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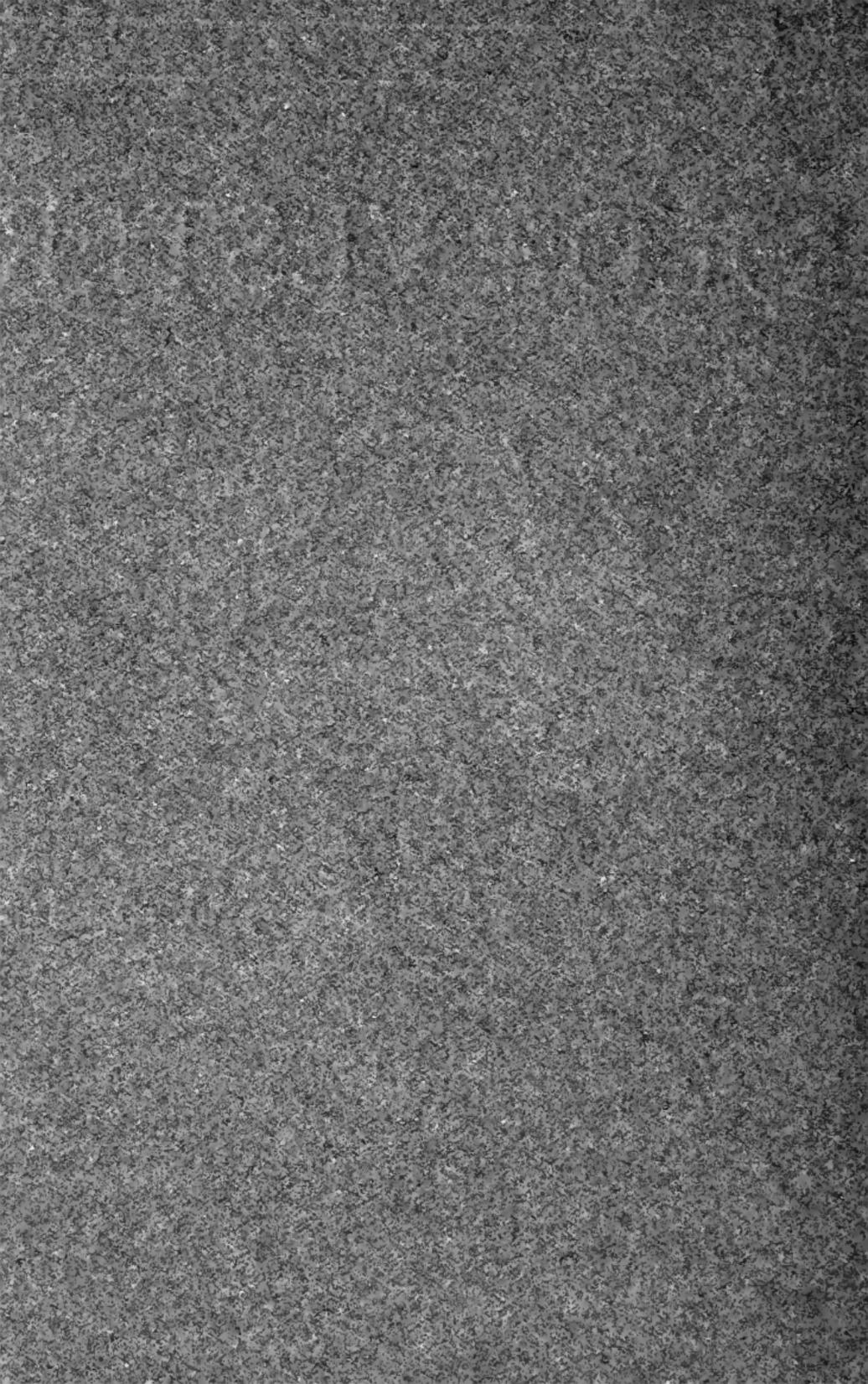
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VOL. VI

NOVEMBER, 1910

No. 11

Bonding Towns and ✻ ✻ ✻ Corrupt Politics



HERE is a chapter in the history of Ulster county over which every one of her citizens who has her good name and history at heart wishes that the mantle might be taken by her sons that they, walking backward, might drop it and cover her shame. It is the story of the bonding of certain towns to build railroads, the default thereupon, the subsequent receiverships, mortgage sales, re-organizations, wreckings once more, further formations of new companies with all the attendant and resultant corruption, both political and financial.

The Civil War had come to an end in 1865. Paper money, made a legal tender, was abundant and the woods were full of financial schemes and projects into which the energies of the country aroused by the war, now happily closed, might find a new and suitable

Olde Ulster

channel. Railroads were projected everywhere, and if a country could be provided with the billions of money necessary for its salvation by the issue of bonds the same means were available for the development of its industrial enterprises. What could be plainer than that if towns united in binding themselves, issued stock and bonds which would be controlled by town commissioners with which such roads could be built, the railroads could be managed by the towns themselves, the taxes paid by such roads within the several towns set aside for the redemption of the bonds, in a few years the road would be built and paid for at no cost to the town and the subsequent taxes on such a road would ultimately be a source of revenue to the town? The scheme fairly dazzled its projectors as they contemplated its brilliancy and they eagerly launched it upon the troubled sea of finance then just composing after a terrible convulsion. Over the whole north spread a bonding rage by which every remote hamlet was to be placed along a trunk railroad by an expedient which would pay its cost without requiring a dollar from any one except such as had occasion to travel, or receive or ship freight.

The Civil War had come and found Ulster county without a mile of railroad and had passed and yet not a track laid. There are many elderly people who remember the departure of the regiments to the front. From their encampment upon the Academy Green they marched to Rondout and embarked by boat to New York. They returned in the same way. The carrier's address of the Kingston Argus of January 1st, 1863 could say :

Bonding Towns and Corrupt Politics

“Every county in the land,
Save ours, is bound by iron band ;
But Ulster county scarce requires
Railroads or telegraphic wires.”

All knew this to be irony. It was a fact of which the people were but too conscious that Ulster was behind the times. Thus when the wonderful remedy for ills of remoteness was heard of there was an immediate attempt to apply it. Yet Ulster had not been backward. The Hudson River Railroad was but just across the river and easily accessible. Through the county had been built the great Delaware and Hudson Canal. When the Erie Railroad was built to its eastern terminus at Piermont Ulster county had tried to make that terminus Kingston, and had had some prospects of success. But now when a wonderful discovery had been made by which railroads could be built by a simple process there was haste to secure it.

In the spring of 1866 the epidemic struck Ulster county. It was not in a mild form, nor did it yield readily to sane treatment. It was the disease in its most malignant character, virulent, sapping the patient to utter exhaustion and introducing troops of succeeding complaints into the system. With many towns it took a chronic form and those towns are anæmic to this very day. To carry the elections necessary to control the choice of the various town railroad commissioners it became requisite that money to purchase the suffrages of the voters be sown with a liberal hand. But with the crop of successful railroad wrecking that was gathered the elective franchise was debauched. Little money had been used in the politics of Ulster

county before that year of 1866. It costs a fortune to carry Ulster county to-day. And the change came when the control of politics and elections meant the control of the bonded railroads.

On the 17th of April, 1866, the Legislature of the State of New York passed an act authorizing any town in the counties of Ulster, Delaware, Greene and Schoharie, situate along the line of the proposed Rondout & Oswego Railroad to issue bonds and take stock in the name of such town in said railroad. The act received the approval of Reuben E. Fenton, then Governor. Under this act it became the duty of the county judge of the county in which any such town was situated, upon the application in writing of twelve or more freeholders resident in any such town, within ten days after receiving such application, to appoint under his hand and seal not more than three freeholders, residents of said town, to be commissioners for said town to carry into effect the purposes and provisions of said act, who should hold their offices respectively for the term of five years and until others should have been appointed and duly qualified.

Vacancies by death, removal from the town, resignation, refusal to serve, or otherwise, should be filled by the remaining commissioners. Upon the expiration of the term of office of such commissioners the place should be filled by appointment by the county judge.

On May 9th, 1866, a similar act was passed relating to towns in Ulster and Orange counties which were proposed to be bonded for the future Wallkill Valley Railroad. But in this act all vacancies in the

office of railroad commissioner for towns bonding were to be filled by the county judge in the same manner as original appointments. And by this act but one commissioner for each bonding town need be appointed unless the petitioning freeholders requested a larger number.

Under these acts the following towns in Ulster county, along the line of the Rondout & Oswego Railroad bonded themselves for various amounts, viz: Kingston, Olive and Shandaken; and along the line of the Wallkill Valley Railroad, Kingston, Rosendale, New Paltz, Gardiner and Shawangunk. For the Rondout & Oswego the then town of Kingston (including the present City of Kingston, the town of Kingston, the town of Ulster and part of the town of Woodstock) bonded itself for \$600,000, the town of Olive \$75,000 and the town of Shandaken \$40,000, the bonds being issued April 1st, 1867 and bearing interest at seven per cent. The road was to extend from Rondout on the Hudson to Lake Ontario at Oswego.

There was a branch of the Erie Railroad which extended from Goshen, Orange county to Montgomery in the same county. It was proposed to continue it north through the Wallkill valley to New Paltz and have the towns in that valley bond themselves to build it. The matter was taken up first in the town of Shawangunk. On November 30th, 1867 that town issued bonds to the amount of \$114,000 and Gardiner bonded to the amount of \$84,500 when it was determined that the road be extended to Kingston and, if the towns in the valley of the Hudson north of Kingston would consent, to build to Albany. So on April

24th, 1868 the act of 1866 was amended and the corporation authorized to extend the Wallkill Valley Railroad to Kingston. Accordingly New Paltz set about bonding. August 1st, 1869 that town issued \$123,800 of bonds, Rosendale, May 13th, 1869 \$92,800 and on February 1st, 1871 Kingston issued \$200,000. All bore interest at seven per cent. They ran for different periods. Those of Kingston were not due until after thirty years.

Opposition developed almost immediately. While the need of railroad facilities was everywhere felt it was felt that the scheme was unconstitutional and unjust. There was a widespread feeling against loaning the money and credit of the people to private enterprises. But the promoters were energetic. It was determined to push the Wallkill Valley project through to Albany, bond the river towns and do it before opposition could make itself effective. Solicitors were everywhere approaching taxpayers for signatures and had been coached in the arguments to present. It was almost successful in the town of Saugerties. The project failed there by a close margin. Not a town north of this gave its consent.

Meanwhile another route was proposed. From New York to Lake Ontario had been projected and commenced what was known as the New York & Oswego Midland Railroad. It was built along the west shore of the Hudson to Cornwall and passed through Orange and Sullivan counties. It is the road now known as the New York, Ontario and Western. The promoters conceived the idea of building through the Rondout valley a line to the Hudson at Kingston

as a branch road, if the money of the people could be obtained to pay for it. They succeeded in bonding the town of Wawarsing in 1868 for \$259,000. A branch road was built to Ellenville. For thirty years it extended no farther. Then the railroad company extended it to Kingston at its own cost.

As has been said the solicitation was made quietly. Consents to applications that the several towns bond themselves by a majority of the taxable inhabitants to an amount not exceeding twenty per cent of the assessed value, both real and personal of said towns, were carefully gathered and meetings held in the evening to find if the aggregate would warrant an immediate application for bonding. Meanwhile some who had signed became alarmed and withdrew such consent. This was the case, particularly, in the town of Shawangunk. Many withdrawals led to many others and it became necessary to act. It was done and the bonds issued. A long litigation ensued. Supervisors and members of the Legislature were elected upon the issue of the validity of the bonds of the town of Shawangunk. In the courts of this State the town won against the holders of the bonds. The case was carried to the United States courts by transferring the bonds to possessors living in the State of Pennsylvania, who claimed to be innocent holders of the same, who had purchased them in good faith, and the bondholders won. The question of the validity of the bonds and whether a majority had signed the application could not be reached. It seems to be indisputable that a very close majority had signed, were the withdrawals not taken into account. Were these con-

sidered the town never was legally bonded for the Wallkill Valley Railroad.

Upon the judgment in favor of the bondholders in the federal courts an act was passed by the Legislature in 1882 by which the bonds of the town of Shawangunk were refunded at a lower rate of interest. Except some of the refunding bonds to take up those originally issued by the old town of Kingston, and a small amount of those of the town of Wawarsing, the bonds have been paid. As these become due in annual installments a few years will extinguish the debt of almost half a century ago.

John T. Hoffman became governor of this State January 1st, 1869. In his messages he called the attention of the Legislature to the town-bonding evil. He recommended to the Legislature of 1872 that a commission of thirty-two be designated to propose amendments to the Constitution of the State. The suggestion was acted upon and the governor, with the advice and consent of the Senate, appointed a commission. Among the amendments submitted was the following;

“No county, city, town nor village shall hereafter give any money or property, or loan its money or credit to, or in aid of any individual, association or corporation, or become directly or indirectly the owner of stock in, or bonds of, any association or corporation, nor shall any such county, city, town or village be allowed to incur any indebtedness except for county, city, town or village purposes.”

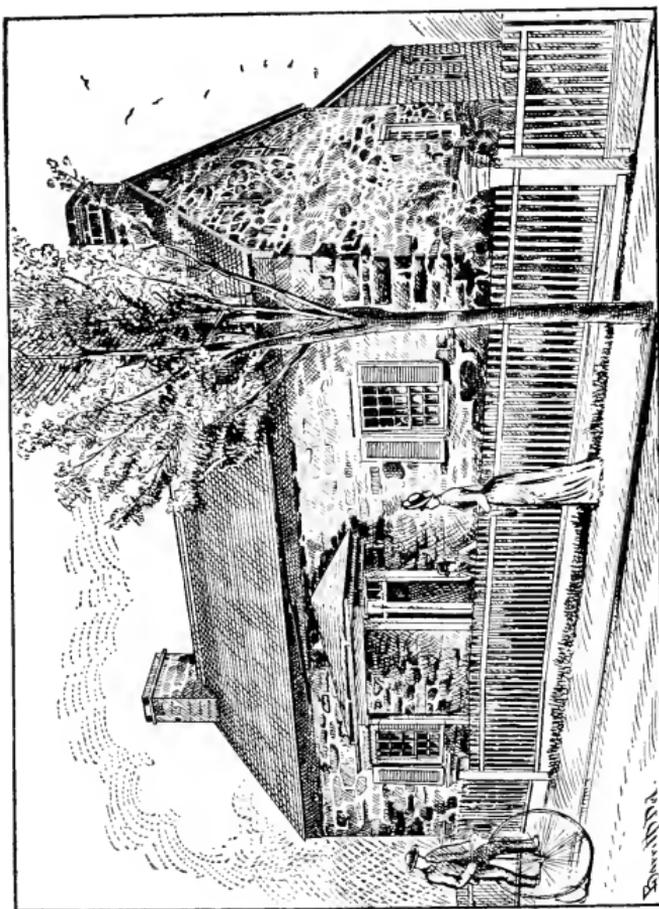
The amendment was adopted at the annual election November 3rd, 1874 by a vote of 337,891 to 194,236.

Meanwhile the roads built with the town bonds went into the hands of receivers and the bonds issued were not paid. The roads were sold and the stock held in the name of the towns disappeared in the foreclosures resultant. The Rondout & Oswego was reorganized as the New York, Kingston & Syracuse, to be once more reorganized as the Ulster & Delaware, under which name it is now a flourishing road. The Wallkill Valley is now a part of the great New York Central system and the Midland, as before stated, is now known as the New York, Ontario and Western, and has extended its Ellenville branch to Kingston. The Wallkill Valley road was built to Albany in 1882 and 1883. But not by bonding towns. The New York, West Shore and Buffalo Railroad acquired its charter and continued it up the valley of the Hudson. This road passed through the experiences of far too many such enterprises and finally became a part of the New York Central. Ulster county has at last the steam railroads it needs. The day when they can be built with the public money of the people pledged to private corporations has gone never to return.



Daar was eens een koning
Die smeerde zijn eigen met honing ;
Die smeerde zijn eigen met roet ;
Toen wat die koning bitter en zoet.

(There was once a king
That smeared himself with honey ;
That smeared himself with soot ;
Until he was both bitter and sweet).



The Oldest House in Port Jervis

THE OLDEST HOUSE IN PORT JERVIS

Through the courtesy of Mr. William C. Hart, secretary of the Wallkill Valley Publishing Association, the accompanying illustration of the oldest house in Port Jervis is presented. It will be remembered that what was known as "The Minisink Country" and "Maghackemack" was part of Old Ulster (see page 41 of Vol. III, *OLDE ULSTER* for Feb. 1907). This old house was used as a fort during the Revolution. It was occupied by Martinus Decker. When Brant and his expedition of Indians and Tories raided the Minisink region they burned the house. It was rebuilt by Martinus Decker, in 1793. A part of the old walls was still standing, of which the builders made use.

The old house tells in stone and mortar the tale of bloody happenings in these peaceful valleys. To-day the rush of railroad trains alone disturbs the peace of a century and more ago. Yet into that reposeful quiet were precipitated the terrible war whoop, the torch and the scalping-knife of relentless dwellers of the forests bordering the frontiers. Desolation and death marked their onset; blood and blackened ruins the path they had trod. This historic dwelling should be preserved forever as a reminder of those perilous days.

Kingston has had a wealth of old houses, of which many were historic. It has been an asset in her prosperity. Many a tourist has visited this city for the purpose of acquainting himself with old-time conditions. But these monuments are fast disappearing. The last to go was the Wynkoop house where Washington was entertained.

Conraedt Ten Eyck; an Early Patriot

Contributed by Helen Reed de Laporte, A.B.



ALTHOUGH Conraedt Ten Eyck was never a resident of Wildwyck, still, through the marriage of his daughter Morice to Derrick Wessell Ten Broeck, and through his son Captain Matthias Ten Eyck of Hurley, he was closely identified with Old Ulster.

We do not know when he came to New Amsterdam, but Valentine, in his history of New York, says that as early as 1653 he was one of the most influential men in the city. The records of the Probate Court of New Amsterdam are full of references to his name. He appears as referee in numerous cases; as guardian of orphan children and as overseer of the streets.

His interest in military affairs is shown by his position of lance corporal in the Burgher Guard. His interest in the Dutch regime by his contribution of two hundred florins to the defense of the city against the English invaders in 1664; and he shows his further interest in the City by serving as schepen in 1657; a position without pecuniary reward. The annual salary of the burgomaster was fixed at one hundred and forty dollars, and that of a schepen

at one hundred dollars. As these salaries were to come out of the municipal chest which was proverbially empty they were never paid. It never entered their minds to pay themselves first and let the creditors wait. They took their satisfaction in their grand titles of "worshipful lords" and "high mightinesses;" and especially in their separate and exalted pew in church where they sat in state and comfort on the Staat Huys cushions which were brought over to them with much pomp each Sunday by the sexton. He was nominated for schepen a second time in 1673 when for such a little time the Dutch flag flew once more over New Amsterdam.

Conraedt Ten Eyck was a tanner, shoe dealer and manufacturer. He occupied the premises next to David Wessels on the Heere Graft, or that part of Broad street, between Beaver street and the river which then ran along Pearl street. His house, a large and commodious one, was on the north side of Pearl, next west of the Staat Huys lane which ran between it and the old City Hall.

He also owned lots on the south side of Pearl street and on the east side of Coenties slip. This name still lingers as a corrupted form of Ten Eyck's nick-name. Coentje, or as we now change the j to i, Coentic. Ten Eyck slip was also named for him.

The center of de Heere Graft was originally a brook forming a natural outlet of a marshy section above Beaver street. It was crossed by several bridges and one broad bridge at Hoogh straat became a general meeting-place to transact business, and when the burghers decided to meet at this bridge regularly every Fri-

day morning they there established the first exchange in New York City. It is interesting to note that the center of trade has never changed from this vicinity.

Until 1655 the sides of de Heere Graft formed the market place of the town. Finally the brook proved such a detriment to the street that after frequent unsuccessful attempts to better it, the inhabitants were ordered to fill it up level with the street.

The Ten Eyck tan pits were on the same side of the street above Beaver where he owned a number of lots, the ground being marshy and suitable for tanning purposes. Later when an ordinance was passed excluding all tan pits from the city limits, the tanners and shoe-makers established their tan-pits along Maiden Lane, which was a marshy valley. This section of land, known as "The Shoe-makers Land" was bounded by the present Maiden Lane, Ann street, Broadway and a line on the east between William and Gold streets. Ten Eyck and three other shoe-makers purchased this property and carried on their tanning business in this vicinity.

In 1677 when Stephen van Cortlandt was appointed mayor, he ordered to be dug the first public wells. There were six of these and each located in the middle of the street; these were later increased to ten. Seven are known by name. "Ten Eyck's and Vincent's Well" was located in Broad street between Stone and South William.

Conraedt Ten Eyck was twice married. His first wife and the mother of his seven children was Maria Bode or Boise. His second whom he married April 15, 1682 was Annatje Daniels, widow of Herman

Smeeman and in 1686 they were both members of the Breede Weg or Broadway Church.

In his will dated September 4, 1686 he confirms the "matrimonial condition" made with his present wife, whereby she was to have 2,000 guilders. He leaves his "eldest son Mattys 2,000 guilders wampum value to be paid out of the sum which shall come from the sale of my houses and to make his profit therewith without paying any interest for the term of four years, and then he is to bring it into the common estate." Tobias was to have one year's rent of his two houses, because the other children had been receiving the benefits of his property. Dirk, Tobias and Conraedt were to have the first refusal of the tannery at a price fixed by indifferent persons.

His only daughter Maria, or Morice as the will spells the name, was the wife of Wessel Ten Broeck. He divided his property among his seven children, Jacob, Dirk, Tobias, Conraedt, Hendrick, Mattys and Morice "head for head and each in equal proportion." He also leaves his eldest son Mattys "for his privilege" 100 guilders or twelve pieces of eight. Mattys married Jannetje Roosa and settled in Hurley. Conraedt married Beletje Hucks, Tobias married Elizabeth Hegeman, Dirck married Aefje Boelu, and lived in New York. Maria made her home in Ulster.

The descendants of this family, both in their direct line and in the collateral, have been among the strong families of this county from the first and have merited their surname *Ten Eyck* (near the oak).

About the ❁ ❁ ❁

De Witt Family

From a manuscript of Miss Ann R. DeWitt of Ellenville



IN regard to the birthplace of De Witt Clinton, his son, now (1880) an aged gentleman, has written me that he remembers hearing it stated that his father was born at the house of a relative, and supposes that it was at Napanoch. The Andries De Witt you mentioned was the eldest son of Egbert.

Whether he resided on the old homestead after his father's death is uncertain, but it is understood that he remained for a time at Napanoch. In 1756 he was at Wawarsing; in 1758 at Kingston; and in 1764 he bought land of John N. and Jonathan Le Fevre on both sides of the Wallkill at Springtown, and removed there. In 1795 he made his will and gave the burial ground at Napanoch to his children and grandchildren, and also mines and minerals. This burial ground was on the old homestead at Napanoch. The remains in the yard were taken up and removed to the Wawarsing burying ground last summer (1879) with the exception of a few taken to the Fantinekill cemetery.

Grootholt, in Sunderlant, was the last residence in Europe of the De Witt family. The Sunderlant was

the most southerly of the three natural divisions of the old Duchy of Westphalia, and is described as "consisting of hills and vales, and having fine woods and meadows, suited for grazing and the dairy." In these respects it was distinguished from the other two divisions, which were more productive of the cereals. *Grootholt* (Anglice, Great Wood), doubtless so called from the original character of the country, is the same "Grootenhout" mentioned in Kok's "Vanderlandsche Woordenboek" as a neighborhood in the land of Overmass under the jurisdiction of Beek. It is situated a little east of the river Rhine, between the Lippe and the Imster, not far from the manufacturing town of Essens. In Grootholt or Grootenhout was born Tjerck Claeszen De Witt, the son, as his name implies, of Claes De Witt. He was the first, or among the first of his family who came to America. The earliest information we possess of him is contained in the "Trouw Boeck," or register of marriages of the Reformed Church in the city of New York, where we find the record of his marriage on the 24th day of April, 1656 to Barbara Andrieszen, *van* Amsterdam. He resided in New Amsterdam until after the birth of his eldest son, Andries, when he established his domicile at Wildwyck. He remained at Wildwyck during the residue of his life, and died the 17th day of February, 1700. There is no certain information to which of the De Witt families in Holland Tjerck Claeszen belonged, but it is conjectured that he was one of three brothers, Jan, who settled in Long Island or New Jersey, and the third (name unknown) who settled in Massachusetts, and from whom the Dwigths

descended. These three were probably the sons or grandsons of Jan De Witt, captain of the ship "Little Fox," who, with 18 others, masters and owners of vessels, were chartered as a company by the States-General of Holland in 1614. Jan was a navigator, and some of the others were burgomasters. Tjerck Claeszen De Witt was also a navigator, and owned a sloop of 50 feet keel. In Jan De Witt's family we find the names belonging to Tjerck Claeszen's family and *vice versa*; naming after relatives was the custom. The above reasons sustain the theory that Tjerck Claeszen De Witt was the son or grandson of Jan De Witt, a member of the first West India Company trading with New Netherlands. Tjerck Claeszen was both a trader and a farmer, and a person of some rank among the original settlers. He left the city of New Amsterdam and settled at Wildwyck in the year 1657, with a few others. The place was fortified, and he helped defend the village at the time of the Indian attack in 1663. His daughter Jannitje was taken captive, recovered, and afterwards married Cornelis Switz, whose father was murdered by the Indians. Tjerck Claeszen De Witt was one of the magistrates. In 1669 he obtained liberty to erect a house and barn on his land outside of Wildwyck, Lovelace being governor. In 1689 he refused to take the oath of allegiance to the British crown, as did many others, because the British authorities had not fulfilled their treaty stipulations on the country being surrendered to them, and he did not acknowledge that power during his lifetime. By his will, dated May 4th, 1698 he provided for the following children:

About the DeWitt Family

1. Andries (the eldest son); 2. Tjerck (the youngest son); 3. Jan; 4. Jacob; 5. Lucas; 6. Beek; 7. Tjaatje; 8. Jannitje; 9. Gertruy; 10. Rachel; 11. Maretje; 12. Aaghje. Barbara Andrieszen, the widow of Tjerck Claeszen De Witt, died on the 6th day of July, 1714.

There is not much known concerning the above-named children, except Andries. On March 7th, 1682 he married Jannetje, daughter of Garret Egbertsen, a resident of Esopus, who, though present, escaped and survived the massacre of 1663. Andries settled in Hurley, where he built a stone house, whose remains are still to be seen. He had several children. His seventh child and fourth son, Egbert, was born March 18th, 1699, and was settled by his father at Napanoch, on the site lately owned by Averill Hungerford, deceased. Egbert married Maria Nottingham November 4th, 1726. It is said his father, on parting with Egbert after settling him on this tract of land, shed tears for fear he would not be able to get a living in the wilderness. Egbert had ten children. The eldest one, named Andries, married Jennette Vernooy. He had twelve children, among whom were Simeon De Witt, for half a century the surveyor-general of the State of New York; Benjamin DeWitt, M. D. of New York City, and health officer of that port, where he died at his post having contracted yellow fever, in September, 1819; and John A. De Witt, (my grandfather), who built the first house in what is now the village of Ellenville. As above stated, Egbert had ten children. His only daughter, Polly or Mary, married General James Clinton and was the mother of De Witt

Clinton, the governor of New York. It is said Egbert liked a joke, and when interrogated as to the number of his children used to answer, "I have nine sons and each son has a sister." One of Egbert's sons, Thomas was the father of the Reverend Thomas De Witt, D. D., of New York City, deceased. The Dutch Church of Wawarsing was established in 1745, and in this church Reuben, the youngest of Egbert's children was baptized. As the old Dutch settlers were very strict it is believed the other children were baptized at Kingston or elsewhere.

I have no doubt as to the place where De Witt Clinton was born. I lived when a child in Napanoch and remember being told by the then old inhabitants of the place that De Witt Clinton was born at his grandfather's homestead, and the site of the homestead pointed out to me, it being the identical spot on which the late Averill Hungerford lived, the old house of Egbert De Witt being a stone house, but torn down before my day.

Here are items with a few dates not given in the previous notes: Tjerck Claeszen De Witt, born 1620, was married in the City of New Amsterdam to Barbara Andrieszen (born in Amsterdam), 24th day of April, 1656. He died in 1700. His will is recorded in the surrogate's office, City of New York, Liber 7, page 472, bearing date 4th March, 1698. The records of the Dutch church also give the marriage, on the 6th day of January, 1662, of Jan De Witt van Coordam to Gooertruyd Wyngaert. This Jan was probably a brother of Tjerck Claeszen De Witt, as the first daughter of Tjerck bears the name of Geertruy, and Tjerck's third son also bears the name of Jan.

The Wallkill

Please bear in mind that the Andries De Witt of Napanoch was the eldest son of Egbert DeWitt, who lived on what was recently the Averill Hungerford place. He was a physician, and finally settled at Springtown, New Paltz, where he died the 30th of September, 1799. His mother was Maria Nottingham, granddaughter of Colonel Jacob Rutsen.

Going back to Egbert De Witt, the first settler at Napanoch, we find, in 1734, his house referred to in a statute as then in the town of Rochester. In 1738 Egbert De Witt was on the list of troopers. His will was dated 13th of July, 1758, naming his wife and children, giving one-tenth to each, but requiring his eldest son, Andries, before taking, to divide with his brother and sister what might come to him from Colonel Rutsen's estate. His will was proved 7th May, 1761,—Liber 23, N. Y. 22.

*THE WALLKILL*

Many explanations have been given of the origin and meaning of the name of Wallkill, which has become the permanent appellation of the river which runs through Ulster county to mingle its waters with those of the Rondout just before the latter stream enters the Hudson river. It is a river which begins its course in the State of New Jersey and flows with a steady volume through times of drought or flood. Starting in Wantage, Sussex county, in that State, it takes its course northeasterly. It passes through the

Drowned Lands into Orange county, New York, where it forms the boundary line between the towns of Warwick and Minnisink, Goshen and Wawayanda, Hamptonburgh and Wallkill, then divides the town of Montgomery and enters Ulster county as this county exists to-day. Bisecting in Ulster the towns of Shawangunk, Gardiner and New Paltz it flows north until it becomes the boundary between the towns of Rosendale and Esopus and along the northerly edge of the last town seeks the Hudson. Its gradual descent and frequent waterfalls furnish great hydraulic power, especially at Walden, where it passes over about forty feet of fall. Its full volume at Dashville and Rifton has turned many wheels in the manufacture of carpets and gunpowder.

Some of the very early records speak of it as "the Walls or Paltz river," and there have been a number of speculations as to the origin of the present name, as stated above. It has been said that it was called the Wall, from the wall or rock made by the range of Shawangunk mountains on the west. It has been found to have originated in the Walloons, as the Huguenot settlers of New Paltz were called. It has been said that the name is from the Walle, a branch of the Rhine in the Netherlands just before that historic river enters the sea.

While there is a reason for any of the above derivations the problem seems to have a simpler solution. To the Dutch the Hudson was "the North river" and the Delaware "the South river." Both flowed to the south. Between these two rivers was another. It rose in the south and flowed northward. Did they not

apply to it the name "Waele," inside? Was it not to them the inside river (See OLDE ULSTER, Vol. IV., page 80)? Here the term was applied to the inner street of the stockade at the Esopus, which thus became "Wall" street.



LINEAGE OF THE CHRISTIAN MEYER FAMILY

Continued from Vol. VI., page 319

(CCCCXXI.) GERRIT MYNDERSE MYER⁵ (Benjamin C.⁴, Christian³, John Wilhelm², Christian¹) was born in the town of Catskill, Greene county, New York 15 June, 1811. He married in the town of Saugerties 5 October, 1843 MARY MYER (438), born 29 July, 1821, daughter of Henry I. Myer and Sarah Wells. He was a farmer in the town of Saugerties and an elder in the Katsbaan church. Gerrit died 13 September, 1873. Mary, his wife, died 16 March, 1893. Children :

- a (486) Sarah⁶: Born 9 October, 1846.
- a (487) William⁶: Born 25 October, 1849.
- b (488) Henry Ostrander⁶: Born 13 September, 1854 ; died 13 October, 1856.
- b (489) Benjamin⁶: Born 2 July, 1857 ; died 13 July, 1857.
- b (490) Frederick K.⁶: Born 1 August, 1858. Never married.
- b (491) George Snyder⁶: Born 26 February, 1862 ; married 19 July, 1891 Rosabelle Vail, born

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at East Marion, L. I., N. Y., 13 March, 1870, daughter of Daniel Terry Vail and Sarah Germond, who was born in Esopus, N. Y. No issue. He has held for many years a position in the customs service in New York City.

(CCCCXXII.) LOUISA MYER⁵ (Benjamin C.⁴, Christian³, John Wilhelm², Christian¹) was born in the town of Catskill, Greene county, New York, 3 May, 1814, married 27 October, 1846 at Katsbaan, New York by the Rev. Dr. Henry Ostrander, CORNELIUS PERSER BRINK, born 4 June, 1812, son of Andrew Brink and Anna Persen. He was a farmer, residing at Katsbaan and, for a generation, justice of the peace of his town. He served for many years as elder in the Katsbaan church and died 1 January, 1884. Louisa died 23 July, 1890. Children:

- a (492) Benjamin Myer⁶: Born 12 December 1847.
- a (493) Edward⁶: Born 28 September, 1849.
- b (494) John Andrew⁶: Born 30 January, 1853. For the last eighteen years of his life he resided in Ormond, Florida, where he died, unmarried, 22 May, 1895.

(CCCCXL.) CELIA MYER⁵ (Henry I.⁴, Johannes³, John Wilhelm², Christian¹) was born in the town of Saugerties, New York 13 June, 1827. She married 6 April, 1854 GEORGE WILLIAM DEDERICK, born 23 November, 1830, son of James Dederick and Magdalen Emerick. He was a fruit grower at West Camp, Ulster county, New York. George William died 3 October, 1906. Celia died 25 January, 1898. Children:

Lineage of the Christian Meyer Family

- b (495) Henry Wells⁶: Born 19 February, 1857; married 29 March, 1889 Angie Shultis, born 25 October, 1868, daughter of Capt. Andrew Shultis and Margaret Lasher. Henry died 23 March, 1896 leaving one child, Hazel⁷.
- b (496) Charles M.⁶: Born 13 January, 1859; died 19 October, 1882, unmarried.
- b (497) James⁶: Born 29 August, 1862; married 2 October, 1889, Katie Cassels, born 19 October, 1864, daughter of James Cassels and Annie Cushman. They have two children: Lillian A.⁷, born 19 October, 1891 and Ralph Lindsley⁷, born 14 January, 1900.
- b (498) George Clinton⁶: Born 27 September, 1868; married 18 July, 1891 Winifred Connelly, born 3 October, 1869, daughter of John Connelly and Katharine Dolan. They have had five children; Celia Myer⁷, born 13 February, 1895; George Clinton, Jr.⁷, born 1 July, 1898; died 5 January, 1899; Winnifred⁷, born 16 March, 1900; died 19 August, 1900; Catherine⁷, born 18 September, 1901; Marie Winnifred⁷, born 27 January, 1908.

(CCCCXLI.) WELLS MYER⁵ (Henry I.⁴, Johannes³, John Wilhelm², Christian¹) was born in the town of Saugerties, New York 17 May, 1830. He married 15 October, 1857 SARAH POST, born 8 October, 1836, daughter of Samuel M. Post and Nelly Myer (423). He was a farmer, residing upon the old homestead of

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his father and grandfather and which is the residence of his son, Henry Cecil. Wells Myer died 27 March, 1906. Children :

- a (499) Elmer E. Ellsworth⁶: Born 23 September, 1861.
- b (500) Henry Cecil⁶: Born 12 May, 1864; married 9 October, 1888, Jennie E. Legg, born 18 November, 1860, daughter of Edgar Legg and Mary Snyder. No issue.

(CCCLXIX.) JANE CATHERINE MYER⁵ (Benjamin D.⁴, David³, Petrus², Christian¹) was born in Katsbaan, New York 3 December, 1824. She married at Katsbaan 25 September, 1845, LEMUEL LASHER, born 12 June, 1822, son of William Lasher and Catharine Myer. He was a farmer and resided at Katsbaan, New York. Lemuel died 7 June, 1850. Jane Catherine died 12 April, 1898. Child :

- b (501) David Myer⁶: Born 29 August, 1848; died 30 November, 1880. He married 28 August, 1872, Mary C. Mower, daughter of Peter W. Mower and Leah Catherine Mower. Mary C. was born 16 August, 1854. They had two children: Lester⁷, born 26 June, 1873 and Verdi⁷, born 9 February, 1878.

(CCCLXXIV.) PETER WILLIAM MYER⁵ (Benjamin D.⁴, David³, Petrus², Christian¹) was born in Katsbaan, New York 11 October, 1838 and married there 11 October, 1859 TEMPERANCE ANNA MARTIN, born 28 January, 1839, daughter of John Henry Martin and

Lineage of the Christian Meyer Family

Catharine Post. He was a farmer and breeder of blooded cattle. Peter William died 13 December, 1886. Children :

- b (502) Martin Van Vlierden⁶: Born 24 September, 1860; died 27 November, 1861.
- b (503) William Lincoln⁶: Born 14 April, 1864; Never married.
- b (504) Mary Catharine⁶: Born 28 April, 1866; married 1 February, 1888 Christian Kaufman, born 25 November, 1860, son of Jacob Kaufman and Rosina Krout. No issue.
- a (505) Julia Eleanor⁶: Born 11 April, 1868.
- b (506) Benjamin Franklin⁶: Born 22 March, 1870; died 23 July, 1870.
- a (507) Violetta⁶: Born 31 August, 1873.
- a (508) Jennie Mabel⁶: Born 10 May, 1878.

(CCLXXII.) HENRIETTA MYER⁵ (Peter B.⁴, Tjerck³, Petrus², Christian¹) was born in the village of Saugerties, New York 17 July, 1834. She married 9 April, 1857 WILLIAM H. ADAMS, born 27 February, 1831, son of William Adams and Catharine Eligh. He was a street contractor, living first in Elizabeth, New Jersey and then in Washington, D. C. He died 4 August, 1890. Children :

- b (509) Emma B.⁶: Born 30 December 1857; married 25 October, 1882, James E. Febrey, born 18 March, 1853 at Falls Church, Va., son of Henry W. Febrey and Margaret Amelia Payne. They have two children: Ethel⁷, born 18 July, 1883 and Harrold⁷, born 24 November, 1885.

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- b (510) Minnie C.⁶: Born 12 December, 1859; died 7 October, 1909. Never married.
- b (511) Anna⁶: Born 12 November, 1867; married 8 October, 1890, Edward B. Kiesele, born 17 February, 1866, son of Augustus Kiesele and Margaret Jane Blaine. Edward B. died 14 May, 1892. No issue.
- b (512) Helen J.⁶: Born 12 March, 1869; died 24 June, 1869.
- b (513) William⁶: Born 8 December, 1871; died 30 December, 1873.
- b (514) Beulah Virginia⁶: Born 4 September, 1877; died 16 July, 1904.

(CCLXXIV.) JULIA MYER⁵ (Peter B.⁴, Tjerck³, Petrus², Christian¹) was born in the village of Saugerties, New York 7 June, 1840. She married 14 October, 1858 JAMES DUNLAP BALEN, born in New York City 20 September, 1834, son of Peter Balen and Anna Dunlap. He was a graduate of Harvard, class of 1855, and served during the Civil War in 1861 as a captain in the 20th Regiment, N. Y. S. M. (80th N. Y. State Volunteers). Julia died 28 November, 1870. Children:

- b (515) Anna Myer⁶: Born 29 September, 1861; married (1st) 15 January, 1886 Abraham G. Hooley; (2nd) in 1901, Stephen Keefe, M. D. Anna died 22 February, 1903.
- b (516) Julia⁶: Born 26 March, 1866; married in 1906 Stephen Keefe, M. D., who had been the husband of her sister, Anna.
- b (517) Peter⁶: Born 18 June, 1868; died 10 March, 1869.

Lineage of the Christian Meyer Family

(CCLXXV.) CHARLES LOUIS MYER⁵ (Peter B.⁴, Tjerck³, Petrus², Christian¹) was born in the village of Saugerties, New York 15 March, 1842. He married 11 September, 1878 ADDIE MOUNT, born 11 September, 1856, daughter of Gilbert Mount and Caroline Prime of Freehold, Monmouth county, New Jersey. He lived in the City of Elizabeth, New Jersey, where he was freight agent of the Pennsylvania railroad for about forty years. Charles L. died 25 January, 1904. Child:

b (518) Grace⁶: Born 4 July, 1880; died 3 May, 1894.

(CCLXXVII.) ANNA PERSEN MYER⁵ (Peter B.⁴, Tjerck³, Petrus², Christian¹) was born in the village of Saugerties, New York 26 August, 1846; married 15 October, 1872 JEREMIAH KROM MERRITT, born 29 April, 1844, son of Caleb M. Merritt and Henrietta Houghtaling. He was a dry-goods merchant in Saugerties for thirty years, and now resides in Tacoma, Washington. Anna died 3 September, 1905. Children:

b (519) Julia Myer⁶: Born 29 September, 1874; married 13 October, 1896, Frank G. Phelps, born 1 June, 1874, son of Charles H. Phelps and Annie B. Coleman. They have three children; Annie Coleman⁷, born 5 August, 1897; Guy Lombard⁷, born 10 February, 1899; Beulah Virginia⁷, born 22 October, 1905.

b (520) Clarence⁶: born 21 April, 1876.

b (521) Benjamin Hugh⁶: Born 3 April, 1878; married 21 January, 1909, Clara Tift.

To be continued

THE SPIRIT OF THE MOUNTAIN

THE POET

Who art thou, mighty spirit,
That, in the twilight deep,
Makest a deeper twilight,
Invading tired sleep ?
The new moon, like a jewel,
Shines on thy forehead high,
And shows the wavy outline
Along the mellow sky.

Thy ample sides are shaggy
With maple, oak and pine ;
Thy foot is shod with verdure ;
Thy breath is more than wine.
The brooklet is thy laughter ;
The light cloud likes thy brow.
Speak from thy breezy summit,
Say, spirit, who art thou ?

THE SPIRIT OF THE MOUNTAIN

I am the far-seen mountain
Before thee towering high,
Where, peak beyond peak reaching,
Rise others such as I.
Our dark-blue robes at twilight
We draw about our forms ;
Ours is the boundless quiet
That dwells above the storms.

I am a patient spirit
That worked beneath the sea,
And, from hills pre-existing,
Built up the hills to be.

The Spirit of the Mountain

To shifting sands I added
Pebble and limy shell,
And laid, in briny chasms,
My deep foundations well.

THE POET

O Spirit of the Mountain !
O toiler deep of yore !
Vast is thy past behind thee,
Thy future vast before.
We call thee everlasting ;
Our life is like a day ;
Are time and tide against thee ?
Must thou too pass away ?

THE SPIRIT OF THE MOUNTAIN

I see thy generation,
Who wither as the rose,
And feel the isolation
That wraps unmoved repose.
What through uncounted ages
I wrought in sunless deeps,
Now, with the suns of heaven,
Its lofty vigils keeps !

Yet slowly, ever slowly,
I melt again, to be
Lost in my grand, gray lover,
The wild, unresting sea.
I cannot hear his moaning ;
But know that, on the shore,
He flings his spray-arms toward me,
And calls me evermore.

HENRY ABBEY

OLD^E VLSTER

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THE LATE EDWARD M. RUTTENBER was an ardent advocate of the erection upon the height upon which Fort Montgomery stood during the Revolutionary War of a monument to mark the place of the battle for the control of the Hudson river that was fought October 6th, 1777. The patriot army was overpowered by the British force of five times its number and was driven out of Forts Clinton and Montgomery, and many were made prisoners. The surrender of Burgoyne a few days later rendered British operations of no avail to the enemy. The valorous defense of the Highlands should be commemorated by a monument. These heights have become the possession of the State of New York, and are so prominent before the eyes of travelers through the Highlands that some shaft of enduring granite should be raised to mark the spot where Governor George Clinton, General James Clinton and their brave patriot troops fought upon that October day. Had Edward M. Ruttenber lived to see the naval flotilla with George Clinton pass by in May, 1908 he would have agitated for this erection.

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