private Co. E, 41 Missouri Vols.; discharged July 11, 1865.
- Caspar Kling enlisted September 15, 1864, Private Co. B, 54th N. Y. Vols.; discharged November 17, 1864; Lieutenant.
- Jas. McLaughlin enlisted May 28, 1862, Private Co. B, 13th N. Y. S. M.; discharged September 12, 1862.
- John Harrington enlisted August 23, 1861, Private Co. K, 4th N. Y. Vols.; discharged May 25, 1863.
- Germain Blessing enlisted April 23, 1864, Private Co. E 8th N. Y. Vols.; discharged May 20, 1863.
- Wm. Pfeifer enlisted July 32, 1862, Private Co. D, 131st N. Y. Vols.; discharged July 26, 1863; Sergeant Co. D.
- Sam Baldwin enlisted August 25, 1862, Artificer, Co. B, 15th N. Y. Eng.; discharged June 13, 1865.
- John Evers enlisted August 11, 1862, Private Co. H, 51st N. Y. Infantry; discharged July 25, 1863; died March 17th, 1893.
- George Oesterlein enlisted November 2, 1863, Private Co. D, 54th N. Y. Vols.; discharged May 31, 1865.
- Robert Gaffney enlisted October 19, 1864, Private Co. A, 18th Cav. N. Y. V.; discharged August 15, 1865.
- John Widz enlisted December 9, 1863, Corp. Co. H, 5th N. J. Vet. Vols.; discharged August 25, 1865; died September 24, 1895.
- Sam'l M. Furman enlisted September 24, 1864, Private Co. B, 4th N. J. Vet. Vols.; discharged June 22, 1865.
- James McGinness enlisted January 25, 1865, Private Co. D, 25th Mass. Vols.; discharged July 13, 1865; died June 32, 1893.
- Francis Stein enlisted December 14, 1858, Private Co. D, 18th U. S. Inf.; discharged December 23, 1863.
- Edmund Klespies enlisted August 29, 1863, Private Co. A, 33d N. J. Vols.; discharged July 17, 1865.
- Wm. McCue enlisted September 5, 1864, coal heaver, Gunboat Seneca; discharged June 9, 1865; discharged from the G. A. R.
- Thomas Darcy enlisted March 5, 1865, United States Str. Corwin, coal heaver; discharged November 26, 1866.
- Geo. Casey enlisted March 5, 1865, coal heaver, United States Str. Corwin; discharged March 24, 1866.
- Edward Eldherty enlisted July 12, 1864, Private Co. G, 77th N. Y. Vols.; discharged November 19, 1864; Corporal Co. G.
- Thos. Carroll enlisted August 15, 1862, Private Co. G, 51st N. Y. Vols.; discharged June 29, 1865.
- Frederick Steinmetz enlisted September, 1864, Private Co. A; discharged September, 1865; Private Co. G, 15th N. Y. H. Artillery.
- George M. Boston enlisted March 1, 1865, Private Co. G, 14th Maine Vols.; discharged August 28, 1865.
- Chas. Horn enlisted June 16, 1863, Private Co. B, 11th N. Y. S. M.; discharged July 20, 1863; served two years as Chaplain.
- Valentine Weber enlisted March 29, 1864, Private Co. G, 1st N. J. Cav.; discharged June 9, 1865.
- Peter B. Coughlin enlisted May 29, 1862, Corp. Co. F, 37th N. Y. S. M.; discharged September 20, 1862.
- Christian Lyons enlisted June 23, 1864, Private Co. F, 42th N. Y. Vols.; discharged June 20, 1864.
- W. Rogers Taylor enlisted September 12, 1862, Private Co. D, 26th N. J. Vols.; discharged June 30, 1865; Colonel; died October, 1896.
- Thos. J. Bell enlisted July 6, 1862, Sergt. Co. K, 11th R. I. Vols.; discharged September 14, 1864; Captain.
- Chas. Schuppert enlisted February 21, 1864, Private Co. C, 3d N. J. Cav.; discharged September 21, 1865; Captain; died November 9, 1894.
- John O'Connell enlisted April 2, 1864, Private Co. E, 66th N. Y. S. M.; discharged October 6, 1864; Sergeant.

- John Northacker enlisted May 28, 1862, Private Co. B, 11th N. Y. S. M.; discharged September 16, 1862.
- Herman Hirschfield enlisted October 16, 1861, Private Co. E, 14th N. Y. Vols.; discharged June 8, 1862.
- James Marshall enlisted January 4, 1864, Private Co. G, 8th M. I. Cav.; discharged June 11, 1865.
- John Bulbert enlisted June 21, 1861, Private Co. H, 66th N. Y. S. M.; discharged August 3, 1861.
- George Foster enlisted August 25, 1862, Private Co. B, 3d N. Y. Art.; discharged July 13, 1865.
- Richmond Davis enlisted September 5, 1861, Private U. S. M. Corps; discharged June 17, 1869, as Sergeant.
- Hugh McKeon enlisted July 21, 1863, Private Co. G, 18th N. Y. Cav.; discharged May 31, 1869.
- Robert Southwick enlisted August 9, 1864, Class boy, U. S. Navy; discharged April 24, 1867, Private U. S. Navy; died April 7, 1895.
- Coraelius Foley enlisted February 16, 1864, Private Co. K, 13th N. Y. H. Art.; discharged June 28, 1865.
- William Hopper enlisted September, 1861, Private Co. D, 6th N. Y. Inf.; discharged February, 1866; hospital steward, served as Junior Vice-Commander, and is at present Senior Vice-Commander.
- Michael Bergen enlisted September 12, 1861, Private Co. E, 51st N. Y. Inf.; discharged July 24, 1865.
- William A. King enlisted November, 1861, Private Co. A, 12d N. Y. Inf.; discharged July 21, 1865, as Sergeant.
- Michael Smith enlisted January 25, 1863, Private Co. H, N. Y. M. Art.; discharged January 26, 1864.
- John Weber enlisted January 16, 1861, Drummer Co. I, 68th N. Y. Vols.; discharged September, 1865, as Drum Major.
- Edward Steinhart enlisted August 26, 1864, coal heaver, U. S. Navy; discharged June 14, 1865.
- William S. Ott enlisted August 6, 1862, Private Co. A, 77th Ill. Vols.; discharged June 17, 1865; now serving as Junior Vice-Commander.



LONG ISLAND CITY SAVINGS BANK.

BANKS.

THE LONG ISLAND CITY SAVINGS BANK.

This bank was organized April 18, 1876, with the following officers: President, Sylvester Gray; First Vice-President, John Appleton; Second Vice-President, H. S. Anabler; Secretary, J. Harvey Smedley.

It has been an eminently successful institution from the outstart. By conservative management it enjoys the fullest measure of public confidence. Its list of depositors is constantly increasing for the people have learned how to utilize its advantages in their own interests. It is a credit to the city, not only because of its sound financial policy, but in its beneficiary relations with the large class of citizens who, from time to time, have been its patrons.

Its present officers are:

*President*, W. J. Burnett,  
*Secretary*, J. Harvey Smedley.

*Trustees*.

Walter E. Frew,  
Hadwin Houghton,  
H. F. Jones,  
D. S. Jones,  
B. Moore, Jr.,  
John Harvey,  
L. P. Dexter,  
W. H. Siebrecht,

G. W. Williams,  
C. W. Hallett,  
W. J. Burnett,  
Chas. A. Thompson,  
A. T. Payne,  
H. M. Thomas,  
J. Harvey Smedley,  
H. S. Sanford,



## NEWSPAPERS.

Various journals have at different times been published within the limits of Long Island City. Yet for causes which the historian is unable to trace, but one remains to connect the present with the preceding generation.

In 1853 the *Astoria Gazette* was published by William S. Thompson, and had a brief career of less than two years. An interval of eleven years followed, when the *Astoria Herald* began, under Mrs. Ritchie, a history even less brief.

In the spring of 1865 Thomas H. Todd located at Hunter's Point, where he opened a job printing office, and on October 20th, of the same year, established the *Long Island City Star*. For a full and detailed history of that enterprise the reader is referred to a special article, elsewhere given upon the subject.

In 1872 the *Review* was started by H. W. Love as a daily paper, and was published for about three years.

An attempt was made in 1874 to found the *Long Island City News*, but with only temporary success.

The *Long Island City Press* and the *Courier* were organized respectively in 1875 and 1876. The former suspended in 1878, and the latter in 1885.

The *Long Island Beobachter* was established in 1876 as a distinctively German news medium. It is still published.

In 1880 the *Astoria Chronicle* appeared as a Democratic campaign organ and was published for a few months.

The *Long Island City Tribune*, published for a number of years under the direction of W. S. Overton, suspended in 1894.

In 1890 the *Queens County Herald* and the *Weekly Flag* were established, the former in Hunter's Point, the latter in Astoria. In 1895 the *Mirror* made its appearance.



SYLVESTER GRAY, DECEASED.

## MANUFACTURES.

Few cities in the United States have more extensive manufacturing interests than are located in this city. The capital invested is vast while the market reached by the products of the various plants is world wide. These industries have been attracted thither by the natural trade advantages of the city. Desirable areas of land for sites have been, and are still, at the command of manufacturers while communication by river and rail is direct and constant.

## THE STEINWAY ENTERPRISES.

Of these we have elsewhere spoken at large. The presence in the city of such a plant has been for a quarter of a century a constant stimulus to prosperity.

## THE OIL COMPANIES.

The Standard Oil Company has here its gigantic works. The products of the Pennsylvania oil regions are transported thither in pipes, refined by all manner of scientific processes and exported

the world. Acres of land, vast capital and hundreds of hands are in daily activity, and the city is the center of the local interests of the city.

THOMAS MORGAN, conducts an extensive business as a commission merchant and wholesale dealer in Hay, Straw, Grain, etc., on Newtown Creek, foot of East avenue. He built the present elevator in 1888, at which time the firm was known as Beyer & Morgan. Upon the retirement of Mr. Beyer, in 1892, Mr. Morgan became the sole member of the firm. From the outstart the business has been prosperous. Large quantities of grain are bought by him on the New York Produce Exchange and then taken into the elevator for sale to the different feed stores in the locality, and shipped on the cars of



THOMAS MORGAN.

the Long Island Railroad to various parts of the country—switch connect with railroad. Orders from any part of Long Island receives prompt attention because of facilities for railroad cars—an order to-day arrives at its destination on the following morning, the capacity of the elevator of which is 50,000 bushels. Increasing demands recently required the replacement of the old one hundred horse power engine with a new low pressure one of two hundred and fifty horse power. A hay and straw warehouse 25x100 feet, was also erected during the summer of 1896. The plant, which is the only one of its kind in Long Island City, is eligibly located, with a frontage of 275 feet on Newtown Creek, and extending back 280 feet to East avenue. Mr. Morgan is also the proprietor of the large elevators and warehouses at the foot of Taylor street, Brooklyn, N. Y.

The plant of the NEW YORK ARCHITECTURAL TERRACOTTA CO. occupies four hundred feet on Vernon avenue north of Harris avenue and reaches to the river. The company was formed November, 1893, by the consolidation of Stephens, Armstrong & Conklin, of Philadelphia,

The former is being now operated as a branch of the New York company, which is located at Ravenswood. The products of these works are in the highest style of art, and adorn public and private edifices in almost every city of America. The pay roll of the company reaches \$150,000 per annum.

THE ARTS OF PAVING AND MAINTENANCE mention the BARBER ASPHALT PAVING CO., foot of Sixth street, and the NEW YORK MASON WORKS, foot of Seventh street.

THE CITY OF PRATT YOUNG represents an extensive industry in bags and bagging at 337 Vernon street, R. 2, East side.

#### VARNISH MANUFACTURERS.

THE MANUFACTURERS OF PRATT, Lambert, foot of Fourth, Fifth and Ninth streets, Hunter's Point; and the MANUFACTURERS OF PRATT, foot of Fourth street, Hunter's Point.

THE MANUFACTURERS OF PRATT, and most other small establishments for the manufacture of varnishes in this city were established by the late G. W. Lonsdale. Their goods are sold and known throughout the world. The business was carried on by George Mayer and his brother Bernhard, in 1846, and continued under that name

until the year 1867, when the present factory was built at Hunter's Island City. The business was then organized under its present form by Siegfried W. Mayer, son of Otto L. Mayer, son of Gustav Mayer, together with Ludolph H. Abraham, when the present firm name was assumed.

QUEENS COUNTY VARNISH WORKS, 77 Ninth street, Hunter's Point

EDWARD SMITH & CO., foot of Fifth street, Hunter's Point. The origin and history of this firm begins with the spring of 1827, when P. B. Smith, oldest brother of the late Edward Smith, built a small furnace in the old apple orchard which stood at the corner of Sixth street and Second avenue, New York City, and there first manufactured gum, and made and sold varnishes as a separate business for the first time in the United States. The venture became popular and was reported to the National Government. At the present time 27 candidates for the Civil Service are taught that varnish, as an American product, was first made and sold in 1828. The rapid increase of business required the assistance of the brothers, Samuel P. and Nathan Smith, and James L. Stratton, under the firm name of P. B. Smith & Co. In 1852 S. P. Smith withdrew and began business in Newark, New Jersey. The old firm continued until 1844,



P. B. SMITH.



SIEGFRIED W. MAYER.

when P. B. Smith retired, and the firm became Smith, Stratton & Co. In 1851 Nathan Smith died, whereupon the firm became Smith & Stratton. Previous to the death of Mr. Smith the factory was moved from New York to Astoria where Mr. Stratton resided, and was located on Mr. Stratton's property near Hallett's Cove, a part of which property became the comely residence of the late Robert Benner. The odors of the factory being objectionable to many residents, the firm, in 1856, purchased from the Union College six lots on Fourth and Fifth streets, and built the first buildings at Hunter's Point for manufacturing purposes. The deed of the property contained a protecting clause against molestation on account of harmless odors, etc. Upon the completion of the factory buildings, two three-story apartment houses were also erected on Fifth street for employees. In one of these houses Richard Armstrong, the chief varnish maker, was born. At the death of Mr. Stratton in 1856, Edward Smith became sole proprietor, and the business was conducted under his name until 1867, when John A. Elmendorf, who had been connected with the house since 1853, was admitted to partnership under the firm title of Edward Smith & Co.

Upon the death of Mr. Smith in 1878, Chester Huntington became a partner as also Alexander Matland in

1850. In 1880 the firm was incorporated under the laws of New York. The firm now consists of Alexander Maitland, President; John A. Elmendorf, Vice-President; S. V. V. Huntington, Treasurer and Manager; Andrew M. Bates, Secretary; A. H. Sabin, chemist.



H. M. THOMAS.

In 1872, in a card reproducing in facsimile his handwriting and signature, Lawson Valentine first spread broadcast the claim that he had succeeded in producing a line of coach varnishes fully equal to the best English varnishes, which latter, up to that time, had held the American market unchallenged. Custom House records are the best evidence as to the effect of his bold claim.

In 1882 he retired from the presidency of the old house of Valentine & Co., and on November 1, 1886, with the cooperation of Mr. Hadwin Houghton, whose portrait we give on p. 132, and Mr. David S. Skates, the former having been associated with him in the varnish business for sixteen years previously, re-inaugurated the business of the Lawson Valentine Co., of New York and Hunter's Point, makers of a still higher grade of coach varnish, to which business he devoted his entire attention up to the time of his death, May 25, 1891. This new company has nothing whatever to do with the old house of Valentine & Co., of New York and Williamsburg, the latter being owned by the Chicago, or any other concern of that name. On the contrary, the names of the latter are conspicuously absent from the appearance of their labels, and the former are prominent and different from all others as the company know how to make them. Shortly before his death Mr. Valentine said: "I am willing to stand by my reputation of forty years past as a varnish

maker. Lawson Valentine Co. was founded by Lawson Valentine, who was born at Cambridge, Mass., on April 13, 1828. On Monday morning, May 10, 1847, at 7:30 A.M., he first went to work in the paint and varnish business, in Boston, Mass. On Tuesday, September 15th, 1850, he became a member of the firm of Wadsworth, Nye & Co. (composed of Samuel Wadsworth, John A. Nye and Lawson Valentine), dealers in paints, oils, varnishes, etc. In 1852 he formed a co-partnership with Augustin T. Stimson and Otis W. Merriam, under the title of Stimson, Valentine & Co., making a specialty of varnish. Lawson Valentine was then the only Valentine, anywhere, connected in any way with the varnish business.

Later Mr. Merriam withdrew, and in 1867 Mr. Stimson retired, and the house then became Valentine & Co., which in 1882 was incorporated, Lawson Valentine being the President.



THOMAS POLGAN.



maker. I trust it will help to gain for my new enterprise a fair share of the trade in high grade cone varnishes, and I am confident that it will as soon as the high quality of the new "H. H." brand is understood and appreciated. I pledge that reputation when I claim that the goods now made by the Lawson Valentine Co., under my supervision, are unequalled by any other varnishes in the world."

THE PRATT & LAMBERT VARNISH Co. was founded by Mr. Alfred W. Pratt, who started to learn the business in 1857. After devoting about ten years to this work, and having gained a thorough knowledge of the manufacture of high grade varnishes, he resolved to commence business for himself, and erected a small plant on Fifth street, Long Island City, in 1860.

An early training had taught him that the way to success, was to make the best varnishes that could be produced, keeping the quality always the same, and furnishing the trade at a reasonable profit.

He invented and patented the celebrated Pratt's Patent Liquid Dryer, which still has a large sale and is manufactured extensively at all their works.

Under his personal supervision, the business grew so rapidly that at the end of two years he was obliged to have larger quarters, and he moved to a new plant at the corner of West Avenue and Fifth street. On account of increased business, two years later he was obliged to have still larger quarters,

and in the meantime, the sales had increased so rapidly, that arrangements were made with Mr. Henry S. Lambert to join him, and the firm (which had been A. W. Pratt & Co. up to this time) was changed to Pratt & Lambert.

A well-equipped plant, which they now occupy, was built on Fourth street, and has been added to from time to time, until they have one of the most modern and best arranged plants in the country.

Mr. Lambert was acknowledged to have been at that time, one of the best salesmen in the varnish business, and under his direction, the house soon enjoyed a very large trade in every section of the country.

The firm was organized into a Stock Company in 1885. The plant at Fourth street was found to be over-

crowded, so they secured a place on Ninth street, in which they located their stables, and stored their surplus stock of raw material.

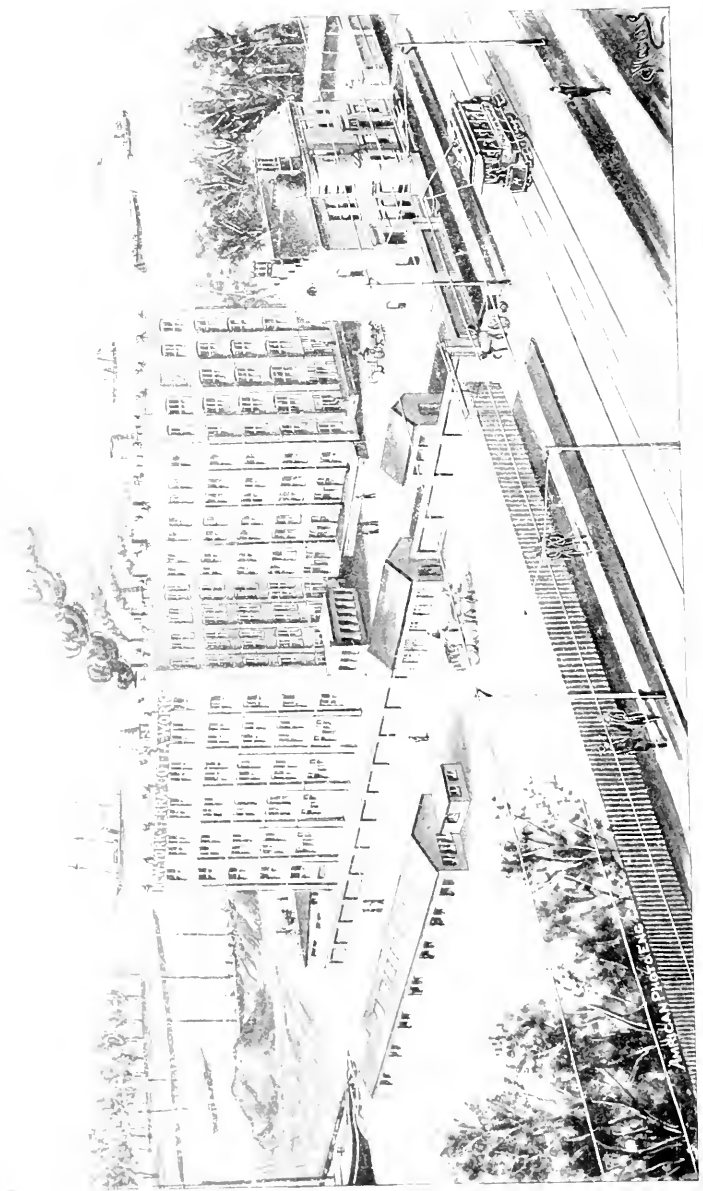
In 1890 the business in the western part of the country had grown to such an extent, that it was deemed advisable to erect works at Chicago, and a location was selected at 371 to 375 Twenty-sixth street, on which a fine, modern plant was built.



VIEW OF THOMAS MORGAN'S ELEVATOR, LOW WATER DOCK.



VIEW OF THOMAS MORGAN'S ELEVATOR AND YARDS.



NEW YORK: AMERICAN MUTUAL FIRE & MARINE INSURANCE CO. BUILDING.

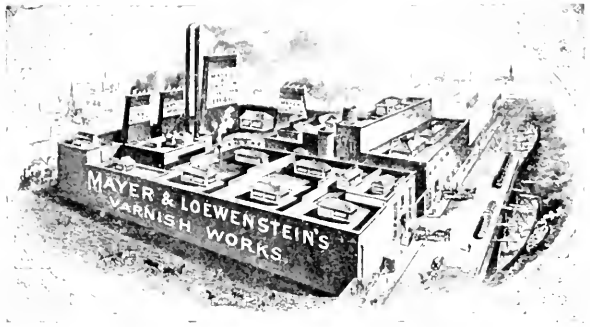
In 1865 the Cottingham Varnish Company was organized at Montreal, Canada, for the Pratt & Lambert varnishes for the Canadian trade, and a new plant was erected at 1000 St. Atwater avenue and St. Patrick street, where a full line of their goods are produced.

Their goods have the highest reputation in all parts of this continent and are sold everywhere, wherever they have been used. Their facilities are most ample, and their factories are equipped with the best appliances ever invented for the purpose, and neither money, time nor labor was economized to make their product the best in the world. These goods are put up in convenient packages, handsomely labeled and securely packed for transport. Beyond this, the house guarantees the unvarying quality of its product and supplies the public at the most reasonable prices.

The reception which these goods has met in all parts of the civilized world has caused the house to exert effort in meeting foreign demand and supplying the export trade. To this end they will ship trial orders either direct or through our foreign commission merchants. They will pack and ship their goods as directed, and invite suggestions from their patrons which will be carefully considered. In every case the shipment will be accompanied by the full guarantee of quality and quantity, and they confidently appeal to buyers and users of varnishes in every country to make trial of their superior wares.

They have large factories in New York, Chicago and Montreal, and their main business offices are located at No. 47 John street and No. 5 Dutch street.

W. H. Andrews, the present treasurer and manager of the company, was born in Thomaston, Me., 1806, left school at seventeen years of age, declining a college education; subsequently he took a course in a commercial college in Boston, prior to entering the employ of Wadsworth-Howland Company, of Boston, where he began his active business career, September 1, 1878, at a salary of five dollars a week. During his first year in this company's service his salary was advanced by successive additions, until at the end of the year he was receiving fifteen dollars



MAYER & LOEWENSTEIN'S VARNISH WORKS

a week; at the end of five years, at the early age of twenty-three, he was admitted to the firm, and with Mr. John Wadsworth went to Chicago, and opened a branch house. After doing so, the western business grew so rapidly that he organized a stock company and bought out the western branch of the house. In 1891 he acquired an interest in the firm of Pratt & Lambert, and acted as resident manager in Chicago, and built a modern plant at 370 to 378 Twenty-sixth street. The business prospered under the vigorous management given it, and on the retirement of Messrs. Pratt & Lambert, in 1895, from the active management of their company, Mr. Andrews was very naturally and most appropriately singled out and transferred to New York, and elected treasurer and general manager of the company.

EMIL CALMAN & Co., West avenue, corner of Fourth street, Hunter's Point. This firm consists of Mr. Emil Calman and his two sons, Gustave B. and Charles. Mr. Calman has been in the varnish business uninterruptedly since 1848, and is to-day among the oldest living manufacturers of varnish in the country. He was also the first to establish the varnish industry in Long Island City, having built his factory here in 1862, or thereabouts. The present daily production of the works of this firm is over 5,000 gallons, embracing the various grades, and representing everything that is demanded in the varnish line.

HILDEBRH VARNISH COMPANY, West avenue, corner of Fifth street, Hunter's Point, and E. A. THEBAULT & Co., 72 Ninth street, Hunter's Point.

HUGAN & DALY, foot of Seventh street, Hunter's Point, are well known steam boiler makers.

THE NORTH AVENUE RUBBER METAL COMPANY, R. W. Rhoades & Co., lessees, at West avenue and Third street, are manufacturers of pulley bearings, etc.

G. L. SILLING, 108-17, Third street, Hunter's Point, has a large plant for the manufacture of iron pipes and hook blocks, hoisting tubs, chute wagons, etc. His goods are shipped everywhere.

Prominent CARTRIDGE MANUFACTURERS are Peter Beckel & Sons, 62-64 Greenpoint avenue, Bliss & Schwarz & Son, 206 Flushing avenue, Astoria.

The manufacture of COLTON YARN is carried on by David Ingram, Broadway and Van Alst avenue, Astoria.

The CELOSOLITE WORKS of Eppinger & Russel are at First street and East avenue, Hunter's Point.

The firm of W. J. MADISON & Co. (limited), 550-574 Vernon avenue, Ravenswood, represents a large and well-capitalized industry for the manufacture of dye-stuffs. The site is extensive, the buildings capacious, and the economic value of the firm is advantageous to the city.

THE EAST RIVER GAS COMPANY is situated at the foot of Webster avenue, Ravenswood. This company is noted for its gigantic "holder," the second largest in the world and the largest in the United States. When full it rises two hundred and forty feet in the air, holds 5,000,000 feet of gas, and weighs 255,000 pounds. The gas produced by this company, averaging thirty candles, has the highest illuminating power of any made in this country. The company has eighty-six miles of mains at present, a large portion of which is in New York. To communicate with that city a remarkable engineering feat, elsewhere particularly described, was requisite. A vertical shaft was sunk one hundred and thirty feet deep, from the bottom of which the only tunnel under the East River was bored to the New York side, at the expenditure of large capital, and the exercise of great perseverance. A remarkable feature of the company's works is the almost total absence of odor, the result only of strictest cleanliness.

The IRON FOUNDRY line is represented

by Joseph McGee, 51 to 67 Sixth street, and the United States Foundry Company, Division street, near Vernon avenue, Hunter's Point.

THE AMERICAN PAPER AND PAPER COMPANY, West avenue corner Sixth street, manufactures architectural paper.

W. & W. COLEMAN, Tenth street near Vernon avenue, are lard oil manufacturers.

The leading machinists of the city are the LONG ISLAND MACHINE AND MARINE CONSTRUCTION COMPANY, Newtown Creek, foot of East avenue; and SWALEN & GRAY, 29 Sixth street, Hunter's Point.

THE DISTRICT MILLING COMPANY is mentioned in our article upon the village of Steinway.

THE DISTRICT MILLING COMPANY, the Long Island Paint and Color Works, 22-24 Tenth street, and the Paint Works of Ledy and Smith & Co., elsewhere mentioned.



HARWIN H. GLOVER

PAPER MEDICINES are made on a large scale by Hiscox & Co., 300 Webster avenue, Dutch Kills; and Dr. S. T. W. Sanford's Sons, 801 Vernon avenue, Ravenswood.

The PIANO MANUFACTURE of the city, other than that of Steinway & Sons, is conducted by Sohmer & Co., Boulevard and Jamaica avenue, Astoria.

WOLTERSPOON & SON own plaster mills at 725 Vernon avenue, Ravenswood.

The PRINTING INK INDUSTRY is carried on by the J. Harper Bonnell Co., Vernon avenue, near Eleventh street, Hunter's Point, and by George Mathers' Sons Co., West avenue, corner of Ninth street, Hunter's Point.

The WARREN CHEMICAL AND MANUFACTURING Co., foot of Sixth street, Hunter's Point, produce roofing materials.

Extensive SEWER AND DRAIN PIPE works are located at 79 to 89 Ninth street, Hunter's Point, and are owned by William Nelson.

The SHEET-LEADING line is conducted by Ward & Co., 49 to 52 Fulton avenue, Astoria.

The MANUFACTURE OF SILK is successfully established in the city. The Astoria Silk Works are on Steinway, near Potter avenue, in the village of Steinway, while the East River Silk Co. is located on Van Alst, corner of Woolsey avenue, Astoria.

FOR SOAP MANUFACTURERS, we mention the East River Chemical Works, Vernon avenue, corner of First street, Hunter's Point.

STONE YARDS are numerous, among the principal firms are George Call & Co., Vernon avenue and Eleventh street, Hunter's Point; James Gillies & Son, Vernon avenue, foot of Fourteenth street, Ravenswood; J. & D. Morrison, 373 Vernon avenue, Ravenswood; McWhorter & Son, Astoria; Estate of Wm. Gauld, Fourteenth street, Ravenswood.

LETTERS, SIGNS, etc., in enamel, in the hands of Caesar Bros. has developed into a large business. The factory occupies several lots at the corner of West avenue and Eighth street, Hunter's Point.

The MANUFACTURE OF CARPETS is a leading industry of the city at Ridge and Court streets, Astoria. The firm is Joseph Wild & Co.

W. D. WILSON PRINTING INK COMPANY. This firm was originally Palmer & Co., who were succeeded, in 1868, by W. D. Wilson & Co. Upon the death of Mr. Wilson in 1886 other changes occurred and F. J. Schleicher became chemist and superintendent, and D. F. Barry general manager. These young men, both under thirty years of age, have advanced the business, even to foreign markets. The concern has facilities for the manufacture of printing ink of every known variety and in any quantity. All its goods are guaranteed and the house is characterized in all its dealings by honor and fairness. Its New York office is 16 Spruce street. On



W. H. ANDREWS

## WEST END OF LONG ISLAND CITY

Wagon Company, 1856, was taken over by the hands of Messrs. J. D. Lynch, F. J. Schleicher and D. J. B. ... .., who set out the company as president, secretary and treasurer.

The ... .. P. S. ... .. conducts an extensive industry at the corner of Front and First ... .. of the largest concerns of its kind in the country.

### SOCIETIES

#### MASONRY

A ... .. Lodge, No. 938, F. and A. M., was organized February 22, 1897. It meets in Masonic ... .. Vernon avenue, Astoria, every Tuesday evening.

... .. City Lodge, No. 389, dates its organization from August 22, 1865. Meets in Smithsonian ... .. Vernon avenue and Third street, second and fourth Mondays.

Banner Chapter, No. 214, meets first and third Mondays, in Smithsonian Hall, Vernon avenue ... .. Third street.



THE B. CORNER OF TRAFFIC LAMBER.

#### ODD FELLOWS

... .. Lodge, No. 324, instituted June 11, 1872, meets at Smithsonian Hall, every Thursday.

... .. Lodge, No. 135, instituted October 11, 1851, meets at 132 Steinway avenue, every Thursday.

... .. Royal Arch Degree Lodge, No. 97, meets at Flushing, L. I., first Monday each month.

... .. City Lodge, No. 395, instituted June 11, 1874, meets at 132 Steinway avenue, first Wednesday.

... .. Royal Arch Degree Lodge, No. ... .. meets at 132 Steinway avenue, first and third

#### BEETHOVENS

... .. Band, 145 Steinway avenue; Deutscher Krieger Bund, Sixteenth Company, ... .. Deutscher Krieger Bund, Nineteenth Company, 452 Broadway; Hibernian ... .. of ... .. A. ... .. H. ... ..

... .. of ... .. A. ... .. H. ... ..

... .. of ... .. A. ... .. H. ... ..

... .. of ... .. A. ... .. H. ... ..

SCOTTISH CLANS.

Clan Stewart, 227 Vernon avenue.

AMERICAN LEGION OF HONOR.

Franklin Council, No. 871, 750 Boulevard.

ANCIENT ORDER OF HIBERNIANS.

A. O. H., 432 Steinway avenue; A. O. H., 1 Skillman avenue, County Council Branch, A. O. H., meets Friday and third Sunday, Vernon avenue and Ninth street.

UNITED WORKMEN.

John Allen Lodge, No. 339, 75 Main street.

John J. Mitchell Lodge, No. 338, meets 97 Borden avenue.

Herman Lodge, No. 341, 432 Steinway avenue.

FORESTERS.

Long Island City Court, No. 7892, 97 Borden avenue.

Astoria Court, No. 3216, 75 Main street.

ROYAL ARCHES.

Sunswick Council, No. 1374, 750 Boulevard.

RED MEN.

Peconic Tribe, 1 Skillman avenue.

Pocahontas Stamm, Vernon avenue and Third street.

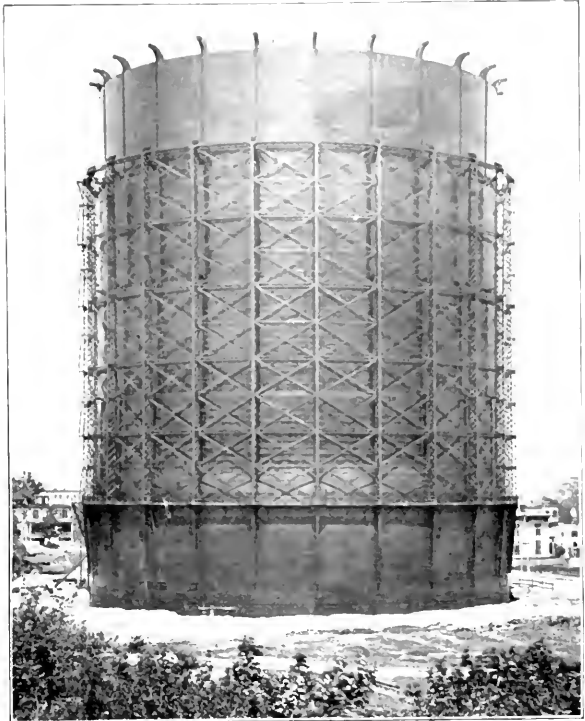
GRAND ARMY.

Benjamin Ringold Post, No. 283, 432 Steinway avenue.

Benjamin Ringold Women's Relief Corps, 432 Steinway avenue.

Garfield Post, No. 27, S. O. V., 508 Broadway.

Sheridan Post, No. 628, 422 Jackson avenue.



EAST RIVER GAS CO'S GASOMETER.

KNIGHTS OF PYTHIAS.

Astoria Lodge, No. 186, 432 Steinway avenue.

Enterprise Lodge, No. 228, 432 Steinway avenue.

ROSEN FRIENDS.

Eintracht Council, No. 42, 432 Steinway avenue.

TURN VEREIN.

Astoria Turn Verein, 21 Flushing avenue.

Long Island City Turn Verein, Broadway and Steinway avenue.

BENEFICIAL LODGES AND SOCIETIES.

Algemeine Arbeiter Kranken und Sterbe Kasse, 452 Broadway.

American Independent Lodge, No. 110, 1 Skillman avenue.

Apollo Lodge, No. 1361, 432 Steinway avenue.

Wagon-Owners' Association, Leons Versicherung, 22 Flushing avenue.

Germania Star-Club, No. 31, 11 Jackson avenue.

Long Island City Council, No. 370, 1 Skillman avenue.

Besides, there are also several musical and singing societies embracing the local musical talent, and miscellaneous organizations whose names and titles have not been conveniently accessible.

#### FIREMEN'S ASSOCIATIONS.

Exempt Firemen's Association, Lockwood street, near Webster avenue.

Veteran Firemen's Association, 165 Fulton avenue.

Volunteer Firemen's Association, 311 Jackson avenue.



BUSINESS ESTABLISHMENT OF HENRY MENCKEN, FOOT OF MAIN STREET.

#### TRADES UNIONS.

Brotherhood Railroad Trainmen, No. 217, 97 Borden avenue.

Bartholdi Lodge, No. 30, of Locomotive Firemen, 97 Borden avenue.

Bricklayers' Union, No. 41, 22 Flushing avenue.

Bricklayers' Union, No. 41, 97 Borden avenue.

Carpenters' Union, No. 3202, 97 Borden avenue.

Iron Molders' Union, No. 271, Long Island Division, No. 269.

Brotherhood Locomotive Engineers, Smithsonian Hall, Vernon avenue and Third street, second and third stories.

German Association of Stationary Engineers, No. 42, 237 Vernon avenue, Saturday.

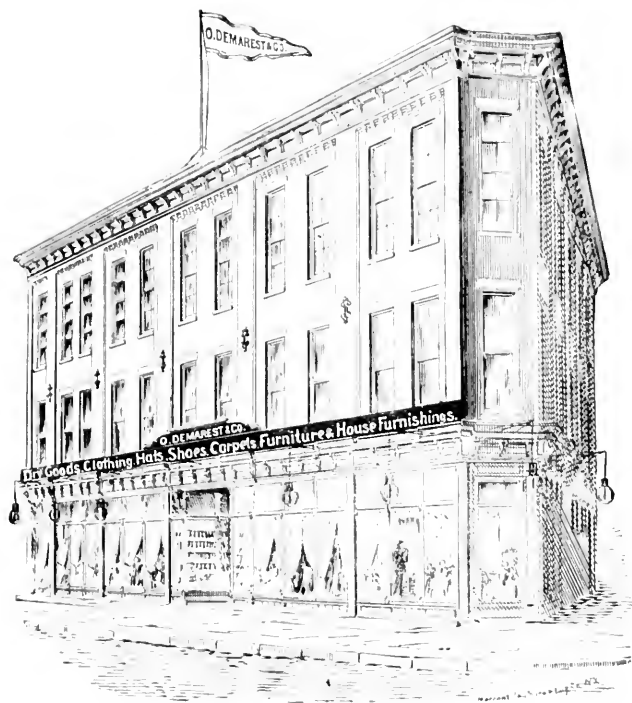
Long Island Railroad Mutual Relief Association, West avenue near Flushing street.

#### HISTORICAL INCIDENTS.

March 5, 1772, snow fell to a depth of about two and a half feet upon the level (the great snow of 1899, however, fell to a depth of about four feet). The heaviest snow fall since March 5, 1772, when a storm of equal violence struck the city, occurred in 1891.



The greatest calamity in the history of the city occurred December 25, 1902. The New York and Long Island Railroad Company had sunk a shaft one hundred feet deep in the triangle bounded by Jackson and Vernon avenues and Fourth street, from which a projected tunnel was being bored under the East River to East Forty-second street, New York. A large quantity of dynamite stored at the mouth of the shaft exploded with terrific violence at eight o'clock in the morning of the day mentioned. Houses rocked on their foundations throughout the near vicinity. Doors and windows were blown out, injuring many passersby on their way to their day's work. Five persons were killed, more than a score severely wounded, while a large amount of property was destroyed.



THE GOODS ESTABLISHMENT OF O. DEMAREST & CO.

Several large fires have visited the city. One occurred on the night of July 21, 1893, in which St. Mary's Church and the adjoining parish building, together with the greater part of the block, were entirely destroyed. Most of the block on the north side of Fifth street, opposite, was also reduced to ruins. As the surging flames rolled heavenward from the church spire, many miles of the surrounding country were illuminated.

A spell of hot weather beginning August 4, 1896, prevailed for eleven days, during which time the average maximum temperature daily was ninety-five degrees. In New York there were reported six hundred and fifty sunstrokes and 1800 deaths from the effects of the heat.

For the fourteen years, between 1882 and 1895 inclusive, there were 14,207 deaths in this city. Of this number 4013 were under five years of age.

On August 8, 1886, an explosion occurred at Greenpoint, on board the Nova Scotia bark *Nictaux*

and the cargo of naphtha, kerosene, and refined oil upon the vessel, which at once ignited. Other vessels were destroyed also. The losses were:

Bark Nietaux,	\$40,000
Bark Cyclone,	30,000
Bark Antonetta,	23,000
Barge Nameless,	2,500
Scow B,	1,500
Pratt & Co.'s sheds,	1,000
Manhattan Beach Railroad dock,	500
	<hr/>
	\$104,500

The explosion occurred on the Sabbath. The fire continued on the river the day and night of Monday following. On Tuesday at 6.30 A.M. thirty barrels of flaming naphtha floated up Newtown Creek and fired the dock of the Export Lumber Company of this city. Quickly the numerous lumber piles, four canal boats, a sloop and a schooner were ablaze. The vessels were destroyed. The yards of the company contained ten to fifteen millions of feet of lumber valued at \$500,000, half of which was a total loss.

The New York Architectural Terra cotta Works at Ravenswood were almost wholly destroyed by fire on the night of July 17, 1886. The loss was \$100,000. The firm was entering upon an era of prosperity, and were about to double their force of workmen.

On July 31, 1872, occurred a great fire at the Standard Oil Works. It originated on the canal boat *Dalem*, on board of which were 1,200 barrels of oil. The flames quickly reached the pier, then reached where were stored 15,500 barrels of oil, and soon another containing 10,000 barrels. Five barges were covered by the conflagration. The total loss reached \$500,000, including several vessels.

The triangle formed by the junction of Jackson and Vernon avenues, at Borden avenue, by some persons not known to mathematics, is called "Monitor Square." The name of "Monitor" originated in the circumstance that a little frame building, standing on the present site of the fountain, was begun about March 6, 1862, the day of the great victory of the Monitor over the Merrimac, at Hampton Roads. In honor of that event the name of Monitor was given first to the new structure, and afterward to the whole area thereabout. The building was used by Nelson Weeks, Sr., as a restaurant, and afterward by W. J. Lynam, until it was removed by the surrender of the ground to the city for Union College.



CITY GOVERNMENT.

*Mayor,*

PATRICK J. GLEASON.

*City Clerk,*

T. P. MCGRAW.

*Corporation Counsel,*

THOMAS P. BURKE.

*Common Council,*

WILLIAM SMITH, President.

Edward Dowling,

Fred. Bowley,

George A. McNulty,

Richard E. Kane,

Peter A. Flanagan,

Joseph Geiser,

JOSEPH CARLOS, Clerk to Committees.

WILLIAM MASKELL, Sergeant-at-Arms.

DEPARTMENT OF FINANCE.

LUCIEN KNAPP, *City Treasurer and Receiver.*

JOSEPH FIESEL, *Deputy Treasurer and Receiver.*

CLERKS.

John Boyce,

William Boyle,

Albert Boyd,

Richard Gosman,

Ebenezer Richards,

Mason Smedley.

*Water Department.*

BOARD OF WATER COMMISSIONERS.

JOHN W. MOORE,

FREDERICK L. GREEN,

AERAM LOVELL,

WILLIAM SMITH,

PATRICK J. GLEASON.

Joseph C. McKenna, chief clerk,

Frank T. Cannon, clerk,

Roe S. Johnson, clerk,

Ferdinand Kruger, clerk,

Paul Alexander, inspector of water meters,

Joseph Buchanan, inspector of plumbing,

Peter M. Coco, draughtsman,

Adolph Fischer, meter inspector,

Peter Cass, meter inspector,

Michael English, hydrant inspector,

Joseph A. Fischer, city tapper,

Morgan Murphy stableman.

Thomas Lang, general repairer.

STATION 1.

*Engineers:*

Denis Casey,

Owen McElearney,

Manley B. Paynter,

*Firmen:*

James Larsen,

Owen McElearney, Jr.,

Joseph Curran,

STATION 2.

*Engineers:*

John J. Farrell,

Andrew Rocks,

Patrick J. Solan,

*Firmen:*

Thomas J. Welch,

Peter Fox,

Thomas Lawlor.

## STATION 3.

<i>Police:</i>	Safarine O. Allen,	Terance O'Neil,	Patrick Evers.
<i>Fire:</i>	Jeremiah O'Connor,	Mortimer Gleason,	John J. McMahon.

## BOARD OF POLICE COMMISSIONERS.

John T. Grady, President,	William F. Fitzgibbons,	Patrick Delahanty,
Robert J. McMahon, Stenographer,	John Kelly, Examining Engineer and Boiler Inspector,	
Dr. Neil O. Fitch, Surgeon,	Charles Blasius, Electrician,	Anthony S. Woods, Captain.

## FIRST PRECINCT.

John Carroll, Acting Sergeant,	Henry Buschman, Acting Sergeant,
Patrick Ward, Roundsman,	James Higgins, Roundsman.

*Patrolmen:*

Bernard Keegan,	William Carlin,	Hugh Gallagher,
John J. Sheridan,	Julius Schroeder,	James O'Connor,
Patrick Doherty,	Thomas J. Hunt,	Andrew Younger,
Stephen Sullivan,	Walter J. Roach,	Fred. Bliss,
John A. Bauman,	John Orpheus,	Henry Miller,
Edward Burden,	Joseph Olyvia,	John McGill,
Thomas Conroy,	Henry J. Cassidy,	Thomas Ryan,
Christopher White,	Thomas Balbert,	John J. Nolan,
Patrick Downey,	Edward Slattery,	John J. Shea,
Thomas Crogan,	James J. Maher,	Anthony F. Woods,
William Weissenstein,	JANTRISS, Rosina Moran.	

## SECOND PRECINCT.

Thomas F. Darcy, Acting Captain,	Charles A. Flanagan, Acting Sergeant.
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*Roundsmen.*

Peter Farrell,	George Fitzgerald.
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*Patrolmen.*

James Fantry,	Terrance Cosgrove,	Amos Gustin,
William P. Parks, Sr.,	Herbert Graham,	Michael Flaherty,
Richard Walsh,	Timothy White,	Peter J. Hunt,
Peter Keidy,	Patrick Sullivan,	John Porn,
Joseph Brown,	John Flaherty,	Funk M. Freclingsdorf.
Peter Kelly,	Ambrose Clancy,	John Cassidy,
George S. Wheeler,	William Duncan,	William P. Parks, Jr.,
William Dunn,	Joseph Kane,	Thomas Larkin,
Samuel Copeland,	Owen Rudden,	Fred Ronch,
Charles Cameron,	William S. Burke,	John J. Bergen,
Daniel Bonhour, Jr.,	William H. Irving,	John Coonan.

JANTRISS, Eliza McManus

## FIRE DEPARTMENT.

## FIRE COMMISSIONERS.

W. F. Grady, President; Mayor, P. J. Gleason; President of Common Council, William Smith; Councilmen, P. W. Works, J. W. Moore and A. Levee.

*Chief of Department.*

W. H. DeLahanty.

Engine Company No. 1, situated at No. 105 Jackson avenue.

M. J. Nagle, Acting Foreman and Engineer.

T. F. Murphy, Driver. P. McLarney, Driver.

Engine Co. No. 2; Gale street.

J. F. Ryan, Foreman T. F. Hopkins, Engineer. P. J. Hughes, Driver  
H. McGinness, Driver.

Engine Co. No. 3; Radde street

R. McPhail, Acting Foreman. J. Romain, Engineer.  
M. Emmett, Driver. T. McKeon, Driver. R. L. Dempsey, Driver

Engine Co. No. 4; Main street.

George Brown, Foreman. Wm. McLean, Engineer. Wm. Gillis, Driver.  
J. H. Flynn, Driver. F. Rooney, Driver. Joseph Kelly, Driver

Engine Co. No. 5; Flushing avenue.

B. Z. Boyd, Foreman. J. E. Fry, Engineer.  
F. Mulligan, Driver. M. J. Kendrick, Driver. J. Stanton, Driver

Engine Co. No. 6; Webster and Vernon avenues

J. R. Smith, Acting Foreman and Engineer.

J. White, Driver. J. J. Creighton, Driver. Emil Kopeczna, Driver

Hook and Ladder Co. No. 1; 7th street.

M. Cannon, Acting Foreman. J. Welsh, Driver. J. Flynn, Tillerman

Hook and Ladder Co. No. 2; Flushing avenue.

J. Slattery, Acting Foreman. J. McKeon, Driver. Jacob Wright, Tillerman

Hook and Ladder Co. No. 3; out of commission.

J. Rider, Jr., G. H. Smyth, Wm. J. Furman, L. Lackner, F. McBennett, P. Mulligan, R. Lee, C. Dorsey, J. Schehr, J. Sheridan, J. Lynch, J. O'Brien, M. Haggerty, J. Weiland, E. Mason, C. Law, J. M. Rage, C. Horan and N. Minderman; dismissed without trial, suing to be reinstated

CIVIL SERVICE.

Walter Buchanan, Stephen McClancy.

IMPROVEMENT COMMISSION.

John W. Moore, Edward Dowling, Fred. Bowley,  
Owen Clarke, Owen Woods.

BOARD OF ASSESSORS.

Louis Willing, Charles McNamara, Andrew Murray.

BOARD OF EDUCATION.

John N. Pohley, John Hipple, Thomas O'Dea,  
James McMahan, Cornelius J. Jordan.

SUPERINTENDENT OF SCHOOLS.

John E. Shull.

PRINCIPALS OF CITY SCHOOLS.

High School—Edward F. Fagan, Astoria—Frederick H. Lane.  
First Ward—John F. Quigley, German Settlement—George E. Atwood.  
Second Ward—Kate McWilliams, Fifth Ward—P. E. Demarest,  
Third Ward—Edward H. Chase, Steinway—John Melville.

*Teachers:*

Bea A. Gould,	Rose A. Crawson,	Maud A. Newcombe,
Rose A. Maguire,	Annie M. Tarpey,	Margaret K. Knorr,
Clara L. Shelsky,	Julia F. Henry,	Angelina Heany,
May T. Molloy,	Viola B. Brown,	Theresa L. Heany,
Margaret L. Dubig,	Agnes Clift,	Maud G. Lewis,
Elizabeth Sandy,	Kate M. Carroll,	Ella R. Simpson,
Margaret L. Burns,	Anna E. Locke,	Katharine A. Marinar,
Catharine E. Hayden,	Katie A. Locke,	Catharine I. Shelsky,
Monica Ryan,	Margaret Scott,	Loretta Brooks,
Clara M. McKenna,	Mary E. Dobbins,	Margaret Monahan,
Catharine Lenahan,	Anna Dobbins,	Mary E. Dougherty,
Emma L. Kells,	Susie Dobbins,	Anna L. Carabine,
Emma C. King,	Mary C. Hughes,	Margaret T. Griffiths,
Martha E. Hahn,	Mary A. Flynn,	Amelia Limberg,
Alice Robinson,	Rose A. Lynch,	Minnie Campbell,
Mary A. Comisky,	Marion H. Gartlan,	Catharine A. Wieling,
Susan A. Coughlin,	Fannie L. Simpson,	Adah Parsells,
Loretta McKenna,	Cecilia Solon,	Isabel Ryan,
Mary E. Durney,	Catharine T. Coughlin,	Mary McGowan,
Anna L. Schreiner,	Sarah McLean,	Nellie E. Simon,
Henrietta E. Kron,	Carrie T. Chadsey,	Alice E. Cranfield,
Helen E. Gusterson,	Anna Ransky,	Fannie S. Gillis,
Helen M. White,	Anna M. Waring,	Emma Chown,
Ella I. Barry,	Kate Milne,	Edith White,
Mary McGee,	Margaret Bly,	Virgie E. Bartlett,
Margaret Bolton,	Ella M. Dowd,	Sarah Christie,
Mary C. Mahon,	Adah L. Clift,	Nellie Delahanty,
Angeline E. Rebour,	Florence M. Harmer,	Pauline E. Flanagan,
Catharine C. Loughlin,	Catharine E. Cassazza,	Ella R. Bragaw,
Charlotte Schulte,	Sarah E. Braeken,	Marion Farrell,
Loretta F. Clark,	Lilian Gibson,	Lilian C. Lowell,
Anna Leahy,	Catherine I. Kieley,	Mary A. Chambers,
Mary A. Walker,	Lilian Jackson,	Lottie E. Smith,
Margaret V. McCarron,	Helen G. Comisky,	Rebecca H. Stafford,
Sophia I. Wieling,	Margaret E. Knause,	Mary C. Flynn,
Mary C. Coleman,	Adeline H. Brown,	Mary Gallagher,
Theresa A. Kelly,	Kate Rooney,	Edna M. Ellsworth,
Sarah T. Driscoll,	Catharine M. Hopkins,	Mary K. Rooney,
Raphael Shaughnessy,	Ida Hahn,	Ella L. Keyes,
Augusta Carlstrom,	Jennie C. Cook,	Agnes T. Lunny,
Alice Bird,	Anna L. Bubenik,	Irene M. Gibbs,
Julia Gerrity,	Margaret Duggan,	Agnes B. Murphy,
Julia A. Green,	Rose M. Hopkins,	Annie S. O'Geran,
Ma. Cleary,	Cecilia M. Murphy,	Jean C. Huston,
Sarah Crawson,	Elizabeth T. Brady,	Lilian H. Nichols.

## BOARD OF HEALTH.

- President, Patrick J. Gleason, *ex officio*.  
 Chairman, James Comiskey, Joseph Cassidy, William W. Wright, Martin Fleischer, Jacob M. O'Brien, I. Milot, M.D.  
 Hygiene Officer, William J. Burnett, M.D.  
 Health Officer, Thomas C. Kaden, Esq.

SECRETARY — Dr. F. H. Batterman  
 CHIEF SANITARY INSPECTOR — John J. Colton,  
 CHIEF INSPECTOR OF PLUMBING — Thomas Freeman,  
 VETERINARY SURGEON — Dr. W. H. Wright,  
 CONTRACTOR FOR REMOVING DEAD ANIMALS — John G. Woodner

## LOCAL OFFICIALS

Charles T. Duffy, *J.* Justices of the Peace  
 James Ingram, *J.*  
 John Hendrickson, Stenographer and Clerk  
 Conrad Duestel, City Constable,  
 James Cameron, Court Officer

## RÉSUMÉ.

The political history of the city from the period of its creation into a municipality in 1837 has been unduly characterized with bitter and acrimonious strife. There has been too much charter, too many offices, too numerous an army of hungry place-seekers, with the usual result of turmoil, contention and incalculable damage to the material interests of the place. Administration followed administration, sometimes in the interest of progress, but often overturning what had already been accomplished, or blocking the way of future advancement. The nearness, however, of the new aspirant for urban honors to the great metropolis constantly stimulated and kept alive the spirit of enterprise and improvement, while the steady overflow of population and business interests that were rapidly gathered into the accessible and inviting territory, well withstood the unfortunate drawbacks occasioned by the politicians, who, from time to time, were charged with the duty of directing the local government. Relief from these prejudicial conditions has been long and anxiously sought. The city's admirable situation, together with its natural advantages, eminently fitted it for a populous and prosperous suburb of New York. But its government has been a failure. Its population is widely scattered and extremely heterogeneous, thereby removing, to an indefinite future the development of a higher social and municipal type. Finally these conditions vigorously appealed to property owners, business men and citizens generally, leading them to recognize, in the absorption of the city into Greater New York, the surest hope of a bright and prosperous future.



## CHAPTER V

### THE LONG ISLAND CITY STAR.

A SHORT HISTORY OF THE EARLY STRUGGLES—THE FIRST ISSUE—GROWTH OF THE PAPER—REMOVALS OF OFFICES FROM TIME TO TIME—THE "DAILY"—AND ITS TUG OF WAR—THE GREENPOINT EDITIONS—ERECTOR OF THE PRESENT "STAR" BUILDING—ITS VARIOUS DEPARTMENTS—THE PRESS, JOB AND COMPOSITION ROOMS—BUSINESS AND EDITORIAL OFFICES—PRESENT IMPROVED CONDITION OF THE PAPER—ITS LARGE CIRCULATION—ITS NEW DRESS—THE FOUNDER AND HIS SUCCESSFUL ACHIEVEMENT—THE LONG ISLAND STAR PUBLISHING COMPANY.

The STAR was born before Long Island City was incorporated, the first number being issued on the 26th of October, 1865, when the territory hereabouts was a part and parcel of the town of Newtown. The faith of its founder was so strong that a thriving city was destined to spring up along the river front from Newtown Creek to Astoria and Bowery Bay, that he christened the newspaper venture *The Long Island City Star and Newtown Advertiser*.

Very few successful newspapers were ever started under more modest auspices. It was the creation of Thomas H. Todd, who graduated from the office of the *Flushing Journal*, where he had served during the extended period between the years 1851 and 1865. He commenced as an apprentice and ended his connection with the office as general superintendent and manager of the business when he determined to "strike out for himself." The late Charles R. Lincoln, editor of the *Journal*, was his warm friend and trusted adviser, and the venture was made with his fullest approval, Mr. Lincoln at the time making this prediction: "That section is destined to be a great business center; for a young and enterprising man no better opening, to my mind, presents itself. You may have a hard struggle for the first year or two, but the field is sure to develop, and will prosper or grow with it. See that you stick to it and work; and, most important of all, *don't give up!*"

With small capital, a Washington hand press and the necessary types and other appliances, the young apprentice set up business on Vernon avenue, near the corner of Fourth street, in October, 1865, occupied by John W. Petry as a hardware store.



THE PRESENT STAR BUILDING, 41 BORDEN AVENUE.

#### JOB PRINTING.

A small job printing plant was connected with the office and a thorough canvass of the



neighborhood was made for the securing of patronage. The first job of printing turned out on the presses was a carpenter's business card, of which the following is a copy:

H. M. THOMAS,  
CARPENTER AND BUILDER.  
Residence:  
CENTRAL AVENUE AND FOURTH STREET,  
LONG ISLAND CITY.

Every encouragement was held out by the business men of the period, and the office force, which consisted of the "boss" and a man and a boy, were kept fairly busy in the struggle for "making both ends meet" in the impretentious printing establishment.

Fortunately, within a month after opening day, the friendship and patronage of the late Oliver Charlick, president of the Long Island Railroad, were secured, and a liberal share of the railroad



STAR EDITORIAL OFFICE.

printing materially aided in finally placing the venture up on a secure and paying basis. Mr. Charlick proved a good and true friend, and his esteemed favor and patronage were retained until the day of his death.

#### FIRST ISSUE OF THE STAR.

The first issue of the *Star*, as above noted, was given hearty welcome in Hunter's Point, Ravenswood, Astoria, Dutch Kills, and other quarters of the town of Newtown, it being the only newspaper published in the township.

Hunter's Point at this period was small but steadily growing and the outlook was promising. Being the railroad center of the Island, with a magnificent water front, excellent ferries, and broad avenues opening out into the country, everything pointed to the speedy materializing of a populous

DAILY STAR.

3

LONG ISLAND WEEKLY STAR.

4



The Long Island City Star.

AND SEAFORD ADVERTISER.

2

The Evening Star.



Greenpoint Daily Star.

5

1

Greenpoint Weekly Star.

H. Ballerman

Our Kitchen  
The Kitchen

- 1. The Daily Star, May 27, 1871.
- 2. The Long Island City Star, October 26, 1871.
- 3. The Daily Star, 1870.

- 4. The Weekly Star of 1870.
- 5. The Greenpoint Daily Star of 1870.
- 6. The Greenpoint Weekly Star of 1870.

city. Mr. H. S. Anable, at that time manager of the Union College property, was an enthusiast in the belief that an important future was in store for the neighborhood, and the publisher was induced to unfurl and put upon record the first name-banner of the coming city in titling the newspaper *The Long Island City Star*.

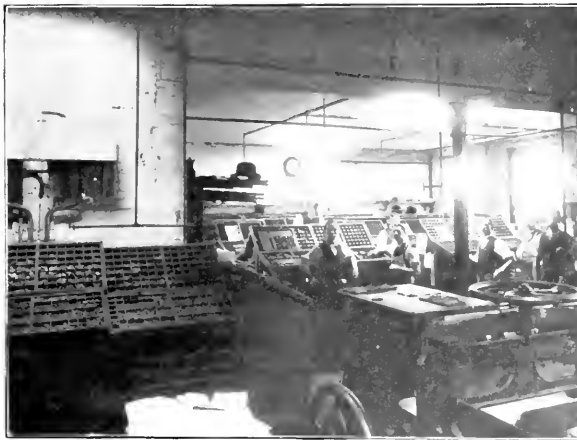
## PROGRESS

The newspaper business grew and prospered from year to year. Job printing increased in volume. Factories, dwellings and stores multiplied. Many needed and desirable public improvements were carried forward to successful completion, and all this forward march along the lines of progress led, in 1868-69, to the agitation for incorporation which finally culminated in 1870, in the setting up of the city. The *Star* took prominent part in the preliminary work of the first charter and subsequently, without avail, arrayed itself against the dangerous principle of giving arbitrary and unlimited power to the Mayor as was done in the ill-starred "Revision," which was carried through the Legislature in 1871.

The *Star* during its career has had several "migrations." In 1868 removal was made from its birth-spot to the old Foster building, a little farther south on the avenue, near the corner of Third street; and from there, in 1870, it marched still nearer the business center by taking up more roomy quarters in the Schwalenberg building on Borden avenue. Here many improvements were made to meet the growing wants of the times. The old hand press was discarded, a new and improved and fast running cylinder purchased, and many important additions were made to every department of the plant which had already developed into one of the most complete to be found in the county.



STAR PRINTING ROOM.



THE COMPOSING ROOM.

## FIRST SUBSCRIBERS.

A liberal subscription list grew apace and the *Star* soon made its way into every quarter of the township. John Bragaw and Peter Hulst, old and well-known residents of the Blissville section (both now deceased), were the first citizens to have their names enrolled upon the subscription book, each one paying his two dollars in advance, greatly to the surprise and delight of the publisher, who handed to them two of the first newspapers that came from the hand-press.

## THE DAILY STAR.

In the spring of 1876 the long contemplated plan of a daily issue was finally decided upon, and on Monday, March 28, the first number of the *Long Island City Daily Star* made its appearance. Now really came the tug of war in right good earnest. Small and insignificant as it was, the paper

proved an expensive and wearing daily tread mill. The political ring that controlled the city was against a "daily enemy," and vowed that they would starve it out; but they "reckoned without their host." The publisher knew well the field and the obstacles he was to encounter, and had carefully counted and provided for the cost of the battle. For four long years it was a losing game and thousands of dollars were sunk in the struggle for saving it from shipwreck. But the clouds of adversity were gradually broken and scattered and success finally won, and in the spring of 1886, the balance sheet made known the gratifying fact that the "Daily was paying its way." Better and more commodious quarters were now again essential and two large floors were leased for a term of five years at 72 Borden avenue. Upon their being specially fitted and provided with steam power, elevators and all the modern appliances, the new offices were occupied on the first of May, 1886, and the business of both Daily and Weekly, from that time forward, commenced to boom in a manner that was exceedingly gratifying. The dark days that had been experienced and the mountains of discouragement that had been overcome were at last happily relegated far to the rear.

#### GREENPOINT EDITIONS.

Daily and Weekly editions of the *Star* for Greenpoint had been added to the list of publications, and

they, also, were steadily forging forward in public favor in that populous and prosperous section of the city of Brooklyn known as the Seventeenth Ward.

The business of the *Star* had grown to be large and remunerative. The foundation was well and securely laid with an eye single to the rearing of a superstructure that would insure the most complete and thorough-going journalistic independence, for the good and behoof of all the people whose interests it was established to espouse.

#### SUCCESSFULLY ESTABLISHED.

After five years of laborious effort the daily was adjudged a fixture and a success, having been



NEWS-CELL COMPOSITION DEPARTMENT.

triumphantly established as one of the permanent enterprises of the city. It was the acknowledged, energetic and reliable recorder of passing events, while the Weekly had years before come to be the great home newspaper of the city and the adjoining townships, and was favored with a yearly subscription patronage unsurpassed by any of its island contemporaries. During all these years the *Star*, from time to time, has been out and in (oftener out than in) with the local politicians and the managers of the city government, but it never deviated from the even tenor of its way in championing the cause of the taxpayers. It has never, strictly speaking, been the organ of any man, public or private interest, political clique or faction, and herein, unquestionably, has consisted its phenomenal success as a business venture.

#### PRESENT THREE-STORY BUILDING ERECTED.

In the spring of 1885 the lease of the offices at 72 Borden avenue was about to expire in the month of May. All efforts failed in securing a renewal of the lease, the owner of the building alleging that the war of the steam presses endangered the structure and annoyed his other tenants. This information was not definitely known until about the fifth of April, and the premises were to be vacated on the first day of May. Quick movement and speedy determination were demanded, and it was decided that the time had arrived when the *Star* should have its own office building. The site now occupied by the present building was purchased on April 10. On the fifteenth, plans had been prepared by Architect James

Dennen (lately deceased). On the twentieth, upon the securing of estimates for the erection of the three-story building, twenty-two by eighty feet, the contract was awarded to John T. Woodruff, under an express agreement that "the job must be rushed." On the following day Mr. Woodruff set a large gang of men at work, and the solid twelve-inch brick walls fairly "walked up." Fortunately good weather followed, and at twelve o'clock noon of May 1, the roofers were topping off the completed structure. In the afternoon, machinery, presses, etc., after an early issue in the old quarters of the *Star* of that day, were removed and set in position, and an all-night's struggle of a force of machinists, boiler-makers, etc., enabled the printers to get the daily issue of May 1 out upon the street promptly on time from the commodious press-rooms of its own handsome three-story headquarters. Contractor Woodruff exceeded all his previous records as a hustler in the wonderful manner in which he handled this job, and for months afterwards the *Star* building was pointed out by the passersby as Contractor Woodruff's "quicker than a wink job."



NEW HALL PRESS ROOM.

ACCOMMODATIONS DESCRIBED.

The new building, with the capacious rooms of its three stories, has proved a model of convenience in every respect. The first floor is utilized for the business quarters, press rooms and compositors' job printing department, and the arrangements as to light, steam heat, etc., are perfect and unsurpassed in every regard. The second floor front is occupied as the editorial rooms, and the rear as the stock rooms for the storage of news, book and writing papers, cards, cardboard, etc.



JOB PRESS ROOM.

The third floor is set apart as the newspaper composing room. It is spacious, heated by steam, well lighted, thoroughly ventilated, and, all in all, is one of the coziest and best adapted for its purpose to be found on the Island. On this floor, also is the newspaper file room, where, conveniently arranged for reference, may be found copies of every issue of the *Star* from 1865 to date—the Weeklies substantially bound in volumes of two years each, and the Dailies in volumes of six months.

FAVILITIES AND BUSINESS ENLARGED.

Since the occupancy of this new building many improvements, from time to time, have been made, and each succeeding year has seen numerous additions to the machinery and

other appurtenances of the establishment. The circulation of the several editions of the Daily and Weekly issues has steadily advanced; the advertising patronage has grown in a corresponding

degree; and the business of the job printing department has so developed in volume of work and character of output as to rank the office second to none in the vicinity of New York. One of Hoe's celebrated three-revolution newspaper presses and a folding machine for trimming and putting in convenient form for mailing purposes and delivery to carriers copies of the *Star* as they come from the press, insure prompt and speedy handling of every issue, and the many marked advances in newspaper making that have been gradually evolved since the days of the old slow-going hand-press of '65 are truly wonderful, and especially so to the one who, indulging the retrospective review, has been permitted to travel along with the plodding and tireless procession during the period of improvement.

#### THEN AND NOW.

The territory now embraced in Long Island City had a population in 1865 of some 7000 to 8000 souls. The population is to day upwards of 50,000. The *Star* has kept pace with this development, and from a small and insignificant sheet in '65 it has grown to be a handsome eight-page newspaper, well filled with the cleanest and choicest reading matter, and is classed by popular verdict as ranking among the leading and influential papers of the Island. Its circulation has increased from a few hundred to some twelve thousand per week, and its roll of workers has grown from three at the beginning to the snug little army of thirty-six, as exhibited by the pay roll of September 28, 1896.

#### SUCCESS WON.

The founder is still at the helm. At the beginning he was young, untiring, vigorous and hopeful. He has grown gray in the service, but the most complete success has crowned his efforts in establishing a prosperous business, and in the upbuilding of a newspaper whose primary aim has been the advancement of the best interests of the community.

#### THE LONG ISLAND STAR PUBLISHING COMPANY.

The business of the *Star* is now under the management and control of a duly incorporated company, said organization having assumed charge on June 1, 1893, and is capitalized in the sum of \$50,000. The stockholders are:

Thomas H. Todd,	Edward Todd,
Theodore S. Weeks,	Alvan T. Payne,
Joseph W. McKinney.	

The officers in charge as directors of the affairs of the company are as follows:

*President*—Thomas H. Todd,  
*Treasurer*—Edward Todd,  
*Secretary*—Theodore S. Weeks.

#### A NEW DRESS.

With the issue of September 26th of the current year a complete new dress was donned, requiring for the change upwards of a ton of new types and other material, the improvement giving a clean and sharp appearance to the print of the newspaper and attracting wide attention and favorable comment.

#### ANNIVERSARY AND OUTLOOK.

On the 27th of October, 1896, the thirty first anniversary of the *Star* was duly celebrated. Before the completion of the new volume the greater New-York will probably have fully and finally materialized. The *Star* was a stalwart youngster at the time of the setting up of Long Island City; it applauded the advent and bade God-speed to the new and promising municipality. It has continued uninterrupted in the journey, always striving to the best of its ability to protect the interests and to aid in the development of the place. The city has filled its mission. It has so prepared the broad and magnificent territory comprised in its boundaries as to fit the lands for an important place in the coming greater city, and the *Star* heartily commends the new order of things as a transition to an uncharged and boundless field of opportunities, where greater and more marked progress and material advancement will be assured our citizens. The *Star* hopes to continue to fill the field in the future,

as it has in the past, and as the representative of the people in this district of the Greater New York, its publishers promise that it will always be found an alert and trustworthy champion of the rights of the masses.

THE STAR STAFF, SEPTEMBER 28, 1896

THOS. H. TODD, Managing Editor.  
EDWARD TODD, General Business Manager.

THEODORE S. WELLS, City Editor, L. I. City edition  
OLIVER H. LOWRY, City Editor, Brooklyn edition  
LUCILE TODD, of St. Joseph, Mo., Editor of "The Household" Department

J. S. KESSIA, Manager Advertising Department  
J. ROBERT LAWS, Cashier and Bookkeeper  
E. M. DEVOE, Advertising Canvasser.

REPORTERS.

George B. Case,  
F. M. Devoe, Jr.

Edmund V. MacLean,  
Charles R. Hughes,  
George Sproston,

Clark E. Smith,  
Geo. McKiernan,

NEWSPAPER COMPOSING ROOMS

Edmund I. Guthrie,  
Richard W. Blauvelt,

GEO. E. DICKER, Foreman,  
Warren A. Fency,  
Charles S. Runyon,  
Otto Kraemer.

John Worden,  
Thos. H. Todd, Jr.,

JOB DEPARTMENT

Donald A. Manson,  
Robert W. Hume,  
John Delaney,  
Patrick Reilly,

JOSEPH W. M. KESSIA, Foreman,  
Wm. Kollmeir,  
Grafton T. Norris,  
Wm. Gardner,  
Geo. W. Young,

Geo. J. Dahl,  
Lewis Wemlein,  
George Moore,  
Joseph Colgan.



## CHAPTER VI

### BIOGRAPHICAL.

#### THE SKETCHES OF SOME OF THE PROMINENT CITIZENS OF LONG ISLAND CITY AND VICINITY.

**STEPHEN A. HALSEY.**—A history of Astoria without mention of this public-spirited citizen would be like the play of Hamlet with Hamlet left out. Stephen A. Halsey was born in New York City, April 25, 1761. In 1834 he purchased a residence in the village of Flushing; and in going to New York to his business by steamboat he was obliged to pass Astoria, then called Hallett's Cove, and being impressed by the beauty of the situation, decided to dispose of his Flushing property and remove thither. Consequently, in 1835 he bought the Perrot farm, and the Blackwell farm, comprising nearly all the land lying between Pot Cove and Hallett's Cove, west of what is now Stevens street. He at once devoted himself vigorously to the work of public improvement, laying out and opening streets, building wharves, etc. He built many dwellings, buildings for factories, stores, carpenter and blacksmith shops, and induced the mechanic and the tradesman, the butcher and the baker to occupy them and to settle in the place. He procured the passage, by the Legislature, in April, 1839, of a bill incorporating the place as a village; the name "Astoria" being adopted in honor of John Jacob Astor, of New York, an old friend of Mr. Halsey who had been more or less interested in the fur business with him. An older brother of Mr. Halsey was sent out to Oregon by Mr. Astor in the early part of the century. About 1840 he purchased the ferry running to Eighty-sixth street, New York, known in old times as "Home's Hook Ferry," and improved it for the better accommodation of the public, which ferry he ran for nearly thirty years. In 1840 he finished and occupied the large stone mansion on Fulton avenue, between Monson and Halsey streets, now used by the L. I. City High School. It was built with stone quarried on the premises. About the same time he was instrumental in opening Fulton street from Perrot avenue, now Boulevard, to Main street, making a direct outlet from the ferry; also, the Flushing turnpike to the village of Flushing, and the Astoria, Ravenswood and Williamsburgh turnpike road and bridges to Williamsburgh, both of which roads he managed for many years. He was a trustee of the village of Astoria during nearly the whole time from its incorporation to the chartering of Long Island City. The first fire company, called "Astoria Fire Engine Company, No. 1," was formed about 1842 by his agency, he building the house which now forms a part of the saloon now standing on Fulton avenue, southeast corner of Halsey street. In that year Owen street, now Franklin, was opened from Perrot avenue to Emerald street, now Van Alst avenue, by his influence. He was largely concerned in the building of the Reformed Dutch Church in 1836, and of the Presbyterian Church in 1849, and made large donations of time and money to both. About 1849 he, with two or three others, bought several farms, and laid out and opened through them, Broadway, the Crescent, Emerald, Academy and Grand streets, First, Second and Jamaica avenues, etc. At that time he donated a plot of ground, 125x225 feet, on Academy street, and procured the building of a school-house thereon, which is now used by the Fourth Ward School. In 1853 he organized the "Astoria Gas Co.," and on premises now occupied by Steinway R. R., on Mills street, Fifth Ward, built the gas works which for nearly a quarter of a century supplied Astoria with gas. He was a gentleman of large and liberal spirit. When the Astoria Catholic Church was about to be built he donated the stone for the foundation. In his numerous undertakings he employed many laborers, but in all his dealings with them he never paid less than a dollar a day, even when others in the neighborhood were paying but a few cents. He has been called "the father of Astoria." Was he not justly so named?

**JOHN B. LOCKWOOD.**—The old-time families that in former years gave a distinctive character to the city of Astoria are rapidly disappearing. The few that remain might almost be counted on the fingers of one hand. As far as Long Island City is concerned the names of a majority of them are forgotten. The names of streets and avenues in the upper section of the city. Among the few who remain is John B. Lockwood, who for more than thirty years has lived a quiet, retired life in the city of Astoria. Brought up by wealth, social position and influence to aspire to high honors, he has in the course of his public services as he has rendered the city, inconspicuous positions that brought





Stephen A. Halsey

1874

Oct. 16.



Mr. Lockwood is of Puritan ancestry. His family was one of the earliest to settle in Connecticut, over two centuries ago. His father, who was engaged in the real estate business, went to New York from Connecticut, and it was in that city Mr. Lockwood was born in 1828. His early education was received at a private school in the city of New York. After leaving the private school he went to New Brunswick, N. J., where he spent several years in study, but did not pursue a regular course leading to a degree.

Soon after leaving college he became a clerk in a commission house. In 1856 he went out the commission business himself. He dealt largely in naval supplies. While he was engaged in his business as a commission merchant he resided in New York and Brooklyn. In 1861 he retired from his business and came to Astoria. The fine old mansion, fronting on Broadway, located far back from the street, and surrounded by its spacious lawn occupying the whole block between Levee street and Debevoise avenue, was for sale. It was owned at that time by a man named Sanford. Mr. Lockwood purchased the place, intending to remain one year in Astoria. He has lived on the same spot for thirty-two years.

Astoria was in those days a popular suburban village. Many wealthy New York business men preferred the quiet village to the noisy city on the other side of the East River. The larger number of these old families have been driven out by the crowding in of other elements and the development of manufacturing interests in close proximity. Old Astorians took considerable pride in their village, and the Board of Village Trustees was always composed of representative men. Mr. Lockwood was elected a member of the Board and served a portion of the period that intervened between the time of his removal to this city and the incorporation of Astoria into Long Island City. His associates on the Board were Joshua Lathrop, Charles Strang, James Bennett and R. M. C. Graham five members. Of these five, Mr. Lockwood is the sole survivor.

From the time of the incorporation of Long Island City Mr. Lockwood has taken an active interest in the administration of its public affairs. He has several times filled appointive positions, but always refused to become a candidate for an elective office. Several times at different periods during the last twenty-five years his friends have urged him to become a candidate for Mayor, but he has refused to allow his name to be used.

Whether as a public official or as a private citizen he has used his influence to promote the welfare of the city and the residents. Mr. Lockwood was one of the first to see the necessity of furnishing an adequate water supply. When Mr. Ditmars was the Mayor he urged the purchase, by the city, of Trains' Meadow, which he believed would furnish an adequate supply of water for the city. He even offered to take one third of the bonds that would be required in order to purchase the Meadows. The property was not as valuable then as it has since become, and might have been bought for a comparatively small sum. But Mayor Ditmars objected on the ground of expense, and because special legislation would be necessary to authorize the purchase.

Under Long Island City's second Mayor, Mr. Debevoise, Mr. Lockwood was appointed Police Commissioner. By virtue of this office he was also a Health Commissioner and Fire Commissioner, the three positions being combined in one official. He served for a full term. He did not hold any public office again until Mayor Gleason was elected, when he was appointed a Police and Fire Commissioner. The office of Health Commissioner had been separated from the other two by act of the Legislature. Since his retirement from this position, Mr. Lockwood has refused further political honors, although his interest in the welfare of the city has been, as keen as before. The quietude of his home life is more congenial than the turmoil of politics.



JOHN L. LOCKWOOD

In the year 1853 Mr. Lockwood married Miss Julia A. Westlake, of New York. They have one daughter, Mrs. S. G. Beals, who, with her husband and two young sons, resides at the old home on Broadway.

PETER G. VAN ALST was born at the Van Alst homestead, Dutch Kills, May 28, 1828. His ancestors being among the earliest settlers on Long Island. He received his early education at the district school, and later at the Astoria Institute. In 1845 he began the study and practice of surveying with H. F. Betts, of Williamsburg, with whom he remained until near the time of the latter's death, which occurred about the year 1853. Soon thereafter, Mr. Van Alst purchased of the estate of Mr. Betts the entire outfit and effects of his office, and in January, 1854, formed a partnership with J. V. Mesrole. The partnership lasted but two years, Mr. Mesrole withdrawing and Mr. Van Alst continuing in business on his own account. Mr. Van Alst has been appointed by the Legislature several times as a commissioner in conjunction with others to survey and supervise the construction of some of the leading highways, which office he has always satisfactorily filled. While officiating in that capacity he acted as Chairman of that body. He made surveys and maps which show the street lines, grades, sewerage and monumenting of the city, and assessment maps of the different wards of Long Island City. In 1893 a bill for the improvement of Vernon and Jackson avenues and the Boulevard was passed, and Mr. Van Alst was appointed a commissioner, a position he held for some time. In January, 1896, he was appointed general engineer by the Improvement Company, which position he still retains. On July 4, 1867, Mr. Van Alst married Miss Eliza Johnson, to whom three children were born, two of whom are living, a daughter Helen G., and a son Peter G., Jr., the latter having been born March 13, 1874.



HON. J. E. MADDEN.

CORNELIUS RAPELYE TRAFFORD.—A history of that portion of Long Island City known as Astoria, and biographical sketches of its most prominent people would be indeed incomplete without special mention of the subject of this sketch, who was born in Astoria, March 26, 1809, and died here September 14, 1872.

His parents were John Trafford, one of the earliest settlers at Hallett's Cove the original name of this locality and Grace (Rapelye) Trafford and occupied the beautiful, although more than a century old, homestead at the junction of Boulevard and Main street, now the winter home of Mrs. Lydia L. Rapelye, widow of Mr. Trafford's cousin, Cornelius Rapelye.

Mr. Trafford was intimately identified with the public affairs of the village of Astoria, and was for years an influential and progressive member of the board of village trustees at a time when such substantial and public-spirited men as Mr. S. A. Halsey, J. B. Reboul, Josiah, Robert and Henry Blackwell, James Tisdale, and other citizens took an active interest in the governmental affairs of the then beautiful village, and much of the old time attractiveness of the place was due to him and his official associates, all, with him, long since deceased.

Mr. Trafford was a man of large means, which he expended liberally in the building of very many of the most attractive dwellings in different parts of Astoria and particularly on the "Hill"—always the aristocratic section. He was largely interested in the Astoria ferry, and aided materially in the first introduction of street cars, in fact, was to the time of his decease one of the most important factors in the community. He was noted for his geniality, and many remember with pleasure and gratitude his acts of inmostations charity.

Mr. Trafford was never married, and therefore leaves no direct descendants to perpetuate the name. The beautiful chimes in the tower of the Episcopal Church of the Redeemer, on the Crescent, were given in his will by Mr. Trafford, and annually on the recurrence of his birthday, ring out sweet melodies. A massive granite cross is a striking feature on the beautiful lawn in front of the church and marks the last resting place of Mr. Trafford.

CORNELIUS RAPELYE was born in New York City, November 16, 1833, and was a son of George Rapelye, a native of Newtown. His mother, whose maiden name was Jane M. Snyder, died when the



Mrs. Stephen S. Hall



subject of this sketch was about two years old. He was reared by ———— Mrs. George R. Rapelye of Traford, a most excellent Christian lady. Our subject received a liberal education in the best schools in New York City. In 1853 his father died, after which he began to make his home on Long Island City with Cornelius R. Traford, who was largely interested in what afterwards became known as the East River Ferry Company. For many years thereafter Mr. Rapelye was a resident of that corporation.

In Newtown, December 1857, Mr. Rapelye married Miss Linda L. Hyatt, daughter of John B. Hyatt. Both Mr. and Mrs. Rapelye were always devoted members of the Reformed Church of Liberty; his lifetime the former was for many years an elder of this church. He contributed large sums of money to the support of church work, and in a business and financial way, he was recognized as a citizen having much weight, and was held in high esteem. Socially, he was a member of the Holland Society.

HENRY SHELDON ANABLE, whose demise occurred September 3, 1887, was one of the noblest and best known residents of the Hunter's Point section of Long Island City, and that he may be regarded with having been the "father of the city," as he was always foremost in shaping and pushing the great improvements long anterior to the date of incorporation.

Mr. Anable was born in Albany, on June 21, 1815, and was educated at the Albany Academy, the late Bishop Loughlin, of Brooklyn, being among his classmates.

His earlier years were spent in the dry goods business in New York City, Utica and Sheboygan, Wis., and as a banker at Sacramento, Cal., where he went, in 1852, across the plains by means of the primitive mule teams and "prairie schooners" of the pioneer days. In 1855 he married Miss Rosanna Frick, of Sheboygan, Wis., by whom he had three children, a son (a lawyer) and two daughters, all of whom survive him.

He was best known as the successful manager and agent, for nearly thirty years, of the great real estate interests at Hunter's Point and at Greenpoint, then owned by the late Dr. Eliphalet Nott, president of Union College, of Schenectady, N. Y., and Messrs. Crane & Ely, and afterwards owned by the trustees of Union College. Coming to Hunter's Point in 1855 as the representative of Dr. Nott, who had long been his friend and who had married Miss Sheldon, an aunt of the subject of this sketch, Mr. Anable soon became the manager and agent of all interested in the estate, a position which he held after the title became vested in Union College in 1862, and until April, 1884, when he resigned his trust, and was succeeded by his son, Eliphalet Nott Anable.

It is worthy of note that during his long service of the college interests, upwards of two and a quarter millions of dollars passed through his hands, and that at the final audit and settlement of his accounts there was an exact balance, to a farthing, of the large amount.

During this period he was active in carrying through Jackson Avenue, the first important county highway ever constructed; and also in the opening of the broad and fine macadam thoroughfare known as Thomson Avenue. It was also mainly through his instrumentality that the Long Island Railroad and the Flushing Railroad were induced to make their terminus at Hunter's Point, which finally led to the organization of the East River Ferry Company and the inauguration of a ferry system which has grown to its present wonderful development. And to the same influential and indelibly worker the credit is chiefly to be given of making Long Island City the county seat of Queens County.

Under Mr. Anable's management the extended water front of Hunter's Point was leveled and filled, hills were cut down, swamps filled in and a system of streets and avenues was laid out and graded, at an expense of more than \$400,000, by Union College. When Long Island City was incorporated he was prominent in drafting and securing its first charter and afterwards served as a member of the Survey Commission which was intrusted with the important work of laying out streets and avenues and preparing maps of the same for the entire city. Later on he served on the First Ward Improvement Commission, which body conducted to successful completion one of the most gigantic public improvements ever undertaken on Long Island.

In pushing forward the material interests of the city, Mr. Anable was among the foremost. He was vice-president of our first street railway, and one of the originators and vice-president for years of our admirable Savings Bank. In religious matters he was prominent in the Baptist denomination, being one of the founders and a deacon of the First Baptist Church of Greenpoint, a vice-president of the Baptist Social Union of Brooklyn, and one of the founders of the Baptist Home of Brooklyn, and at the time of his decease was a deacon of the East Avenue Baptist Church of Long Island City.

The general obsequies, which were held Monday, September 5, 1887, were the largest that ever took place in Long Island City. His remains were interred at Albany, N. Y.

FREDERICK W. LEAM BLECKWENN, senior member of the well-known Real Estate and Insurance firm of Frederick W. Bleckwenn & Son, No. 222 Lockwood street, Astoria, Long Island City, was born in Hanover, Germany, in 1830. After graduating from school he learned the book trade, and for several years satisfactorily managed a large circulating library, containing over 30,000 volumes, in the City of Hanover. It was then, right among the treasures of the old and new authors of the world, that he acquired a thorough literary education and an extensive knowledge of human nature.

In the year 1858 he came to this country and soon found employment in the Publishing and Importing House of William Radde in New York City. By very close application to business he soon

advanced to a position of trust and confidence. Having special charge of the vast landed interests of his employer, he received a perfect and valuable training in the real estate and conveyancer business, and studied all the laws relating thereto. In the interest of the publishing branch of the business he wrote and translated a number of books and poems, and read the proofs of all of the new publications of the firm, thereby putting to practical use his literary acquirements.

In 1871, when his employer was elected an Alderman in the City of New York, Mr. Bleckwenn, in his confidential capacity, gained quite an extensive knowledge of public and municipal affairs.

After important changes in said firm, Mr. Bleckwenn, in 1880, accepted the position of bookkeeper and cashier with the well-known firm of Keuffel & Esser, of New York, manufacturers and importers of drawing materials and mathematical instruments, the most prominent and successful firm in this trade in the country. Mr. Bleckwenn, with good will and energy, soon mastered the intricacies of his new position. After a short time he was given full power to manage the extensive financial



DAVID H. COX.

affairs of the firm. Mr. Bleckwenn moved to reside in Astoria, now Long Island City, in 1866, and in the fall of 1882, when he was with the firm of Keuffel & Esser, he was, without his knowledge and consent, appointed by the Common Council of Long Island City to fill a vacancy in the office of City Treasurer and Receiver. He respectfully declined the proffered appointment, and it was not until the Common Council offered him the appointment a second time, and after he had received the popular nomination for the office for the next full term, that he accepted both appointment and nomination. He was elected by a handsome majority over a very prominent and popular opponent for the term ending December 31, 1884. In that year he was re-elected, without opposition, for another term of two years. He was also re-elected more numerous than his opponent received votes, for a third term; and was again re-elected for a fourth term by a large majority. Much against his own inclination



he was induced again to accept the nomination in 1894, but was defeated in the general political landslide, and withdrew from public life after having served for over twelve consecutive years.

When asked by a friend how it was possible that he was defeated, he answered in his characteristic pleasant way: "Simply because I did not get enough votes."

At the time when Mr. Bleckwenn took hold of the responsible office the city was at the verge of bankruptcy, but by hard work and the application of true business principles he soon succeeded to re-establish the credit of the city. Of him it can be truthfully said that no public official ever worked harder, personally, in the public service.

About the time of the expiration of his last term of office, in December 1894, he declined the offer of a lucrative public position. The honorable position of trustee of the Public Library, to which he was appointed by Mayor Sanford, in December, 1894, he has resigned since. He says that he has served the public long enough and must now look out for himself and his family.

Mr. Bleckwenn was the principal organizer of the Astoria and Hunter's Point Railroad Company, whose road now forms the "Blue Line" branch of the present Steinway Railway. In that company he held the position of director and secretary up to the time its road was taken charge of entirely by its lessee.

Mr. Bleckwenn is now devoting all his time and energy to the development of the real estate and insurance business, which he established with his eldest son, Julius Bleckwenn, in 1892, and the experience which both have as conveyancers, in the line of drawing legal documents, entitle them to a liberal share of the patronage of our citizens.

Mr. Bleckwenn was first married, in 1862, to Marie Limberg, sister of Mr. Otto Limberg, of this city. She died in 1882. After remaining a widower for seven years he contracted a second happy marriage, in 1886, with Katie Korfmann, daughter of the late ex-Alderman John Korfmann, of this city.

Of the eight children born to him by his first wife only two are now living, namely his eldest son, Julius Bleckwenn, his partner in business, and his son Alfred Bleckwenn, who is a clerk in the renowned piano-forte house of Steinway & Sons. By his present wife he has one son, Rudolph Bleckwenn.

During the time Mr. Bleckwenn resided here he has been a member of the German Reformed Church of Astoria (Dr. Steinführer).

In politics Mr. Bleckwenn has always been an Independent Democrat. He is one of the trustees of the Long Island City Building and Loan Associations and a member of the "Frohsinn" and "Astoria Maennerchor" Singing Societies, and of the "Long Island City Turn Verein." He is a man of plain and correct habits and happy disposition, and any person who is in quest of good advice will find in him an open-hearted friend.

BENJAMIN WINGROVE, President of the Board of Aldermen, and one of the oldest residents of German settlement, Astoria, was born in the parish of Penn, Buckinghamshire, England, November 17, 1846. The first thirteen years of his life were passed in his native place, where he attended school during the winter and worked on farms in the summer. At that age he went to Twickenham, where he was apprenticed to the wheelwright's trade. Five years later he went to London, where for a period of two years he worked at his trade. In 1867 he came to America, landing in New York penniless and a stranger. On the 1st of May following, he began to work in the Fourth Ward, Long Island City, where he was first employed by Taylor & Co., and later by Schwartz & Son.

In January, 1868, Mr. Wingrove married Miss Johanna Schmidt, a native of Bunde, Westphalia, Germany. Three daughters comprise the family of Mr. and Mrs. Wingrove: Mary, Augusta and Adelaide. The family is prominent in social circles, where they are also very popular. Mr. Wingrove is a large real estate owner, and among the improvements made by him may be mentioned the three-story brick block, with a frontage of fifty feet, situated on Broadway and Ninth avenue. He is greatly interested in the educational interests of Long Island City, and when elected school trustee, he was instrumental in securing the erection of the schoolhouse on Ninth avenue, which was the first ever built in the city. Later he served as school commissioner under Mayor Petry. A Democrat in politics, he was elected to represent the Fourth Ward on the Board of Aldermen in the fall of 1887, and served two years. In 1891 he was nominated for alderman-at-large, and was elected by twelve hundred majority and re-elected in 1893. In 1895 he was chosen President of the Board. Prior to this, he served as Chairman of the Public Works Committee. In 1894 he was a delegate to the State Convention of his

party, and during the same year, he was chairman of the Jeffersonian Democratic general committee, and is still a member, also chairman of the Fourth Ward general committee. While a member of the council, he was among the first to start the Vernon and Jackson avenues, and the Broadway improvements. Since the organization of the general improvement committee he has served as one of its active members. In the organization of the Long Island City Building and Loan Association he took a leading part, and has been one of its trustees from the first. He is a member of a number of organizations, including Enterprise Lodge No. 22, K. P., at Astoria.

CHARLES WESTLY HALLETT, a descendant of one of the eldest families in Astoria, was born in New York City, July 16, 1831. He received a careful education in private schools. Mr. Hallett has resided in what is now a part of Long Island City ever since he was eighteen months old, he having been orphaned at that age, and was reared by his grandparents until their death. He is, and has been a

successful merchant, doing business at 127 Fulton avenue for many years. Mr. Hallett is a trustee of the Long Island City Savings Bank. He has served two terms as a member of the board of aldermen, and has been a member of the board of water commissioners. He is a member of Astoria Lodge No. 155, I. O. O. F., and of Advance Lodge No. 635, F. and A. M. He is prominently identified with the First Presbyterian Church of Astoria. On March 19, 1857, Mr. Hallett married Miss Christina Crawford Ellison, to whom six children have been born, three sons and three daughters.

DAVID HISEOX was born in Newfoundland, N. J., October 4, 1837. The family of which he is a member originated in England and Wales. The name was originally Hitecock, but was changed to its present spelling during the life of the grandfather of this sketch. Mr. Hiseox was the eldest child of his parents, Freeman and Nancy (Westerfield) Hiseox. He was reared at Fort Lee, N. J., and New York City, attending Grammar School No. 15, in Fifth street, where he graduated. He then entered New York College, where he remained until his junior year, and then, owing to ill-health gave up his studies. For several years he was a clerk in his father's timber yard in New York. He afterwards began



A. ANDREW SMITH, DECEASED.

the study of art, making a specialty of landscape painting, but his health again becoming impaired, forced him to change his occupation. Entering the wholesale drug house of S. R. Van Duzer, he was placed in the charge of the manufacture of patent medicines, and in that way was led into his present business. Resigning his position in 1875, Mr. Hiseox associated himself with other gentlemen and started in the manufacture of medicines in New York City. He began the manufacture of Parker's Hair Balsam and Ginger Tonic. His other specialties are now Hindereorns, Greve's Ointment and Greve's Horse Ointment. In 1868 he bought, and two years later built, at No. 382 Webster avenue, Long Island City, and in 1890 erected a large brick building, three stories in height, and here he has his manufactory and store room, the business being carried on under the firm name of Hiseox & Co. His medicines are sold not only in the United States, but throughout the world.

Mr. Hiseox married Miss Mary Van Velsor, of Long Island City, and a daughter of Ebenezer Van Velsor, who at one time was a prominent contractor and builder, and is now living retired. Six children have been the fruits of their marriage, viz: Everett, Jessie, Frederick, Hattie, May and Daisy. Politically, Mr. Hiseox is independent. He is a member of the Association of Proprietary Articles in the United States, also the Wholesale Druggists' Association. He has prospered in business to a remarkable extent, and has the warm friendship of all who know him.

ABRAM RAPELYE TOTTEN was born at Bowery Bay (North Beach), L. I., in the homestead still in possession of the Totten family. He is a member of the Dutch Reformed Church at Steuway, where he is an active worker. His two sisters, Gertrude Rapelye Totten, and Mary Catharine, the wife of the celebrated pianist and composer, Ferdinand Quentin Dulcken, reside in their picturesque villa on Debevoise avenue, Astoria.

Abraham Rapelye Totten had three brothers, the two eldest, Joseph and Isaac, dying in early manhood. William, the youngest brother, is living in New York City, and is married to Emma Louisa, daughter of Elizabeth Larremore and Martin Rapelye, having one child, Charles Herriman Totten.

Abram Totten's mother was Ann Eliza Rapelye, daughter of Margaret Polhemus and Isaac Rapelye, two of the oldest and most respectable families of Long Island. She had two sisters, Gertrude, and Aletta V. A. Van Wyck, and two brothers, Daniel, dying in boyhood, and Jacob Polhemus Rapelye, who died October 20, 1883.

Mr. Totten's father was Jacob Snyder, son of Catharine Monfort and Joseph Totten. The family has many mementoes of these old families. Old Bibles, printed in the Holland tongue, with the name of Monfort written on the fly-leaf and engraven on the silver clasp. A marriage certificate, written on parchment, well preserved, of Sarah De Blanck to Pieter Monfort, at Amsterdam, Holland, dated June 11, 1630, who came to this country the same year. A will of Sarah De Blanck Monfort, bequeathing her property to her son Yan (John). A lieutenant's commission, given to one Pieter Monfort, signed and sealed by Richard, Earl of Bellmont, and dated 1668, and many other old and curious documents. Mr. Totten is fond of reading, has a large collection of old coins and Indian arrowheads, found on the Totten and Rapelye properties at Bowery Bay. He has presented some from his collection to the New York and Long Island Historical Societies.

JOHN ANDREW SMITH. Among the pioneers of Long Island City none was more widely known than J. Andrew Smith, familiarly called "Pop" Smith.

He was born in John street, New York City, July 12, 1808. His boyhood days were spent in private schools in New York, getting there the foundation principles of the successful life which he afterwards led. His school days were limited, but Mr. Smith, as known, was a successful, shrewd business man, and self-made, as regards his educational qualities and abilities.

Mr. Smith was born of Dutch parents, his father having emigrated to this country from Amsterdam, Holland, while still young in years. Our subject made several trips to his father's native home during his early manhood.

Mr. Smith, Sr., moved from the city to Seneca County, New York, where he located on a farm while his family were yet young, taking most of his large family of boys with him, a few, however, remaining behind, and among those was John Andrew, the subject of this sketch. By trade he was a cooper, and followed it until his marriage in 1833.

His frequent changes in business made him well known in Fulton market and along the shores of the East River, where he kept fishing stations at Kip's and Turtle Bays. His changes in business sometimes led to a change of residence, and among the places where he resided was Thirty-fifth street and Forty-eighth street, where he built himself homes, these, however, he disposed of when he came to this city, that part then known as Hunter's Point.

Mr. Smith moved to Hunter's Point in 1853, this was before the days of ferry communication, and when vacant lots and fields were the only things, where rows of brick houses now stand. He located on the East River, where what is now known as foot of 10th street. While there he engaged in ferrying people across the river in small boats, and at the same time keeping a few boats and other necessities for the accommodation of fishermen. After a period of a year or two, Mr. Smith moved to his newly acquired property at and adjoining Vernon avenue and Third street.

On February 13, 1833, Mr. Smith married Catharine Ann Gibson, daughter of the late Sandy Gibson, of Bushwick, L. I. Mrs. Smith still survives her husband at the age of eighty years, and is enjoying splendid health, and all her faculties. To the marriage of Mr. and Mrs. Smith were born nine children, namely: Jane E., Adaline, Maria R., Mary Louisa, John A., Jr., and George F., now dead, and Frances C. (now Mrs. C. F. Ver Buck) of Binghamton, N. Y., Elizabeth J. (now Mrs. J. G. Sterner) of Allentown, Pa., and Amanda M. (now Mrs. New) wife of Alfred L. New (see sketch), a resident of this city.

Mr. Smith, in 1850, entered into the general grocery business at 30 Vernon avenue, remaining in the same until he sold out to J. N. New & Brother. Then Mr. Smith opened an oyster saloon in the

cessment of the building. Later he removed to 35 Vernon avenue, two doors below, and remained there until the period of his death.

He was well known throughout his life and admired by many of those who knew him. It has been said that he was known by his peculiarities, and persons who did not know "Pop" Smith personally knew of him through this cause. He never took any active part in political matters, not even when the city was chartered, on national issues and at nation elections he was a Democrat.

He was stern and of sharp temper, although he possessed a tender heart and felt keenly for the sufferings of humanity and especially that of his neighbors, and was always looked up to for counsel and advice. While Mr. Smith was never connected with any church, he adhered to the Baptist Faith and was a regular attendant at the East Avenue Baptist Church and a liberal supporter of the Gospel.

Fraternally he was not connected with many orders. He believed a man's place was at home with his family and he adhered close to his belief. He was, nevertheless, a member of Island City, Lodge 586, F. and A. M., and of Banner Chapter 214, R. A. M., of which he was past High Priest.

Also an exempt fireman of the old New York Volunteer service, having served his time as a member of Engine Company No. 48. Mr. Smith died March 6, 1883, at the age of 74 years.

He was one of the charter members of the Long Island City Savings Bank and was a director from time of charter to his death.



J. RUFUS TERRY.

J. RUFUS TERRY, who is a well-known contractor and builder, was born in New York City, in 1851, being a son of J. Rufus and Eleanor (Gardner) Terry, natives respectively of Riverhead and New York City. The subject of this sketch was the second child born to his parents. His childhood days were passed in Long Island City and Jersey City, and his education was obtained principally in the New York City grammar schools. About 1865 he came to Long Island City, where he grew to manhood and has since made his home. After gaining a thorough knowledge of civil engineering, he aided in the survey and construction of the old Midland Railroad, between Walton and Jersey City, and also assisted in a number of important contracts. Turning his attention from civil engineering to a mercantile life, Mr. Terry accepted a position as salesman in a hat,

coat and trimmings store in New York City, where he remained for ten years. From that he entered into the real estate and building business. In 1883 he began to take contracts for building, and since that time he has constructed a large number of residences on Webster avenue and in that vicinity. While he has disposed of a number of these residences, he is still the owner of several houses and many lots suitable for building purposes. He is a skillful architect and excellent draughtsman, and takes contracts for general building. Among his real estate sales are some of the best that have been made, either here or in New York, and he has been especially active in these sales in addition.

In Long Island City Mr. Terry married Miss Mary E. Gardner, whose father, Thomas Gardner, was an eminent farmer of that vicinity. Mr. and Mrs. Terry attend the Baptist Church, and are members of its choir.

WALTER WINNICOON, one of the oldest and most prominent residents of Long Island City, was born in Worcester County, Mass., January 11, 1824. He has been a resident of Queens County since 1852, and has been a citizen of Long Island City since 1852. The subject of this sketch was the oldest child of the family, and grew up on his father's farm, receiving about two months schooling each

year until fifteen years old. He then took charge of the farm and carried it on until he had reached his twenty-first year, after which he removed to Long Island. In April, 1852, Mr. Whitecomb embarked in the livery business in Long Island City, in which he has continued ever since.

Mr. Whitecomb is a staunch Republican in his politics. During the years 1862-66-67, was Harbor Master. He assisted in starting the first Republican Club in Long Island City and at Winfield, and became prominently identified with his party. During the war he was lieutenant of the Hamilton Rifles of Astoria, and since then has been Deputy Sheriff of Queens County at different times. On the 6th of April, 1846, he became a member of Pacific Lodge, F. O. O. F., in Flushing, and is now a member of Astoria Lodge, and is the oldest Odd Fellow in Long Island City. Since 1865 he has been a charter member of Astoria Lodge, F. and A. M. He is one of the late members of the Queens County Agricultural Society, of which he has served as Director.

Mr. Whitecomb was first married in Flushing, L. I., to Miss Rebecca Thorn (now deceased). Five children were born to their marriage. Mr. Whitecomb's second marriage occurred in New York, February 28, 1866, and united him to Miss Alta Goins. She died in 1887, leaving four children. Mr. Whitecomb served for twelve years as a member of the Board of School Trustees. He has resided at No. 54 Fulton avenue since 1855.

MRS. MARY J. R. NEWTON-STRANG, who, for the past fifteen years has held the position of school trustee in the Fourth Ward of Long Island City, and who recently declined to accept the renomination for the office, has the honorable distinction of being the only woman who was ever elected to an office in that turbulent municipality. She has held the position for five terms, being always elected by a handsome majority, which is an evidence of her popularity among the voters and those interested in school work in the bailiwick. Since her election, in 1880, she has been the Active Secretary of the Board of School Trustees, writing the minutes of their various meetings and petitions in the interests of the schools.

Although Mrs. Newton-Strang has been opposed by Republican and Gleason aspirants for the office, who invariably made a hustling canvass by visiting various saloons in the Fourth Ward and raising banners and transparencies in all parts of the neighborhood, together with pyrotechnic displays and mass meetings to boom their candidacy, she was never defeated. She does not believe that candidates for public office should solicit votes, but gracefully submit to the choice of the people when they go to the polls. She firmly believes that a public office is a public trust, and should be religiously guarded by those persons chosen by the voters of the city. At no time has Mrs. Newton-Strang left her own fireside to improve her chances for election.

Mrs. Newton-Strang was born in New York City, March 30, 1820, where she taught school for five years. In 1852 she became a resident of the Astoria section of Long Island City, and a year later became principal of the primary department of the new public school. Dr. S. T. W. Sanford, father of Mayor Horatio S. Sanford, was a member of the Board of School Trustees. She retired from her school duties in 1864, esteemed and respected by all of her pupils and their parents. A few months later she moved with her family to Belford avenue, Brooklyn, where her parents and brothers, J. H. and S. L. Rowland, resided.

In 1868, Mrs. Newton-Strang returned to Astoria and occupied her former residence on Lockwood street. At a meeting of those interested in woman's work associated with educational matter held at the Fourth Ward schoolhouse on October 16, 1882, she was unanimously nominated for school trustee of the Fourth Ward. Although inclined to decline the honor, her many friends persuaded her to accept, which she reluctantly did. She received the unsolicited nomination of the Fourth Ward Republicans for school trustee on October 28, 1880, and was elected. Her opponents were greatly chagrined at her success. A congratulatory meeting of the friends of the newly elected trustee was held in Washington Hall, Astoria, on November 8, 1880, when addresses enloguing Mrs. Newton-Strang, were made by Mrs. Dr. Lozier, Mrs. Lillie Devereaux Blake, Mrs. H. M. Slocum, Mrs. E. G. Conkling, and many others. In 1883, 1886, 1889 and 1892, Mrs. Strang was successively re-elected to the office. She has held the office under the following mayors of the city: H. S. Debevoise, George Petry, Patrick J. Gleason and Horatio S. Sanford. During her term of office the following well-known residents have been school commissioners of the Fourth Ward: Messrs. Johnson, Smythe, Skene, Wingrove, Moulton, Beebe, Allen, Pitcher, Neisenger and Deans.

After fifteen years of faithful service as a school trustee, Mrs. Strang has declined a renomination for the office, which was recently proffered her by the Jeffersonian Democracy, on whose ticket she

was elected in 1892. In writing to a friend recently, Mrs. Strang said: "A while ago I promised my dear husband and daughter that if I were spared to see January 1, 1896, I would then cease to perform any further duties as school trustee of the city. It is with a feeling somewhat of regret that I now decline the kind offer of the nomination for school trustee of the Fourth Ward of Long Island City. I have been identified with school work for a number of years, and enjoyed many pleasant associations with it, and I hope, while my life continues, I will always feel a deep interest in the public schools as a means of doing so much good for the present and future generations of those who will avail themselves of their benefit."

It was chiefly through the indefatigable efforts of Mrs. Newton-Strang that a handsome school building has been erected on Kouwenhoven street, in the Fourth Ward. The property, which is one of the most valuable in the city, has a frontage of 125 feet and a depth of 190 feet. The school buildings and ground costing about \$60,000.

She was also much interested in the selection of the plot and building of the High School on Fulton street, which is one of the finest localities in the city.

During the time that Mrs. Strang has been in office there has been erected a new school building in each of the five wards that compose Long Island City.

In 1858 Mrs. Newton-Strang united with the Presbyterian Church at Astoria, under the pastorate of the late Rev. B. F. Stead, D.D., where she taught in the Sabbath School for many years, and was treasurer of the Ladies' Society for the past twenty-three years.

Mrs. Strang resides in a pretty cottage at 307 Jamaica avenue. Her home is surrounded by a large garden and a well kept lawn, and some of the rarest plants are to be seen on all sides. Mrs. Strang is an enthusiastic horticulturist, and personally looks after her collection of flowers. The exquisite taste in arranging her garden is admired by all who pass her home. Mrs. Strang's term of office expired with the advent of 1896.



JAMES M. WILLCOME.

ISAAC B. STRANG is one of the oldest living residents and native born citizens of Astoria, L. I. He was born January 17, 1820, in the house at the corner of Remsen and Welling streets, Astoria. The residence has been occupied for many years by the Rev. P. Bartlett. His parents, Garrett S. and Susan (Bragaw) Strang, were also natives of Astoria. The paternal grandfather, Solomon S. Strang, was a native American, of French extraction, his parents having come to this country from France years prior to his birth. In 1775 he joined the American forces and fought bravely against the British for the freedom of his adopted country. In after years he became the owner of the farm located a mile from Ninety-second street ferry, and now owned by the late Francis Briell's heirs, which he sold and afterward purchased a farm in the lower part of Astoria, where he died. This farm was subsequently purchased by his son, Garrett S. Strang, a portion of which is now the heart of Astoria. In 1835 he sold it and bought land four miles from Newtown where he lived until his death, at the age of 78 years. For many years he was a Jacksonian Democrat. His wife was the daughter of Isaac Bragaw, who owned a farm of eighty acres between what is now Broadway and Jamaica avenue, Astoria. The earthly career of Mrs. Garrett S. Strang was closed in 1825.

She was the mother of three sons, all of whom reached honorable manhood. Solomon, a carriage manufacturer, died in Jamaica, L. I.

Isaac B. is our subject, and Charles, who became a contractor and builder, died on the old home corner of the Boulevard.

Their father married again, and to his second union were given two daughters and one son. The Strang and his sister, Mrs. Conchit Woods, have passed from this life. Their sister Anna is still the wife of the late Dr. J. C. Wood.

Isaac B. Strang was educated in Astoria in the subscription schools in vogue at that time. The

Whittemores and Blackwells were his schoolmates. In his early years he owned a large farm and later he learned the carpenter's trade. In due time he commenced building and contracting on his own account, he constructed many residences in Long Island City, among which were those of Messrs. Blackwell, Freeman, Gen. Hopkins and many others. His own pleasant and commodious residence he built.

In Brooklyn, November 26, 1849, he married Miss Ann Bragaw, a daughter of John G. Bragaw, who was a farmer in the vicinity of L. I. City. She was an esteemed member of the Methodist Episcopal Church. She died December 3, 1881, leaving one child, Charles G., who was educated here and in New York City. He married Miss Anne Bergen, of Jamaica. They have two sons and a daughter.

Mr. Strang's second marriage occurred in Astoria, on March 12, 1887, uniting her with Mrs. Mary J. (Rowland) Newton, who was born in New York City, a daughter of William Rowland, a native of Huntington, L. I. He was an Attorney-at-Law, and a member of the Methodist Episcopal Church. Politically he was an enthusiastic old-line Whig. He died in Brooklyn, at the age of seventy-two years. His father, John Rowland, was in the American Navy during the war of 1812, he owned a large farm at Middle Island, L. I.

His wife, Mary Wareham, was born in New York, her father was an engraver and a member of St. John's Masonic Lodge, No. 1. Mary (Wareham) Rowland died in Brooklyn, at the age of sixty-seven years, beloved by all who knew her. She was the mother of four daughters and four sons. Two daughters and two sons are still living, the latter of whom, John H. and Sidney L., reside in Brooklyn.

Mrs. Strang attended Prof. De Yereff's school at Patchogue, L. I., and at the early age of fifteen years began teaching school, which occupation she thoroughly enjoyed. She was first married in New York to William Newton. He died in Astoria, February 16, 1884, and was buried in Greenwood Cemetery. He left a widow, and one surviving daughter, Anna A. N., wife of William A. Paul. She was educated here and in Brooklyn, and is the mother of four daughters and three sons. Mr. Strang is a charter member of the Independent Order of Odd Fellows of Astoria, also belongs to the Sons of Temperance, and has long been a faithful member of the Methodist Episcopal Church, in which he has been Trustee, Steward and Class-leader, besides Superintendent of the Sunday School. He is a Republican politically, and is the oldest living settler of Astoria, remembering many interesting events connected with its early history.

He has always been a useful citizen, and now in the autumn of his life is surrounded by a host of warm friends.

HON. JAMES A. MCKENNA, postmaster of Long Island City, was born in Westchester County, N. Y., February 17, 1837. He is of Irish descent, and is the son of Patrick and Elizabeth (Darby) McKenna, the former having been born in New York City, and the latter in Ireland. The subject of our sketch spent his boyhood days in Long Island City, and when fourteen years of age graduated from the high school there, after which he secured a position as bookkeeper with a firm in New York City. In 1871 he returned to Long Island City, and for six months was a clerk in the Finance Department, and was subsequently promoted to the position of Deputy Treasurer and Recorder of Taxes. In the meantime, during the evenings, he devoted his time to a course of study at the New York Evening High School, from which he graduated in 1875. In 1876 he became managing clerk for Robert L. Fabian, a public accountant, of New York, by whom he was taken into partnership a few years later, and on the death of that gentleman he became sole proprietor of the business, which he has continued ever since. As an accountant he is well and favorably known all over the United States and Canada. A moderate estimate of his settlements of fire insurance claims places the amount at more than \$50,000,000.

May 1, 1887, Mr. McKenna was appointed postmaster of Long Island City, and in April of the succeeding year he organized the free delivery department, consolidating the service, and doing away with the offices at Astoria, Ravenswood, Schuettezen Park, Stenway, Bissville and Dutch Kills, said offices becoming stations of the Long Island City post office. In 1879 he was removed by President Harrison, but in June, 1893, he was re-appointed by President Cleveland, and still continues in the office, and is popular with the patrons, irrespective of politics.

On May 12th, 1889, Mr. McKenna married Miss Catherine Kelly, a native of Wyndham, N. Y. Five children have been born to them, viz.: James (now deceased), Catherine, Joseph, James and William. The family is identified with St. Mary's Catholic Church.

Mr. McKenna is a prominent Democrat. In the fall of 1890 he was nominated for Assemblyman from the Second District of Queens County, then comprising Long Island City, Newtown, Jamaica, and Hempstead. He was elected by a good majority. During his term he was instrumental in the passage of the bill providing for the improvement of Jackson and Vernon avenues. He drew up and presented a bill to reduce the price of gas in Long Island City to \$1.25 per thousand cubic feet, which passed the House but not the Senate. His influence was felt in many bills benefiting his district. It was due his energy and perseverance in the matter that the consent of the State was granted permitting incorporated villages to vote on the question with lighting their streets with gas or electricity.

Of the thirty bills which he originated about one-half were passed. He is a member of the Insurance and Democratic Clubs of New York and the Jefferson Club of Long Island City.



JAMES A. MCKENNA.

HENRY A. CASSEBEER was born in New York City, at the corner of Broome and Orchard streets, October 14, 1844. His early education was obtained at the West Bloomfield (now Montclair), N. J., Academy. His professional studies he pursued at Frankfort-on-the-Main, Germany, and at the College of Pharmacy, New York City. After completing his education Mr. Cassebeer engaged in the apothecary business, being located at 255 and 257 Columbus avenue, and at the corner of East Seventy-second street and Madison avenue, New York City. He also has an extensive laboratory, which he established in 1894, at Steinway, L. I. His apothecary was originally established by his great grandfather in 1778. The products of his laboratory are known all over the United States, Mexico and the West Indies. At his laboratory in Steinway, Mr. Cassebeer employs a large number of employees. He has resided in that place for the past twenty-six years, long before any improvements were made.

Mr. Cassebeer is a member of the Torrey Botanical Club, the Linnaean Society, College of Pharmacy (of which he was secretary and trustee for more than seventeen years), Liederkranz, Deutsch Verein, and a number of other social organizations. Politically, he is one of the old-line Democrats, and was at one time a member of the Board of Health of Long Island City. He resigned this position after serving for six months.

Mr. Cassebeer married Miss Louisa Ziegler (now deceased), January 17, 1871, to whom four children were born. His second marriage occurred July 27, 1891, to Julia Schmidt Ziegler.

LEON S. KNAPP, City Treasurer and Receiver of Taxes of Long Island City, was born at Strassburg on the Rhine, in 1848. He is the son of John G. and Sophie M. Knapp, who came to America in 1855, settling in New York City, where the subject of this sketch gained his rudimentary education in the public schools, after which he completed his studies in the College of the City of New York.

Mr. Knapp has resided in Queens County since 1862 (excepting for a few years spent in Brook-  
lyn), and in Long Island City since 1890. For ten years he was connected with the extensive manu-



facturing establishment of Lalanc & Grosjean, located at Woodhaven, Long Island. Later on, with his father, he established the widely-known brass goods manufacturing plant, the Knapp Manufacturing Company, of which he is the President and Treasurer. In 1866 Mr. Knapp began the study of engineering, which he preferred to remaining in the counting room. At twenty-one years of age he began to do business on his own account, and for more than twenty-five years has devoted himself assiduously to his manufacturing interests. As a salesman and commercial traveler he has visited every city of note in the United States and Europe, introducing and selling his goods in the line of sanitary and plumbers' specialties, and machinists' supplies. In 1883, in addition to his other enterprises, he assumed the general management of The Metallic Burial Case Company, and the Winfield Foundry Works at Winfield and Newtown, Long Island. These he successfully managed until 1889, when ill-health compelled him to resign from the company.

In politics Mr. Knapp is a Republican. In 1861 he was a candidate for Senator against Edward Floyd Jones. In 1864 he became candidate for City Treasurer of Long Island City and was elected for a term of three years. As City Treasurer he has attracted great attention by his stubborn and successful fight against a ring in the control of city affairs. He is a member of Commonwealth Lodge F. and A. M., and Sunswick Council Royal Arcanum. Mr. Knapp's family consists of his wife and two children, the latter being Louise, wife of Walter C. Foster, Attorney-at-Law, and Harry W.

SYLVESTER GRAY was born near Monticello, Sullivan County, N. Y., April 20, 1882. He was the fourth child born to his parents, Samuel and Lydia (Hill) Gray, natives of Connecticut and New York, respectively. The subject of this sketch lived on the old homestead until a young man of twenty-one years. In the meantime he gained a splendid practical education, and for three years, from the age of seventeen to twenty, taught school at Grahamsville, and Barryville. About this time he was employed by John T. Roebbling, the builder of the Brooklyn Bridge, to work on the lock on the Delaware and Hudson Canal, and also assisted in building the lock at the mouth of the Lackawanna. This work consumed about one year, and in 1850 Mr. Gray went to New York City, where for another year he was engaged in house carpentering, of which trade he had a fair knowledge. About this time he obtained a position with John M. Smith, at that time the only manufacturer of refrigerators in New York, with whom he remained one year, during which time he gained a fair knowledge of the business. He then accepted a position with L. H. Mace & Co., who had just established a similar factory, with whom he remained for twelve years as their superintendent. On resigning his position Mr. Gray was occupied as a shipbuilder during two years of the war, and in 1862 located in what is now Long Island City. Here he engaged in business for himself, establishing a factory in Fourth street, where he began the manufacture of refrigerators. He continued in business until July 21, 1863, when his factory was entirely destroyed by fire.

In 1876 Mr. Gray organized the Long Island City Savings Bank, of which he was President until his death, which occurred March 20, 1896. He was also one of the organizers of the Seventeenth Ward Bank in Brooklyn, of which he was a Director at the time of his death.

Mr. Gray married Miss Laura A. Lane (now deceased), of Cape Ann, Massachusetts. Four children were born to their union, Eugene W., Mary W., Josephine S., and Francis H. For some time prior to his death Mr. Gray was Excise Commissioner, and was for some time Chairman of that Board. He was for five years Chairman of the Board of Education. Politically he was a Democrat. He was an exceedingly clever and agreeable gentleman, liberal and public-spirited.

JOHN H. THIRY will be longest remembered as the introducer of the School Savings Bank system in this country. This is sufficient to give him fame, not alone during the present, but for all time to come as well. Since retiring from business and taking up his residence in this city, Mr. Thiry has



HENRY A. CASSELLE

devoted nearly of his spare time to matters pertaining to the education of the young. The successful operation of the school banking system in foreign lands suggested to his mind the possibilities of the development of the same system in this country. The new idea was first adopted in the schools of Long Island City in 1885, and has gradually spread throughout the country, and the amount deposited by school children in banks amounts to several hundred thousand dollars.

Mr. Thiry was born in Belgium in 1822. Entering the public schools as soon as he was old enough to attend, he spent several years in them. On leaving the public schools, being desirous of fitting himself for a teacher, he entered one of the Belgium Normal schools, from which he was graduated in 1847, receiving his graduation diploma from the Minister of the Interior. After following his chosen profession for a year or two, he gave up teaching to accept a more lucrative position in the office of the Minister of Public Works, which he held for twelve years—from 1847 to 1859. In the latter year he resigned his position, in order that he might realize the dream of his boyhood days by taking a trip to the New World. Accompanied by his wife and his two sons, aged respectively five and six years, he landed at Castle Garden in mid-summer, 1850.

Mr. Thiry had no fixed business purpose when he arrived in New York, but he possessed a thorough knowledge of literature, was a lover of books, and he embarked in the book business. He started in business on a very modest scale, renting a small store at the corner of Canal and Centre streets at \$6 a month. Prosperity attended the venture, and in less than eight years he was occupying the two remaining stores of the block between Canal and Walker streets, with a stock of 25,000 volumes, embracing every department of literature in twelve languages.

Following the general trend of business, in 1868 he moved uptown and rented a store at 730 Broadway. These quarters were more commodious and better located than the old store. He continued to carry on the business until 1875, when he sold out to a southern dealer and retired from an active business life.

City life was not entirely congenial to Mr. and Mrs. Thiry, and after he retired from business they began to look around for some place in the suburbs of New York where they might quietly pass the remainder of their lives. After looking over the whole field, they decided to make Long Island City their future home. Four lots were purchased on Academy street, and a commodious dwelling was erected thereon. Subsequently Mr. Thiry acquired additional property in the vicinity, and this, together with that which he already possessed, enabled Mr. Thiry to gratify his horticultural inclinations. One of his pastimes since he has removed to this city has been the culture of grapes. He has devoted much time to the study of this subject, and has been very successful.

Mr. Thiry's thorough knowledge of educational matters and the keen interest he had taken in the schools of the city made him well qualified for the position of school commissioner, to which he was appointed by Mayor George Peary in 1884. As school commissioner he was instrumental in establishing the monthly meeting of teachers under the supervision of the superintendent, and these meetings have been continued since with beneficent results. The abolition of the mid-session recess after the plan adopted in Albany and Rochester was favored by him and was brought about while he was a member of the Board in 1885.

On the election of Mayor Gleason, Mr. Thiry retired from the Board of Education, but when Mayor Stuyvesant took office Mr. Thiry again took his place in the board, and has since been a member of that body. Several years ago he favored the placing of the public schools of the city under the Regents, and had the satisfaction of assisting in accomplishing this soon after the present administration came into power.

Mr. Thiry's greatest achievement in the cause of education was the introduction of the school banking system into the schools of this city. At the solicitation of the United States Commissioner of Education he made an exhibit at the World's Fair in Chicago. The exhibit occupied a large part of the educational exhibit and a jury of award granted him a medal and diploma in recognition of his efforts in behalf of the cause of public education.

In the retirement of his later years Mr. Thiry still keeps up his interest in the questions of the day, and writes on those topics pertaining to educational matters. His library contains the latest works on the management of schools, as well as on gardening and horticulture.

Mr. Thiry is now seventy-four years of age, but advancing years have left slight traces, and he retains the vigor and mental activity of his younger days. Having acquired a competency in

business, he lives a quiet, retired life, and extends the hospitality of his home to his numerous friends in which he takes much pleasure.

Mr. Thiry was married in Belgium to Miss Ernestine De Samblane (recently deceased), a native of that country. Two sons have been born to them, Raphael O. and Joseph. Mr. Thiry is a member of St. Patrick's Catholic Church.

WALTER E. FREW, President of the Queens County Bank, was born on Brooklyn, July 18, 1864. He is the son of George E. and Amanda Frew, both being natives of the State of New York. Walter E. Frew received his educational training in private schools of Brooklyn and in Greenpoint Academy, and when fifteen years of age began business in Wall street with Shepherd Knapp, banker and broker. He remained with Mr. Knapp until he was twenty years old, and in July, 1884, entered the Eleventh Ward Bank as messenger, but in two weeks was made bookkeeper and later became assistant cashier. He remained in the bank about four years, and in March, 1889, was made cashier in the Queens County Bank in Long Island City. On April 11, 1895, he was elected president of that bank. He is the youngest man in the State of New York holding the position of bank president. When Mr. Frew became cashier of the Queens County Bank, it was not in a very flourishing condition, having only \$144,000 on deposit, but by his business acumen and good judgment the bank has become one of the sound financial institutions of the country, and has a fine of deposits of over \$1,500,000.

Mr. Frew was a Director of the Steinway Railroad Company, which controls all the lines from Long Island City to Flushing. He is Trustee in the Long Island City Savings Bank, and is interested in numerous other institutions. He belongs to the American Legion of Honor, Bank Clerk's Mutual Business Association, New York State Banker's Association, and is a member of the Executive Committee of Group No. 8, having served as a delegate to the convention at Saratoga. For some time he has taken an interest in Kent Street Reformed Church, of Brooklyn. Mr. Frew was married in Brooklyn to Miss Ella Louise Carman, a native of Brooklyn, and a daughter of Samuel Carman, of Long Island. They have one child, Helen Louise.

J. HARVEY SMEDLEY was born in Lockport, Niagara County, in 1840. He was of New England and Scotch descent, his father having been born in Brattleboro, Vermont, and his grandfather in Scotland. The latter was one of the pioneers who emigrated to the western part of the State many years before railroads and canals were thought of. The family lived for a time in Monroe County and then removed to Niagara county. His father was a machinist by occupation, and for several years held the position of superintendent and collector of the village in which he lived. Afterward he became manager of the property owned by Devoe College, an institution founded for the education of orphans.

In the days of Mr. Smedley's boyhood Niagara County had no railroads. He remembers the first one that went through. Previous to that, people traveled on the packet boats on the canals. He took a trip to Albany and return in one of these boats.

The public schools of Niagara County afforded him a common school education, and then he went to Rochester Institute, where his education was completed. His first position was in the distributing office of the post office department at Suspension Bridge, to which place his father had removed some time previously. Suspension Bridge at that time was a point for distributing the Canadian mails.

On leaving Suspension Bridge in 1862, he went to Chicago, where he entered the employ of N. K. Fairbanks, a manufacturer of lard oils. He was superintendent of the factory for two years. At the end of that time he came to New York and became an outside salesman for P. S. Justice & Co., a large importing firm, handling iron and steel. The iron industry in America was in its infancy. Nearly all the structural and architectural iron, as well as that used for other purposes, was imported. The firm of P. S. Justice & Co. were the American representatives of the Charles Campbell Cyclops Company, of Sheffield, England, one of the largest iron firms in the world.

After a year and a half he came to Long Island City in 1865. He entered the employ of Dexter Smedley, an uncle, who was engaged in the lard oil business. He became superintendent of the factory, which was at the corner of Vernon avenue and Tenth street, and held the position until 1874, when the place was destroyed by fire. His uncle retired from the business after this catastrophe, but the factory was rebuilt by L. D. Holbrook, and Mr. Smedley continued as superintendent. It was operated about a year, and in 1876 was sold to the Howe Lard Oil Manufacturing Company, and he retired from business.

It was during this year that the idea of a savings bank was conceived, and finally developed into the Long Island City Savings Bank. Among the incorporators were Sylvester Gray, H. S. Anable, C. H. Rogers, John Bodine, James Corwith, H. R. White, Dr. Lewis Graves, Major Appleton, John B. Woodruff, J. A. Smith, Isaac Van Riper, W. H. Bowron, John J. Horan, John Claven, and others. At the first meeting of the directors, Mr. Gray was chosen president and J. Harvey Smedley, secretary.

Under the conservative management, in which Mr. Smedley had a large share, the institution has had a very prosperous career. Its growth has been gradual, but constant, without any retrogression. The number of depositors has increased until now they number many thousands. The savings bank is the poor man's best friend in the city. It has helped to build many homes. It has been a source of relief to many in times of adversity. It gains a fuller confidence of the people with each year, and will have an enlarged prosperity and usefulness under the Greater New York.

In 1861 Mr. Smedley married Miss Frances Pierce in Niagara Falls, N. Y., in which place she was born. She died in 1885, leaving four children: Newell D., Edith A., Mason O. and Mabel F. Mr. Smedley is a member of Island City Lodge and Banner Chapter, F. and A. M., of the New York Association of Secretaries of Savings Banks, and of St. John's Episcopal Church. He is a man of great public spirit, his influence is sufficient to bring success to various undertakings, both of a public and business character.



JOSEPH CASSIDY.

H. M. THOMAS was born at Holyhead, North Wales, in 1820. He came of honorable parentage, his father being a farmer, an occupation he followed until his death, which occurred in his seventy-seventh year. The mother, who was Ann Roberts prior to her marriage, died in her native land at an advanced age. Of the five children born to them, but two are living at the present time. Two sons came to America, one of whom died in Long Island City. H. M. Thomas is the only one of his family now in the United States, and until he was fourteen years of age he assisted his father in the duties of the farm and at the same time acquired a practical education in the common schools of his native country. He was afterwards apprenticed to learn the carpenter and builder's trade, and in 1848 he embarked for America where he obtained work at his trade in Brooklyn and Greenpoint. In 1854 he settled in what is now Long Island City. He is now the oldest contractor and builder within its limits. He has constructed many buildings in all parts of the city, many of which will remain monuments

to his skill as a master builder. In the very early days of his activity he erected a steam planing, moulding, sash, door and blind mill on Vernon avenue and Fourth street, and after successfully operating it for about fifteen years, shut it down. In 1805 he moved it to its present location, and actively continued its management up to about 1888, when it was closed permanently. He is the owner of many fine residences and other valuable properties in Long Island City. He built the East Avenue Baptist Church at the corner of East avenue and Eighth street, and many other prominent buildings. Mr. Thomas has been one of the trustees of the Long Island City Savings Bank since the year of its founding (1889), and for some time past has been its Vice-President.

Mr. Thomas was married in Greenpoint to Miss Georgiana Newcomb. Their union has resulted in the birth of one child, Annie L., now Mrs. Richerstein, of Long Island City. In 1890 or 1891 Mr. Thomas was appointed commissioner to pave and improve Vernon avenue and Jackson avenue. In various other ways he has done much to improve Long Island City. Although a staunch Republican, he has never had any political aspirations. He is a member of Island City Lodge, F. and A. M. and has attained the Royal Arch degree, and is a member of the Consistory of New York City.

HENRY MENCKEN. Among the representative men of Long Island City none are more prominent than Henry Menckon, who was born in Germany, September 10, 1826. He came to America in 1848, locating in New York City, and in 1862 in Long Island City, where he engaged in the grocery

business, and where he has resided ever since. After conducting the grocery business for many years, he engaged in his present business in 1881, at 839 to 847 Boulevard.

In 1852 Mr. Mencken married Miss Anna Whetscheben, of New York. Four children have been born to the marriage, one son and three daughters.

Mr. Mencken is a member of the Second Dutch Reformed Church, in which he has been an elder for a great many years. He has served one term as a member of the Board of Aldermen, a position in which he did the city and himself much credit. He is a self-made man, and is highly esteemed as a citizen. He resides at 109 Newtown avenue.

REV. C. D. F. STEINFÜHRER, D.D., the pastor of the German Second Reformed Church of Astoria, enjoys the rare distinction of never having had more than one pastorate, although he has been a clergyman for nearly thirty years. Immediately after the completion of his theological course, he was called to take charge of the German Second Reformed Church of Astoria, Long Island City. Almost a generation has passed. The passing years have witnessed many changes in the congregation, which has increased from forty-five to nearly three hundred. Many of the original members have passed away. Some have sought other homes, while not a few have entered into eternal rest. The house of worship, also, has been remodeled and enlarged, and every department of the church bears evidence of the Pastor's sterling qualities.

The Rev. Dr. Steinführer was born of Christian parents in Stargard, a city of the Grand Duchy of Mecklenburg, Strelitz, January 12, 1841. He was one of five children, there being three sons and two daughters. He is the eldest and only survivor. His brother Ernest, a well-known and very efficient druggist of Schenectady, died in 1883; the other brother, Dr. Gustavus, graduating from the College of "Physicians and Surgeons" of New York. He became a prominent physician of Schenectady, where he died in 1890. His early years were passed in the city school of his native place.

In August, 1854, when thirteen years of age, he accompanied his parents to America. On arriving in New York the family went at once to Schenectady, N. Y. The future pastor entered the "Classical Department" of the public schools known as Union School, and took up the study of classics preparatory to entering college. In the fall of 1860 he entered Union College, where he took a full collegiate course, receiving the degree A. B. Union College was then at the height of its prosperity under the direction of that celebrated instructor, the Rev. Dr. Eliphalet Nott, and among the members of the faculty were such distinguished names as Dr. Tayler Lewis, Dr. D. L. Hickok, Prof. J. Foster, Prof. J. Jackson and Prof. Chandler, men famed for their learning. In July, 1864, he graduated with honor in a class of sixty-five members, among whom were the Rev. Dr. David Van Horne, now President of the Theological Seminary of the Reformed Church, at Tiffin, Ohio; Dr. Daniel Stimson and Warren Schoonover, celebrated physicians in New York City, and Dr. E. W. Paige, a prominent New York lawyer, and at one time Deputy Attorney-General of this state.

In the autumn following his graduation from College, he entered the Theological Seminary of the Reformed Church at New Brunswick, N. J., where he spent three years of preparation for the ministry, graduating in 1867, and receiving the same year the degree of A. M. from Union College. While in the Seminary, he assisted Dr. Tayler Lewis in the celebrated translation and compilation of Lange's Genesis.

In May of that year, having received and accepted a call to his present pastorate, he came to Astoria. At that time the congregation were building a home of worship on the site of the present edifice, and until it was completed, his people occupied the basement of the Reformed Church on Remsen street for their religious services. At that period the German Second Reformed Church of Astoria, and the German Reformed Church of Newtown were under the charge of one pastor, and he was pastor of both until 1873, when they were made separate charges. Since that time he was the pastor of the Astoria Church only. He has always made Astoria his place of residence. The first church building was occupied for the first time June 23, 1867, and on the following Sunday he was ordained and installed as pastor, this ceremony having been deferred in order that it might be solemnized in the new building. Seven years ago, 1880, the church was enlarged by an addition of thirty-two feet, and remodeled to its present style. The cosy parsonage, nestling by the side of the church, was already built by his untiring zeal in 1870. In 1892, the twenty-fifth anniversary of his ordination and installation was celebrated, and was made a notable event. Nearly all the Protestant churches of Astoria joined in commemorating the event. In November, 1868, a parochial school was

established in connection with the church. It has been continued up to the present time, and has been more or less a blessing to the congregation.

In 1868 Mr. Steinfuhrer was married to Miss Louise Dorrman Knecht, of Schenectady, N. Y., an estimable lady, who has been his efficient helpmate in all his undertakings during his long pastorate, especially in Sunday School and in connection with the church music. They celebrated their silver wedding in 1893, in which the whole congregation participated. The Rev. Dr. W. H. Ten Eyck, who twenty-five years ago united them in marriage, officiated again at this occasion, and the Rev. Mr. and Mrs. C. F. C. Suckow, of Philadelphia, Pa., who at the first wedding acted as best man and bridesmaid, respectively, acted in the same capacity at their silver wedding.

During the years of Mr. Steinfuhrer's residence in Long Island City, many changes have taken place, both in municipal affairs and in the religious bodies.

With the exception of one church, all the churches, Protestant and Catholic, have changed pastors several times. No clergyman of his denomination in the North Classis of Long Island has been pastor of one church so long as Mr. Steinfuhrer.

One of the most pleasant things in connection with his pastorate is the amicable relations that have always existed between him and his fellow clergymen in the city.

During the time that the "Isabell Home" was located in our midst (1875-1880), Mr. Steinfuhrer acted as the chaplain of that institution. The "Ottendorfer family," the founder and principal supporter of that noble monument, in memory of their deceased daughter, Isabella, impressed with the untiring zeal and unselfish motives of this humble pastor, expressed repeatedly their high appreciation of his kindly services to that institution.

From the founding of the Astoria Hospital in 1892, he has been interested and intimately associated with its progress. The high esteem with which he is regarded, on account of his hearty sympathy in respect to this noble work of Christian philanthropy, was manifested on the occasion of the laying of the corner stone of the new Astoria Hospital, November 1, 1895, when the board of managers unanimously chose him to deliver the dedicatory address, notwithstanding his earnest protests. Mrs. Steinfuhrer is also very much interested in this



JOSEPH DAKES.

samaritan enterprise. She is at present a member of the board of managers of the training school for nurses at the hospital.

At a meeting of the Trustees of Union College, Schenectady, N. Y., held on Tuesday, June 23, 1896, the honorary degree of "Doctor of Divinity" was conferred upon him. The public announcement of this official act was made at the commencement exercises of the college, Wednesday, June 24th. Union College, his beloved Alma Mater, has honored itself by thus recognizing one of her deserving sons in such gratifying form.

The *New York Times* of July 12, 1896, in an article portraying the activity of the different clergymen of Astoria, writes the following:

"Astoria has no minister more universally respected and liked, in and out of his denomination, than the Rev. C. D. E. Steinfuhrer, D. D., pastor of the German Second Reformed Church on Second Street. For many years this kindly German clergyman has gone quietly about doing much good with his hands and his tongue, and Astoria has come to feel that no large gathering is complete that does not include his gracious presence. He is a prodigious worker in his modest way, and his value to the community from every point of view cannot be measured even by those who from long association

Rev. Dr. Steinfuhrer looks back over the perspective of nearly thirty years. Lights and shadows are mingled, but the former predominate. Children whom he baptized in early years have grown to man and womanhood; have been joined in marriage by the same pastor, and their children in turn have been baptized by the same pastor who baptized them. All these memories serve to draw pastor and people closer together and knit more firmly the bond of sympathy with each succeeding year. As a minister he has been faithful, efficient and energetic. Possessed of more than ordinary pulpit talent, and with special gifts as a pastor, he has brought to his work rare earnestness and Christian consecration. In his church and out of it he has shown himself a friend of humanity, deeply interested in the welfare of all, and full of sympathy for those who are in sorrow and distress. He has endeared himself to many friends, and has won the confidence of all, without respect to their differences of opinions on doctrinal and political points. As a noble son of his dear Alma Mater, Union College, he seems to have imbibed the very spirit of her glorious motto, "In necessariis Unitas, in dubiis Libertas, in omnibus Caritas."

GEORGE H. WILLIAMSON (deceased) was born in New Brunswick, N. J., August 24, 1842, and was a son of John and Catherine (Voorhees) Williamson. Mr. Williamson was educated at the University of the City of New York. In 1877 he located in Long Island City, and was a clerk in the water department under Mayor Debevoise, and after serving three years in that connection, he took charge of the Steinway Avenue Improvement Commission. In 1883 he engaged in contracting and building, in which he continued until the time of his death, which occurred May 25, 1894. He was a volunteer fireman of the old department in New York, with which he was connected until it disbanded. Later he became a member of the Veteran Firemen's Association, in which he was a trustee at the time of his death. He was a member of Advance Lodge, No. 635, F. and A. M., at Astoria; John Allen Lodge, A. O. U. W., and Lincoln Club of Long Island City. On October 6, 1878, Mr. Williamson married Miss Mary A. Berry, who was born at Lake Providence, La. Mrs. Williamson now resides at No. 241 Purdy street, with her four daughters, viz., Florence M., Sarah M., Catherine May and Edith L. Another daughter, Jessie, died at the age of two years.

JOSEPH CASSIDY, formerly Alderman from the Second Ward, and Treasurer of the Board of Excise Commissioners of Long Island City, is one of the prominent politicians of Queens County. He was born and reared in Long Island City and received his education here and in Brooklyn. His first position was in the wholesale house of Arnold, Constable & Co., New York City, where he was employed in the fur department. Such was his efficiency that within two years after taking a position with that firm, he had entire charge of the manufacturing department. After five years he started in business for himself, on Broadway and Thirty-seventh street, New York, where he engaged in the sale and manufacture of fur. From that time until 1889 he was general manager of the wholesale house of Freyest & Sons. Returning to Long Island City, Mr. Cassidy, in 1889, became a partner with his father in the florist and gardening business, which has since been carried on under the name of Cassidy & Son.

In Hulst street, where Mr. Cassidy owns sixteen lots, he erected a fine residence, and here he and his wife make their home. Mrs. Cassidy, whose maiden name was Elizabeth Casey, was born in Connecticut. In 1893 Mr. Cassidy was appointed excise commissioner, by Mayor Sanford, and from the start he was treasurer of the board. He was elected Alderman in 1893 from the Second Ward, taking his seat January 1, 1894. His time of office as Alderman and Excise Commissioner expired December 31, 1895, and while serving his last day in that capacity he was appointed a Health Commissioner, which office he still retains. He virtually held one elective and two appointive positions in one day, something rarely heard of. During his term he worthily represented his constituents, who have the greatest confidence in him. He was a charter member of the Jefferson Club. Both in business and in political circles he has made many friends and is held in high esteem for his sterling worth and the excellencies of his character.

JOSEPH DYKES, of Flushing, Treasurer of Queens County. The subject of this sketch was born in New York City, and is the oldest son of Captain William Dykes. His younger days were passed in East Williamsburg, town of Newtown, where he attended the old Fresh Pond school. From the age of thirteen Mr. Dykes had charge of his father's farm at Westbury. In 1867 he married the eldest daughter of William Phillips, of Flushing, and in 1868 he moved to Flushing and took charge of the farm of his father-in-law.

Mr. Dykes engaged in the produce commission business in Long Island City in 1872. This business he conducted until 1891. His methods of carrying on business were such that, it is said, a customer never left him.

In 1881 he was elected Supervisor of the town of Flushing, and held the office for ten consecutive years. For six years out of the ten he was chairman of the Board.

In 1890 he resigned the office of Supervisor to enter upon the duties of Treasurer of Queens County, of which office he took possession on January 1, 1891.

To Mr. Dykes, more than to any other, should credit be given for the benefits soon to be derived from the system of macadamized roads throughout Queens County. It was he who introduced and pushed through the resolution for the improvement of Jackson avenue, in the town of Newtown, started in 1883 and continued with perseverance until 1886, when the necessary resolution was passed. At that time he predicted that in less than ten years every town in Queens County, through its proper officers, would ask the Board to pass similar resolutions. The allotted ten years have not yet passed, and every town in the county is at work macadamizing its main thoroughfares.

To Mr. Dykes, also, is due the credit of introducing into the villages of Flushing and College Point the electric railroad now in operation in those villages; also the electric light through Flushing village. He has been president of the railroad company since its beginning, and manager of that and the Electric Light Company also.

Mr. Dykes reorganized the Flushing Bank, putting it on a firm and popular basis, and is now president of that institution.

Mr. Dykes is a member of the I. O. O. F., the Niantic Club and the Flushing Fishing Club of Flushing.

In politics Mr. Dykes is a Democrat, but one of those individuals who believe that every man has the right to think for himself.

JUDGE JAMES INGRAM, who is at present Justice of the Peace of Long Island City, was born in the city of New York, May 6, 1866. His father, David Ingram, is a prominent business man of New York and Astoria, L. I., and a manufacturer and dyer of cotton yarns. His mother was a Miss Violet Patterson, a native of Greenock, Scotland. Judge Ingram resided in New York until 1872, and then came with his parents to Long Island City, where he received his education in the public schools.

When he was fourteen years of age he left school to engage with his father in business, and soon thereafter took charge of the financial department of the business. Since the age of nineteen he has had charge of the business in the New York office, at No. 96 Spring street, and although business is carried on in Long Island City, the principal office is in New York City. In the fall of 1893 Mr. Ingram was nominated on the Democratic ticket (though a Republican) to the office of Justice of the Peace. He was elected by about fifteen hundred plurality, far ahead of the ticket, and he has discharged the duties incumbent upon that position in a very able manner. He was appointed Police Commissioner in 1893, and served until he resigned to accept the position of justice. Mr. Ingram is a first degree Mason, belonging to the consistory of New York. He is also a member of the Masonic Temple of the Mystic Shrine Advance Lodge, 635, F. and A. M., the Astoria Athletic Club, R. C. A. W. Boat Club, Lincoln Club, Union League, and of the First Presbyterian Church of Astoria. He is one of the youngest justices ever elected in Long Island City.

CLARE T. WRIGHT was born in Elizabeth, N. J., May 16, 1857. When he was six years of age



WILLIAM W. WRIGHT



his parents removed to Long Island City, where he received an education in the public schools. He has for many years been engaged in the business of a contractor and builder, and is well and favorably known. He is a member of the Baptist Church, and in politics he is independent. On October 28, 1880, he married Miss Mary MacPayden, to whom four children have been born.

CHARLES CURTIS WOODRUFF was born in Elizabeth, N. J., July 9, 1861. When he was sixteen years old he was apprenticed to learn the trade of a brick mason, working for his uncle, John B. Woodruff. After learning the business, and when only nineteen years of age, he was made foreman on the various buildings which his uncle was engaged upon, and continued in his employ until 1889, when he began contracting on his own account. He formed a partnership with James S. Carpenter, under the firm name of Carpenter & Woodruff. The firm continued until 1895, at which time it was dissolved and our subject continued alone. He now has his office at No. 209 Tenth street, Long Island City. Mr. Woodruff has held contracts for the erection of some of the largest public and private buildings in Long Island City and vicinity. In 1883 he married Miss Emma Sandene, a native of Greenpoint, Brooklyn, and a daughter of Captain Andrew P. Sandene. One child, Adaline, has blessed their union. Socially, Mr. Woodruff is a member of Reliance Lodge No. 776, F. and A. M., at Greenpoint. He is an exempt fireman, having served with Hunter Engine No. 4. He is a Republican and a member of Lincoln Club, of Long Island City.

FREDERICK C. TROWBRIDGE, a popular and well-known real estate dealer of Long Island City, was born in Astoria, November 14, 1859. He received a careful education, and was graduated from Columbia Grammar School in 1876. After completing his education, he engaged with the Celluloid Brush Co., of New York City, with whom he remained for ten years, from 1877 to 1887, filling the position of head clerk from the start. In January, 1890, he became a partner in the firm of Trowbridge & Stevens, real estate dealers and insurance agents. Mr. Trowbridge is a Republican in politics. He is a charter member of the Astoria Athletic Club, and has been a member of the governing committee several times.

JOHN MESSENGER, of the firm of Clonin & Messenger, was born in New York City, May 4, 1854, where he was educated in the public schools. He is a son of the late William F. Messenger who was a prominent manufacturer of New York. After completing his education Mr. Messenger filled the position of corresponding clerk for a number of New York firms and for twelve years was the confidential clerk for Keiche Brothers, animal importers. He then became superintendent of an aquarium at Coney Island, a position he retained for four years. After filling a number of other responsible positions he engaged in the butter and eggs business in New York. In 1890 Mr. Messenger removed to Astoria and formed his present partnership with Mr. Clonin. On October 31, 1879, he married Miss Eleanor Clark, a native of Wilmington, Delaware, who has borne him three children: John, Jr., Gertrude E. and Leslie A. Mr. Messenger is a member of Alma Lodge, No. 728, F. and A. M., and Alma Council, No. 191, R. A., of New York City. He is also identified with the American Legion of Honor, Amity Council, No. 576, of New York.

EDWIN F. WHITE who is prominent in real estate and insurance circles of Long Island City, was born in Bradford, England, August 10, 1863, where he received a careful education in the public schools and Bradford College. Mr. White has resided in Astoria for the past fourteen years and is well and favorably known. He is a member of Astoria Athletic Club and of Sunswick Council, R. A.

JOHN W. FORSELL, a popular young dental practitioner of Long Island City, was born in Salt Lake City, Utah, November 12, 1872, where he received a careful education in the University of that city. In 1888 he began the study of dentistry, and in 1892 entered the Philadelphia Dental College and was graduated from that institution in 1895, with the degree of D. D. S. On September 1st of that year he located in Long Island City for the practice of his profession and has succeeded in attaining a position among his fellow practitioners that he may feel proud of. On September 15, 1894, Dr. Forssell married Miss May Felker, of Woodstock, Maine. They reside in a comfortable home at No. 24 Stevens Street, Astoria, where the Doctor also retains his office. Dr. Forssell's father is A. Theodore Forssell, a prominent banker of Salt Lake City.

GEORGE E. CLAY was born in New York City, February 17, 1851, being the son of George and Mary (Martine) Clay, the former a native of Massachusetts, and the latter of New York City. The subject of this sketch received his rudimentary education in the public schools of his native city, after which he attended the College of the City of New York, graduating therefrom in 1870, with the degree

of B. S. In 1876 he came to Long Island City where for several years he followed his profession, that of civil engineer. In 1886 he embarked in his present business, real estate and insurance. Mr. Clay is a member of City College Club, Salmagundi Club and St. John's Episcopal Church. He is also Trustee of the Long Island City Public Library. Politically he is a Republican. On October 18, 1882, Mr. Clay married Miss Margaret Olivia Hunter, to whom three children have been born, viz., Mary, George Hunter, and Edna.

ALFRED L. NEW.—There is in the business world only one kind of a man who can successfully combat the many trials of life. That is the man of force of character, and liberal mind toward his fellow beings. This, combined with industry and intelligence, make up the character of the person of this sketch. Alfred L. New was born in Greenpoint, Brooklyn, N. Y., September 2, 1844. Up



FROM L. C. DUTKEN

to the age of twelve years he attended the public schools, then his early life, after the close of his school days, was spent in the drug business in Greenpoint. In 1869 Mr. New went as junior clerk in the old established drug business of Jesse M. Sands, Avenue C and Eleventh street, New York. Years of active work and close attention to affairs was rewarded by his promotion to take charge of business. After ten years of successful life in the drug business, our subject came to Long Island City, that part then known as Hunter's Point, to engage in the grocery business, under the firm name of Smith & New Brothers. Later, the business became the property of the New boys, and has been from that day to this, J. N. New & Bro. The store now is the oldest established in Long Island City.

In 1885 he began dealing in coal and wood in connection with his grocery business, with office and yard foot of East avenue, on Newtown Creek. Mr. New is classed among the prosperous business men of this city. The coal is unloaded by steam derricks, and handled by self-dumping and self-regulating cars. His father, James L. New, was reared in England, and engaged there in the

stage business, which he successfully carried on until 1837, when he came to America, and located in Greenpoint, where he, for a time, followed his former occupation. Giving this up, he established the first stage route between Greenpoint and Williamsburg, and later the first stage line on Atlantic avenue, from Bedford to Fulton ferry. Having sold his stage lines, in 1857, he emigrated to California to engage in gold mining. From there he went to Montana, and resides in the latter State (partly), engaged in stock ranching. His mother, Harriett Webb, is also a native of England. Mr. New's brothers are James N., who is his partner in business, and Levi W., a grocer in Long Island City, and his sister, Gertrude, married and living in Brooklyn. Mr. New's residence, at 32 Third street, is presided over by his estimable wife, who was formerly Miss Amanda M. Smith, daughter of the late J. Andrew Smith, who was a grocer of Long Island City, and a pioneer settler of the place, having settled here in 1860, on the spot where our subject's grocery store now stands.

Four children have been born to the marriage of Mr. and Mrs. New, William G. and Howard C., now dead, and Alfred N., a traveling salesman in the wholesale coal house of F. A. Potts & Co., New York City, and Miss Gertrude E., at home. Mr. New has always been active in the various interests of the city, having served in the old Volunteer Fire Department as a member of Franklyn Engine Co. No. 3 for many years. He has for years been an active member of the East Avenue Baptist Church, is president of the Board of Trustees, and Superintendent of the Sunday School, to which position he has been elected annually for eighteen consecutive years. Fraternally, Mr. New is a member of Island City Lodge 586, F. and A. M., of which he is past master. Also a member of Banner Chapter 214, R. A. M., of this city, and Black Prince Lodge, Knights of Pythias, of Brooklyn. Politically, he is an ardent Republican, ever ready to stand by the principles of his party.

JAMES N. NEW was born in Newtown, L. I., November 14, 1842. When he was four months of age his parents removed to Greenpoint, now a part of Brooklyn. For the past thirty-four years he has been a resident of Long Island City, where he is now engaged in the grocery business. When he was twelve years of age he began in that business in the store of John F. Allen, in Greenpoint. He remained in his employ for seven years, at which time he accepted a similar position with J. Andrew Smith, of Long Island City. After serving a clerkship in that gentleman's employ, he, in 1865, entered into a co-partnership with Mr. Smith and a brother of our subject, at 39 Vernon avenue, under the firm name of Smith & New Brothers. In 1868 Mr. Smith withdrew from the firm; from that date up to the present time it has been known as J. N. New & Brother. In 1887 the firm, in connection with their grocery business, added coal, the same being under the supervision of A. L. New, while J. N. New manages the grocery department.

On December 25, 1867, our subject married Miss Eliza M. Gibson, to whom six children have been born. Mr. New is a member of Grace M. E. Church of Long Island City, and of Island City Lodge, F. and A. M.

WILLIAM W. WRIGHT was born in Astoria, Long Island City, where he has resided all his life. He received a common school education, after which he engaged in mercantile pursuits. Mr. Wright has always taken much interest in public matters. He was a member of the Board of Police Commissioners under Mayor Sanford's administration, and was treasurer of that body during the time. He is a member of the Royal Arcanum, Masons, and St. Thomas' Episcopal Church.

On October 20, 1883, he married Miss Anna E. Cornell, now deceased. Two sons were born to the union.

THE FIRM OF I. & J. VAN RIPER was established in Hunter's Point in 1861, and continued until 1891, when Francis G. and George T., sons of Mr. Isaac Van Riper, were admitted to the firm, making it I. & J. Van Riper & Co. This was continued until 1894, when the senior members retired, leaving the business under the name of F. G. & G. T. Van Riper. From the time the concern was first established they have been one of the leading building firms of the city. They have erected many of the prominent buildings, not only in this city, but in Brooklyn, New York City and throughout Long Island. Among some of the most prominent are the West Shore Railroad buildings, at Weehawken, N. J.; the main wing of the New York Architectural Terra Cotta Company, in Long Island City; the Masonic Temple in Greenpoint; Fleischmann & Co.'s stables at Brooklyn and Hempstead, L. I.; the Long Island City Police Station; the Freeport Public School, and the factory building of W. J. Matheson & Co., Long Island City. The firm are now erecting a six-story warehouse on Hudson street, New York City; St. Mary's Lyceum in Long Island City; the Mutual Insurance building in Glen Cove, L. I.; and the Children's Home in Yaphank, L. I.

GEORGE E. PAYNE, eldest son of Alvan T. Payne, born at Corning, Steuben County, N. Y., September 2, 1861. He came to Long Island City in 1867 with his parents where he received his early education at the First and Fourth Ward Public Schools. He afterwards attended the State Normal School at Mansfield, Pa., for two years, and from there went to Professor Hollock's famous school at Bridgehampton, L. I., where he finished.

His first business venture was with Col. Sage (who filled and graded the streets of the First Ward of Long Island City), in Ohio, where he had charge of the work of constructing the road bed of western extension of the Erie R. R. from Marion, Ohio, to Chicago, and was known as Chicago and Atlantic R. R. He remained with Col. Sage one year and returned to Long Island City in 1893, and became private secretary of Mayor Petry, and Mayor's clerk and continued in that position until Mr. Petry

found from him in 1887. He then entered the real estate and insurance business in which he has become quite successful. He resides with his family, consisting of his wife, Julie B. Payne, who is the eldest daughter of Felix D. Bertlet, an old resident of Astoria, and his three children, Margaret, Dorothy and George, at 257 Nott avenue, in a house built by him in 1894.

PROFESSOR FERDINAND QUENTIN DULCKEN.—There is probably no citizen of Long Island City who has a hobby in music a success more remarkable than that which has brought a national reputation to the subject of this sketch. Inheriting a talent for the art, he has cultivated this to the fullest extent, and both as pianist and composer of music, deserves the high position he holds in the estimation of the people. He has been musical director for some of the greatest musical artists of the day, both here and abroad. From his paternal and maternal ancestors he inherits a love for music. His father's grandmother, who was born in France, was a gifted pianist, and her fondness for the art was also cherished by her husband. During the French Revolution they were obliged to flee from their homes, disguised as peasants; went to Munich, Bavaria, where he founded a pianoforte factory, under the patronage of the Prince of Bavaria. The latter became a warm friend of this talented couple, in whose welfare he showed a deep interest. Recognizing the superior ability of Mrs. Dulcken, he gave into her charge the musical training of his daughters, one of whom afterward became the wife of Nicholas, Czar of Russia; another became the wife of William, King of Prussia; and the third, Queen of Saxony. A correspondence was maintained by these three ladies with Mrs. Dulcken until her death, when, in accordance with her will, the letters were returned to the writers. The Dulcken family originated in Holland, and its members have been prominent in the various countries whither they have gone.

From his mother he inherits no small degree of musical ability. She was born in Hamburg, Germany, and early in life displayed the talent for music which was a family characteristic. Her education was thorough, and she became so proficient in the profession that she was chosen pianist to Queen Victoria, which honored position she filled until her death. Her brother, Ferdinand David, was also a noted musician, his specialty being the violin. The only one of her children who inherited her artistic tastes was Ferdinand Quentin Dulcken. A portion of his childhood years were passed in London, England, where he was born. From there he went to Leipsic, Germany, in order that he might have the advantages of a musical training. He became a pupil of Mendelssohn, and also studied under Moscheles, under whose supervision his technique was perfected, and his knowledge of music broadened.

In 1876 Ferdinand Quentin Dulcken came to America, and has since starred the country with a number of the most famous artists of the world, including Essipoff, many great singers, and Ole Bull, among the violinists.

He has his headquarters in Steinway Hall, where he has given instruction to some who are now famous in the musical world. His ability as musical director, accompanist, pianist and composer is universally recognized. His compositions include both vocal and instrumental numbers, and are widely known and admired. He has gained many triumphs in large assemblies and critical gatherings.

Some years ago he spent several seasons at Warsaw, where he was one of the professors in a conservatory, but the bigotry and oppression of Russian nobility became unbearable, and he sought a more congenial abode. For a number of years he has made his home in Astoria.

On January 24, 1884, at her home in Bowery Bay, he married Mary Catharine, youngest daughter of Ann Eliza Rapelye and Jacob Suydam Totten. Her maternal grandparents were Margaret Polhemus and Isaac Rapelye, the former of Holland Dutch forefathers, and the latter, French Huguenot, two of the oldest and influential families of Long Island. Her father was Jacob Suydam, son of Catharine Monfort and Joseph Totten, who died March, 1845, leaving his widow, Ann Eliza Totten, with six small children. Nobly she led them in the right path, and lived to see them all grown up, and died in her eighty-first year.

Mrs. Dulcken has one sister and two brothers, Gertrude Rapelye Totten, formerly of Bowery Bay, now living in Astoria in their comfortable home on Debevoise avenue; Abram, living at Woodside, also of Bowery Bay; and William Totten, of New York City, who is married and has one child. Many mementoes of these old families have been preserved. Old Bibles, printed in the Holland tongue, with name of "Monfort" on fly leaf and engraved on silver clasp; a marriage certificate, and testament, of Sarah De Blinck to Pieter Monfort, at Amsterdam, Holland, dated June 11, 1630.

who came to this country the same year; also a will of Sarah De Blanck, dated 1660, bequeathing all her property to her son Yan (John); a lieutenant's commission, given to one Pieter Monfort, and signed and sealed by Richard, Earl of Bellmont, dated January 26, 1668; and many other old and curious documents. Mrs. Duleken was educated in Long Island City and the New York Normal College, and was for years engaged in teaching. Was principal of the Bowery Bay school and assistant principal of one of the Long Island City schools.

Mrs. Duleken is fond of music. Occasionally she writes. Some of her poems have been set to music by her husband. A visitor to the pleasant home notices many souvenirs from friends and pupils; the autograph of Wilkie Collins, and among the photographs and written under each, "Henry W. Longfellow. In memory of a pleasant - December 21, 1877."

**GARRET JAMES GARRETSON.** The Garretson family are among the earliest name frequently appearing in the pioneer history of New Amsterdam. In 1633 the Hon. Martin Gerritsen or Van Twiller's hattan Island. In 1643 Philip first public house on Manhattan Island, and is found among the members of the Reformed Church on Manhattan Island. Judge Garretson emigrated from the Rhine, in Germany in 1663, and settled in New Jersey. Garret J. or John Garretson the subject of this biography was born on his father's farm in Hillsborough, N. J. He was a Reformed Dutch town, L. I. He Rapalie, a direct Jores Jansen de of Rochelle, in refuge in Holland during wars of the coming to this country. He settled at Fort Albany, and in New Amsterdam, ing on Long



CORB MEYER

Wallabout, in the present city of Brooklyn. Garret James Garretson was born at Newtown, L. I., July 16, 1847. After an academic education received at the Flushing Institute, Long Island, he entered the office of Messrs. Marvin & Daniel, and was admitted to the bar in December, 1869. Since that date he has been actively engaged in the practice of his profession in New York City and in Queens County, in which field he has achieved a full measure of professional success. In 1877 Judge Garretson formed a co-partnership with Henry W. Eastman under the firm name of Eastman & Garretson, which was terminated by the death of the senior partner in 1882, when with two of Mr. Eastman's sons the co-partnership was continued under the firm name of Garretson & Eastman. Judge Garretson's practice has been largely connected with real estate, law, mortgage investments, the management and care of estates, and matters connected with the probate courts. He has

the appearing in the New Amsterdam. Martin Gerritsen or Van Twiller's hattan Island. Gerritsen kept the built on Manhattan the family name the enumerated in bers of the Dutch on Manhattan Garretson is a de-Gerritsen, who Wageningen, near derland, Holland, at Bergen Point, Garretson, the son and the father of biography, was father's farm in Somerset County, clergyman of the Church, at New-married Catherine descendant of Rapalie, a native France, who took during the reli-sixteenth century, country in 1623. Orange, New 1626 removed to afterwards locat-Island, near the

been and is still executor and trustee of many large estates and the custodian of important financial interests.

Judge Garretson is much interested in educational work, and was for many years President of the Board of Education of Newtown. For the years 1873-4-5, he filled the office of School Commissioner for Queens County. In 1880 he became Surrogate of Queens County, and in 1885 was nominated and elected to the office of County Judge of Queens County. He served with great acceptance from 1886 to 1891, when he was re-elected for a further term of six years. In June 1896 he was appointed one of the commissioners for Greater New York, and in November of same year he was elected a justice of the Supreme Court of New York. He was, in 1876, married to Eliza, daughter of Henry W. Eastman, Esq., his partner and a prominent and successful member of the bar of Queens County and New York.

Judge Garretson possesses a keen and incisive intellect which penetrates to the marrow of a legal problem. Without any bold or abrupt statement foreshadowing his intended judgment, he reasons a question out by a process of subtle analysis which gives to every slip the character of a logical postulate. When the conclusion is reached you see at once why it becomes undisputable as an application of legal principles to established facts. It is this judicial quality of mind, ripened by experience on the bench, which has imparted so high a character to his decisions that lawyers feel in advance the futility of appealing from them. Not one of his judgments, while sitting as surrogate and passing upon these intricate questions of mixed fact and law belonging to the probate of wills, was ever reversed by an appellate court. His success in always adjusting the right principle to the right solution of the issue raised before him he owes to a happy organization of mind. Where the intellect, instead of being self-sufficient, is always guided by the law of conscience, silently yet steadily directing his judicial action.

With such an organization it would not be otherwise than that he should administer the office of County Judge without fear, favor or prejudice to any man. Before him all litigants stand as impartial suitors. Whether as indicted criminals or parties to a civil action he is equally considerate of their rights and ready to protect them in their vindication. Neither politics, nor local prejudices, nor denominational interests have any weight in his presence. He has no preferred claimants upon his judicial favors, and no counsel, however intimate, has access to his judicial ear out of court. Hence he never comes upon the bench, like so many of our judges, with a foreknowledge of the peculiar merits of one side of a controversy. Popular with the bar, because of his uprightness, his courtesy and his fearless adherence to the right at every stage of procedure; admired and respected by his fellow-citizens, as their re-election of him to the bench showed, he stands as a noble embodiment of those high moral qualities which constitute a great and an upright judge.

CORD MEYER was born at Maspeth, town of Newtown, L. I., New York, in 1854. He is the second of three sons of the late Cord Meyer, who came from Germany to this country in his youth. A few years after his arrival here, he started in business for himself as a manufacturer of charcoal, used in the process of refining sugar, of which he made a great success, which eventually induced him to enter the refining business himself as a member of the Williamsburg firm of Dick & Meyer, which, after many years of great success, was taken in the sugar trust at the time that corporation was organized.

Our subject is largely interested in the bone charcoal business, and is president and principal owner of the Aema Fertilizer Company on Newtown Creek. For a time he was a special partner in the banking house of C. L. Rathborne & Co., but since the death of his father, which occurred in 1891, he has withdrawn that source to attend to his many private affairs. Politically, he is a Democrat, and takes great interest in all political affairs. He was the representative for five years, dating from 1884, in the Democratic State Convention, and a member and Secretary of the State Executive Committee. He is a warm admirer of President Cleveland. In 1892 he was appointed by Gov. Flower one of the World's Fair Commissioners, and in October, 1893, he received the Democratic nomination for Secretary of State. Mr. Meyer is largely interested in real estate affairs of that beautiful village of Elmhurst, Long Island.

Mr. Meyer was educated at Old Brook School, Maspeth, after which he attended, and was graduated from Grammar School No. 42, New York City. After completing his grammar school studies, he attended the College of the City of New York for a period of two years. On October 9, 1878, he married Miss Cornelia M. Covert, who has borne him five children.

CHARLES G. COVERT was born at Maspeth, L. I., New York, September 30, 1826, and was a son of Underhill and Maria (Johnson) Covert, the latter being a daughter of Charles Johnson, who resided at Maspeth, near Covert Place. For his first wife he married Miss Nancy Leonora Aldrich, Newtown, October 29, 1841. Her demise occurred April 8, 1845, having borne him three children as follows: Underhill J., born October 19, 1848; Henry Aldrich, born September 20, 1842; and Charles Johnson, born March 27, 1845, the latter dying in infancy. On March 29, 1850, Mr. Covert married Miss Elizabeth Welsh, of New York City, who survives him, and who bore him four children. Mrs. Covert was born in New York, December 24, 1827.

In 1858 Mr. Covert was first chosen supervisor. He was re-elected to the same position many times thereafter.

ALVAN T. PAYNE is the leading Attorney and one of the most progressive citizens of Long Island City, who for nearly 30 years has been identified with its development and prosperity. In political affairs he has been very active in serving the public, and in 1875 was elected to the New York Assembly from the Second District on the Democratic ticket and served during the centennial year 1876. While a member of that body, he was instrumental in securing the passage of only such bills as served the people, and was aggressive in preventing much bad legislation. He was the counsel to the Corporation of Long Island City during the period when the municipal affairs were managed upon business principles strictly. He ran for the office of District Attorney as an Independent Democrat in 1880 and was defeated by about 500 votes, while the regular ticket upon which his adversary ran won by over 2,000. He was a candidate for the nomination for County Judge at the last election to fill that office.

The town of Southhold, Suffolk County, where Mr. Payne was born, February 16, 1840, was also the birth-place of his father, Thomas, and grandfather, Captain Benjamin Payne.

The latter was a well-to-do farmer in that locality and followed his peaceful calling until the outbreak of the war, when he volunteered his services in defence of the colonies. From the ranks he rose to the position of Captain of his company and was present at many hard-fought engagements, taking a very prominent part in the battle of Long Island.

The great-grandfather of our subject was Rev. Thomas Payne, M. D., who was born in Columbia Co., N. Y., and completed his literary studies in Yale College, where he gained a fine education. In addition to engaging in the practice of medicine, he also held the first pastorate of the First Presbyterian Church Society organized in the town of Southhold. And, as it is inscribed on his tombstone, he ministered to the wants of the soul as well as those of the body.

The mother of our subject was a daughter of Rev. Ezra Haynes, a Presbyterian Clergyman, and a native of Columbia County in this State. Dr. Daniel Haynes, one of her uncles, was a distinguished physician and poet.



HON. THEODOR KOHLER.

The subject of this sketch was the youngest son and fourth child in the family. At the age of twelve years, he was a pupil in Braner Academy, Connecticut, and a teacher of primary classes therein. Later he became a pupil of Elizabeth Mapes, a renowned teacher on Long Island for many years, and of whom it was said that no lady of that period surpassed her in mental acumen.

Mr. Payne's ambition to enter Yale College was frustrated by his father's reverses in business, and at the age of sixteen, he began the study of law in the office of George B. Bradley, of Corning, now Justice of the Supreme Court. He was admitted to the bar at the age of twenty-two years and shortly afterwards formed a partnership with Henry Sherwood, then a member of Assembly. He was elected a Justice of the Peace shortly after attaining his majority. In 1864 he was appointed United States Commissioner for the Northern District of New York.

In 1867 Mr. Payne removed from Corning to New York City and formed a partnership with his brother Oliver. His clientele in Long Island City having increased so rapidly, because of his residence there, he gave up his New York offices and devoted his whole time to his work there.

The success of Mr. Payne has been gradual and well merited. He is regarded as an able all-around lawyer in whose hands the confidences and interests of his clients were never misplaced or betrayed.

He has been retained in many noted cases, among them the Hoffman Innaey proceedings and afterwards in maintaining Mrs. Hoffman well. In the latter case he was paid \$2,500 for his services and he was then only about thirty years of age.

He was the managing counsel in the first case against Mayor Debevoise, contesting the validity of his election. An extraordinary circuit was appointed by Governor Dix for the trial of the action, Mr. Payne failed after a two weeks' trial, but subsequently, upon a re-election, Mr. Debevoise was ousted in an action brought by Mr. Payne in behalf of George Petry. He was also successful in the Nymist poisoning and divorce cases which for a long time attracted public attention.

Mr. Payne is counsel to the Queens County Bank. He is a trustee of Long Island City Savings Bank and has been its only counsel since its incorporation in 1876, and the bank during that period having invested hundreds of thousands of dollars upon his advice, never lost a dollar. He has the distinction of being the oldest practitioner in the city and the third oldest in the county. His son, A. T., Jr., is associated with him in the practice carried on in their commodious offices in the Savings Bank Building. His relations to the members of the bar have been cordial and fraternal, and he enjoys the confidence and respect of the Courts.

Mr. Payne is at the present time the President of the Queens County Bar Association. He is a member of the Masonic Order, and a member of St. John's Protestant Episcopal Church, of which he was for many years a vestryman. He is also a member of the Suffolk County Historical Society. In politics he is a Democrat. During the political vicissitudes of which the inhabitants of the city have passed through, he has been in the front rank of those who have at all times sought the city's welfare.

There has not been a time during the period of his residence in this city when it could be truly said that he ever violated a trust, either public or private.

HOS. LEON S. MANLEY is a native of the State of New York, having been born in Addison, Steuben County. He is the son of Nehemiah and Jane (Baker) Manley, the former a native of the State of New York, while the latter was born in Pennsylvania. The subject of this sketch, who was the only child of his parents to reach mature years, continued to live at home until he was sent to Alfred Academy, in Allegany County, N. Y., where he completed his education. He then made practical use of his knowledge by teaching school. For some time previous to this he had been desirous of turning his attention to the study of law, and began reading in the office of F. C. and J. W. Deane. In January, 1872, he was admitted to the bar in Buffalo, and in November of that year he entered the practice of his profession in Long Island City, having entered into a co-partnership with C. L. Perry, and who was continued for one year. He then opened an office of his own, and continued to practice alone until 1887, when Charles A. Wadley became associated with him, the firm being known as Manley & Wadley.

Mr. Manley, for a period of four years, held the office of Justice of the Peace. He has also been a member of the Mayor of Long Island City. In the fall of 1895 he was nominated on the Republican ticket for the Constitutional Convention, and was elected from the First District. He was a member of the committee on charities, and also on the committee on Governor and State



Judge Manley is a member of the Queens County Bar Association, of which he was Vice-President for some time. He is the second oldest practitioner in Long Island City. He is married and has four children.

CHARLES A. WADLEY was born in Clyde, Wayne County, N. Y., June 8, 1850, the son of Martin and Emily Butler (Wheeler) Wadley, the former a native of South Butler, Wayne County, New York, and the latter having been born in Ravenna, Portage County, Ohio. The Wadleys, sometimes spelled "Wadleigh," are an old New Hampshire family, tracing their ancestry back to England, from whence the first members of that family emigrated to this country over a century and a half ago. Mr. Wadley spent the greater part of his childhood with his parents in Clyde, where he was educated in the High School of that place. At an early age he learned to work. His school days were often broken in upon, and interspersed with various avocations rendered necessary to enable him to support himself. At the age of twenty years he entered the law office of Vandenberg & Saxton (the latter now being the Lieutenant-Governor) as a law student, and continued with them until September, 1882, when he came to New York City, and accepted a position as storekeeper with the firm of John Matthews, manufacturers of soda water apparatus, and continued with them until September, 1884, at which time he entered the law office of Judge L. N. Manley. Since 1883 he has made his home in Long Island City. September 23, 1886, he was admitted to the bar, in Brooklyn, and continued with Judge Manley until 1887, when he was taken into partnership, the firm becoming Manley & Wadley, and still continues the same. On March 1, 1894, Mr. Wadley was appointed Assistant District Attorney for Queens County, by District Attorney Daniel Noble, which office he now fills with general satisfaction.

On February 9, 1888, Mr. Wadley married Miss Lillie M. Salzman, of Clyde, N. Y. She died in Long Island City, February 28, 1892, leaving one child, Anna Lillian. On October 30, 1895, Mr. Wadley married Miss Eliza Lucretia Bostwick, of Philadelphia, Pa., and now resides at 158 Eleventh street, Long Island City.

Mr. Wadley has always been a Republican, and cast his first vote for James A. Garfield. He is a member of Mariner's Lodge, No. 67, F. and A. M., of New York City.

JUDGE DANIEL NOBLE, District Attorney for Queens County, is a native of Long Island, and for many years has been one of its leading attorneys. He is active in the ranks of the Democratic party and has served in political positions of influence.

The Noble family is one of the oldest Puritan families in the country. The family progenitor, Thomas Noble, landed in Plymouth Colony soon after its settlement in 1620. In the last four generations of the family there have been many attorneys. Daniel Noble, great-grandfather of the subject of this sketch, was a justice of the Supreme Court of Massachusetts. Solomon B. Noble, father of the subject of this sketch, was born in Williamstown, Massachusetts, May 22, 1819. He attended school and fitted himself for college in his native town, and at the age of fourteen entered Williams College as a freshman. Notwithstanding his comparative youth, he took high rank, and was graduated with honors four years later with the class of '37, being at that time the youngest graduate Williams College ever had. For three or four years after finishing his education, Solomon Noble taught school, and in 1841 came to New York and entered the law office of the late Judge Betts. In three years he completed the course of reading and was admitted to the bar. Deciding to remain in New York, he located his office at 111 Nassau street. He took a very active interest in politics as a Democrat, and became a member of Tammany Hall. He served two terms as a member of the Assembly. For



HON. JACOB STAHL.

nearly a quarter of a century he practiced his profession in New York, and in 1868 he removed to Long Island City and occupied a fine mansion in Ravenswood. After practicing for a time, Mr. Noble formed a partnership with the late Judge Pearse, and a few years later the two partners were candidates against each other for the office of Judge of the City Court, which preceded the present Police Court and had superior powers. Mr. Noble was defeated by a very small majority. His next partner was Isaac Kugleman, which later on was dissolved. Mr. Noble then continued by himself until 1884, when he associated his son, Daniel, in business with him. He took a very conspicuous part in politics, and the last public office which he held was that of District Attorney, having been appointed to that position by his son, the subject of this sketch. In January, 1894, he entered upon the duties of his office, and was actively engaged in the same, when stricken with paralysis. He died at the home of his son, Daniel, in February, 1895. In 1854 Solomon Noble married Miss Agnes, daughter of John Nicolson, a prominent dry goods merchant of New York at that time. Mrs. Noble died in Ravenswood in 1874.

The subject of this sketch, Daniel Noble, was born in Brooklyn, December 25, 1859. He attended the private schools of Brooklyn until 1876, at which time he went to Germany to advance his education, remaining there until 1876. On his return he became a student of Columbia College, and soon thereafter entered the Columbia Law School, from which he graduated in 1881 with the degree of Bachelor of Laws. About that time he entered into business with his father in Long Island City, they continued together until the death of the senior member of the firm, since which time our subject has practiced his profession alone. In 1892 Mr. Noble was elected judge of Long Island City, and in the Fall of 1893 was nominated and elected District Attorney on the Democratic ticket and endorsed by the Republican party.

Judge Noble married Miss Annie Moran, a resident of New York, but a native of Jersey City. He has an attractive home at No. 45 Woolsey street. Mr. Noble is a member of the Episcopal Church, an influential Mason, being a member of Advance Lodge, of Astoria. He is also a member of Kniek erbocker Yacht Club, of College Point; the Williamsburg Yacht Club, of Long Island City; the Astoria Athletic Club, the Long Island City Wheelmen, and is Librarian of the Queens County Bar Association.

REV. JAMES H. MITCHELL, Chancellor of the Diocese of Brooklyn, was born in Astoria, Queens County, N. Y., October 10, 1853. He attended the village school, also public school No. 46, of New York City, after which he entered the College of the City of New York. He afterwards attended Manhattan College and graduated therefrom with honors in 1874. In September of the same year he entered the Grand Seminary of Montreal, where he remained until his ordination as Priest, December 22, 1877. By the permission of the Right Rev. Bishop Loughlin he attached himself for awhile to the Sulpician Church of St. Patrick, Montreal, where he labored fourteen months. He was called to Brooklyn and made an assistant at the Cathedral on Jay street. He had charge of St. James Young Men's Catholic Association. In 1882, at the National Convention held in Boston, he was elected first Vice-President of the Catholic Young Men's National Union, and in the following year was elected to succeed Bishop Keane, as President of the organization. Father Mitchell held this office until 1891, when he declined a renomination. After the death of Bishop Loughlin, Father Mitchell was one of those named for the Bishopric, and on the appointment of Bishop McDonnell, he was made Diocesan Chancellor, with pastoral care of St. John's Chapel, the nucleus of the new Cathedral.

ELIPHALET NOTT ANABLE.—New Yorkers are so accustomed to associate with the western end of Long Island the idea of a great and populous city, that few are able to imagine, and fewer still to remember, the time when farms and country residences occupied the site of Long Island City. The subject of this sketch, still in the prime of life, was born in one of the first houses built on the Hunter farm (from whence the name "Hunter's Point"), September 1st, 1857.

His father, Henry Sheldon Anable, was for over thirty years active and prominent in Queens County as one of the Committee on Incorporation of Long Island City, a commissioner for survey of the city and on the committee on improvements. He also had charge, in trust, of the improvement and sale of the Nott Lands, now part of Brooklyn, as attorney for Union College, to which institution they had been donated by President Eliphalet Nott.

The subject of this sketch, being named after President Nott, is naturally an alumnus of Union, having been prepared for college at the Brooklyn Polytechnic Institute. While in college he was a

member of the Philomathean Society and of the Kappa Alpha Fraternity. He was graduated in the class of 1878 with the degree of A. B., and subsequently received that of LL. B. from the Columbia College Law School in 1886.

Upon the retirement of his father, in 1881, Mr. Anable succeeded him as attorney for Union College, and manager of its real estate at Long Island City, but after three years resumed the general practice of law in New York City.

His surroundings from childhood naturally led him into real estate law, into projects for the purchase and improvement of land, and into acquisition of familiarity with municipal improvement, the law of assessment and taxation. He has served as counsel for Union College, Roswell P. Flower and other large landowners, in actions brought to test the validity of the tax laws of the city, and originated and secured legislation under which a comprehensive plan of street improvements was carried out on Jackson avenue and Vernon avenue. Mr. Anable being of counsel to the commission carrying on the work.

Mr. Anable was formerly an active Republican, serving for years as a member of the Queens County Central Committee and of the General Committee of Long Island City. Mr. Anable married, in 1891, a daughter of the late Wm. G. Schenk, of New York, and has since taken up his residence in New York. In 1893 he left the legal profession and became interested in the hotel business as proprietor of the Westminster Hotel, New York, of which property he subsequently became the owner.

He is one of the executive committee of five of the New York City Hotel Association—the organization through which the associated hotels of the Metropolis act upon all matters relating to their business. A member of the New York Board of Trade and Transportation, A Trustee of the Hahnemann Hospital of New York and a member of the University Club and New York Athletic Club and the Association of the Bar of New York City. And still largely interested as owner in Long Island City real estate.

EDWARD J. KNAUER was born in New York City, December 7, 1855. His parents, Osear and Catherine (Vost) Knauer, both natives of Germany, the former born in Saxony, and the latter in Frankfort-on-the-Main. In 1837 they came to America and located in New York City. The subject of this sketch attended the public schools of New York City, graduating from Grammar School No. 18, and in 1871 he entered the office of the late President Arthur as an errand boy, remaining with him and his successors until the present time. In 1882 he became and is now a member of the firm. He studied law with Mr. Arthur, and in May, 1877, was admitted to the bar in Poughkeepsie, N. Y. Since the death of Mr. Arthur the firm name has been changed to Knevals & Perry. In August, 1876, Mr. Knauer became a resident of Long Island City, and resides in a pleasant home at the corner of Woolsey and Franklin streets. His wife was Miss Matilda Leonhard, a native of New York City, and a daughter of Frederick W. Leonhard, a merchant of that city. They have three children, Adelaide, Ransom and Florence.

Mr. Knauer is a Republican. He has served two terms as a member of the Board of Aldermen of Long Island City, representing the Fifth Ward, and was President of the Board one term. Mr. Knauer was active in the removal of Patrick J. Gleason, in his fight for the office of Mayor of Long Island City, several years ago. He is also active in educational matters, and, in fact, takes a deep interest in all that pertains to the advancement and welfare of the city. He is a thirty-second degree Mason, being a member of Advance Lodge, No. 635, F. and A. M., and one of its past masters.



MATTHEW J. GOLDREE.

He is a member of Mecca Temple, of New York, and John Allen Lodge, A. O. U. W. He is also a life member of Astoria Athletic Club, of which for several years he was President, a member of the Queens County Bar Association, besides other numerous societies in Long Island City.

CHARLES BENNER, a prominent lawyer and citizen of Long Island City, was born in Astoria, July 31, 1855. His education was obtained in Anthon's and Hull's schools of New York City, Phillips Academy, Andover, Mass., and at Yale College, from which he was graduated in 1876. After finishing his collegiate course he began the study of law, and has practiced his profession ever since his admission to the bar. He has resided in what is now Long Island City all his life. Mr. Benner is a member of the University Club of New York City, and St. George's Episcopal Church of Long Island City. Politically he is a Republican, and is a member of, and counsel for, the citizens' committee of seven, which broke up the Debevoise ring. On October 28, 1885, Mr. Benner married Miss Gertrude Whittemore, to whom five children have been born.

CHARLES T. DUFFY, a prominent lawyer and Justice of the Peace of Long Island City, was born in New York City, March 4, 1850. He was the only child of Michael and Maria (Keon) Duffy, both of whom were natives of Ireland, the former having been deceased since 1892, while the latter still survives and makes her home with the subject of this sketch. Judge Duffy received his education in the public schools of New York, and was for two years a student of the College of the City of New York. When eighteen years of age he left school to engage in business in New York, securing a



HENRY G. LOEFMANN.

position in the dry goods house of Lord & Taylor, with whom he remained in different capacities until twenty-one years old. He then entered the law department of the University of New York, graduating with the degree of LL.B. After that he was chief clerk in the law office of Maclay & Forrest. In 1886 he engaged in business for himself, and in connection with his law practice actively engaged in the shoe and leather business at No. 271 Broadway, New York. In 1885 Mr. Duffy located in Long Island City, and has made that city his home ever since. He was married to Miss Ella Keon, to whom two children have been born, Arthur and Ferdinand. In January, 1893, Mr. Duffy was appointed attorney to the Board of Health, and held that position until elected Judge in the fall of that year, he having received a majority of sixteen hundred votes. He is an active Democrat, and has been President of the Jefferson Club of Long Island City for the past two years. He was also President of the Ravenswood Boat Club for three years.

WILLIAM E. STEWART, one of the most widely-known members of the legal fraternity of Long Island City, was born in New York City, November 9, 1852, where he was educated in Grammar School No. 3. After completing his education he began the study of law, a profession he has zealously followed ever since his admission to the bar. For the past four years, Mr. Stewart has been a resident of Long Island City, where he is well and favorably known.

Mr. Stewart is a member of Advance Lodge, No. 635, F. and A. M., Manhattan Chapter, No. 252, Royal Arch Masons, Columbian Commandery, No. 1, Knights Templar, Ancient Accepted Scottish Rite, Northern Masonic Jurisdiction, U. S. A., Mecca Temple, Ancient Order of the Nobles of the Mystic Shrine, American Legion of Honor, Royal Arcanum, and the Order of Workmen. He is a Democrat, and was Corporation Counsel for Long Island City, from 1893 to 1896. He was special Counsel for the United States in the French and American Claims Commission during the year of 1882.

On May 23, 1873, Mr. Stewart married Miss Harriet Godefroy, to whom four children have been born, viz., William E., Jr., Harriet, Dorothy and Alfred N.

L. G. DEWEY, was born in Addison, Steuben County, N. Y., August 5, 1858. He received his education at Andover Academy, after which he entered the law department of Columbia College, and graduated there in the Spring of 1880. On December 13, 1879, he was admitted to the bar, being at that time twenty-one years of age. During the following four years he spent his time in the oil wells of Adams County, N. Y. In 1880 he removed to Syracuse, and in 1887 to New York City, where he has since practiced his profession. For the past six years he has resided in Long Island

City. He is a member of the Lincoln Club and the Ravenswood Boat Club. He is a Republican. On July 28, 1886, Mr. Darrin married Miss Mary S. Davies, of Dutchess County, N. Y., to whom three sons have been born, two of whom are living.

In 1893, Mr. Darrin was chosen chairman of the Republican General Committee of Long Island City. Prior to his accepting that position, he was from May, 1892, to September, 1893, counsel to the Board of School Building Commissioners who had in charge the finishing of the uncompleted school buildings of Long Island City.

MATTHEW J. SMITH was born in Long Island City, August 24, 1867. His parents were Matthew and Mary (Sheridan) Smith, the subject of this sketch being the eldest of their four children. After attending a course in the grammar school of his native city, Mr. Smith entered St. Francis College of Brooklyn, from which institution he was graduated in 1885, with the degree of Bachelor of Arts. Soon thereafter he began the study of law in the office of Judge Goldfogle, of New York City, with whom he remained for eighteen months. In 1886, or six months previous to leaving Judge Goldfogle's office, he entered the Columbia Law School and was graduated therefrom in 1888, with the degree of Bachelor of Laws. After several years of practical work in offices of well-known law firms of New York City, Mr. Smith, in 1892, located for practice in Long Island City, opening an office in the Savings Bank building. His phenomenal success as a lawyer has brought him many valuable clients. He is counselor from Long Island City for a number of breweries and also represents the Merchants Protective Association of New York, besides a number of wholesale houses in that city. Mr. Smith is attorney for the United States Building and Loan Association of Long Island City. He is a member of the Queens County Bar Association, the Jefferson Club and the Astoria Athletic Club. Politically, he is a Democrat.

JAMES T. OWELL, attorney-at-law, was born in Hunter, N. Y., October 27, 1857. He received a careful education at St. Francis College, Brooklyn. After completing his education he began the study of law, and since his admission to the bar he has been actively engaged therein ever since. He is a member of the Queens County Bar Association, and filled the position of City Clerk under the administration of Mayor Petry. He has been a resident of Long Island City since 1882.

THOMAS CHARLES KADIEN was born in Sullivan County, N. Y., February 24, 1855, and is a son of Nicholas and Bedelia (Carliss) Kadien, both natives of Ireland. Mr. Kadien spent his early life in Parkville, N. Y., and in addition to a good practical education received in the public schools, he attended Eastman's Business College at Poughkeepsie, N. Y., and afterwards St. John's College at Fordham. Following this he began the study of law and was admitted to the bar at Ithaca, N. Y., in 1881. For eighteen months he practiced his profession in Denver, Colorado, after which he returned and settled in New York City, where he practiced for two years. In 1887 Mr. Kadien located in Long Island City, where he has since been engaged in his chosen profession. He is at present Prosecuting Attorney and Assistant Counsel to the General Improvement Commission. He is a member of Ravenswood Boat Club and the Queens County Bar Association.

Mr. Kadien married Miss May Denen, February 12, 1889. Three children have been born to their marriage.

HARRY T. WEEKS was born in London, England, March 18, 1866, a son of Rev. William H. Weeks, pastor of St. Thomas' Episcopal Church, Ravenswood. Harry is the third of five children. When he was five years of age he was brought by his parents to the United States, and after one year spent in Philadelphia and two years in New Jersey, the family located in New York City. At this time the subject of this sketch was about eight years of age, and in the public schools of the latter city he received a thorough educational training, and graduated from a well-conducted grammar school. After completing his education he decided to study law, and entered the office of Owen & Gray, subsequently Owen, Gray & Sturges, at No. 71 Wall street, with whom he remained until he was admitted to the bar in Brooklyn, in September, 1890, after which he continued with them as managing clerk until the spring of 1891. He was then with the firm of Benner & Benner, at No. 62 Wall street, in the same capacity, meanwhile being engaged in independent practice until April, 1895, when he opened an office at No. 95 Fulton avenue, Astoria, and has since been engaged in the active practice of his profession. In 1893 Mr. Weeks was appointed by Mayor Sanford as attorney to the Board of Excise. He is a member of the Jefferson Club of Long Island City, of Sagamore Lodge, No. 374, F. and A. M., Amity Chapter, No. 160, R. A. M., the Royal Arcanum and of St. Thomas' Episcopal Church.

1861. Born in Portland, Maine, December 25, 1861. His father, M. C. Smith, was born in East Hampton, Conn., while his mother, Mary E. (Cobb) Smith, was born near Portland, Maine. Frederick N., our subject, was the youngest of four children born to his parents. His education in Long Island City in 1872. Frederick attended the Fourth Ward school, after which he took a normal course and some years thereafter began the study of law in the office of Foster & Stevens of New York. He subsequently entered the law department of Columbia College, and in 1884 was awarded a diploma and admitted to the bar. Mr. Smith then entered the office of A. T. Payne and remained with him as managing clerk for seven years. In December, 1892, Mr. Smith opened an office at No. 77 Jackson Avenue, Long Island City, and has since that time successfully



FREDERICK N. SMITH.

practiced his profession on his own account. For the past eight years he has been attorney for the Long Island City Building and Loan Association, and for the past five years has filled the position of Secretary of the Queens County Bar Association.

On January 24, 1888, Mr. Smith married Miss Annie Patterson, at Amsterdam, N. Y. Two children have been born to their marriage: May C. and Oliver N. Mr. Smith is a member of the Knights of the Golden Eagle, Master of Records of Steinway Castle, No. 8, and is a member of Grand Castle, also past and district chief of Queens County.

**JAMES DOWLING TRASK.**—The Trask family, of English extraction, was among the pioneer settlers of Salem, Mass.

James Dowling Trask was born in 1821, at Beverly, Mass., of what would have been called "good New England stock" when those words stood, in a moral and physiological sense, for something very like race or racial distinction.

He was the oldest son of Oliver and Elizabeth Dowling Trask, and inherited intellectual tastes that manifested themselves at a very early age. Entering Amherst in his fourteenth year, at nineteen he

entered the profession of medicine, studying at first with Dr. H. J. Bowditch, of Boston, after having graduated with high honors from the Medical Department of the New York University, in the class of 1844.

Dr. Martin Parré, the President of the University, says of him, that "in the graduating class of 1844, Dr. Trask occupied the highest rank," and Dr. Drupe, at the time, bore witness that he has passed the most brilliant examination in chemistry that has been known in the profession.

Dr. Trask, when he began the practice of medicine in Brooklyn, N. Y.

Dr. Trask married Miss Jane Crumshank O'Farrell, daughter of Thomas O'Farrell, of Boston, and Mrs. O'Farrell, of Belfast, Ireland.

Dr. Trask, induced by the urgent entreaties of friends and was induced to leave Brooklyn, to accept of the position of Professor of Chemistry in New York University. The heroism of the man, and his calm faith in following his sense

of duty, are nobly shown in his record at this time. An epidemic of (typhus) ship-fever had broken out in the White Plains district. One of the foremost physicians, Dr. Roe, had lost his life by the disorder. Dr. Trask was importuned by those who had known and loved Dr. Roe to come to their succor. He quickly won the love and confidence of the community.

In the midst of a laborious country practice, he found time for critical and original research, and wrote valuable papers which brought him at once into the notice of the medical world.

The prize of the American Medical Association was voted to him in 1857, for his "Essay on the Statistics of Placenta Previa and Rupture of the Uterus."

Removing to New York City in the Spring of 1859, Dr. Trask, in the fall of that year, became a resident of Astoria, Long Island, which was his home thereafter.

The strong inducement that finally decided this determination seems to be found in his love of outdoors, and every living thing. The short experience of life in a city did not atone for the loss of the life among trees and flowers that he loved so dearly. The close proximity of New York and Brooklyn kept him in touch with the leaders of his profession, who eagerly welcomed him back, and he accepted the chair of Obstetrics and Diseases of Women and Children in the Long Island College Hospital, of which he was a founder. After four years of service in this capacity, his professional duties necessitated his retirement.

More than once the opportunity to change to the city practitioner was offered, notably, when he was urged to accept the chair of Obstetrics and Diseases of Women and Children at the New York University, his alma mater. His refusal was earnestly combated by the Faculty, and particularly by Dr. Gunning S. Bedford, the retiring professor.

He was a Founder and Fellow of the American Gynecological Society, and President of the Queens County Medical Society, also a member of the Queens County Visiting Committee. At the time of his death, he was deeply interested in the founding of a Home for children.

He was a member of the Citizens' Committee of Long Island City from its start.

A notice of this part of his life says: "By his coolness and courage, and by the wisdom of his counsel at every turn in the many perplexities and discouraging situations in which the members of the committee found themselves, during the long and memorable contest with the 'Ring,' Dr. Trask did valiant and invaluable service, that a grateful public will not soon forget."

Dr. Trask's life as revealed in letters, from boyhood onward, showed absolute unity of purpose. This was the keynote of his character. Uncompromising toward evil or wrong, he was always charitable and kindly in his judgments. "Always give him the benefit of the doubt" when the short comings of a delinquent were under discussion.

At the time of his death he was Senior Warden of St. George's Protestant Episcopal Church at Astoria.

His love of home, which was always strong in him, was intensified in the wise and loving father, and companion of his children.

At Amherst College he was happy in the friendship of Dr. Edward Hitchcock, by whom his inborn love for nature was stimulated and developed. He then began that research into the natural sciences, that through his whole life afforded relaxation to the tired brain.

For a number of years his health, at no time robust, had been failing, and a rest became a necessity; he, however, accomplished some of the best work of his life during these years.

He died after a brief illness September 2, 1883.

His widow, two sons and a daughter survived him.

No one ever exemplified more fully than Dr. Trask the words of a wise and holy man "it is impossible to estimate the large minded wisdom, the common sense, and the peculiar priestly kindness of an intelligent physician."

Rarely does one see or hear of a man so beloved by all sorts and conditions of men, and the secret was the reality of his own nature; he was what he seemed to be. The rule of his life was love to God and man. His influence for good no one can tell, and many a soul to whom he gave the ministrations of his profession, blesses him for the strength and consolation meted to his needs.

The *New York Medical Record* says: "It is seldom that the death of a physician is looked upon as a public affliction by the community in which he has labored. So it was, however, in the case of the late lamented Dr. Trask. The rich and poor crowded the church to pay their last tribute of respect to one who had served them so faithfully in life. There was an intensity of grief that is very

rarely witnessed. The several departments of the city government, the citizens' committee of fifty, the Law and Order Society, and various other bodies were represented. Distinguished members of the medical profession from New York City and other parts of the State were present. As an author, practitioner, citizen and Christian he did his work effectively, quietly, conscientiously and for the "work's sake."

MENZO W. HERRIMAN, M.D., visiting physician to St. John's Hospital, ex-police surgeon of Long Island City, and a general practitioner with office at No. 330 Steinway avenue, and one of the most influential and prominent physicians and surgeons of Queens County, was born in Syracuse, N. Y., in 1857, being the son of Richard and Myrah (Hartson) Herriman, natives respectively of New Jersey and Schuylker Lake, N. Y. The subject of this sketch is the eldest child of his parents, and the only one who adopted a profession. He attended school for a number of years, and was graduated in 1877, from the Syracuse High School. The year after his graduation he entered the medical department of the University of Syracuse, and remained there until 1881, when he was given the degree of M.D. He began the practice of his profession in his native city, and after about eight months received an offer from a relative, Dr. J. A. Lidell, to come to New York, which he did. In 1885 he was appointed



GEORGE H. LAYNAR.

surgeon for the United States and Brazil Steamship Company, which position he held for four years, meantime making nine or ten trips each year between New York and Rio Janeiro. Resigning in 1880, he again began practice in New York City, but after six months, in September of that year, he removed to Long Island City and opened an office where he has since conducted a general practice. While he has been very successful in every line, his specialty is the treatment of diseases of children, in which his skill is universally recognized. While in Syracuse, he was physician in the dispensary connected with the university of that place. Since 1890 he has been connected with St. John's Hospital, and from 1892 to 1896 he held the position of police surgeon. In the Long Island City Medical Society he is a charter member, and is also a member of the Queens County Medical Society. Dr. Herriman's family consists of his wife and his son Rudolph. His wife, whose maiden name was Josephine Hirsch, was born in Austria, and who, while in girlhood came to this country with her parents, settling in New York City. Doctor Herriman is a member of Island City Lodge, No. 586, F. and A. M., Herriman Lodge, A. O. U. W., Order of Chosen Friends and Knights and

Ladies of Honor, Enterprise Lodge, K. P., No. 228, Knights and Ladies of the Golden Star, O. F. S. and others, for all of which he is medical examiner. He is identified with the Church of the Redeemer.

BENJAMIN GRINNELL STRONG, M.D., Coroner of Queens County, is a physician of prominent standing. He was born in Reading, Hillsdale County, Michigan, September 10, 1860, and has resided in Long Island City for the past seven years, having removed from his native state in 1889. Dr. Strong is a descendant from Puritan stock and is a member of the seventh generation from John Strong, the first of the family in America. His father, Dr. Asahel B. Strong, was born at Huntsburg, Ohio, and was a physician of great prominence in the section in which he resided. Dr. Strong's mother, whose maiden name was Cornelia Grinnell, was a native of Evans Hills, N. Y., whose family was prominent in that section. When eighteen years of age, Dr. Strong graduated from the high school of his native town. He at once began his own support by clerking in a drug store in Reading, Pennsylvania, until 1882, at which time he entered the medical department of the University of Michigan at Ann Arbor, and was graduated therefrom three years later. He then entered into business with his father, and when the latter died he succeeded to his practice. In 1889, after his removal to Long Island City, wishing to gain more information relating to his profession, he took a course in the Post Graduate School of New York City, and in June of that year succeeded to the practice of Dr. Herriman, and has since continued at the old office, No. 434 Jackson avenue.



In the fall of 1893, Doctor Strong was elected to the office of County Coroner on the Republican ticket. He has ever since filled that position with the greatest satisfaction. In November, 1896, he was re-elected to the same position by a plurality of 5,859.

In 1884, at Indianapolis, Ind., Dr. Strong was united in marriage to Miss Alice Bartholomew, a native of Michigan. One child, a daughter, has been the fruit of their union.

Dr. Strong is a member of Island City Lodge and Encampment, I. O. O. F. He is also a Mason of high degree and belongs to Banner Chapter. He is a Royal Arch Mason and was made Knight Templar in Hillsdale. He is a prominent member of the Knights of Pythias and of the Order of Sons of Veterans.

WILLIAM J. BURNETT, M.D., was born in Perrinton, N. Y., but has been a resident of Long Island City for twenty-two years. He received his rudimentary education in common schools, after which he attended and was graduated from the University of Michigan. On February 13, 1870, he married Miss Clara Frick. Three children have been born to the union, only one living. Dr. Burnett has filled a number of important positions. He is Health Officer, County Physician, and has been Commissioner of Education. His long successful career in Long Island City has placed him at the head of his profession.

GEORGE FORBES, M.D., was born in Brooklyn, N. Y., November 5, 1867. His father, George Forbes, was a native of Scotland, while his mother, Sarah A. (Johnson), was born in Poughkeepsie, N. Y. Dr. Forbes attended the public schools of Brooklyn until he was thirteen years of age, at which time he entered the drug store of his brother Henry. After following this business for four years he decided to adopt the medical profession. In the meantime he went to Astoria, and began reading medicine in the office of his brother-in-law, Dr. Neil Fitch. He afterwards entered the medical department of the University of New York, and in 1886 he was graduated therefrom. He then located in Ravenswood, where he maintains his office and residence at No. 603 Vernon avenue. On July 15, 1891, Dr. Forbes married Miss Norine Cadmus, of Brooklyn. Two children have been born to them, Gladys and Mildred. In politics Dr. Forbes is a Democrat. He is a member of the Jefferson Club of Long Island City, American Legion of Honor and the Long Island City and Queens County Medical Societies. He also attends the Episcopal Church. Dr. Forbes was appointed County Physician and Surgeon August 9, 1896.

ROBERT F. MACFARLANE, M.D., was born in May, 1842, in Orleans County, N. Y., and is of Scotch parentage. His father was for many years editor of the *Scientific American*. The subject of this sketch was the eldest in a family of five children, who grew to mature years. He attended the schools of Brooklyn and New York, and was graduated from the Williamsburg school of the latter city in 1854. He then accepted a position in the dry goods business, in which he continued until the breaking out of the war, at which time he volunteered and became a member of the Seventy-ninth New York Highlanders. He later aided in the organization of Company K, Twelfth New York State Militia, and was mustered into service as Second Lieutenant. At the expiration of his service he was honorably discharged. On his return home he continued in mercantile business until 1884, at which time he began to take a thorough course in medicine. He entered the Albany Medical College, from which he was graduated in 1888, having been valedictorian of the occasion. After spending two years abroad, in 1890 he returned to America, locating for one year in Albany. At the expiration of that time, Dr. MacFarlane removed to Long Island City, succeeding to the practice of Dr. Lyttle. In 1877 he married Miss Eleanor Moore, to whom one child has been born. Dr. MacFarlane is a member of the Long Island City and the Queens County Medical Societies, being Vice-President of the latter. He is a Master Mason, being a member of Long Island City Lodge, No. 586.

JOHN FRANCIS BURNS, M.D., was born in New York City, December 5, 1865. He is a graduate of medicine, having received his diploma in 1889 at the University of New York. In 1892 he began his medical practice in Long Island City, where he has been actively engaged ever since. He is resident physician and surgeon at City Hospital of New York, also physician at New York Maternity Hospital, also Assistant Medical Superintendent of Fort Hamilton Asylum, is visiting surgeon to St. John's Hospital, a member of the American Medical Association, and an active member of the Queens County and Long Island City Medical Societies. He is a regular contributor to a number of medical publications, including the *New York Medical Journal and Record*.

**EDWARD E. BRENNAN, M. D.**, was born at Greenport, L. I., January 28, 1873. He was formerly connected with the Metropolitan Hospital of New York City. When a lad of nine years he was sent to New York City, that he might complete his education. He first attended Grammar School No. 49 in East Thirty-seventh street, and on being graduated therefrom, in 1892, was admitted to the College of the City of New York. After carrying on his studies in this institution for one year, he decided that he would follow a professional life, and in the fall of 1891 he entered the New York Homeopathic Medical College, where he pursued the entire course, graduating May 3, 1894. As a result of the competitive examination held May 3, he received the appointment as junior assistant to one of the physicians of the Metropolitan Hospital. After a period of six months he was promoted to senior assistant, and again at the expiration of six months was made house physician. While in charge of the hospital, Dr. Brennan performed a greater number of operations than any of his predecessors, for during that time he had two hundred and thirteen patients operated upon (his nearest competitor having operated upon but 120). On retiring from the hospital, December 1, 1895, he was awarded a diploma in recognition of the excellent work he had done while in charge of the institution. He then began practice in Long Island City, opening an office at No. 76 East avenue. He is the only homeopathic physician in the Hunter's Point district, and he has a large and lucrative practice.



FREDERICK P. MORRIS.

Although Dr. Brennan was connected with the Metropolitan Hospital in New York, he has made his home in Long Island City since 1883. He is a member of the Alumni Medical Society, and has contributed many articles of interest and great value to this body. He is also a member of the Alumni Society of the Ward's Island—Metropolitan Hospital. He is medical commissioner to the Board of Health of Long Island City. The doctor is also a member of the Faculty of the Metropolitan Post-Graduate School of Medicine, New York City, being assistant clinician to the following chairs: Dermatology, Rhinology, Laryngology, Therapy and Physical Diagnosis. The parents of Dr. Brennan were Paul and Mary (Magee) Brennan, natives of Ireland, who are now living in Long Island City.

**CLARENCE N. PLATT, A. B., M. D.**, was born in New Haven, October 20, 1864, and is a son of Charles N. and Abigail (Prindle) Platt, both being natives of Connecticut. Dr. Platt attended the public schools of his native city, preparing for college. In 1880 he entered Yale, and four years later was graduated therefrom with the degree of Bachelor of Arts. In 1885 he became a student in the Homeopathic Medical College of New York City, and after completing the course in 1888, had conferred upon him the degree of Doctor of Medicine. After practicing his profession for a short time in Brooklyn, in the Spring of 1889, he located in Astoria, where he succeeded to the practice of Dr. Vandenberg.

On December 29, 1888, Dr. Platt married Miss Catherine Mecker, of Bridgeport, Conn. He is a member of the Royal Arcanum, and is examining physician of Astoria Council. He has been visiting physician to the Astoria Hospital since its establishment. He is a member of the New York Homeopathic Medical Society, and of St. George's Episcopal Church.

**GEORGE L. MICHON, A. B., M. D.**, was born in the Province of Quebec, Canada, in 1863, while his mother was visiting there. He was reared in Troy, N. Y., where his parents removed about 1854. He attended the public schools until he was twelve years old, after which he was placed in the Laval University, Quebec, and was graduated therefrom in 1884 with the degree of A. B. Soon after finishing his literary course, he began the study of medicine, and after a thorough course he was graduated from the medical department of the University of the City of New York in 1887, as an M. D. After practicing his profession for several years in New York, he located in Astoria in 1895, where he now enjoys a successful and growing practice. He was for one year physician to Riverside Hospital at North Brother Island, an institution for contagious diseases. In New York, Dr. Michon married Miss Mary Fallon, to whom one child (now deceased) was born in 1894.

ROBERT SWAIN PRENTISS, M. D., a prominent medical practitioner of Astoria, Long Island City, was born in New London, Conn., October 8, 1842. He is descended on his mother's side from Benjamin Franklin, his maternal grandmother having been a grand niece. On his father's side he is descended from the well-known Prentiss family, who settled in New London, Conn., in 1631. Dr. Prentiss received a careful education in the Bartlett High School of his native city, and was valedictorian of his class in 1856. After completing his studies, he decided to study medicine and surgery. In 1870 he received his diploma from the College of Physicians of New York City, and immediately began the practice of his chosen profession, and for the past six years he has been a resident of Long Island City, now residing at No. 65 Remsen street.

On September 27, 1879, Dr. Prentiss married Miss Madaline C. Johnson, of New York City. She died April 2, 1888. In 1886, he married his present wife, who was a Miss Ella Fortey, a member of a prominent family of Nashville, Tenn. Dr. Prentiss has three children living and one deceased.

Dr. Prentiss is one of the foremost, as well as one of the most popular practitioners in Long Island City. In a comparatively few years he has attained a professional position for which many strive throughout a lifetime. He is a non resident member of the New York County Medical Association, and ex-member of the New York Medical Society.

DR. JULIUS M. STEBBINS, of Astoria, has been a prosperous dentist in that portion of Long Island City for the past eleven years. He is about forty years of age, and is of English extraction. His ancestors on the paternal side came to this country early in the eighteenth century. His great grandfather Stebbins was born in Massachusetts about the year 1702; his grandfather Stebbins was born in the same State in 1702, while his father, Dr. J. Monroe Stebbins, was born in New York City, and was a prominent physician and surgeon of his day. His mother, who was Miss Susan B. Otis, was born in Wilbraham, Mass., and was a student of Wilbraham Seminary. On his maternal side his ancestors were also of English origin, and came to this country as early as the seventeenth century.

Dr. Julius M. Stebbins is a nephew of the late Dr. William K. Otis (his mother's brother), who was a prominent physician and surgeon; he is also a nephew of the late Albert G. Houghton, of the firm of Houghton, Mifflin & Co., publishers. His uncle, George H. Stebbins, was an early member of the American Institute and also a member of the Historical Society of the Brooklyn Institute.

After leaving the public school, the subject of our sketch took a course at Eastman's Business College, in Poughkeepsie, and then commenced the study of dentistry. After graduating, he was appointed demonstrator at the New York College of Dentistry; later, superintendent of the infirmary of the college, after which he became clinical professor of the same institution, and dental surgeon to the New York Ear and Metropolitan Dispensaries.

Dr. Stebbins has received several patents from the United States Government on an electric pneumatic engine and gold filling apparatus, and on electric batteries. These batteries can be used in connection with other appliances to relieve pain in dental operations. There has also been issued to him patents on his electric batteries from the governments of Canada, Great Britain, France, Germany, Belgium and Austro-Hungary. He anticipates the most successful results in dentistry from the future use of electricity in various ways. Dr. Stebbins is the author of "Care of the Teeth at Home or in Emergencies," and is the inventor of the well-known dentifrice "Shelline."

Dr. Stebbins assisted the late Dr. Samuel Sexton in his work relating to dental irritation and its effects on the hearing of young children. He also made several hundred examinations and took impressions of children's teeth, the greater portion of whose teeth were capious and erupting. From these impressions casts were made by Dr. Stebbins and his brother (the latter being a student in dentistry). These casts, with a history and description of each case, were used for several years by Dr. Sexton in his writings and in books on aural surgery. Through Dr. Sexton's influence these casts and descriptions were finally placed in the Smithsonian Institute at Washington. That gentleman kindly gave Dr. Stebbins credit for his services.

Dr. Stebbins is not a politician or a club man, and is seldom seen out of his place of business. After office hours he devotes most of his time to study and to several inventions he has in hand, one of which is an improvement to be used when administering nitrous oxide gas in extracting teeth; another being an ingenious arrangement to relieve the heating of rubber plates which come in contact with the gums or the mucous membrane of the mouth.

A visit to his workshop, or den, as he calls it, is of much interest. It is a large room, the walls of which are lined with shelves containing numerous books and various tools to facilitate the work he has

and a turning lathe and other machinery with many ingenious appliances, at much cost of time and money, but enabled as they were found necessary to the construction of his inventions in dentistry and other uses. In spite of the long hours devoted to his large dental practice and in his experimental laboratory, he enjoys good health and retains youthful appearance for his years. He always wears a gracious smile, and has a courtly word for his friends and patrons, and proclaims the thought that is uppermost without fear or favor.

P. H. BUMSTER, M. D., is the youngest son of Matthew and Hannah Bumster, both natives of Ireland. Dr. Bumster was educated at the public school of Allentown, Monmouth County, New Jersey, and after graduating therefrom entered into the cigar manufacturing business, at Allentown, which business he followed successfully for six years, when he came to New York City. He long had a desire to study medicine, and in 1860 he entered the Medical Department of the University of the City of New York, and was graduated in April, 1863, after an honorable collegiate career. The same year he was appointed from that institution to the position of House Surgeon of St. John's Hospital, Long Island City, in which capacity he served for eighteen months. At the expiration of that time he decided to locate here for the practice of his profession, and established an office at 143 Fifth street, his present location. Dr. Bumster is visiting physician to St. John's Hospital, and was for a time assistant physician to Demilt Hospital, New York City. He is a charter member of Long Island City Medical Society, a member of Queens County Medical Society, and is Examining Physician for the Prudential Insurance Company, also for the New York Life Insurance Company.



W. C. HEATH.

JOHN J. McGRANE was born in Cambridge, Washington County, N. Y., November 28, 1850. In 1860 his father removed with his family to Troy, N. Y., where our subject received his education. At the age of sixteen he became a fireman on the N. Y. C. & H. R. R. R., and when twenty years old he began running a passenger locomotive between Troy and Albany. Later on he came to New York City, and when he was twenty-two years of age, he received a clerkship appointment in the New York Post Office. One year later he was promoted to the position of Chief Clerk in charge of the Newspaper Department. In 1876, on account of ill-health he resigned that position and accepted another in the capacity of engineer on the Manhattan Elevated Railroad, where he remained eleven years. In 1889 Mr. McGrane, without any previous experience, engaged in the jewelry business at 187 Broadway, New York, and in this latter business he has made a phenomenal success. For the

past ten years he has resided in Long Island City, where he is a large real estate owner. His properties consist of several houses and over one hundred building lots, most all of which are located in the vicinity of the proposed entrance to the Blackwell's Island Bridge.

Mr. McGrane organized the Railroad Brotherhood Savings and Building Association about five years ago, and has been its treasurer ever since. He has received for the association over \$200,000, and its standing in New York City is of the best. He was elected Vice-President of the United States Watch Company, of Waltham, Mass., two years ago, and on his suggestion the first seventeen jeweled double-walled large size watches were made. Since then, nearly all the watch companies imitated the United States Company in the manufacture of their watches.

Mr. McGrane has displayed much ingenuity as an inventor, and has taken out on various inventions several patents, he also having applied for patents on two others on acetylene gas generators, from which an amount of light has already been shown at his residence and in his New York office.

Mr. McGrane was for two consecutive years President of the Catholic Benevolent Legion. When he was elected, the organization had but eight members, and at the time he withdrew it had 1000 members. He organized and was the first President of the Catholic Club, a now prosperous organization of Long Island City, having a large membership. Politically he has always been a Repub-

lican, but has never been in sympathy with rings of any kind or their henchmen. He has never sought political honors of any kind, and has on two occasions refused commissionerships on the city boards. In 1873 he married Miss Mary E. Sullivan, a native of Troy, N. Y. Ten children have been the fruit of their union, six of whom are living.

THOMAS KOEHLER, legislator, eldest son of C. C. T. Koehler and Dorothee von Koepcke, was born in the Province of Schleswig-Holstein, July 30, 1856. He is descended from ancestors noted for military spirit and bravery, his grandfather having been knighted by Frederick VII, King of Denmark, and his father decorated with the order of the Iron Cross.

In April, 1871, he entered an apprenticeship with one of the largest business houses in Leinbeck, where he continued until November, 1875. Having completed this preparatory stage, he served for a few months with the same house, then enlisted in the army, but subsequently (in 1876), he secured a release from his service obligation and came to America. He landed in Philadelphia with the expectation of joining a friend, but that friend having died in South America, the youthful stranger was thrown entirely upon his own resources in a strange land. With a bravery and pluck worthy of his subsequent achievements he sought promiscuous employment for the sake of a livelihood, and after a few years of toil and perseverance found himself in a position to achieve greater things. In 1883 he accepted an offer from an English firm to represent them in South America, and joined an exploring expedition in the course of which he met with many thrilling experiences and on several occasions narrowly escaped with his life. Returning to the United States at the end of his engagement in 1884, he represented the firm at the New Orleans Cotton Exposition. On returning to New York at the close of the exposition he accepted a position as manager of a large wholesale house. In the fall of 1885, an offer was made him of a head bookkeepership of one of the most important and far-reaching industries of Long Island City. This position was held for about ten years, during which time a wide reputation was gained as an expert accountant and he was frequently called upon to adjust the books of corporations and business firms in the vicinity of New York, and also to teach private classes. When the examination of the books of the various departments of Long Island City needed a thoroughly competent expert, the Common Council called upon Mr. Koehler to undertake the work, which he is still conducting to their entire satisfaction.

Up to this time the subject of this sketch had not been regarded as "in politics," but his merits as a keen business man were recognized, and being placed in nomination to represent Long Island City in the Queens County Board of Supervisors, he was triumphantly elected. On taking his seat he was accorded, by common consent, a foremost place in the councils of the board, although its youngest member, and throughout his entire term proved himself faithful, painstaking and hardworking. Among other things he accomplished the transforming of the unsightly spot of ground immediately in front of the Court House into a well laid-out park. He also worked hard for the construction of a tunnel under Newtown Creek as a means of permanent communication between Brooklyn and Long Island City. The question having become a burning issue, was taken to the polls, and Mr. Koehler, being re-nominated for a second term, was elected by a large majority. A bill was passed by the Legislature authorizing the construction of the tunnel, but it was vetoed by the Governor. He also did efficient service in the cause of good roads, reducing the whole matter to a system, which, if carried out, would make the county the envy of the entire state. It is worthy of mention that he was the only supervisor ever elected from Long Island City who served three consecutive years.

So well did Mr. Koehler serve his constituency in this office, that in the autumn of 1896, he was elected to the State Senate by a splendid majority over his Republican competitor, who was a candidate to succeed himself. The honor was unique on account of the three years duration of his term as provided by the constitution of 1894, making him the only Senator from the Second Senatorial District who will ever serve for the same length of time. Likewise he was the first Senator ever chosen from Long Island City and the first to represent the Island District, composed of Queens County alone. In this body he was recognized as a rising man, and at once assigned by Lieutenant-Governor Saxton to membership in three of the most responsible committees, in which he became an active worker. Representing one of the most populous and intelligent districts in the state, made up of many and diversified interests, he has been called upon to present and champion many bills; so that no more busy man than he could be found at Albany, and considering that he belonged to the minority, he has been eminently successful in the major portion of his efforts. Mr. Koehler is eminently a man of the people, thoroughly self-made and has a large share of that determination, push and pluck, which make him a

man of mark. When it is remembered that fully one-half of his life was spent upon a foreign soil, that here he began with nothing, and for many years waged a hard battle with poverty, he appears as a veritable marvel among men. By the people of his district he is regarded as being thoroughly trustworthy, holding sacred his word once pledged, and above all methods of deceit to gain friendship, political or otherwise.

In the section of Long Island City known as Steinway, he has a beautiful home where he spends his time when not engrossed with business cares. Here, with his most estimable and gifted wife, he entertains with a liberal hand his large circle of friends and admirers, continually showing the nobility of true manhood, and the full strength of an ideal citizen. He was married in 1877 to Bernardine Helmecke of New Jersey.

Mr. Kochler is a member of the Advance Lodge, No. 618, of F. and A. M., Astoria; Mecca Temple of the Mystic Shrine; the L. I. City Wheelmen; the Century Wheelmen of New York City; the Institute of Accountants, New York City; the Astoria Maennerchor, Harmonic and Arion Singing Societies, and various other organizations.

HON. JACOB STAHL was born in Bavaria, Germany, July 25, 1840. His parents were Jacob and Mary (Franz) Stahl. Our subject attended the school in his native place until he was fourteen years

old, when he began working with his father, learning the mason's trade. He so continued until nearly his twentieth birthday, when, May 7, 1860, he sailed for America. After a short stay in New York City, he located in what is now Long Island City. Four years later he went to Williamsburg, where he established a milk route, running this business for one year on his own account. At the end of that time he sold out, and returned to Long Island City and engaged in farming. After following farming for four years he decided to go into the hotel business, and for five years conducted the Fifth Ward Hotel. In 1894 he disposed of his hotel interest, and engaged in his present business, that of undertaking.

In 1864 Mr. Stahl married Miss Margaretta Berbrich, of Astoria. Mr. Stahl was elected Alderman at large in 1876, and remained such until 1878. In 1895 he was elected Assemblyman on the Democratic ticket to serve two years. He is a member of the Odd Fellows, the A. O. U. W., the Catholic Benevolent Legion, the Turners' Society, the Frohsinn Singing Society, Jefferson Club, St. Joseph's Catholic Church, and the County Undertakers' and Livery Association.



JULIUS VON HÜNENBERG.

MATTHEW J. GOLDNER, President of the Improvement Commission of Long Island City, was born in New York City, July 29, 1856. His father, Anthony Goldner, was a native of Germany, and came to America in 1852.

After attending the public schools for a time, our subject was sent to De La Salle Institute in New York City, where he completed his studies when sixteen years of age. He then entered his father's marble works, and when twenty-five he was taken in as a full partner, the firm becoming A. Goldner & Son. They continued to operate together until January, 1886, when the junior member disposed of his interest in the business, owing to the fact that he had been appointed Under Sheriff to John J. Mitchell. He served in that capacity for three years. In 1888 he received the nomination for Sheriff on the Democratic ticket. He was elected, and in January, the following year, he took the oath of office, his term expiring in 1892. On January 20, 1893, he was appointed City Clerk by Mayor Seward. He continued to fill the latter position until July 20, 1895, when he resigned to accept the secretaryship of the Improvement Commission of Long Island City.

Mr. Goldner has erected several residences in the upper First Ward of Long Island City, and with them the residence at No. 153 Eleventh Street. He was married in New York City to Miss Georgietta Mitchell. He has always been interested in politics, and is at present a member of the Democratic County Committee of Queens County, and for the past fifteen years he has been a member of the Long

Island City General Democratic Committee. He has been School Commissioner from the Second Ward, having served in 1883 and '84. He is a member of the A. O. U. W. and St. Mary's Catholic Church.

HENRY C. KORFMANN, Supervisor from Long Island City, is of German descent, as his name indicates, but he is a native of this city, having been born in Astoria, November 13, 1862. He received his early education in the old village school that since the incorporation of the city has been known as the Fourth Ward School. There was no high school at that time in Astoria, and on leaving the public school he pursued his advanced studies in the parochial school connected with the German Second Reformed Church, which was under the care of the Rev. C. D. F. Steinfuhrer, who was then, as now, pastor of that church.

Leaving school at the age of fifteen, Mr. Korfmann started out to make his own living. He secured a position in Muchmore's drug store, where he remained five years. At the end of that time he gave up his position to accept a more lucrative one in the wholesale drug and chemical house of W. H. Schieffelin & Co., corner of Beekman and William streets, New York, the best known drug firm in the business. Mr. Korfmann's position was in the laboratory.

On account of ill health produced by handling chemicals, he had to resign his charge and accept a clerical position in the City Treasurer's office. Mr. F. W. Bleckwenn was City Treasurer at that time. In September following Mr. Korfmann was appointed Deputy City Treasurer, and held the office continuously until the close of 1894, when Mr. Bleckwenn retired from the office. In the following month he was appointed chief bookkeeper and cashier in the Water Department, and held that position up to December 31, 1895.

Mr. Korfmann is a member of the Veteran Firemen's Association. In 1881 he joined Mohawk Hose Company, and continued as a member up to the time of the disbandment of the company to make way for the paid fire department in the year 1890. He was foreman of the company for two years. Among the other organizations of which he is a member are Island City Lodge, F. and A. M., Enterprise Lodge, K. of P., John Allen Lodge, A. O. U. W., Queens County A. C., Arion Singing Society and Order of American Firemen.

In politics Mr. Korfmann has always been a Democrat. For the past eight years he has been a member of the General Committee of his party, and for several years President of the Fourth Ward Democratic Association. He is also one of the charter members of the Jefferson Club. On receiving the nomination for the office of Supervisor, Mr. Korfmann made a vigorous canvass and was elected by a majority of 109 over Cornelius J. Jordan, the candidate of the Gleason faction, and a majority of 353 over Charles E. Burden, the Republican candidate.

Mr. Korfmann is married and has three children. He resides at 315 Broadway, Astoria.

He makes no pretense at being a public speaker, but is a young man with business ability, unblemished character, and one who can safely be trusted to look after the interests of Long Island City as a member of the County Board.

JOHN H. SUTPHIN was born at Jamaica, Queens County, Long Island, in 1836, and received his education in the schools of that place. He has held many important positions, among them the office of County Clerk of Queens County, to which he was first elected in 1871. He is now serving his ninth consecutive term of three years each. Mr. Sutphin is an ardent Democrat and has been chairman of the Democratic County Central Committee for many years. In business life he is President of the Bank of Jamaica, and Vice-President of the Jamaica Savings Bank; also a trustee of the Jamaica Normal School. In 1857 he married Miss Carrie M. Smith of Jamaica. Their union has been blessed with five children, all of whom are living.

FREDERICK BOWLEY was born in New York City, December 19, 1851, and is the son of Jacob F. and Rosanna (Drexel) Bowley, the former of Stuttgart, Germany, and the latter of Austria. Of the four children born to his parents, Frederick is the eldest. He received a careful education in the grammar schools of his native city. When he was twelve years old, he was bound out to learn the butcher's trade and soon became familiar with every detail of the business. He then went West for one year and worked at his trade in several of the Western States, but subsequently returned to New York City, where he continued at his trade for a year, after which time he started in business for himself, but owing to his giving too much credit, succumbed to the panic of 1873.

After his business reverses, Mr. Bowley again went to work on a small salary for the firm of

Richard Weblor of Harlem. After having saved the most of his earnings, in 1882 he branched out in business for himself again in One Hundred and Thirteenth street, New York, and carried on a retail meat market there until 1887. Then purchasing property in Long Island City, he started a branch store, conducting both until 1888, when he sold out his New York establishment. He now conducts and owns one of the largest packing establishments on Long Island, located at Nos. 202 and 204 Main street, Astoria, with branches at Jamaica avenue and Winans street, and at the corner of Freeman avenue and Radde street. Besides these, he has a branch at Flushing, where he also does a wholesale and retail business.



FREDERICK BOWLEY.

Mr. Bowley married Miss Anna Poies, who was born in New York City, but of Holland-Dutch extraction. They have no children living, but they adopted and reared the three children of Edward Bowley, a brother of the subject of this sketch, their mother having died two years ago. Mr. and Mrs. Bowley are both generous, and have done much in practical charity for the poor of Long Island City. In one instance they donated \$1,000 to the poor and distributed tickets to clergymen of all denominations to give to all deserving people, so that they could procure bread and meat every other day, this good work to be carried on from April 1 to November 1.

Mr. Bowley was recently elected Alderman-at-large of the Second District on the Jefferson Democratic ticket, and is also a member of the General Improvement Commission of Long Island City. He is, as a rule, independent in politics. He is a member of the Masonic fraternity, and an honorary member of the Queens County Athletic Club.

JOHN W. PETRY was born in Paterson, N. J., January 9, 1866. His parents were John H. and Sarah (Tibby) Petry, both natives of that place. In 1868, Mr. Petry came with his parents to Long Island City. Later on, he returned to Paterson,

where he attended the public schools until he was fifteen years old. He then returned to Long Island City, where he began as a clerk in the employ of his uncle, George Petry. When that gentleman was elected Mayor of Long Island City, he became manager of the store. He continued in that position until 1894, when he embarked in business for himself under the firm name of John W. Petry & Co., which was dissolved March 1, 1896, when Mr. Petry purchased the interest of his partner.

Mr. Petry was married in 1885, to Miss Jennie Appleton, of Long Island City. Four children have been the fruit of their marriage: John A., Raymond, Curtis W., and Joseph K. Politically, Mr. Petry is a Democrat, and is a member of the Jefferson Club. For two years, he was clerk of the Executive Board under the administration of Mayor George Petry. He is a member of the Royal Arcanum.

GEORGE H. PAYNTAR is a descendant of a family which has long been identified with the history of Long Island City, and is the son of William, Jr., and Mary H. (Van Alst) Payntar. He was born at the Longmead in that place July 17, 1834. At the age of fifteen he secured employment as a clerk in the wholesale dry goods house of Greenway Bros. & Co., of New York. Shortly before the outbreak of the Rebellion he went to Abington, Va., as manager of the general store of John C. Greenway, but the Civil War coming on, he returned to Long Island. Since 1867 he has been engaged in the real estate business, his first venture in which was the laying out in town lots of the old home farm. Since 1867 he has completed several additions in Jackson avenue and other streets, and has built up a large business in that line.

Mr. Payntar married Miss Irene C. Merkle, of New York City, a descendant of the Merckles,



originally from Waldorf, Germany. Four children have been the fruits of their marriage, *viz*: Irene M., G. Augusta, Eliza D. and W. Elmer.

Politically, Mr. Paynter is a Democrat, and among the positions he has held are those of Commissioner of Highways of Newtown, Assessor of Long Island City, Commissioner of Estimate of Assessments for Thompson avenue, and Commissioner on the division of the Margaret Gosman and the Manley estates. He is a member of Long Island City Lodge, No. 586, F. and A. M., and Banner Chapter 214, R. A. M.; Columbian Commandery, No. 1, K. T.; Mosaic Temple, No. 1, New York City, A. A. O. N. M. S.; and in religious belief is identified with the Reformed Church, to which his wife also belongs. Until 1856 he was for some years a member of the Flushing fire department. May 4, 1858, he was appointed fireman of Brooklyn, E. D., and was a member of Friendship Hose Company, No. 3, and received a certificate as exempt fireman in February, 1864, and is now a member of the Exempt Firemen's Association of Brooklyn, E. D.

FREDRICK P. MORRIS. If it is any credit to be called a self-made man, the subject of this sketch is entitled to that honor. Born in Manchester, England, in 1852, he came to America at the age of sixteen and started as a newsboy on the Long Island Railroad trains. In 1869, after being at work on the trains for seven years, he was promoted to the position of Superintendent for the Union News Company, which place he filled with entire satisfaction until 1881, at which time the late Austin Corbin obtained control of the Long Island Railroad. He gave Mr. Morris the contract for news privileges over the entire system, which he has remained in control of since that time. Mr. Morris is now President of the Long Island News Company, and is justly proud of the company he organized and the position he holds.

Very few now connected with the Long Island Railroad were there when he first identified himself on Long Island. His success has never changed him. He is never happier than when he is in the company of the boys, as he called the employees of the News Company.

Mr. Morris resides at Flushing, to which place he removed in 1876. He owns a comfortable home, where he resides with his interesting family. In 1891 he was elected a Trustee of the village, and re-elected in 1893. In 1891 was elected President of the village, a position of honor which any man may well feel proud of.

Mr. Morris is a very prominent Mason. Initiated in Cornucopia Lodge, No. 593, in 1878, he has filled with dignity every office in the gift of his brethren. He was elected Master in 1884-85-86, and was appointed District Deputy Grand Master in 1885, and served for three years under Grand Master Frank R. Lawrence, during which time the sum of \$90000 was raised in Queens and Suffolk Counties, through the earnest work of our subject, to be used towards liquidating the debt which then existed upon the building at Sixth avenue and Twenty-third street, New York. He has now served the Grand Lodge in different stations for over ten years, which is more than can be said of any other member connected with the fraternity in Queens and Suffolk Counties. At the present time he is Vice-President of the Board of Trustees of the Masonic Home at Utica, N. Y., and the Hall in New York. Last year he was treasurer in charge of a fund amounting to over \$250,000. In politics Mr. Morris is a Republican. He was an elector for his district in 1892.

JOHN P. MADON resides at 27 Ely avenue. He has lived in Long Island City fourteen years—since he was eighteen years of age. During the fourteen years he has been a resident of the above city he has been known as one of the leading politicians and occupies a prominent place in the councils of the Democratic party.

He was born in the town of Scio, Alleghany County, N. Y., on the 22d of February, 1837. After attending the public schools for several years he entered Riverside Academy, Millsville, N. Y., where



GEORGE L. SEIBER.

his education was completed. In 1882 he came to Long Island City. He held several responsible clerical positions and later became a journalist. From the time of casting his first vote Mr. Madden took an active interest in politics. For two years he was private secretary to Senator Floyd Jones and clerk to the State Senate Committee on the Affairs of Cities. While holding this position he rendered valuable service to Long Island City by defeating legislation inimical to the taxpayers, through his influence. In 1893 he was the nominee of the Democratic party for the First District of Queens County and was defeated by a few votes. Mayor Sanford appointed him to the responsible position of cashier in the Water Department and he held the position until about January 1, 1895. In the fall of 1894 he was a second time the candidate of his party for Member of Assembly and was triumphantly elected over two opponents. His term in the Assembly was made notable by the passage of a bill reducing the price of gas consumed by the residents of Long Island City. For this and other conspicuous service, Mr. Madden was welcomed home by his constituents at the adjournment of the Legislature by a popular non-partisan demonstration—a compliment that had never before been extended a representative of this district in the Assembly. At the call of his party in the fall of 1895, Mr. Madden became the candidate for Mayor. He conducted a vigorous canvass against heavy odds and came within 31 votes of being elected Mayor of Long Island City.

In the early part of 1886 Mr. Madden returned to his occupation—journalism, and is now publisher of *Electrical Doings*, a monthly paper devoted to electricity. He is still an active political worker and is chairman of the Democratic General Committee. He is a member of the Jefferson Club, Catholic Club, Ravenswood Boat Club and Order of Foresters.



LEONARD C. L. SMITH, (C. E.)

LEONARD C. L. SMITH, B. S., C. E., was born in New York City, May 15, 1868. He is the eighth living child born to his parents, Joseph L. T. and Elizabeth (Billbrough) Smith, the former being a civil engineer of wide reputation. The subject of our sketch received his early education in the public schools of Long Island City, but when twelve years of age he began the study of civil engineering under his father. When sixteen years of age he entered the University of the City of New York, and in 1888 he was graduated therefrom with the degrees of Civil Engineer and Bachelor of Science. In a class of twenty-two he received second honors as salutatorian and was elected an honorary member of Phi Beta Kappa Society. In 1889 Mr. Smith took one year's post-graduate course and practiced with his father until the close of 1891. In 1892 he located in Long Island City, which has since been his home. In March, 1893, he was appointed Engineer of the Water Department, and held that position up to January, 1896. He is also engaged in the general practice of

civil engineering, and now does all the work for the North Beach Company, as well as for many other firms. His office is at No. 77 Jackson avenue.

Mr. Smith married Miss Mary H. Remsen, of Glenhead, L. I. One child has been born to this union, Leonard C. L., Jr. Mr. Smith is a member of the Psi Upsilon Fraternity, the Alumni of New York University, and Phi Beta Kappa Society. He is a deacon in the Remsen Street Reformed Church, Astoria, and is Superintendent of the Sunday School, President of Boys' Brigade and Christian Endeavor Society.

Mr. Smith stood highest in the scientific department of his class all through his college course. He was a member of the Lacrosse team in 1888 and contended in matches with other leading college teams. He resides at No. 50 Woolsey street, Astoria, in a new house planned by himself. He is an amateur elocutionist of considerable local reputation, his preference being in roles of humorous dialects. He was a post-graduate in geology.

ARTHUR HEATH, who has been a resident of Long Island City for the past twenty-seven years, was born in New York City, December 16, 1842, where he received an education in the public schools. His name in Long Island City is a household word, he being the manufacturer of the well-known Heath Cream and a wholesale manufacturer of fine confectionery.

Mr. Heath is a member of Benjamin Ringgold Post, G. A. R., and the Fifth New York Duryee Zouaves, Veteran Association. On December 16, 1870, he married Miss Mathilda Johnson (now

deceased), to whom one son was born, Eugene, who is now associated with his father in business. On September 8, 1887, he married Miss Mina Fonstad. By the latter marriage, two daughters have been born.

JULIUS VON HUMERBEIN was born in Julich, Rhenish Prussia, Germany, December 29, 1845. He was educated at the Imperial Military College in Berlin, and served in the German Army as an officer. After coming to America, he adopted the profession of a Civil Engineer and Surveyor. In 1872, Mr. Von Humerbein came to America, and has resided in Long Island City ever since, where he has actively been engaged in his profession. He is a member of the Liederkrantz of New York City, and the German Krieger Bund. In politics he is a Jeffersonian Democrat. For some time he has held the position of engineer and surveyor to the Water Works Department, and to the General Improvement Commission of Long Island City.

In October, 1871, Mr. Von Humerbein married Miss Louise Nollet of the city of Hanover, Germany. Four children, viz.: Helen, Elsie, Arthur and Melanie, have been born to the union.

GUSTAVUS L. STUEBNER was born in Reading, Pa., July 15, 1854. He received his education in the public schools of that city. For the past seventeen years, Mr. Stuebner has been a resident of Long Island City, and has been engaged in the manufacturing of coal handling appliances. He has an extensive plant, occupying the premises Nos. 168 to 176 (inclusive) East Third street, where he employs a large force of men.

Mr. Stuebner was married in 1876. He has five daughters and three sons. His favorite son, Augustus, who was associated in business with him, died in February, 1890, in the nineteenth year of his age. Mr. Stuebner is a member of the Lincoln Club. He is also a member of the Baptist Church.

GEORGE J. RYAN, an energetic and successful real estate and insurance broker of Long Island City, is one of the most popular and respected of its younger business men. He is one of a family long and favorably known in the above city for the uniform integrity and probity of its members. His father, the late George Ryan, for many years owned and managed the largest marble works in Long Island City, and his son has inherited many of his father's business characteristics.

Mr. Ryan being born and having grown to manhood in Long Island City, he received his education in the local schools and subsequently acquired his business training in the real estate and insurance district of New York City, afterward embarking in business for himself, at No. 44 Jackson avenue, where he has succeeded in building up a constantly increasing and lucrative business. His temperament and characteristics are such that they have naturally led to his selection for the management of estates, and the placing of money in such properties as would best satisfy prudent and cautious investors, and in these connections he has had especial success. His life-long residence in Long Island City, his intimate familiarity with the surrounding districts, has given him quite a reputation as an appraiser of suburban property, and he has been very successful in the handling of it. In addition to these special features Mr. Ryan conducts a general real estate and insurance business, and his affability and conscientiousness in small matters have won him a host of friends and customers.

Mr. Ryan is as well known in social and intellectual circles in the lower section of Long Island City, as in business, and this interest antedated his business virtues, and no entertainment for charitable or benevolent purposes is considered complete without him as one of the moving spirits. He is Secretary of the Catholic Club, a member of the Catholic Benevolent Legion, St. Mary's Lyceum, and many other societies. His home is in Twelfth street, where he resides with his sisters in a quiet neighborhood, and his business efforts may be said to have been greatly aided by the support and influence which a peaceful and Christian home brings coupled with a united and harmonious family.



GEORGE J. RYAN.

JOHN WOOD, JR., was born in Callicoon, Sullivan County, N. Y., October 16, 1853. He is the second born of his parents, John and Mary (Porter) Wood, both natives of Ireland, and both of whom are living, aged seventy-three and seventy years respectively. Mr. Wood has resided in Long Island City ever since he was seven years old. The public schools of this place afforded him his education, and advantages. At the age of fourteen he became an apprentice in the tin manufacturing department of the Standard Oil Company, after which he was in the employ of George Petry until the latter's death, and rose to the position of manager of the business. In January, 1869, he opened an establishment of his own in Long Island City, at the corner of Seventh street and Jackson avenue. Six months later he took into partnership Mrs. George Petry, and up to May 7, 1895, the firm was

known as A. A. Petry & Co. At that time Mr. Wood purchased his partner's interest, and since then he has been the sole proprietor of the business.

Mr. Wood was united in marriage in New York City to Miss Alice McNulty, and of this union six children were born, two of whom are dead. Mr. Wood was a member of Empire Hose Company for sixteen years. Mr. Wood has shown that he possesses considerable inventive genius, and has patented an invention for quickly and firmly crimping a cap on an oil can or other receptacle. It is a simple hand tool, does the work effectually, and saves a great deal of time and labor.

AUGUST MURRAY was born in New York City in 1830, where he was educated in the public schools. After leaving school he learned the trade of a monumental sculptor. He has erected some of the largest and most costly monuments in Calvary cemetery; prominent among them is a vault constructed for William Murray, ex-Superintendent of Police of New York; and for ex-Senator John Fox. He has also made a fifty-foot monument for John Lovejoy, besides many handsome tombstones for a number of other prominent



MR. MURRAY.

citizens. Mr. Murray is a member of the Catholic Church, and in politics is a Democrat. In 1866 he married Miss L. G. Conroy, of New York City. Six children, three sons and three daughters, all of whom are living, were born to the marriage. John, the youngest son of Mr. Murray, is engaged to Miss L. G. Conroy.

THOMAS CONROY was born in the parish of Cashill, County Longford, Ireland, where he received an education in the common schools. After leaving school he learned the trade of a carpenter and builder, but of late years he has turned his attention to the real estate and insurance business. He has resided in Long Island City for the past seven years, and is well and favorably known. He was for four years an officer of the Board of Supervisors, and for nine months of that period was chairman of the Board. He was also for several years a member of the Board of Health, and has been Overseer of the Poor. On May 10, 1886, he married Miss

ANDREW G. APPLIGATE was born in Freehold, N. J., January 21, 1871, and came to Long Island City to reside in 1891. After locating in the above place he accepted a position as foreman of the Queens County *Herald*, where he remained until 1893. In the spring of that year he engaged in the bicycle business at 127 Jackson avenue. In 1895 his business had assumed such extensive proportions that he removed to his present commodious quarters, 139 Jackson avenue. He is associated in business with Mr. Charles J. Harvey.

On November 1, 1895, Mr. Applegate was appointed enumerator of school census of Long Island City by Mayor Sanford. In 1889 he married Miss Amy Sherman, of New York City. Mr. Applegate is a member of the Lincoln Club, the Ravenswood Boat Club, the Long Island City Wheelmen, the League of American Wheelmen and the Associated Cycling Club.

WILLIAM H. SIEBRECHT was born at Berka, province of Hanover, Germany, December 27, 1842, and is a son of Henry and Georgina Siebrecht. In 1870 he came to America, locating in New York City, where he remained for two years working at his trade (that of a florist) in the employ of his brother, Henry A. Later on Mr. Siebrecht engaged in business on his own account in a small way in Astoria. So successful was he that he now has one of the largest and finest pieces of property in Long Island City devoted to the culture of flowers and plants. Mr. Siebrecht married Miss Annie K. Heim of New York City. Four children have been born to her: Pauline, Henry, William and George. In 1894 Mr. Siebrecht was appointed a member of the Fire and Water Committee by Mayor Sanford. He is president of the New York Cut Flower Exchange, of which he was one of the principal organizers and was its treasurer until appointed to his present position. He is also a member of the New York Florists' Club and a trustee of the Long Island City Savings Bank.

HARRY H. HUNT was born in Schooley, N. J., February 22, 1868. He received his education in the schools of Hackettstown, N. J., and afterwards took a full professional course at the New York College of Dentistry. For the past seven years he has resided in Long Island City, where he has been actively engaged in the practice of his profession. Mr. Hunt has built up a large and growing business in Long Island City and vicinity. He is prominently identified with the Presbyterian Church.

CHARLES S. SCHWARZ, senior member of the firm of Schwarz & Son, was born in Germany, January 28, 1834, and was educated in his native place. In 1852 he came to America and located in New York City. In 1860 he located in what is now a part of Long Island City, where he began his present business with Thomas Taylor, the firm being Taylor & Schwarz. In 1889 he sold out and started in business alone. In 1890 he took his son Frederick into partnership under the firm name of Schwarz & Son. On September 17, 1860, Mr. Schwarz married Miss Helen Taylor, of Astoria, to whom seven children have been born, viz.: Nellie, Frederick, Anna, Charles, Ernst, Florence and Etta.

THOMAS H. SNEDEKER was born in Jamaica, L. I., September 26, 1835, his ancestry dating back to about 1646. He received an education in the common schools of his native place, after which he learned the trade of a saddle and harness maker. For the past forty years he has been a resident of Long Island City. He is a member of Ancher Lodge, I. O. O. F., and is District Deputy Grand Master for Queens District No. 1. He is also a member of East Avenue Baptist Church. In politics he is a Republican. On November 25, 1855, he married Miss Henrietta Cousin, to whom ten children have been born, five of whom are now deceased.

CHARLES A. WILLEY was born in Cabot, Washington County, Vt., in 1850, being the third of six children born to Curtis A. and Caroline (Williamson) Willey. Our subject spent his boyhood days in Vermont, where he received a practical education. When fourteen years old he was apprenticed as a coach painter, in which capacity he worked four years. In 1877 he went to Merrimac, Mass., where he worked as a master coach painter for three years. In 1880 he located in New York, where he was a traveling salesman for a large color manufacturing firm. After filling similar positions in various parts of the country for several years, in November, 1890, he started in business for himself in Long Island City. His present establishment, at No. 61 West avenue, is one of the most important industries of the city. In Fitchburg, Mass., Mr. Willey married Miss Julia A. Perkins. Socially Mr. Willey is a Royal Arch Mason, a member of Merrimac Blue Lodge and of Boston Commandery.

O. DEMAREST & CO. One of the largest and most influential business concerns in Long Island City is that of O. Demarest & Company, who occupy the large three-story building at the corner of Jackson avenue and Fifth street, and familiarly known as the New York Department Store. The establishment of this store has filled a long-felt want to the residents of Long Island City. The firm carry a general stock of goods that would be found in any of the largest department stores of New York City. Their prices are just as low, and shoppers are spared the time and trouble that would be incurred in a disagreeable trip by ferry to New York. Among some of the more important lines that will be found in this mammoth emporium, the shopper will find a large stock of dry and fancy goods, notions, carpets, rugs, shoes, housefurnishings, etc., etc. Mr. O. Demarest has had an extensive experience in the general dry goods trade, and is an energetic and indefatigable worker. The name of this firm in connection with any goods they carry is a satisfactory guarantee of quality.

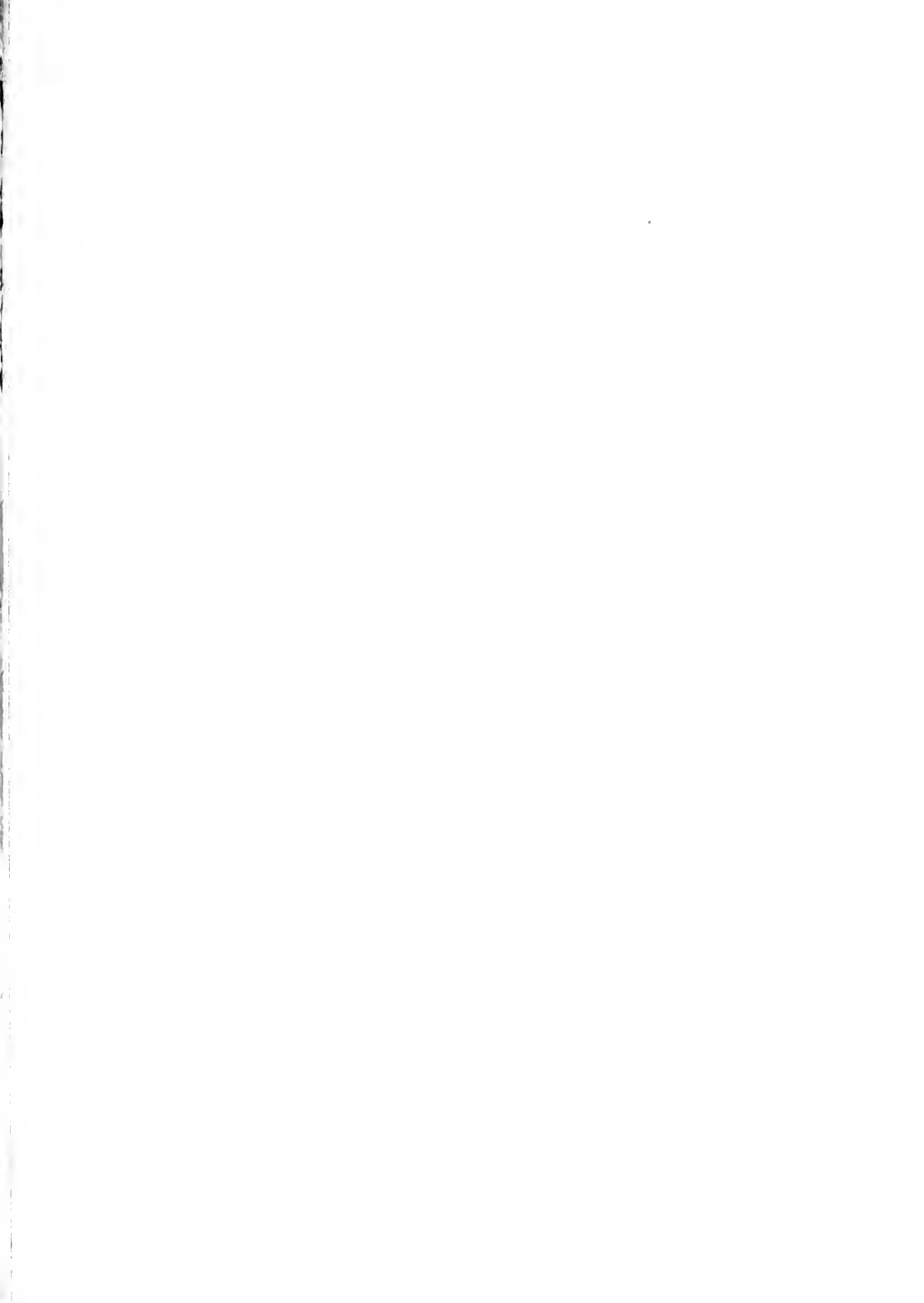
LEONARD SCHMIDT, proprietor of the Greater New York Hotel, at Nos. 29 and 31 Borden avenue, Long Island City, was born in Germany, July 9, 1862, where he was educated. He has been a resident of Long Island City for the past three years. Mr. Schmidt is a prominent member of a number of secret and benevolent orders. In February, 1894, he married Miss Dora Meier. Mr. Schmidt has been unusually successful in conducting the Greater New York Hotel. It is the most conspicuous hostelry in Long Island City, in fact the only first-class hotel, and the tables are supplied with all the delicacies the markets afford. Its location is superb, being almost opposite the station of the Long Island Railroad Company and the ferries.











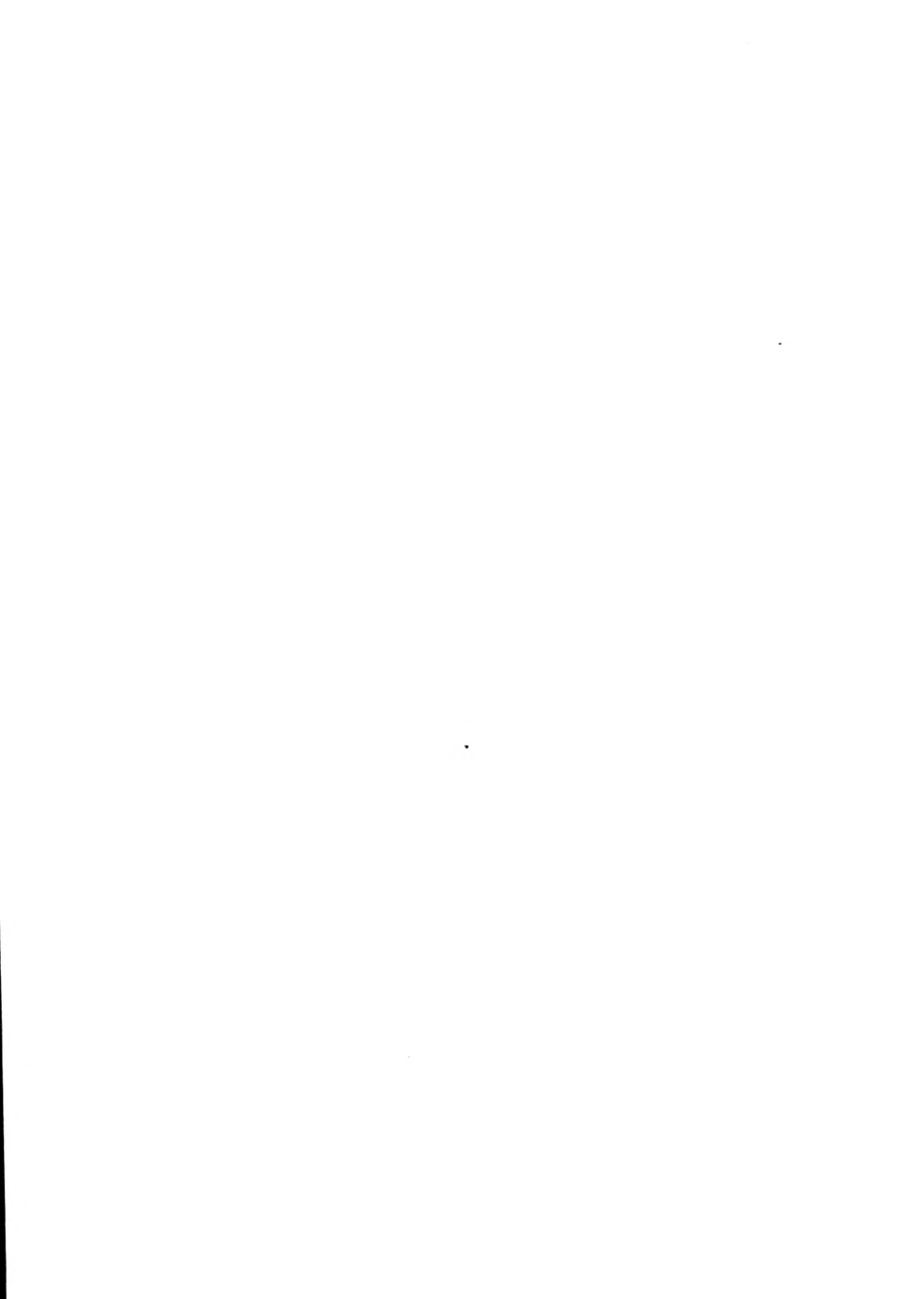














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