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1886

OF

STATEN ISLAND

ITS

INDUSTRIES

(AND)

COMMERCE



DESCRIPTIVE.
BIOGRAPHICAL.

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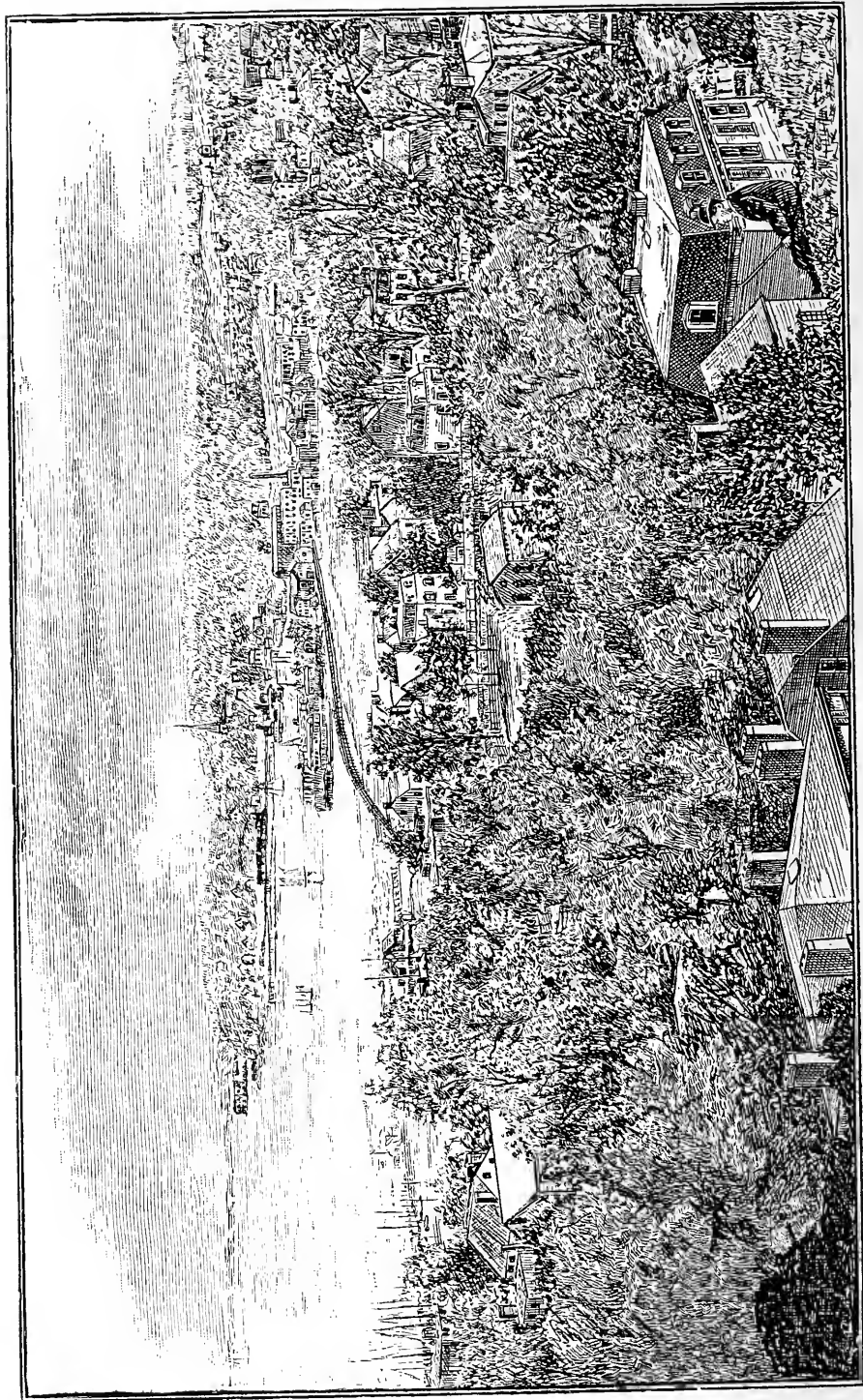
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VIEW OF EAST SHORE, STATEN ISLAND. (Photographed by Alinstdt.)



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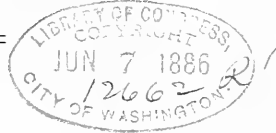
STATEN ◆ ISLAND,

NEW YORK,

ITS INDUSTRIES AND COMMERCE.

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1886.



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P R E F A C E .

IN the preparation of the following pages the main object has been the accumulation and presentation of facts. No claim is made to literary excellence. It is believed that a more intimate knowledge of the curious and eventful history of Staten Island in the past, and an accurate and comprehensive sketch of its present advantages and attractions, cannot fail to be full of interest and profit to large numbers of people. With that end in view the data herein contained have been gathered with care.

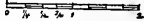
Acknowledgments and thanks are hereby cordially extended to those gentlemen who have given valuable aid in the task of compilation, and to those merchants and public-spirited men who have encouraged the work by their material support.

THE AUTHOR.

NEW YORK, May, 1886.



Map of
 Staten Island
 (Richmond Co.)
 New York.



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STATEN ISLAND.

1886.



STATEN ISLAND, "the emerald gem lying between crystal seas," is, without question, one of the most picturesque and charming spots in America. Far enough away from the great city to preserve all the delightful beauties of nature, and near enough to admit of rapid and comfortable transit, it is enjoyed by all classes of citizens as a place for residence, recreation and business. Its shores are

almost everywhere dotted with the villas of New York business and professional men. Its numerous villages are animate with life. Its dwellers are active, intelligent and interested in the best welfare and development of their minds and bodies; and the internal economy and government of the Island are so administered as to secure good order and domestic happiness.

DESCRIPTIVE.

Staten Island is located in the Bay of New York, distant about five and a-half miles from the city, at St. George, the nearest point. It is in form an irregular triangle, its extreme length being thirteen and one-half miles, and extreme breadth about seven and three-fourth miles. The Kill Van Kull separates it from Newark Bay and New Jersey on the north; New York Harbor and the Lower Bay bound it on the east and south, and Staten Island Sound and the Arthur Kill run between it and New Jersey, on the west. Its area is about sixty square miles, nearly all under cultivation. The surface is greatly diversified, and exhibits smooth, fertile plains, beautiful valleys and stately hills covered with verdure, from whose summits grand and noble views of the surrounding country and moving life on the waters can be obtained. No such charming variety of scenery can be found within one hundred miles of New York.

A ridge of hills about 300 feet above tide-water stretches from north-east to southwest. From the highest point of Ocean Hill, known in

old records as Toad Hill, there is on every side a magnificent panorama. Looking over the plains of Southfield, from which rises almost abruptly this ridge, we see miles away the blue and misty range of the Navesink, the broad Bay between us like a mirror, covered with white-winged sails, or with long trails of foam from passing steamers; at the contracted channel of the Narrows, bold bluffs crowned with forts; eastward, Long Island's wooded shores; northward, the lovely Upper Bay of New York, bounded by the thousand dwellings and spires of the metropolis; still beyond, the distant Palisades; westward, the shores of New Jersey, with her innumerable towns and villages and their background of Orange Mountains, and, between, the narrow ribbon of the Kill Van Kull and the opening of Newark Bay; then the meadows of the Island and the Jersey shores, between which still threads the Arthur Kill as far as Raritan River—all these waters covered with passing craft of every size and description. Looking nearer home, we see a succession of valleys between the hills, green with verdure, and forest patches, and many a cottage and farm-house.

From the lesser hills, although the entire wide horizon is not visible, there is no view without its glimpses of water, either of sea, bay or river, and undulating billows of green hills and valleys. The scene from the high bluffs at the Narrows is one of nearer beauty than the more distant hills, and the wonder and admiration of all beholders. Rising abruptly about a hundred feet from the water's edge, one gazes down at the channel, nearly 100 feet in depth. A great steamer is passing. We could throw a stone on her deck, and every spar and rope and person on her are distinctly visible. The massive fort, with its gray walls, stands clear in the sunlight. Across the Narrows, the Stars and Stripes float over Fort Hamilton. Ten miles away, almost mingling their blue outlines with sky and water, stretch the Jersey mountains, and a hundred sails dot the distance. Looking towards New York, the Upper Bay is bounded eight miles off by the great city, with its dark rows of houses and its thousand tapering masts, and the graceful span of the noble East River Bridge. Staten Island, with its curving shores, its undulating hills, its numerous villages, its patches of forest and cultivated lands, spreads out like a veritable Eden.

The sail to and from Staten Island, over the beautiful bay of New York, is inspiring and romantic, as well as healthful. Such a pleasing and instructive combination of land and water life, backed by grand scenery, cannot be duplicated on the Continent. The most conspicuous object on the journey, and close to which all Staten Island boats pass, will be the colossal statue of "Liberty Enlightening the World," on Bedloe's Island, the location chosen for it by General W. T. Sherman, who was appointed by the President to make the selection. This new wonder of the world is the largest statue in the universe. Some idea of its magnitude may be obtained from the fact that forty persons found standing room within the head. A six-foot man standing on the level of the lips only just reached the eyebrows. While workmen were employed on the crown of its head they seemed to be making a huge sugar caldron, and they jumped with ease in and out of the tip of the nose. Fifteen people might sit round the flame of the torch, which elevation can be reached by a spiral staircase within the outstretched arm.

The London *Daily News*, in speaking of it, says: "It is out and away the largest statue of modern times. The Colossus of Rhodes was nothing to it. It could carry the 'Bavaria' or



the 'Herman' in its arms. It towers to the skies from the yard of the Rue de Chazelles, where it has been eight years in construction, and the view from its coronet sweeps clear of the six-story houses and beyond the walls of Paris."

The weight of this stupendous statue is 440,000 pounds, of which 176,000 pounds are copper, and the remainder wrought iron. When placed in position it will loom up 305 feet above tide water; the height of the statue being 151.2 feet, that of the pedestal, 91 feet, and foundation, 52.10 feet. This imposing statue is twenty-three feet higher than the enormous towers of the great Brooklyn Bridge, and twenty-one feet higher than the steeple of Trinity Church, which is the loftiest in the City of New York. From its towering summit at night immense electric lights will flash their rays, illuminating the Harbor for miles around. A word should be said of its artistic merit. The pose, stride and gesture, with its classic face, are pronounced perfect; the drapery is both massive and fine, and in some parts is as delicate and silky in effect as if wrought with a fine chisel on the smallest scale.

The conception and execution of this great work are due to the famous French sculptor, M. Bartholdi, who has devoted eight years of his life and most of his fortune to it, and whose generous impulses, which must be on a scale commensurate with this noble work, prompted him to make such a gift to the United States.

SOIL AND CLIMATE.

Staten Island is well watered by springs and irrigated by numerous brooks and rivulets. The soil is fertile and of excellent quality—in many parts unusually rich—but constant gleanings for over two centuries and lack of nourishing foods have also given some of it a reputation for barrenness. The north and south sides are composed of upland and salt meadows, extending to the water; from the latter, large quantities of salt grass, a nutritious and healthful food for cattle, are taken annually.

Granite, gneiss, greenstone and sandstone have been found in considerable abundance. Steatite, having veins of talc, also amianthus and alabaster, lie near the surface. Brown hematitic iron ore of first quality is abundant, as well as granular oxide of iron. Chalcedony, jasper, lignite, crystallized pyrites, asbestos, dolomite, brucite, guruhofite and serpentine are the other principal minerals to be found.

The climate is soft and salubrious, influenced and tempered by the tides and breezes of the sea. The fat and vivacious children that the visitor sees,



and the great number of instances of extreme longevity that have occurred among the people are the best evidences of the healthfulness of the locality.

A general notion, widely fostered by neighboring and competing places near New York, that chills and fever were indigenous, has caused great numbers to avoid the Island as a home. The assertion that the Island is unhealthy is now completely disproved. Several years ago a county board of health collected statistics of the various diseases, and reported after two years of trial that Staten Island was the healthiest county within 50 miles of New York. Considerable portions of the Island have been drained, and the effects have been marvelous, especially in a part of Southfield, and in the interior. Very little is now heard of malarious diseases, and the healthful breezes from the sea, and the

considerable elevation of the hills are gradually having their influence in increasing settlements.

Love of home appears to be cherished to an extraordinary degree by those who reside on Staten Island, for among the number born on her soil a great proportion elect to remain there during their lives. Unmoved by the excitements and indifferent to the attractions and temptations that exist elsewhere, they are content with the simple pleasures and unsurpassed comfort of their beautiful Island homes.

DIVISION INTO TOWNS.

The Island comprises one county (Richmond) of the Empire State, and in its isolated and independent position is like a little principality. Together with Suffolk and Queens Counties, it forms a Congressional District; with a portion of the First ward of New York City, it elects a State Senator, and one Assemblyman is elected entirely within the county.

The division of Staten Island into towns and villages, and the manner in which each is governed, are subjects not clearly understood, and about which an explanation is here given.

Before the legal division of the county into towns, three separate precincts were known as the North, South and West. In March, 1688, it was divided into four towns—Castleton, Northfield, Southfield and Westfield. Middletown was organized and added in 1860, and now the Island is divided into the five towns above named.

New Brighton (village) is co-extensive with Castleton (town); Edgewater village takes in parts of the towns of Middletown and Southfield; Port Richmond village covers a part of the town of Northfield.

[For information about the villages of New Brighton, Edgewater and Port Richmond, government of the same, etc., etc., see articles under those headings, respectively.]

The town of Westfield embraces in area about one-third of the Island, but in population holds less than one-seventh of the whole.

POPULATION AND TAXES.

The total population is nearly 45,000 souls, and the following is a statement of the aggregate valuations of real and personal estate, and the amount of taxes levied in the several towns and wards in the County of Richmond, as corrected by the Board of Supervisors at their annual meeting in 1884 :

Towns.	Acres of Land.	Assessed Valuation of Real Estate including Real Estate of Corporations.	Assessed Value of Personal Estate.	Corrected aggregate Valuation of Real and Personal.	Amount of Town Taxes.	Amount of County Taxes.	Amount of State Taxes, exclusive of School Tax.	Aggregate Taxation.
CASTLETON....	3,880	\$2,959,290	\$80,100	\$3,039,390	\$454 18	\$89,899 00	\$12,478 96	\$102,832 14
MIDDLETOWN.	3,510	1,814,835	43,500	1,858,335	19,137 51	38,595 09	5,682 40	63,415 00
NORTHFIELD..	6,836	2,068,439	38,000	2,106,439	9,792 47	35,025 89	5,110 07	49,928 43
WESTFIELD ...	9,217	1,268,802	44,950	1,313,752	4,099 93	21,159 74	2,925 86	28,185 53
SOUTHFIELD ..	6,920	1,147,787	59,900	1,207,687	15,930 04	17,721 48	2,585 48	36,237 00
TOTAL.....	30,363	\$9,257,153	\$266,450	\$9,525,603	\$49 414 13	\$204,401 20	\$28,782 77	\$280,598 10

RATE OF TAX ON \$1 VALUATION—MILLS.

Castleton.....	3.42.
Middletown.....	Outside Village, 35; Inside Village, 33.
Northfield.....	Inside Village, 21.30; Outside Village, 27.50.
Westfield.....	21.90.
Southfield.....	Inside Village, 30; Outside Village, 32.

COUNTY AND TOWN OFFICERS.

The county officers are five supervisors (one from each town)—those holding office at present are George Bechtel, of Middletown; Nathaniel Marsh, of Southfield, Chairman of the Board; A. S. Joline, of Westfield; Robert Moore, of Castleton, and Cyrus B. White, of Northfield; a sheriff, John J. Vaughan, Jr.; a county clerk, C. A. Hart; a county treasurer, James Tully; a district-attorney, George Gallagher; four coroners, Drs. Isaac Lea, William F. Bourne, Frank Schindler and — Goulder; and a surrogate, Stephen D. Stephens, who is also county judge. Edward P. Doyle, of Mariner's Harbor, represents the County in the State Assembly.



GEORGE BECHTEL, SUPERVISOR OF MIDDLETOWN.

The members of the Board of Supervisors, with one exception, have each held office for several terms. They are what is known as the Reform Board, having by diligence, prudence and wisdom raised the credit of Richmond County from a low ebb to the most enviable point. A few months ago, \$58,000 worth of county bonds (issued in place of bonds coming due, and bearing seven per cent. interest), were sold at the low rate of three and a quarter per cent. interest, the purchaser paying two and three-quarters per cent. premium for the bonds. For several years the county's affairs have been firmly and skilfully administered, and the results are most satisfactory to the people.

Each town elects four justices of the peace (in all, twenty in the county), who have jurisdiction in their own towns in petty civil cases and criminal misdemeanors. They also sit as committing magistrates. Besides a supervisor, each town elects a board of three assessors, a tax-collector, a town clerk, four justices of the peace, three excise commissioners, four constables, a sealer of weights and measures, and when there are separate road districts, highway commissioners. One superintendent of the poor from each town is elected by the people of the county at large, and serves five years, one member being elected each year.

The financial status of Richmond county can be best judged from the last treasurer's report, issued March 31, 1886, and here published:

TREASURER'S REPORT.

DR.	CR.
Southfield back taxes	Westfield, town abstract
Westfield do.	do. vouchers and super-
Castleton do.	visor's receipts.
Northfield do.	Castleton do.
Middletown do.	Middletown, town abstract
Collector of Southfield	do. vouchers, Supervisor
do. Middletown.	and Park Comm'rs' receipts.
do. Castleton.	Southfield, town abstract.
do. Westfield.	do. vouchers, Supervisor
do. Northfield.	and Park Comm'rs' receipts.
Excise Middletown.	Northfield vouchers.
do. Southfield	
Southfield bonds and interest from	State School Apportionment paid
Supervisor	Supervisors
Premium from Co. bonds (new)	Office expense.
Registered bonds issued.	County abstract vouchers.
William Bowen, Supt., board of	Court fund vouchers.
J. S. Black in asylum.	County Almshouse vouchers.
James McMurray, board of wife in	Salary of Clerk Board Supervisors
asylum.	do. County Clerk.
Fines—C. J. Kullman.	do. Janitor.
Cash balance from 1885	do. Surrogate's Clerk.
	do. District Attorney.
	do. County Judge.
	do. do. Treasurer.
	do. do. do. clerk.
	Coupons
	Asylums, Co. abstract vouchers.
	Loans
	Interest on registered bonds.
	do. loans.
	Separate Road Dist. Middletown.
	Police Department.
	Bonds redeemed.
	Expense selling new bonds.
	Cash on hand and in bank.
<u>\$260,074.87</u>	<u>\$260,074.87</u>

JAMES TULLY, County Treasurer.

EDUCATION.

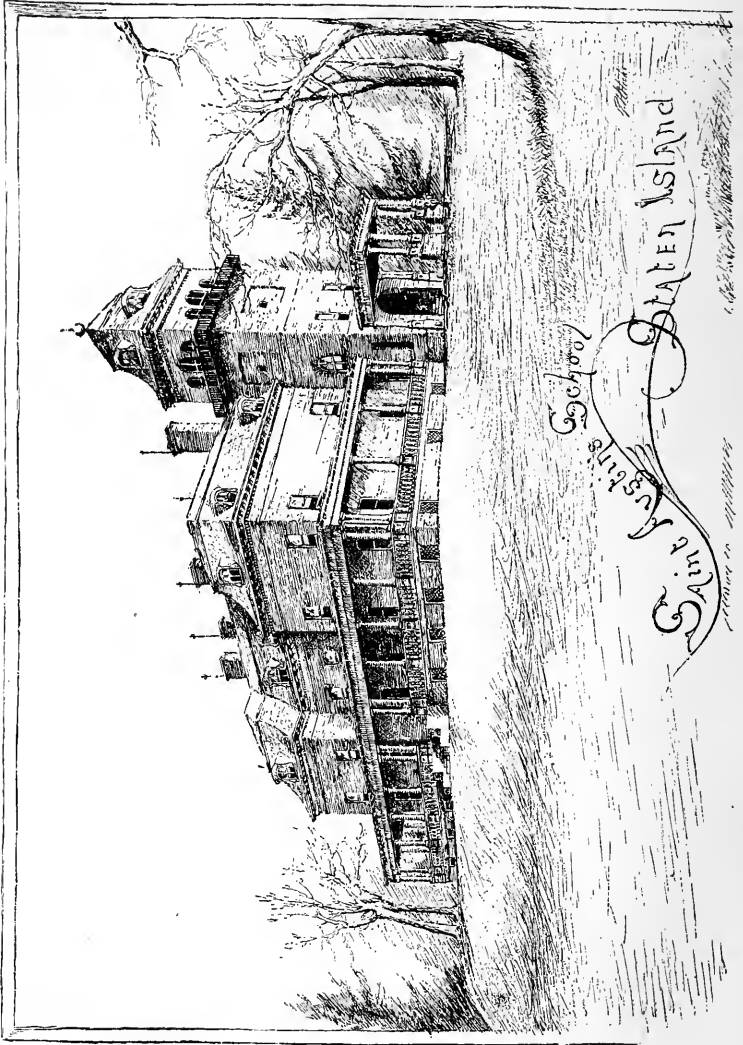
Ample provision is made for the education of the youth of Staten Island, and the facilities and means provided leave no cause for complaint. There are in all twenty-eight public schools in the different towns of the county, with a corps of 125 teachers, besides a very large number of private schools and educational establishments for both sexes, located in all parts

of the Island. The number, character and capacity of the schools and colleges compare favorably with those of any other County in the State. The present school commissioner for the county is Hon. Theodore Freat, of Stapleton.



THEODORE FREAN, SCHOOL COMMISSIONER, RICHMOND COUNTY.

Mr. Freat was born in Charleston, S. C., educated at a public school in New York City, where he studied law and was admitted to the bar in 1847. In 1847, '48, '49 and '50 he was an Associate Justice of the County Court. For nineteen years he was a Justice of the Peace. In 1863 he was a Member of the Assembly from Richmond County, and served on the Judiciary Committee of the House; was a War Democrat, and earnestly supported all measures for the suppression of the Rebellion. He served three years as Consul at Belfast, Ireland, where he detected the first vessel sailing under Confederate papers, and compelled the British Government, through United States Minister Adams, to force her to leave port. He was Supervisor of Middletown in 1866, 1876, and 1877. For twenty-seven years he has been a School Trustee in Middletown, and under the old law he was Superintendent of Public Schools. He has been counsel to the Board of Supervisors, Edgewater Trustees, Auditors, Town officers, Board of Health and Excise Board, and was one term President of the village. He was elected School Commissioner in 1883, to fill the vacancy occasioned by the death of Dr. King, by over 800 majority; and was re-elected for the full term in 1884 by over 1,700 majority. He has always taken great interest in school matters, and is thoroughly devoted to the advancement of the public schools of the county.



Saints Asenith School Staten Island

Illustration by [illegible]

ST. AUSTIN'S SCHOOL, WEST NEW BRIGHTON, STATEN ISLAND, N. Y.

St. Austin's School had its beginning in a public meeting held in New Brighton in April, 1883, when the present Rector, the Rev. Alfred G. Mortimer, undertook to make the attempt on condition that sufficient money be subscribed to erect temporary buildings on ground adjoining his Rectory, and that he should be left perfectly independent in regard to the method of working the school. From its very start, St. Austin's met with unusual success; the first year fifty-five pupils were entered, the second year seventy-two, while this year there have been eighty-five.

In February last, steps were taken to incorporate the School, and the property of the late W. T. Garner, on Bard avenue, was purchased for it. This gives St. Austin's perhaps the most splendid home of any school in this country. The grounds are about fifteen acres, with a handsome brown-stone dwelling-house for the boarders; and class-rooms and gymnasium with a front of one hundred and fifty feet, have been erected near the main building. A magnificent lawn gives the School a cricket ground, football ground and lawn-tennis ground. A pond supplies a place for skating in the winter. It is proposed to fit up an astronomical observatory in the tower, from which a most magnificent view of the surrounding country may be had.

The trustees of the School are Messrs. Ex. Norton, E. H. Bonner, H. E. Alexander, A. D. Irving, C. Whitman, J. M. Davis, G. W. Curtis, W. Walser, and S. A. Robinson. There is also a Council to advise with the Rector, among whom are the Bishops of North New Jersey and New York; Dr. Dix, Rector of Trinity Church, New York; Dr. Shipman, Rector of Christ Church, New York; Hon. George W. Curtis, and Hon. Erastus Brooks.

The Faculty show a list of names which, for University distinctions, can probably not be surpassed by any school in the country. They are:

Rev. Alfred G. Mortimer, B.D., University of London, Rector.

Rev. G. E. Cranston, M.A., Brown University.

Rev. B. S. Lassiter, M.A., Princeton (late Fellow).

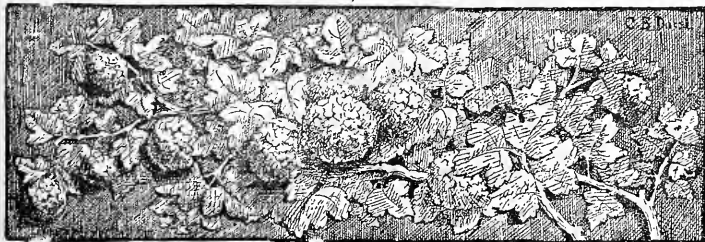
Rev. Evelyn Barlow, M.A., Columbia.

Mr. W. F. Rees, B.A., Christ Church, Oxford (Open Exhibitioner and Mathematical Honors).

Mr. E. Kershaw, B.A., Trinity Hall, Cambridge.

Mr. J. C. Cator, Trinity College, Dublin, and Mr. R. H. Hicks.

The fees for boarders are \$500 per annum; for day scholars, from \$100 to \$200, according to age.



ST. AUSTIN'S SCHOOL,

WEST NEW BRIGHTON,

Staten Island, N. Y.

A Church School of the Highest Class

FOR BOYS.

Terms for Boarders, - - \$500 per Year.

Scholars from \$100 to \$200, according to Form.

This School having purchased the property of the late W. T. GARNER, has now perhaps the most beautiful premises of any School in the country.

In order to secure a vacancy, boys should be entered at least three months before the beginning of term.

Council.

THE RIGHT REV. H. C. POTTER, D. D., LL. D.,
Assistant Bishop of New York.

THE RIGHT REV. T. A. STARKEY, D. D.,
Bishop of Northern New Jersey.

REV. MORGAN DIX, D. D.,
Rector of Trinity Church, New York.

REV. J. S. SHIPMAN, D. D.,
Rector of Christ Church, New York.

REV. ALFRED G. MORTIMER, B. D.,
Rector of the School.

HON. GEORGE W. CURTIS, LL. D.

HON. ERASTUS BROOKS, LL. D.

AND TWO OTHERS TO BE ELECTED.

Trustees.

EX. NORTON, Esq.

HON. G. W. CURTIS.

E. H. BONNER, Esq.

DR. S. A. ROBINSON.

H. E. ALEXANDER, Esq.

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A. D. IRVING, Esq.

Faculty.

REV. ALFRED G. MORTIMER, B. D.,
University of London, Rector.

REV. G. E. CRANSTON, M. A.,
Brown University.

REV. B. S. LASSITER, M. A.,
Princeton (late Fellow).

REV. EVELYN BARLOW, M. A.,
Columbia.

REV. O. VALENTINE, M. A.,
Columbia.

MR. W. F. REES, B. A.,
Christ Church, Oxford.
Open Exhibition and Mathematical Honors.

MR. E. KERSHAW, B. A.,
Trinity Hall, Cambridge.

MR. J. C. CATOR,
Trinity College, Dublin.

MR. R. H. HICKS.

INCORPORATED COMPANIES.

The incorporated companies doing business on Staten Island are as follows, the towns in which they are located being given :

CASTLETON.—American Dock and Trust Company, Staten Island Water Supply Company, Western Union Telegraph Company, Staten Island Telephone Company, Richmond County Gas-Light Company, Richmond County Railroad Company, Barrett, Nephews & Co. Dyeing and Cleansing Company, New York Dyeing and Printing Establishment, Staten Island Rapid Transit Company, Staten Island Shore Railroad, Steamboat Ferry Company.

SOUTHFIELD.—Baltimore and Ohio Telegraph Company, Western Union Telegraph Company, Telephone Exchange Company (Limited), Richmond County Mutual Insurance Company (Personal), Staten Island Rapid Transit Company.

MIDDLETOWN.—Richmond County Gas-Light Company, Staten Island Shore Railroad Company, Merritt Wrecking Association, Crystal Water Company, Baltimore and Ohio Telegraph Company, Western Union Telegraph Company, Staten Island Telephone Exchange Company.

NORTHFIELD.—American Linoleum Manufacturing Company.

WESTFIELD.—S. S. White Dental Company.

THE WATER SUPPLY.

An abundant quantity of healthy and wholesome water is served to the people of the north and east shores of the Island by the Staten Island Water Supply Company, a corporation inaugurated in 1878, and who began laying their pipes in the villages skirting New York Bay, in 1880. It is got from a number of large flowing wells in West New Brighton, which are fed by natural springs that are deep and inexhaustible. A distinguished chemist of Princeton, N. J., upon an analysis of it, reported : "Clear and odorless, even when kept for some time, * * * the best samples of water I have ever seen."

The hardness of the water is only $2\frac{7}{10}$ per cent., while 6 per cent. is considered soft water. A reservoir on the summit of Fort Hill, New Brighton, is kept constantly full by pumping, and from it distribution is made through the mains. The company exercise a supervision over all plumbing done in connection with their water supply, and are exceedingly careful to prevent waste and secure good work. The charges for water, considering its superior quality, advantages and conveniences, are very reasonable.

Besides supplying the needs of several villages, the company sell quantities of water to the manufactories and refineries on the New Jersey shore, large boats built for the purpose being used for its transportation from the company's dock, near the New Brighton Landing.

The Crystal Water Company of Edgewater have lately introduced water along certain portions of the east shore. Their supply comes from wells in the interior, and their reservoir is on the summit of Grymes' Hill. They are a new company, and are not yet thoroughly established, but the few people who have already been served by them speak in high praise of the purity and excellent quality of the water they furnish.

PROTECTION AGAINST FIRE.

The populous north and east shores of Staten Island have an efficient corps of firemen and the necessary apparatus to insure the people a thor-

ough protection against fire. Few localities are so fortunate. The Edgewater Fire Department, consists of five engines (three of them first-class steam engines), two hook and ladder companies, four hose companies and two bucket companies. An organization known as the Fire Police, similar to the Fire Insurance Patrol in large cities, is also maintained with great spirit. In the villages of New Brighton and Port Richmond (north shore) the force is known as the North Shore Fire Department, and comprises four engines (three of them steamers), four hook and ladder companies, and four hose companies. Edward A. Bourne, of New Brighton, is chief of this fire department. Its efficiency is recognized by all fire insurance companies, who now take risks on houses at very low rates. There are also hook and ladder companies at Tottenville and Linoleumville. At other villages in the interior, hand fire-engines are kept.

GAS.

The Richmond County Gas Works, at Clifton, manufacture and furnish a good quantity of illuminating coal gas, accompanied by good pressure, and for which the price is reasonable. The system of pipes laid by this company extends through the villages of Edgewater, New Brighton and Port Richmond, and is generally enjoyed by the dwellers of those places.

POST OFFICES.

The post-offices on the south shore are: *Stapleton and Tompkinsville; on the north shore, New Brighton, *West New Brighton, *Port Richmond, and Mariner's Harbor. The other offices on the Island are Castleton Corners, Green Ridge, Kreischerville, Linoleumville, New Dorp, New Springville, Prince's Bay, *Richmond, Rossville, Sea Side, Great Kills and *Tottenville. The office at Stapleton is the principal or distributing office—all mails for or from the other offices being received or distributed there.

NEWSPAPERS.

The first Staten Island newspaper, called the *Richmond Republican*, was published October 17, 1827, by Charles N. Baldwin. Its location was Tompkinsville, but the sheet was printed every Saturday in New York. There are ten newspapers now published in Staten Island, all of good character, bright and enterprising. New Brighton has five, viz. : the *Gazette and Sentinel*, consolidated, published semi-weekly, on Wednesdays and Saturdays; the *Richmond County Democrat*, weekly, on Saturdays; the *Richmond County Standard*, weekly, on Saturdays; the *Richmond County Advance*, weekly, on Saturdays; and the *Staten Island Star*, weekly, on Fridays. Edgewater has the *Richmond County Herald*, published weekly, on Fridays; the *Staten Island Leader*, weekly, on Saturdays, and *Der Deutsche Staten Islander*, printed in German and published every Saturday. The *Westfield Times* and the *Westfield Independent* are published weekly, at Tottenville. The circulation of these journals is not limited by the confines of the Island. They are interesting in the character of their news, full of spicy editorials and pungent criticisms, and it would be hard to find within the confines of the Empire State a territory of equal extent where the public press exhibits more originality or independence. Outside of Richmond County, the papers are fairly distributed in New York City and certain portions of New Jersey.

* Those marked thus are money-order offices.

CHURCHES.

The great number of churches of all denominations on Staten Island, and a large attendance upon church services are evidences of the people's respect and regard for moral and spiritual education. Among them are several historic churches, dear to a great many persons by reason of the hallowed associations connected with them. Some of the earliest settlers, like the French Waldenses and the Huguenots, had fled from their native land to escape from religious persecution, and they brought with them strong feelings of piety and love of worship which found constant expression.

As early as 1660 there was preaching on the Island by the Rev. Samuel Drisius, of the Dutch Church in New Amsterdam [New York], who sailed over once a month for that purpose.

After the English conquered the province they succeeded, in 1693, in having the Church of England established by law throughout the colony of New York, and all the taxpayers were obliged to contribute towards the support of that Church, whether they were members or not. This continued until the Revolution. The parent church of this denomination on Staten Island (St. Andrew's) was built in 1713.

In 1763 the First Moravian Church, on Staten Island, was built, which is still standing and continues to be occupied. In the early part of this century the Baptist faith was propagated by missionary labors, and since has largely developed. The Methodists came in about the time of the Revolution; the Roman Catholics, in 1839; and the Unitarians, in 1851.

There are now, as near as we can ascertain, about forty-two churches and chapels in Richmond County, divided as follows: Reformed, two; Episcopal, six; Presbyterian, three; Baptist, seven; Methodist, thirteen; Roman Catholic, five; Moravian, two; Lutheran, three; and Unitarian, one.

EXPRESS COMPANIES.

Numerous express companies for the carriage of packages and freight are established at the New York ferry landing, at railroad stations, and at convenient places in nearly every village on the Island. New York and all neighboring cities are reached with dispatch, and in this matter the public is conveniently and carefully served.

SECRET AND OTHER SOCIETIES.

Societies and orders exist in all parts of the County. The following gives the location, character and meeting time of many of them:

MASONIC DIRECTORY.

Richmond □ No. 66, meets at Port Richmond, on the 1st, 3d and 5th Mondays of each month. This lodge was organized in 1825, and is the oldest lodge in the county.

Huguenot □ No. 381, meets at Tottenville, on the 1st and 3d Thursdays of each month.

Tompkins □ No. 471, meets at Stapleton, on the 1st and 3d Wednesdays of each month.

Aquehonga □ No. 685, meets at Richmond, on the 2d and 4th Tuesdays of each month.

Beacon Light □ No. 701, meets at the Village Hall, New Brighton, on the 2d and 4th Mondays of each month.

Klopstock □ No. 760 (German), meets at Stapleton, on the 2d, 4th and 5th Mondays of each month.

Tyrian Chapter No. 219, R. A. M., meets 2d and 4th Thursdays of each month, at Odd Fellows' Hall, West New Brighton.

Staten Island Chapter No. 196, R. A. M., meets at Tottenville on the 4th Thursday of each month.

Atlantic Lodge, No. 55, Order Germania, meets at 219 Bay street, Stapleton.

ODD FELLOWS' DIRECTORY.

Neptune Lodge, No. 152, meets every Thursday evening, at Odd Fellows' Hall, Bay Street, Stapleton.

John Jacob Astor Lodge, No. 432, meets every Tuesday evening, at Odd Fellows' Hall, Bay Street, Stapleton.

Richmond County Lodge, No. 88, meets every Wednesday evening, at Odd Fellows' Hall, cor. Broadway and Shore road, West New Brighton.

Salome Lodge, Daughters of Rebecca, No. 46, meets 2d and 4th Fridays of each month, at Odd Fellows' Hall, Bay Street, Stapleton.

ORDER OF UNITED AMERICAN MECHANICS.

Continental Degree Council No. 5, meets at Huguenot Hall, Port Richmond.

Chippewa Council No. 17, meets at Tompkinsville.

Continental Council No. 27, meets at Huguenot Hall, Port Richmond.

GRAND ARMY OF THE REPUBLIC.

Richmond Post, 524, meets at their Hall in Port Richmond.

Robert G. Shaw Post, No. 112, meets at 219 Bay street, Stapleton.

Lenhart Post, No. 163, meets at Tottenville.

The German veterans of Stapleton have organized a new Grand Army Post, with the following officers: Commander, Casper Schneider; Adjutant, H. Schultz; Quartermaster, M. Herrel.

HARUGARI.

Richmond County Lodge No. 155, D. O. H., meets at Mathias Brand's Hotel, Stapleton.

AMERICAN LEGION OF HONOR.

Metamora Council No. 650, meets 1st and 3d Tuesdays in Odd Fellows' Hall, West New Brighton.

BANKS.

There are three banking establishments in Richmond County.

The First National Bank of Staten Island is a lately chartered institution, having a capital of \$100,000, and is now established in temporary offices in the Post-office building at New Brighton. Its officers are: President, J. M. Davis; Vice-President, C. H. Ingalls; Cashier, Cyrus Walser. Directors: James M. Davis, N. C. Miller, H. E. Alexander, of Latham, Alexander & Co., August Horrmann, Ex. Norton, Vice-President Louisville & Nashville Railroad, Louis Dejonge, J. F. Emmons, President Staten Island Rapid Transit Co., A. G. Methfessel, Thos. M. King, Vice-President Baltimore & Ohio Railroad, James Tully, Treasurer of Richmond County, James B. Pollock, of Jewett White Lead Works, A. B. Boardman, of Stewart & Boardman, C. H. Ingalls, Reuben Lord, C. C. Eddy. Plans have been drawn and preparations are being made for the erection of a suitable building for this bank, on the convenient plot of ground bounded by Richmond Terrace and Stuyvesant Place, at St. George.

The Bank of Staten Island is organized under State laws, and is in a prosperous and healthy condition. The officers are: President, Augustus Prentice; Vice-President, Thomas Byrne; Cashier, Francis U. Johnstone, Jr. Directors: Augustus Prentice, New Brighton; George Bechtel, brewer, Stapleton; Nathaniel Marsh, Clifton, Chairman of the Board of Supervisors; C. C. Kreischer, Kreischerville, of B. Kreischer & Sons of Chatham and Oriental Banks; A. Thiery, Clifton, of E. de la Chapelle & Co., glass manufacturers, of New York, Brooklyn and Ottawa, Ill.; James Thompson, New Brighton, of James Thompson & Co., the largest linen importers in the United States; Richard L'H. Finch, Tompkinsville; Thomas Byrne, New Brighton. The checks drawn on this bank are paid in New York through the Clearing House the same as any city bank. Drafts issued on all parts of the world. Draws on the Chemical Bank. This bank is located in a temporary building at Tompkinsville. It is the intention of the directors to build a new banking house at an early day.

The Staten Island Savings Bank, at Stapleton, has just paid its thirty-seventh dividend. It has been of great benefit to citizens. The Bank is open Mondays and Wednesdays, from 5 to 7 P. M., and on Saturdays from 5 to 8 P. M. The following well-known and responsible gentlemen are the officers and trustees: Adolph L. King, President; Chas. F. Zentgraf, 1st Vice-President; Frederick Meissner, 2d Vice-President; H. C. Hagedorn, Cashier. Trustees: Lewis H. Meyer, Joseph Lederle, August Horrmann, Sylvanus C. Hall, Captain A. L. King, G. S. Schofield, Jr., Reuben Lord, Chas. F. Zentgraf, J. H. F. Mayo, George H. Daley, Frederick Meissner, Ex. Norton, E. C. Bridgeman, Daniel Pelton, Charles E. Gunn.

All of the above banks are conducted with a view of furnishing business accommodation and assistance to the people of Staten Island, and to worthy local enterprises.

SOCIAL AND LITERARY SOCIETIES.

In every village and hamlet on the Island can be found one or more social and literary organizations, and their frequent meetings are pleasant occasions in the residents' lives. Almost every church circle is active in a social way, holding meetings and entertainments of a varied nature that tend to improve the minds and polish the manners of the participants. Among these are the Staten Island Natural Science Association, meeting at Village Hall, New Brighton; Staten Island Liederkrantz, who meet at Parabola Hall, New Brighton; Staten Island Quartette Club, Staten Island Schuetzen Corps, and Staten Island Philatelic Society, all meeting at J. Credo's Hotel, Bay street, Stapleton. For "Ehreiterung" (German Club), see Stapleton.

POLICE.

The Richmond County Police Force were organized and exist under authority of legislative enactment, and consist of about fifty men, under the supervision and control of three commissioners, viz.: Richard B. Whittemore, President; E. P. Barton, Secretary; Philip Wolff, Treasurer; with headquarters at 19 Beach street, Stapleton. George W. Ellis is chief clerk of the Board. The police force are a body of able, intelligent and worthy men who always do their duty. Their neat uniforms, unflinching urbanity, and the careful and discriminating way in which their services are performed, prove that they are well disciplined; altogether the men are favorites with the people, at whose expense they are maintained. Daniel Blake, Captain of the force, has his office at Station 1, No. 19 Beach street, Stapleton. Station 2

is on Richmond terrace, West New Brighton, and is in charge of Sergeant Cobb. These offices are connected by telegraph and by electric time indicator with Richmond, Rossville, Kreischerville and Tottenville, and arrangements are always at hand for instantly despatching a body of men to any point in the county where their services may be required. The constabulary force of the county is large and efficient. Although a very large number of non-residents, chiefly from New York, are constantly visiting the Island, especially during the warm season, it is rare that a disturbance occurs.

BENEVOLENT AND CHARITABLE INSTITUTIONS, HOSPITALS, ETC.

Staten Island is celebrated for the number and character of its benevolent and charitable institutions.

First in importance is the Sailors' Snug Harbor, conspicuously and handsomely located in New Brighton, on the shore of the Kill Van Kull. The massive cut stone buildings are elegant and imposing, and together with the grounds, are kept in perfect repair and order. Some 800 disabled seamen are fed and supported. The qualifications for admission are that they have sailed for five years under the American flag, and are incapacitated for further service. This noble charity is supported by the income of New York city landed property, bequeathed in 1801 by Captain Robert Richard Randall. The grounds and farm attached to the institution embrace 172 acres of land. (See Sailors' Snug Harbor.)

The S. R. Smith Infirmary at Tompkinsville is named to honor the memory of a distinguished physician and charitable man who died about 1860. It is a hospital for the temporary accommodation of persons suffering from accident or disease. It was established in 1861 by the medical fraternity of the county, and is supported entirely by voluntary contributions and bequests. This charity has been the means of great and incalculable benefit to hundreds of poor sufferers, and deserves the attention of lovers of humanity. Any person, stranger or citizen, overcome by accident or prostrated by sickness, is received without formality and tenderly cared for. Its beneficence is constant and noiseless. A body of intelligent and kind-hearted ladies exercise a daily supervision over the affairs and needs of the infirmary, and it is due to their watchful solicitude that this admirable institution has been so faithfully conducted for so many years. The leading physicians and surgeons of the east shore volunteer their services, and the Board of Trustees is composed of well-known citizens. That it is a favorite charity is attested by the efforts of society people to benefit its treasury each year, by a charity ball, which is regarded as one of the most perfect social events of each winter season.

The demands upon the infirmary have increased so constantly, and larger accommodations are so imperatively needed, that at a special meeting of the trustees lately held, the following resolutions were adopted :

Whereas, it is necessary that the S. R. Smith Infirmary should provide increased accommodations for patients, and

Whereas, the means of acquiring sufficient land and buildings are not now in possession of the Infirmary, therefore,

Resolved, That the secretary be directed to prepare suitable books of subscription; said books to be numbered and by him issued to those officers, trustees, lady managers, physicians and employees of the Infirmary who are willing to solicit subscriptions to the building fund.

Resolved, That the public be respectfully requested to enter their subscriptions on said books in aid of the "Building Fund of the S. R. Smith Infirmary," and to pay the same over to the treasurer.

Resolved, That the sum of fifty thousand dollars is deemed necessary to provide suit-

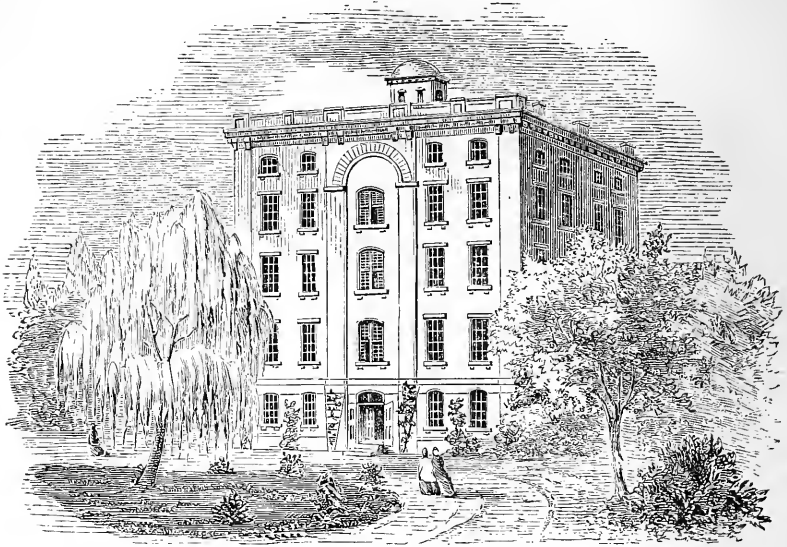
able land, buildings and accommodations; but that when the subscriptions shall amount to the sum of ten thousand dollars, the treasurer shall notify the building committee, who shall report to the next following meeting of the Board of Trustees, their recommendation in the matter of location and commencement of building.

GEO. S. SCOFIELD, President.

E. C. BRIDGMAN, Secretary.

LIVINGSTON SATTERLEE, Treas., P. O. Address, Box 11, New Brighton, N. Y.

We understand that as the result of this appeal, over \$9,000 has been secured. It is a worthy project, and should receive enlightened public support.



MARINERS' FAMILY ASYLUM, FOR AGED WIVES, MOTHERS, SISTERS AND DAUGHTERS OF SEAMEN OF THE PORT OF NEW YORK.

At Clifton is situated the Mariners' Family Asylum, an institution for the reception and support of the aged wives, mothers and daughters of seamen of the Port of New York. It is on grounds in the rear of the property formerly occupied by the Seaman's Retreat. The buildings are every way adapted for the purposes used.

The Asylum was granted by an act of Legislature, in 1851, with \$10,000 for the erection of the building, and *ten per cent.* of the "Seaman's Tax" was allowed monthly for its support. This percentage, though never sufficient for its support, has been discontinued. The expense of sustaining the Asylum from year to year, including necessary repairs, insurance, matron's and servants' wages, etc., has been raised mostly by collections by the managers, and fairs held for the purpose. *The Asylum has no fund for its support.* It is not sectarian, or restricted to nationality. The number of inmates has range^d from fifty to sixty, their ages running from sixty to upwards of ninety years—infirm and wholly destitute widows whose husbands and sons were lost at sea.

The managers, whose services and expenses are gratuitous, are constantly making untiring efforts to sustain the Asylum.

It has many advantages as a home for aged women, in its healthy location, its ample grounds for exercise, its quiet and home comforts. The rooms for the inmates are large, light and airy, with a pleasant outlook; the beautiful bay, with its light craft and white sails, affords a variety of watchful interests, and the ocean view, with the outgoing and incoming steamers, is suggestive of many thoughts of loved ones who never returned from the voyage, and of some who may still be out on the deep.

To vary the monotony of life at the Asylum, an occasional entertainment is provided, with music, songs and hymns of olden times. In sickness the patients are gratuitously attended by Dr. Lea, of Staten Island. Religious services are held on the Sabbath in the chapel of the Asylum.

The officers are: Mrs. Capt. A. A. Corning, First Directress; Mrs. H. B. Jackson, Second Directress; Miss Mary C. Rutherford, Recording Secretary; Mrs. G. W. Johnson, Treasurer.

Mrs. Daniel W. Fish, 184 South Oxford street, Brooklyn, has been the Secretary of the Board of Managers for twenty-two years, a position requiring arduous and responsible service, which she has rendered with untiring zeal and faithfulness.

The Staten Island Diet Kitchen for the sick poor is located at Stapleton. It was incorporated in 1882, and furnishes delicacies to the sick who are unable from poverty to obtain them, and otherwise provides necessities for the deserving. The daily method of work of this practical charity is simple and effective. A matron who is expert in preparing broths and other foods and delicacies suitable for sick people and convalescents is constantly employed in that service. Any sick person who applies receives the nourishing food best adapted to his case. If able, pay is expected; otherwise it is cheerfully given. Physicians send in food requisitions for their patients. Old people, children, the destitute, those ignorant of cooking and others receive promptly the supplies that give them strength and restore health. Through the efforts of this association many lives have been saved.

During the past year 3,797 requisitions have been filled, consisting of beef tea, mutton, or chicken broth, milk, rice, farina, corn starch, oatmeal, arrow root, eggs, fruit, jellies and delicacies.

Any person who becomes an annual contributor to the amount of five dollars is eligible to membership of the association.

A new building for the Diet Kitchen has just been opened at the corner of Van Dusen and Grant streets. It was built by Robinson & McDowell at a cost of about \$3,500. The facilities for carrying on their good work are now greatly increased.

The officers of the association are: Mrs. W. W. MacFarland, President; Mrs. Francis Macdonald and Mrs. Daniel Low, Vice-Presidents; Mrs. Edward C. Bridgman, Treasurer; Mrs. Horace Waldo, Auditor; Mrs. M. U. Johnston, Secretary; Mrs. L. H. Meyer, Book-keeper; and Mrs. W. K. Jewett, Assistant Secretary. Besides the above, some thirty other noble ladies act as Directresses.

The advisory council includes Rev. J. C. Eccleston, D.D., L. H. Meyer, Esq., Hon. Erastus Brooks, G. D. L'Huilier, Hon. Stephen D. Stephens, Jr., W. W. MacFarland.

The Eye and Ear Hospital at Tompkinsville has been in existence for the past three years. More than eight hundred people have received free treatment. The site of the hospital has just been changed to the Baltimore flats on Arrietta street. The Board of Trustees is composed of prominent citizens and clergymen, and many ladies of New Brighton have successfully interested themselves in this charitable enterprise. J. A. Andrews, M.D.,

has had charge from the beginning. The Eye and Ear Hospital is supported entirely by subscriptions, and the public is appealed to for assistance. Mrs. William Donald, New Brighton, and Mrs. Maynard Eyre, Tompkinsville, are officers authorized to receive moneys.

The Young Men's Christian Association of the North Shore was organized July 15, 1867. They have a building at West New Brighton, costing \$20,000, which contains a reading-room, sitting-room, Association meeting-room and an auditorium seating 480 persons. Their good work is actively prosecuted, and the effect of it is felt throughout the County. [We understand that this building has lately been leased to the Workingmen's Club of the north shore.]

The Young Men's Christian Association of the East and South Shores have headquarters on Griffin street, Tompkinsville, and are in a flourishing condition.

Among the other worthy charities and benevolent institutions on the Island may be mentioned: the Industrial School, at West New Brighton; the Nursery and Child's Hospital, at the same place; St. Mary's Orphan Asylum, at Clifton; Der Deutsche Frauen K. U. Verein, at Stapleton; the German Mutual Benevolent Association, also of Stapleton; the Old Ladies' Society of Stapleton; and the Father Mathew Total Abstinence and Benevolent Society of New Brighton. In addition to these, there is the Seaside Nursery of St. John's Guild of New York, situated on the south shore, near New Dorp. The sick children of the poor of New York are sent here during the summer, and provided with attendance, medicine and pure air, without charge.

The United States Marine Hospital of the Port of New York is located in a stately stone building at Stapleton. It is leased by the Government from the Marine Society of New York, who own the property. The building is of stone, and has a frontage of over 500 feet. It stands at the summit of a considerable rise, and before it sweeps a large and beautiful lawn. The view of the Bay is unobstructed. Sailors from the merchant marine and United States revenue marine service are received and treated without expense. It is also open to men of the Coast Survey and Lighthouse Departments, and foreign seamen are admitted if they pay the rate. There are twenty employes and attendants, and the average number of inmates is about one hundred.

The officers are: Surgeon, Walter Wyman, in charge; Past-Assistant Surgeon, R. P. M. Ames; Assistant Surgeon, Seaton Norman; Senior Hospital Steward, D. C. Finley; Junior Hospital Steward, H. C. Yager. Patients can apply for admission at the Marine Hospital office, foot of Whitehall street, New York.

TELEGRAPHS AND TELEPHONES.

The Western Union Telegraph system reaches to every part of the County, and there are offices at all points where necessary. The Baltimore & Ohio Company also have lines on the Island, and cables across the Narrows, and across the Kills, at Tottenville. Their main line from New York to Philadelphia runs across Staten Island. The Staten Island Telephone Exchange Company (Limited) has been established for five years, and the telephone connection with New York City and the neighboring places is highly enjoyed and generally patronized by the people.

RAILROADS AND FERRIES.

The Staten Island Rapid Transit Railroad Company now operates all the railroad lines on Staten Island, and the ferry connecting them with New York city, and also the ferry line between Tottenville and Perth Amboy.

The new system was inaugurated in March of the present year. A double-track, rock-ballasted road, with steel rails, runs along the shore of New York Bay, from Clifton on the south side to Elm Park on the north side—about seven miles. Trains run each way every twenty minutes, from 5 a. m. to 12 midnight. Passengers are brought in modern "Pullman's" to the central station of St. George (nearest point to New York), and there connect with ferry-boats of extra power and speed, which make the passage to the Battery (foot of Whitehall street) in twenty minutes.

All the elevated railroads of New York have a union depot at the Battery, from which point cars can be taken for any part of the city.

The Staten Island Railroad, leased by the Staten Island Rapid Transit Company, runs trains between St. George and Perth Amboy, a distance of 13 miles, every hour. The stations on the line are Garretsons, New Dorp, Court House, Giffords, Eltingville, Annandale, Huguenot, Prince's Bay, Pleasant Plains, Richmond Valley, and Tottenville. (See Rapid Transit.)

The Staten Island Northern Railroad is the title of a new corporation which proposes to build a road from Tottenville, *via* Kreischerville, Rossville and Green Ridge, to Port Richmond.

There is a ferry running between Sailors' Snug Harbor and Constable Hook, the location of the Standard Oil Company's works, and another connecting Port Richmond with Bergen Point, New Jersey.

THE COUNTY POOR-HOUSE.

The alms-house of Richmond County is located in the town of Northfield, on a farm of 125 acres. There are also buildings provided for the insane, and for those taken down with infectious diseases, and also other outbuildings as required. The farm is kept in a fertile state, and paupers are obliged to labor for their support. The keeper of the poor-house is Thomas McCormack.

CEMETERIES.

Many attractive and well-kept cemeteries are within the boundaries of Staten Island, but as this matter is one in which people generally take but a slight interest, we shall do no more than name a few of the most important:

Fair-View Cemetery is on the Richmond Turnpike near Manor Road, two miles from West New Brighton; St. Mary's Cemetery, under control of Father Lewis of St. Mary's Church, Clifton, is on Parkinson avenue, near Old-town road, Clifton; St. Peter's Cemetery is at the head of Broadway, West New Brighton; Silver-Mount Cemetery is on the Richmond Turnpike, about one mile from Tompkinsville; Woodland Cemetery is in the same vicinity. The Moravian Cemetery at New Dorp is a large and imposing burial-place of great natural beauty. The Vanderbilt family mausoleum and expensive monuments marking the final resting spots of other distinguished people have been erected there. Mount Loretto is a Roman Catholic cemetery located in Westfield. The Springville and Sylvan Cemeteries are in Northfield; the Staten Island and Fountain Cemeteries are at West New Brighton.

HOTELS AND SUMMER RESORTS.

There are a few fashionable and well-conducted hotels on Staten Island, and also a large number of popular places of pleasure, where all classes of people are entertained, and enjoy rest and recreation during the hot and weary summer-days. All of these will be more particularly referred to in succeeding articles, describing the town or village in which they are located.

INDUSTRIES AND MANUFACTURES.

The business enterprise of the County is concentrated in manufacturing. There are many large and important establishments on the Island, and indications point to the location of many new factories at an early day.

First in importance are the breweries for the manufacture of lager beer. Bechtel's, Bachman's, Eckstein's and Rubsam & Horrmann's breweries are all run on a large scale, the combined capital invested being about \$1,500,000. They employ hundreds of hands, and pay annually to the Government a revenue tax of not less than \$150,000. There are gardens and restaurants attached to the breweries, where visitors during the spring, summer and early autumn may be numbered by the thousands.

The largest family and commercial dyeing, cleaning and printing factories in the United States are located on Staten Island, being respectively the New York Dyeing and Printing establishment, and Barrett, Nephews & Co.'s fancy dyeing establishment.

The New Sewing Machine Company has purchased the water front (300 feet) between Penn. and Clifton avenues, in Clifton, for the purpose of erecting a large factory thereon.

Walter Watrons & Co. have commenced building large docks near Vanderbilt Landing, for their lumber. The water front is 280 feet, and the two piers will be nearly 900 feet long. One pier will be used for general lumber, and the other as a "bonded dock," for foreign wood. This company is one of the largest in the United States.

HORSE RAILROADS.

The Staten Island Shore Railroad operates two lines: one from Tompkinsville on the South shore to the upper end of West New Brighton on the North shore, and the other from Tompkinsville, along the South shore, to Fort Wadsworth. The length of both roads is about six miles, and the trips are hourly. In the summer season they run open cars. E. J. Cunningham is the superintendent.

The Richmond County Horse-Railroad Company is a corporation, organized under the General Railroad Act, of 1884, to build and equip a system of internal and intersecting street railways throughout Staten Island, that will tend to provide better and more popular facilities for reaching the interior, thereby developing and promoting settlements and the interchange of products. The lines now in operation and contemplated are:

1st—Starting at West New Brighton, near the shore, and running through Broadway, Castleton avenue, Mill road, and Manor road to Eckstein's Brewery, and the country branch of the Nursery and Child's Hospital—a distance of three miles. This road has been carrying passengers for some time.

2d—From the junction of the aforesaid road at Broadway and Castleton avenue, to run along Broadway, Clove road, Richmond road, Broad and Canal streets to the shore at Stapleton Landing—a length of four miles.

3d—A line to Richmond (the County seat), running along Richmond road, and intersecting the Stapleton line at Concord—a distance of four miles.

4th—A line commencing at Port Richmond Ferry Landing, and running along Richmond avenue, through Bull's Head and Graniteville, to New Springville—about four miles.

The preliminary steps have been taken, and active preparations are being made to build all these roads this year. The officers are old residents of

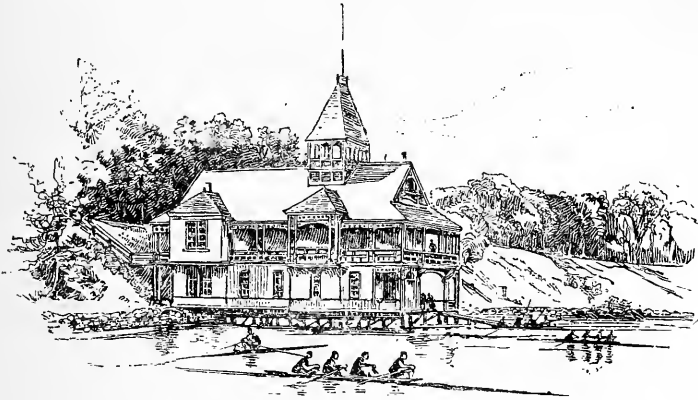
the Island and largely interested in the business development of the County. They are Hiram R. Dixon, President; Monroe Eckstein, Treasurer; Henry D. Leslie, Secretary, and Robert Moore, superintendent. The offices of the Company are at West New Brighton.

ATHLETIC AND OTHER CLUBS.

The location of the Island has made it a favorite spot for athletic associations, rowing, cricket, ball and other similar clubs. Great interest is taken by residents and visitors in these forms of manly exercise.

STATEN ISLAND ATHLETIC CLUB, WEST NEW BRIGHTON.

In the fall of 1877 thirteen gentlemen, believing that a club devoted especially to the encouragement of field sports would be supported on Staten Island, met in the old Hesper Boat-house and formed the Staten Island Athletic Club. Formal articles of incorporation were filed December 13th, 1877, Messrs. W. K. Soutter, B. J. H. Willcox, F. L. Rodewald, O. T. Johnson and Thomas Chute being the incorporators. These gentlemen and eight of the first board of trustees, ten in number, are still members of the club. Of the original "thirteen," two gentlemen, Messrs. O. T. Johnson and J. W. Edwards, have been identified with the management of the



STATEN ISLAND ATHLETIC CLUB BOAT-HOUSE.

club from its organization, and to their unremitting labor in its behalf the club is indebted for a great part of its success and the position it holds among the athletic organizations of the country. In the spring of 1878 the club held its first meeting at its grounds, Bement and Henderson avenues, where it has held every year since that time the most interesting and successful athletic meetings of the country. Upon the old track, Mr. L. E. Myers won his first important race, defeating Mr. Edward Merritt in a quarter-mile run. Upon the old grounds the black and yellow has been many times carried to the front by Rimmer, Carroll, the Janssens, and Rich.

During the summer of 1879 their handsome Queen Anne boat-house at New Brighton was erected at a cost of \$5,000. From being one of the second or third-rate clubs in the athletic arena, the Staten Island Athletic Club have moved up into the front rank.

Last year they purchased new grounds on Bement avenue, West New Brighton, in all about nine acres, giving them a length of 250 feet on the

water front of the Kill Van Kull. A good club-house is already on the new territory, which will afford ample comfort for the members. There are 15 bedrooms besides the necessary accommodations for a family hotel. Their boat-house will be transferred to the new grounds; the 500 square feet of fine anchorage that is to be had there makes it a first-rate place for yachts to lie. A tennis house will be erected for the accommodation of the lady friends of the members, the tennis courts being placed midway between the cinder track and the ground that will be used for cricket, lacrosse and football. The ground-keeper's house and a dressing-room are on the latter ground. The athletic track is one-fifth of a mile, and the grand stand takes up a considerable portion of the northern corner. The baseball diamond is on this piece, and many good games are expected this season, as the club is a member of the Amateur Base-ball League. The dimensions of the grounds as they now stand are about 1,000 feet long by about 450 feet wide. The club has acquired the title to this property at a total cost of \$37,000. The Spring games will take place June 5, and the regular championship games of the American Association of Amateur Athletes will be held there June 26.

THE STATEN ISLAND CRICKET AND BASE-BALL CLUB.

The Staten Island Cricket Club is the foremost exponent of the game in the vicinity of the metropolis. Wm. Krebs is president. Its membership numbers considerably over 500. The new grounds comprise five and a third acres, are situated on Bard avenue and cost \$40,000. They can be reached in thirty minutes from the Battery. Get off at Livingston Station. The property purchased includes an old homestead that is being converted into a comfortable club-house. The dressing and bath rooms will be apart from the rest of the house. There will be eight bedrooms, and a large reading room. There is a wide piazza all around the house from which a good view of the games in progress will be obtainable. A well-arranged restaurant will be fitted up, and a first-rate *chef* and caterer have been secured.

Cyril Wilson will be captain of the Staten Island Eleven. On the Fourth of July the home season will be opened by a match with a Philadelphia club. In August the annual Philadelphia *versus* New York match will be played. A team of Englishmen will arrive in New York during the latter part of August, and the first match will be played with them, on September 1, 2 and 3. A team from the West Indies, made up of English officers from the garrisons at Demarara, Barbadoes, Trinidad, Jamaica and Bermuda, will visit Staten Island, and play on September 13 and 14.

There will be twelve lawn-tennis courts on the new ground, two being of clay for all weathers. The Ladies' Club, a distinct organization, will have the use of the cricket club's grounds, but will have its own club-house.

STATEN ISLAND ROWING CLUB, NEW BRIGHTON.

This Club was established in 1878. It has not participated in regattas or races; but the members take steady, daily pulls for beneficial exercise. Every year the circuit of Staten Island (forty miles) is made several times. The quickest trip (five hours, twenty minutes) was made by the forty-oared barge crew in 1884. A large number of ladies are enrolled as members, and they take much interest in the exercise.

The present officers of the Club are H. R. Kelly, President; A. B. Boardman, Vice-President; W. Hodges, Treasurer; J. E. Bonner, Secretary; E. Flash, Jr., Captain; and B. Leaward, Lieutenant.

THE CLIFTON BOAT CLUB.

This Club was formed in 1881, and was started as a social organization. Until last year, when a barge crew was sent to compete in the Kill Van Kull Regatta, it did not take part in rowing regattas open to other clubs. It is in excellent financial condition. The present membership is seventy-five, and the value of the house and other property, about \$6,000.

The club-house is charmingly situated at Clifton, S. I., and is sixty-six feet deep by thirty-five feet wide, with a twelve-foot piazza on two sides, facing the Narrows.

The following are the officers:—I. K. Martin, President; W. Hodges, Vice-President; Gregory McKean, Secretary; S. Howard Martin, Treasurer; George A. Post, Captain; and Arthur D. F. Wright, Lieutenant.

THE SEAWANHAKA CORINTHIAN YACHT-CLUB

Have an anchorage and a neat and attractive club-house on the Bay at Tompkinsville.

THE KILL VAN KULL ROWING ASSOCIATION

Now one of the best known organizations of oarsmen in the country, was formed in 1880. It comprises the following strong boat-clubs, viz.: The Argonauta Rowing Association, Bayonne Rowing Association, and Viking Rowing Association, of Bayonne City; the Staten Island Athletic Club and Clifton Boat Club, of Staten Island; the Alcyone Rowing Association, and Arthur-Kill Rowing Association, of Elizabeth. Their regattas have always excited great interest among oarsmen. The officers are: William C. Davis, of the Staten Island Athletic Club, President; Pierson Haviland, of the Argonauta Rowing Association, Secretary and Treasurer.

MISCELLANEOUS.

The Metropolitan Base-Ball Club (professionals), under the presidency of Erastus Wiman, will play exclusively on their new grounds, near St. George (which see), during the season of 1886.

The New York Lacrosse Club will play on the same ground. Lacrosse matches have been arranged with the famous Torontos, Kingstons, and Ottawas, and the Shamrocks of Montreal. The St. Regis and Caughnawagas (two Indian professional teams) will play a series of games.

An Irish team from Belfast is coming over next September to engage with our men.

OYSTER TRADE.

The oyster business is one of the chief industries of the Island, of which, however very little, is known. It is carried on along both the north and south shores, principally at and near Mariners' Harbor on the former, and at Prince's Bay on the latter. The trade has ramifications that extend to the rivers and bays of the Southern States, besides propagating and fattening the bivalves along the shores of Staten and Long Islands. Some of the wealthiest residents are engaged in this business, and a large fleet of vessels are employed to bring the young oysters used for planting, from the South, and to carry the matured mollusk to a market in New York.

The merchants are divided into three classes: First, planters and shippers, or wholesale dealers; second, shippers and wholesale dealers, and third, wholesale dealers and commission merchants. It also may be said that the business is divided into three classes: First, furnishing the city and country trade, as

far West as the Rocky Mountains, with oysters opened and in shell; second, supplying the Pacific coast with seed oysters; third, exporting oysters to foreign countries.

The total value of the oysters sold in 1880, according to the census report, was nearly \$3,000,000. At the present time it is much larger, as the business is increasing every year.

The fleet of oyster vessels comprise numerous styles of marine architecture. There is the trim cat-boat, the serviceable sloop, the handy schooner and the jaunty yacht. These vessels, of various tonnage, cost from \$500 to \$7,000 each, and many of them were built on Staten Island; some were built purposely for the trade, and others were acquired by purchase. In the main, they are fast sailers; there are in the fleet, yachts as fast as the racers of the New York Yacht-Club. The carrying capacity of the boats is from 20,000 to 300,000.

The principal varieties of oysters handled in this market are Blue Points, Rockaways, Great Kills, East Rivers, Shrewsburys, Keyports, York Bays, Sounds, Delaware Bays, Maurice Coves and different varieties of Southern oysters. The latter, however, are handled only in shell during the winter season, except by two or three parties, who deal in them almost exclusively.

The oyster business of the city of New York is transacted at the foot of West Tenth and Charles streets, North River. All dealers occupy as places of business, scows, oyster boats or barges, which are flat-bottomed, and made with unusual strength. The deep hold, well floored, serves as a cellar, cool in summer and warm in winter; oysters will never freeze there when the hatches are closed. Over the whole craft, flush with the outside, is built a house, two stories in height. The floor of the first story is the deck of the scow. This is the general business apartment, and gives room for storage, the opening of oysters, and transaction of business. Above is a loft for storage. In the rear, usually—sometimes in the front end—is fitted up an office. The daily capacity of such a barge is about 700 bushels. It is worth from \$1,500 to \$4,000, and with an annual overhauling and calking, will last as long as a man is likely to need it.

These scows are securely moored, side by side, to the wharf, or rather to the water-wall of the city, and are reached by broad swinging platforms, which allow them to rise and fall with the tide. At the rear end, therefore, they can always be closely approached by the sloops and boats which bring to their owners their stock. There are 29 of these barges, representing a value of \$75,000.

The oyster-men whose notices follow are residents of Staten Island, and leaders in their business.

BUSINESS NOTICE.

Wright, Negus & Co. (formerly Garret P. Wright & Co.), Boat No. 12, Foot of Perry Street, New York; Wholesale and Retail Dealers in Oysters and Clams.

This firm are some of the most extensive dealers in bulk and shell oysters and clams in the New York market. Captain Wright (the senior member), whose connection with the oyster business extends ever forty years, succeeded his father. For thirty-sixty years the firm was G. P. Wright & Co.; four years ago it was changed to Wright, Negus & Co., the partners being Garret P. Wright, Garret P. Wright, Jr., and Wm. M. Negus. The oysters mostly handled by this firm are the choice rich salt bivalves which come from Virginia waters. They supply a large local demand, many of our best restaurants, hotels and saloons receiving all their supplies from this reliable establishment. Captain Wright is a well-known resident of the north shore of Staten Island; a jovial, clear-headed man of business, whose industry and capacity have brought him large accumulations. His portrait appears elsewhere in this book.

BUSINESS NOTICES.

Moses Corson, Packer of the Celebrated Monogram Brand of Oysters and Clams, Boat No. 17, Oyster Market, foot of West Tenth Street, North River, New York.

The oyster trade is a branch of commerce that is well represented in the metropolis, and among the many men engaged in it there is no better or more popular exponent than Mr. Moses Corson, whose fine establishment occupies Boat No. 17, at the foot of West Tenth Street. The beds of this house are located at Prince's Bay, Rockaway, and in Virginia waters. Besides the products of them, extensive purchases are made from planters generally, the line of trade embracing all first-class oysters, among which the famous "Monogram" brand is made a "house specialty." His trade includes, in addition to a prosperous city business, large and frequent shipments throughout the States and Canada and occasionally to England. Mr. Corson is an old oysterman, having been connected with the business in different capacities the greater portion of his life. For many years prior to 1878 he was engaged in planting and boating, and at the date mentioned embarked in his present business at the location since occupied. Throughout his business career Mr. Corson has shown sterling qualities and equitable methods, and the gratifying results achieved are a just tribute to his enterprise, business tact and persevering industry.

C. C. Jones & Sons, Planters and Wholesale Dealers in Oysters and Clams, Boat 4, Foot of Charles Street, North River.

One of the oldest established and most prosperous houses engaged in the oyster trade in New York is that above-named. The senior Mr. Jones commenced business with his father in 1829. At that early day all the oystermen used skiffs alone, in which they laboriously gathered the bivalves and then brought them to market. They worked nine months in a year—from September to May. The rendezvous for city trade was at Coenties Slip, and in later years the oyster market has been located at Washington Market, Catharine Market, and finally at the foot of Perry and Charles streets, N. R. C. C. Jones and B. Jones were partners with Garrett P. Wright, forming the firm of Garrett P. Wright & Co., from 1846 to 1881—a period of thirty-five years. Since 1881 the present firm has been in operation. Mr. C. C. Jones, familiarly known as "Capt. Cris," is one of those jovial men, whose acquaintance extends far and wide, and with whom it is a pleasure to do business. Messrs. C. C. Jones & Sons own several well-manned vessels, and being large growers with beds in different States, they are enabled to insure fresh stock of the best quality. Indeed, the importance of this feature of their business can hardly be over-estimated by those dealers who are determined to furnish their customers with the best goods money can buy. They take pride in making prompt shipments, and taking the best of care of those who entrust orders to their house.

Jacob I. Housman, Oyster Dealer, Barge No. 21, Foot of Charles Street, North River, New York.

It is more than sixty years since John I. Housman, using a small skiff, gathered oysters and brought them to New York. Energy and industry brought their reward, and in due time Mr. Housman became the possessor of a sloop upon which he bestowed the name of his favorite statesman, "Henry Clay." Success crowned this enterprise, and finally a depot for his trade was established in New York. Mr. Housman was an enterprising man of probity and worth, who rapidly developed the trade in his specialty, and for forty years stood as one of its leaders. About twenty-two years ago he retired from business, and was succeeded by his son, the present proprietor. With these facts in view it is not strange that the oyster-house of Mr. Housman is so well known through the entire country, or the immense trade he does. The trade is city and foreign, the large shipments to England constituting an important feature of the business. Large beds are owned at South Norwalk, City Island, Rockaway, Fire Island, Prince's Bay, and the Rappahannock and York Rivers, Va. The house owns a fleet of schooners and sloops, and the dredging steamer "Lizzie H.," all of which are kept busily employed in gathering and transporting the stock to market.

BUSINESS NOTICES.

Van Name Bros., Wholesale and Retail Dealers in Oysters; Boat No. 15, Foot of West 10th Street, New York.

Mr. David Van Name, the founder of the business which bears his name, was one of the first two men to plant in American waters. He was born in 1794, and at an early age began planting and boating to market the products of the oyster grounds in this vicinity. In 1817 he embarked in the business as a dealer, and for over forty years conducted his enterprise with an eminent degree of prosperity. Mr. Van Name was ever noted for his sterling integrity and upright business methods, and also for his liberality and zeal in promoting the interests of the community. He resided throughout his life on the north shore of Staten Island, where an instance of his liberality is shown in the erection at Mariners' Harbor of a Baptist church, the bell of which was tolled the first time at his obsequies. He died in 1857, and his sons, five in number, succeeded to the business. The subsequent death of one of the sons, and the establishment of a separate business by a third, leaves the original house in the hands of Messrs. William H., Peter and Jacob Van Name, which gentlemen comprise the present firm. The Messrs. Van Name are all over fifty years of age, and have all been raised from boyhood in the oyster trade. They are owners of a fleet of vessels employed in the trade. The house handles everything in the line of first-class oysters, and, besides a heavy city trade, does a very large shipping business to all parts of the country. Throughout their business career, the Messrs. Van Name have rigidly maintained the probity and equitable dealing which characterized the enterprise under their honored father's management.

John I. Merrill, Wholesale Dealer and Planter of Oysters, Boat No. 16, Foot of West 10th Street, New York.

A leading and popular house engaged in this line of trade is the well-known establishment of Mr. John I. Merrill, located in Boat No. 16, at the foot of West 10th street. The business was established in the year 1862, by John E. Merrill & Co., and was originally located at the foot of Spring street. In 1876 Mr. John I. Merrill succeeded to the business, and under his enterprising management the prosperous trade of early years has been greatly augmented, and the house is now classed among the leaders in the trade. Mr. Merrill has large beds at Prince's Bay, and buys extensively from planters at all points, his stock comprising all the best brands of oysters and clams known in the market. The trade is shipping wholly to Western and European markets. The European demand for American oysters is slowly increasing. Mr. Merrill visited England last year, and made important business connections which promise a large future business. Already the reputation of his brand of oysters is first-class in Manchester and London; during the past season his shipments to those places have averaged one hundred barrels a week. The proprietor is a young man, about thirty-three years of age, but with a large and valuable knowledge of the business in which he has literally been raised from boyhood. Mr. Merrill enjoys a high reputation for integrity and upright business methods. Mr. John E. Merrill, the founder of the business and father of the present proprietor, although advanced in years, is still active in the business to which has been devoted the greater portion of his honorable and successful life.

I. P. Mersereau & Co., Successors to Henry Miller, Jr., & Co., Planters and Wholesale Dealers in Oysters and Clams, Boat 11, Foot Perry Street, N. R., New York.

Another reliable and enterprising concern engaged in the oyster trade is the above-named firm. The original foundation of this house goes back very many years. In fact, it is one of the oldest in the market in this line. Since the advent of I. P. Mersereau, the house has gained a much wider patronage than ever previously enjoyed, and is to-day recognized as a leading and representative house in the oyster interest in the metropolis. This firm handle a superior and choice variety of stock. The greatest discrimination and care are exercised in the management of the business, and customers are confident that their orders will be filled conscientiously. Mr. Mersereau enjoys a very extensive and valuable patronage from the best hotels, restaurants and saloons in the city. Mr. Henry M. Miller, the junior partner, is a native Staten Islander; a young, energetic, active man, who has had an experience of many years in this business. He is intimately and favorably known in this city, and enjoys not only a good patronage, but the respect and confidence of all those who have had dealings with his firm.

MOSES CORSON,

(Successor to W. H. KEELER,)

WHOLESALE DEALER IN

Oysters and Clams,

BOAT No. 17,

FOOT OF WEST 10th STREET, N. R.,

—NEW + YORK.—

C. C. JONES & SONS,

Wholesale and Retail

Ovster Dealers and Planters,

Depot: Boat No. 4,

Foot of Charles Street,

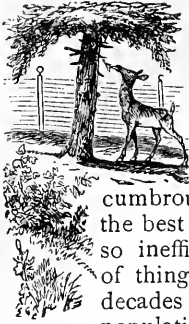
New York.

C. C. JONES.

G. T. JONES.

A. D. JONES.

RAPID TRANSIT ON STATEN ISLAND.



THE people of this charming suburb of New York for years patiently bore with the slow, inadequate, and expensive ferry facilities furnished them by the Railway ferry and the North Shore boats. The time spent on the North Shore ferry from the Battery to Elm Park and return was three hours. The time from the Battery to Clifton and return was never less than two hours, and the cumbrousness, slowness and inadequacy of the service, even with the best intentions, and with the most liberal administration, was so inefficient that growth seemed impossible. To this condition of things was due in great measure the fact that during several decades past, Staten Island failed to keep pace in its increase in population and wealth with other suburban localities adjacent to New York in the neighboring State of New Jersey. While Union, Essex and Hudson counties were adding three hundred per cent. to their population, Staten Island added only seventeen per cent., a very startling disparity which should long since have awakened inquiry. Yet the cause was all the time almost self-evident: Staten Island was inaccessible. While the suburban portions of New Jersey could be reached every five minutes from New York, Richmond County could be visited only at intervals of an hour; and except along the north and northeastern shore, and on the line of the rickety old Staten Island Railway, it was hardly accessible at all.

The revolution which has been effected by the opening of the Rapid Transit system is, according to the universal conviction of the intelligent residents of Staten Island, the one essential step toward building up and developing a territory suitable for attractive homes. It renders all parts of Staten Island within one hour of New York, and will shortly open all its distant regions to an ease and frequency of access which should be productive of the greatest possible results. No place in the vicinity of New York is now more accessible than Richmond County, and none more desirable for the prosecution of industrial and commercial enterprises. The time is not far distant when boats every ten minutes will ply backwards and forwards. What the sewing machine has done for the community, the device of the Rapid Transit scheme will do for Staten Island.

The double-track, steel-laid, first-class steam railroad of the Rapid Transit Company runs along the shore-front from Clifton to Elm Park. At St. George, all New York boats land, and passengers are concentrated. They are moved from there to the north and east simultaneously—trains going in each direction connecting with every boat. An extension of the North Shore line through Mariners' Harbor will speedily be built, a committee having already been appointed to appraise the property through which the road is to run.

The Rapid Transit Company have given out contracts for the construction of four new steel boats, which will be built for passenger traffic only. These boats are to be provided with all modern improvements, including electric lights, etc., and when completed will have, in speed, comfort and safety, no superiors in the harbor. For the accommodation of the business men of the East Shore, the Rapid Transit Company have detailed a sufficient number of boats to move freight and teams to and from New York, Stapleton being the central landing-place.

The Baltimore & Ohio Railroad Company, having secured control of the Staten Island Rapid Transit system by purchasing a majority of its capi-

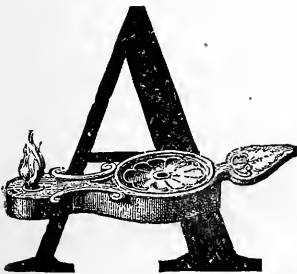
ital stock, have moved to construct a railroad bridge across the Arthur Kill. The bill is before Congress, and has been favorably reported by the Senate Committee on Commerce. It will pass, without doubt, and in less than a year's time the Arthur Kill bridge will be an accomplished fact.



THE ARTHUR KILL BRIDGE.

This is an accurate representation of the proposed bridge. It will be a pivot drawbridge, with spans of 200 feet in the clear. It will serve an important public purpose and accommodate a very large amount of inter-State commerce, inter-State and foreign traffic; will give the Baltimore & Ohio Railroad an independent terminus at New York, and will bring into use for commercial purposes the deep-water shore of Staten Island, which forms the southern portion of New York Harbor.

STATEN ISLAND AS A COMMERCIAL AND MANUFACTURING POINT.



As the Island has been shut out from railway communication with the mainland altogether, and its nine miles of magnificent water front, almost the best on the entire harbor of New York, has been left in nearly utter disuse, it is not strange that it has made slow progress.

The bills being considered by Congress, will permit connections with all the trunk-line railroads in New Jersey, and transit to New York will be quick and frequent. When these objects are secured, Staten Island will advance as rap-

idly as any of its neighbors. Its population, under the stimulus of enterprise, will double in less than ten years.

The terminal arrangements around the harbor of New York are confessedly crowded. The want of direct communication between the water front and the railways leads to an enormous waste in handling merchandise, and enterprise is finally awakening to the possibility of remedial improvements.

The commercial and manufacturing advantages of the water front of the Island are as great as the capacity of its other parts for suburban residences. On the eastern shore the pier line extends from the Narrows to the Light-House Department docks, giving a length from the shore to the exterior line, in some places, of fourteen hundred feet. Between the bulkhead and pier lines, a distance of six hundred feet would give access to the largest steamers, and the solid filling from the shore to the bulkhead would supply ample room for warehouses. A depth of thirty-one feet at low tide on the water line is sufficient for vessels of the heaviest draft, and they would have the ample Bay to turn round in, unhampered by passing craft. Warehouses, grain elevators and storage buildings could be erected, at which foreign-going vessels could be loaded and unloaded direct. When we know that one steamship line alone pays \$60,000 a year for the privilege of a dock, we wonder at the short-sightedness of such companies, while greater facilities could be had so near for one-quarter the amount. Already one enterprising gentleman, the well-known brewer, George Bechtel, has bought about 1,500 feet of water front, on the east shore, at a very reasonable price, and is even now being repaid for his outlay.



ERASTUS WIMAN.

ERASTUS WIMAN.



o book about Staten Island would be complete without reference to the energetic and persevering gentleman whose portrait is on the opposite page, and who has already secured for the Island an improved system of quick, comfortable and safe communication that promises to make it blossom like a rose. His prominent connection with the Baltimore & Ohio Railroad, in obtaining a New York terminus, has given him a commanding position among the railroad magnates of the country.

He was born at Churchville, near Toronto, Canada, in 1834. Having passed through all grades in the common schools, at the age of sixteen he selected the printing office as his starting point, and apprenticed himself to the Hon. William Macdougall, proprietor of the *North American* office in Toronto. For four years he worked faithfully at the case, and served an honorable apprenticeship. When he emerged from the office as a journeyman printer he had not yet attained his majority. A few years more of the quiet routine of the composing-room sufficed for young Wiman, and he left the *North American* office, and drifted into the news department of the Toronto *Globe*. The late Hon. George Brown was quick to recognize Mr. Wiman's abilities, and promotion to the commercial editor's chair soon followed. In this post the young journalist displayed such a power to gauge financial affairs generally that he attracted the attention of R. G. Dun & Co., of the Mercantile Agency, who secured his services and placed him in control of their Ontario branch. At this time Mr. Wiman was only twenty-six years old; but he very soon mastered the situation and vastly improved the service. Mr. Wiman was subsequently placed in charge of the Montreal branch, and here, once more, he showed that unconquerable energy and capacity for detail which had characterized every effort of his life. In 1867 he received a further advance, being given a partnership in the New York house and the control of the city business.

At the age of 33, Mr. Wiman commenced in the metropolis of the Union a career that has been the pride of his compatriots. He has been and is now the brain power behind the Dun Mercantile Agency. Although his position in the firm calls for an immense amount of mental labor, Mr. Wiman does not confine himself to this business. As an old resident of Staten Island, he saw that this important suburb of New York city was held back by influences of a monopolistic character. He outgeneralled the late railroad king (Wm. H. Vanderbilt) at every point, and secured control of the Staten Island Railway Company, and is now its president. Afterwards he purchased the Island ferry landings, and constructed a railway around the face of the Island, and thus greatly improved its transportation facilities.

The organization and construction of the Staten Island Rapid Transit Railroad, and its subsequent lease with all its rights and privileges to the Baltimore & Ohio Railroad Company, was carried through by Mr. Wiman. The union of the two corporations was celebrated on the 17th of December at the Pavilion Hotel, New Brighton, Staten Island, by a grand banquet tendered to Mr. Robert Garrett and the executive officers of the Baltimore & Ohio Railroad Company by him.

The social side of Mr. Wiman is most pleasant to contemplate. He uses the wealth that has come to him, to benefit others and enlarge the enjoyment of his fellow-men. The Wiman Baths in Toronto, which cost him nearly \$15,000, bear testimony to his regard for that city and the patriotism which

dominates many of his acts. The establishment of a Canadian club in New York was Erastus Wiman's idea, and he is president of that organization. The elegant quarters at No. 3 Washington square are now the rendezvous of resident and visiting Canadians, and in the pleasant rooms of the club some notable gatherings have already taken place.

In his boyhood days Mr. Wiman was an active participant in the sports of his native land, and he has done his utmost to make the game of lacrosse popular in the United States, being the president of the New York Lacrosse Club. Mr. Wiman is also a hearty supporter of cricket and was chairman of the reception committee which met and entertained the gentlemen of England who visited New York last summer. After much litigation and great cost he is also the controller of the Metropolitan Base-Ball Club, of New York. He is president of the Staten Island Amusement Company (Limited), and the leading spirit in many building and other enterprises, all having for their object the progress and development of Staten Island.

Mr. Wiman has been conspicuous during the last fourteen years in his humanitarian effort to abolish by legislation imprisonment for debt. He is a gentleman of courteous and affable manners, and has the look of a solid business man. There is shrewdness, sense and determination in every lineament of his face. He is physically strong, is of medium height, and is in the prime of life—being in his 51st year.

BUSINESS NOTICES.

J. A. Van Auken, Real Estate and Insurance Agent, No. 71 Broadway, New York.

Mr. J. A. Van Auken has for a long period been one of the most esteemed and successful brokers and agents on Broadway. The partners are J. A. Van Auken, F. E. Van Auken, William Taylor and H. C. Van Auken. Their facilities and connections are alike unsurpassed, while they bring to bear that wide range of practical experience so essential to the best interests of the public at large. The co-partners are recognized authorities upon present and prospective values of city and especially country realty, and intending investors can fully rely upon their sound judgment and judicious advice in making purchases. They always have upon their books descriptions of the most eligible properties for investment purposes, the wide range of the same as regards location, size and architectural characteristics, affording both the capitalist with his surplus resources, and the man of moderate means in search of a home, equal opportunities of securing just what they want. They take the entire charge of estates, acting as agents for the securing of responsible tenants, promptly attending to the execution of repairs in the most judicious manner, and generally maintaining all properties placed in their care at the highest standard of productive efficiency. Prompt negotiations of loans on bond and mortgage are made, and insurance is placed in all reliable companies. For the last ten years, the house of J. A. Van Auken has been permanently located at No. 71 Broadway.

De Forest Express Co., Principal Office, Pier 1, East River, New York. L. H. Smith, Manager.

The furniture and baggage express business between New York and Staten Island is quite an important one, and a representative and popular house engaged in this enterprise is the De Forest Express Company. They have all the necessary outfit in wagons, horses and other essential equipments, and having a thorough knowledge of what is required, are always prepared to attend to delivering freight, parcels and baggage to any part of the city, United States or Europe. Estimates are given for moving furniture, and china and glassware are carefully packed, and household goods of every description are moved in the most careful manner by competent workmen. Furniture and piano moving is a specialty, while everything necessary is provided to prevent injury or damage. It is a matter of great convenience and vast importance to the public to possess such establishments as the De Forest Express Company, and of such punctuality and reliability, by which patrons can send their goods and merchandise at remarkably low rates. Many of the largest commercial and manufacturing houses in New York are constant patrons of this company, who are prepared to quote the lowest rates of freight, and insure the safe delivery of all the goods handled. Mr. L. H. Smith, Office, Pier 1, East River, New York, is the efficient and popular superintendent of the company.

TOWN OF CASTLETON.

This town embraces a part of the northerly end of Staten Island—that portion nearest New York; altogether the most charming section of Richmond County, as well as first in point of wealth, population and improvements. It presents an endless variety of hill and valley, field and forest, natural beauty and artistic development. It derived its name originally from the conveyance made by Governor Dongan in 1687 to John Palmer, of a large tract of land called "The Manor of Cassiltown," which is identical with the present town, the name having been corrupted.

The town officers are: Robert Moore, supervisor; John J. Kenney, town clerk; William R. White, William Hanley and John Dempsey, commissioners of excise; William E. Gannon, collector; John V. Drury, assessor; William J. Powers, justice of the peace; James Sullivan, game constable.

Castleton has four District Schools: District 1, two teachers, Mr. Orey Hoag, principal; District 2, sixteen teachers, Mr. C. H. Surdam, principal; District 3, sixteen teachers, Mr. M. A. Macdonald, principal; District 4, eight teachers, Mr. J. W. McClelland, principal.

The Charity Organization Society of Castleton is a practical reform movement, undertaken by such eminent philanthropists as George William Curtis, Erastus Brooks and others, assisted by a company of noble women. Its objects are:

1. To raise the needy above the want of relief, prevent begging and imposition, and diminish pauperism.
2. To encourage thrift, self-dependence and industry, through friendly intercourse, advice and sympathy, and to help the poor to help themselves.
3. To prevent children from growing up as paupers.

The Society's work is carried on by six different committees, one for each ward, and the ideal of the duty of each committee is set forth in the Constitution as follows:

"It shall be the duty of the committee to see that every application from persons living within its district, is thoroughly investigated; to study how applicants for relief can be raised into independence, and to make them self-supporting whenever possible; to obtain aid for deserving applicants, unable to earn their own support, from the appropriate sources; to see that all children in the district attend school, and try to secure a good sanitary condition of the district."

This Society has met with a fair measure of success in its first year's work, and if it can gain the support and co-operation of public officials and taxpayers, it will certainly accomplish results superior to any other relief system and at far less cost.

[The boundaries of the town of Castleton are the same as those of the village of New Brighton, which see.]

Advertisement.

F. E. VAN AUKEN.

WM. TAYLOR.

H. C. VAN AUKEN.

J. A. VAN AUKEN,

No. 71 Broadway, (Rooms 60 & 61), New York,

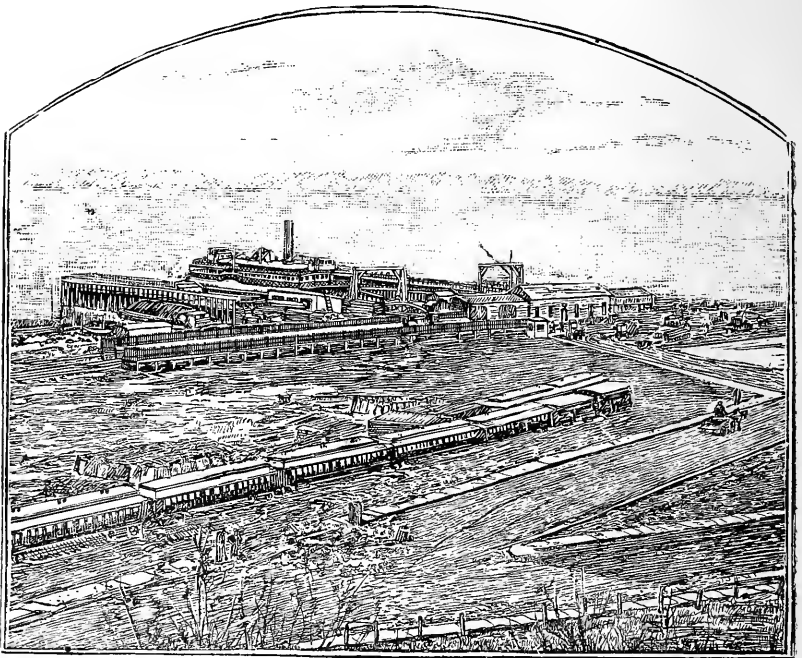
Telephone Call, "New 887."

Real Estate and Insurance Agent.

Real Estate bought, sold, exchanged and rented. Entire charge of property taken. Loans negotiated.

ST. GEORGE.

The new landing of the Staten Island Rapid Transit Railroad Company, and the point of departure for all passengers going to or coming from New York, is a little more than five miles from the Battery and can be reached in twenty minutes.



ST. GEORGE LANDING. (*Photographed by Almstaedt.*)

It is a business point created by the Railroad Company, and promises to grow into great importance. The streets leading to the piers have been graded and macadamized. Docks are now being constructed and spaces filled in for the convenient terminal traffic and train movements of the Rapid Transit Company. The double piers for boat landings lately built are equal to anything of the kind in New York. A short distance back of the landing are terraced streets lined with handsome homes.

All the land and dockage facilities about St. George will undoubtedly soon be utilized for commercial and business purposes. It is rumored that the First National Bank of Staten Island will soon erect an imposing and suitable structure, near the docks; also that ground is about to be broken for a six-story hotel, but at the present time and for this summer season, the

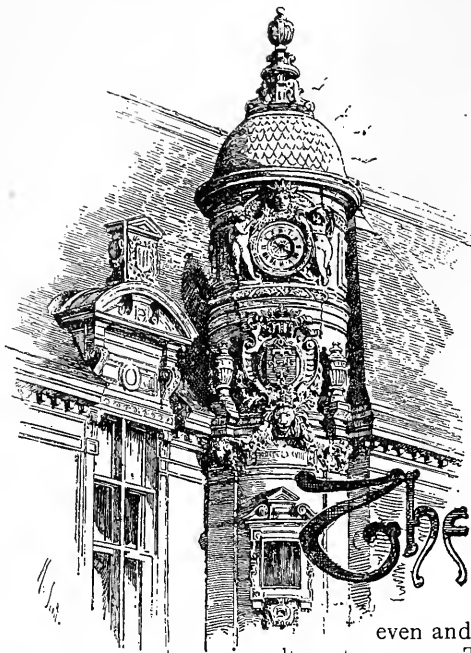
famous out-door attractions provided by the Staten Island Amusement Company (Limited) in their magnificent park-like grounds, formerly the old Staten Island cricket ground, located within three hundred feet of the St. George landing, will be the great stimulus for visiting the place. To accommodate the public a grand stand has been erected at a cost of \$35,000—the largest and handsomest in America. It is four hundred feet long by sixty feet in width. It is a three-story structure, with extensive balconies for the movement of visitors, and seats over five thousand persons. There is a dining-hall, two hundred by fifty feet in dimensions, which, with three large refreshment-rooms on the other floors, will make it possible to serve more than a thousand persons at one time. In the ladies' refreshment and ice cream saloons upstairs the walls are entirely of glass, so that the occupants have a complete view of New York Bay. The architect is Mr. Edward L. Woodruff, of Staten Island, and the building has been erected by Mr. Daniel Campbell, under the direction of Major Clarence T. Barrett, while the entire grounds have been graded and prepared by Mr. Charles Hart.

The Staten Island Amusement Company own the franchise of the Metropolitan Base-Ball Club, and the "Mets" will play all their home games this season on these grounds. The opening game between them and the Athletics of Philadelphia took place on April 22, before nearly seven thousand people.

Furthermore, arrangements have been concluded to make the grounds during the season an especially attractive place of evening resort. To this end Mr. Wiman has purchased of Sir Francis Bolton, a famous electrician and engineer of the English army, the patent right for the United States and Canada of all his electrical inventions, paying \$25,000 for the same. Sir Francis created a furor in London during the Inventors' Exhibition by his wonderful electric illumination of the grounds and buildings, and the display of a superb colossal illuminated fountain which attracted more than one hundred thousand spectators each week of its continuance. These inventions will be made to cater to the delight of evening visitors to the St. George Grounds this summer. The fountains will be of huge size, their columns of water rising to a height of one hundred and twenty feet. By an ingenious and novel arrangement of lenses the jets are illuminated by electric lights which give to the water the appearance of moving silver. Each individual jet is made to assume a distinct and different hue by the simple pressure of an electric button, and the strangely beautiful prismatic effect is wonderful beyond description. The Seventh Regiment band of sixty pieces led by Cappa will furnish the music for out-of-door-concerts.

While the "Mets" are away on their Western tour the grounds will be occupied by an interesting lacrosse tournament, for which great preparations are being made. Among the clubs which are to participate in this tournament, besides the New York, Brooklyn and other American clubs, are the Toronto, the Montreal, the Shamrock and the St. Catharine clubs, of Canada, and the St. Regis and the Caughnawaga Indian lacrosse teams. In addition to these, arrangements have been made for bringing out the famous Irish lacrosse team, of Belfast, who achieved so much fame by defeating the picked Canadian teams during the latter's European visit.

NEW BRIGHTON.



VILLAGE of New Brighton was incorporated April 26th, 1866, by Act of the Legislature, and embraces all the town of Castleton. The territory is divided into six wards, and covers a tract of about four miles long and two miles wide. More than one-third of the entire population of the Island, viz., 15,000 inhabitants, reside in this place, and the assessed valuation of property is nearly equal to that of all other parts of the Island combined. It is the favorite residence spot for substantial men who do business in New York.

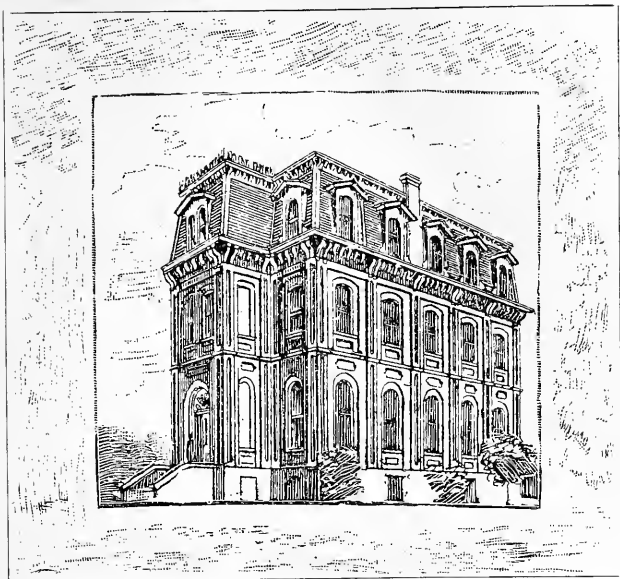
The government of the village is administered by six trustees—one from each ward. The term of service is two years, and the trustees from even and odd numbered wards are elected in alternate years. The present village officers are: Trustees, John J. Fetherston, President of the Board; Victor Schoenian, Andrew McConnell, Daniel Dempsey, Thomas Farrelly and William Kirk; treasurer, James Seaton; clerk, John J. Kenney; engineer, T. A. E. Busted; health officer, Dr. Theodore Walsler.

New Brighton fronts on the Kill Van Kull, and includes the minor villages of West New Brighton, Elliottville, a part of Tompkinsville, St. George landing, and also the extensive property known as the Sailors' Snug Harbor.

The Rapid Transit Railroad, starting at Tompkinsville, runs through a finely built tunnel under the United States Light-house property to St. George; thence it skirts the shore above high-water mark. The following other stations are within the village limits, viz.: New Brighton, Sailors' Snug Harbor, Livingston and West New Brighton. Passengers can reach the city every twenty minutes by this route. The Shore Horse-car Railroad starts at the extreme eastern end of the village and runs entirely through it—a distance of nearly four miles. It is well conducted, and of great benefit to the public.

The chief hotels are the Pavilion—the most conspicuous building in New Brighton—a first-class hotel, the resort of refined society, and St. Mark's, commanding a very extensive view, and equally well conducted.

In 1871 a commodious and elegant Village Hall, costing \$36,000, was erected on Lafayette avenue, corner of Second street; and on the Shore road in the 4th ward, is the building of the Young Men's Christian Association.



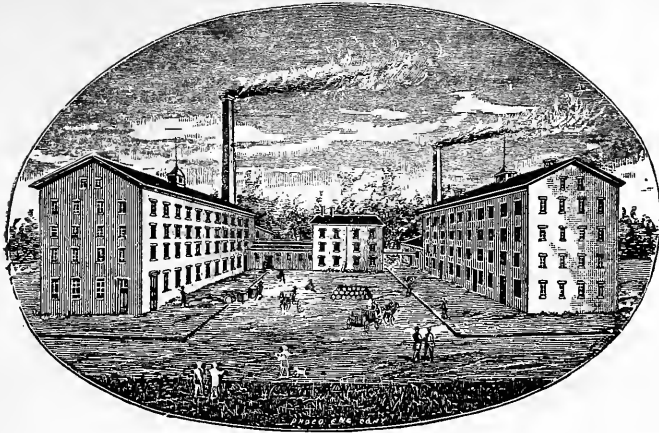
VILLAGE HALL, NEW BRIGHTON.

The village of New Brighton is unique in its attractiveness. Its public buildings, churches, hotels and institutions are all handsome and substantial, its residences the perfection of refined taste; it has fifteen miles of streets, the principal of which are wide, well paved and generally well shaded with ornamental trees. A complete system of sewerage has been adopted. The inhabitants are filled with a sense of local pride which is in itself most commendable and leads to the happiest results, the most noticeable of which perhaps is the great care bestowed upon their private residences. The neighbors seem to vie with each other in friendly emulation as to who shall keep the smoothest lawn, the neatest fence or the most graceful fountain.

As a whole, the effect is most pleasing, but when the eye wanders beyond the artificial beauty of its immediate surroundings and rests upon the sparkling waters of the incomparable Bay of New York, with stretches of cultivated landscape in the distance, the picture is singularly lovely and complete.

The churches in New Brighton are the Reformed Church, corner of Tompkins avenue and Fort street, Rev. Wm. W. Clark, Pastor; St. Peter's Roman Catholic Church, St. Mark's place, Rev. J. Barry, Pastor; Christ Church, Franklin avenue, corner Second street; Pastor, Rev. G. D. Johnson; Wardens, L. Satterlee and H. E. Alexander; Vestrymen, W. P. Raynor, E. Wiman, A. Rich, E. B. Crowell, W. H. Motley, N. S. Walker, C. Whitman, R. I. Fearon; First Baptist Church, Clinton avenue, Rev. J. B. McQuillan, Pastor.

The First Baptist Church was organized during the summer of 1884, and, in November of the same year, the church having secured a lease of the Unitarian house of worship, Clinton avenue, extended a call to the Rev. J. B. McQuillan, then of Paterson, N. J., to become their pastor. The call was accepted, and on the first Sunday of the new year the first Baptist pastorate that New Brighton had ever known began.



THE IRVING MANUFACTURING CO., NEW BRIGHTON.

MANUFACTURERS OF LININGS, TARLATANS, PLUSHES, ETC.

Mr. John Irving started this business in Brooklyn, N. Y., seventeen years ago. Having been a practical manufacturer of the same goods in the old country, he started with that knowledge which is so infinitely necessary to success, but which also is so rarely possessed by American manufacturers. About five years ago the plant of machinery, etc., was removed to its present location in New Brighton. The recent improvements have been especially rapid. The change in the grounds and buildings has been such that people not aware of the improvements, have stopped at the office to enquire where the works were. The most valuable and important thing on the property is the abundant supply of soft, pure water from several natural springs which comes pouring into the little lake on the premises through an 8-inch pipe. It is filtered and distributed in pipes throughout the establishment and into the bleaching and dyeing houses. The buildings are all of brick, and have a frontage of 344 feet on Jersey street, and are 180 feet deep. Six different buildings are required for the operations of the company, two of the principal ones being four stories in height. The total amount of floor space in use is over 50,000 feet. In the boiler-house are two boilers, of 100 horse-power each, and one Smith Bros. (Brooklyn) boiler of same capacity. In the engine-room is an almost noiseless engine, of 80 horse-power.

The goods manufactured are the best quality of plain and check dress linings, in black, brown, slate and white; Victoria lawns, India linens, tarlatans and other summer goods. The establishment is especially noted for its linings and tarlatans—the former sold to the trade in flat folds, the pieces varying in length from 12 to 48 yards. The folding is done on a patented machine, which some other manufacturers are trying in vain to imitate, as goods from it come



out wholly free from creases. The stock is cleaned, then bleached in immense water-tight stone vats, which have a capacity of 100,000 yards a day, then dyed. None but the purest dyewoods and extracts, and the best aniline colors are used, and the amount of care and labor bestowed in dyeing is incredible to those not acquainted with the business. This firm have too high a reputation to take the risk of poor work. There is a separate house for dyeing tarlatans. After the dyeing come starching, drying over cylinders heated by steam, pressing, preparing and packing for market. The machinery is of the most improved description, and all the resources of long experience and modern skill have been put in requisition to make this establishment complete in every particular. Among the novel mechanical appliances are patent folders for lining (the invention of Mr. Irving), a machine for stretching, tentering, and drying tarlatans, 24 yards long, and the only one in the United States. A building is being erected, 100x30 feet, for the purpose of drying white goods in a way that will prevent them from turning to a yellowish or soiled shade, no matter how long they are kept in stock. This is a difficulty that manufacturers have never before overcome. The goods are sold direct from the factory. This company have lately engaged in the manufacture of plushes, cotton, wool, silk and worsted, having put up 40 looms for that purpose. They will do all the work connected with such manufacture—from the yarn to finished goods—on their own premises.

BUSINESS NOTICES.

C. W. Hanks, Agent and Broker in Real Estate, No. 245 Broadway, New York.

Has been permanently established in business for the last twenty years as a real estate broker and agent, and has developed a trade of extended proportions, including among his customers many of our leading capitalists and investors. He is a recognized authority as to present and prospective values, and those who have been guided by his conservative judgment and intimate practical knowledge in making investment purchases have secured steady incomes and properties. He has long made a specialty of the care and management of estates, and gives them the closest attention, securing prompt and responsible tenants, effecting repairs in the most judicious manner, and generally maintaining all properties placed in his hands at the highest standard of productive efficiency. Mr. Hanks has been appointed agent of the Hamilton Park property, consisting of a plot of about 32 acres, bounded by Richmond terrace, York avenue, Franklin avenue and Prospect street, in New Brighton, and commanding a magnificent view of New York Bay. It has been divided up into building sites suitable for the erection of villa residences and private houses, and intersected by broad thoroughfares, and affords one of the most desirable opportunities for the acquisition of a healthful home. Sites will be sold at a reasonable figure, and every effort will be made to improve the already attractive surroundings. The property is within a few rods of the depot of the Staten Island Rapid Transit Railroad; is salubrious, well drained, and will be disposed of on very reasonable terms. A loan will be made to those purchasers who wish to build.

W. A. Collins, Real Estate, No. 26 Pine Street, New York.

The real estate interests of the cities and towns in the neighborhood of New York are nowhere brighter nor prices firmer than in the delightful and salubrious suburb of Staten Island. Investments in real estate in that direction when judiciously made, under the guidance of the sound judgment and intimate practical knowledge of an expert, are sure to prove remunerative, and thousands of city people who have become possessed of realty on Staten Island have had no cause to regret the purchases. One of the leading representative men making a specialty of real estate on the Island and especially in the villages of New Brighton and Edgewater, is W. A. Collins, whose city office is No. 26 Pine street. Mr. Collins is continuing the business which his father established many years ago, and brings vast practical experience to bear, coupled with an intimate knowledge of the respective values and outlook for improved and unimproved property. At his office, No. 26 Pine street, he is prepared at all times to give the fullest information in regard to Staten Island property, and is a recognized authority on the subject in the metropolis. He gives most careful attention to the filling of all orders, both as regards the purchase or sale, and renting of real estate, and has carried many important transactions to a successful issue. His connections are of the most superior character, and he numbers among his permanent customers many of the leading capitalists of Staten Island and this city.

J. B. King & Co., Windsor Plaster Mills, New Brighton, S. I.; New York Office, 18 Coenties Slip.

The mills, wharf and other property owned by the above-named firm are located in Bank, near Jersey street, New Brighton. They were established in 1876, but owing to a fire last year have been rebuilt on an enlarged scale and with a far greater capacity than they formerly had, so that they are now, beyond question, the most extensive and complete plaster mills on the continent. The pure white plaster stone is supplied from the proprietors' own quarries at Windsor, Nova Scotia. The products of the mills are calcined plaster, land plaster and ground marble. Special attention is given to the manufacture of land plaster for fertilizing purposes, as plaster has come to be regarded by agriculturists as the cheapest and most permanent dressing that can be applied to the soil. J. B. King & Co.'s land plaster is all "double ground," warranted pure, and of the best quality, and contains $96\frac{3}{4}$ per cent. of fertilizing properties. Vessels come directly to the company's docks for loading and discharging, and rail connection is had with the Staten Island Rapid Transit Railroad.

George Ross, Awning Maker, Port Richmond.

Many of the beautiful residences in New Brighton are made more comfortable and tasteful by handsome awnings, and on the well-kept lawns are pitched many fascinating tents and marquees which are invariably found to be from the manufactory of Mr. George Ross, of Shore Road, Port Richmond, who is the leading man in his line on the Island, and whose superior facilities for doing the best work are well understood.

BUSINESS NOTICES.

Hillyer & Hartley, Wholesale and Retail Grocers and Dealers in Builders' Hardware, Paints, Oils, Varnishes, etc., 363 Richmond Terrace, New Brighton, Staten Island.

Among the popular wholesale and retail grocers on Staten Island there are none enjoying a better reputation than Messrs. Hillyer & Hartley. Their store is admirably arranged and contains the finest lines of choice fancy and staple groceries, including canned goods, condiments and table delicacies, confectionery, nuts, butter, cheese, fruit, vegetables, etc. In their stock will also be found the finest coffees and teas brought into this country; Havana and domestic cigars, builders' hardware, paints, oils, varnishes, etc. The trade is both wholesale and retail. The house, since its foundation, has always enjoyed a constantly increasing patronage and reputation, by reason of liberal dealings and their earnest efforts to please and satisfy all those who favor them with patronage. They are agents on the Island for C. T. Reynolds & Co.'s Ready-Mixed Paints, which are largely sold.

James Crabtree, Coal and Wood, New Brighton, Staten Island.

The coal trade is an important industry, and counts among its merchants some of the most active and enterprising business men of Staten Island. The great competition there is in this line of business requires the maintaining of a high standard among those who wish to control a lucrative trade, and they are compelled to keep a good article at low prices. It is, therefore, a high compliment to the standing of the business house of which this article is a brief notice, to say that its trade has been steadily on the increase since the very date of its inception, and that it now has one of the largest customs in this line in this section of the Island. It is well located for the purposes of business, on the dock at New Brighton, being able to receive cargoes by water transportation. Extensive yards well provided with shedding, etc., are occupied. Kindling wood and wood for fireplaces, of the best kinds, are constantly kept on hand and offered for sale at very low prices, by the cord or load. He also keeps coal of all sizes, from the best Lehigh, Lackawanna and Schuylkill regions, carefully screened and prepared for family use, which he sells by the ton or cargo. Mr. Crabtree has been established in this line of business about fifteen years.

John J. Santry, Plumbing, Gas and Steam Fitting; Dealer in Wrought and Cast Iron Pipe, Repairing, etc., etc., 369 Richmond Terrace, New Brighton, Staten Island.

One of the most prominent of those engaged in the plumbing line on Staten Island is John J. Santry. The business was founded in 1875, and since that time has won for itself, by the excellence of its workmanship and its promptness in attending to orders, a solid and lasting reputation. Its proprietor is a man of large experience in hydraulic and sanitary plumbing. It will not be out of place here to remark that sanitary plumbing is one of the most important branches of the trade, and the one which is of the greatest interest to the general public, as on its being well and perfectly done depends the health of the community at large. He makes a specialty of underground drainage and sewer connections, introduces water through buildings, and puts up gas fixtures and chandeliers, attends to steam and gas fitting, etc. He also does general jobbing in his line of business, in the best manner and on the most reasonable terms. He carries at all times a full stock, and conducts a large business, and well deserves the success that has attended his efforts.

A. S. McDougal, D.D.S., Successor to J. B. Weller, Dentist: Office and Residence on Central Avenue, New Brighton, S. I.

OFFICE HOURS: At residence, on Central avenue, Tuesday, Thursday and Saturday, from 8 to 5; and Monday, Wednesday and Friday, from 8 A.M. to 12 M.; also, in A. Berry's building, Monday, Wednesday and Friday, from 1 to 5 P.M.

C. Bardes, Empire Market, No. 384 Richmond Terrace, New Brighton, Staten Island.

A well-stocked butcher shop is that of C. Bardes, situated at No. 384 Richmond Terrace. He carries a large stock of slaughtered meats, beef, veal, lamb, mutton, pork, sausages, prepared ham, smoked hams, shoulders, tongues, salt meats, etc.; also game and vegetables in their season. The store is 18x40 feet in size, nicely fitted up, and is always kept neat, clean, and sweet. Every facility is employed in the preservation of meats at the store. Competent assistants are employed. He is always prompt in filling orders. Mr. Bardes is a native of New York State, and has been in business in his present location eight years, and was for six years previously engaged in the same line at Stapleton. His business is large, and two wagons are kept constantly busy supplying orders.

C. W. HANKS,

AGENT AND BROKER IN

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No. 245 BROADWAY, N. Y.

Residence, New Brighton.

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D. C. BELKNAP, JR., ❖—

PHOTOGRAPHIC ART GALLERY,

NEW BRIGHTON, S. I.

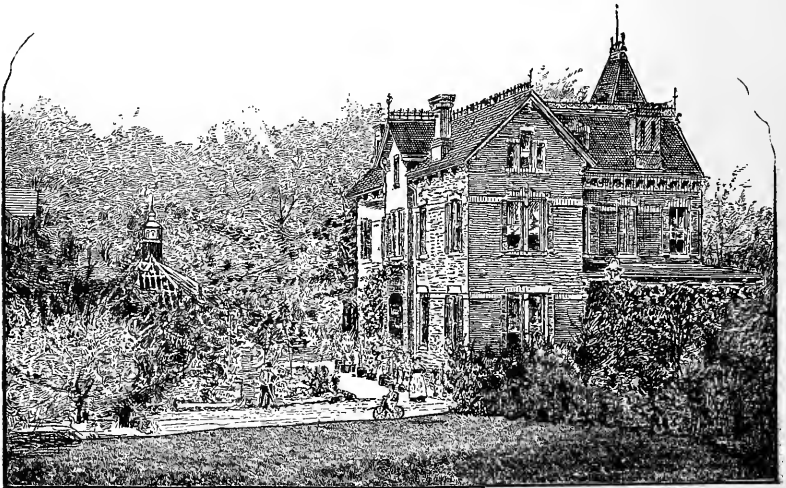
T O M P K I N S V I L L E .



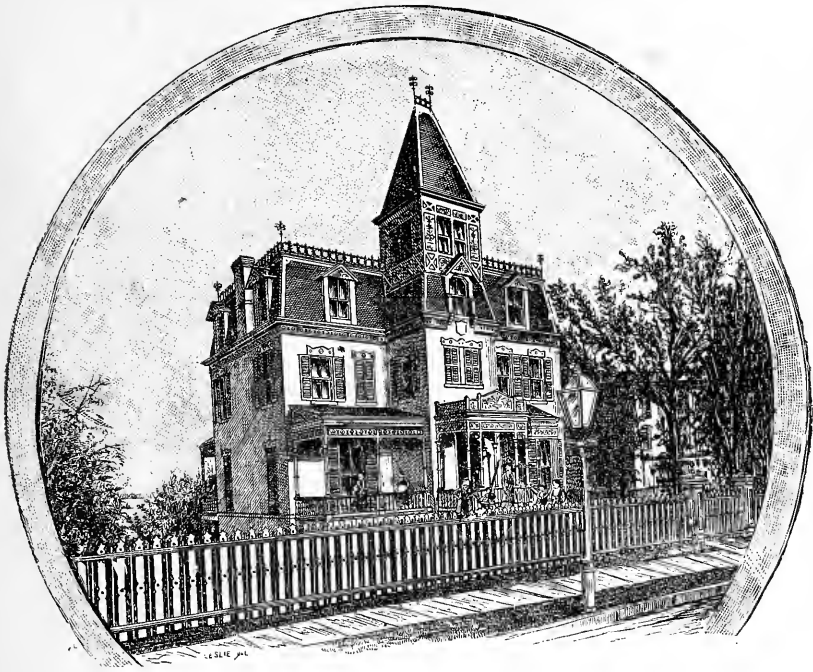
fortunate people living in Tompkinsville find it to be the home of considerable manufacturing and trade—a thriving business place. It is located on New York Bay, in portions of two incorporated villages (New Brighton and Edgewater), the dividing line being Arietta street, the main road running up from the old ferry landing. Before the advent of Rapid Transit, Tompkinsville was the first landing from New York on the populous east shore, which gained it some growth and advantage. The place derived its name from Governor Tompkins, one of the most distinguished and public-spirited men who ever lived on Staten Island. He bought a tract of land in 1814, which included the site, laid out and opened streets which he named after his children, built a boat landing, and made numerous other improvements. He constructed the road through the Island to the Blazing Star Ferry, now known as the Richmond Turnpike, and made that route part of the most direct one between New York and Phil-

adelphia. Tompkinsville has been slowly growing since it first took upon itself a name. In 1823 the Legislature passed an act incorporating the village, but no steps were ever taken to carry out its provisions.

The Rapid Transit Company have a depot in the heart of the place, and street cars run to the south and east shores. The government maintains a post-office, and the interests of the people are greatly benefited thereby.



RESIDENCE OF LOUIS BENZIGER.



RESIDENCE OF PETER McQUADE.

The residences are built along the shore and on the terraced streets overlooking the Bay, affording a fine prospect. One of the most important late improvements is the erection, by the New Brighton Building Company, of a handsome row of ten "flat" houses, three stories in height, twenty by sixty-five feet in superficies, with garden plots, about fifty feet in depth, on the rear. The fronts are of Philadelphia pressed bricks, with stone trimmings. Each house contains three "flats" of six rooms, and the interiors are elegantly finished in hardwoods. The halls and stairs are carpeted, and lighted with gas, and each occupant is furnished with water and steam heat free of expense. These "flats" are the first of the kind built on Staten Island, and the locality is excellently adapted for the residence of gentlemen doing business in New York, who do not care to be burdened with the care and cost of an entire house.

The social life of Tompkinsville is one of the most enjoyable features of a residence there. The place has, in common with all the villages that skirt the Bay, the benefits of water and gas. There are many clubs for exercise and pleasure formed among the dwellers, like the Ticonderoga Lacrosse Club and the Tompkinsville Bowling Club.

St. Paul's Memorial Church (Episcopal) is located in Tompkinsville, and Rev. H. N. Wayne is rector. The wardens are George M. Whitehouse and R. W. Gordon, and the vestrymen are William H. Davidge, O. B. Janin, I. Lea, M.D., E. R. Van Duzer, W. Huntington, F. U. Johnstone, M.D., J. Phayre and William M. Despard.

The U. S. Light-House Depot, located at Tompkinsville, is a very important branch of that department. It is on the northeasterly point or bend of Staten Island, commanding one of the finest views of the Bay and Narrows of New York.

The interests subserved by the light-house service of the various commercial nations are commensurate with the growth and importance of trade between the great countries of the world. The United States have for many years stood in the front rank of those nations who have adequately and effectually provided proper aids to the navigation of their coasts and inland waterways. The present efficient state of the service dates its commencement back to about the year 1852, at which time great improvements were being made in the European systems of illumination, and particularly in the lighting and illuminating apparatus. By the introduction of the Fresnel system of lenses the candle-power of all lights was greatly increased. That system is now in use in this, and in every civilized country.

Of course the size and character of the lanterns, lamps and chimneys for the light-house service are peculiar to the necessities of that service, and experience has taught the advantages of the production of these articles in shops under the control of Government officers, insuring the highest attainment in construction and distribution. This is one of the important works carried on at the depot at Staten Island, where likewise all supplies are obtained for illuminants and the buoy service. Here are well-equipped shops, vaults and store-houses, also commodious wharfage and basin for the tenders engaged in the active work of supply, construction and repair.

The light-house service is divided into fifteen districts, commencing at the most easterly point of the coast of Maine, and extending along the Atlantic and Gulf coasts to the Rio Grande; the Pacific coast from Lower California to the British possessions, the Northern and Northwestern lakes and the Hudson, Mississippi and Ohio rivers. The depot at Staten Island is the headquarters of the Third District which extends from Gooseberry Point, Massachusetts, to Squan Inlet, New Jersey, and includes all aids to navigation on the sea and sound coasts of Rhode Island, Connecticut and New York, Narraganset and New York bays, Providence and Hudson rivers, and Lakes Champlain and Memphremagog, and Whitehall Narrows.

The duties of construction and repairs of light-houses and fog signals, and the fitting of lenticular apparatus are performed under the supervision, and are in the charge of an officer of the Corps of Engineers of the Army, whilst the duties of inspection and the furnishing of supplies are under the charge of an officer of the United States Navy. These officers are known respectively as the "Engineer" and "Inspector." It may be added in general that the light-house service of this country and that of Europe have been greatly aided and advanced by the distinguished character of the officers of both branches of the service, and the scientists who have for a score of years been more or less associated with the subject of light-house illumination.



BUSINESS NOTICES.

American Dock & Trust Company, for the storage of Cotton, Tobacco, and other Merchandise; Warehouses and Docks. Office in New York, Cotton Exchange Building.

The American Dock & Trust Company, located at the foot of Arietta street, Tompkinsville, Staten Island, is an influential and financially able corporation composed of a number of leading capitalists. The company was incorporated in 1872, to meet the growing demand for proper storage accommodations for cotton and other merchandise, coupled with the issuance of warehouse receipts as readily negotiable on the basis of the company's security, as grain storage receipts had been in the past. The company has erected four immense covered piers, each being four hundred feet long, and seventeen warehouses, at a point in the harbor convenient of access to the largest class of steamships and sailing vessels, with ample depth of water at their piers, so that the largest cargoes of cotton, tobacco, jute, East India goods, coffee, etc., could be brought right alongside and be promptly discharged into the company's warehouses. Their capacity is enormous, as will be readily understood, when we state that they cover an area of 13 acres, the buildings being one, two, three and four stories in height, affording accommodation for upwards of 150,000 bales of cotton, tobacco, etc. The company offers the best facilities in New York for the storage of cotton and tobacco, and has developed a connection which includes the patronage of all the leading shippers and exporters of these two great staples. The company's offices are in the Cotton Exchange Building, New York. The officers are: President, Mr. J. A. Bostwick; Vice-President, Mr. M. W. Stone; Treasurer, Mr. A. J. Pouch; and Secretary, Mr. A. C. Hascy.

Louis Dejonge & Co., Importers and Manufacturers of Stained and Fancy Papers of every description; Office, 71 and 73 Duane street, New York.

This business was established and started in a small way in 1846 by the present senior member of the firm, Louis Dejonge, in a 3-story building, 65 by 35 feet in size, with a 12-horse-power engine as a motor. Its history has been one of steady and successful growth; constant enlargements and improvements have been made, and additions have been built until at the present time the works comprise six different buildings, the main one of which is about 400 by 60 feet, and four stories in height. The steam force used amounts in the aggregate to 300 horse-power. The hands employed number 250, and the average amount of paper coated daily is six tons. Every description of stained and fancy papers used for lithographic printing, book linings, trunk linings, box covering, etc., is manufactured, and orders are undertaken for special purposes. The year's product embraces many thousand styles and patterns. About 100,000 reams of paper are annually turned out, being of all sizes from 20 by 24 to 30 by 48 inches, and of weight ranging from 17 lbs. to 200 lbs. per ream.

The factory buildings are beautifully located on high ground about a mile inland from the shore at Tompkinsville; the site overlooks the Bay, and the salubrity and beauty of the place are greatly advantageous to the health and comfort of the work-people. The members of the firm are Louis Dejonge, Chas. F. Zentgraf and Louis Dejonge, Jr., all of whom in the capacity of individuals or as a business house, take a real and practical interest in the growth and development of Staten Island.

F. W. Schultz, House and Sign Painter and Decorator, Dealer in Painters' Supplies, Artists' Materials, etc., 19 Richmond Turnpike, cor. St. Paul's Ave., Tompkinsville, S. I. P. O. Box 62.

Prominent among the leading industries that are carried on in Staten Island is the well-established business of F. W. Schultz, who, for the past five years, has been successfully engaged as a house, sign and ornamental painter and decorator, glazier and dealer in paper hangings and painters' materials. His spacious store is filled with a stock of choice and artistically beautiful paper hangings, border dados, etc., a full line of all kinds of window shades, and a general assortment of painters' supplies, and he is more able than ever before to meet all demands made upon him. He makes a specialty of fine goods, and employs no workmen but those of ability and experience, and is prepared to make contracts for painting or interior decoration, and guarantees at all times to give perfect satisfaction as regards character of workmanship and price. He makes a specialty of artists' materials, tube colors, brushes and the many requisites of art-work. He deals in paints, varnishes and wood stains generally, and mixes paints to order. He is a popular and enterprising man, and has secured a large business patronage.

BUSINESS NOTICES.

Isaac Almstaedt, Landscape and Portrait Photographer, Tompkinsville, Staten Island.

One of the handsomest and most popular photographic studios in Staten Island is that presided over by Mr. Isaac Almstaedt, which was established here in 1873. Mr. Almstaedt is thoroughly experienced in every branch of the business, executing all kinds of work in his line in a strictly first-class manner, and his productions will compare favorably with those of any artist in the country. He also copies and enlarges pictures, and finishes them in oil, crayon, India ink, water colors or pastel, and has gained an enviable reputation. He is a native of Staten Island, and is well known in social circles.

Horrman & Peters, Fancy and Staple Groceries, Wines and Liquors, Fruits, Vegetables, etc., cor. Tompkins Avenue and Richmond Turnpike, Tompkinsville, S. I.

Among the newer business houses opened on Staten Island is the retail grocery establishment of Messrs. Horrman & Peters, which has exerted an important influence upon the commercial advantages of that enterprising, busy place, and has already won its way to an important position in the trade. They are the successors of David Solomon, and occupy a stand which has been maintained as a grocery for many years. The store is a fine, large one, with a double front, and the stock is all new and fresh, and comprises every article in both staple and fancy goods, embracing choice teas, coffees, and spices, the leading brands of canned goods, pickles, sauces, and preserves in glass, smoked meats, salt fish, foreign and domestic fruits, cheeses, New Process Minnesota flour, potted meats, and all the delicacies in hermetically sealed goods, provisions of all kinds, and poultry and game in season. They also do a very large trade in wines and liquors. The stock has been carefully selected expressly for a first-class trade, and has been bought direct from the leading manufacturers and importers in large quantities upon advantageous terms, and is offered at prices that no one can object to. One of the features of the house is the neat and attractive manner the goods are displayed, and it is without exception one of the most desirable and inviting business establishments in Tompkinsville, to procure necessities and delicacies. The members of the firm are — Horrman and — Peters, both enterprising young business men, liberal in their dealings, and well deserving the position they have attained. The citizens of Tompkinsville are to be congratulated upon having within their limits so well conducted and fully stocked a fine family grocery establishment, where can always be obtained everything desired for the table, at popular prices.

Alfred J. Walker, Carriage and Hansom Cab Manufacturer, Repairing, Trimming, Painting, etc., Tompkinsville, S. I.

No line of manufacture shows more marked advancement in the last quarter of a century than carriage building. Among manufacturers engaged in this line of business on Staten Island, who have gained prominence based on the merits of their production, none stand higher than Mr. A. J. Walker, who, for many years, has received a liberal patronage from the carriage-owning residents of the Island, and also from New York City and vicinity. His factory consists of a series of connected buildings arranged and equipped with machinery and appliances for the manufacture of all kinds of carriages and sleighs. Only the best materials are utilized, and these carefully selected and well seasoned. The carriages and phaetons turned out are absolutely unexcelled for durability, beauty and general excellence. Those who enter into business relations with Mr. Walker may be assured of receiving not only just and liberal treatment, but likewise of obtaining manifest advantages in terms and prices. He makes a specialty of manufacturing Hansom cabs, and is one of the best makers of those vehicles in this country. At the New York Horse Show of 1885 a silver medal was awarded to him over all competitors for "Best Hansom Cab." He has lately made several important improvements in the construction of these vehicles, which are patented. One is a folding top, which gives the cab all the advantages of an open carriage, in fine weather, and does not detract one whit from its security and tightness in bad or rainy days. This was never accomplished before. Another patented improvement is a contrivance by means of which the proper balance of the cab is always evenly maintained, no matter how heavy or light the load. This is under the driver's control, and in any instance takes but a moment to adjust. These American Hansoms, with the latest patents as made by Mr. Walker, are attracting a great deal of attention, and orders for them are coming in fully as fast as he can fill them. Mr. Walker takes carriages from New York for repairs, and returns same free of charge.

BUSINESS NOTICES.

Richard L'H. Finch, Attorney and Counsellor-at-Law, Tompkinsville, near St. George, and 198 Broadway, New York.

As an attorney, Mr. Finch makes a specialty of legal practice as connected with real estate. He is known as one of the best real estate lawyers in Richmond County. Mr. Finch is thoroughly conversant with land values in Staten Island, and loans a large amount of money annually on bond and mortgage. He is a director in the Bank of Staten Island and the new Staten Island Northern Railroad, the proposed route of which is from Tottenville, through Kreischerville, Rossville, Green Ridge and thence as directly as possible, to Port Richmond and Clifton.

A. MacCafferty, Attorney-at-Law, Notary Public, Real Estate and Fire Insurance Agent, east side of Central Avenue, a few rods from the R. R. Station, Tompkinsville, S. I.

Mr. MacCafferty is well read in the law, and a gentleman of ability and talent, enjoying in a high degree, the confidence and esteem of the community among whom he resides. In matters of real estate, collections, and other business affairs involving advice and assistance he offers his services. The care and management of estates is solicited. Fire insurance is effected in all the better class of companies doing business in this country, and at lowest rates consistent with safety.

Enterprise Livery Stables, Charles Baeszler, Agent, Arietta street, Tompkinsville.

One of the most popular livery stables on Staten Island is that conducted by Mr. Chas. Baeszler. He keeps constantly a splendid stock of animals. He has quiet and gentle horses, and a great variety of stylish and fashionable carriages, coupés, victorias, landaus, buggies, broughams, etc., which can be hired at any hour, day or night, for business or pleasure, at very moderate rates. Mr. Baeszler has had many years experience among horses, and is considered an excellent judge of the noble animals, and is fully conversant with the proper methods of taking care of them. Orders by mail or telegraph receive immediate attention, prompt responses being given, and every detail of the business is carefully supervised by the proprietor. Personally, Mr. Baeszler is highly esteemed for his geniality of disposition, and is a responsible and reliable gentleman with whom to establish business relations. Horses taken on livery receive every care and attention necessary to their welfare and comfort.

K. Feist, Agent, Marble, Granite and Blue Stone Works, Corner Griffin and Arietta streets, Tompkinsville, Staten Island.

Among the noteworthy marble and granite workers in Richmond county is the gentleman above named, who gives special attention to all kinds of cemetery work, such as fences and gates, and gets out every description of monuments, tombstones, etc., and can execute all orders in this line promptly and in the most workmanlike manner, his facilities being such that he can undertake large or small contracts. Mr. Feist is a skilled workman and first-class artist, and all work is gotten out under his personal supervision, upon the most reasonable terms, and will compare favorably with that of any similar establishment in this section. He also makes work for building purposes in either marble or granite, and conducts a large and substantial business in blue stone for trimmings and for paving purposes. Mr. Feist first started a similar business in Clifton, and has been engaged on the Island in the marble and granite line for 11 years and consequently is well known. Three years ago he took charge at his present location, and has built up the trade to gratifying proportions. Examples of his skill are found in the Moravian cemetery, at St. Peter's and at Mount Loretto, Silver Mount and Woodland. Mr. Feist is a practical and enterprising man, liberal in his dealings, thoroughly acquainted with his trade, and highly respected and esteemed as a reliable business man and an honorable and upright citizen.

Staten Island Instalment Agency: D. I. Aspinwall, cor. Richmond Turnpike and Sarah Ann street, Tompkinsville, S. I.

Before going elsewhere, parties desirous of purchasing pianos, organs, musical instruments, household goods, silver-plated ware, bibles, albums, and articles for presentation, would do well to call at the Staten Island Instalment Agency, corner Richmond Turnpike and Sarah Ann street, Tompkinsville. Mr. Aspinwall having had many years' experience, and representing the best known firms in New York and Brooklyn, will endeavor, as usual, to satisfy his many friends and patrons by prompt attention and moderate terms. See advertisement.

BUSINESS NOTICES.

Nautilus Hotel, Tompkinsville, Staten Island; Henry Burrows, Proprietor.

Staten Island attracts to itself a large number of visitors at all seasons, but especially during the summer months, and a large number of hotels are located all over the Island for the accommodation of transients. Among them the Nautilus Hotel, at Tompkinsville, is one of the oldest and best known. It has been conducted by a number of proprietors during the past 20 years, but about a year ago Mr. Henry Burrows became its owner and proprietor. He has made many improvements in its interior arrangements, and has thoroughly refitted it in the best manner, and conducts it as a first-class house. There is ample accommodation for a large number of guests, in airy and well-ventilated chambers. Large parlors and sitting-rooms are provided, and every convenience and facility is afforded to make guests feel at home and comfortable. The table is supplied with an abundance of well-cooked substantial and the delicacies, served in a neat and cleanly manner, and attentive servants are always at hand to wait upon the guests. The best of wines, liquors and cigars are always to be found, and billiard and pool tables, and a fine hall for dancing are part of the attractions. The hotel is located alongside the station of the Rapid Transit Railroad, and from the piazzas and the beautifully shaded gardens attached, a fine view of New York Bay can be had. Mr. Burrows thoroughly understands the business of hotel keeping.

Diederick's Hotel, Frederick Diederick, Proprietor; No 10 Griffin Street, Tompkinsville, Staten Island.

This hotel is centrally located, pleasantly fitted up, and largely patronized. It overlooks the Bay, and the view from its front windows is one of beauty, variety, and wide range. It is a great resort for parties from the city. The *cuisine* of this house is under capable and efficient management, and it would be hard to find a better dinner than is provided. The best of wines, liquors and cigars, and Staten Island's celebrated lager are always in the bar. Visitors and strangers are always welcome and are courteously received. Mr. Frederick Diederick is sole proprietor. He is a native of Staten Island, has been in the business nearly all his life, and has few superiors as a caterer. He is an enterprising, pleasant business man, and his courtesy and agreeable manners have won for him a host of friends. His hotel is well kept and inviting.

James Cunneen, Plumber, Gas and Steam Fitter, Hot-Air Furnaces, Ranges, Stoves, etc., 2 Griffen street, Tompkinsville, Staten Island.

This establishment since its inception has been successful in building up a thriving trade. The business carried on is that of plumbing and gas-fitting, and everything in this line is done, including sanitary work, which is a specialty. Houses are connected with water and sewer; bath-tubs, water-closets, boilers, sinks, wash-basins, brackets, faucets, etc., are constantly kept on hand, and all work done is under the personal supervision of Mr. Cunneen, who employs none but skilled and experienced men. He thoroughly understands his business, is a first-class workman, very attentive and industrious, popular and well thought of. A stock of stoves, ranges and furnaces can always be found at his place.

A. Garside & Co., Hugh McRoberts, Agent; Coal, Wood, Building Materials, Lime, Sand, Flagging, Curbing, Sidewalk Stone, etc., Arietta Street, Tompkinsville.

Among the most prominent coal and wood dealers on Staten Island is Hugh McRoberts, whose yard occupies the space of ten good-sized lots, being 214 feet front and 265 feet deep, which is completely stocked with all grades of coal and wood, besides a line of lime, sand, blue stone and building materials, in which he does an extensive trade. This business has been established for about twenty-five years. Mr. McRoberts constantly employs five men, and from three to four wagons and teams filling orders, which are attended to with care and promptness. The yard is well supplied with all the necessary conveniences for handling coal or wood in large and small quantities. Mr. McRoberts is thoroughly acquainted with all the details of his business, and gives it his personal supervision.

HORMANN & PETERS

(Successors to DAVID SOLOMON),

DEALERS IN

FANCY GROCERIES,

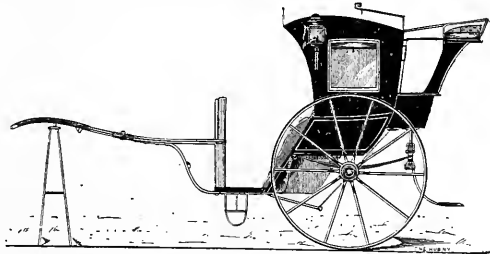
Wines and Liquors,

FRUITS, VEGETABLES AND PROVISIONS,

Cor. Tompkins Avenue and Richmond Turnpike,

TOMPKINSVILLE, S. I.

ALFRED J. WALKER,



CARRIAGE AND HANSOM CAB MANUFACTURER

Trimming, Painting and Repairing,

Cor. Griffin Street and Richmond Turnpike,

Telephone Call, 41.

TOMPKINSVILLE, S. I.

Carriages taken from New York and vicinity for repairs, and returned free of charge.



Louis DeJonge & Co.,



Importers and Manufacturers of

FANCY PAPERS

MOROCCOS,

Russia and Other Leather,

ENGLISH BOOK CLOTH,

—  **CHROMOS,**  —

PICTURES, PAPER LACES,

BORDERS,

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THE DEMOCRAT is the most influential Democratic journal published in the county. It is a first-class family paper, replete with current news and general information. It has a larger circulation than that of any other journal on the Island, and is of especial value to advertisers.

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 AND
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MONEY TO LOAN ON BOND AND MORTGAGE.

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 HOUSE PAINTING IN ALL ITS BRANCHES.
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 PAINTS, VARNISHES, WOOD STAINS. PAINTS MIXED TO ORDER.
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I keep Artists' Materials of every description, Window Shades and Fixtures, Picture Frames, etc.

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TOMPKINSVILLE, S. I.

Organs, Pianos, Musical Instruments, Celestinas and Organettes, and Music, Sheet Music, Violins, Strings, Fittings, etc. Pianos and Organs Rented and Tuned at Moderate Rates. Instruments Repaired.

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Nautilus Hotel,

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Acker & Merrill's Keystone Rye and Cigars Constantly on Hand.

REFRESHMENTS OF ALL KINDS.

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BRUNSWICK & BALKE POOL AND BILLIARD TABLES.

A Fine Hall for Dancing.

The above Hotel commands a Fine View of the Bay, and the Garden is covered with Beautiful Shade Trees.

JAMES CUNNEEN,

✦PRACTICAL✦

PLUMBER, GAS & STEAM FITTER,

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SANITARY WORK A SPECIALTY.

Dwellings, Stores and Public Places Fitted Up on the
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DEALER IN ALL KINDS OF

COAL AND WOOD,

Lime, Lath and Building Materials.

Flagging and Curbing. All kinds of Sand by the Cartload or
Cargo. White Gravel for Walks. Freighting Done.

OLD ESTABLISHED STAND:

ARIETTA STREET, TOMPKINSVILLE, S. I.

Horses, Carriages and Light Wagons

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HORSES TAKEN ON LIVERY.

FURNITURE CAREFULLY REMOVED.

Enterprise Livery Stables,

CHARLES BAESZLER, Agt.,

14 Arietta Street, Tompkinsville, S. I.

Orders received by Telephone. Telephone Call, "28 A, New Brighton."

WEST NEW BRIGHTON.



WOULD the inanimate natural objects in this village have a voice, some of them would no doubt tell of the scenes enacted two hundred years ago when Governor Dongan came to the Province of New York as its ruler, and was known as Lord of the Manor. This was in 1682. He had his hunting lodge far up the present Manor road, and his manor, called the Castle, was erected in 1688 on this north shore in a full square of land bounded by Richmond terrace, and Bodine, Cedar and Dongan streets. The foundation of his home is still to be seen. On the shore, in front of it,

the Indians used to gather in friendly assemblies to smoke the pipe of peace, and celebrate their festival days.

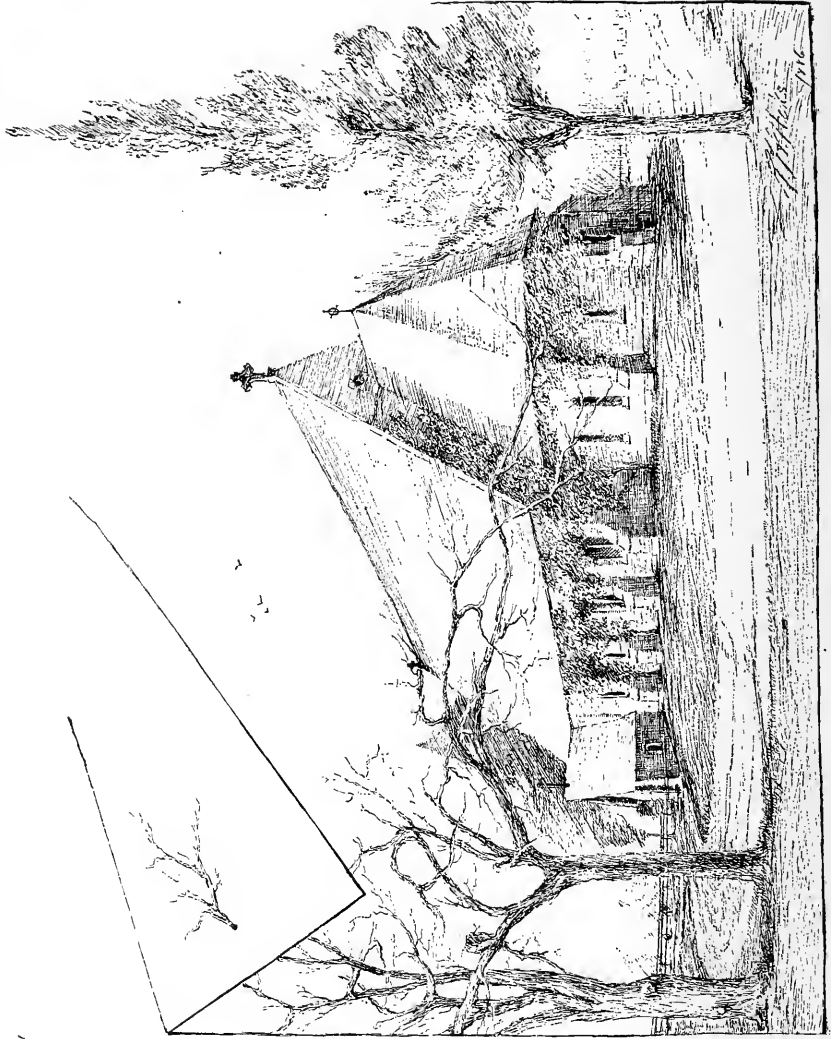
Now the whole district known as West New Brighton is a choice locality for suburban residences, where peace, plenty and good fellowship prevail. With the Bay for its border, and within uplands that overlook the surrounding country, and forests, fruits and flowers, it is indeed one of the fairest spots in Richmond County. Being a subdivision of New Brighton, it possesses every modern improvement of horse and steam railroad, telegraph, telephone, water and gas supply, police protection, etc., which has been already noted. The Richmond County Railroad Company run horse cars from Richmond terrace to Cherry lane and Eckstein's brewery, in connection with trains from New York. It has a post office of its own, and the merchants of the place, business men generally and property holders, are full of push, pluck and perseverance (three good p's to be found in one pod).

ST. MARY'S CHURCH,

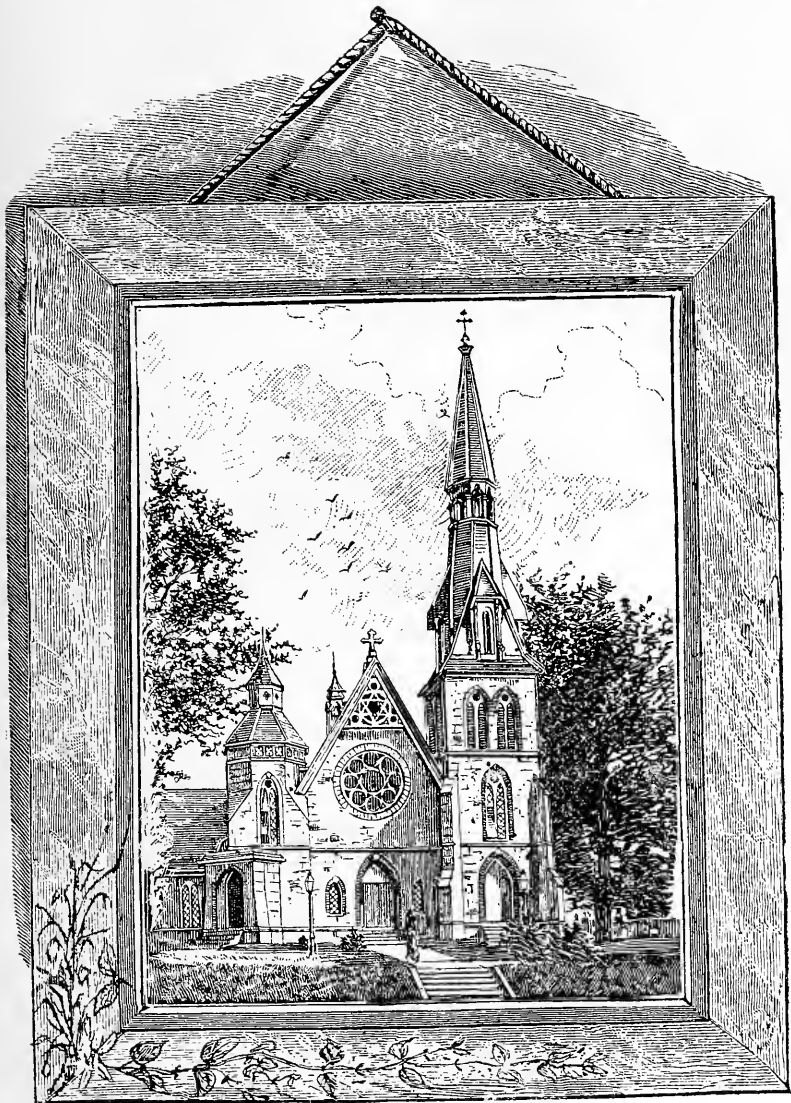
On the corner of Davis and Castleton avenues, was incorporated in 1849. The first building was near the shore, on Bard avenue; but in 1853, Mr. Bard having given a site, the present stone church was erected, and in 1858 the Rectory adjoining it was built.

The first Rector was the Rev. Henry B. Barton; the second, Rev. S. P. Parker; the third, Rev. H. E. Pratt; the fourth, Rev. G. McC. Fiske; the fifth, the Rev. Alfred G. Mortimer, the present Rector, who took charge of the parish in 1880. He has four assistants: Rev. W. B. Fusby, M.A., Rev. G. E. Cranston, M.A., Rev. E. Barlow, M.A., Rev. B. S. Lassiter, M.A. The Vestry for the current year are: wardens, J. L. Gratacap and B. Richards; vestrymen, E. W. Landon, E. H. Bonner, L. L. Gregg, C. A. Moran, A. D. Irving, Davison Brown, Eben B. Clarke, W. F. Rees.

The services on Sundays are at 8 and 11:15 A. M. and 4 P. M.; and on work-days there is daily morning and evening prayer except in the months of July and August. There is a large surpliced choir, and the parish is in a prosperous condition.



ST. MARY'S CHURCH, WEST NEW BRIGHTON, S. I.



CHURCH OF THE ASCENSION, WEST NEW BRIGHTON, S. I.

CHURCH OF THE ASCENSION.

The old Trinity Chapel was the original name for what is now the parish of the Ascension. The old chapel is still used for the Sunday-school, and stands in rear of the present church. It was erected by St. Andrew's Parish as a chapel of ease for many of their communicants living on the north shore of the Island. The present church was built in 1869 when the Parish of the Ascension was founded.

The Rectors have been Theodore Irving, LL.D., June, 1869—April, 1872; James S. Bush, September, 1872—February, 1884; Pascal Harrower, September, 1884—. The Vestry are: senior warden, Erastus Brooks; junior warden, De Witt Stafford; vestrymen, George H. Wooster, Lewis F. Whittier, John S. Clarke, Cornelius DuBois, Henry M. Dunn.

The Parish is to build a rectory adjoining the church this summer.

CALVARY PRESBYTERIAN CHURCH,

Of West New Brighton, was organized November 17, 1872, under care of the Presbytery of Brooklyn, with thirty-five members, most of them previously connected with the Dutch Reformed Church of Port Richmond. The Chapel is situated on corner of Bement and Castleton avenues, and was erected previous to the organization of the church, and for the accommodation of the Sunday-school which was started May 14, 1872, and out of which the church really grew.

Rev. Joseph M. Greene was the first pastor, and continued his labors eight years, when he left to undertake mission work in Mexico. He was succeeded by the present pastor, Rev. Theodore A. Leggett.

The church has had a steady growth, till now its communicants number 250. The Sunday-school is the largest on Staten Island. It is expected that a substantial church will in the near future be erected on the ground the congregation owns adjoining that which the chapel now occupies.

TRINITY METHODIST EPISCOPAL CHURCH

Is at the corner of Bodine street and Shore road. Rev. S. P. Hammond is the present pastor, and the officers are :

Trustees—William Snedeker (president), J. A. Hillyer (secretary and treasurer), E. D. Clark, C. W. Kennedy, A. C. Gibson, William H. Lyons, David Stothers, David Houghwout and A. C. Hillyer.

Stewards—Wm. Snedeker, Livingston Kennedy, Noah Sellick, E. Smith, William Bamber, C. E. Surdam, D. Lyons, M.D.

The church was dedicated January 29, 1853, and improved in 1862. There is a fine clock in the tower of the building. A new parsonage is now being erected, and when completed, Trinity will be one of the finest church properties upon the Island. It now has 280 members, the Sunday-school attendance is 250, and people and pastor are in hearty co-operation.

THE ROMAN CATHOLIC CHURCH OF ST. ROSE OF LIMA

Is on Castleton avenue. Rev. W. C. Poole is the pastor.



ERASTUS BROOKS.

[The accompanying biographical sketch appears in part in Volume II. of "The Public Service of the State of New York," a work in three volumes, illustrated with views and portraits.]

Mr. Brooks was born in Portland, Maine, January 31, 1815. His father, James Brooks, was English by birth, but came to the United States when still very young. He took an active part in the defense of the land of his adoption during the second war with England, having command of the "Yankee," one of the most successful of the Government cruisers upon the ocean, where the war was chiefly carried on. He loved the sea, and made his way rapidly in his profession. He died near the close of the war, and before the birth of the subject of our sketch. Erastus Brooks' mother was one of the family of Folsoms in New Hampshire, one of the oldest of the New England families, and descended from the English emigrants who sailed from the mouth of the Thames, for Massachusetts Bay, as early as 1638. Erastus was the youngest of three children, and at the age eight and a-half years became, by force of circumstances, his own supporter. The early education he received was obtained by earnest and continuous struggles on his own part. After service in Boston as a store boy, and subsequently as a printer, he became a student in eclectic studies at Brown University; later, a successful teacher in Haverhill, Massachusetts, where the poet Whittier sat in judgment upon him, as one of the school officers of the town; and, still later, editor and publisher of the *Haverhill Gazette*.

In the winter of 1835, Mr. Brooks made his way to Washington, where he remained during sixteen consecutive sessions of Congress, as correspondent

of the New York *Daily Advertiser*, Boston *Transcript*, Portland *Advertiser*, Baltimore *American*, St. Louis *Republican*, the New York *Express* (his own journal), and several other journals. In the year 1836, he joined his brother James in establishing the New York *Express*, and during forty-one years continued its editor, wholly or in part.

He was elected State Senator in 1853 and in 1855. Perhaps the most memorable event of his public life was his controversy with Archbishop Hughes, on the Roman Catholic Church Property question; in 1855, when Mr. Brooks advocated a bill in the State Senate, divesting Roman Catholic bishops of the exclusive title to church property in real estate. Much public discussion and excitement resulted from this controversy, an account of which was published in New York, in the year 1855, in a volume entitled "Controversy on Church Property." In 1856, Mr. Brooks was the candidate of the American party for Governor of the State, and led his ticket several thousand votes. He was a member of the Constitutional Convention of 1866-67, and of the Constitutional Commission in 1872-73; he also was the Democratic representative from Richmond county in the Assembly in 1878, 1879, 1881 and 1882, serving in 1882 as Chairman of the Committee on Ways and Means. He is a frequent and ready debater, always self-possessed, with a deliberate and courteous manner, and a strong and polished style.

Mr. Brooks is Chairman of the Executive Committee of the Associated Press, of which he was one of the original seven members; he is also Chairman of the Executive Committee of the State Board of Health, and has been twelve years Trustee of Cornell University, twenty-seven years President, Vice-President or Director of the Deaf and Dumb Institution in New York city, and twenty-five years Director in the Nursery and Child's Hospital. He was selected by the Senate and Assembly of New York to deliver the memorial address on the life, character and death of Horatio Seymour, and by the New York Historical Society for an essay on Henry Clay. He resides in a delightful country home at West New Brighton, and now indulges in farming as a relaxation from his long continued literary labors, although he is still a frequent contributor to magazines and newspapers, and takes an active and constant interest in all matters relating to the health, morals and advancement of the community.

BUSINESS NOTICE.

Miller & Simonson. 177 Richmond Terrace, West New Brighton, 51 Liberty street, New York (with Branch Offices at Stapleton and Tompkinsville, Staten Island), Real Estate and Fire Insurance Agents.

This firm was organized in January 1877, nine years ago. Mr. Howard R. Miller, the senior member, prior to that date had been engaged in the real estate and insurance business for many years, and had by long experience become very skillful in the management of property and an excellent judge of its value. Mr. Stephen D. Simonson, the junior member, had been connected for a number of years with a New York insurance company, and had been thoroughly trained in the fire insurance business. It was predicted by the friends of these gentlemen that they would be successful, and would in a short time come to the front in the business of the county. These predictions have proved correct and the firm are now doing as large a business in their line as any other on the Island. They have been placed in charge of a large amount of valuable property, and are the agents for Staten Island of the Liverpool & London & Globe, Continental, German-American, Hanover and Phenix Fire Insurance Companies, which makes their agency in the amount of capital represented, as large, and in the security to the policy-holders, the equal of any other doing business on the Island. The present offices of the firm are at 177 Richmond terrace, West New Brighton and 51 Liberty street, New York, with branch offices at Savings-Bank Buildings, Stapleton, and 42 Arietta street, Tompkinsville.

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of Hardwood



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Masons' Materials,

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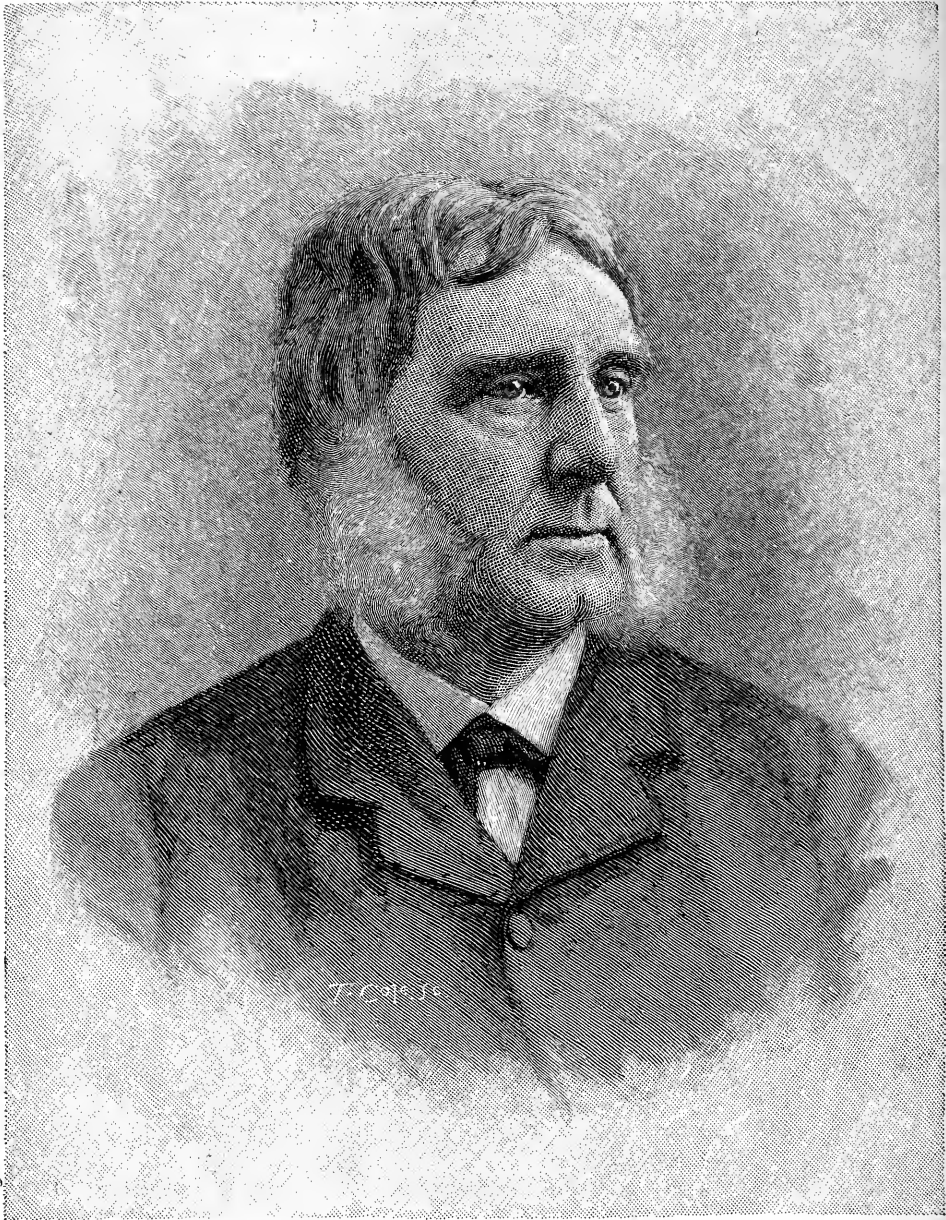
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GEORGE WILLIAM CURTIS.

GEORGE WILLIAM CURTIS.

[We are enabled to publish the very excellent portrait of Mr. Curtis, and the following sketch of his career, by the kind permission of the Century Company, proprietors of "The Century Magazine."]



M. R. CURTIS was born in Providence, Rhode Island, February 24, 1824, but he was partly of Massachusetts descent, his father having been born in Worcester, in that State, of which an ancestor was the first settler. His mother was the daughter of James Burrill, Jr., at one time Chief-Justice of Rhode Island, and afterward United States Senator. In 1830 he went to boarding-school at Jamaica Plain, near Boston, where he remained for four years. Pleasant reminiscences of his school-days there are found in the early chapters of his novel, "Trumps," narrated with a freshness and enthusiasm which remind the reader of "Tom Brown at Rugby." Meanwhile he lost his mother; and in 1839, his father, who had married again, removed with his family to New York, and, desirous that his son should pursue a mercantile career, placed him, after a year's study with a private tutor, as a clerk in a German importing house in Exchange Place.

But mercantile life was not agreeable to the youth. His tastes were decidedly literary, and in the course of his reading he became deeply interested in the transcendental movement, in which so many of the best and purest minds of New England were at that time engaged. Accordingly, after about a year of uncongenial drudgery in the importing house, he went to Brook Farm, in company with his elder brother, who shared in his tastes and aspirations. It is unnecessary to repeat the story of failure and disappointment which led to the breaking down of that amiable experiment; but the incident of his taking part in the endeavor to create an ideal society, is interesting as showing the early tendency of Mr. Curtis's mind. He is still called an idealist by those who use the word as a term of reproach, as though it were folly in the youth to believe that society may, in time and by persistent effort, be organized on a higher and purer basis than at present, and still greater folly in the man to retain such optimistic views. The millennium may be far away; but its coming will not be hastened by deriding the principles whose application in social and political life may make it possible, at some distant period; and men who endeavor to bring society into harmony with those principles are prophets and apostles of the Utopia that is to come.

Mr. Curtis and his brother remained at Brook Farm until 1844, and they then passed two years in Concord, Massachusetts, studying and farming. Here Mr. Curtis became very intimate with Emerson, Hawthorne, and Henry Thoreau, forming warm friendships with them, which were broken only by death. In his "Homes of American Authors" he has printed some interesting notes of his intercourse with the philosopher, the romancer, and the hermit.

In 1846, Mr. Curtis determined upon making an extended tour in the old world, which, at that time, was a more eventful and important undertaking than it is now, when the "Atlantic ferry" will take you across in a little more than a week. In August of that year he sailed from New York for Marseilles in a passenger packet. The voyage occupied nearly fifty days. From Marseilles he went by steamer to Leghorn, and from that city to Pisa, where he lingered awhile to admire the wonders of the Leaning Tower, the Cathedral, the Baptistery, and the Campo Santo. From Pisa he passed on through the luscious vintage to Florence. The winter was spent in Rome. In the spring of 1847 Mr. Curtis visited Naples and other portions of southern Italy, then made his way slowly northward, back to Florence, where he remained some

time, finishing the summer by a long and delightful sojourn in Venice, in the congenial society of Kensett, Hicks, and other American artists.

In the autumn Mr. Curtis traveled through Lombardy to Como, and over the Stelvio through the Tyrol and Salzkammergut to Vienna, reaching Berlin in the middle of November. The spring of 1848 found him in Dresden, Prague, and again in Vienna, whence he sailed down the Danube to Pesth, returning to Switzerland for the summer. He traveled through Switzerland with all the delight of leisure, and not with the modern American frenzy, which counts as lost time every hour consumed in passing from place to place. In the same manner he studied the cities, the people, and the art of Holland—who, indeed, could hurry through Holland?—and, in the autumn, sailed from Malta to Alexandria.

He spent the early summer of 1850 in England, and returned home in August. His pen had not been idle during his wanderings. Besides his journals, he had written letters for the *Courier and Inquirer*, of which Mr. Henry J. Raymond was then managing editor, and for the New York *Tribune*, where his friend, Mr. Charles A. Dana, held the same position. On his return, he entered upon an active literary life.

The establishment of "Putnam's Monthly," in 1853, opened a new field to Mr. Curtis, who, in conjunction with Mr. Parke Godwin and Mr. Charles F. Briggs, assumed the editorial management of that periodical, which was destined to a brilliant though brief career. Within the first year of its existence he wrote the papers on Emerson, Hawthorne, Longfellow and Bancroft, in the series of "The Homes of American Authors." To this magazine, Mr. Curtis contributed "The Potiphar Papers," a brilliant satire on certain phases of New York society, and "Prue and I," a series of delightful sketches, rather than a story, which was published in 1857. When the magazine passed into the hands of Messrs. Dix and Edwards, Mr. Curtis and Mr. Frederick Law Olmsted became connected with the firm, and were involved in its failure. Considering himself morally, if not legally, responsible for a portion of the indebtedness, Mr. Curtis refused to avail himself of the technicalities of the law, and set himself to the work of paying the creditors. He devoted himself diligently to literary work. The amount of labor he performed was literally enormous. Besides filling the "Easy Chair" of "Harper's Magazine," in which he had just taken his seat, and writing "The Lounger" in *Harper's Weekly*, he delivered a long series of lectures, sometimes speaking a hundred nights in a season, and traveling, almost without rest, from place to place at the insatiable call of managers and committees. No man was ever more popular as a lecturer. The charm of his manner was irresistible; he had not only something to say which the people wanted to hear, but knew how to say it with the grace and ease which belong to the true orator. One of the most popular of his lectures was that upon the perfect soldier of chivalry, Sir Philip Sidney. Scarcely less popular were his Lowell lectures upon the modern English novelists, which were repeated in New York, Brooklyn, and other places. The physical and mental strain involved in this labor was so excessive that many people wondered that he was willing to undergo it. A few only of his immediate friends knew that the proceeds of all his lectures during a period of almost ten years, and a part of his salary as editor, were devoted to the liquidation of the debt from which the law, but not his high sense of moral responsibility, would have absolved him.

During these years the slavery question had gradually absorbed public attention, and had become the paramount theme in the press, the pulpit, and the lyceum. In his Newport loungings Mr. Curtis had noted the effect produced upon Northern society by the slave power, and his attention had

been called to the necessity of combating the evil influence by every popular means. Accordingly in all his lectures, like many of the lyceum speakers at that time, he discussed the subjects with great freedom and force. The lecture lyceum, indeed, did much to arouse and enlighten public opinion on this vital question, and to prepare the way for the great revival of anti-slavery feeling in the North which followed the personal assault upon Charles Sumner in 1856. It is necessary to recall these times in order to form a just estimate of Mr. Curtis, and his career in public affairs. He was one of a large number of young men who felt, when that assault took place, that there were more imperative duties than the delights of dalliance in the primrose paths of literature. In the year just mentioned he delivered a college address at Middletown upon the "Duty of the American Scholar to Politics and the Times," in which the situation and the impending crisis were discussed from an anti-slavery point of view. He went upon the stump for Fremont, in that year, speaking in New York, New England, New Jersey, and Pennsylvania, and entered actively into politics on Staten Island, where he lived, and where for many years he was Chairman of the Republican County Committee.

Mr. Curtis was a delegate to the second National Convention of the Republican party, which assembled at Chicago on the 16th of May, 1860. It will be remembered that the construction of a "platform" was a labor of considerable difficulty. There were still many Republicans who wished to conciliate the border States, and when Mr. Joshua R. Giddings moved in convention to add to the first resolution the "life, liberty and pursuit of happiness" clause from the Declaration of Independence, the opposition was loud and determined. The motion was lost by a large vote, and Mr. Giddings, who had urged its adoption in the most eloquent and impressive manner, proposed to withdraw from the convention; but Mr. Curtis took an early opportunity to renew the motion in a slightly modified form. There were again loud cries of opposition. Mr. Curtis asked whether the party was prepared at its second National Convention to vote against the great charter of American liberty, and cautioned the delegates to beware how, there in the broad prairies of the West, they receded from the position which the party had occupied at Pittsburg, and refused to repeat the words of the Fathers of the Revolution. His eloquent periods acted like magic on the convention. The amendment was adopted unanimously amid wild excitement, the great multitude rising and giving round after round of applause. "Ten thousand voices," says a contemporary report, "swelled into a deafening roar, and for several minutes every attempt to restore order was hopelessly vain. The crowd of people outside took up and re-echoed the cheers, making a scene of excitement and enthusiasm unparalleled in any similar gathering." It was a great popular triumph, and was of vital service to the party, not only in retaining the influence of Mr. Giddings and his followers, but in swelling the enthusiasm which greeted the platform and the candidates.

It was a noteworthy event in the history of American journalism when, in December of 1863, Mr. Curtis became the political editor of *Harper's Weekly*. He had been conducting a department called "The Lounger," begun in the autumn of 1857, which consisted at first of essays in the lighter vein on social and literary topics, very much in the manner of the "Easy Chair." After the beginning of the war, Mr. Curtis frequently introduced subjects of a national and political character in this department; but his field was comparatively restricted. From the moment, however, that he took his seat in the editorial chair, his discussions assumed a wider scope, embracing all the great issues

before the country. Thoroughly equipped for his new position by mental training and political experience, and in full sympathy with his audience, he made *Harper's Weekly* a power in the Republican party. He was hampered by no office restrictions. The publishers knew the secret of a real responsibility, and giving him their confidence, gave it unreservedly. There was, of course, entire harmony of principle and purpose between Mr. Curtis and his publishers; and while there were also, of course, occasional differences of judgment as to men and measures, there was never any interference with the course pursued by Mr. Curtis, nor any attempt to dictate the tone of the paper. This unrestricted independence gave Mr. Curtis a commanding influence in Republican counsels and over his readers. He won, and has kept the enthusiastic personal support and admiration of his audience, as no other editor has succeeded in doing, with the single exception of Horace Greeley. The relations between Mr. Curtis and his readers are, in fact, almost personal in their nature, and he has never seriously entertained proposals, however brilliant and tempting, that would interrupt those relations. Thus, although he could serve as a Regent of the University, and as non-resident Professor at Cornell University for four years, he declined, in 1869, upon the death of Mr. Henry J. Raymond, who had previously asked him to become assistant editor, an invitation to the chief editorship of the New York *Times*.

No other man has done more than Mr. Curtis to create and maintain a healthy popular sentiment on the subject of Civil Service Reform. In *Harper's Weekly*, and in his public addresses, he has expounded and advocated this important measure with a persistency which has drawn upon him the wrath and ridicule of those who are pleased to style themselves "practical" politicians. "Sentimentalist" and "visionary" are among the mildest names applied to him by his political opponents; and he has been accused frequently of treachery to party allegiance because of the outspoken manner in which he has exposed and denounced obnoxious measures within the party. But Mr. Curtis acknowledges no party allegiance, in the sense that "machine" politicians understand the term; his only allegiance is to right, to high principle, to honor. He has the lofty conceptions of the duty of the citizen. He holds that it should be the aim of every man, not only to keep himself pure, but to assist in the purification and elevation of politics; that it is the duty of every respectable citizen to take part in civil affairs, and to keep them out of the control of the baser elements of society. Between "sentimental" politics like this, and "practical" politics, which implies pandering to those baser elements, there can be no room for choice. As Charles Sumner once said, in his imperious way, to one who asked him to consider the other side of the slavery question: "Sir, in a matter of this sort there is no *other* side!"

Mr. Curtis has never accepted a political office; although often pressed to do so. By Mr. Seward he was offered the Consul-Generalship to Egypt; President Hayes urged him to accept the post of Minister to England, and afterward that of Minister to Germany; but he could not be tempted away from his editorial position. Once he accepted the nomination for Representative to Congress, knowing that his district was hopelessly Democratic, and that there was no prospect of his election. In 1867 he served in the State Constitutional Convention, in which he was chairman of the Committee on Education. He frequently took part in the debates, and made an elaborate speech in favor of the extension of the franchise to women—a measure of which Mr. Curtis has been for years a consistent advocate. [He is now serving as President of the New York Civil Service Association.]

Mr. Curtis was married in 1857 to a daughter of Mr. Robert G. Shaw, the eminent philanthropist, recently deceased. For many years he has resided in

West New Brighton, Staten Island, except during the summer months, when he seeks rest and relaxation in a pleasant, old-fashioned country home in the village of Ashfield, Massachusetts.

Mr. Curtis's home at Staten Island is an unpretentious wood cottage, with wide eaves projecting from the four gables of the roof and suggesting hospitable shelter. A profusion of honeysuckles entwine the pillars and cornice of the wide piazza. A fine large elm covers one corner of the grounds, and other trees and shrubs shade the undulating lawns and the sloping banks.

In all local matters affecting the growth, prosperity and best development of the Island and its people, Mr. Curtis is foremost and indefatigable. His deeds of benevolence and the brightness and purity of his life are cheerful examples to follow.

BUSINESS NOTICES.

Henry D. Leslie, Dealer in Lumber, Timber and Masons' Materials, Fire Brick, Clay; West New Brighton Planing-Mills, Foot of Broadway, West New Brighton, Staten Island.

A large, capacious and heavily stocked lumber establishment is that of Mr. Henry D. Leslie, situated at the foot of Broadway and fronting on the West Brighton Dock. The premises occupied have an area of 500x275 feet, and contain an immense stock of all kinds of timber, lumber and building material of every description, while he also deals in masons' materials, brick, lime, clay and builders' supplies. A large stock is carried of all kinds of lumber, consisting of oak, pine and hemlock; also, lath, shingles and hardwood, most of which is under cover prepared for the purpose. The planing-mills are provided throughout with all the newest and latest improved wood-working machinery, and a great variety of all kinds of work is turned out, including planing, band and scroll-sawing, and wood-turning of all kinds. Mr. Leslie took charge of the business in November, 1881, succeeding Pero Bros., who had carried on the business for ten years. He is a Trustee of the Public Schools and Secretary of the Richmond County Horse Railroad; also, a notary public, and is always ready to encourage enterprises involving the welfare of the community and the growth and prosperity of the County.

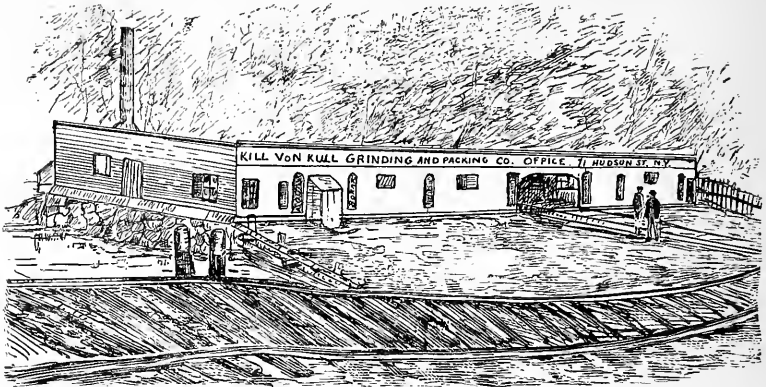
Hillyer & Egbert, General Merchandise, Nos. 28 and 30 Richmond Terrace, S. I.

The premises are 25 x 60 feet in dimensions, well fitted up, and contain a stock of crockeryware, decorated sets, plain and fancy pieces, dinner and tea sets, also glassware, wood and willow ware, cutlery and silver-plated ware, lamps, fixtures, shades, illuminating oils, etc., all of which are sold at the lowest prices. Their groceries consist of fancy and staple articles, provisions, poultry, vegetables, etc. Popular prices prevail and all orders are promptly filled. Competent and clever clerks are employed, and customers are liberally dealt with. The individual members of the firm are James A. Hillyer and Barnett Egbert, and they have been in business together for the past eight years. Previous to that time Mr. Hillyer was engaged for twenty-five years with Mr. C. M. Pine in another portion of the place. Mr. Egbert is a native of Staten Island, and Mr. Hillyer of New York city.

P. J. Brown, Livery Stable Keeper and Carriage Manufacturer, Richmond terrace, near Taylor street, West New Brighton.

The long-established and popular livery stables of Mr. P. J. Brown, of West New Brighton, are known all over the Island, for the excellent turnouts furnished. Mr. Brown has for years met with a substantial patronage, the result mainly of his efforts to please his customers at all times and on every occasion. He certainly can supply horses and vehicles for every service. The stock is kept in unusually good condition, and the wagons, buggies and carriages are always neat and in perfect order. Probably this is because Mr. Brown gives to the business his personal supervision. When there is neglect in this regard, a business like a livery will always show it. Ladies can rely on being furnished with good teams, first-class carriages and careful men for driving or calling purposes.

Mr. Brown is also engaged in the manufacture of carriages and road vehicles of every kind. By special attention to superior materials and the procurement of skilled labor, coupled with scientific construction, he makes a standard article. Fine ordered work is a specialty with him. Repairing and general jobbing is also promptly done and with care and attention. A large assortment of buggies, coaches, carriages, etc., of different shapes and styles, both new and second-hand, is always kept on sale. His telephone call is 110 B.



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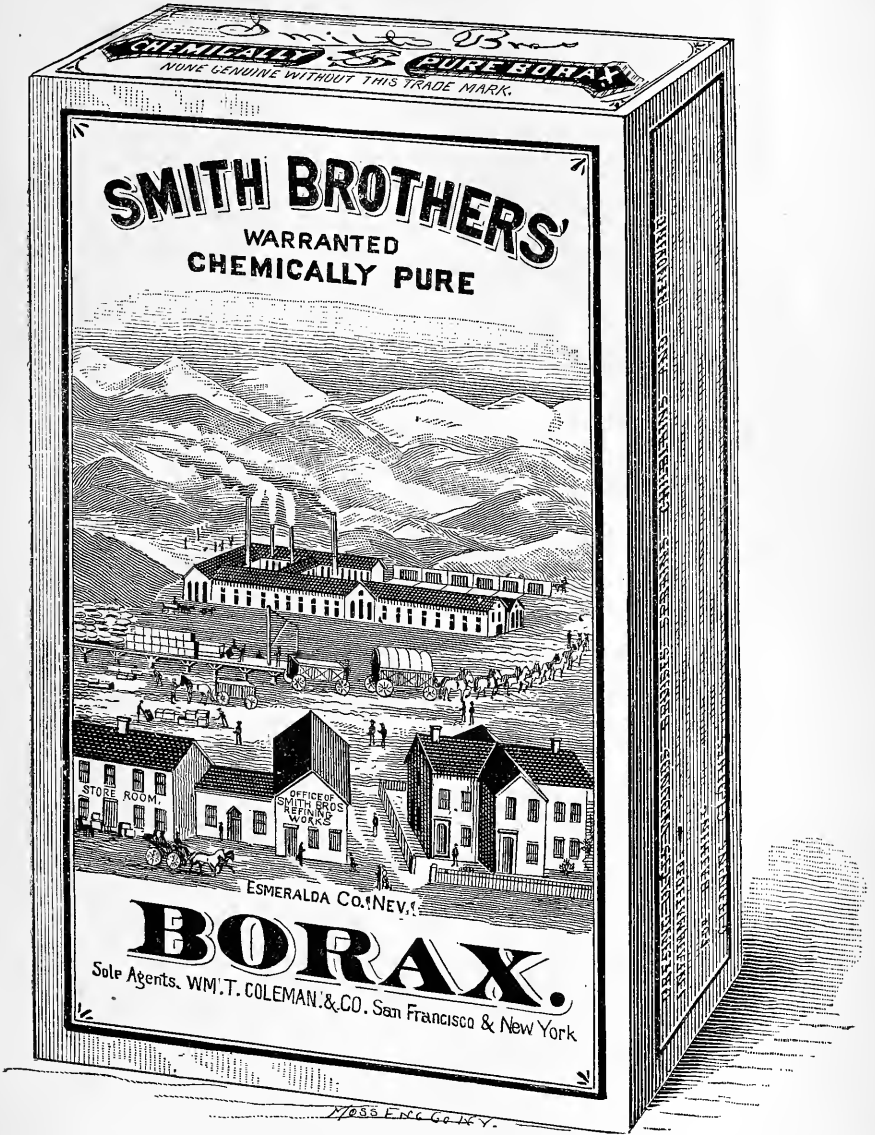
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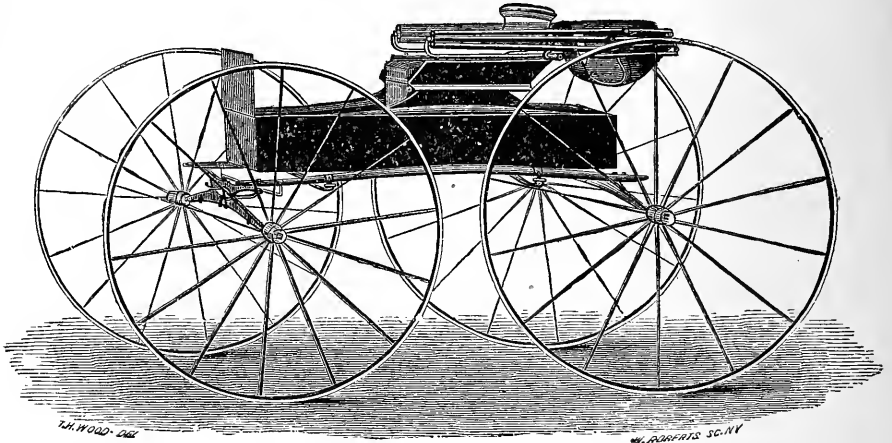
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IS PUBLISHED

EVERY SATURDAY MORNING,

—AT—

No. 72 BROADWAY,

West New Brighton, Staten Island, N. Y.

P. O. BOX 383. TELEPHONE CALL, 45 A.

Branch Office: P. O. Building, Port Richmond.

JAMES C. KENNEDY, Editor.

J. CRAWFORD, Jr., Publisher.

SUBSCRIPTION, \$1.25 per Annum, in advance ; otherwise \$1.50.

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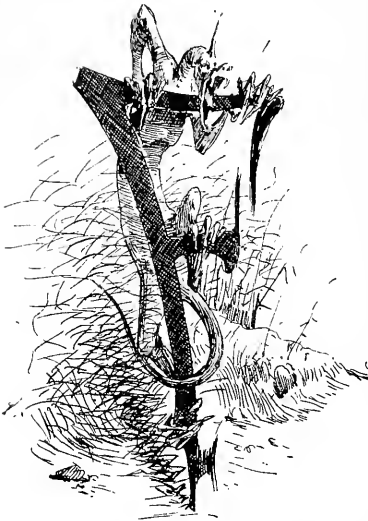
INSIST ON GETTING MY

GINGER ALE & SODA WATER.

THEY ARE THE BEST IN THE MARKET.

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THE SAILORS' SNUG HARBOR.



EW persons know the true history of the founding of this institution. A romantic and fascinating account of "a thrifty Scotch trader named Randall," living in New Orleans, who, during the Revolution, "fitted out vessels which took the sea as privateers, and brought him rich returns," has been published as authentic, and it is further narrated that when this Scotch rover died, his only son inherited his estates; that this son was Robert Richard Randall, who accidentally met a gentleman of New York named Farquhar, and traded off one of his Louisiana plantations for a farm near the then infant metropolis; that, being brought near death, he called in two lawyers, one of whom suggested that it would be proper to leave a fortune made upon sea, for the benefit of disabled seamen, etc.

This anecdotal story is ingenious but unfortunately imaginative, and we have the best authority for making the corrections here stated. Thomas Randall, a merchant and shipmaster of New York, had three children—Paul, Catharine and Robert Richard. Paul had children, as also Catharine, who married a Mr. Brewerton. Robert Richard was a bachelor. Before his death Thomas Randall made a will. Among the property bequeathed to Robert Richard was 89 and 90 Front street and 89 Water street. Capt. Robert Richard Randall had an office in Whitehall street, New York. He was a member of the Marine Society, an organization of active shipmasters. He associated with that class, was addressed by his contemporaries and all who knew him during his life as "Captain," went on record in the litigation following his death as "Captain," and we have the best reasons for believing that he was master of a ship during his life.

The limited means of the Marine Society at that period made it difficult to care as fully as was desirable for its needy and wornout members, in addition to destitute widows and orphans. Captain Randall's magnificent endowment enabled them to do this from that time henceforth. The record of his life, associations and death show that he was familiar with the hardships and misfortunes to which men of the sea are subjected, that he had a personal knowledge of poor Jack's wants, and that his mind was thoroughly in sympathy with the sailor's needs. He had a distinct purpose in his mind when directing the draught of his will, and the timely bequest that he made was one well considered and long planned.

It is not therefore "to the benevolent sagacity of Alexander Hamilton that the establishment of Sailors' Snug Harbor is due," but wholly to the

wisdom, foresight, good sense and good heart of Captain Randall; to him alone belongs the credit, and his memory should ever be held in grateful remembrance. His judgment on this subject was strong and clear, and his motives are best understood by his acts.

General Hamilton and Daniel D. Tompkins, who drew Captain Randall's will, were learned lawyers of experience, and their ability is well shown in the preparation of a will that withstood the continuous assaults of a horde of hungry, angry contestants, aided by distinguished counsel, for thirty years, and which was finally declared by the highest court in the land to be legal and binding. To that extent are we indebted to Alexander Hamilton for the founding and preservation of Sailors' Snug Harbor.

There is no evidence that Captain Robert Richard Randall ever exchanged a Louisiana plantation with a person named Farquhar, or that he ever during his life had any real estate transaction with a person bearing that name. After Captain Randall's death James Farquhar, a prominent citizen of New York, one of the trustees of the Randall estate under the will, leased the land that had been devised, and made many improvements thereon.

It was the intention of the testator to establish the home on the identical property named in the will, but the trustees considering this inexpedient and unwise, the present locality at Staten Island was purchased, by authority of the Legislature. It was by purchase that Capt. Randall acquired the farm property in the vicinity of Eighth street and Broadway (about 22 acres), which he gave to the trustees of the Sailors' Snug Harbor. At first its annual income was very small—hardly \$1,000—but it was gradually absorbed by the growth of a great city, and the revenue derived from it at this time is princely.

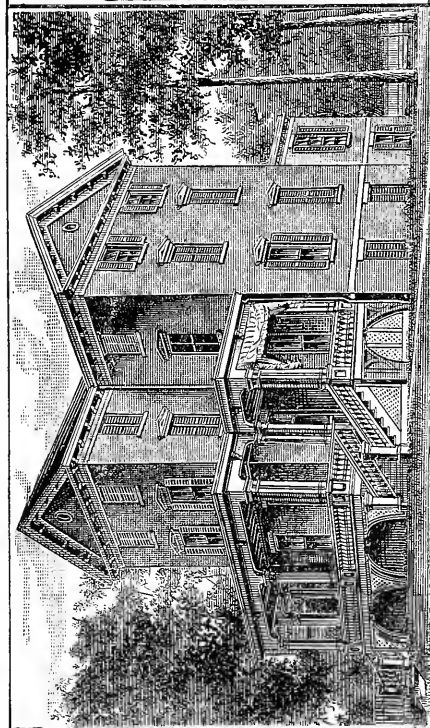
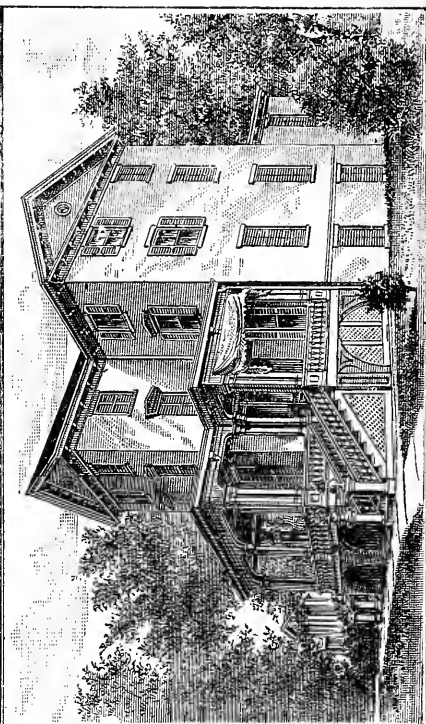
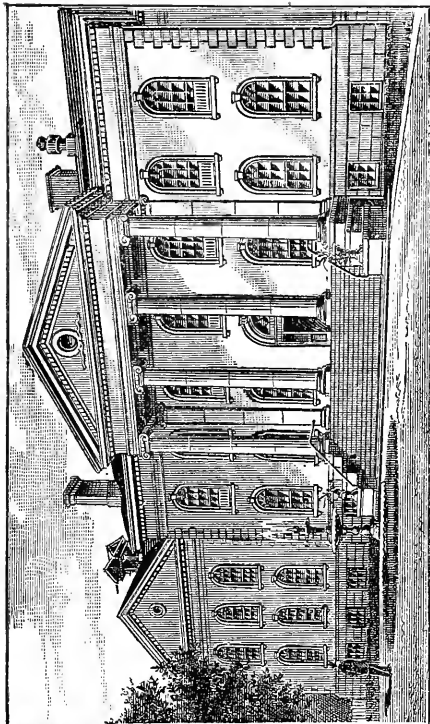
The Sailors' Snug Harbor (a name devised by the Founder himself) is located on the north shore of Staten Island, about half a mile from New Brighton, and has a frontage of about 2,200 feet on the Kill Van Kull. In this sheltered and quiet retreat eight hundred battered old "tars" live a life of ease and comfort. Along the rounding bank of the shore runs a fine road with pleasant views over the Bay.

Between the main building of the Snug Harbor and the lodge at the main entrance, stands a marble obelisk on a plain, square pedestal of same, beneath which rest the remains of Robert Richard Randall, the founder. A bronze statue of him by Augustus St. Gaudens was erected in 1884, and occupies a conspicuous site.

The buildings stand amidst a forest of great elms, and the beautiful grounds are tastefully laid out in grass plots, intersected by clean walks, and ornamented by shrubbery, flower beds and a diminutive artificial lake. The entire property consists of about one hundred and eighty acres of land, including that recently acquired. About twelve acres are enclosed with a substantial and ornamental iron fence, set in a stone coping, and within that area all the buildings are located; the rest of the ground being used for farming and other purposes.

In the northwest corner is the residence of the Governor of the institution; the doctor's residence is placed in the northeast corner. Between the doctor's house and the principal buildings is a chapel built in 1855, and a little in the rear of it and eastwardly from it the chaplain lives. About a half mile south of the chapel is the cemetery containing the bodies of about 1,750 men who have been buried there since the place was established. The remains of many have been delivered to their friends or relations for burial.

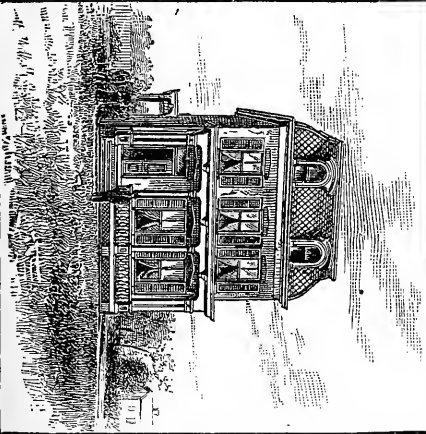
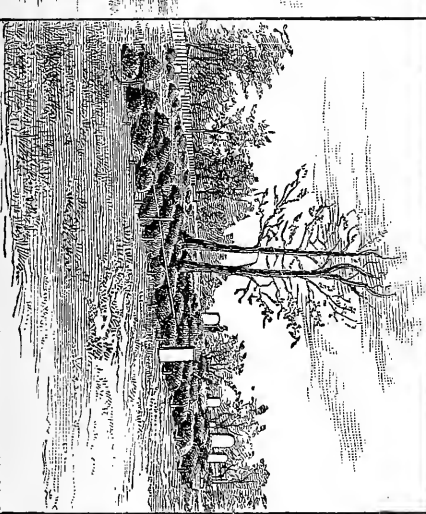
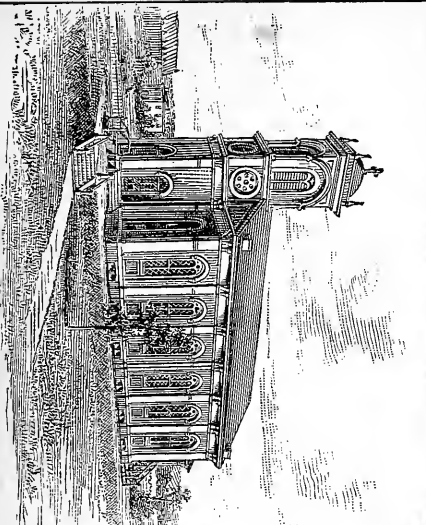
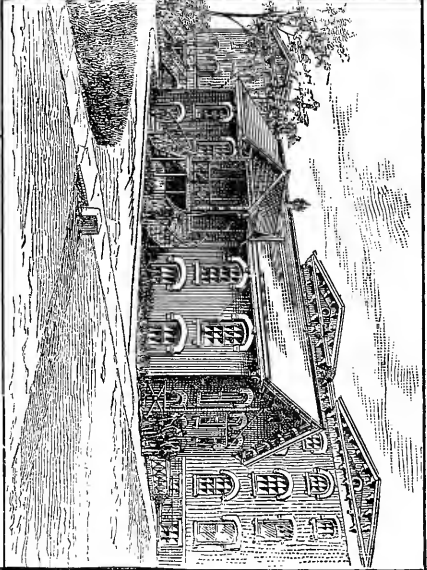
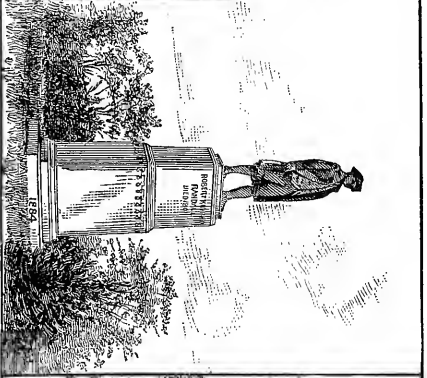
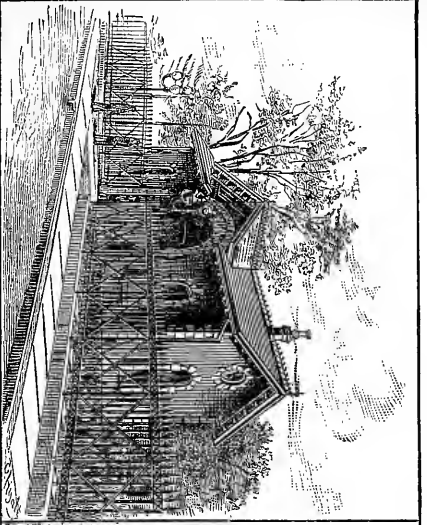
There are two hospitals, patterns of convenience, cleanliness and neatness—the old and the new—the latter being considered the best appointed and



Doctor's House.
Main Buildings.

VIEWS AT SAILORS' SNUG HARBOR, STATEN ISLAND.

Hospital.
Governor's House.



Main Entrance
Chapel.

VIEWS AT SAILORS' SNUG HARBOR, STATEN ISLAND.

Statue of Robert Richard Randall,
Cemetery.

Clothing Storehouse,
Chaplain's House.

arranged building for the purpose in this country. They are joined by a corridor and have accommodations for 150 patients.

The main buildings, five in number, are connected by corridors, making a hall about five hundred feet long, equal to the entire frontage. The great hall of the central building is beautifully frescoed with nautical and emblematical designs. It is lighted through a dome, and on the walls are such mottoes as "Rest, after Dangerous Toil," "Port, after Stormy Seas." In the door transoms are pictures of vessels of every type and sea views, and the light passing through stained glass windows sends a flood of color to illuminate the oaken floors below. The office of the Governor and the library occupy one side; on the other are the reception and reading-rooms. In the other buildings are the sleeping rooms of the inmates, each containing one or more beds according to the size of the apartment, bath rooms, toilet rooms, etc.

There are four dining-rooms in a separate building, connected by a covered way with the main one; also kitchens and steward's office and warerooms. Back of these are the engine and boiler houses, laundry, blacksmith shop, engineers' workshop, ice house, slaughter house, carpenter and paint shops, storehouses, stables, greenhouse and morgue. The steward, head farmer, engineer and carpenter are provided with substantial brick residences, and the other employees lodge at their homes in the adjoining villages.

All the buildings of the institution are of stone or brick, constructed in the most substantial manner and kept in perfect order. The value of the property at this time is probably above \$2,000,000.

The qualifications for admission to the benefits of Snug Harbor are a sea-service of five years under the United States flag, and a physical condition that makes the applicant incapable of self-subsistence. The records show that the average age of admission is 54, and the average age of death 64. About one-half only of the sojourners were American born.

Three meals a day are served in the well appointed and well lighted dining halls, the old "salts," all ranged side by side at long tables and served by a number of their comrades. The rations are excellent in quality, of sufficient variety, well cooked, and served without stint. Two full suits of clothing, made to measure, are furnished each year, and tobacco, medicine and other articles—even many luxuries are supplied.

The inmates are expected to keep the buildings in order. Many spend a portion of their time in some employment they understand, and the basement of the institution is set apart as a workshop. Here the mariners make hammocks, baskets, mats, nets and miniature vessels, which they sell to visitors or to friends in the city.

The movements of the inmates are free and unrestricted. They have the freedom of the Island during the day, and can go in and out of the gates and do as they please, but must obtain leave to absent themselves for the night. No more discipline is maintained than is sufficient to secure order, cleanliness and the greatest good to the whole body. Drunkenness or disorderly conduct is punished.

Some of its more able-bodied men get leave of absence, ship for long voyages, and report by letter from various ports. They also go on fishing smacks to the Banks, the coast of Labrador, or serve as watchmen on the shipping in the harbor. They thus wander again on the seas, on their last voyage perhaps, yet retain the right to a home when the cruise is over. Having once gained admission to the Harbor, the sailor is placed above want for the rest of his life, through one of the most noble and unostentatious charities ever endowed.

The trustees and officers of the Harbor, at the present date, are:

Captain Ambrose Snow, President of Marine Society, President of the Board of Trustees.

Trustees: Captain Edward G. Tinker, 1st Vice-President Marine Society; James M. Brown, President Chamber of Commerce; William R. Grace, Mayor; Frederick Smyth, Recorder; Rev. Morgan Dix, Rector of Trinity Church; Rev. R. D. Harlan, Pastor First Presbyterian Church.

Comptroller: Thomas Greenleaf, 74 Wall street, New York.

Governor: Captain G. D. S. Trask.

Resident Physician: Henry DeWitt Joy, M.D.

Consulting Physician: S. V. R. Bogert, M.D.

Chaplain: Rev. Charles O. Jones.

Steward: J. K. Clark.

The number of inmates is now above 800.

The estate is managed to obtain large results, and carry out the sensible and charitable spirit of the donor. The admirable character and vast extent of this worthy charity have been made evident by the faithful manner in which the meaning and intent of the will have been interpreted. Starting in 1833 with a restricted income and small accommodations, the number of inmates was at first thirty; almost every year new buildings have been erected and improvements made, and good management and excellent support have made the institution what it now is—the best and largest sailors' home in the world.

The present Governor was formerly a prominent shipmaster, and for many years in the Liverpool trade. His administration has been commended for fidelity, energy and good sense.

The Society for the Relief of Destitute Children of Seamen was incorporated in 1851.

The officers are: Mrs. N. Marsh, 1st directress, Clifton, Staten Island; Mrs. Daniel Low, 2d directress, New Brighton, Staten Island; Mrs. A. W. Leyton, 3d directress, 694 Broadway, New York; Mrs. A. C. Kingsland, treasurer, 134 Fifth avenue, New York; Miss H. E. Bogert, recording secretary, New Brighton, Staten Island; Miss Griswold, corresponding secretary, 58 East Tenth street, New York.

Ample grounds with handsome buildings thereon are leased from the trustees of the Sailors' Snug Harbor. The Society supports one hundred children, receiving them between the ages of 2 and 10 years, and feeding, clothing and educating them until they are fit to go out into the world. This charity is supported by the subscriptions and donations of its friends.



CASTLETON CORNERS.

This is a settlement of about four hundred people, two and a half miles from West New Brighton, with which it is connected by street railroad, the cars running every thirty minutes. The distance to Tompkinsville is three miles, and to Port Richmond, two miles. The country around is a fine rolling, agricultural region, high and healthy. Land is held at a pretty high figure.

Almost every resident has ample garden ground, and the section is growing and improving very rapidly. There is an excellent public school, and a Moravian chapel, the pastor of which is Rev. C. E. Eberman. The postmaster is G. W. Vroom. The public highway passing through the centre of the village is the dividing line between Castleton and Middletown.

THE LEADING INDUSTRY AT CASTLETON CORNERS.

The Constanz Brewery, Four Corners, Staten Island, Monroe Eckstein, Proprietor.

The Constanz Brewery was founded and established by August Schmid, a political refugee, who came to this country in May, 1850. He was one of the pioneer lager-beer brewers in the United States, made a fortune at the business, and died at his pleasant country home at Four Corners, July 28, 1878. We know of no particular reason why August Schmid chose the spot on which is built the Constanz Brewery, but it is a delightful location. On a gentle declivity, in the peaceful and beautiful country, surrounded by shady groves and verdant pastures, overlooking a magnificent prospect in which are seen the Kill-van-Kull, Newark Bay, the pleasant meadows of New Jersey, and a range of landscape extending forty miles—far away to the purple-hued mountains of Orange in the horizon—it is certainly a charming place. Its picturesque hotel and magnificent pleasure grounds have been well patronized, especially on Sundays and holidays, by the toil-worn inhabitants of the neighboring cities across the Bay of New York, ever since its establishment in 1852. The Constanz Brewery has seen many changes and improvements, and especially at the hands of Joseph Setz, a well known and respected brewer, who occupied the premises for eight years, and who in 1875 conveyed them to the present proprietor, Monroe Eckstein, by whom it has been successfully conducted since that time, increasing in business and popularity every succeeding year. The brewery premises occupy twenty-two acres, and consist of a number of buildings, each adapted to a special branch, such as the brewery, the ice-houses and refrigerators, the stables, the ice storehouses and the hotel. The brewery is well fitted and arranged with modern plant and appliances, having a capacity of between forty and fifty thousand barrels annually, which can be readily increased, and is most ably conducted under the superintendence of a very experienced foreman, Mr. Henry Wickert, who deserves much praise for his excellent product and good management. The refrigerator ice-house, which was built in 1879, was designed and arranged after the plan originated by Messrs. Lederle & Oberlein, architects, of New York, and has a capacity for holding from fifteen hundred to two thousand tons of ice, beneath which are the fermenting rooms, and below them the resting-cellars. The operation of the refrigerator is as perfect as possible. The stables, which were erected about two years ago, are convenient, commodious and ornamental; over them are the store lofts, and at one end are situate the offices, which are well fitted and arranged for business purposes. The inside business of the counting-house is conducted under the superintendence of the proprietor, and the outside business by his brother, Alfred F. Eckstein. The ice storehouses have a capacity for holding three thousand tons of ice. The hotel and restaurant, which are part of the brewery premises, are leased to a very able manager, Mr. John Sauter, and are exceedingly popular with visitors, not only from other parts of the Island but also from the adjoining cities. A line of street cars connect with trains from New York, and passengers are carried promptly and expeditiously from West New Brighton to the doors of the brewery; the distance is about two miles. The future of the Constanz Brewery presents a very brilliant aspect. The increasing mining and manufacturing interests of Staten Island and the Jersey shore, and the popularity of the vicinity for residences, are to be added to the natural advantages that the place possesses. Monroe Eckstein, the proprietor, is well known for his business qualifications. He is a native American, his father having settled in New York city over sixty years ago, where he has a large circle of friends and acquaintances. Before Mr. Eckstein assumed the proprietorship of the Constanz Brewery its annual sales barely reached 7,000 barrels. The sales have increased during the last six years until now the annual production ranges between 40,000 and 50,000 barrels, and are constantly growing larger. The Constanz Brewery deserves a visit, for pleasure-seekers can have a good time there.

MONROE ECKSTEIN'S

CONSTANZ BREWERY

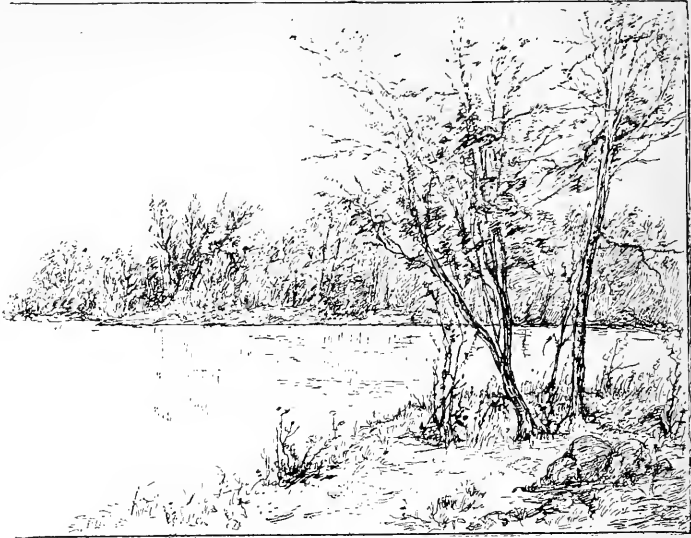


Lager Beer.



Four Corners, Staten Island,

New York.



SILVER LAKE.

Franzreb's Silver Lake Park, New Brighton, Staten Island (by stages from Tompkinsville).

Nature has made both the spot and the route thither exceedingly attractive. Silver Lake Park contains about twenty acres of ground; is well shaded by a heavy growth of maple and locust trees, and is without question one of the most beautiful spots in the vicinity of New York. The hotel of Mr. Franzreb is directly on the bank of the lake. This small crystal sheet of water is the only natural lake on Staten Island. It is fed by springs, and is always clear and cool. The groves surrounding the lake are most desirable places for picnics, and not a day passes in the summer time that does not find them filled with joyous parties. A boat-ride on the water can always be had by those fond of such sport. Fishermen find the lake fairly stocked with excellent fish. A large dancing platform erected in a grove near the lake is another interesting feature in the amusement line. The present owner during the five years of his occupancy has greatly improved and beautified the entire premises.

Silver Lake Park is so centrally located that it can be reached by a short drive from almost any point on the North or East shore. The nearest railroad point is Tompkinsville, from which station, stages run at short intervals every day during the season.

Advertisement.

FRANZREB'S Silver Lake Park,

STATEN ISLAND.

The Most Desirable Place for Picnics on the Island.

Hotel and Restaurant. Bechtel's Excelsior Beer. FINE BOATING, FISHING, etc. Stages from Tompkinsville.

JOHN FRANZREB, Proprietor

TOWN OF MIDDLETOWN.

This town was organized in 1860. It embraces the most populous part of the village of Edgewater and the hilly ridges of the interior, Grymes' Hill, Toad Hill and others. On these eminences are erected great numbers of handsome residences. High above the surroundings you look down upon everything. Your eye reaches over pretty wooded hills, farms here and there, villages near the shores, and small clusters of houses scattered all over the Island. You watch the passing craft till it is only a little white speck, and the fort seems a petty thing for a man-of-war to fear. You can see far into Jersey and Long Island, over New York and Brooklyn, whose great bridge looks like a small span indeed.

The residence of General Jordan, the handsome Unker dwelling with its splendid grounds (thirty acres) and beautiful view; the house of Mr. Nichols, on the corner of Clove road and Serpentine road; the elegant mansion of Captain Jacob Vanderbilt, in the midst of wood and open land, covering a large area; the beautiful residence of General Ward; the Cunard estate, with two fine houses and sixty acres of ground; the fine dwelling of Mr. King, President of the Union Trust Co.; the handsome Duncan mansion; the fine residence of Mr. McNamee; the pretty dwelling of Mr. J. M. Davis, which commands the grandest view; the Cisco houses with their handsome grounds, and the Mosley place are a few of the choice properties.

The following are the town officers: supervisor, George Bechtel; town clerk, George H. Macklin; assessor, Pierce J. Dunn; collector, Bernard McAloon; constables, Edward Doyle, Robert Goggin, Patrick Murphy, Andrew Brennan, and John Rooney; game constable, James McGuire; sealer of weights and measures, Patrick Lane; excise commissioners, R. C. Considine, Felix O'Hanlon, F. Kassner; commissioner of highways for separate road district, Monroe Eckstein; justices of the peace, Peter Tiernan, Franklin C. Vitt, Walter Coyle, Charles J. Kullman.

Middletown has four District Schools: District 1, eight teachers, Mr. A. Leak, principal; District 2, eighteen teachers, Mr. Geo. W. Robinson, principal; District 3, one teacher, Miss Lizzie Kane; District 4, one teacher, Miss Alcesta Beck.

BUSINESS NOTICES.

Wm. M. Wermerskirch, Fire Insurance Agent, Notary Public and Real Estate Broker; Foreign Drafts and Tickets for Sale, 184 Bay street, Stapleton, S. I.

It is a matter of no little concern among business men, farmers and others, when about to make some provision against possible loss or disaster, to know how to effectually do so and in what responsible companies to take out risks. This matter can be readily and satisfactorily answered and attended to by Mr. Wm. M. Wermerskirch, who, as agent, represents some of the most reliable insurance companies, and being fully posted upon all matters pertaining to the subject of insurance, is the proper person to consult. He has for a number of years resided on Staten Island, and is also one of the leading and prominent citizens. He is an honorable and trustworthy gentleman, and those who wish to insure in sound, stanch companies that always pay their losses promptly can do so through him, as the companies he represents have a world-wide fame for reliability and promptness in meeting their obligations. His business as real estate agent is also a large one, for his well-known reputation as an honorable and reliable business man is such that many of the transactions in buying and selling properties are negotiated through him. He is also a notary public, and sells tickets to and from Europe, besides drafts for large or small amounts on Great Britain or the continent of Europe.

EDGEWATER.

This village was first incorporated in 1866, and the following year the charter was amended, but the manner in which the government of the place was carried on for a number of years produced among the citizens great dissatisfaction. Finally, in 1875, the charter was again tinkered and changed, and the village was divided into two wards, instead of nine as originally. Under another amendment passed in 1884, the present board of five trustees came into existence, June 10 of that year. The term of service lasts two years, expiring June 10, 1886, when all the officers go out together, and afterwards their successors will be elected annually.

The village officers are: Trustees—1st ward, George H. Daley, President of the Board; 2d ward, Thomas Brown; 3d ward, James McNamee; 4th ward, John Finley; 5th ward, Henry A. Ockerhausen. Police-justice, John G. Vaughn; clerk of village, James Scott, Jr.; collector and treasurer, Michael Cahill; village marshal, Joseph Oliver; village engineer, J. M. Merrick. Health Board, August Horrmann, Charles W. Alexander, William Garrett, G. D. L' Huillier, John Finley; secretary of Health Board, M. J. Collins; health officer, John L. Feeny, M.D.; counsel to Board of Health, Theodore Frea n; counsel to Board of Trustees, Stephen D. Stephens, Jr.

The Trustees meet and legislate in the Village Hall, at Stapleton, where also the police court is held.

Edgewater covers a portion of the towns of Middletown and Southfield; and Stapleton, Clifton, a part of Tompkinsville and a few outlying hamlets are within her boundaries. It is little known by its name, as the designations of the former steamboat landings are almost invariably used in business and social intercourse. There is no post-office called Edgewater, and in fact in the matter of villages, government post-offices, towns and steamboat landings, things are all mixed up throughout Richmond County.

The Crystal Water Company furnish water under contract to Fire Department, public buildings and public generally of the village of Edgewater. Their supply comes from ten wells sunk to the depth of forty feet. These wells are quite near together, and are connected by induction pipes, with one pump, which delivers the water into a conduit through which it flows by gravity to a cistern or small reservoir, a few hundred yards distant. From this cistern it is drawn by large steam pumps of the Worthington pattern, which force it through a twelve-inch main, three and a half miles to the distributing reservoir. This reservoir is situated on a high ridge, two hundred and fifty feet above the water, and two and a half miles from the village of Edgewater, and will hold a little over 3,000,000 gallons. The pumps can deliver in round numbers one million (1,000,000) gallons of water daily, which is ample to supply a population fifty per cent. greater than the present population of Edgewater, at the rate of sixty-five gallons daily per head. The pressure at the hydrants is about seventy-eight lbs. per square inch. The source of supply is ample, the quality of the water excellent. The plant has been well designed as a whole; the arrangements of the water company could not well have been made different for the present needs of the village.



GEORGE D. DALEY'S RESIDENCE, SHORE ROAD, BETWEEN STAPLETON AND
TOMPKINSVILLE.

Mr. Daley's house is of unusual historical interest. It was built in 1839, by Commodore Vanderbilt for his homestead, and at that time was by far the finest residence on Staten Island, and in fact, few such residences existed in those days. The cost was \$27,000. The style of architecture was modified Gothic, and the dimensions were 50 feet square and 40 feet high. A Grecian portico, with six enormous fluted columns with carved caps, distinguished the front. The wood throughout was, with the exception of some interior work, yellow Virginia pine. The main timbers were massive. Most of the materials for the interior were imported. The mantels, solid, heavy affairs, were Egyptian marble, and the balustrades mahogany. The grand staircase was a striking feature of the house, and workmen came from England to construct it. It was built in spiral form, and ran in an oval well to the top of the building. The parlor doors were of rosewood with knobs of silver, and the locks, which were of steel, were all hand-made. The glass was French plate. The house was divided from top to bottom by wide halls which ran through the center of it on every floor. The ceilings on each floor were twelve feet high, and the rooms were very large. On the roof, to illuminate the halls, was set a skylight of colored glass, and over the front door was placed a picture of the Commodore's favorite boat, the "Cleopatra," which was painted on glass in England. The house sat on an eminence overlooking the Bay, and was approached by a terraced slope. It was shut off from the road by a high iron fence firmly fixed in the coping of a substantial stone wall. Horse-chestnut and linden trees, that the Commodore planted when mere saplings, are now monarchs, and fill the lawn with their foliage in the summer time.

The Commodore selected the site on account of the beautiful view. It was on the very northeast corner of his father's farm. The water then came to the edge of the road which runs in front of the house, but a wide space has since been filled in, and at present it is almost an eighth of a mile away. The Commodore's ferry landing was only a few rods north, and from his portico he was within speaking distance of the boats. The ground was purchased by the Commodore from his father when he was a young man, and the people for miles around called it before it was occupied "Corneil's lot."

When the Commodore constructed the residence he was not a millionaire, but was a rich man. He owned the ferry running between New York and Staten Island, another between New York and Elizabeth, and some East River interests. There was only one thing about the house that the Commodore did not like, and that was the portico. He thought there were too many pillars. He, however, took great pride in the place, and there is no question that it was at one time his intention to occupy it the remainder of his days, but his increasing fortune changed his plans. In 1844, to the surprise of every one, the Commodore sold his ferry to the Staten Island Warehouse Company, and included his residence in the sale. The "Westfield" disaster ruined the warehouse company, and the residence passed into the hands of the late George Law, who sold it to Mr. Daley.

The Edgewater Savings Society is a benevolent movement started lately by ladies representing different parts of the village, its object being to induce the poor and industrious classes to save a small part of their earnings for a time of need. Mrs. L. H. Myer is the president.

BUSINESS NOTICES.

M. S. Tynan, Dealer in Fine Boots, Shoes and Rubbers, Rubber Clothing, etc., 267 Bay street, Stapleton, Staten Island.

Among the honorable and industrious business men who have gained a high reputation in their respective trades, none is perhaps better known than Mr. M. S. Tynan, the popular boot and shoe dealer, who is located at Stapleton. He has been in this business since 1883, and having offered and sold only first-class work has gained an enviable reputation, and enjoys the patronage of a large class of the best citizens. Boots and shoes of every description for ladies, gentlemen and boys, which combine neatness with comfort, are perfectly fitting and set well to the foot, are kept in stock. He also makes all kinds of ladies' and children's work in all the latest fashions and styles. Mr. Tynan was formerly a resident of the North shore, but moved to the East shore in 1857, where he carried on the milling, wood and coal business for over twenty years. He has often been called upon to serve the public in official capacities. He was President of the village of Edgewater for six years, a school trustee for twelve consecutive years, and was elected to represent Richmond County in the State Assembly. At present he is an unassuming private citizen, with a desire to do an honorable and prosperous business.

George W. Stake, Real Estate and Insurance Agent and Negotiator of Mortgage Loans, No. 150 Broadway, New York.

This is one of the most popular men in real estate in the city. Having the confidence of the public and the property owners, he is doing an extensive business both in renting and selling property, and also in effecting insurance on property and lives, as well as loaning money at 4 to 6 per cent. on Brooklyn, New York and Staten Island property. Mr. Stake is a German, but has resided in this country more than twenty-five years. He resides at Stapleton, Staten Island, and is personally identified with the growth and progress of Richmond County.

Frank Rinschler, Mason and Builder, Stapleton, S. I. P. O. Box 120.

Among the old-established and well-known masons and builders of Staten Island who enjoy an excellent reputation is Frank Rinschler of Stapleton. He has been actively engaged in business for many years, and has erected some of the handsomest and most substantial edifices in the county. He had the contract for building the grand stand at Camp Washington for the Metropolitan Base-ball Club, a building 300 feet long. Mr. Rinschler maintains the first position as a first-class mechanic, and pushes every job with knowledge and energy to a satisfactory conclusion.

STAPLETON.



S the leading business point on the east shore, Stapleton is an important place. The people are busy, a spirit of activity pervades the place, and all seem to have awakened from the apathy and indifference which for so long a time characterized the inhabitants of Staten Island, and to be anxious to show a power for growing and expanding. They can demonstrate that their locality is the handsomest, healthiest and most accessible suburb that the metropolis has.

Stapleton is in the village of Edgewater, and is the political headquarters of the east shore. It is noted not only for the beauty of its situation, but also for the facilities it affords for dock and commercial

purposes. In its physical formation there is much to gratify the senses and to favor the health of its residents. Built on a slope slowly rising from the shore to a considerable altitude, there is every natural advantage for drainage and many delightful scenic views. The streets are broad, and laid out so as to conform to the natural features of the landscape, following the course of the Bay, near the water, and winding up and around the hills with pleasing effect. Water is supplied to stores and dwellings by the Crystal Water Company.

The Rapid Transit Railroad Company have their depot at a central point, and in addition the company runs several boats to New York each day for the carriage of teams and freight. The horse-cars of the Shore Railroad, running to the north and south, pass through the main street.

The Richmond County Railroad Company are now building a street railroad from the Rapid Transit depot at Stapleton to Concord, which will be completed, and cars running by June 20th of this year.

The headquarters of the commissioners and the captain of the County Police is on Bay street, and the fire department of this side of the Island is largely centred there.

There is a public park or square in the busiest portion of the place, where free concerts are rendered in summer.

A large number of the inhabitants are Germans, and they vie with the native Americans in the interest they take in the good government and progress of the community. The partiality of these people for innocent and rational amusements is shown by the establishment of the German club, "Erheiterung." Their handsome club-house on Richmond road and Prospect street, is the largest, most commodious and complete building of the kind, in fitting and furnishing, to be found in Richmond County. It was erected in 1861, and the largest balls, theatrical plays, concerts, etc., are held therein. The officers are: Chas. A. Herpich, president; O. Lindemann, 1st vice-president; Jos. Weinhold, 2d vice-president.

It is given out that an opera-house will soon be built in Stapleton by a prominent citizen.

Excellent educational facilities are provided in the public schools and in the Staten Island Academy and Latin School. This is an institution under the direction of the Board of Regents of the University of the State of New York, and in it a liberal preparatory training to fit young men for college is given. This academy has lately received the gift of a valuable library bestowed by William Winter, of the New York *Tribune*, in memory of a young son who lost his life in coasting last winter, while a pupil of the school. The benefaction will be known as "The Arthur Winter Memorial Library."

The most important and growing branch of industry in Stapleton is that of brewing lager beer, and the largest establishment of that kind on Staten Island is the immense brewery of George Bechtel, which, with its connecting buildings, tall and imposing tower, and handsome architectural features, overlooks the village from the top of the hill, at the junction of Broad street and Richmond road.

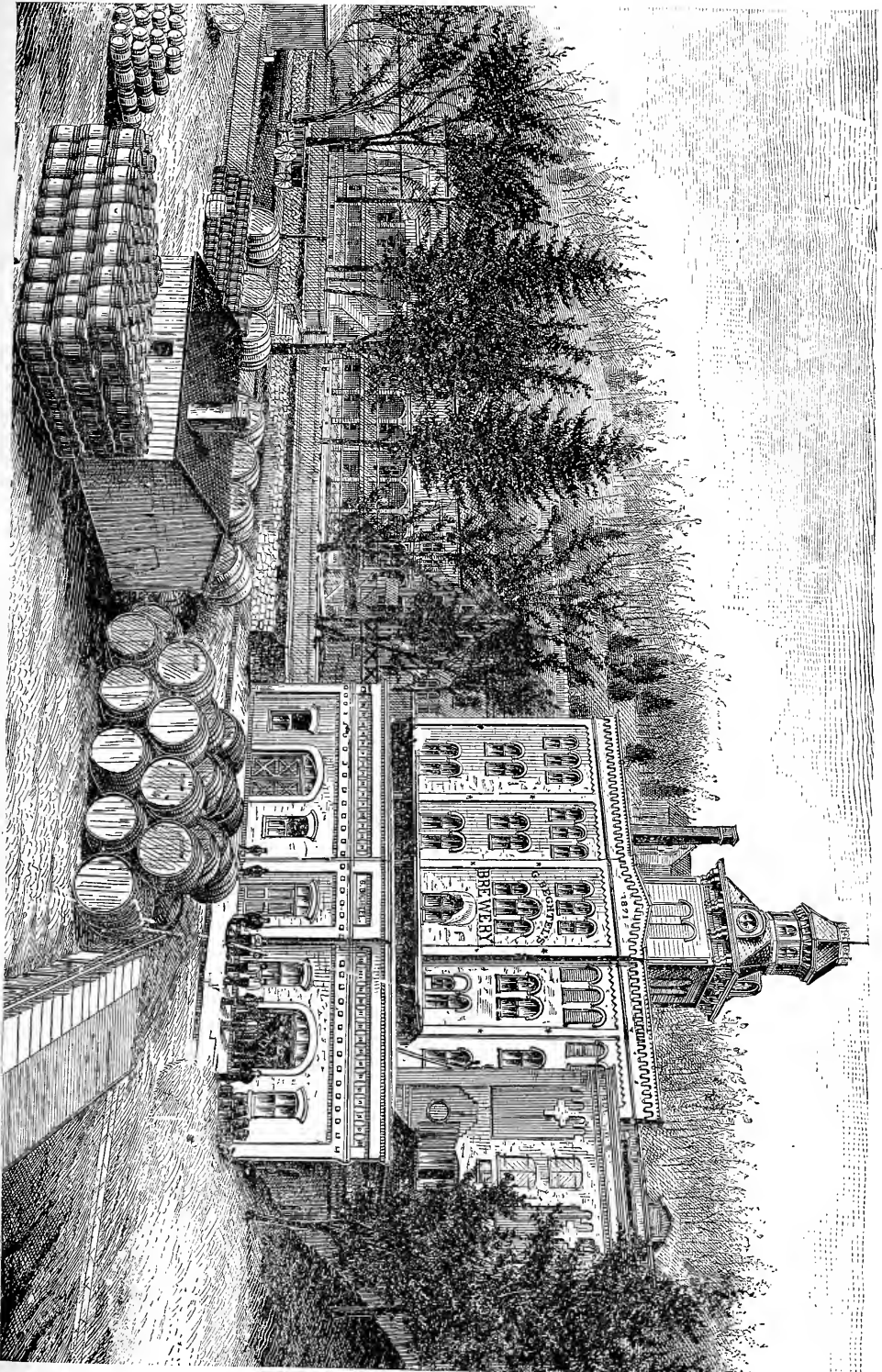
Mr. Bechtel was born in the year 1840. When George was 13 years of age his father started in the brewing business, and at the age of 18 he donned the attire of a laboring man (leather knee-boots and a blue jumper), and worked early and late in the brewery, so as to become practically acquainted with every detail. It was in this way that Mr. Bechtel gained that experience which can be acquired in no other way, and which is so essential to success in any undertaking. In 1865 he bought out his father's interest and took full charge and control of the business.

The present building was erected in 1871. It occupies not far from four acres of land, is built of brick, and at once attracts the attention and excites the curiosity of every visitor to Stapleton. In the matter of cleanliness the greatest care is exercised, not in the brewing alone, but as regards the machinery, floors, barrels, vats, kettles, pumps and other necessary appliances. Mr. Bechtel is scrupulously particular upon this point, and any neglect is sure to call from him a severe reprimand. However, all of the one hundred workmen employed by him appear to be actuated by precisely the same spirit as their employer.

In the engine room, is that really wonderful invention, the refrigerating machine, an intensely cold atmosphere being evolved by means of what is known as the "direct ammonia process." These machines (three in number) were made for Mr. Bechtel, under letters patent, by Messrs. Mixer & Byrne, of Brooklyn, and are the very best yet invented. So intense is the degree of cold produced by this process that pipes within a few inches of the hot engine remain constantly covered with solid ice two or three inches thick, while the temperature in the storage cellars is kept at a uniform height of 37 degrees Fahrenheit, equal to that which would be evolved from no less than 235 tons of ice.

The fermenting rooms, as they are termed, are seventeen in number, and each of the large vats ranged up and down the side of the vaults has a capacity of 150 barrels. What are known as the storage vats, however, hold more than double as much, while a gigantic iron cistern cooler in the top of the building has a capacity of 100 barrels and over.

The water used for brewing is obtained from an artesian well, which is sunk to a depth of 23 feet on the premises, and then runs horizontally to the source of supply 350 yards distant. The quality of this water cannot be excelled for brewing purposes anywhere on Staten Island, and the jealousy of not a few other brewers has been excited on this account. It contains



GEORGE BECHTEL'S BREWERY, STAPLETON, S. I.

but a very small quantity of lime, and has not the slightest trace of vegetable contamination, and is so soft that it is used for washing and other purposes, being preferred above all others.

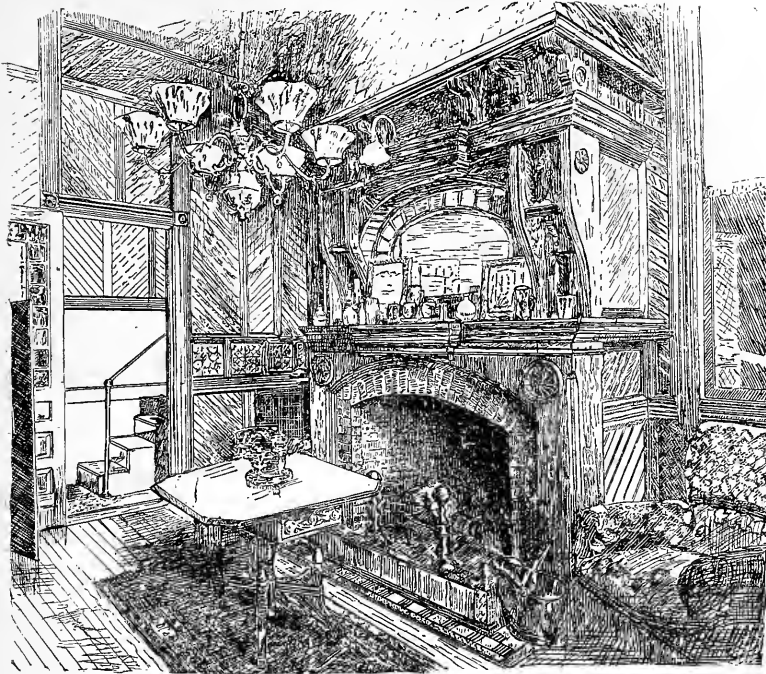
By no means least—for it occupies a more important position than almost any other department—is the mammoth bottling establishment, which, in all its appointments and appliances is first-class. In entering upon this new branch of business, Mr. Bechtel has been actuated by a desire to furnish the public with the very best beer in bottles which can be procured, and has spared neither time nor money in his efforts to have this department perfect in every respect.

The counting-room and private offices attached to the brewery are, without doubt, as handsome and complete as can be found at any similar establishment. The furnishings and decorations are of the most elegant description. The general style of the design is that of the Queen Anne period, the walls being of American oak, polished, the panels divided by strips of the satiny California red wood. The cornices are what is generally known as "Cyprus shingle," the ornamentation, which is of very chaste description, being burned in, giving the several divisions the appearance of veritable tiles. An elegant Russian bath, laid in cement with imported white and blue tiles, is an important feature connected with the offices.

The beer brewed here is, without doubt, of the highest possible standard. The malt used is the purest Canadian which can be obtained, while the hops are all from New York State. The brewing is under the superintendence of Mr. William Hechler, who has been in Mr. Bechtel's employ for sixteen years, and whose reputation and justly proud boast is that he has



INTERIOR VIEW OF OFFICE, BECHTEL'S BREWERY.



INTERIOR VIEW OF RECEPTION ROOM, BECHTEL'S BREWERY.

never had a bad brew. An important and somewhat novel feature in connection with the process of brewing at this establishment is that the various brews are blended in just the same manner as the choicest cuvées of champagne are. Thus, when a particularly good brewing is accomplished in the winter, it is carefully stored until summer. Then that which has been maturing for about six months, and which has attained a stockiness and full-bodied flavor unobtainable by any other process, is mixed with it, the result making what is known as a "four months' average."

Analysis after analysis of Mr. Bechtel's beer has been made, prominent among which may be quoted those by the eminent chemist, Prof. R. Ogden Doremus, and Dr. Englehardt, State Chemist, of Syracuse, who say it is not only perfectly pure, but is also a palatable beverage, while its character for excellence is constantly and fully maintained. That this is so may be inferred from the fact it was awarded a gold medal at the Paris Exposition in 1877, when Dr. Rupaner, the eminent Professor of Chemistry, was president of the jury of award. It was also awarded the highest honors at Sydney, Australia, in 1870, and at the Centennial Exposition, Philadelphia, in 1876, while out of 32 competitors before the Gambrinus Verein of New York City in 1877 Mr. Bechtel was awarded the first prize for general excellence, purity and superiority.

When the Japanese embassy visited this country in 1879, the Secretary of State, with other members of the Cabinet, brought them to Mr. Bechtel's brewery to inspect the brewing of this beverage, and so pleased were they with the quality of the beer that the embassy left an order for one hundred thousand bottles to be sent to their country.

Mr. Bechtel has lately erected commodious stables upon the opposite side of the road from the brewery, directly in front of the office window. These stables are built of brick, two stories high, and constructed according to the most approved principles. In the matter of drainage, there is one sub-sewer, connected with the main, for every two stalls. This is Mr. Bechtel's own idea. The stables have a flooring constructed of tiles imported from Germany. The ceiling dividing the two floors is of brick, arched, with iron beams, which, together with iron doors, iron troughs, and round-wire hayracks, render the building perfectly fireproof. There is accommodations here for no less than seventy-two horses. All in all, the new stables are amongst the best and handsomest in the United States. Mr. Bechtel is also erecting a bath and hospital for sick horses in the basement, quite as extensive as the stable itself—100x60 feet.

Mr. Bechtel was one of the first members of the Society for the Prevention of Cruelty to Animals, and Mr. Henry Bergh, the president of the society, has written him a very complimentary letter in regard to these stables.

Adjoining the brewery is a beautiful park, provided with tables and chairs, shaded with large trees, and making a most pleasant resort for a summer holiday. Here one can sit and drink the delicious beer, and watch the vessels glide over the Bay in the distance. A restaurant is connected with the park, and everything about the establishment is strictly first-class.

A late improvement is the fitting up of the whole establishment—brewery, cellars, offices, saloon, park and stables—with the electric light.

Mr. Bechtel, in addition to his own private business, has served his fellow-citizens well and faithfully for many years in a public capacity. He has been elected Supervisor seven times, and was the first delegate ever sent from Richmond County to the Democratic State Committee. He is also the owner of the water-front privileges from Stapleton landing to Quarantine, and contemplates, in conjunction with well-known and prominent capitalists, the erection of extensive docks and store-houses for cotton, tobacco, sugar, etc. He is a most liberal, public-spirited and enterprising citizen, and the people of Staten Island may congratulate themselves on possessing his influence and citizenship. A man of the people—large-hearted, just and generous—in social circles his well-known geniality is always sure to bespeak for him a hearty welcome. His motto, in all things, is the same as his trade-mark—"Excelsior."

The Atlantic Brewery, at the head of Canal street, is another large and important concern. It was established in 1870, and is owned by Rubsam & Horrmann. Bischoff's Brewery, on the Richmond road, was established in 1855. It has lately changed hands and is now undergoing extensive alterations and repairs.

MERRITT'S WRECKING ORGANIZATION.

At a point in the Bay, in front of Stapleton, are the docks of this singular and important organization, a company subsisting on the disasters and misfortunes of valuable craft. It is the depot where are kept the powerful machinery and peculiarly-built vessels, requisite for the hazardous business. Whenever a wreck is reported, by grounding or sinking, a vessel disabled or burned, the Merritt Wrecking Company respond with help if requested. They undertake contracts for raising sunken vessels, pumping out those that are flooded, etc. They own steamers particularly built for the service. Powerful steam pumps, and great quantities of apparatus, machinery and materials are always on hand for their special service. There are pontoons for raising vessels, and a large force of submarine divers are employed.

The business is risky and uncertain, but sometimes unexpected profit results. In many cases of wreck their pay is based entirely on salvage. The New York office, 49 Wall street, is open day and night. Capt. Israel J. Merritt is at the head, and his services as an experienced seaman and wrecking master have eminently qualified him for the work.

CHURCHES.

The German Evangelical Lutheran Church is on Beach street, cor. St. Paul's avenue—Rev. Albert Kuehne, pastor.

Kingsley M. E. Church located on Cebra avenue, near St. Paul's avenue, is the oldest of its denomination on Staten Island. The society was incorporated, and the first Board of Trustees elected in July, 1825, the Board consisting of John Totten, Joseph Smith, A. C. Wheeler, Henry Cole and Lawrence Hillyer. The present site of the church, which is the only one it ever had, was given to it by Mr. Caleb T. Ward, of Stapleton, in 1835, and in 1837 the first regular church building was erected. In 1855 this building was sold and removed. The present church was dedicated in 1855, and in 1870 it was remodeled and called Kingsley M. E. Church, in memory of Bishop Calvin Kingsley. The first pastor of the church, Rev. Henry Boehm, lived to the age of one hundred years. The church has had thirty pastors in all, the present one being Rev. J. G. Johnson.

Zion Methodist Episcopal Church is on Clark street, and the colored people have a house of worship, known as the Union African M. E. Church.

The First Presbyterian Church is on Bonnell street. Rev. G. M. McCampbell, pastor.

BUSINESS NOTICES.

Charles Schmeiser, Architect and Superintendent, corner Water and Wright Streets, Stapleton, Staten Island.

The growth and development of the east and south shores of Staten Island demand the presence and service of architects. An enterprising and popular man in this line is Mr. Charles Schmeiser, of Stapleton, who has designed and carried through to completion several excellent structures during the last ten years. He has achieved success both as regards exterior elegance and the equally important details of the interior, embodying in plans all the suggestions and requirements of the owners. He closely follows out specifications in supervising construction, and in every possible way subserves his patrons' best interests. Among many of the buildings erected by him may be mentioned Tynan's block in Stapleton, and M. Rottman's stores at Clifton. Mr. Schmeiser has been in practice for the past twelve years.

McGinn & Donnelly, Dealers in Hay, Straw, Flour and Feed, No. 25 Canal Street, Stapleton, Staten Island.

This business was established in November, 1881, and both the partners are live, progressive, hard-working and enterprising men. Their stock is extensive, and their trade is good. They dispose of hay by the barge-load, and their average sales of flour, feed and similar manufactures are eight or nine tons a day. Their long experience in the business and skill in judgment of qualities make them competent to offer their patrons superior advantages, and their custom extends throughout the shore districts of the Island. The firm is widely known and highly respected, and they command the esteem and confidence of all with whom they have had business dealings.

Charles Beinert, Carpenter and Builder, Richmond Road and Targee Street, Stapleton, Staten Island.

A prompt, reliable and well-known business man and good mechanic is Mr. Beinert. Before going into business for himself, three years since, he served with his father a long and valuable apprenticeship. He has had charge of the building of most of the large breweries on Staten Island—Bechtel's, Rubsam & Horrmann's, and Bachman's; and within a year he has erected a large factory for L. De Jonge & Co., at Rossville. He has a practical and thorough knowledge of his business, makes contracts and guarantees all work to be done in the best manner at satisfactory prices. One of his specialties is the manufacture of refrigerators and beer coolers. He also gives his special attention to general jobbing in his line of business, and will always be found quick and trusty.

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Architect and Superintendent,

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JOBING PROMPTLY ATTENDED TO.

VANDERBILT LANDING.

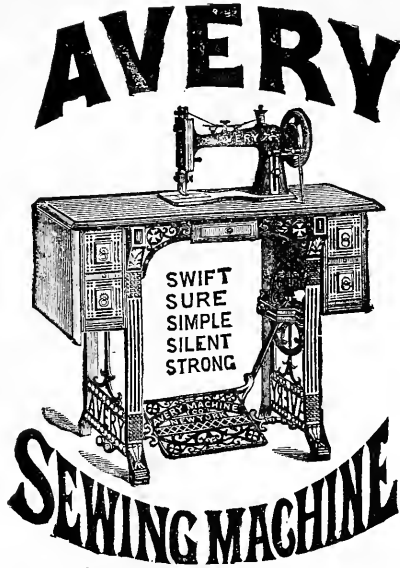
The third or last landing made by the boats from New York of the old Staten Island Railway Ferry, has been known for years as Vanderbilt's Landing, called so in deference to the real estate and business interests of that powerful family, who through their property and acquirements were the dominant power for a long period at this end of the Island.

The regular service of the old ferry was discontinued in March last when the Rapid Transit R. R. Co. opened their line, and the trains for Perth Amboy that were formerly made up and started from this point, now use St. George as a terminus. There is a new order of things, and it is probably most fitting that the name of Clifton which is given to the railroad station, and which has been generally known and recognized for some time, should be used for this entire locality.

[Clifton is fully described in another part of this work.]

CONCORD.

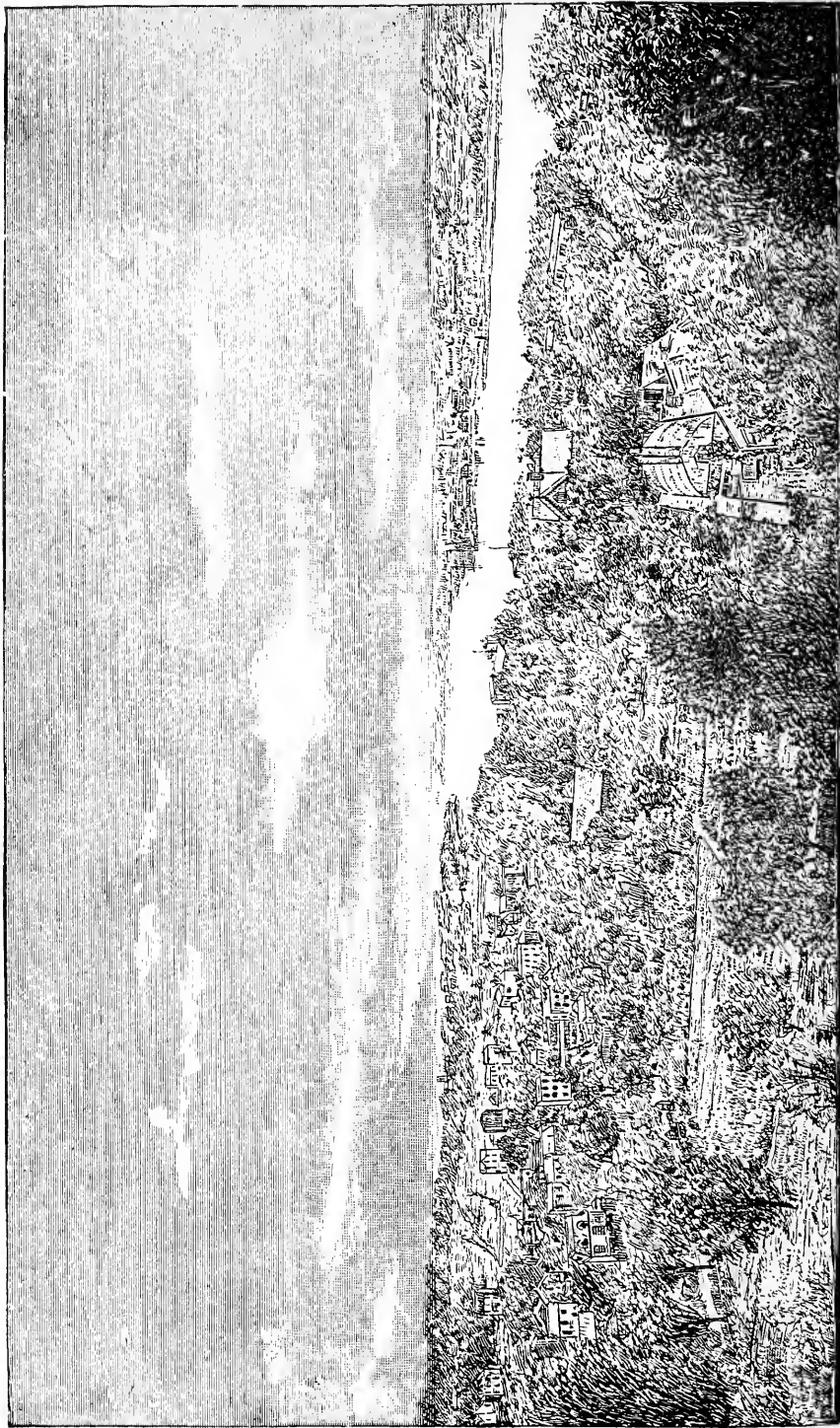
This is a small settlement about one mile west of Clifton station. The best way to reach it is by going up Vanderbilt avenue. Quite a number of dwellings have been put up and occupied during the past five years. It is a convenient place to reach. Lots can be bought at a reasonable price, and the locality is one worth looking over by any person who wants to live in the country, but at the same time be within easy distance of New York. You can go from this place to the city in 35 minutes.



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BIRD'S-EYE VIEW OF THE NORTH SHORE, STATEN ISLAND. (Photographed by Amstade.)

TOWN OF NORTHFIELD.

The town of Northfield, with its hamlets or boroughs, its boundary lines, acreage, assessments of real estate, population, town officers, manufactures, etc., next calls for a brief notice. It lies in the westerly portion of the Island, and it is one of the original five townships which were formed of the Island and which constituted Richmond County. Its boundaries have never been changed. The population is about 6,000.

The township is governed by its own elected officers, and these are chosen annually, to serve for the period of one year. The names of the present incumbents are : supervisor, Cyrus B. White; town clerk, Joseph H. Van Name; justices of the peace, Solomon Simson, Frederick W. Hulsebus, Lot C. Alston, Samuel T. Watson; town collector, Abraham E. Depuy; highway commissioner, Matthias W. Siebenheller; excise commissioners, E. H. Mud-dell, Ira R. Bamber, Thomas Conners; assessors, D. Howard Zeluff, James Larken, John W. Lisk; health officer, Dr. T. D. Lyons. The board of health consists of the supervisor, town clerk and justices of the peace, and also a citizen member, viz., Louis Kloss.

Northfield has nine District Schools : District 1, one teacher, Miss Anderson; District 2, one teacher, Miss Ella Rawcliffe; District 3, three teachers, Mr. H. H. Hervey, principal; District 4, one teacher, Mr. Wm. E. Norton; District 5, six teachers, Horatio T. Hervey, principal; District 6, ten teachers, Mr. A. S. Sherman, principal; District 7, one teacher, Mr. B. J. Tice; District 8, one teacher, Mr. E. Monteith Eadie; District 9, one teacher, Mr. T. F. Donovan.

The views and the country are interesting. The opposite shore of New Jersey is studded with huge factories and wharves, with shipping and railroad works, and a great variety of industrial structures; but the distance lends some enchantment to the view, and tones down the crudeness with lights and shades and reflections on the water. The Kills open to Newark bay, and the bay leads the eye away to the cities and the shipping all around, with steeples and domes, and masts rising above the haze, and thus you look at the great mass of human life and industry that has overspread nature on both land and water.

The town is greatly benefitted by the advent of the Rapid Transit Railroad. It suffered much in the past for the want of quick communication with other parts of the Island and New York City, and in consequence there was little movement in real estate, and only a slow and tardy growth. Although the railroad is now in operation no farther than Elm Park, yet the demand for land for improvement has appreciably increased since the opening of the road in March last. The line will soon be extended to the Arthur Kill, the preliminary board of commissioners for condemning the property being now in session. The country along the shores of Newark Bay and the Kill Van Kull is beautiful and fertile, and lacks nothing to make it a pleasant and desirable point for the residence of all people who prefer a quiet life in the country to a boisterous city home.

When this section of the Island will be opened by the Baltimore & Ohio Railroad and the Arthur Kill Bridge, the water front along the shore will certainly be utilized by commerce, and the beautiful ranges of table-land that, in some places, slope for more than a mile to the water will be dotted with innumerable cottages.

PORT RICHMOND.



HIS village was incorporated by the Legislature, April 24, 1866, and is governed under a special charter. It is situated in the town of Northfield, of which it forms a small part. It is bounded on the north by the Kill Van Kull, and is about three miles long and three-fourths of a mile across in its widest part.

The village is not divided into wards, but for election purposes is separated into East and West Port Richmond by the Morning Star Road, a highway which has existed since the early occupation of the Island. Five trustees—three from the east end and two from the west end—are elected to serve two years. One of the number is chosen president, and the Board appoints a clerk, and a street commissioner. There is also a Board of three assessors, a treasurer and collector elected by the people. The duties of the Board of Health are performed by the supervisor and justices of the peace of the Town of Northfield. The present officers of the village are Garrett P. Wright, president of the Board of Trustees; Washington Hawes, George



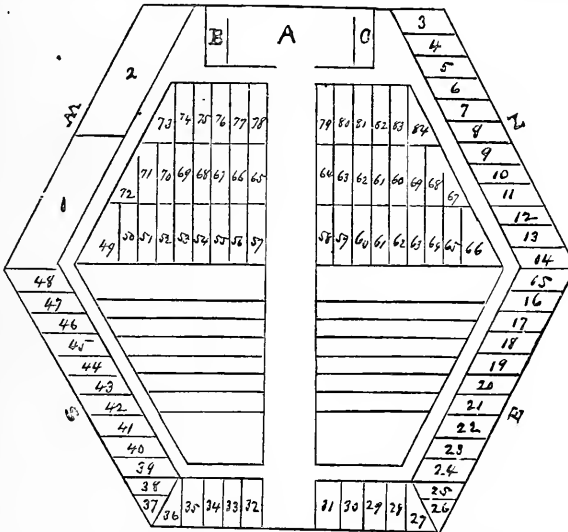
JAMES B. POLLOCK, TREASURER, VILLAGE OF PORT RICHMOND.

Mersereau, Stephen Whitman and Jacob Van Name, trustees; James B. Pollock, treasurer; Dewitt Stafford, clerk; Horatio Judah, street commissioner; Isaac Coates, collector; and James Larkin, Tunis Tappan, and Horatio Judah, assessors. Of these gentlemen, Mr. G. P. Wright and Mr. J. B. Pollock have been repeatedly honored by the suffrages of their fellow-citizens, and have served continuously as officers of the village from its incorporation to the present time (22 years).

A century ago this place was known as Ryer's Ferry; afterwards, on a change of owners of the ferry, it was called Mersereau's Ferry; subsequently the place was called Cityville, and still later, Bristol. The present name was conferred by Rev. Dr. Brownlee, and is permanently fixed.

There are five churches in the village:—

The Reformed Dutch Church is the oldest church on the Island. A building for worship was first erected on its site before the beginning of the 18th century, but the precise date is unknown. A diagram of the second edifice built about 1714, and destroyed by fire by the British during the Revolution, is inserted below :



Platform van den Christelyk Needer Duytsche Kerk op Staten Eiland, den 30en 7ber Anno Dom : 1751. DANIEL CORSEN *Fecit.*

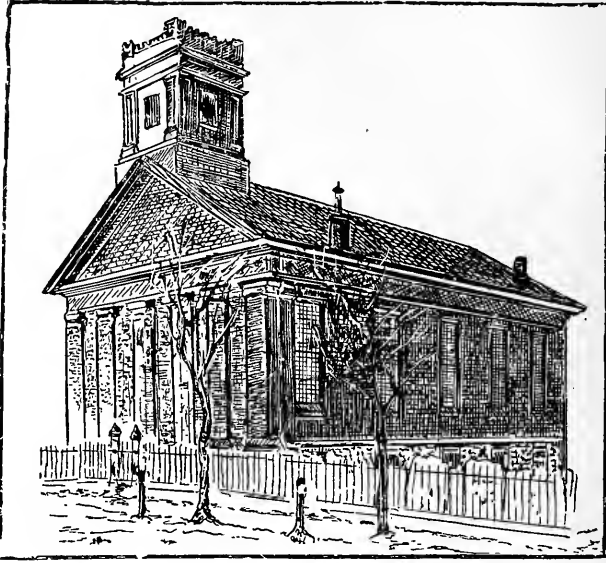
Translation of the above : " Plan of the Christian Low-Dutch Church on Staten Island, the 30th September, in the year of our Lord 1751. Made by Daniel Corssen."

Explanation of the Letters and Figures :

- A. Predikestoel—Pulpit. B. Ouderlingen—Elders. C. Diakenen—Deacons.
- 1. Boumeester's Plaats en Kerkmeester's Plaats—The Master-builder's Place and the Church-warden's Place.
- 2. Plaats voor den Overheidt—Place for the Magistrate.
- 3 to 48, inclusive. Seats for the *men* of the congregation.
- 49 to 84, inclusive. Seats for the *women* of the congregation.

According to the universal custom in the olden times, the sexes were separated in their seats.

A new brick church was built from material manufactured in a field, a few rods west of its site, in 1787, and it was in this church that Daniel D. Tompkins, Vice-President of the United States and his family worshipped.



REFORMED CHURCH, PORT RICHMOND.

The present church edifice was built upon the site of the former one, and dedicated in February, 1846. The present pastor, Rev. James Brownlee, D.D., was ordained and installed in August, 1835, and last year celebrated the fiftieth anniversary of his pastorate.

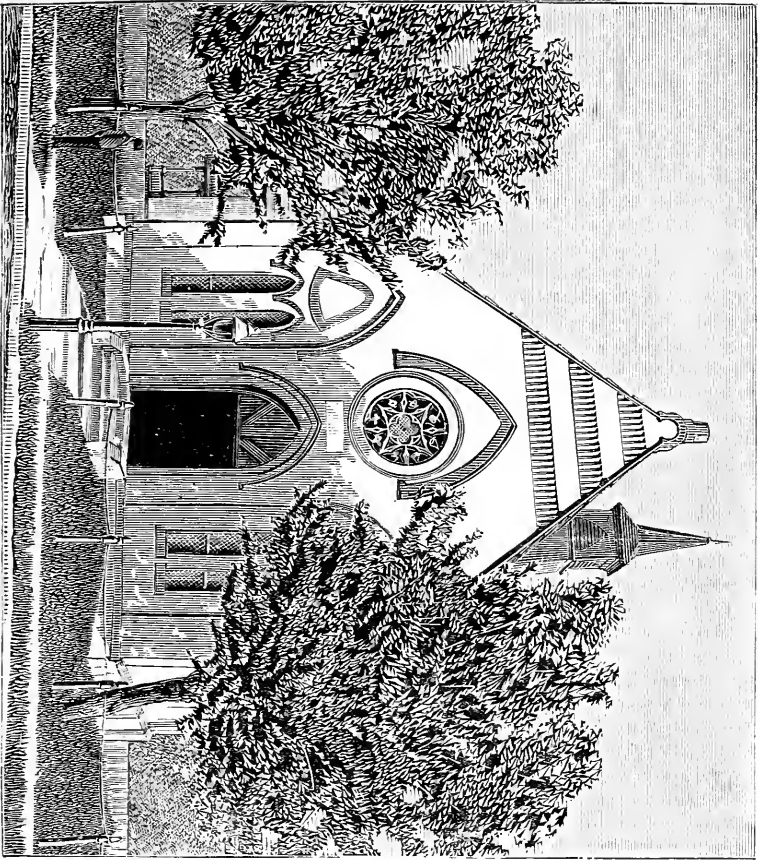
St. John's German Lutheran Church is on Jewett avenue.

There is a Baptist Church on Union avenue, near the western end, and Summerfield Methodist Church is on the Harbor road, a few feet outside of the village boundary.

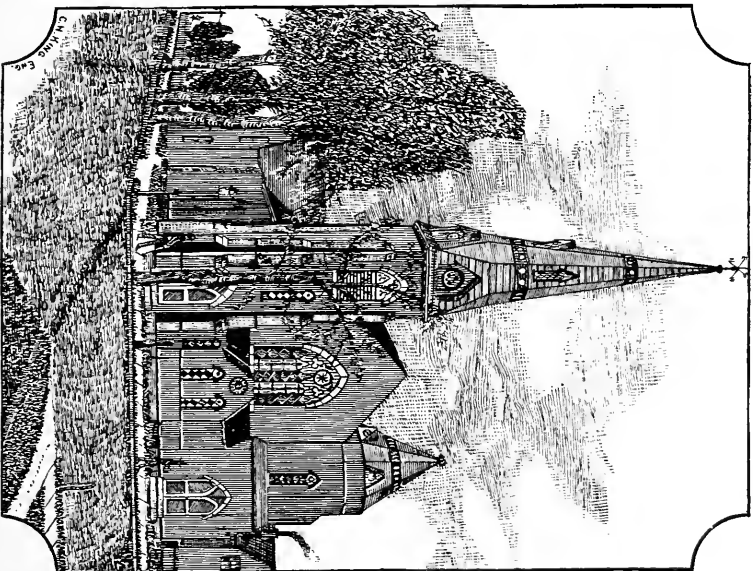
Grace Methodist Episcopal Church is situated on Heberton avenue. Rev. R. S. Arndt, pastor; Rev. W. H. H. Dunn, local preacher. Trustees: Read Benedict, president; Wm. H. Depuy, secretary; Mulford D. Simonson, treasurer; William Bailey, Captain S. E. Underhill. George F. Heal, F. D. Decker, R. P. Brown, James E. Morgan. Stewards: Read Benedict, R. P. Brown, Mulford D. Simonson, Dr. J. W. Wood, William H. Perry, Henry L. Simonson, S. S. Blair, George F. Heal, Freeman D. Decker. James W. Wortz, chorister; M. Grant Simonson, organist.

The Park Baptist Church was organized February 24th, 1841, with a membership of fifty-three persons. Rev. J. T. Seeley, the first pastor, was called on May 4th. There have been fourteen pastors. The Rev. J. B. L'Homme-dieu, the present pastor, entered upon his duties in October, 1883.

St. Mary's Roman Catholic Church, on the Shore road, is a beautiful brick structure, built in 1883. It has a membership of one thousand, and is in a very prosperous condition. Rev. J. C. Campbell is pastor.



GRACE M. E. CHURCH, HERBERTON AVENUE.



PARK BAPTIST CHURCH, PORT RICHMOND, S. I.

Education is provided in two public schools: one situated on Heberton avenue, and the other a few feet outside of the village limits in the southwest corner.

The population of Port Richmond is nearly 4,000, and the assessed valuation of property, about \$1,500,000.

The total annual expenses of village government, including highway repairs, water supply, fire department, protection and all other public charges, does not exceed \$7,000. There is a bonded debt of \$12,000, and the treasurer has in bank \$9,000 to apply toward the payment of the same. By the legal accumulation of the sinking fund it will be paid off in four years. On account of low taxes, economical and superior administration and inviting and healthy location affording choice society, Port Richmond is, indeed, a desirable place of residence.



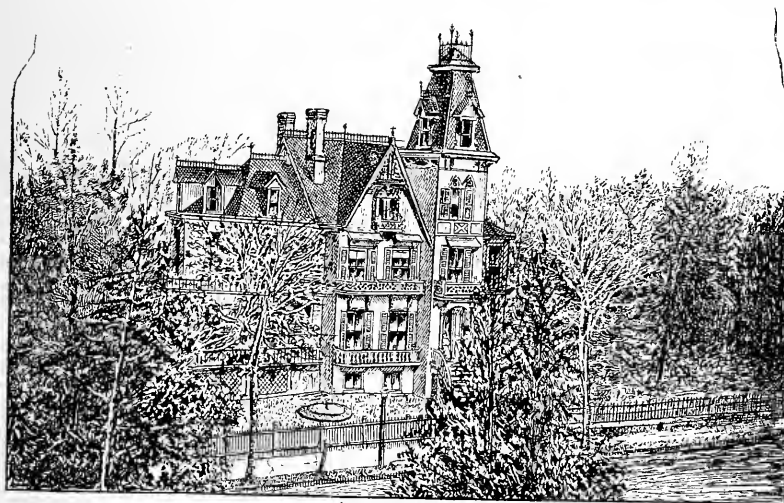
BUSINESS BLOCK, PORT RICHMOND.

In the matter of water for drinking and all household purposes, the supply is obtained through pipes of the Staten Island Water Supply Company, which run through all the principal streets. The water comes from deep pure springs, and the pressure is so great that a stream is thrown through a $1\frac{1}{4}$ -inch nozzle a distance of 100 feet. In the event of a fire, hose are attached directly to the hydrants, and the natural pressure shoots the stream to the top of the highest building. Four fire companies afford ample protection against fire. Gas is carried in mains through the village, and is at the service of

householders. Port Richmond enjoys both telegraph and telephone communication with all parts of the Island, New York City and neighbouring cities in New Jersey.



TOWER HILL, PORT RICHMOND.



RESIDENCE OF J. G. HAMILTON, PORT RICHMOND.

The general appearance of Port Richmond is inviting and pleasing. The streets are wide, well-macadamized and smooth; the side walks well-paved and generally shaded by trees of large growth. The business blocks are sub-

stantial, and the dwellings range from pretentious mansions to quiet cottages. The by-laws of the village are very strict against nuisances of every description, and are faithfully enforced. Port Richmond has become widely known as the "Model Village."

Horse-cars make all points on the north and east shores accessible, and stages run several times a day to Elm Park, Mariners' Harbor and Linoleumville. The Richmond County Railroad will soon commence building a street-car line from the Ferry landing along Richmond avenue, through Bull's Head and Graniteville, to New Springville, which will open up considerable of the interior country. Communication with New York City is by Staten Island Rapid Transit Railroad and swift ferry every twenty minutes, every day in the week; the time is thirty-five minutes and the fare, ten cents. An hourly steam ferry also connects the village with Bergen Point, New Jersey, and the city is accessible in this way by taking the frequent trains of the Central Railroad of New Jersey.

Comodore Vanderbilt was born in a modest cottage on Richmond avenue, May 27, 1794, and the notorious Aaron Burr died Sept. 14, 1836, in the second story north-east room of the hotel now known as the St. James.

INDUSTRIAL ESTABLISHMENTS OF PORT RICHMOND.

The Jewett White Lead Co. Office: 28 Burling Slip, New York.

These works were erected in 1842 by John Jewett & Sons, the members of the firm consisting of John Jewett, John Jewett, jr., James R. Jewett and George W. Jewett. The manufacture of white lead was steadily and prosperously carried on under this firm's management for forty years. In that period of time all the original members died. In 1882, the business was reorganized and a stock company created bearing the present name of "The Jewett White Lead Company." The officers are: B. C. Webster, President; J. A. Dean, Vice-President; C. H. Jewett, Treasurer, and James W. Selleck, Secretary. J. B. Pollock is Superintendent. The premises cover about three acres of land, fronting on the Kill-van-Kull, with wharfs running the entire length, for receiving and shipping supplies and products. The principal building is of brick, three stories high, one hundred and fifty feet long and forty feet wide, with a brick addition of same height built at right angles to it, one hundred and fifty feet long by 35 feet wide. The corroding houses cover about two acres; there is a casting house 30x60 feet, with a capacity to melt and cast into buckles (?) 20 tons of pig lead per day. There is also a steam cooperage establishment where all the kegs and casks are made in which the manufactured white lead is packed. The machinery is propelled by one 80, one 40, one 20, and four 5 horse-power steam engines, and steam is supplied by six 40-horse boilers. About 100 men are usually employed, and the works are capable of turning out 3,500 tons of white lead annually, the quality and purity of which are not surpassed.

J. A. Dean & Co.'s Linseed Oil Mills. Office: 181 Front Street, New York.

This representative establishment is located in Port Richmond Village, and stands between the Shore Road and the Kill-van-Kull. The main building is of brick, three stories high, one hundred and twenty feet long by seventy-six feet wide, with an addition seventy-six feet by twenty-five feet. The principal building is surmounted by a tower, containing a public clock. Substantial and complete dockage facilities are provided and enjoyed. About sixty hands are given employment, and upwards of half a million of gallons of standard linseed oil are annually manufactured.

Aretas Rowe, Druggist, Shore road, near Richmond avenue, Port Richmond, and Post-office Building, Mariners' Harbor, Staten Island.

Mr. Rowe is one of the oldest and best known druggists on the North Shore, having established himself in Port Richmond in 1869; his store at Mariners' Harbor was started the succeeding year. The prescription department of this establishment is managed with scrupulous care and is under the immediate supervision of Mr. Rowe, whose thorough knowledge of *matéria medica* enables him to accurately compound from pure, fresh drugs, all physicians' prescriptions and family recipes. The stock contains a general variety of all kinds of drugs and chemicals, also perfumery, toilet articles, the standard proprietary medicines, etc. This gentleman is also manufacturer of "Rowe's Emulsion of Cod-liver Oil" which does not get rancid or separate. The business at Mariners' Harbor is in charge of Mr. J. L. Sherwood.

BUSINESS NOTICES.

Chas. E. Griffith, Manufacturer, Wholesale and Retail Dealer in Fine Boots, Shoes, Rubbers, etc., Port Richmond, S. I.

A very large, well-lighted and commodious boot and shoe store is that of Mr. Charles E. Griffith, situated at Nos. 1 and 2 Richmond avenue, on the corner of the Shore road, having an area of 50x50 feet. He gives special attention to dealing in ladies' and gents' fine boots and shoes in all the desirable styles. Mr. Griffith also sells ladies', gents' and children's rubber and oil rain-clothing, horse-covers, etc., and supplies shoemakers with leather and findings, both wholesale and retail, at the lowest city prices. He has been engaged here for the last sixteen years, and does the largest business in the county. Mr. Griffith is a popular man in the community, and has drawn around him a large and influential custom. He is a native of Long Island, and being a practical boot and shoe manufacturer, can always give satisfaction as to style and fit, and is in every way worthy the respect and esteem he has gained.

Alfred Z. Ross, Notary Public, Real Estate and Insurance Agent, No. 91 Shore Road, Port Richmond.

Mr. Ross brings the widest possible range of practical experience to bear, coupled with an intimate knowledge of the respective advantages of the various residential and business sections of Staten Island. He has developed a large and permanent trade. He has long been regarded as an expert in the valuation of property, and an appraiser of recognized accuracy. He makes a specialty of collecting rents and taking entire charge of property, and no man is better known in this line of business than Mr. Ross, or enjoys a more enviable reputation. He has been engaged in business here for the past ten years, and being a native of Staten Island, is a gentleman well and favorably known to a large circle of friends and acquaintances. Mr. Ross is a duly commissioned notary public, having held this office for years. In this capacity he attends to all business promptly and satisfactorily to all concerned. He does an extensive insurance business, and secures policies in all the responsible companies, but is special agent for the Westchester, of New York city; Commercial Union; Royal, of Liverpool; and Phenix, of Brooklyn. He is also an agent of the Inman, Anchor and Hamburg-American lines, for the sale of tickets and foreign drafts. Any business entrusted to him will be promptly and carefully transacted.

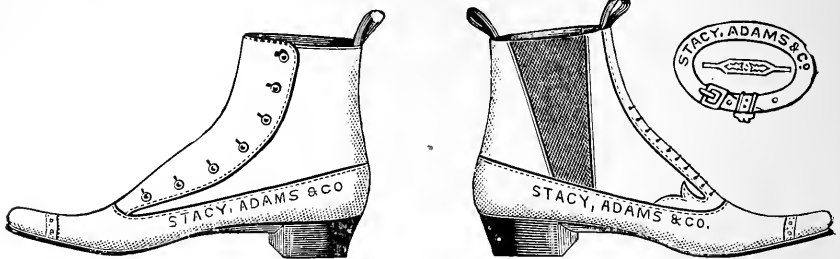
Mersereau Brothers, Dealers in Doors, Sashes, Blinds, and Wood Moldings, No. 12 Shore Road, Port Richmond. Address P. O. Box 152, West New Brighton.

There is hardly a more important business in a growing community than that established for the sale of doors, sashes, blinds, wood moldings, builders' hardware, etc. The Mersereau Brothers have capacious premises at No. 12 Shore Road, where a large stock of articles of this kind is always carried. The firm consists of Messrs. A. B. and George Mersereau, both practical men of extensive experience. They supply carpenters and builders in all parts of the Island and also in portions of New Jersey. They are natives of Staten Island, and Mr. A. B. Mersereau has been engaged in this business twenty-four years, and his brother fourteen years. The material which they sell is made for them in the western part of New York State, being shipped to them in large quantities. These gentlemen have long since acquired a high reputation in their business, and the career of the firm has been one of progress, characterized by strict integrity. Their prices are low, and satisfaction is at all times guaranteed. Mr. George Mersereau is one of the Trustees of Port Richmond village.

George Ross, Awning Maker, Shore Road, Port Richmond, Staten Island.

Widely known for the superiority of his workmanship, Mr. Ross has built up a large trade, and now ranks as the leading awning maker upon Staten Island. He has been engaged in the business for many years, and is fully capable of accepting and promptly filling the largest contracts. He manufactures awnings of every description, using the very best canvas, and employing skilled and competent hands. Mr. Ross also makes banners and flags, and has done very much handsome work in this department. As for tents, he is specially qualified for their manufacture, having ample facilities for promptly making the largest. He personally superintends every department of his business, and prides himself upon turning out first-class work, the superior of many houses and the equal of any. For yachting work, of which he makes a specialty, he is well situated, a number of clubs making their headquarters on Staten Island and but a short distance from his place of business. Mr. Ross is a gentleman respected by all who are acquainted with him, and his business is in a most prosperous state. His premises, on what is known as the Shore Road, Port Richmond, are specially fitted up for the purpose, and ample for the prompt execution of all orders.

CHARLES E. GRIFFITH,
 MANUFACTURER AND DEALER IN FINE AND COARSE
BOOTS, SHOES, SLIPPERS & RUBBERS
 OF EVERY DESCRIPTION.



Also, Rubber Rain Clothing for Ladies, Gents and Children.

Horse Covers, Wagon Aprons, etc.

Shoemakers' Supplies : Leather by the Roll, Side or Cut ; Thread, Nails and Tools.

THE LARGEST STORE AND STOCK IN THE COUNTY.

BOOTS AND SHOES MADE TO MEASURE.

GRIFFITH BUILDING, PORT RICHMOND, S. I.

ARETAS ROWE,

Druggist.

STORES:

SHORE ROAD, near RICHMOND AVE.,

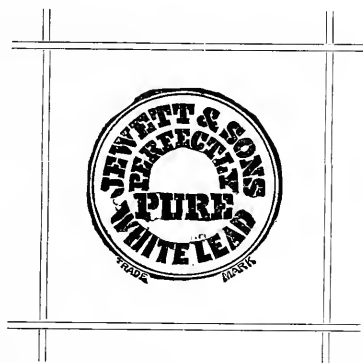
Port Richmond, S. I.

POST-OFFICE BUILDING,

Mariners' Harbor, S. I.

ESTABLISHED 1842.

**THE JEWETT
WHITE LEAD Co.**



Factory : Port Richmond, Staten Island.

OFFICE :

No. 28 BURLING SLIP,

NEW YORK.



J. A. DEAN & CO.,

MANUFACTURERS OF

Linseed Oil

AND

Linseed Cake.

OIL MILL:

PORT RICHMOND, S. I.

Office: No. 181 Front Street,
NEW YORK.

ALFRED Z. ROSS,
REAL ESTATE AND INSURANCE AGENT.

NOTARY PUBLIC.

RENT COLLECTING A SPECIALTY.

ENTIRE CHARGE TAKEN OF PROPERTY.

Agent of INMAN, ANCHOR & HAMBURG-AMERICAN LINES
FOR THE SALE OF TICKETS, DRAFTS AND MONEY ORDERS.

INSURANCE SOLICITED IN THE

Royal, Commercial Union, Phenix and West-
chester Insurance Companies,

BEING AGENT OF SAID COMPANIES FOR THIS VICINITY.

Office: 91 Shore Road, Port Richmond, Staten Island, N. Y.
P. O. Box 303.

Orders or Appointments can be made with me by Telephone for my services as
Notary or otherwise.

ESTABLISHED IN 1859.

MERSEREAU BROTHERS,
PORT RICHMOND, S. I.,

MANUFACTURERS AND DEALERS IN

Doors, Windows, Blinds,
BRACKETS, SCROLLS, WINDOW FRAMES,
Builders' Hardware, Etc.

Estimates Cheerfully Given on All Goods in our Line.

CALL OR ADDRESS—

BOX 152, WEST NEW BRIGHTON, S. I.,

Or will call at Building and take sizes from Plans.

MERSEREAU BROTHERS.

THE AWNING MAN; GEORGE ROSS, Sail Maker & Manufacturer of Awnings, Tents, Flags and Canvas Articles of Every Description.

Tents to Let, with Lights and Seats. Capacity, 1,000 People.

SMALL TENTS FOR CAMPING AND LAWN PARTIES.

Temporary Awnings and Canopies for Walks from Carriage to Door furnished at Short Notice. Carpets covered with Crash, and Camp Chairs to Let.

Balconies Enclosed. Canvas Curtains and Signs.

ORDERS BY MAIL OR TELEPHONE PROMPTLY ATTENDED TO.

GEORGE ROSS, Port Richmond.

BULL'S HEAD.

This place is one and a half miles beyond Graniteville and three miles from the shore at Port Richmond. The highway from Port Richmond to New Springville here crosses the Richmond Turnpike.

It became noted for its old corner tavern, before which swung a large sign famous for its crude artistic skill, representing the head of a ferocious bull, with immense eyes and short horns; quite dangerous looking. This old building was erected in the latter part of the eighteenth century, and was a landmark designating the place to all strangers. It was located on the north-east corner in close proximity to a small stream spanned by a bridge once named London Bridge. Why it should have been so named we cannot comprehend. The inn was finally burned down.

On the corner diagonally opposite stood the Washington Hotel, kept by Sylvanus Decker, generally known as "Uncle Vene." This hotel seemed to have its full share of patronage, as its host and hostess were ever ready to greet the boys and have a good time in general, but in after years it also yielded to the devastating element like its old predecessor. On the north-west corner from the old Bull's Head tavern another hotel was built, kept by Daniel Decker. This also fell an easy prey to the same destructive element. These three taverns were burned up at different times, and it has been suggested that the place should be christened Phoenixville, as it might rise some day again out of its ashes. The southwest corner had remained unoccupied while these taverns existed, but a new one was constructed on this spot by a son of "Uncle Vene's." Almost all the people in the vicinity are agriculturists.

ELM PARK.



ELM PARK was formerly the last landing of the boats on the North Shore ferry and has been known for years to many thousands of people in New York as a spot where fun and frolic could be enjoyed. On hot Sundays especially, the place would boil over with enthusiastic excursionists, and the quantity of beer that has been drank there would certainly float a ship. The ferry line is now a thing of the past, but the park is left, and probably this summer will enjoy its usual patronage.

The Staten Island Rapid Transit Railroad has its present terminus at Elm Park, which can be reached in 35 minutes from New York. There is a fine dock, but the business enterprise of the place is exceedingly limited.

BUSINESS NOTICE.

H. F. Taintor, Successor to Thos. Weddle & Co., Manufacturer of English Cliffstone Paris White, Whiting, Etc. Factories: Newburgh, N. Y., Staten Island, N. Y. Office: No. 281 Pearl street, New York.

One of the factories of the above-named firm is located at Elm Park. The property has a frontage of four hundred feet on Granite avenue, the road leading from the main dock, and is fifteen hundred feet back from the water. Whiting is manufactured principally at this factory, which has a capacity of one hundred barrels per day of ten hours. The large buildings are filled with the best and most improved apparatus for the purpose of this special manufacture, and the product is almost entirely handled by machinery, only ten or twelve men being required. Motion is given by an eighty horse-power engine, supplied by two boilers. Large sheds adjoin the factories, capable of storing from 2,000 to 3,000 tons of raw material. Schooners and canal boats are loaded at a convenient dock, and the manufactured product is shipped direct to all parts of the country, from Maine to Texas and California. About 6,000 tons of material are annually handled. It is about ten years since this factory started. Mr. Taintor also has a factory for whiting in 21st street, New York, and one at Newburgh-on-the-Hudson, where eighty men are employed manufacturing English cliffstone Paris white, whiting, paints, leads, etc.

Advertisement.

H. F. TAINTOR

(Successor to Thos. Weddle & Co.),

MANUFACTURER OF

ENGLISH CLIFFSTONE PARIS WHITE, WHITING, ETC.

Also, Sole Manufacturer of the

"ULESOTE" PAINT,

Which gives a pure metallic coating and perfect finish to Wood, Iron, Tin and all other surfaces.

Factories: Newburgh, N. Y.; Staten Island, N. Y.

Office: 281 PEARL STREET, NEW YORK.

MARINERS' HARBOR.

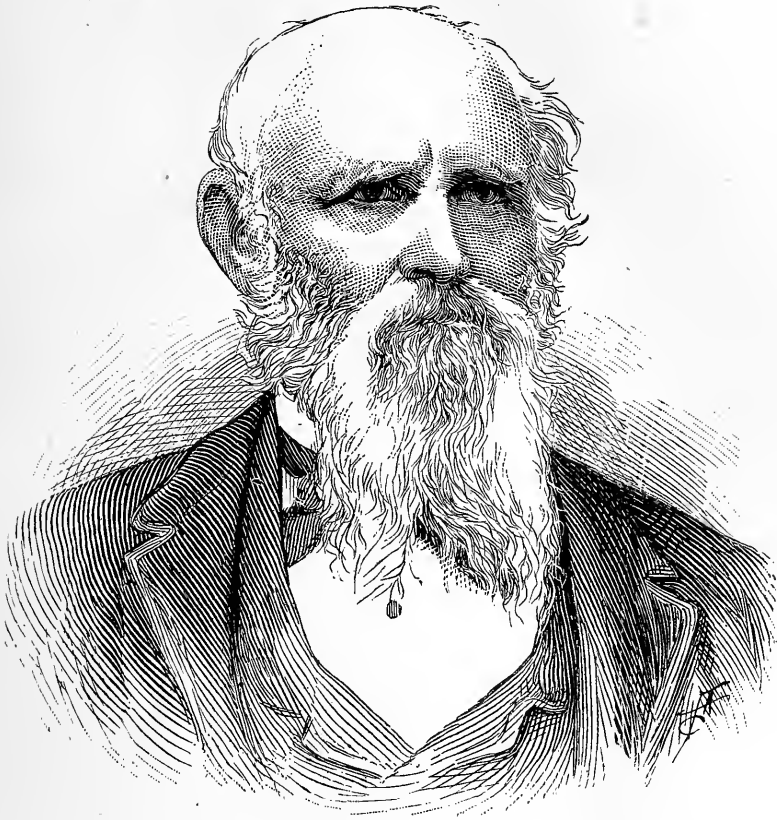
All of the shore territory in the town of Northfield, lying along Newark Bay, and now dubbed Mariners' Harbor, North Shore and Holland's Hook, might, with appropriateness, considering its geographical situation, be called Mariners' Harbor. The name came from the fact that it was at one time the home of most of the boatmen of the Island, engaged in planting and gathering oysters; their boats, when not in actual use, were anchored on the extensive flats in front of the place. The name of Holland's Hook was derived from the early Dutch settlers who came from Holland there in the latter part of the seventeenth century; the word hook being Dutch for a point. Mariners' Harbor was from the earliest days the home of the old Dutch families of Van Pelts, Van Names, Merseaus, Drakes, Wrights and Corsons. The families bearing those names have always formed a large proportion of the inhabitants, and to this day many parcels of land are in the possession of direct descendants of those honored pioneers.

The village is situated on the side of a small incline, leading up from the Bay, southward, for a quarter of a mile; and a very pleasant view of the water and the shipping, and of the cities of Newark, Elizabeth and Bayonne is enjoyed from almost every part of every street. The Shore-road runs through the entire place, and most of the way by the edge of the Bay. It is occupied by residences nearly the whole distance.

The chief industry of the place is still the oyster business. The flats are used as a harbor for the hundred sloops and schooners employed in the trade; the homes of the men are in this place, but their oyster-beds are in Prince's Bay, on the south side of the Island. The flats of Mariners' Harbor have always afforded a good point for placing oysters in floats to drink, because the fresh waters of the rivers Hackensack and Passaic flow down on them. After the bivalves have attained their growth in Prince's Bay, they are brought in small quantities to the floats on the flats, and allowed to drink the fresher water for a few hours; then they are carried by sloops to the foot of Charles street, North River, New York City, and sold. The vocation of the oystermen is a very laborious one, but they have become accustomed to its exactions, and the business has grown to be an extensive one. It requires a vast amount of capital to carry it on successfully. The river front is made picturesque by the skill displayed in the naval architecture of those beautiful sailing crafts; with speed, they combine comfort and capacity.

Some inhabitants find work in Singer's and other factories at Elizabethport, and others in the barrel factory of the Seaboard Refinery on Shooters' Island, in the Bay. The place is void of manufactories; but the sturdy mechanic is found here and there intermingling with his seafaring neighbors, all having their neat and cosy dwellings and taking an equal interest in land and vessel property. Unfortunately, shipbuilding has greatly declined of late. There were several, and there is now but one shipyard and marine railway in operation.

The place now has a population of two thousand. It has two means of communication with New York: by way of the Staten Island Rapid



GARRET P. WRIGHT, A PROMINENT CITIZEN OF MARINERS' HARBOR, AND
PRESIDENT OF PORT RICHMOND VILLAGE.

Transit Railroad *viâ* Elm Park, and by the New York and Elizabethport Ferry at Long Dock, in the centre of the place. The New York and Elizabethport Ferry places it in direct communication with all points, west and south, *viâ* Bergen Point or Elizabeth, N. J. There is an hourly stage line running through the entire village and connecting with all horse and steam railroads.

The post-office called Mariners' Harbor is just within the incorporated limits of Port Richmond; the postmaster is genial Joseph L. Sherwood.

There are three churches in the village: the Summerfield Methodist, the Mariners' Harbor Baptist and the Chapel of the Reformed Church of Port Richmond. Their names are stated in the order of their age, and it is also the order of their strength, the Methodist being the most influential as well. Mr. George Bechtel has purchased the old church building on Van Pelt avenue, which, after fitting it up in an appropriate manner, he will present to the Roman Catholics of that vicinity.

The Baptist Church—Rev. W. R. Maul, pastor—was constituted in 1857, with a membership of forty-eight. The officers chosen were: trustees, David Van Name, sen., William H. Lissenden, sen., David Van Name, jr.; deacons, George F. Thompson, Jacob Van Pelt, William H. Lissenden, jr. The corner-stone was laid September 9, 1857. Dedication ceremonies were held May 5th, 1858, Rev. Dr. John Dowling presiding. The first pastor was Rev. J. N. Tolman. He was succeeded by Rev. G. W. Folwell, Rev. J. L. Benedict, Rev. J. J. Brouner, Rev. W. B. Harris, Rev. J. W. Taylor, Rev. C. F. Hull and Rev. W. R. Maul.

The average attendance at church services and in the Sabbath-school is creditable. The native inhabitants, as a whole, are church-going people, and have the same regard for religious worship that characterized their early Dutch ancestors.

Their public school is large and presided over by a gentleman principal, with four lady assistants. There are besides two private schools. There is a hall in the place suitable for public meetings called Franklin Hall, on the Shore road at the foot of Harbor road.

The desirable lands of the place have received the attention of capitalists, and a syndicate of gentlemen have already purchased over one hundred acres in different parts. The healthfulness of the section compares with that of any portion of the globe. The longevity of its inhabitants has been proven beyond doubt; they seem to be wonders of Nature living on an average from seventy to nearly a hundred years. The salt meadow-lands, which consist of many hundred acres, will all be utilized by corporations in connection with the Baltimore & Ohio R. R. and used for terminal purposes—such as stock-yards and granaries—and for mining products like coal and iron.

But little space remains in this article in which to speak of the great enterprise which the Staten Island Amusement Company has in process of establishment, near Mariners' Harbor, for the enjoyment of an amusement-loving public. They own about thirty acres of land, one-half of which territory is embraced in a beautiful grove. The company has entered into a contract with Buffalo Bill's Wild West Combination for a series of exhibitions on these grounds, beginning June 20 and continuing one hundred days. There is room on the open grounds for a road track of one-third of a mile. It is here that the daring feats of horsemanship, for which the Indians and cowboys and Mexicans of the troupe are famous, will be exhibited, and a grand stand capable of seating twelve thousand spectators is now in process of construction. One-half of the grove above-mentioned will be used for the reception of the horses and carriages of visitors, the space being large enough to shelter two thousand teams beneath the leafy shade of the trees. The other half of it will be occupied during the summer by an Indian encampment. The proprietors of the "Wild West" are making arrangements to double the size of their organization, and have engaged one hundred and fifty Indian braves from the Sioux, Arrapahoe and Pawnee tribes. Among the Indians there will be many of historic fame, including Sitting Bull, White Cloud, Red Dog and others. There will also be present no less renowned a person than the celebrated chief Pound Maker, who was Louis Riel's lieutenant during the recent half-breed uprising or rebellion in the Northwest. The presence of this redoubtable chief has been secured by Messrs. Salisbury and Cody, through the efforts of Mr. Wiman, together with the influence of the Archbishop of Montreal. He will come to New York by permission of the Canadian Government, and, like the American Indians, will be under the guardianship of the United

ASK YOUR DEALER FOR



LUCAS' GREENS.

THE MOST BRILLIANT AND



SWISS GREEN.



DEEP LUCASINE VERMILION.



LIGHT IMPERIAL FRENCH GREEN.



EXTRA DEEP LUCASINE VERMILION.



MEDIUM IMPERIAL FRENCH GREEN.

PERMANENT GREENS
AND VERMILIONS.

JOHN LUCAS & CO., PHILADELPHIA.

WM. E. LUCAS,

89 MAIDEN LANE, NEW YORK.

❖ LUCAS' ❖

PREPARED PAINTS.

Sold by the Pound.

Ready for Use.



NOTICE TO DRUGGISTS AND DEALERS. These Goods yield you a good profit, obviate the necessity of mixing small quantities of paint, [always dirty, and if time is considered, unremunerative work,] and as our name is not on the label, it affords a good opportunity of advertising your business, by affixing your label to an article of real merit, nicely put up, and very popular. It is against your interest to have a large number of shades, but we add on request, Bright Red and Chrome Yellow, making in all

ONLY 14 SHADES,

including White and Black.

❖ **LARGE STOCKS UNNECESSARY.** ❖



WE MANUFACTURE A FULL LINE OF

COACH COLORS,

SEND FOR SAMPLE CARD.

Manufacturers, Importers and Wholesale Dealers in

❖ **PAINTERS' & GENERAL & SUPPLIES,** ❖

**PAINTS, COLORS, VARNISHES, DRYERS, JAPANS,
WHITING, PUTTY, BRUSHES, &c., &c.**

JOHN LUCAS & CO., Manufacturers,

141 & 143 N. Fourth St.,
--AND--
322 to 330 Race St.

} Philadelphia.

Factories
--AND--
Varnish Works.

} Gibbstown, N. J.

WILLIAM. E. LUCAS,

89 Maiden Lane, Cor. Gold St., New York.

States Government. Dumont and other Canadian rebels will also be present. There will also be forty well-known cowboys, plain-herders and mail-riders from Colorado, Montana, New Mexico and Texas; a band of Mexican *vagueros* and a troop of female riders and rifle shots, who have attained fame throughout the West. During the engagement of the "Wild West," special trains will be run by the Rapid Transit Company from the landing at St. George, so that the trip from New York will be a very speedy and convenient one.

OLD PLACE, OR SUMMERVILLE.

Here stands an old grist mill erected by Judge David Mersereau on the Old Place creek, which has been kept in use for more than a half century. It shows age by its construction, yet we believe it to be capable at this day of turning out considerable material. It will repay the visit of any person who seeks to gratify an antiquarian appetite. There is a small colony of people here, and one or two enterprising merchants. It is about two miles from Port Richmond, and a little less distance from Mariners' Harbor. The village is now known as Summerville, the name having been changed within a few years. The Summerfield Methodist Episcopal Church at this place was built in 1869, and now has a large membership. Rev. Charles Lareu is the pastor.

BUSINESS NOTICE.

D. M. Van Name, Wholesale and Retail Dealer in Butter and Cheese, 354 Washington Market, New York.

Mr. Van Name is a native of Staten Island, where his ancestors have resided for nearly two centuries. So far as known he is the only Washington Market stall-owner who hails from Staten Island. His stand is near Oyster row, on the West street side. He confines his dealings to butter and cheese, and handles standard qualities of these commodities. An eight years' service in his present stand has built up a wholesale business with hotels and groceries, in addition to a comfortable retail trade.

Advertisement.

D. M. VAN NAME,

COMMISSION MERCHANT

AND WHOLESALE DEALER IN

DAIRY & CREAMERY BUTTER,

Also Cream Cheese,

354 WASHINGTON MARKET, NEAR OYSTER ROW,

WEST-STREET SIDE.

Constantly on hand, a supply of Prime Butter and Cheese.
Hotels, Grocers, Steamboats and Families supplied.

GRANITEVILLE.

The first hamlet south from Port Richmond landing is Graniteville, about one and a half miles away. An observer will notice at once from the ancient aspect of the dwellings that it is a place of olden times. The people are hospitable, prudent and industrious. Many years ago a granite quarry was started here and did a very large business, hence the name. This was quite an active place at the time; it had its grocery, smith and wheelwright establishments, taverns, etc. Aside from special vocations, many of the inhabitants are now farmers and truck-growers, and carry on a very productive business. The public highways cross at the centre of this place, one leading to Port Richmond Ferry, and one to the Old Place road, latterly called Washington avenue. The Morning Star road ends here, which is about three quarters of a mile from the north shore at Elm Park landing, and the southerly road continues through the Island. Houses are numerous along the entire length of this road.

The Graniteville Baptist Church, one of the oldest of that faith on the Island, was dedicated 31st March, 1842, and rebuilt in 1858. Rev. Samuel White was the first pastor. At his death Rev. D. B. Patterson succeeded. He was followed in 1872 by Rev. Duncan Young. In 1876 Rev. G. J. Gannon was installed.

NEW SPRINGVILLE.

This is a quiet hamlet, four miles from Port Richmond, in the interior of the Town of Northfield. Its rather sparse population consists chiefly of farmers who live a prudent and substantial life of labor and comfort. After the toils of the day are over they are wont to gather together and discuss the news and happenings of the day and place. It is quite a primitive place, a church, school, grocery, smith and wheelwright establishment comprising about the measure of its activities. The beautiful and attractive horticultural grounds of Mr. Isaac J. Simonson are located here; salesroom, 63 Barclay street, New York.

It is expected that within a year a street railroad will connect this place with Port Richmond. There is now a regular stage line running several times a day.

The Asbury M. E. Church is an old church society which is numerically and financially in a healthy condition. Rev. J. F. Dodd has just been appointed to succeed Rev. Charles E. Walton who served a full term of three years, during which period eighty-four persons were added to the church roll.

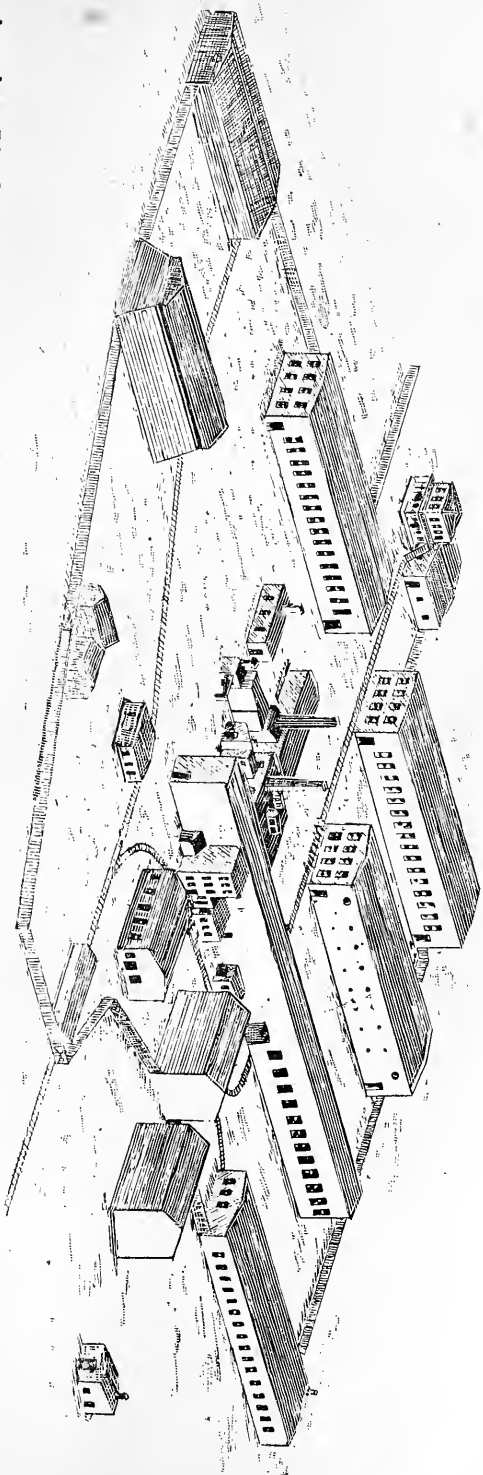
JERSEY CITY BUSINESS NOTICE.

John O'Reilly, Bottler of Cider, Mineral Waters, Etc., 329-331 Newark Avenue, Jersey City, N. J.

The bottling of cider, mineral waters, etc., for family use, hotels and restaurants is an important business, and is well represented by Mr. John O'Reilly, who gives it his personal attention. His establishment is located in Jersey City, where he has all the machinery and appliances required for the business, and is specially engaged in bottling ginger ale and cider, and manufactures mineral water, sarsaparilla, etc. He controls a large and rapidly increasing trade among the best families, hotels and restaurants throughout Staten Island. With the facilities at his command, Mr. O'Reilly can supply all the demands made upon him promptly and satisfactorily. His long experience in the business has made him familiar with the wants of his patrons, and by giving his personal supervision to the business furnishes them at all times with only first-class beverages, and he enjoys an enviable reputation for the superior excellence of all articles bottled by him wherever they are known. He runs wagons to Staten Island daily.

LINOLEUMVILLE.

This place, formerly known as Travisville, is at the westerly extremity of Richmond Turnpike, on the shores of Staten Island Sound, and includes the historical site of what was known after the Revolution as "The Blazing Star Ferry," where stage passengers from New York to Philadelphia were ferried across to New Jersey. Considerable prominence is given to it by the manufacturing operations of the company below described, who have been instrumental in establishing a post-office, and creating a busy activity where formerly no life existed. Constant communication is had with New York by stage connecting with Staten Island Rapid Transit Railroad at Elm Park, and by regular lines of steamers passing through the Sound.



American Linoleum Manufacturing Company. Office, Port Richmond; Branch Office, 11 and 13 Thomas Street, New York.

Linoleumville owes its name and prosperity to the enterprise of the above-named company. The "American Linoleum Manufacturing Company" is a joint-stock concern, who purchased and located on 200 acres of land, machinery and the other necessary facilities for manufacturing "Patent Linoleum Floor Cloth," an article made from pulverized or ground cork and linseed oil, which is more elastic and durable than oil-cloth, and the consumption of which in the United States has now attained proportions of great magnitude. The shores of Staten Island Sound were chosen because offering superior advantages for cheap water transportation and an abundance of room for future growth. Improvements were first made on the property in August, 1873, and in the fall of 1874 the first goods were sent to market. The works now comprise some twenty different buildings, spreading over eight acres. The machinery is propelled by engines in the aggregate of four hundred horse-power, and the number of hands employed is about one hundred and seventy-five. The officers are: Joseph Wild, President; John Cartledge, Treasurer; Elijah Bliss, Secretary; D. N. Melvin, C. E., Superintendent.

THE AMERICAN
LINOLEUM MANUF'G COMPANY,

LINOLEUMVILLE, STATEN ISLAND,

*Sole Manufacturers in the United States, of the
very Durable and Popular*

CORK FLOOR-COVERING

CALLED

LINOLEUM.

Office of the Company :

GRIFFITH BUILDING, PORT RICHMOND,

Branch Office :

Nos. 11 & 13 Thomas Street, New York.

JOSEPH WILD & CO., SELLING AGTS.,

Nos. 82 & 84 WORTH STREET, NEW YORK.

TOWN OF SOUTHFIELD.

This is one of the four towns of Richmond County, organized in March, 1688. As the name indicates, it is located on the southern shore of the Island, and it covers a strip from and including Clifton and extending westerly nearly two-thirds the width of the county. It takes in a portion of Edgewater village, the forts at the Narrows, New Dorp and Richmond. The inhabitants follow various occupations, manufacturing, mercantile and agricultural, etc.

The Staten Island Railroad runs through the town, parallel with the shore.

The town officers are : supervisor, Nathaniel Marsh, of Clifton; town clerk, Thomas Sisk, sr.; justices of the peace, John G. Vaughn, Daniel T. Cornell, Patrick Larkin, John L. Young; collector, Michael Finley; assessor, William Goid; commissioner of highways, James P. Collins; constables, Louis Delmar, Hugh Rush, Kady O'Leary, Owen Morgan, John Fitzgerald; excise commissioners, James Kelly, August Meyer, John Floresch; pound master, Michael McCarthy; sealer of weights and measures, Thomas Wilshaw; game constable, John Toolan.

Southfield has three District Schools : District 1, six teachers, Mr. H. E. Cleveland, principal; District 2, two teachers, Peter J. Kiernan, principal; District 3, one teacher, C. F. Simons.

On the south shore, below the Narrows, almost to Seguine's Point, stretches a white sandy beach, upon which the sea breaks with gentle rollers, coming a long distance across the lower bay of shallow water. This beach could be made as beautiful as Coney Island and far safer, with inland scenery more grateful to the eye than Long Island's flat lands fading into the horizon without an eminence. It is expected that the Rapid Transit Company will soon continue their line from Clifton along the shore as far as Peteler's.

Property of the value of over \$300,000 changed owners in the *town of Southfield* during the months of October, November and December of last year. There is a great deal of excellent land in this town, easy of cultivation and which should be developed to a much greater extent than it is at present.

CLIFTON.

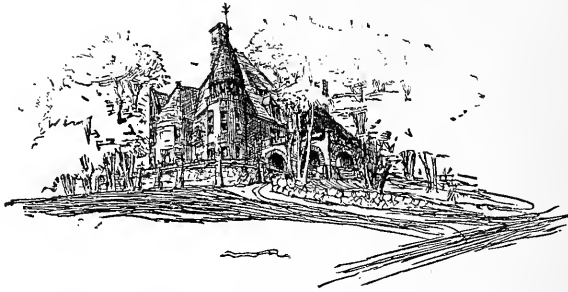


MORE than thirty years ago this place was given its name by an association of gentlemen who purchased large tracts of land reaching from Vanderbilt's Landing south and west along the beach and covering the Highlands adjoining. It was designed to subdivide the territory into choice residence plots, and to form a colony of superior homes. The project fell through however, and the lands generally reverted to the original owners, but the name remained, and now as the Rapid Transit has superseded ferry traffic, and the boat landing is closed, it seems proper that Clifton should be recognized as the name of the station, and of the village and territory round about.

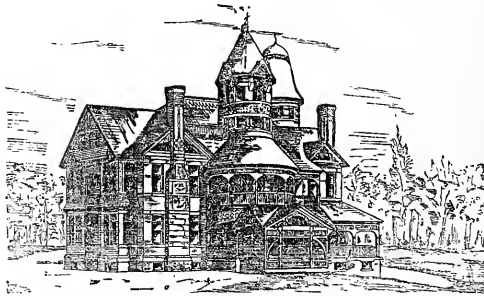
Clifton is well known, although it has no post-office; it however deserves one, and this benefit should be granted at once, for it is inconvenient and silly to oblige the people of this place to go to Stapleton after their mail matter.

The business portion of Clifton is neither large nor remarkable, but sufficient for the needs of the community. There is some little manufacturing carried on around the depot, and there are stores scattered along New York avenue for two miles. The Richmond County Gas-Light Company have their works on Willow avenue, and the very extensive brewery of Frederick Bachmann is one of the chief and important industries of the place.

Trains run to St. George every twenty minutes.



It is as a residence district that the South Shore of Staten Island is so justly famous. The views are grand; the ground high, healthy and the air pure from ocean and from land. You look out over the broad expanse of the Lower Bay, bounded on the east by Coney Island, and on the west by the far-distant blue highlands of Navesink. Nature's handiwork is lavished on all sides.

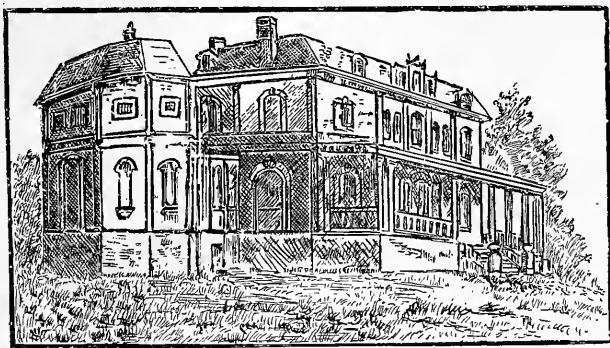


There are many handsome dwellings on the commanding heights of the south shore. The forty acres, belonging to Mr. Louis H. Meyer, are the most beautifully adorned tract of land in the vicinity of New York. For twenty years the grounds have been under the highest cultivation, and it has been estimated that \$1,000,000 has been expended in bringing them to their present admirable condition. Notable also are the Luling property, now owned by Mr. Walters; the splendid ground, with its fine residence, of Mr. W. W. McFarland; the handsome residence of Mrs. Marsh and the homestead of the late John A. Appleton, now owned by Mr. H. Alexandre.

The Alexandre house and place are undoubtedly the finest on the shore. Their late owner, Mr. Appleton, expended a large amount of time and

money in laying out the grounds and beautifying them, and the house itself, with its comfortable rooms, interior furnishings and wide verandas, is most attractive.

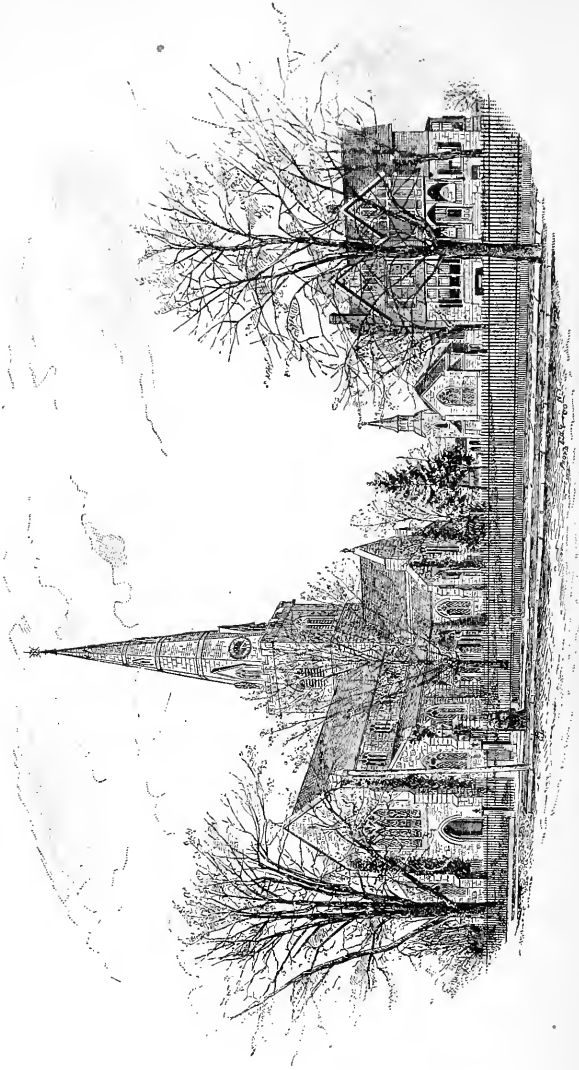
We should mention, too, the Birmingham property, now owned by Mr. Emmons, President of the Rapid Transit Railroad; the handsome buildings of Mr. Hagewitch and Mr. Haxtun; and the fine residence of the Townsends, which is one of the most picturesque on the Island. The main part of the house is nearly one hundred years old, and the towers give it a curious and quaint appearance.



THE BARRETT HOUSE.

This house has a singular history. Col. Barrett, a Kentuckian, came to New York at the outbreak of the Rebellion, with a large amount of money realized from the sale of cotton in England. He bought a tract of wooded land on Staten Island, and built a grand residence without sparing expense. A magnificent hall, with tiled floor, and whose ceiling is the roof of the edifice, occupies the centre of the house, while galleries, upon which open spacious bedrooms, surround it on the second and third floors. Freestone is the material of which it is built, and from its verandahs there is a most extensive and beautiful view of the Lower Bay. About the time it was ready for occupancy Col. Barrett died, and for twenty-five years the house and the grounds around it have been entirely neglected. We are informed that a syndicate of gentlemen have lately purchased this property for the purpose of a private club.

A scheme for improving that part of the South Shore known as "Fox Hill," west of New York avenue in Clifton, and running over the Finger-board road and the old railway, contemplates dividing up all this region and laying it out into attractive plots, never less in size than 50 by 125 feet, with streets planted with trees, and an occasional little park; to erect houses of moderate dimensions, with modern improvements and attractive form. It is the intention to sell these houses at such an advance in price as will pay a reasonable amount of profit, on such terms as will be little more than the ordinary rent which is now paid in the city for accommodations of half the extent. Thus, say a house is sold for \$2,500. A payment of \$500 down will be required, which will leave \$2,000 to be paid. Four years can be given for the payment of this money at the rate of \$500 per year. It is further proposed to make it also a life insurance scheme, so that in case the purchaser should die any time after the first installment is made, the wife or his heirs will receive the deed for the property without any further payment to be made.



ST. JOHN'S CHURCH, CHAPEL AND RECTORY, CLIFTON, S. I.

ST. JOHN'S CHURCH.

This parish was organized in 1843, at a period when that portion of Staten Island below Clifton, in the neighbourhood of the Fort, and stretching westward along the bold, wooded, hill region, was peopled by the representative families of metropolitan wealth, enterprise and social distinction. Perhaps no rural or suburban parish, before or since, has counted among its families so many solid fortunes and brilliant connections. Among the founders and subsequent supporters of St. John's are found the names of William H. and John Aspinwall, Levi Cook, William B. Townsend, of the old New York "Express," William H. Vanderbilt and others of that family, E. B. Satterthwaite, William Cuthberston, Edward Gillilan, William Fellowes, William

Hawxhurst Townsend, D. B. Allen, W. C. Pickersgill, John Appleton, and many others of similar position. The neighborhood gave homes besides, at different periods, to the Cunards, Duncans, Livingstons, Alexandres, Ciscos and Belmonts.

The first church building was a modest wooden structure, clearly enough a temporary affair for such a population. Within the first twenty-five years there were six pastors. Among them were Drs. Kingston Goddard, A. G. Mercer, later the millionaire proprietor of All Saints' Chapel, Newport; R. M. Abercrombie, Thomas K. Conrad, and Dr. Eccleston, who enjoys the unique and exceptional honor of a second pastorate in the same parish. Under his administration, plans were matured for the erection of a costly stone church commensurate with the requirements of the congregation and somewhat in keeping with its culture and resources. The building was consecrated in 1869.

Dr. Eccleston, during whose ministry this exquisite church, with its roomy parsonage in quaint Queen Anne guise, close at hand, has all come to light, is a Marylander, descending from an old English family who were freeholders for more than 300 years, of Eccleston, near Chester, England. He was born in 1828. In personal appearance he is tall, gracefully proportioned, with a sinewy figure, as if well inured to manly pastimes and endurance. His complexion is deeply bronzed, his features are refined, mobile and singularly expressive, and his dark, finely set eyes have a way of lighting up wonderfully when his heart and brain are busy. He is a boldly marked individuality, needs no propping nor tying to ecclesiastical or social espaliers, thinks his own thoughts, and calls no sciolist or party whipper-in master. He has no room for sacerdotalism or ecclesiasticism in his scheme of labor, while his rugged impetuous temperament finds scant nutriment among mere pietists and dreamers. He seems more at home with men of Kingsley's type and George Macdonald. A large and discriminating congregation is gathered from all parts of the Island, Sunday after Sunday, year in and out, by the fascination of the Doctor's ministrations.

Officers of the Church: wardens—George S. Scofield, Sr., and J. F. H. Mayo; vestrymen—Reuben Lord, James M. Davis, G. Handy, Eugene Bogart, Dr. T. J. Thompson, George J. Greenfield, I. K. Martin, and M. W. Stone.

ST. MARY'S ROMAN CATHOLIC CHURCH.

This parish and congregation was organized by Archbishop Hughes in October, 1852, and Rev. J. Lewis was appointed the pastor. Immediately after his appointment, Father Lewis erected a temporary chapel and schools at a cost of about \$6,000, which were used for five years.

In 1857, Archbishop Hughes laid the corner stone of St. Mary's Church on New York avenue, and the edifice was completed the following year at a cost of \$58,000. It is the finest Catholic church on Staten Island. In 1858 and 1859 the rectory adjoining the church was built, costing \$10,000.

Father Lewis in 1862 purchased seven acres of land of the Parkinson estate in Southfield, and laid it out as a cemetery. He also built upon it a neat cottage for the keeper's residence.

In 1864 an orphan asylum for the parish, a residence for the Sisters of Charity, a large school and a dwelling for the male teachers were built at a cost of about \$36,000.

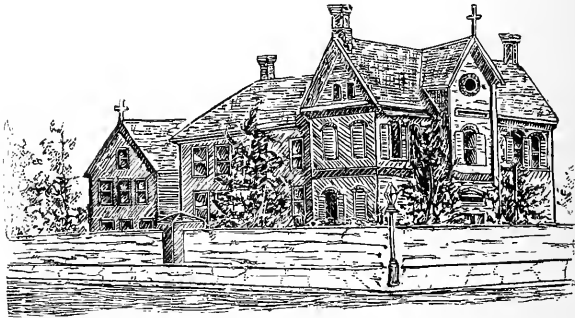
These schools are of the largest on the Island. The books show a daily attendance of nearly four hundred pupils who are gratuitously instructed by six Sisters of Charity, under the supervision of the pastor.



ST. MARY'S HALL.



ST. MARY'S ROMAN CATHOLIC CHURCH, CLIFTON, S. I.



ST. MARY'S SCHOOLS.

In 1878, St. Mary's Hall, for lectures, concerts, dramatic performances, meetings, etc., was erected at a cost of \$9,000. This hall is very beautiful and complete in all its details, with footlights, dressing rooms, bar room, kitchen, etc. It holds about 800 people.

Opposite St. Mary's Hall are the Catholic Young Men's Literary Union rooms, which Father Lewis built for the young men of his parish in 1883, at a cost of \$2,600. Here the young men of good morals spend their evenings in recreation and literary exercises.

Besides all the above buildings, Father Lewis in 1882 erected at his own individual cost of \$10,000, a very handsome chapel-of-ease for the aged and infirm in Stapleton, where Divine service is held every Sunday morning. Father Lewis deserves great commendation for having by his business tact and continuous unselfish labor built up one of the finest and most complete parishes in the country.

FORT WADSWORTH.

This fortress, located on Staten Island, at the Narrows, below Clifton, is constantly garrisoned by a detachment of regular troops, consisting of about fifty officers and men. It is on a lovely spot, standing high above the water, and its grassy slopes are visited daily, but most especially Sundays, by very large numbers of New Yorkers to enjoy the health-giving breezes from the sea and the grandeur of the views from its eminences.

QUARANTINE STATION.

The houses of the Health officers of the Port of New York are situated on the water front, at the Quarantine station near the Narrows. Vessels from transatlantic ports are boarded and examined here, between sunrise and sunset. The examination is generally a matter of form. The captain takes oath that no contagious disease has appeared on board his ship during the voyage, and a permit admitting him to the city is granted.

Garibaldi resided on Staten Island for nearly two years, and was, perhaps, the most celebrated foreigner who ever lived there. He occupied a little wooden house on Forest street, standing just east of Bachmann's Clifton brewery. It has a dormer window in the centre of the roof, and windows inclosing the piazza. He spent his time in a very unromantic and democratic fashion—working in a candle factory and fishing from the docks. He was very quiet, and seldom went to the city. In 1853 he resumed his profession of seaman, and left here as captain of the "Carman," bound for China. He returned in 1856, and stayed a month before he sailed for Italy. The cottage is owned by the Italian Society of New York, and over the door has been placed a marble tablet with an inscription in Italian which translated is as follows:

Here lived in Exile from 1851 to 1853,
The Hero of Two Worlds,
GIUSEPPE GARIBALDI.
Dedicated by His Friends.

Signor Antonio Meucci, a hale and portly old gentleman, who owned the candle factory, in which Garibaldi worked, who was his friend and companion during his sojourn in this country, occupies the little historic house and preserves, with great veneration, a few personal mementoes, and keeps the bed-room of the great chieftain with its identical furniture and property as he left them.

Frederick Bachmann's Clifton Brewery is a very large concern in the amount of capital invested, the size and importance of the buildings and

the number of barrels annually produced. The brewery was first established by Garibaldi and Antonio Meucci in 1851, when Garibaldi resided on Staten Island. Since that time it has passed through the hands of several proprietors until finally it came into the possession of the present owner.

Mr. Bachmann is a practical brewer, fully acquainted with every detail of his business. He makes a pure, wholesome beverage, for which he received a medal at the Philadelphia Centennial Exhibition. There were only eleven medals awarded to brewers in the United States. Mr. Bachmann is content to do a regular steady business, yet it is constantly on the increase, necessitating frequent and extensive additions to his facilities in the way of plant and machinery. He uses the best and most modern appliances in his establishment, and some idea of the magnitude of his works and business may be gained from the fact that he has lately put in an improved ice machine, the cost of which with the outfitting required was over \$50,000. The revenue tax of this brewery amounts to about \$60,000 annually.

A fine restaurant and park are connected with the brewery, where visitors can sit and quaff the fresh and cool lager, and partake of hospitable cheer. It is a popular summer garden, visited by thousands from the city.

Mr. Bachmann employs many people, and has added much to the prosperity of the Island; he is a public spirited citizen, and his charitable and patriotic nature was exhibited at its best when he presented to the Italian Society of New York, as a free gift, the cottage in which Garibaldi lived in exile when in this country. For this act he received the thanks of the King of Italy and the freedom of the kingdom.

BUSINESS NOTICES.

D. T. Cornell, Auctioneer and Real Estate Broker, 8 Amos street, Vanderbilt Landing, Clifton, Staten Island.

Mr. Cornell is well known as a successful auctioneer and real estate broker, having been in business since 1866. He is a thoroughly enterprising and pushing business man in his line, buying, selling and renting real property, collecting rents, loaning money on bond and mortgage, and taking entire charge of estates. He is thoroughly posted as regards Staten Island property, is an excellent appraiser and judge of values. He believes in printer's ink, having paid out \$50,000 in advertising during the past twenty years, and issues monthly the *Real Estate Record*, which contains a most complete account of real estate transactions, houses and property for sale and to let; also information and advice to buyers and sellers. Property placed in his hands is advertised in the *Record*, free of charge. Mr. Cornell's office is in the most accessible place on the Island. It is close to the Staten Island Railroad Depot, and easy to reach by horse-cars from the north shore. Telephone call is Scott's Building, Clifton. P. O. Box 537, Stapleton.

Robinson & McDowell, Carpenters and Builders, Vanderbilt Landing (P.O. Box 513, Stapleton, S. I.)

There is no branch of the mechanical arts where thorough and practical knowledge is more essential than in that of building. An establishment in this line which has won an excellent reputation for first-class work is that of Robinson & McDowell, whose office and shops are on Amos street, a few rods from the Rapid Transit Railroad Station, at Clifton. They have been established many years, and are thoroughly practical workmen, employing only the best and most experienced hands, and having every facility for executing the largest orders. A specialty is made of jobbing, which is promptly done. Some of the work done by them on Staten Island during the year 1885 is enumerated below:

A Queen Anne cottage for Mr. Edward Huber, on Davis avenue, New Brighton, cost about \$6,000; a brick two-story building on Shore road, New Brighton, for Mr. Frank Tompkins, \$5,500; a Queen Anne cottage on the Low property, New Brighton, for Mr. Howard, \$4,000; three two-story frame cottages on Water street, Stapleton, for Mr. Thos. Brown, \$4,000; an addition and alterations to mansion of Bernard Wendt, Esq., on Grymes' Hill, \$6,000; an addition to School No. 2, of Stapleton, about \$12,000; a two-story frame building on Vanderbilt avenue, Clifton, for Philip Kreis, Esq., \$2,500; a Queen Anne building and barn, on Manor road, Port Richmond, for Mr. Raymond, \$15,000.

BUSINESS NOTICES.

Thos. & J. J. Lawler, Marine Railway and Shipyard, Clifton, Staten Island.

This yard has a larger capacity than any other on the Island. At other points on the shore there are small shipyards capable of handling small schooners, oyster-boats, yachts, etc.; but Lawlers' yard, owing to late improvements, can now haul an iron freight steamer of 3,000 tons on the ways for repairs. The very important improvements made this spring consist in substituting iron ground ways for the wooden ways formerly in use. The ground ways run a distance of 770 feet from the engine-house; the engine is of 80 horse-power, with multiplied gearing. The Messrs. Lawler are prepared to build new vessels by contract, re-build or repair steam or sailing vessels, and to dock, overhaul and do any description of ship-carpenter work, besides painting, calking, etc. A saw-mill and blacksmith's shop are auxiliaries to the shipyard, and complete their facilities for ship building and repairing. Commander Gorringe selected this yard for docking the "Dessoug," and here the obelisk was taken from the hold of the steamer and transhipped to a landing on the North River.

Vanderbilt House, George Martin, Proprietor; Clifton, Staten Island.

The Vanderbilt House is a popular hotel, and is now under the sole management of the popular landlord, George Martin. Within a few rods of the Rapid Transit station, and overlooking New York Bay, it is a favorite stopping place for tourists and pleasure seekers, during the summer months especially. The interior arrangements are such as to provide comfort and convenience for guests, the chambers being large and well ventilated, the halls and parlors spacious, and the *cuisine* unsurpassed. Mr. Martin is well and favorably known throughout Staten Island, and by the travelling and visiting public, as a courteous and affable landlord who allows nothing whatever to prevent or interfere with the pleasure or comfort of those who seek the hospitality of his house. A specialty of furnishing choice meals at all hours is one of the features of this establishment, while the bar is stocked with the best wines, liquors and cigars.

Advertisement.

WINSLOW ROBINSON.

ROBERT McDOWELL.

ROBINSON & McDOWELL,
CARPENTERS AND BUILDERS.

Jobbing Promptly Attended To.

SHOP and YARD, AMOS STREET,

(Vanderbilt Landing), CLIFTON, Staten Island.

POST-OFFICE BOX 141, STAPLETON, N.Y.

ESTABLISHED 1866.

D. T. CORNELL,
AUCTIONEER

—AND—

Real Estate Broker,

No. 8 Amos Street,

VANDEBILT LANDING, CLIFTON, S. I.,

Publisher of the Real Estate Record,

A Monthly Journal containing a description of a variety of Staten Island property, for sale and to let, embracing Residences, Stores, Tenements, Building Lots, etc.

The REAL ESTATE RECORD is given away to all who apply in person, and sent free by mail on receipt of stamp.

REAL ESTATE BUSINESS ATTENDED TO

WITH CARE AND PROMPTNESS.

Particular Attention paid to Leasing property.

Rents collected, Repairs made, Interest, Taxes, etc., paid.

REAL ESTATE IN RICHMOND COUNTY IS NOW
 A GOOD INVESTMENT.

*P. O. Box 537, Stapleton, S.I. Telephone call, Scott's Building,
 Clifton.*

THOMAS & J. J. LAWLER,

MARINE RAILWAY

(CAPACITY, 3,000 TONS; CRADLE, 300 FEET LONG),

CLIFTON, STATEN ISLAND.

Shipwrights, Caulkers and Sparmakers.

SAWMILL AND BLACKSMITH SHOP.

Vessels Docked and Repaired at Reasonable Prices. New Vessels Built by Contract.
All Necessary Materials Constantly on Hand.

GEORGE MARTIN'S

Vanderbilt House,

CLIFTON, STATEN ISLAND.

Lodging by the Day or Week.

The Larder Always Stocked with the Best,
The Bar with the Choicest.

MEALS AT ALL HOURS.

Fred Bachmann,



CLIFTON BREWERY



Vanderbilt Landing, Staten Island.

FIRST PRIZE AWARDED AT THE CENTENNIAL EXHIBITION, 1876.

NEW DORP.

This place is one of the most ancient on the Island. It was settled by the Moravians, and a parsonage was built by that denomination one hundred and twenty-three years ago, which is still standing. The present church edifice is a modern structure erected largely by the benefactions of wealthy men. Rev. Wm. H. Vogler is pastor; a very painstaking and popular clergyman. The late Commodore and William H. Vanderbilt, both made munificent donations to this church, it being the religious home of their forefathers. In the cemetery attached to it their remains are resting. The Moravian Cemetery was a burial ground for more than twenty years before the Moravians obtained possession of the land. To its many advantages of location and soil and its natural beauty, intelligent handling has added an artistic picturesqueness which the atmosphere of repose pervading the silent grounds makes unusually

pleasing. The situation is high, and commands extensive and very beautiful views of the surrounding country and distant sea. The plot contains over sixty acres, and in extent is larger than all the other cemeteries on the Island put together.

There are many objects of special interest, among which may be enumerated the monuments of Col. Shaw, W. B. Townsend, J. K. Dustan and J. C. Thompson. The extensive and costly Vanderbilt mausoleum or family vault, which is now in process of construction, will not be completed before August.

When the British army came to America in 1776, to subdue our revolutionary sires, they landed and encamped on Staten Island, and for a considerable time Gen. Howe, the commander-in-chief, made his headquarters at the "Rose and Crown" tavern, near New Dorp. It was a one-story building of stone, with a hall through the middle, and rooms on either side; in front was a large elm tree. The house was demolished some years ago. The staff officers were at the same time quartered in the "Black Horse" tavern, at the corner of the Amboy and Richmond roads. This house has undergone many changes and alterations, but at this day it figures again as a popular hotel. During the Revolution the old elm-tree beacon at the foot of New Dorp lane was used as a British signal station.

A great deal of valuable real estate in this vicinity is owned by members of the Vanderbilt family. Near by is the farm which Wm. H. Vanderbilt cultivated when a young man, and the homestead where most of his children were born. His father and grandfather had their homes in the town of Southfield.

Sea View Park is a popular resort for out-door sports of all kinds, and is much frequented by parties from the city. There is a good track for trotting.

Peteler's South Beach Pavilion, on the shore near New Dorp, is a well-known place of entertainment, where chowder and clam-bake parties enjoy themselves and picnics assemble.

Advertisements.

SEA VIEW PARK,

NEW DORP, S. I.,

SAMUEL BURBANK, Proprietor.

Accommodations for

TROTTING, STRAW RIDES, MOONLIGHT PARTIES, PICNICS,
BASE-BALL CLUBS, Etc., Etc.

Hotel and Restaurant attached.

Post-office address, NEW DORP, RICHMOND Co., N. Y.

SOUTH BEACH PAVILION,

CEDAR GROVE, S. I.

FINE SURF BATHING, BOATING AND
FISHING.

The Hotel and Restaurant are elegantly furnished. Grounds beautifully laid out: artificial lake, rock works, etc.

AT SHORT NOTICE, Dejeuners à la Fourchette, Dinners and Suppers.

Schools, Clubs and Private Picnic Parties liberally dealt with.

HOPS EVERY WEDNESDAY.

A. PETELER, PROPRIETOR.

RICHMOND.



FROM its being the County seat, the village of Richmond derives whatever little importance it possesses. It is located partly in Southfield and partly in Northfield, the dividing line of the Towns passing through the place. Court days, that bring an influx of people, are times of jollification and excitement, eagerly welcomed by the innkeepers, who watch the calendar closely. In winter the landlords are also made happy by numerous sleighing parties, as Richmond is quite a favorite point for these gatherings.

The place is situated in about the centre of the Island, on an elevated plateau, surrounded mostly by hills. The court house, jail and the county buildings are well adapted to their purposes, and not unusual in size or cost. There are several good and well-kept hotels, and considerable manufacturing in the line of carriages and wheeled vehicles.

When the county of Richmond was first organized, the county seat was at Stony Brook, on the Amboy road, about two miles from Richmond, and the buildings at that time consisted solely of a log cabin of two rooms, one used for the jailer's residence, and the other as the prison. In 1728 the county seat was removed to Cocklestown, which was the original name of the village of Richmond, then a small hamlet of half a dozen houses, and the name changed to that of the county.

Old St. Andrew's Church at Richmond was the first Episcopal church established on Staten Island. It has thrice been partially destroyed by fire, but a portion of the original yet remains, and it is now a very pretty structure with a tall spire, and its interior is beautiful. The original church, which was built in 1713, received a charter from Queen Anne, who at the same time presented the church with prayer-books, pulpit cover and a silver communion service with her name inscribed on them, which are still in use. The churchyard is thickly dotted with graves of persons famous and otherwise in the history of Staten Island. Some of them date from 1733. This is the only church on the Island that was not closed during the Revolution. Rev. Thomas Yocum, who was installed June 15, 1876, is the rector, and the officers are:—wardens, Cornelius L. Perine and Matthew Britton; vestrymen:—Stephen D. Stephens, J. W. Mersereau, Jr., Joseph R. Clark, Joseph Perine, E. J. Millspaugh, W. R. Mersereau, H. B. Taylor and John A. Ridner.

St. Patrick's Roman Catholic Church, at Richmond, was built in 1861, and has been instrumental in accomplishing a great deal of good.

GRASMERE, GARRETSONS, GIFFORDS, ELTINGVILLE, ANNADALE, PRINCE'S BAY AND PLEASANT PLAINS

Are small villages on or near the line of the Rapid Transit Railroad, Perth Amboy division. Generally they are pleasant and interesting places, of strong local interest. Want of space is the only reason why we do not speak of them in detail.

TOWN OF WESTFIELD.



WESTFIELD is one of the original subdivisions of the county, and in population and wealth the smallest. It is located in the western portion of Staten Island and covers nearly twenty square miles—almost one-third of the Island. The land along the shores of Raritan Bay and Staten Island Sound is low and mostly covered with salt meadows, but higher in the interior. The Staten Island Railroad runs almost centrally

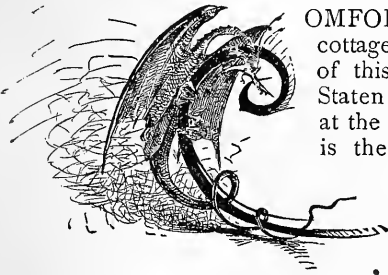
through the territory, and gives the inhabitants frequent access to New York. A. S. Joline of Tottenville is supervisor; the excise commissioners are: Peter Floresch, George B. Weir, Isaac Whitehouse; and James Graham is collector of taxes.

Westfield has eight District Schools: District 1, one teacher, Mr. James Merser; District 2, two teachers, Mr. D. M. Sprague, principal; District 3, one teacher, Miss Lizzie Cropsey; District 4, two teachers, Mr. Nicholas Hoag, principal; District 5, seven teachers, Mr. John Connor, principal; District 6, three teachers, Mr. A. B. Karner, principal; District 7, two teachers, Mr. H. R. Yetman, principal; District 8, two teachers, Mr. C. H. Owen, principal.

There are two weekly newspapers and numerous churches within the district.

The agricultural capacities of this end of the Island have been developed to only a small extent. The flat lands lying along the Lower Bay and the Sound are rich and admirably suited to market gardening, but there has been scarcely an attempt at any thing beyond the old and staple products of hay, oats and corn. There are a few who cultivate berries, and the Staten Island strawberries and blackberries are famous in Washington market, but no such extensive produce farms as are found on Long Island or at Vineland. Even the salt marshes could be drained and acres of asparagus planted, which would well repay the venture.

TOTTENVILLE.



COMFORTABLE, tidy and sometimes elegant cottages and residences appear on every street of this thriving village, which is situated on Staten Island Sound, opposite Perth Amboy, at the extreme westerly end of the Island. It is the most populous place in the Town of Westfield, the inhabitants numbering about 2,800. It is the western terminus of the Staten Island Rapid Transit R.R., Perth Amboy division (passengers being carried to Perth Amboy by ferry). It is

a pretty little town, and no one can help but be favorably impressed with its appearance; the location is high and dry; the streets, which are regularly laid out and well kept, run on a gentle slope to the water. It has also the reputation of being healthful and salubrious.

Tottenville is one of the homes of the oyster industry on Staten Island, some 300 or 400 of her population being engaged in the different branches of that business. In the shallow waters adjoining the shore are natural beds and spots where the oysters are propagated, and many owners have acquired a

competence from their energy in this line. At certain seasons small boats may be seen constantly moving to and from the landings, delivering their cargoes to the wholesalers or starting out for new ones. Large depots of coal and wood are established here.

More than anything else is Tottenville celebrated for her ship yards and the quality and quantity of work done in them. There are eight or more shipyards along the water front, and it is seldom that any are idle. In them are planned and built tugs, schooners, oyster-boats, sloops, yachts, and all conceivable craft of ordinary tonnage, besides the work of overhauling, rebuilding, refitting, altering, etc., that is always going on. Competent mechanical work has given the Tottenville shipyards an excellent reputation all along the coast. More of the active industry of the place is shown in their planing and saw-mills, and trade in general merchandise is good.

There is an activity in real estate. More than thirty new houses were built last year, and city people have commenced to find out that a location so wholesome and desirable, as well as so near New York, is a good place to live in. The railroad authorities will sell commutation monthly tickets at low rates. There are several ways of reaching New York: by the Rapid Transit Railroad which runs ten trains a day—time, 1 hour 10 minutes to the Battery; by the Pennsylvania Railroad from Perth Amboy; and by the New Brunswick boat which, summer and winter, touches at Cassonia dock, going to the city in the morning and returning about 4 p. m. It is said that a rival boat will be put on the route this year.

Among the organized societies and companies that we have discovered are the following: Tottenville Cornet Band; Tottenville Hook & Ladder Company; Richmond Lodge No. 80, K of P.; Lenhart Post No. 163, G. A. R.; Sons of Temperance.

The churches are: St. Paul's Methodist Church, Rev. T. E. Gordon; Bethel Methodist Church, Rev. J. H. Runyon; Central Baptist Church, Rev. T. B. Bott; South Baptist Church, which has no settled pastor.

The old Billop House (or "Manor of Bentley," as it was originally called) is located about one mile south of the railway station at Tottenville, on a bowery slope that overlooks the confluence of the Raritan and the Staten Island Sound. It is one of the memorial and historical places of the War



THE OLD BILLOP HOUSE.

of the Revolution; indeed it is one hundred years older than the Declaration of Independence, and one of the two oldest buildings upon the Island. The house is built of stone, is two stories high, with piazza covering the whole front, and was erected in 1668.

After the Duke of York had conveyed New Jersey to Berkelev and Carteret, a doubt arose whether Staten Island was not included in the grant, and to settle the matter, the Duke decided that all islands lying in the river or harbor which could be circumnavigated in twenty-four hours, should remain in his jurisdiction. Captain Christopher Billop, of the British navy, undertook the task of sailing around the Island, and accomplished it within twenty-four hours, thus securing it to the Duke, who, in recognition of his services, bestowed upon Billop a tract of 1,163 acres of land in the extreme southern part of the Island. Here Billop built his manor house, which was called the "Manor of Bentley," after the ship which had accomplished the task.

It was in the parlor of this old homestead that Lord Howe, at his own invitation, met the commissioners named by the Continental Congress to confer with the British commander-in-chief regarding negotiations for peace. Here came old John Adams, Benjamin Franklin and Edward Rutledge. No event of the war was more significant than this. It foreshadowed in the beginning what would be the end of the war. The interview was one of high loyal courtesy and of true republican simplicity. Submission was asked for in the name of the King upon the one side, and upon the other side separation and independence was asked for and demanded in the name of the whole American people. The three commissioners left the Island, surrounded by long lines of British troops, and with Lord Howe in person for an escort. His Lordship placed his visitors upon his own barge, with kindly words and with sad regrets that the mission which they had come upon had failed.

BUSINESS NOTICES.

Cassonia Hotel, Tottenville, S. I. P. P. Grosjean, Proprietor.

This well-known and popular hostelry has been running under the management of the present proprietor for three years. It is located on Staten Island Sound, and has become such a resort that another story is now being added to its accommodations. Permanent guests engage quarters here for the summer; the beautiful view over the waters, the tempting breezes with their cool breath, and an excellent table being the inducements. For transient parties special accommodations are provided, and whoever enjoys hunting, fishing, sailing, rowing, riding or driving can indulge in it. There is a boat livery connected with the hotel, and boats are hired out with or without attendants for any water sport. The hotel stable holds some fancy stock, and an enjoyable drive around the country can always be provided. Picnic and pleasure excursions, chowder and yachting parties can use the large pavilion attached to the hotel for dancing and general enjoyment. The pavilion is built over the water, and the cool air from the sea sweeps through its windows. Music is furnished, and free concerts are given here during the summer season. The Cassonia is only three minutes' walk from the Staten Island Rapid Transit Railroad Depot, and boats for New York and Perth Amboy arrive at and depart from the hotel dock. Mr. Grosjean is a gentleman who has a taste for a good picture, a fine horse and a noble dog; but outside of these, as a hotel-keeper he is competent to insure every guest who patronizes him a good time.

J. L. Dailey, Real Estate, Tottenville, S. I., and 36 Pine street, New York.

Mr. Dailey has been identified with this special branch of business for many years, and gives it his whole and undivided attention, buying and selling real estate, including desirable farm properties and building sites, and also negotiating loans and mortgages. He is well posted regarding real property in Tottenville and on the westerly end of Staten Island, and invites the attention of those wishing suburban homes to his offerings in that locality. His office on Pine street in New York affords a convenience to city people for enquiries and information. Mr. Dailey is a resident of Tottenville, and a thorough believer in the beauty, healthfulness and prosperity of Staten Island.

THE CASSONIA HOTEL,

LOCATED ON THE STATEN ISLAND SOUND,

TOTTENVILLE, STATEN ISLAND.

Special Accommodations for Fishing, Hunting,
Chowder and Yachting Parties.

Attached is a Large Pavilion, which can be engaged for Balls, Parties,
etc. Three minutes to R. R. Depot or Ferry.

P. P. GROSJEAN, Proprietor.

MEALS AT ALL HOURS.

J. L. DAILEY,
REAL ESTATE BROKER,

36 Pine Street, New York.

Branch Office,

TOTTENVILLE, S. I.

STATEN ISLAND PROPERTY A SPECIALTY.

FARMS, RESIDENCES

—AND—

BUILDING SITES

FOR SALE AND TO LET.

Money to Loan on Bond and Mortgage.

KREISCHERVILLE.

This village of eight hundred inhabitants is located on Staten Island Sound, about two miles from Tottenville, and one mile from Richmond Valley, the nearest railroad point. The land is high and rolling, and the view in all directions picturesque. The place owes its development mainly to the enterprising operations of B. Kreischer & Sons. There is a public hall, where entertainments are held, and an excellent hotel kept by Aug. Killmeyer. There are several merchants who carry full stocks of goods. Nicholas Killmeyer is postmaster. There are two houses of worship—the West Baptist Church and St. Peter's German Evangelical Church.



BALTHASAR KREISCHER.

Balthasar Kreischer was born March 13, 1813, at Hombach, in Rhenish Bavaria. His father was a manufacturer of bricks, and in early youth Mr. Kreischer became acquainted with the business, and also learned the trade of builder and mason. From early manhood he exhibited great fortitude and determination. At the age of twenty-two he was selected to lay the corner-stone of the fortress of Germersheim, where Rudolph of Hapsburg

died in 1291. In December, 1835, the great fire occurred in New York, destroying more than six hundred business buildings. When the news reached young Kreischer he became filled with the idea that then was the opportunity for a person of his occupation to migrate to the New World, and as soon as the resolution was formed in his mind, he acted upon it. On June 4, 1836, he arrived in New York, and at once commenced to labor in the burned district. His success was so great, and his prospects so bright that the following year he was married to a lady of his native place. Always economical and industrious, he was soon able to go into business as a builder on his own account. He erected many houses and business structures. He made bakers' ovens a specialty, and his reputation became established as the best builder of such ovens in New York.

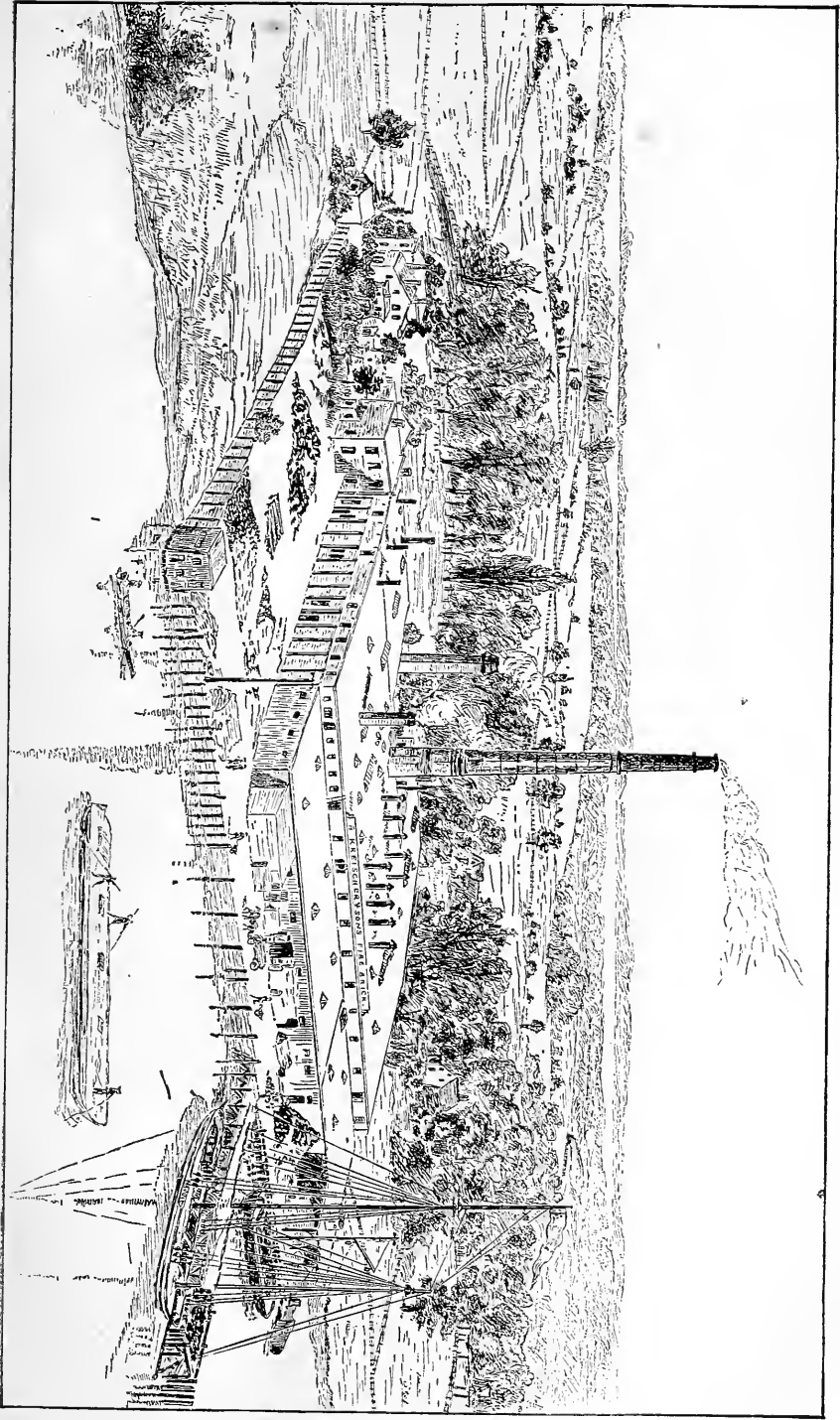
The firebrick he used in building ovens was all imported from England, but much of it was so warped as to be unfit for use. Mr. Kreischer discovered in New Jersey suitable clay, and embarked in the manufacture of such brick, with Mr. Charles Mumpeton, under the firm name of Kreischer & Mumpeton. It was hard to convince the public mind that an American substitute could be as good as the foreign article. Finally Mr. Kreischer entered into a contract with a consumer to build one-half of a furnace with imported brick, and the other half with his own manufacture. The result was in favor of his product. From that time there was no further trouble, and in a few years the importation of the foreign article almost ceased. In 1849, Mr. Mumpeton died, and Mr. Kreischer continued the business alone, giving close application to it and introducing improvements in the manufacture. In the course of time he established the magnificent works at Kreischerville. Mr. Kreischer kept fully abreast of the times, and always maintained the highest reputation for his goods.

Having reached an advanced age and accumulated ample means, he disposed of his business to his three sons in 1878, and has since lived in ease and quiet retirement. Mr. Kreischer was one of the original trustees of the Dry Dock Savings Bank, a member of the Masonic order and connected with the first German lodge formed in this country. He was one of the originators of the Staten Island Railroad, and at a critical period of its career loaned pecuniary assistance which enabled it to become self-sustaining. He has been a member of various charitable societies, and has taken special interest in the Association for the Improvement of the Condition of the Poor of New York. At Kreischerville, named in his honor, he is highly esteemed for his good works and his active and intelligent participation in every movement tending to the moral and material advancement of the community. In 1883 he made a gift of St. Peter's German Lutheran Church to the congregation. The building cost \$15,000, and was presented free of debt or incumbrance to them.

BUSINESS NOTICE.

B. Kreischer & Sons, Manufacturers of Fire Bricks and Clay Retorts: Works, Kreischerville, Staten Island; Office, 132 Mangin street, foot of East Houston street, New York.

This firm is engaged in manufacturing fire bricks, clay retorts, blocks, etc., required where great heats are necessary. Their establishment is located on the Staten Island Sound, diagonally opposite the coal docks of the Lehigh Valley Railroad Company. The business was founded in 1845 by Balthasar Kreischer and Charles Mumpeton, under the firm name of Kreischer & Mumpeton, at the corner of Goerck and Delancy streets, New York City, and so continued until 1849, when, by the decease of the latter, B. Kreischer became sole owner of it. He carried it on in his own name till 1859, when becoming



B. KREISCHER & SONS' FIRE-BRICK WORKS, KREISCHERVILLE, S. I.

associated with his nephew, they formed the firm of Kreischer & Nephew, and two years later upon the admission of Mr. Kreischer's son-in-law, this was changed to Kreischer & Co. In 1861 the partnership was dissolved and the style of B. Kreischer adopted.

Considerable difficulties had been experienced, about 1854, in procuring a reliable supply of clay, and the proprietor, feeling the necessity of having his own mines, purchased the clay property (discovered by him) situated at Westfield, Richmond Co., Staten Island, and there erected a building for the manufacture of fire bricks. Large additions were made to these premises in 1855, and such was the growth and prosperity of this little village by reason of Mr. Kreischer's enterprise and success that a post office was established and the place named Kreischerville. In 1860 the buildings were enlarged and the manufacture of clay gas-retorts introduced, being the first place in America where retorts were manufactured of fire clay. The clay mined here was carried to New York by means of schooners, and the manufactured articles were transported thither by means of a propeller called the "Fire Brick," built expressly for that purpose. In 1865 valuable clay-beds, at Woodbridge, N. J., and Chester City, Pa., were purchased, and the business became so prosperous that the New York manufactory was re-built, and a new system of burning and drying, together with improvements in machinery, etc., was introduced. In 1870 Mr. George F. Kreischer was admitted as a partner, and the style was changed to B. Kreischer & Son. The manufactory then was again enlarged, and at that time occupied twenty-one full city lots. In 1873 the property in New York becoming too valuable for manufacturing, it was resolved to enlarge and increase the capacity of the Staten Island works by an addition equal to the New York works, and operations were at once



RESIDENCE OF C. C. KREISCHER, KREISCHERVILLE, S. I.



RESIDENCE OF E. B. KREISCHER, KREISCHERVILLE, S. I.

commenced, but were somewhat retarded by the general depression of business. In the fall of 1876 everything being ready, the machinery was taken out of the New York manufactory and shipped to Staten Island. The buildings were taken down and tenement-houses erected on these premises. On the eve of the first of January, 1877, the factory was consumed by fire, causing a total loss of \$60,000. However, by the energy and diligence of B. Kreischer, assisted by his sons, on the 23d of April, the engine was again running, and manufacturing commenced. The factory was remodelled, and erected in the best possible manner. In 1878 Mr. Kreischer retired from the business, and the style was changed to the present one of B. Kreischer & Sons (Mr. Kreischer allowing his sons to use his name).

The factory now covers over three acres of ground, is two stories high and has a capacity of manufacturing 20,000 fire brick a day. A 125 horse-power engine supplies the motive force. A line of shafting extends from one end of the main building to the other—300 feet. In the fall of the year 1885, a clay digger working by steam was purchased by the firm, and is very advantageous in mining the clay, which is sometimes forty or fifty feet below the surface. There are altogether 100 to 150 men employed at the works. The annual consumption of raw material is about 13,000 tons of clay, sand, etc., and to burn and dry the manufactured articles from 3,000 to 4,000 tons of coal are consumed. The average production of the works is about 10,000 tons per annum. The manufactured articles are transported to New York by the propeller called the "Harry," of 150 tons capacity, built expressly for that purpose in 1880. At the foot of Houston street, New York City, the firm has a depot where a large stock of all articles manufactured is kept constantly on hand, and there also they have their principal office. The present members of the firm are George F. Kreischer, residing in New York City, and Charles C. Kreischer and Edward B. Kreischer residing in Kreischerville. Under the maintenance and supervision of the firm, an aid and benevolent society has been established, to which each member contributes twenty-five cents a week, and in case of sickness or accident may draw \$4.00 a week.

ESTABLISHED 1845.

B. Kreischer & Sons,

Manufacturers of All Kinds of

FIRE BRICKS

AND

CLAY RETORTS.

OFFICE, 132 MANGIN STREET,

Foot of East Houston Street,

NEW YORK.

Works, Kreischerville, S. I.

RICHMOND VALLEY.

This place is of limited extent, and is mostly the resort of fishing clubs and parties from the city who stop here on the way to the Bay. There is a fine road from here to the shore—a mile away. It is also the nearest railroad point to Kreischerville.

BUSINESS NOTICE.

Richmond Valley House, Wm. H. H. Wood, Proprietor, Richmond Valley, Staten Island.

No one on the line of the Staten Island Railroad is better known than Billy Wood (as he is familiarly called), the whole-souled and popular landlord of the Valley House. Richmond Valley Station is within one mile of the Bay, and along the shore many fishing clubs have erected their headquarters, amongst whom are the New York Fishing Club, the Richmond Valley Fishing Club and Cutlers' Fishing Club. All summer long, the sport goes on, and it is during that time that the resources of Mr. Wood's establishment are taxed to their utmost to properly care for his guests; to convey them from point to point, to dine and wine them to their liking. Mr. Wood runs a regular stage to Kreischerville—a distance of two miles—on the arrival of every train, and sends conveyances to any point on the shore as often as may be required. His hotel is alongside the railroad track, and is the natural refreshment point of all tourists and strangers. Mr. Wood is a veteran of the late war—formerly a member of the noted Duryea Zouaves, now a G. A. R. man—a pleasant companion who knows and appreciates the good things of this life. For nine years he kept a place on the shore at Pleasant Plains, and has been in his present location the past two years. This has given him a personal acquaintance with all those lovers of fishing who frequent these parts. We advise all who want to enjoy a day's sport, to go to Richmond Valley Station, and place themselves under the guidance of this well-known landlord.

Advertisement.

Richmond Valley House,

WM. H. H. WOOD, PROP.,

Richmond Valley, Staten Island.

Stages to convey Guests to and from the Bay
Shore.

BOATS AND EVERY ACCOMMODATION FOR FISHERMEN.

HUGUENOT.

This place is named after the French Huguenots who originally settled it. The village is small but delightful. It is near the railroad and about four miles from Totenville. The Huguenot Reform Church is at this place.

There is excellent fishing in the vicinity.

Advertisement.

→‡ **Re = Opening.** ‡←

THE HUGUENOT SUMMER RESORT AND HOTEL.

This fine hotel is located within three minutes' walk of Huguenot Railroad Station on Staten Island.

It has been thoroughly overhauled, and has had many improvements added to it, and has now all the conveniences of a first-class hotel.

Excellent accommodations for Private Parties and Summer Boarders at reasonable rates. **BOOKS NOW OPEN.**

TERMS and other information can be had by applying at the Hotel, or 504 Canal Street, NEW YORK CITY. **B. PICUS, PROPRIETOR.**

THE WOODS OF ARDEN.

Among the amusement enterprises connected with the Staten Island Rapid Transit Railroad Company is the charming resort, known as the "Woods of Arden." The grounds, formerly the old Anderson farm, contain about sixty acres, beautifully situated on the south side of the Island, on high land sloping gradually to the water's edge, and commanding an unbroken view of the lower bay and the ocean. The grove, an extensive one of fine trees, has within it two small lakes fed by living springs. Half a mile of hard sandy beach gives excellent bathing and boating, and fine sport may be had with the rod and line, special provision being made for fishermen.

The management invites the best class of pleasure-seekers only, while the fares, etc., are so low as to bring a day's outing at the Woods within the reach of the most moderate means. Sunday-schools and large parties generally cannot have a better spot for picnics than the grove, and the picturesque farm-house (the Arden Inn) offers accommodations for transient or permanent guests, with a most excellent restaurant. The grounds are within forty minutes of the city. The office of the Woods of Arden is at 16 Exchange place, New York, and an advertisement will be found on another page.

ROSSVILLE.

This place is one of the important villages in the Town of Westfield. It is situated on Staten Island Sound, and contains about 1,400 people. Huguenot Station, two miles away, is the nearest railroad point. The boat plying between New York and New Brunswick makes a landing every trip. The country thereabouts is good farming land, and Rossville is a lively village.

The churches of Rossville are St. Luke's P. E. Church, Rev. W. Wardlaw, rector; St. Joseph's R. C. Church, Rev. Father Rigney, pastor; Woodrow Methodist Church, Rev. W. F. Randolph, pastor.

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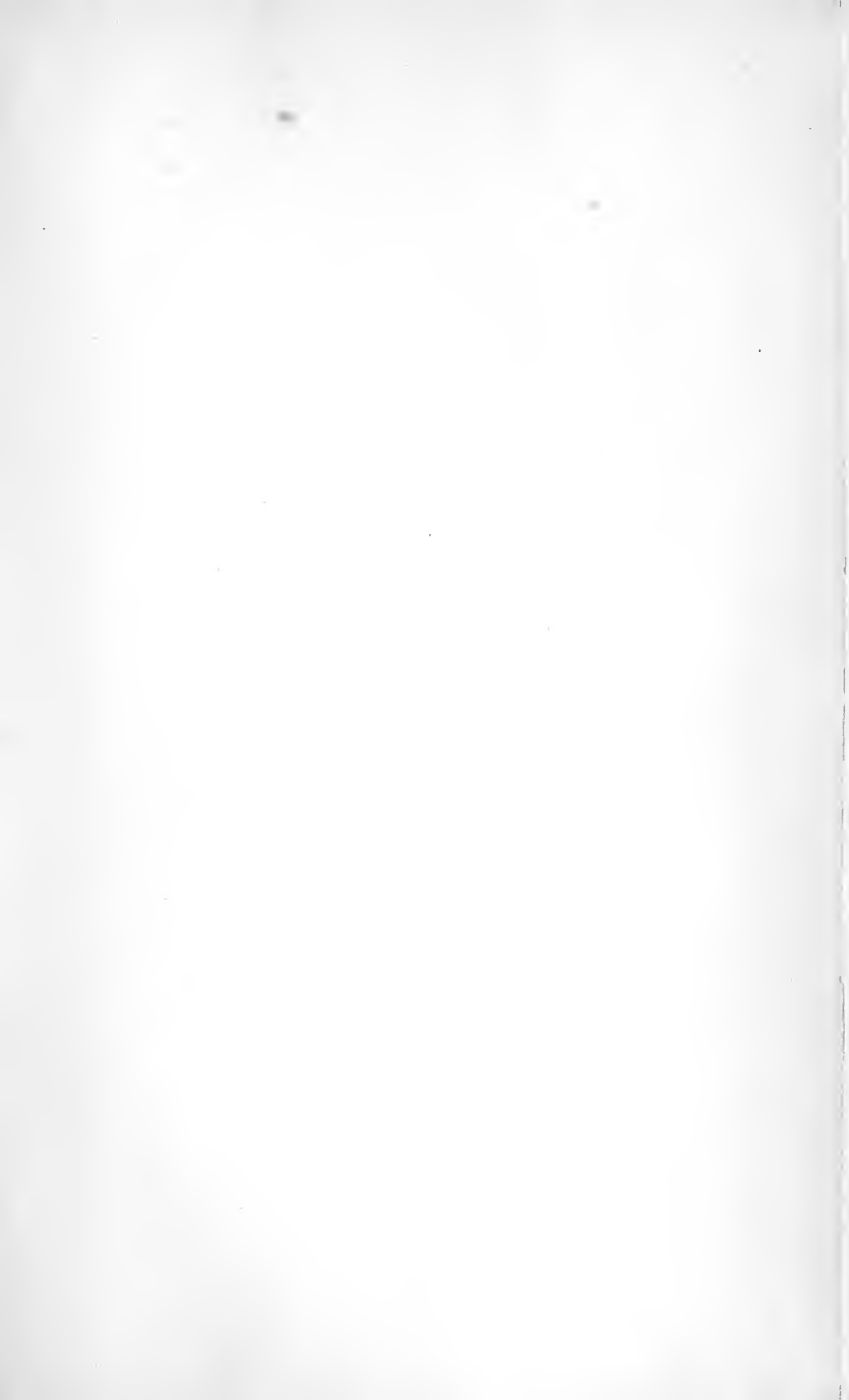
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