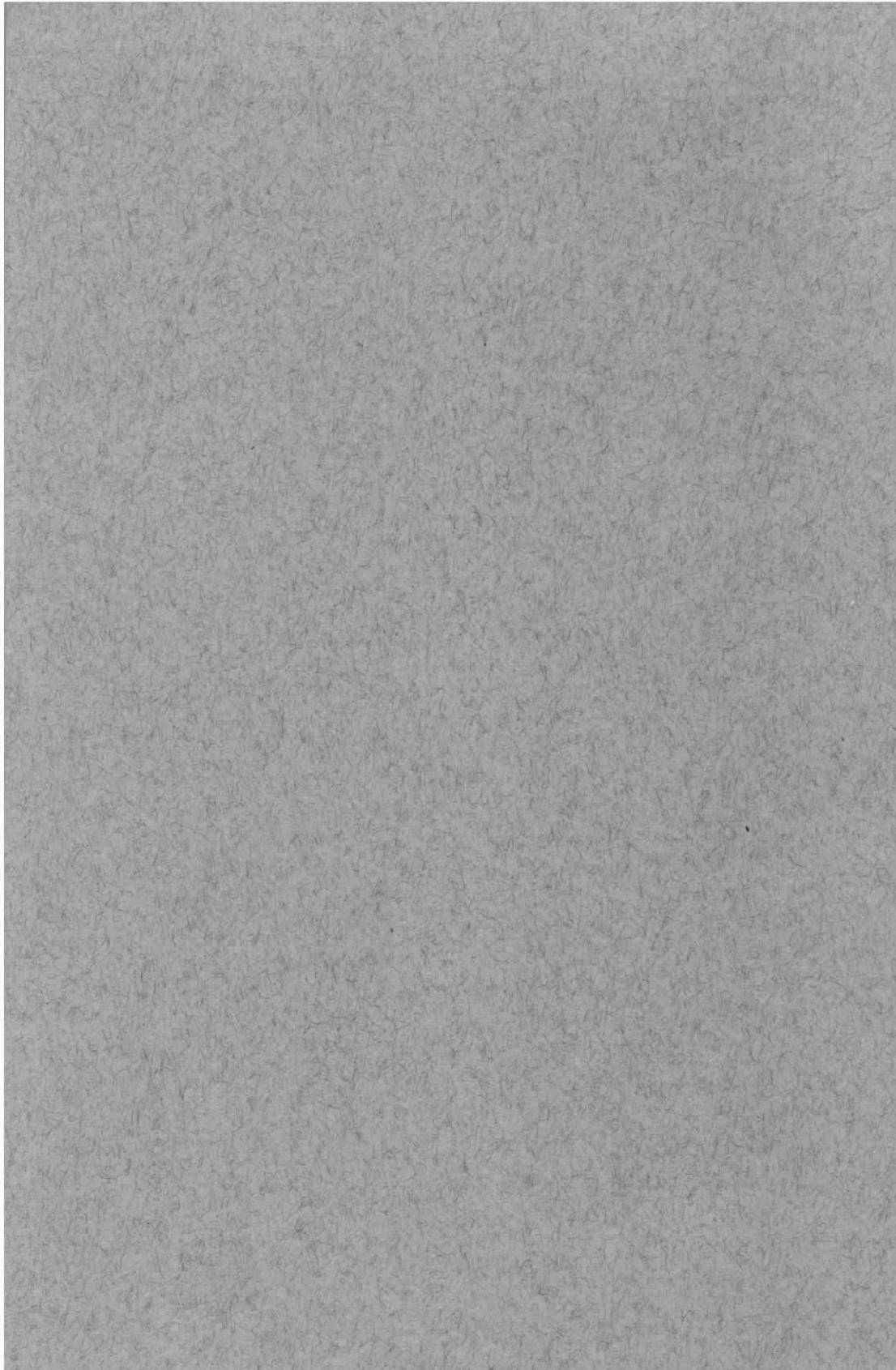


Year Book

Dutchess County Historical Society

Volume 38

1953



Year Book

Dutchess County Historical Society

Volume 38

1953

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by the Dutchess County Historical Society

DUTCHESS COUNTY HISTORICAL SOCIETY
Incorporated under the laws of the
State of New York
December 21, 1918
Certificate of Incorporation filed in the office of the
Clerk of Dutchess County
Book 10 of Corporations page 153

DUTCHESS COUNTY HISTORICAL SOCIETY

MEETINGS — MEMBERSHIP — DUES

ANNUAL MEETING, THIRD FRIDAY IN MAY

SEMI-ANNUAL MEETING, THIRD FRIDAY IN OCTOBER

MEMBERSHIP

Membership in the Dutchess County Historical Society may be had by the election of the applicant at the May or October meeting or at a meeting of the Board of Trustees and the payment of the dues.

Annual dues\$ 2.00

Life membership \$25.00

Annual dues are payable on January 1 of each year.

These payments carry with them the right to hold office, to vote and to take part in the proceedings of the society.

Payment of two dollars at date of election entitles a new member to a copy of the year book for that current year. Next payment falls due the succeeding January and covers a copy of the year book issued in the year ensuing.

Copies of the year book are mailed only to those members whose dues are paid to date.

FORM OF BEQUEST

I give and bequeath to the
DUTCHESS COUNTY HISTORICAL SOCIETY

..... Dollars

OFFICERS

1953

President: FRANK V. MYLOD, Poughkeepsie, N. Y.

Vice President at Large: EDMUND VAN WYCK,

Poughkeepsie, N. Y.

Secretary: MRS. AMY PEARCE VER NOOY, Poughkeepsie, N. Y.

Treasurer: MISS ALBERTINA T. B. TRAVER, Rhinebeck, N. Y.

Curator: MRS. HARDY STEEHOLM, Salt Point, N. Y.

VICE-PRESIDENTS FOR TOWNS

Mrs. J. E. Spingarn	Town of Amenia
Charles V. Keating, M.D.	Town of Beacon
Mrs. F. Philip Hoag	Town of Beekman
James Budd Rymph	Town of Clinton
	Town of Dover
Mrs. Edward B. Stringham	Town of East Fishkill
Miss Edith Van Wyck	Town of Fishkill
Benjamin H. Haviland	Town of Hyde Park
Mrs. F. Jay Skidmore	Town of LaGrange
Henry R. Billings	Town of Milan
	Town of North East
Egbert Green	Town of Pawling
George E. Schryver	Town of Pine Plains
Clifford M. Buck	Town of Pleasant Valley
Miss Annette Young	Town of Poughkeepsie
Leland H. Shaw	City of Poughkeepsie
Mrs. Donald E. Norton	Town of Red Hook
Mrs. Sumner Nash Spurling	Town of Rhinebeck
Mrs. Harrie D. Knickerbocker	Town of Stanford
Mrs. Theodore Coe	Town of Union Vale
Miss Mary Goring	Town of Wappingers
John O. Tyldsley	Town of Washington

BOARD OF TRUSTEES

The President, ex-officio

The Vice-President at Large, ex-officio

The Secretary, ex-officio

The Treasurer, ex-officio

The Curator, ex-officio

CLASS OF 1954

Harry T. Briggs

Willis L. M. Reese

Olin Dows

Baltus B. Van Kleeck

CLASS OF 1955

Mrs. Fred Daniels

Newton D. Deuel

General John Ross Delafield

Miss Anne M. Vincent

CLASS OF 1956

Louis Booth

Miss Ruth A. Halstead

Raymond G. Guernsey

Robert G. Hill

CLASS OF 1957

Joseph W. Emsley

Miss Margaret L. Suckley

J. Hunting Otis

George E. Whalen

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Edited by AMY PEARCE VER NOOY

The Year Book is published in December. Copies of the Year Book are mailed to those members whose dues are paid for the current year. Single issues are sold for \$3.00 each and may be obtained through the secretary or the treasurer. Address: The Dutchess County Historical Society, Poughkeepsie, New York.

OCCASIONAL PUBLICATIONS
OF THE
DUTCHESS COUNTY HISTORICAL SOCIETY

- 1916—PAMPHLET: *Troutbeck, A Dutchess County Homestead*; by Charles E. Benton. Out of print.
- 1924—COLLECTIONS, VOL. I; *Poughkeepsie, The Origin and Meaning of the Word*; by Helen Wilkinson Reynolds.
- 1924—COLLECTIONS, VOL. II; *Old Gravestones of Dutchess County, New York*; collected and edited by J. Wilson Poucher, M. D., and Helen Wilkinson Reynolds.
- 1928—COLLECTIONS, VOL. III; *Records of the Town of Hyde Park, Dutchess County, New York*; edited by Franklin D. Roosevelt. Edition exhausted.
- 1930—COLLECTIONS, VOL. IV; *Notices of Marriages and Deaths in Newspapers printed in Poughkeepsie, N. Y., 1778-1825*; compiled and edited by Helen Wilkinson Reynolds.
- 1932—COLLECTIONS, VOL. V; *Records of the Reformed Dutch Church of New Hackensack, Dutchess County, New York*; edited by Maria Bockée Carpenter Tower.
- 1938—COLLECTIONS, VOL. VI; *Eighteenth Century Records of the portion of Dutchess County, New York, that was included in Rombout Precinct and the original Town of Fishkill*. Collected by William Willis Reese. Edited by Helen Wilkinson Reynolds.
- 1940—COLLECTIONS, VOL. VII. *Records of Crum Elbow Precinct, Dutchess County*. Edited by Franklin D. Roosevelt.

For information in regard to any of the above publications address: Mrs. Amy Ver Nooy, Assistant Secretary, Dutchess County Historical Society, Adriaance Memorial Library, Poughkeepsie, N. Y.

SECRETARY'S MINUTES

MEETING OF THE BOARD OF TRUSTEES

March 17, 1953

A meeting of the Board of Trustees of the Dutchess County Historical Society was held at the Adriance Memorial Library, Poughkeepsie, on Thursday afternoon, March 19, 1953.

Present: President Mylod, Mr. Booth, Mr. Briggs, Mrs. Daniels, Mr. Deuel, Mr. Guernsey, Miss Halstead, Mr. Hill, Mrs. Steeholm and the secretary. Mrs. Mitchell, representing the Glebe House Committee of the Junior League, also attended the meeting.

The minutes of the meeting of the Board of Trustees, held September 4, 1952, were read and approved.

It was reported that Miss Vincent was in Vassar Hospital and it was moved and seconded that the secretary send her a note telling her that the members of the board were sorry to hear of her illness and expressing the hope that she would soon be well and able to meet with them again.

The secretary reported that the society had lost by death several long-time members who will be greatly missed from the gatherings of the organization. She also report-

ed, for the treasurer who was in Florida, that a generous response had been received from the bills for dues sent out in January.

The curator reported that her files had been completely re-arranged and the card index file had been arranged by subject and the files were in very good order.

Mr. Hill reported on the repairs that had been made at the Glebe House, that Mrs. Plunkett had been engaged for a fee of \$350.00 and that workmen, plasterers, carpenters, etc., had reset windows and mantels, removed plastered ceilings, scraped painted floors, etc., etc. More than \$1,800 of the \$2,500 had been spent, much of it for what could properly be called structural repairs. Mr. Hill reported that a very good job was being done at the Glebe House.

Mr. Mylod and Mr. Guernsey were appointed a committee to bring the matter before the Common Council of the city in an effort to persuade the city to reimburse the society for the portion of the money which was expended for structural repairs.

Mrs. Ver Nooy reported that

the material for the 1952 year book was practically ready for the printer but that the increased costs of production and the state of the treasury would not permit of its being printed at this time. There was some discussion as to the future of the year book and the possibility of increasing the annual dues of the society. Those members of the Board of Trustees who were present were very reluctant to consider raising the dues. It was decided that \$3.00 a copy should be charged for back issues of the year book.

It was reported that the society had no application for membership blanks and it was moved and seconded that the secretary prepare

and order such a blank.

Mrs. Steeholm spoke of the possibility of arranging a radio program on local history. It was decided that a committee be appointed to arrange for such a program with Mrs. Steeholm as chairman and she was given permission to use any of the material owned by the society.

The president said that he would appoint a committee to arrange for the spring meeting and would appoint another committee to make plans for the fall pilgrimage.

On motion, the meeting adjourned.

AMY VER NOOY,
Secretary

ANNUAL MEETING

MAY 22, 1953

The annual meeting of the Dutchess County Historical Society was held on Friday, May 22, 1953, at the Nelson House, Poughkeepsie. The business meeting was held at 11:30 a.m., Mr. Mylod presiding.

The minutes of the semi-annual meeting, held October 31, 1952, and of a meeting of the Board of Trustees, held March 17, 1953, were read and approved.

The secretary reported that there had been six resignations and that

the society had lost the following members by death: Mr. Herbert Buckley, Dr. Alice Gregory, Mr. William Hoch, Mr. Charles A. Meade, Miss Mary E. O'Connell, Mr. Olin Chester Potter, Mrs. Oakleigh Thorne, Mrs. Albert W. White and Mrs. Halsey P. Wyckoff.

The treasurer reported a generous response to the bills sent out in January. She gave a report of the present state of the treasury and her report was accepted as read.

The curator reported that several items of interest had been received and that she had recently attended meetings of two different organizations at which she had spoken about the possessions of the society and the wish to make them available to researchers. She stated that she was willing to speak before any group and explain the resources of the society and the desirability of developing an interest in the history of the county and she hoped that in such a way some new members might be brought into the society.

At this time there was some discussion about interesting the school children in local history, Mr. Fox D. Holden stating that the considerable interest displayed by the children was quite remarkable.

For the pilgrimage committee, Mrs. Ver Nooy reported that Mrs. Fred Daniels, who had been appointed chairman of a committee to make plans for the fall pilgrimage, had telephoned that she would be unable to attend this meeting and had outlined a plan for an interesting trip in the town of Pawling, which would include visits to points of interest which had not been included in former tours made by the society.

Mr. Hill reported on the work which had been done at the Glebe

House, that the Glebe House fund was exhausted but that it was hoped that the city would reimburse the society for the amount which had been spent on structural repairs.

Mr. Mylod explained about the city's responsibility for keeping the house in good structural repair and expressed the hope that the money would be refunded to the society so that the work of redecorating could be carried forward.

Mr. Hill brought to the meeting and deposited with the curator a large copper Spanish coin of 1776, which one of the workmen had found in a crack behind the woodwork at the Glebe House.

Mr. Mylod spoke of the financial condition of the society and it was agreed that a campaign for new members should be the solution, rather than an increase in the annual dues. He noted the fact that the members had never been asked to make any extra contribution other than the dues, that there had never been any rummage sales, cake sales, card parties or pilgrimages for which a fee was charged. He noted that the dues had always been \$2.00 a year and that he felt the year book alone was well worth the price of dues.

In this connection, Mr. Mylod reported that the publication of the

1951 year book had cost approximately \$800 and that he had personally enjoyed it very much and felt that the publication should not be suspended.

Mr. Mylod also spoke of the fact that Poughkeepsie, as a city, would be celebrating its 100th anniversary in 1954 and that the Dutchess County Historical Society would stand ready to help the city celebrate this event.

Mr. Briggs, for the nominating committee, announced that a number of officers of the society should be elected. He proposed a slate prepared by his committee and, before the ballot was cast, Mr. Mylod earnestly urged that nominations be made from the floor. There were no nominations and Mrs. Schwartz, as temporary chairman, moved that the secretary cast one ballot for the slate as presented. The ballot was cast and the following officers were declared elected: president, Mr. Mylod; vice-president, Mr. Van Wyck; treasurer, Miss Traver; curator, Mrs. Steeholm; secretary, Mrs. Ver Nooy; trustees for a term of four years, Mr. Joseph W. Emsley, Mr. J. Hunting Otis, Miss Margaret L. Suckley and Mr. George E. Whalen. Mrs. Donald E. Norton and Mr. John O. Tyldsley were elected vice-presidents

representing the towns of Red Hook and Washington, respectively, and Dr. Charles V. Keating was elected to represent the City of Beacon.

The following new members were proposed and elected: Miss Hazel Ball, Mrs. Richard Beddows, Miss Julia N. Bowne, Mrs. E. Sterling Carter, Mrs. Donald Covert, Mrs. Paul DeGross, Mrs. Irene Grey, Mrs. John M. Hackett, Mrs. Adolphus Hoch, Mrs. John F. King, Jr., Mrs. Clifford Lattin, Mrs. William A. McGill, Miss Rachel J. Rynders, Mrs. C. B. Schmidt, Mrs. Ralph B. Terhune, Mr. Milton Van Tassell, Mrs. Milton Van Tassell, Mrs. William Vaeth, Lieutenant-Commander Howard C. Wagar.

Mrs. William Robert Wood described a "garden journey," arranged by the Federated Garden Clubs of Dutchess County, to be held June 4, 1953, and invited the members of the historical society to attend.

The president asked if there were any other matters of business to be considered and, upon motion, the meeting adjourned to the dining room where an excellent luncheon was served.

Following the luncheon, the president introduced Dr. E. R. Van Kleeck, assistant commissioner

for pupil, personnel services and adult education of the State Department of Education. Dr. Van Kleeck gave a most interesting talk, "Shaking the Family Tree." He told something of the history of the old stone houses in Poughkeepsie, the Governor George Clinton house (erected by his ancestor Hugo Van Kleeck), the Glebe House and the Van Kleeck house which formerly stood on Mill street, near the corner of Vassar street and which was demolished in 1835. He congratulated the local chapter of the Daughters of the American

Revolution on the fact that the State of New York had decided not to withdraw its support of the headquarters of that organization in Poughkeepsie, stating that it was the only state-maintained building on the east of the Hudson river, between Philipse Manor and Fort Crailo.

At the conclusion of his talk the meeting closed with a rising vote of thanks to Dr. Van Kleeck and the expressed wish that he would come again.

AMY VER NOOY,
Secretary

MEETING OF THE BOARD OF TRUSTEES

OCTOBER 8, 1953

A meeting of the Board of Trustees, of the Dutchess County Historical Society was held at the Adirance Memorial Library on Thursday afternoon, October 8, 1953, at four o'clock.

Present: President Mylod, Mr. Emsley, Mr. Guernsey, Miss Halstead, Mr. Hill, Mr. Van Wyck, the treasurer, the curator and the secretary.

The minutes of the meeting of the Board of Trustees, held March 17, 1953, were read and approved.

The treasurer reported that 405 members had paid dues for 1953 and that 51 members had not yet

paid. She reported that a balance of \$181 remained in the checking account and that the Glebe House fund had a balance of \$34.86.

The secretary reported that the society had lost three members by death, among them a trustee, Mr. Booth. Mr. Emsley was asked to express to Mrs. Booth the sympathy of the members of the board and the loss felt by the society in the death of Mr. Booth.

There was considerable discussion relative to raising the dues of the society. It was pointed out that with the passing of the one-cent postcard there was nothing remain-

ing at the 1914 price level except the dues of the Dutchess County Historical Society. It was finally decided that a committee, composed of the treasurer, Miss Halstead and Mr. Hill, present to the semi-annual meeting of the society the recommendation of the board that the dues be raised to \$3.00 per year for individual memberships, that a joint membership be established for two members of one family, living at the same address, at \$5.00 per year. In the latter instance only one year book would be sent to the joint membership.

Mrs. Steeholm reported that she had addressed two organizations, the Vassar Temple Sisterhood and a group of Friends of the Library at Pleasant Valley, and that she had promised to talk to a Home Bureau group. At these meetings she told about the historical society and its possessions and she had brought in some new members for the society.

Mr. Mylod reported on the recent pilgrimage, that the day had been a memorable one and that a goodly representation of the society's membership had attended. It was moved and seconded that letters expressing the appreciation and thanks of the society be sent to Mrs. Daniels, Mr. Fred Lates, Sr., Mrs. William Howard Young,

the Reverend Horace E. Hillery Mr. Perry Sample, Miss Annie Thomas, Mrs. E. T. Littell, Miss Mary Hoag and Mr. Lowell Thomas.

Mr. Hill reported, for the Glebe House committee, that the fund of \$2,500, which had been given for the redecoration of the house, was practically exhausted, much of it having been spent for repairs to the building which might properly have been done at the expense of the city. He said that a request for \$1,680 had been sent to the Common Council in the hope that the society might be reimbursed. He further reported that the society still owed \$360.00 to Mrs. Plunkett, which amount had been promised by the Poughkeepsie Junior League. He estimated that \$500.00 more would be needed.

Mr. Mylod reported that he had been checking all of the state historical markers in the county, a long job. He said that he found most of the markers in good repair, with the exception of a broken one at the site of the Verplanck house in the town of Fishkill. He stated that he was still looking for some information about a boat called the *James P. Allaire*, a bell from which is hanging in his dooryard.

Plans for the fall meeting were discussed and it was noted that the

members of the society might be interested to see what had already been done at the Glebe House and what remained to be done. It was decided to hold the meeting on Friday, November 6 and to ask Mrs. Plunkett and Mr. Hill to tell some of their experiences in rehabilitating the house and other speakers to tell something about the people who

had lived there. The secretary was instructed to write the Glebe House committee of the Junior League, extending an invitation to any interested members of that organization to attend the meeting.

There being no further business, the meeting adjourned.

AMY VER NOOY,
Secretary

SEMI — ANNUAL MEETING

NOVEMBER 6, 1953

The semi-annual meeting of the Dutchess County Historical Society was held on Friday, November 6, 1953, at the Nelson House, Poughkeepsie.

The business meeting was held at 11:30 a.m., Mr. Mylod presiding. There was an attendance of about fifty members.

The minutes of the annual meeting, held May 22, 1953, and of a meeting of the Board of Trustees, held October 8, were read and approved.

The treasurer's report was read and approved and ordered printed in the year book.

The secretary reported that there had been four resignations and that the society had lost the following members by death: Dr. Maurice C. Ashley, Miss Emily L. Braman, Mrs. Robert S. L.

Hadden, Mr. Selden Hall, Mr. Frederick H. M. Hart, Mr. Elijah T. Russell, Mr. Louis Booth, a trustee, and Mr. Innis Young, a life member.

A curator's report was not given. At this point, however, Mr. Harris N. Cookingham presented to the society a photograph of a sampler made in 1838, by Jane Nicks, which gave the dates of birth and death of members of the Nicks family who had lived in Dutchess County. Jane Nicks lived at Red Hook and later married Benjamin Franklin Gedney.

Mrs. Daniels reported briefly on the recent pilgrimage, inviting the society to come again to Pawling and promising an entirely different program which would prove as interesting. Mr. Mylod felt that Mrs. Daniels had modestly

refrained from giving an adequate report and he described the day in more detail and stated that the society very much appreciated the invitation to come again to Pawling and would, in the course of a few years, be very glad to accept it.

There was considerable discussion with reference to the state of the treasury. Mr. Mylod explained that the receipts from annual dues would not pay the expenses of the society and the cost of publishing the year book. He stated that the trustees had discussed the same subject at a recent meeting and had decided to refer the matter to the members at the semi-annual meeting. It was pointed out that some organizations had a variety of memberships, contributing, sustaining, etc. The president felt that it might be well to discover what was the custom and practice in other societies, that some recommendation might be made at the annual meeting to be held next spring. He proposed, for the present, that the annual dues be raised from \$2.00 per year to \$3.00 and that a joint membership be offered at \$5.00 per year for two persons in one family, living at the same address (with the understanding that only one year book would be sent). Mrs. Daniels moved that the proposal made by the president

be adopted January 1, 1954. The motion was seconded by Miss Vincent and was carried.

The following new members were proposed and elected: Mr. George A. Badgley, life member; and annual members: Mr. Walter Burton, Mr. Thomas J. Doughty, Mrs. J. Frederick Ham, Mrs. Addison R. Hopkins, Mrs. William H. Hubner, Mr. John Mayhew, Mrs. T. H. Miller, Mr. Ralph Peck, Mr. Oakley D. Robinson, Mrs. Frank S. Sewell, Mrs. Josephine Warenken, Mrs. John A. Wallberg and Mrs. J. T. Yeomans.

The business meeting adjourned and the group moved into the dining room where an excellent lunch was enjoyed.

Following the luncheon, Mr. Mylod announced that Mrs. Marjorie T. Plunkett, who had supervised the work which had already been done at the Glebe House, had expected to attend this meeting and tell something about her experiences in restoring the old building. She had been unable to come but had sent a written report. Mr. Hill read the report and explained and enlarged on the statements made by Mrs. Plunkett.

Following Mr. Hill, Mrs. Ver Nooy told briefly about the families who had lived in the house,

from the time of its erection in 1767 until after the church had sold the property in 1791. Mr. Van Wyck told about the DeRiemer family as owners and occupants of the house. Mr. Mylod then told something of the various owners of the property up to the time when it was taken over by the City of Poughkeepsie and given in charge of the historical society and the Poughkeepsie Junior League, in 1929.

The meeting closed with a benediction given by Mr. Hillery and the president invited all who were interested to go to the Glebe House and inspect the work that had been done to date. About fifty members went to the house and expressed themselves as much interested and pleased to see the great improvement in the interior.

AMY VER NOOY,
Secretary

REPORT OF THE TREASURER

January 1, 1953 — June 30, 1953

PERMANENT ACCOUNT—Poughkeepsie Savings Bank

Balance on hand, January 1, 1953.....	\$6,922.78
Interest	86.80
	\$7,009.58

CHECKING ACCOUNT—Poughkeepsie Trust Company

Receipts

Balance on hand, January 1, 1953.....	\$ 500.65
Received from dues.....	798.00
Received from sale of books.....	46.00
	\$1,344.65

Disbursements

Curator	\$ 50.00
Secretary	50.00
Treasurer	50.00
Year book — Rhinebeck Gazette, printing..	\$514.00
Lansing-Broas Printing Co., binding....	57.00
Postage	30.00
Editing	200.00
Mailing	15.00
	816.00
Stamped envelopes for bills.....	16.90
Lansing-Broas Printing Co., envelopes and bills....	24.15
Lansing-Broas Printing Co., letterheads.....	11.75
New York State Historical Association, membership	5.00
Postcards and postage.....	21.39
Lansing-Broas Printing Co., printing postcards....	11.45
Guest luncheons	4.00
	1,060.64
Balance on hand, June 30, 1953.....	\$ 284.01

THE HELEN WILKINSON REYNOLDS MEMORIAL FUND Poughkeepsie Savings Bank

Balance on hand, January 1, 1953.....	\$2,212.57
Gift	15.00
Interest	27.84

Balance on hand June 30, 1953.....	\$2,255.41
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GLEBE HOUSE FUND—Fallkill National Bank and Trust Company

Balance on hand, January 1, 1953.....	\$2,753.58
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Disbursements	
Marjorie T. Plunkett, work at Glebe House.....	\$1,612.50
Arax Photographic Company, flash bulbs and films..	4.35
Joseph F. Keating, building materials.....	50.64
Urey Hardware Company.....	314.45
Leon L. Jaminet, electrical work.....	13.45
George D. White, materials.....	8.15
Michael Stevensky, register box.....	7.00
Edward Cole, plastering.....	504.25
Marjorie T. Plunkett, materials.....	32.69
	2,547.48
Balance on hand, June 30, 1953.....	\$ 206.10

INVESTED FUNDS

War Bond, purchased April 1943, matures April 1955, valued July, 1953.....	\$ 929.00
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Respectfully submitted,

ALBERTINA T. B. TRAVER, *Treasurer*



REPORT OF TREASURER

JULY 1, 1953 - DECEMBER 31, 1953

PERMANENT ACCOUNT—Poughkeepsie Savings Bank

Balance on hand, July 1, 1953.....	\$7,009.58
Life memberships (2).....	50.00
Interest	92.47

Balance on hand, December 31, 1953.....	\$7,152.05
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CHECKING ACCOUNT—Poughkeepsie Trust Company

Receipts

Balance on hand, July 1, 1953.....	\$ 282.01
Received from dues.....	111.00
Received for sale of books.....	12.00
	\$ 405.01

Disbursements

Curator	\$ 50.00
Secretary	50.00
Treasurer	50.00
Reply postcards, postage, paper.....	32.67
Lansing-Broas Printing Company, printing reply cards, fall meeting.....	9.80
	192.47
Balance on hand, December 31, 1953.....	\$ 212.54

THE HELEN WILKINSON REYNOLDS MEMORIAL FUND
Poughkeepsie Savings Bank

Balance on hand, July 1, 1953.....	\$2,255.41
Gift	2.00
Interest	29.71
	\$2,287.12
Balance on hand, December 31, 1953.....	\$2,287.12
GLEBE HOUSE FUND—Fallkill National Bank and Trust Company	
Receipts	
Balance on hand, July 1, 1953.....	\$ 206.10
Junior League of Poughkeepsie.....	850.00
	\$1,056.10
Balance on hand, December 31, 1953.....	\$1,056.10
Disbursements	
Marjorie T. Plunkett, work on Glebe House.....	\$ 659.00
Marjorie T. Plunkett, materials.....	11.29
Marjorie T. Plunkett, work on Glebe House.....	350.00
Bank service charges.....	1.35
	\$1,021.64
Balance on hand, December 31, 1953.....	\$ 34.46
INVESTED FUNDS	
War bond, purchased April 1943, matures April 1955, valued December 1953	\$ 945.00

Respectfully submitted,

ALBERTINA T. B. TRAVER, *Treasurer*

OUR PRESIDENT SAYS:

On the occasion of our spring meeting we had the pleasure of hearing Dr. E. R. Van Kleeck on "Shaking the Family Tree." His interesting and enlightening talk, describing some of the peculiar fruit which which one might obtain, is printed in another part of this issue of the year book.

* * *

Everyone will agree, I think, that the pilgrimage to the southeast section of our county and into Putnam County was a most successful one. We are indebted to Mrs. William Howard Young for her informative talk at the Baptist Church at Whaley Lake and to the Reverend Horace E. Hillery for his cooperation in detailing and pointing out the historical spots at Patterson and the neighborhood. Mr. Lowell Thomas's "fireside chat," giving the interesting historical background of the various unique stones, which have been gathered from all corners of the world and inserted in the fireplace in his recreation "barn," was a memorable discourse, immensely enjoyed by all of those who were fortunate to be present. The society is greatly indebted to Mr. Thomas for his hospitality and the length of time accorded to us on a Saturday afternoon.

* * *

We realize that, while those who arrange the program for a pilgrimage do so because of their great interest in the history of their locality, they spend a great amount of time and energy in preparing for the occasion and we are deeply grateful to them. The committee which arranged our most recent tour, under the guiding hand of our old stand-by, Mrs. Green of Pawling, deserves our thanks.

* * *

The talks given on the pilgrimage by Mrs. Young and Mr. Hillery are being printed by the Historical Society of Quaker Hill and Vicinity, as one of its occasional publications. We had wished to publish in this number of our year book the talk given by Mr. Thomas, describing his "History of Civilization Fireplace." We are hoping to have it for a later issue.

Each year we hear with regret that we have lost some of our members of long standing. These people have served on various committees and have been of great help to the society on numerous occasions. They will all be greatly missed.

* * *

Some of our members had the pleasure of visiting other historical societies and museums during the year, including Sturbridge Village, "Winterthur," the DuPont museum at Wilmington, Delaware, the museums and historical buildings at New Castle, New Jersey, and nearer home, the Shaker museum at Old Chatham, the House of History at Kinderhook, Old Museum Village at Smith's Clove, the Farmers' Museum at Cooperstown and the State Museum at Albany.

* * *

Our members were sorry to learn of the death of Mr. Conrad Pitcher, a member of this society for more than twenty years. In the holiday season for the past several years, many of us had journeyed to the Niver Homestead, north of Pulver's Corners, to admire and enjoy Mr. Pitcher's unusual and delightful Christmas lighting display. We are pleased to know that Mr. Hoag plans to continue the lighting custom, enjoyed by so many, as a memorial to his uncle, Mr. Pitcher.

* * *

The officers of your society will welcome any suggestions for meetings or pilgrimages that the membership may suggest. They might be submitted in writing or brought up at the regular meetings.

* * *

Many of the new families brought here by industry may be interested in learning about our history. Tell them there is a complete file of our year books in the loaning section of the Adriance Memorial Library, Poughkeepsie. Perhaps they would like to become members of our society.

FRANK V. MYLOD

THE ANNUAL PILGRIMAGE

After a long, long drought, the date for the 1953 pilgrimage was set for the third Saturday of September, rain or shine, with the expectation that there could and might be rain. However, the day was clear and pleasant and the sun shone. At eleven o'clock in the morning more than one hundred pilgrims gathered at the First Baptist Church, Whaley Lake. The church was filled when Mrs. William Howard Young told the story of the settlers of the Whaley Lake neighborhood and of the church which will celebrate its two-hundredth anniversary in 1954. Her talk was most interesting and much enjoyed. Before the group left the church little Miss Lates, aged about four, sang "with expression" two gospel hymns for the assemblage.

From the Baptist Church the group journeyed over the route traveled by Sybil Ludington in her famous ride, and stopped at Patterson, New York. Here the Reverend Horace E. Hillery gave a realistic account of the anti-rent rebellion of 1766 and pointed out the spots where the various incidents had occurred and showed the routes taken by the principals in the uprising. He told the story of Mehitable Wing, wife of William Prendergast, who rode to New York and back to Poughkeepsie with a pardon which she obtained for her husband who was condemned to death for treason and who was confined in the jail at Poughkeepsie.

The next stop was made at Holiday Hills, the vacation and conference branch of the Y. M. C. A. of the City of New York. Mr. Perry Sample, executive director, told of the establishment of the conference headquarters on Green Mountain Lake and of the groups which were currently enjoying the hospitality of the organization. Lunch was served at the inn for those who had made reservations and tables, both indoors and outside, were provided for those who had brought basket lunches.

Because there had been some slight delays along the line, it was found necessary to transpose the afternoon events and the procession was led to the Quaker Hill Community Club, where the fifty cars arrived about the time they were expected. The pilgrims were welcomed by Mr. Lowell Thomas who, speaking very informally, told of the ball games played by the "Nine Old Men" and the teams brought there by President Franklin D. Roosevelt. The group had the rare good fortune

of hearing Mr. Thomas tell the stories of the various stones in the great fireplace, of where and how they were acquired and their significance in his "History of Civilization Fireplace."

After an enthusiastic vote of thanks the procession drove back to the Oblong Meeting House on Quaker Hill. An incongruous group gathered within the old building with its whitewashed plaster walls, unpainted, hard benches and partitions which separated the men's side from that occupied by the women. Mrs. Daniels read a short account of the history of the Friends' Meeting in the Oblong (prepared by Mrs. Seward T. Green, who was unable to be present). Mrs. Emlen T. Littell told of the use of the meeting house as a hospital during the War of the Revolution. Miss Mary Hoag, secretary of the Twentieth Street Friends Meeting of New York City, told how the early meetings were conducted and of the action against slavery taken in 1775. She said that the last slave on Quaker Hill was freed in 1777.

Mr. Mylod thanked the speakers at the meeting house for the interesting and informative talks and the day's program was closed with an enthusiastic vote of appreciation to Mrs. Daniels and the friends of the society in the Pawling neighborhood.

The group dispersed at the meeting house and some members stopped to view the flower show on Quaker Hill and others stopped at the Quaker Hill Community Church, where the "Vinegar" Bible which was presented last year to that organization by Mr. and Mrs. Alfred G. Schumacher, was on exhibit.

The program for the day was as follows:

THIRTY-THIRD ANNUAL PILGRIMAGE

SATURDAY, SEPTEMBER 19, 1953

(Basket Lunches, if you prefer)

Mrs. Seward T. Green and Mrs. Fred C. Daniels have arranged a most attractive program for the annual pilgrimage to be held in the Pawling neighborhood on Saturday, September 19, rain or shine!

11:00 a.m. Pilgrims will meet at the First Baptist Church, Whaley Lake Pawling. (From Poughkeepsie take Route 55 and, at West Pawling right on Route 216. This is the second turn-off marked 216 and the arrow will say Whaley Lake). Mrs. William Howard Young will be the speaker at this church, which will celebrate its 200th anniversary next year.

- 12:00 noon Presbyterian Parish House, Patterson, N. Y. The Reverend Horace E. Hillery will tell about "The Anti-Rent Rebellion of 1766."
- 1:00 p.m. Holiday Hills, Y. M. C. A. Camp, Pawling. Mr Perry Sample, Executive Secretary of Holiday Hills, will be the speaker.
- 1:30 p.m. Luncheon at Holiday Hills dining room. Luncheon will be served at \$1.50 per person (which includes tip). Please send your reservations with check to Mrs. Fred C. Daniels, Pawling, N. Y., not later than Wednesday, September 16. Members may bring box lunches and obtain coffee and ice cream if desired.
- 2:30 p.m. Friends Meeting House, built in 1764, on Quaker Hill. Mrs. Seward T. Green and Mrs. E. T. Littell will be the speakers.
- 3:15 p.m. Quaker Hill Community Club. Here a description of the famous stones in the celebrated fireplace, built by Mr. Lowell Thomas, will be given.



WANTED. At the Steam Cotton Factory, in Poughkeepsie
 2 first rate Female Spinners,
 Several experienced Weavers,
 3 Drawing tenders.

Also a number of children, from 10 to 15 years of age, to work
 as Piecers, Pickers, Card and Speeder Tenders. Apply to
 Gilbert Brewster, or
 James Grant, Jun.

Poughkeepsie, March 13, 1833.

Dutchess Intelligencer, April 3, 1833.

"SHAKING THE FAMILY TREE" *

I speak not even as an amateur in the field of genealogy; I am purely a novice. Also, I cannot discuss such a topic as "Shaking the Family Tree" without talking about my own family as I know in any detail only my own ancestral lines.

Before I begin, however, I should like to say that groups like this society should applaud the greatly increased emphasis in recent years on the study of American history in our New York State schools. In this State a larger proportion of high school students is studying more American history today than ever before. This matter of interesting young people in history and especially in local history is of great importance. We can be sure that we can never properly appreciate the blessings of our form of government and of our way of life if we have no knowledge of the struggles and hardships that made America.

The fact of the matter is that most Americans don't know much about their ancestors. Of one hundred randomly selected adults, how many do you suppose could give the maiden names of all of their four great grandmothers, even if you gave them a few months to look up the dates?

I have said that it is especially important to interest young people in local history. In this connection, and before I deal with the topic assigned me, I should like to express the opinion that the Clinton House at 547 Main Street cannot only be a valuable asset in teaching local history but also, with sufficient promotion, can become one of Poughkeepsie's major tourist attractions. As all of you well know, the Clinton House is maintained by the State of New York as an official State historic site in cooperation with the Daughters of the American Revolution. The Daughters were asked to undertake local supervision of the house by President Theodore Roosevelt when he was governor of the State.

The Clinton House is the only State historic site on the east side of the Hudson River between Philipse Manor in Yonkers and Fort Crailo at Rensselaer. The late Miss Helen Wilkinson Reynolds, whose work contributed so much to this society, established after extensive research that the house was built about 1767 by Hugh Van Kleeck,—my great-great-great grandfather. He lived there with his first wife, Maria

* Talk given by Edwin R. Van Kleeck, Ph. D., at the annual meeting of the Dutchess County Historical Society, held May 22, 1953.

Everitt, whom he married in 1763. She was the daughter of Clear Everitt, high sheriff of Dutchess County. After her death, Hugh married Rachael Brinkerhoff of Fishkill, and, after Rachael's death, he married Ariantje Palmatier of Poughkeepsie. I am descended from the fifth of Hugh's ten children by his third wife.

As you also know, the Clinton House takes its name from its association with George Clinton, the first governor of New York State after the Declaration of Independence. Most people in New York State, I fear, do not realize that Poughkeepsie was the Capital of New York State for almost the entire period of the Revolutionary War. You recall that the government of the State was moved here following the burning of Kingston by the British and remained at Poughkeepsie for about six years.

I should like to pay my tribute to the work of the D. A. R., to you of the Dutchess County Historical Society, to the Poughkeepsie public schools, to your local legislators and to your newspaper, the *Poughkeepsie New Yorker*, for what has been done in developing interest in the Clinton House. The original house was built at just about the same time as the famous Schuyler Mansion at Albany and the Sir William Johnson House at Johnstown. Both of those houses are large structures of the manorial type, whereas the original Clinton House was a small and modest structure built, as Miss Reynolds pointed out, by a young man just starting out in life.

Hugh Van Kleeck sold the house in 1780 to Colonel Udny Hay, who had been in General Washington's quartermaster department and had become purchasing agent for the State. Two or three years later much of the house burned and Hugh issued a new deed to Colonel Hay, the original deed having apparently been burned in the fire.

That story that General Washington sent men from Newburgh to help Colonel Hay with the repairs is not a legend, as sometimes stated. As your year book showed some years ago, the story was completely proved by a discovery by the late Dr. J. Wilson Poucher of Poughkeepsie, who located the order in Washington, D. C., among George Washington's letters to his officers.

I should like to say just a word also concerning the first settlement of Poughkeepsie in 1687. As you know, the first white settlers were Hendrick Jansz Ostrom and Baltus Barentszen Van Kleeck, great grand-

father of Hugh Van Kleeck. In 1687 Van Kleeck leased land from his brother-in-law, Robert Sanders of Albany, who had obtained a grant from the British governor in 1686. In 1697 he bought this land and much additional acreage, covering nearly all of the present downtown Poughkeepsie and running east almost to Arlington along what later became the Filkintown Road and is now Main Street.

In 1702 Baltus replaced the cabin he had built in 1687 with Poughkeepsie's first stone house. This stood near what is now the corner of Mill and Vassar Streets. The stone house was torn down in 1835, by which time, through a marriage of a Van Kleeck with a nephew of Matthew Vassar, it had come into the possession of the Vassar family. Some of the china from the old house is preserved in the Clinton House. It is a great shame that this house, built just over 250 years ago, was torn down. The same is true also of the Crannell House. This building, now also gone, stood at what is now 448 Main Street. It was occupied by Poughkeepsie's leading attorney, Bartholomew Crannell, and his wife Tryntje (Catharine) Van Kleeck. She was a daughter of Pieter, the next to the youngest son of the first settler. Her step-father was Francis Filkin, for whose family the Filkintown Road was named. His accounts as a storekeeper in Poughkeepsie were printed some years ago by Vassar Brothers Institute and are fascinating reading. Lengthy extracts were reproduced by Miss Reynolds in your year book.

But this discussion of early Poughkeepsie houses is taking me away from my genealogical topic, and its names and dates.

Names and dates, and the relationships of names and dates, are the stuff of genealogy; hence our preoccupation with names. With Dutch ancestry especially, proper names—family names—pose a knotty problem. Let me illustrate with my own Van Kleeck ancestors in the seventh, eighth and ninth generations. The immigrant was Barent Baltus, that is, Baltus' Barent. That is, he was Barent (Barnard), the son of Baltus. (No family name at all, as you see). The emigrant's son, also an emigrant, though he was the son of Barent Baltus, didn't have Baltus as his second name. He was Baltus Barentszen, sometimes written Baltus Barents; he was Poughkeepsie's first settler of whom I spoke. He was Baltus, son of Barent, and his sister, the one who married Robert Sanders, was Elsie Barents. He obviously was the eldest son, for he was given his grandfather's name, which procedure I shall discuss a bit later. He it was

who added the "Van Kleeck" (in any one of half a dozen spellings as his fancy or that of the dominies dictated). Thus, *his* eldest son was named Barent but, fortunately for genealogists he was called Barent *Van Kleeck*. Had the family name of Van Kleeck not meanwhile been added, this child would have been Barent Baltus, right back where we started two generations earlier with the emigrant.

But take the case of sons other than the first, in the years back before the family names were assumed by most of the Dutch emigrants. Jan Barents (that is, John, the son of Barent) might name a son Pieter. Although the father was Jan Barents, the son would not be Pieter Barents. He would be Pieter Jansen. If Pieter Jansen, son of Jan Barents, called one of his sons Thomas, the child would be neither Thomas Barents nor Thomas Jansen. He would be Thomas Pietersen!

Or take the name of Martin. A good many boys in Holland in the century after Martin Luther were given the name of Martin, just like our Douglas MacArthur Joneses. A generation later, Martinsens therefore abounded, most of them not related to each other, despite their common last names. So far as I know, for example, the Roosevelts (Claes Martensen van Roosevelt) were not relatives of the Van Benthuydens (Paulus Martense van Benthuyden). Luckily, in this case, each of these Martins or Martensens added a family name, one showing that he came from the rose field and the other from the city of Benthuyden.

One obvious result of this early Dutch system of names was that sons of the same family would in turn have sons with quite different family names. The well-known Ryersen family and the distinguished Adriance family of Dutchess County are a good example. The name Adriance of course comes from Adriansen, or son of Adrian. Adrian was the Christian name of a son of a man named Reyersz. Adrian Reyersz had a brother Martin. Adrian's sons were the ancestors not only of the Adriance family but also of the Ryersen family and of some of the Martensens.

The Van der Beecks and some of the Jansens and the Remsen family are descended from Rem Jansz Van der Beeck, or Rem, son of John, from the *Beeck*, or Brook. Even in those days, every Tom, Dick and Harry was called John (or Johannes)!

Or take the case of my Van Blaricum line. The wheelwright, Lubbert Gysbertsen Van Blaricum, obviously was Lubbert, the son of Gys-

bert. His sons, three of whom accompanied him and their mother in 1634 to Rensselaerwyck (Albany), were not Gysbertsens or Van Blaricums, but were Lubbertsens, and later records of them can be found under that name in New York and Bergen and Brooklyn. Lubbert Gysbertsen's daughter, similarly, had no Gysbertsen in her name. She, the one, that is who became the mother-in-law of my Van Kleeck ancestor, was known as Ybetje (Ida) Lubberts, in other words she was Lubbert's Ida.

There is an interesting article on Dutch names in the 1896 Yearbook of the Holland Society of New York, of which organization you have a strong branch here in Poughkeepsie. It mentions that family names were often taken from a man's place of birth or of residence, so that Jan, born in Deventer, became John Vandeventer, while Jan, born in the Wyck, became John Van Wyck, or John Van der Wyck. Or one's occupation furnished the name, so that Jan the cooper, became Jan Kuyper, and Jan, the mason, was Jan Metselaer, and a baker might be known as Pieter de Baekker—just as is the case with all or most of the English Smiths. The Van Dycks came from the dike of course and the Ostranders were oost-stranders, from the east shore.

It is easy to confuse the Dutch and the French "de." The French "de" usually has the same meaning as the Dutch "van," or the German "von," that is, it means "of" or "from." "De la Mer," like "Van der Zee," means "from the sea." The Dutch "de," however, means simply "the," as do the variants "den" and "der" or even "ten." "Ten Eyck" means simply "the oak." "Van de Bogart" means "from the orchard." "Van Buren" means "from" or "of" the city of Buren.

Those of the early Dutchmen who wrote good Dutch were often not very literate in English, and both English and Dutch did a great deal of what we can most complimentarily call phonetic spelling. When, after the English occupation for example, a French family name like Le Comte was translated by Dutch neighbors here in Dutchess County into DeGraeff and then expressed in what was thought would be a suitable English spelling, the results were often strange and wonderful. Michael Pieterse Palmatier, who came over to New Netherland from France via Holland in 1663 with his father, Pierre Palmatier, and who was one of Poughkeepsie's earliest settlers, married Neeltje Jans Damen, and named one of his sons Damen for his wife's family. A grand-

son of this Damen Palmetier signed himself at times Daimond, and the name was also often spelled Damas. From this last someone apparently got the idea that it was a "Dutchy" mispronunciation of Thomas ("Damas") (!), and that is how the name of Thomas got started in my Palmatier line. The Larroways up in Schoharie County similarly are really the Ulster and Dutchess County LeRoys, and there is a story that the males christened Jonas in the Freer family of New Paltz resulted from someone's well-meaning attempt to correct what he thought was a misspelling of Jonar, the Jonar being in turn some Dutchman's way of writing what he had understood to be the sound of a sort of Dutch-English pronunciation of the French name Leonard, thus (Lay-oh-nar)—Jonar—Jonas! As you know, all of the Patentees of New Paltz in 1678 were French Huguenots — the Deyos, Freers, Hasbroucks, Le Fevres, Beviere and DuBois — and the various spellings for Deyo are really marvelous!

Dutch equivalents of given names are not so troublesome. One just translates and Fytie is Sophia, Tryntje — Catharine, Divertjen — Deborah, Neeltje — Cornelia, Antje — Anna, and Ariantje — Harriet.

The Dutch had an ingenious system for naming the first four children born to any marriage. I have been told that some of the other national strains also followed this plan. Under it, the first-born son would be named for his father's father. The second would be named for his mother's father. The first-born daughter would be named for her mother's mother and the second for her father's mother. Thus, if one can get the names of the first four children of any marriage, and if, by the baptism or birth dates it is evident that they were the first four and that there was no time for any other children to be born in between and perhaps to have died very young (as so very, very many of the children did in those days, as witness the church burial records), one can very easily identify the parents of the father. Often one can also identify the parents of the mother.

But a serious drawback of this Dutch system may be illustrated by another Van Kleeck reference. Colonel Barent Van Kleeck, son of Baltus Barentzen Van Kleeck, the first settler of Poughkeepsie, had nine sons among his fourteen children. Each of the sons who survived to maturity would automatically name his first son Barent. Thus two generations after the colonel there were enough Barent Van Kleecks in Dut-

chess County — cousins and a brother of Hugh — to make possible several in the militia on the side of the patriots, plus one or two who were Tories! The same of course is true of many other old Dutch families in this county.

The Dutch were not so much given to the practice of christening children, even after the first four, with names of desirable abstract qualities, like Faith and Hope and Charity. The English were, however, devoted to this custom, as the distinguished New Haven genealogist, Donald Lines Jacobus, reminds us in his delightful book. I have found no girl named Obedience in my New England lines, but I do find a Mindwell Taylor, and an Experience Woodward, and an Honor Treat. And of course, in both Dutch and English lines, one finds the Biblical names.

You will find that it is usually much more difficult to trace female ancestral lines. The males, who apparently kept the records, for the women often signed with their marks not their names — the men were just a bit careless at times. I have been reading Governor William Bradford's *Of Plymouth Plantation*, and also Bradford Smith's recent *Bradford of Plymouth*, a fascinating book based in large part on the governor's account of the 1620 colony. Smith says that Bradford mentions his first wife Dorothy only once in the entire huge volume.

And what shall we think of the Reverend Samuel Dudley, eldest of the sons of Governor Thomas Dudley of the Massachusetts Bay Colony? He had eighteen children by his three wives, including eight by the third one. He was a great writer, but no single word has been discovered wherein he set down her maiden name!

Also, in one's genealogical searches he musn't let the word "cousin" mislead him. It didn't convey the meaning three centuries ago that it does now. You might then address your nephew or your niece as "cousin;" in fact that was the custom. Similarly, "junior" was closer then to its etymological base-meaning of "younger" than it is today. Among the Dutch especially, a son was rarely given his father's name until at least two and often four or five other Christian names had been bestowed upon earlier sons. "Junior" usually meant just what the Latin says, "younger." Johannes Buys, Jr., to use an old local name, was far more likely to be just the younger of two men of that name living in the same general locality, and is far more likely to have been a nephew or a first or second cousin than a son of Johannes Buys, Sr.

In shaking the family tree, one danger you must avoid if possible. Much to my regret, I didn't, and now it is too late. Do not wait until most of your parents, grandparents, uncles and great-aunts have passed on. Begin while they are living to drain from them every drop of genealogical information (or misinformation) that they possess. Even though a large share of what they, in all sincerity, may tell you may be wrong, these rumors, or to give them a nicer name, these traditions, often afford you valuable leads to accurate data.

To get some of the more delicious fruit by shaking the family tree, various specialities can be investigated further. For example, you can consolidate the materials concerning all of the forebears who fought in the Colonial wars, or in the Revolution. Or you can bring together everything about the immigrant ancestor of each line. After that, you can take those who were first or original settlers of various communities. You can take their religious affiliations and see how many were dominies or rectors, or elders and deacons. You can develop the material on their houses, or you can run down the communities named for families from which you are descended. Other points of interest will occur to everyone. If you go back ten generations, counting your parents as the first, you have 1024 ancestors in the tenth generation, so there is no lack of material!

Or you can follow up further some of the unsolved problems. Some questions are never answered.

Or you can jot down in anecdotal form some of the more interesting incidents you discover, for some branches of the family tree are heavy with juicy fruit. Let me close with one or two illustrations. The members of one branch of the New Paltz Freers, though well enough off to be able to furnish a substantial percentage of the funds of the Huguenot Church, nevertheless were accustomed to walk several miles into the village on Sunday from the hamlet of Bontecoe (named for the ship, the *Spotted* or *Brindled Cow*, on which so many came from Holland), barefoot, carrying their shoes in their hands. When they arrived, they put on the shoes for the service.

When old Baltus and Tryntje Van Kleeck died, their son Pieter occupied the old homestead on the present Mill Street — the one that was torn down in 1835. Pieter died, leaving his wife, Tryntje Lewis, with six young children. Shortly after, she married Francis Filkin, the

storekeeper, and by him she soon had seven more children. Two of them died, leaving eleven children and two adults in their house. However, it was spacious—quite grand, indeed, for those days. In fact, besides the cellar, which was used as a kitchen, it had five rooms. So Tryntje — she was a Tryntje too — took in roomers and boarders! One of these was a bright young lawyer, the Bartholomew Crannell whom I mentioned. He later became Poughkeepsie's most prominent Tory. He married one of the Van Kleeck step-daughters of Filkins, also a Tryntje, named for her father's mother, and for awhile they lived with the in-laws. No doubt you all know the story of how Poughkeepsie rather than the then-larger Fishkill got the Anglican rectory (the Glebe House) when the two new parishes obtained their first rector who served them both, and of how Bartholomew and Tryntje married one of their five daughters to this first rector.

I speculate, too, as to how my great-great-great-grandparents, Jannetje Freer of New Paltz and Ahasuerus Van Kleeck of Poughkeepsie, became acquainted. There was the Hudson River and twelve miles of wilderness between them. You and I could literally get from New York to Detroit by air in about the same time and far more conveniently today than we could have gone from Poughkeepsie to New Paltz 200-odd years ago. Perhaps the baptismal records of the two families give the key to this romance. For we find that when Michael Van Kleeck, older brother of Ahasuerus and named for their maternal grandfather, Michael Pieterse Palmatier, and Blandina Freer, older sister of Jannetje, and named for one of their Le Roy ancestors, had a child baptized here in Poughkeepsie, the sponsors were then the unmarried Ahasuerus and Jannetje. Is it far-fetched to imagine that this baptism was the occasion of the first meeting of this young couple, Jannetje and Ahasuerus, who later themselves became husband and wife?

I have used up my time, but, in closing, this warning I give you: Do not get started on genealogy unless you are prepared to keep going. An interest in genealogy is often a fatal bug or disease. The germ is insidious, the prognosis is bad. There is little that any one can do for the patient. Sulfa, penicillin, or even aureomycin, will not reach this virus. I will not say that the ailment is contagious; people in the same family, 'though closely exposed, often show a remarkable resistance to infection. Indeed, they may develop complete immunity. But, for the afflicted person

himself, there is often no permanent cure, and release for the sufferer comes only when the final date is written after his own name on the family's genealogical chart.

S

Chestnuts—At this season of the year the market is generally filled with chestnuts, and almost everybody eats more or less of them. They are a most pernicious and indigestible article only fit for quadrupeds, and ought not to be eaten in any shape, either dry, roasted or boiled. They have been known to cause death, and cannot be too much avoided.

Poughkeepsie Eagle, October 29, 1834

MARY POWELL
"Queen of the Hudson"

What could be more pleasant on a warm summer afternoon than to step aboard the *Mary Powell* and sail up the majestic Hudson, enjoying the cool, refreshing breeze and the beautiful scenery on every side? It was an experience never to be forgotten and, no matter how often repeated, never became tiresome or monotonous. A sail on the "Queen of the Hudson," on the most beautiful river in the world, was always a thrill.

The Hudson River has always been a part of the most important water route on the North American continent, as well as the most beautiful. It has been the great highway of the Hudson valley for two hundred and fifty years. The building of the Champlain and Erie canals in 1823 and 1825 added canal boats to the craft on the river and in 1918 the State Barge Canal system added to it the gasoline and oil tankers. In more recent years it was not unusual to see the ocean-going vessels unloading lumber from the Pacific coast. Over the years the river developed into one of the most important arteries of commerce in the world. Interesting as this is, the fact remains that the days of romance were those when the fleets of sailing vessels dotted its waters. They were bound to be crowded out by their faster rivals.

For many years, first the sloop and then the steamboat controlled the transportation along the Hudson and for years no railroad dared directly to parallel it. Many of the more important places were almost wholly dependent upon the boats for transportation of merchandise and for passenger service. When, in 1807, Robert Fulton's *Clermont* puffed and snorted up the Hudson through the Highlands on her way to Albany from New York, in the remarkable time of 32 hours (an unheard of feat for a boat), she became first in a long line of famous Hudson River "Queens" of this new steamboat type. Throughout the following century there were many fast steamboats built and each builder hoped his boat would win the title. By 1817 the time from New York to Albany had been cut to 17 hours by the *Chancellor Livingston*; by 1836 the *North America* had outstripped this by making the run in 10 hours and 20 minutes and, in 1864, the *Chauncey Vibbard* made the trip in less than seven hours.

The sloop and the schooner continued to sail the waters of the Hudson for some time after the *Clermont* made her successful trip; then they gradually disappeared. The steamboats formed the first easy and swift method of transit between the great seaport of New York and the state capital and the west. In the 1840's the speedy steamboats had practically supplanted the graceful white wings of the sloops. From a small beginning in 1831, the number of steamboats on the river had increased to more than one hundred. "Uncle" Daniel Drew, of the "old school" of Wall Street, organized the People's Line in 1831. This was succeeded by the Hudson River Night Line, running from New York to Albany and Troy in opposition to the monopoly then enjoyed by Commodore Vanderbilt, who at the time was conducting a campaign to gain control of transportation on the river. After he entered the field Daniel Drew built two very beautiful boats, one of them, the *Adirondack*, is still well remembered by many.

From the first steamboat, the *Clermont*, the finer, swifter and more comfortable boats were developed for the traveling public. It did not follow that they were always safer, for steamboat racing was a great sport and a highly dangerous one. After the disastrous burning of the *Henry Clay*, the Steamboat Inspection Bill was passed in 1852. This put a stop to much of the wild racing. One of the most exciting events of the day in the lives of those who lived along the banks of the river was to watch the steamboats race. A captain, with a "sporting bug," would race his steamer against any other in his vicinity. It was a common occurrence for two heavily crowded steamboats to get into a contest and speed by their regular stops with no regard for the wishes of the passengers.

One writer tells of the perils of river travel in those days, stating that many refused to take the boats because they could not be sure they would be allowed to land at their destination. The records reveal that, on one occasion, the steamer *Adirondack* began racing just above Yonkers. The captain's sporting blood was aroused and he decided to continue the race to Albany, and did. It resulted in his winning the race and, as the regular fuel had given out, the furniture and all the wood trim on the steamer had been sacrificed. But they had to win that race. And the officials of the line declared that the captain was perfectly justified in burning the furniture and woodwork in the effort.

The competition for the trade became very bitter. The several

lines strove for the business, their captains or other representatives often standing on the docks, hawking for the trade. They would lie, cajole, fight and swear at each other, going so far that on occasion the police would interfere. When some boats could not meet the speed of others, fares were reduced and again this reached the ridiculous stage. One boat offered the trip to Yonkers for 12½ cents and another a trip from New York to Albany for ten cents. Of course, the passenger did not know if he might return at the same rate, or he might be charged \$2.00 for his return trip. It was a real rate war, almost to financial destruction.

The bitter competition eventually eliminated some of the companies and narrowed down to three lines: the Hudson River Night Line, the Citizens' Line to Troy, and the Hudson River Day Line. They owned some of the finest river craft in the world, the like of which will probably never be seen again, and included among others, the *Adirondack*, *Daniel Drew* (placed in commission June 24, 1861 and named for the original owner of the company which later became the Hudson River Night Line), *Trojan*, *Manhattan*, *Alida*, *Chauncey Vibbard*, *Jenny Lind*, *Rensselaer*, *Dean Richmond*, *Albany*, *New York* (commissioned July 13, 1887), and the more recent Hudson River Day Line steamers, *Washington Irving* (416 feet long, with a carrying capacity of 6,000 passengers), *Berkshire* (commissioned May 20, 1913, 440 feet long, with a beam of 90 feet), *Hendrick Hudson* (with four decks), *DeWitt Clinton*, *Alexander Hamilton*, *Robert Fulton* and *Chauncey M. Depew*.

These later boats were floating palaces and were masterpieces of marine engineering. They were the last word in comfort and convenience and thousands of people swarmed their decks and came to know and appreciate the "Great River of the Mountains."

But, of all the steamboats which over the years plied the Hudson, *Mary Powell* was the "Queen." Her skipper Absalom Anderson, planned her in 1859 and she was built in Jersey City by Michael S. Allison. She had clean lines, — one long symmetry of three hundred feet. She was trim and clean in appearance and she skimmed through the waters like a swan. The *Poughkeepsie Daily Eagle* of Monday, October 14, 1861, stated that the "*Mary Powell*, the new steamer of Capt. Anderson, made her first trip from New York to this place last Saturday afternoon. We have not learned the particulars of her trip, but understand that she

reached this city much earlier than the old boat and will fully come up to what she was intended." The "old boat" was the *Thomas Powell*.

As has been stated, the competition for the river trade was keen and at the time the *Mary Powell* was placed in commission the following boats were on the river:

the *New World* and *Isaac Newton*, night boats, representing the People's Line, between New York and Albany;

the *Francis Skiddy* (later replaced by the A. P. St. John), owned by Commodore Cornelius C. Vanderbilt, between New York and Troy;

the *Armenia*, of the Day Line, of Daniel Drew, between New York and Albany;

the *Connecticut* and the *Oregon*, of the Day Line, between New York and Hudson;

the *Knickerbocker* and the *James W. Baldwin*, between New York and Kingston — Rondout;

the *R. Donaldson*, between New York and Barrytown;

the *Rip Van Winkle*, between New York and Saugerties;

the *Thomas Powell*, between New York and Catskill;

the *Isaac P. Smith*, between New York and Haverstraw;

the *Aurora*, between New York and Yonkers — Haverstraw;

the *Broadway*, between New York and Yonkers;

the *Mohawk*, between New York and Newburgh;

the *James Kent*, between New York and Poughkeepsie;

and there were others, including the before-mentioned *Daniel Drew*, commissioned June 24, 1861, and running between Albany and New York.

The next season she began a schedule that she was to follow for over fifty years. The newspaper of May 3, 1862, stated that she would commence her regular trips between Rondout and New York on the following Monday, stopping at Poughkeepsie at 6:30 a.m.

During the following winter the owner made some improvements and in April of 1863, it was reported that she had been newly fitted out during the winter and would run during the season as heretofore, from Kingston to New York, and the report added, "We need say nothing about her arrangement or management, for every one that travels on the Hudson knows them to be first class."

The following advertisement appeared in the Poughkeepsie *Eagle* for several days following April 24, 1863:

1863

MORNING BOAT

1863

Landing at Milton, New Hamburg, Cornwell,
Cold Spring, West Point, and Cozzens.
The splendid new and fast sailing steamer

MARY POWELL,

Capt. A. L. Anderson, will leave the Main Street landing at Poughkeepsie, EVERY MORNING, (Sundays excepted) at half past six o'clock. Returning will leave New York from Jay Street Pier EVERY AFTERNOON, at half past three o'clock.

The Powell will commence her trips on or about the first of May.

On May 7, of the same year, the newspaper reported that the steamer had made her first trip of the season on the previous day and added that "the traveling portion of the community will hail with pleasure the return of this favorite floating palace on her regular trips."

The large number of boats was an indication of the volume of trade on the river and the owners of the various vessels did everything in their power to attract passengers and, at the same time, to maintain the greatest speed. The *Armenia* tooted her 34-whistle calliope, which brought forth strange echoes as she sailed up through the Highlands, playing "The Belles of the Mohawk Vale," "Way Down upon the Suwanee River," "Jordan's a Hard Road to Travel," and other popular songs of the day.

The *Glen Cove* and the *General Sedgwick* had their whistle-organs and their stacatto voices were raised in melodies of song. The skipper of the *James B. Schuyler*, Commodore Hancox, even took pot shots at the pilot house in his efforts to restrain a boat from passing and, when that did not work, he thought up a new scheme to maintain his boat's reputation for speed. He hired a band and brought it aboard and when a rival drew alongside and attempted to pass he marched his band to the deck nearest his opponent and ordered the musicians to play. Of course, as soon as the passengers on the rival steamboat heard the music, they flocked to the side of the boat nearest the band, throwing the weight all on the one side of the steamer. This would raise the paddle wheel out of the water and deprive the boat of one-half of her power while the wheel spun around in the air. With her opponent in this position and with the band playing, the *James B. Schuyler* would again forge into the lead and would remain there while the passengers on the other boat were redistributed.

The commodore on one occasion met his Waterloo when he tried this trick on the skipper of the *Dean Richmond*; for as soon as the band began to play, the captain of the latter boat ordered all of his safety valves lifted, passed his competitor and went merrily on his way, knowing that his patrons could not hear the band on the *James B. Schuyler*.

Many of the boats still raced madly, some with disastrous results. Boilers exploded and they caught fire. The old *Sunnyside* caught fire and had to run aground on the west shore at Crum Elbow, where for many years she was a menace to navigation and an annoyance to the shad fishermen whose nets were sometimes badly torn on her superstructure. As early as 1826, Abram Van Santvoord, great-grandfather of Alfred Van Santvoord Olcott (for many years the vice-president and general manager of the Hudson River Day Line), came to the Hudson River and was agent for the safety barges, *Lady Clinton* and *Lady Van Rensselaer*, pioneers in Hudson River pleasure craft. These were barges or boats towed some distance behind steamboats for timid passengers who feared boiler explosions.

However, all of the tricks thought up by the shrewd captains and all the speed the fastest steamboats could muster made no difference to the *Mary Powell*. She refused to be drawn into racing with them but would swiftly and serenely skim by without causing a ripple in a cup of coffee in her dining room. In utter disdain at their antics, she would leave them far in her wake and there was nothing they could do about it.

During the winter of 1865-66, Mr. Thomas Cornell of Rondout was negotiating for the purchase of the *Mary Powell* and on February 9, 1866, the *Daily Eagle* of Poughkeepsie announced that the sale had been consummated and that the vessel would run the coming season as usual. And, an advertisement in the same newspaper in April listed Ferdinand Frost as captain and Thomas Cornell as proprietor.

Early in the year 1869, there were rumors that the *Mary Powell* would again change hands and the Poughkeepsie *Eagle*, of January 29, reported:

..... We are semi-officially informed that the price asked for the steamer *Mary Powell* is \$185,000. Van Santfoord of Albany has offered \$180,000 for her in the way of trade, the bargain to include the transfer of the steamers *Alida* and *Cayuga* to Hon. Thomas Cornell and Mr. Van Santfoord to abandon the towing business. Captain Anderson is willing to pay \$160,000 for the boat. The matter will in all probability be brought to a close this week. If Mr.

Van Santfoord secures the vessel, \$25,000 will be expended on her for repairs and improvements.

On March 4, 1869, the *Eagle* quoted from the *Rondout Freeman*, giving the particulars of the sale and stated that the tow boats *New York*, *Baltic* and *Oswego*, which represented \$85,000 of the purchase price, were among the best on the river. It was also stated that \$30,000 would be expended in repairing, refurnishing and improving the *Mary Powell*. A little later announcement was made that the *Armenia* would run regularly on the *Mary Powell's* schedule while the latter was refitting. She was returned to service in June and Captain Ferdinand Frost was in command.

No other steamboat on the river was given so much newspaper space. Over the years, during most of which the newspapers printed only four pages, she received an unprecedented amount of publicity and always it was laudatory and affectionate. Early in June of 1869, after the repairs and improvements had been completed and just before she was to resume her old schedule, it was reported that a dinner was to be given on board by Captain Frost, to which representatives of the press along the river would be invited. The great day arrived on June 10, and the newspaper carried the story the next morning. The guests boarded the boat at her various landings. After breakfast the group assembled and organized the "Hudson River Editorial Association for the mutual benefit of the members and the better procuring of news and for harmonizing and consolidating the press of the river." George W. Davids of Poughkeepsie was appointed secretary. In New York, they had dinner at the Astor House and then visited the offices of the various newspapers: the *Herald*, *Telegram*, *Tribune*, *Sun*, *Democrat*, *World*, and *News*. They arrived home, after supper on board, in the early evening. In the account published in the newspaper, mention was made that President Grant was on board the returning steamer and that he had had an interview with the newspaper men before he and his family went ashore at West Point.

Just about this time, in June of 1869, while the *Armenia* was substituting for the *Mary Powell*, the former had an accident and, with no advance notice to the public, the *Mary Powell* was put on the route. The Poughkeepsie newspaper remarked that her appearance was indeed beautiful and that she was welcomed at the dock at Newburgh by about a thousand cheering people. However, at Poughkeepsie no one knew

of her coming "so the reception was not what it would have been had the fact been known."

During this same month, the *Dutchess Farmer* commented on the improvements made in the steamer:

..... During the Winter past the *Powell* has been remodelled internally and is now, we will venture, the finest boat of her class in the world. These improvements must be seen to be appreciated and we have no doubt most of our readers will see them during the Summer months.

And, a little later, the *Eagle* asked:

Now What Boat Can Beat It? The "Whirlwind of the Hudson," the steamer *Mary Powell* reached this city from New York last evening at ten minutes past seven, having made six landings. Time consumed from New York here 3 hours and 40 minutes. Talk no more to us of the *Daniel Drew* and *Chauncey Vibbard*.

No other boat on the river was so universally beloved, nor was any other so highly praised.

At the time of the sale of the boat in 1869, it was reported that Captain Anderson was interested in buying back his *Mary Powell*. And, on January 15, 1872, the Poughkeepsie *Eagle* reported that Captain Anderson, again the owner of the *Mary Powell*, would command his own craft the coming season and that Ferdinand Frost would take command of the *Daniel Drew* at the opening of the season of navigation. In May, of the same year, the *Eagle* reported that the "splendid steamer looks as well as ever this season . . . Commander Captain Anderson, with his right bower James Anderson, are just as affable, just as polite and just as accommodating as they were in years ago . . ."

On March 25, 1875, the *Mary Powell* was still at her wharf in Jersey City, where she had been undergoing extensive repairs and alterations during the winter. According to the Poughkeepsie newspaper, material changes had been made in her lower deck. More space was made for baggage and for passengers. The fan-lights over the dining room on the after deck were removed, thereby affording space where it was greatly needed. The entrance to the bar room was transferred to the extreme forward deck and all of her machinery had been raised about one foot.

There would be no further need of "ducking" when passing under the paddle-wheel shaft. New large timbers had been added in her hull and she had a new hog frame, a wonderful piece of work, unlike any other steamer except the *Rhode Island*. With the new improvements,

her machinery necessitated the use of only 25 pounds of steam as against 35 pounds that her boilers had previously carried. And, still she was faster. The alterations, besides giving her one-third more strength, made her a very staunch vessel, capable of going out to sea. The improvements cost a very large sum of money and were superintended by Captain Jansen Anderson. One newspaper account set the sum expended as \$50,000 and another at \$65,000.

The saloons forward, forward cabin, engine room and pilot house had been changed, refurnished and supplied with nickel-plated hardware. The engine room was a model of neatness, such as Engineer Lyman Lawrence deserved. The working beam was a foot higher and her paddle wheels were larger and her buckets six inches lower. Her cylinders were ten inches larger, making them 72 inches, with a twelve-foot stroke.

The newspaper stated that she was all newly upholstered, carpeted and ornamented, giving her a beautiful appearance, that her captain should be, and was, proud of her and that as soon as the river would permit she would proceed to Rondout, where the necessary painting would be done. At the time her officers were: captain, Absalom Anderson; pilot, Guernsey Betts; tickets, Captain Jansen Anderson and Captain A. Elting Anderson; engineer, Mr. Lawrence, colors, Daniel H. Bishop, and tonsorial, Frederick Pelham.

On May 27, a perfect spring day, with balmy air and brightly shining sun, the *Mary Powell* took the student body of Vassar College on an excursion to West Point. Shortly after noon, she left her berth in the Rondout Creek amidst the ringing of bells and blowing of whistles which, with the waving of flags and cheering of many people along the shore, created a great furore. She "ran down the river like a deer" and "she burst upon the view in all the grandeur of a bride in spring," and, carrying the metaphor still further, the newspaper continued, "being decked out with flags and elegant painted work, everything about the vessel being clean as a whistle and all very attractive." The Vassar students were headed by President John H. Raymond and were grouped about the Main Street dock as the "Queen of the Hudson" floated up to the landing amidst much excitement and cheering. The gang plank was run out and, after all were aboard, she was away in a hurry downstream, with her steam whistle responding to the many greetings from the farm houses and hamlets as she passed along.

On their arrival at West Point, at 3:15 p.m., the guests were met by the Commandant and escorted about the grounds. After they had witnessed the dress parade and practice drill and had visited the many interesting points on the reservation, they re-embarked for a sail down the river. Smith Brothers, of Poughkeepsie, catered and the happy party returned in the early evening after a delightful outing.

This was only one of many such trips that thousands of persons enjoyed on this steamer. Early each year, for many seasons, she carried the students of Eastman National Business College and their friends on an annual excursion. Some times she would sail down the harbor around the battery, then up the East River, under the Brooklyn Bridge, through Hell's Gate and out on the sound.

The *Mary Powell* carried no freight and there was nothing in the advertisements or the time tables to indicate there was ever an exception made to this rule. It is therefore surprising to note that the Poughkeepsie *Eagle* of September 2, 1878, published an item stating that a large number of "flyers" had already arrived to take part in the trotting races to be held at the Driving Park and that "another lot will arrive by steamer *Mary Powell* tonight, among which will be Harry Hill's famous animal, 'Curiosity.'" "Curiosity" was a dwarf horse and was to be on exhibition the following day. The reporter may have made one of those "slips that pass in the night," or it could be that valuable horses might have been permitted to take passage on the *Mary Powell*.

In an interview with a New York City reporter and quoted in the Poughkeepsie newspaper of October 21, 1882, Captain Absalom Anderson stated that he had gone up and down the river for many years and was more at home on the river than in his own house. He was familiar with its varying moods and tenses and his experiences were had under all possible conditions. He had done most of his eating on the stream. He felt that it was always new to him and he never became weary of it, although every point, island and mountain along its shores were like faces of old friends.

When asked if steamboats were then making better time than they had some dozen years before, he replied that it was necessary to go back to the early days of the steamboats on the river and to follow down in order, and he gave the following statistics:

On August 7, 1807, the Clermont made her first trip in 32 hours and returned from Albany in 30 hours;

in 1826, the *North America* made the trip in 10 hours, 20 minutes;
in 1840, the *Albany*, in 8 hours, 27 minutes;
in 1841, the *South America*, in 7 hours, 24 minutes;
in 1852, the *Francis Skiddy*, in 7 hours, 24 minutes;
in 1862, the *Daniel Drew*, in 6 hours, 53 minutes; and
in 1864, the *Chauncey Vibbard*, in 6 hours, 44 minutes.

He was asked if he thought that anything might be done to materially improve the speed of the steamboat, and replied:

My experience teaches me that steamboats will not go much, if any, faster than they do, as long as they are so heavily weighed with top hamper. It is difficult to see how marine engines can be built better than they are now. The engine of my boat, for example, is as nearly perfect as it is possible to make it. It works like a French clock and no power is unnecessarily wasted. But to increase the power we must increase the weight of the engines, and to do that is to load the boat more heavily; so you see the two things tend to offset and neutralize the other.

After the close of the season of 1882, the boatmen were concerned with rumors that Captain Absalom Anderson was about to sell the *Mary Powell*. His health had not been too good and he was considering a trip to Europe. However, a little later, on the advice of his physician, he went to Santa Barbara, California. Here he purchased a delightful home, "Stonehenge," where he spent the remainder of his life.

Captain Absalom L. Anderson was the son of Captain Nathan Anderson and was born at Croton, New York, November 25, 1812, and removed his family to Saugerties, where he went into business with his father. Later his father bought the *Highlander* and Absalom bought the *Robert L. Stevens*, two boats which ran to New York. He later sold the *Stevens* and purchased a boat which he named the *Thomas Powell*, for Dr. Thomas Powell of the village of Catskill. This latter boat he sold to the government after he had built the *Mary Powell*, named for the wife of the Catskill doctor. (A portrait bust of Mrs. Mary Powell adorned the pilot house.)

On February 22, 1843, Captain Absalom Anderson married Catherine Ann Leverett Elting, daughter of Dr. Richard and Elizabeth (Hasbrouck) Elting. In 1854, they moved to a new home which he had purchased near Port Ewen, in Esopus township. He died November 18, 1895, at Santa Barbara, about a year after the death of his wife.

On November 19, 1882, the sale of the *Mary Powell* was announced at Rondout. The purchasers were Mr. Thomas Cornell of Kingston and Mr. John H. Brinckerhoff of Poughkeepsie. It was

further announced that she would be in charge of Captain William H. Cornell, late of the steamer *Thomas Cornell* and one of the most popular steamboat men on the river. Associated with him would be A. Elting Anderson as purser, Hiram G. Briggs (late of the steamer *James W. Baldwin*), as pilot and Mr. Lawrence as engineer.

The *Mary Powell* made her first trip under her new ownership on May 21, 1883, carrying more than one thousand passengers, students of Eastman Business College and their guests, to New York City. The trip was a great success and the school authorities were quoted as saying: "The thanks of all are due to Captain William Cornell and Purser Elting Anderson of the *Mary Powell* for their untiring efforts in looking after the comfort of everybody on board. They spared no pains, and their gentlemanly conduct and courteous bearing will long be remembered as one of the pleasant features of the trip."

An old, undated time-table, owned by Mr. Frank V. Mylod, was probably issued in the 1880's and gives the following information:

Leave Rondout at	5:30 A.M.	returning at	8:30 P.M.
" Hyde Park	6:00 A.M.	returning at	8:15 P.M.
" Poughkeepsie	6:30 A.M.	returning at	7:45 P.M.
" Milton	6:45 A.M.	returning at	7:30 P.M.
" New Hamburg	7:00 A.M.	returning at	7:15 P.M.
" Newburgh	7:30 A.M.	returning at	6:45 P.M.
" Cornwall	7:45 A.M.	returning at	6:30 P.M.
" West Point	8:05 A.M.	returning at	6:10 P.M.
" Cranston formerly Cozzens	8:10 A.M.	returning at	6:00 P.M.
" Foot of W. 22d St.	10:30 A.M.	returning at	3:30 P.M.
" Vestry Street Pier	10:50 A.M.	returning at	3:15 P.M.

Connections with evening trains for the North on the Hudson River Railroad at Poughkeepsie; . . . at Rondout, with the Ulster & Delaware and Walkill Valley Railroads. By Ferry to Eddyville, New Salem, Wilbur, South Rondout & Sleightsburgh.

At West Point by Ferry to Garrisons;

At Newburgh, by Ferry & Stage to Fishkill Landing, Matteawan, Groveville, Glenham & Fishkill Village.

At New Hamburg, by stage to Wappingers Falls . . .

Convenient route to the Catskill Mountains. By this line opportunity is afforded of viewing Cro' Nest, Storm King and other points of beauty and Historic interests. The tourist sees the Highlands "at the gloaming;" the finest hour for Mountain and River Scenery.

When she made her first trip of the season in 1884, on May 24, the *Mary Powell* appeared with a beautiful new coat of white paint, trimmed with gold, by Ward and Logan of Newburgh. New smokestacks and pipes had been installed and 1,200 life preservers, new life rafts and life boats had been added. And, new carpets had been laid by Luckey, Platt

& Company of Poughkeepsie.

In 1885, steam pipes and radiators had been placed throughout the boat to make sure, when the weather turned cold, the temperature on the boat would be as pleasant and comfortable as any one could wish.

The newspaper announced on January 1, 1886, that, at a recent meeting of the owners of the *Mary Powell*, A. Elting Anderson had purchased the interest of Mr. Cornell and a portion of Captain John H. Brinckerhoff's share. This gave him a controlling interest and he was appointed captain. Isaac C. Wicks was elected president of the company. John H. Brinckerhoff was elected treasurer and Captain Anderson secretary. So, the *Mary Powell* was again out of the control of the Andersons from November 19, 1882, until January 1, 1886, only three seasons this time. Announcing the purchase, the newspaper stated:

Captain Anderson has rapidly grown in popularity and will be the youngest captain on the Hudson River. . . . The mantle of the father falls upon the son and the young and energetic commander will no doubt hold the patronage always so liberally bestowed upon the Queen of the Hudson. Captain Elting Anderson, we salute you!

The *Mary Powell* never had a serious accident, although she did collide with a canal boat on August 11, 1884, near the landing at Hyde Park. She later beached the canal boat on the east shore. Here is the story as reported in the newspaper and told by Pilot Briggs:

The steam canal boat, *City of Troy*, had been lying at Hyde Park dock all afternoon. When the captain got ready to go north with his load of coal he was told the *Mary Powell* was due and was then coming. He said he didn't care, he was going anyhow. The tide was ebb, and he shoved his bow off. The tide caught it and straightened the boat across the river. We had already blown our whistle for Hyde Park, and our pilot did not see the canal boat till he got within 300 feet of her. As soon as he did see her he threw his wheel over and gave the *Powell* a rank shear, and just then the canal boat coming ahead struck our guard near the after gangway lightly, . . .

The canal boat had a whistle but never answered ours, nor was her whistle blown at all until after the collision, when it was blown for distress. If he had blown his whistle the accident never would have occurred.

On another occasion she was caught in a heavy wind storm in the wide waters of the Tappan Zee and her tall smokestacks were blown down. The captain and his men worked with cool heads and brought her safely into port under her own power and no one was injured. As a matter of record, she never lost a passenger in all her years of service, and she weathered many a heavy storm in coming up through the Tappan

Zee and the Highlands, where on a sultry summer day many a storm broke suddenly and with considerable fury.

To the good old-fashioned folks of Ulster, Dutchess, Putnam, Orange and Westchester counties, she was something more than a mere steamboat, — she was a part of their lives. There were places along her route where her friends waved a salute to her every day as she passed up and down the river and her pilot, Guernsey Betts, would give an answering salute with three blasts of his whistle. The engineers of the New York Central trains always gave her a salute and she responded. The river families said they could depend on the *Mary Powell*; she was always on time. It used to be said that events at the Military Academy were timed by the sound of her bell, because it was always more likely to be right than were their clocks. On ordinary days she had minutes to spare. If it happened that she was a bit late, she never wasted any time or effort at a landing. On occasion Pilot Betts, who understood the tides, every whorl and eddy on her course, and took every advantage of them, would take her into a landing and, without bothering to make fast her landing lines, would hold her up against the dock while the gang-plank was run out and the passengers came aboard or went ashore. Once he had given the engine room the jingle, she would glide off like a race horse. She could slip into top speed while other boats were casting off their lines.

There probably never was built a swifter side-wheel steamboat than the *Mary Powell*. If there were one, she never appeared to challenge the Hudson's "Queen." One of her chief rivals and competitors, the *City of Kingston*, boasted in 1885 that she had steamed 45 miles in 2 hours and 19 minutes. However, the *Mary Powell* ran, in this same year, 25 miles in 61 minutes and could have gone faster.

The *Kingston Leader*, under date of May 25, 1887, published an item relative to the *City of Kingston*, whose partisans claimed her as a faster steamer. The newspaper said that

. . . the steamer *Mary Powell* which left New York on Saturday at 2:30 p.m., passed the *City of Kingston* when opposite Esopus and arrived at Rondout about five minutes ahead of the latter boat. This is something remarkable when taking into consideration the fact that the *City of Kingston* left New York at one o'clock.

In this instance the *Mary Powell's* time was one and one-half hours better than her rival's. (Through the summers of 1887 and 1888 the

City of Kingston and the *Kaaterskill* were racing, between New York and Rondout, first one winning and then the other, by the small margins of three to twelve minutes.)

In 1884, during the period that the *Mary Powell* was out of the hands of the Anderson family, and the new *Albany*, on the Hudson River Day Line (successor to the Albany Day Line and to the Steam Navigation Company), had been commissioned, many admirers of the new boat claimed that she could beat the "Queen." There was much bantering, back and forth, on the part of their respective partisans and some of their backers suggested that they race from New York City to Barrytown, a distance of 90 miles, for a purse of \$100,000. However, the contest never came off and she still remained the "Queen."

The only water craft in her more than fifty years of service, to pass the *Mary Powell* was a new pleasure steam yacht *Stiletto*. On June 10, 1885, Charles F. Herreshoff brought his new ninety-foot yacht down from Bristol, Rhode Island, to try out against her. The yacht waited for her and then steamed up the river, side by side, with the *Mary Powell* carrying her regular load of passengers and the yacht with only her crew aboard. Going her regular speed, she was only five minutes behind at Sing Sing (now Ossining), where the yacht withdrew.

No passenger steamboat, going in the same direction, ever passed the *Mary Powell*. She broke record after record; in 1887, she sailed from New York to Rondout, a distance of ninety miles, in 4 hours and 11 minutes, making an average run of each mile in 2 minutes and 48 seconds; in 1882, she made this same distance on one of her regular trips, making eight stops and landing 450 passengers, in 4 hours and 13 minutes. She didn't race. She made her best time every day, as a service to her patrons.

In the early 1890's, Captain Anderson engaged an orchestra which came aboard at Poughkeepsie and which gave a program of popular music both morning and afternoon on the forward deck saloon. Professor Charles H. Robertson, leader, was for years leader of the orchestra at the Collingwood Opera House in Poughkeepsie. In her "Century of Music in Poughkeepsie," Miss Helen Andrus says, "He was one of the best violinists who had ever lived and labored in Poughkeepsie."

The whole world was Captain Anderson's patron, and the *Mary Powell* was his pride and joy. Cadets rode on her when first they came to West Point (she brought their sweethearts and their brides for the

honeymoon, or receptions and commencements) and again when they became distinguished officers in the army. Her passenger lists would register the aristocracy of the Hudson Valley, the owners of the palatial estates along the river and their guests. She carried many celebrities. (In 1871, General U. S. Grant greeted the Grand Duke Alexis at her gangway and escorted him up to the academy at West Point.) And included would be the farmers, business and professional men and their families from all along this part of the valley. Hundreds of students attending Vassar College and Eastman College came to know and love the Hudson. In her more than fifty years, the *Mary Powell* carried three generations of local families who still recall with pleasure the many trips made over the years.

She was truly a family steamboat and that was the way her captains wished it. The passenger felt perfectly safe and relaxed aboard her, which could not be said of many of her early rivals. In a day when a female did not travel alone, even the unchaperoned were often entrusted to the care of the captain. Frequently a parent or other relative would place a little girl in his custody to be met at her destination. The captain would turn the child over to the maid, that kindly Miss Antoinette (Nettie) Roe, for safe-keeping during the trip. (Miss Roe was employed for many years on the boat and had a host of friends among the patrons. She formerly lived at 48 Ten Broeck Avenue, Kingston, and passed away in that city March 7, 1953, at the advanced age of 94 years). The captain would personally deliver his charge into the hands of the proper person immediately on arrival at the landing, and before any other passenger was allowed to leave the boat.

Miss Cornelia M. Raymond, daughter of the Reverend John H. Raymond, first president of Vassar College, related that as a child she was frequently put in charge of Captain Anderson to be delivered to a relative in New York. The captain would see that she was taken care of and, to quote Miss Raymond, "when arriving in the city there would be a great rush to get off and the captain would step forward, hold up his hand and, taking me by the hand, would say, 'stand back!' and would then lead me ashore and place me in the hands of one of my relatives." She added that all of this very much impressed her and that she had always thought the *Mary Powell* a wonderful and beautiful boat. She had reason to appreciate the kindness and efficiency of Captain An-

derson. She told that, at the time of the death of her father in 1878, when she was seventeen years old, the *Mary Powell* had the sad mission of carrying his remains down to New York and that when they arrived at the boat landing, Captain Anderson allowed no one to leave the boat until Dr. Raymond's body had been taken ashore and that the captain and all of the other officers lined up on each side of the gangway as the remains were carried off.

Another sad mission was performed when the flag-draped coffin containing the body of General George Custer was carried to West Point, October 10, 1877.

Mrs. Harry Ethal laughingly tells of a trip she made at the age of eight and that after her arrival in New York, where she was met by an aunt, the relative was made to prove her identity before the captain would allow her to take the child away.

And the *Mary Powell* was responsible for at least one happy romance. Mr. Richard Brown served for five years, from 1884 through 1888, as baggage master. In this capacity he met Miss Anna Kernochan of Newburgh and they were married in 1904. Mr. Brown was for many years one of the commissioners of election for Dutchess County and was for years associated with the *Poughkeepsie Evening Star*, the predecessor of the *Poughkeepsie New Yorker*.

A number of local citizens were employed on the boat. Mr. George Noble was the concessionaire for some years and usually a local high school boy was engaged as an assistant through the summer months. Mr. Harry L. Welch, of the local Savings Bank, and the Reverend Henry Dickert are remembered as having served in this capacity. Mr. Oscar Plain of Hyde Park served for a number of years as a deckhand under Seymour Darling who, for thirty-four years, called the landings in a voice of great sweetness that was his exclusive possession.

Her skippers were God-fearing men who stuck stoutly to their principles. A. Elting Anderson was one of the few remaining river men who owned and operated their own ships, as they pleased and when they pleased. The *Mary Powell* sailed over the same route for more than fifty years, but she never turned a paddle or left her berth on a Sunday.

When a passenger boarded the *Mary Powell*, he was immediately the guest of Captain Anderson who took a gentle, personal interest in his welfare. At each landing, from the time she left her berth in Rondout

Creek, he stood at the gang-plank, watching that all passengers were safely getting on and off and inspecting each person closely as he came aboard. (Both of these Captains Anderson detested drunkenness and on several occasions a passenger who had been indulging too heavily was escorted ashore, with no questions asked. Such a person was considered unfit to mingle with the other passengers. The Andersons never sold intoxicating liquors on their boats and they never allowed any brought on board if they knew of it.)

Many times it pleased Captain Anderson to come to Poughkeepsie on a Saturday before the steamer went into commission for the summer, and take the children of a certain Sunday School as his guests for a trip up the river to Albany and back; and, on the Saturday after she had finished her season, he would take the boys and girls of Rondout for a similar sail to the capital city.

"Would you believe it," he would solemnly say to a friend, "when we make the Albany trip it's just next to impossible to make the *Powell* go outside Kingston breakwater and continue on up the river? She's just that used to making the turn up Rondout Creek and into the harbor, and she does not want to go by."

The writer was well acquainted with her last commander, a slim, pleasant, dapper gentleman, ever alert and energetic and very quick of action. He wore a double-breasted suit of blue serge (white duck trousers in mid-summer) and took a sharp, personal interest in everything that went on about his boat, as well as in his passengers. If one could find him in a talkative mood, as the "Queen" plowed her silent way up the broad expanse of the Tappan Zee, or around the sharp nose at West Point before entering the chasm between Breakneck and Storm King mountains, he might get to know the Hudson as few travelers can ever know it. On such occasions the captain would show some of his real affection for his boat and would tell about the difficulty in taking her past the Rondout Creek, "She's like an old horse that knows her stable, she wants to turn into the creek and it takes some mighty nice work on the part of the pilot to keep her headed upstream."

The *Mary Powell* was not only built on clean lines, but she was kept immaculately clean; in fact it was said that she was so clean that the Dutch housewives of Hurley could not find a speck of dust on her. Her lines were beautiful and she was swift; other boatmen accused her

captain of mixing whale grease with the paint that had been put on her hull, to give easy sliding through the water. It was once heard that the captain hitched her to a porpoise four-in-hand when he steamed up the river; and another tale had it that he hired a black boy just to keep the flies from lighting on her rail and thus slowing her with their weight. Some of the newer boats were built for speed and some were barbaric in their display of gingerbread and gold and were costly, comfortless, tasteless and magnificently vulgar. Her captains did not believe in carrying any fancy excess weight. They knew that the lighter they kept her the swifter she would be and the more beautiful she looked. The real secret of her speed was her marvelously trim and slender hull.

The writer remembers an excursion from Hyde Park in 1888 which carried him to Coney Island and return for 90 cents. After arrival in New York, the party was transferred to a boat of the Iron Steamboat Company and were taken to the Island and brought back to the *Mary Powell*, which landed him back home a happy boy on his first sail on this wonderful boat.

Some years later the writer made the arrangements for the annual excursion of the Hyde Park Methodist Church. Captain Anderson stipulated that three hundred adult passengers must be guaranteed, if he were to make the unscheduled stop. The church was hardly in a financial position to make such a contract, but the committee agreed to the terms and wrote the captain to ask if the boat would carry free all passengers over the necessary three hundred. An immediate reply, "Come along, guarantee waived," was received.

On August 19, 1913, during the Grand Lodge Convention held in Poughkeepsie, she carried over 1,200 Grand Lodge representatives of the I. O. O. F., their wives and guests, to West Point. She was to be escorted by the U. S. Warship *Dolphin*, which carried the Assistant Secretary of the Navy, Franklin D. Roosevelt; the Mayor of Poughkeepsie, John K. Sague; Grand Master of the Lodge, Frederick J. Greifenstein; Grand Warden, Herschel L. Gardner, and the writer. However, the *Dolphin* had to start thirty minutes before the *Mary Powell*, in order to arrive there at the same time. This was a memorable occasion for many of the representatives of the Grand Lodge who had never seen the Hudson River, its beautiful scenery, or had the pleasure of a trip on the *Mary Powell*. In later years the men who had attended

this convention recalled with pleasure the wonderful sail on this celebrated boat.

And, her fame was not limited to the Hudson Valley. Fred Erving Dayton (in his book, *Steamboat Days*, published in 1925) told the story that Captain Anderson, with his *Mary Powell* safely berthed for the winter in the Rondout Creek, was on vacation and enjoying a steamboat trip up the Nile. The Scotch commander of the vessel noted him standing on the upper deck and inquired if he were an American steamboat man. When Captain Anderson admitted that he was, the steamer's master said: "I only know of one American steamboat — the *Mary Powell*." "That's my ship," replied Captain Anderson, with just pride in the *Mary Powell's* international reputation.

As has been stated, the *Mary Powell* was built at Jersey City by Michael S. Allison and under the close supervision of Captain Absalom Anderson. Once the craft was finished and accepted, her models were destroyed by her designer. Many craftsmen tried to copy her without success. She was the envy and despair of all the boatmen of America.

After the death of Captain A. Elting Anderson and the steamer had been taken over by the Hudson River Day Line, which had inherited much of her prestige, that company planned to build the great *Hendrick Hudson*. This was to be the largest and fastest steamboat ever to run on any inland waters. They put the *Mary Powell* in dry dock and measured her with rules and giant calipers and then fashioned their new craft just as nearly to the lines of the "Queen" as they possibly could. What greater tribute could have been paid? (On June 6, 1951, the *Hendrick Hudson*, handsome and majestic step-child of the *Mary Powell*, began her journey to the Schuylkill River junk yard, to be turned into scrap. She was built by T. S. Marvel & Company of Newburgh, had a capacity of carrying 5,000 passengers and was 379 feet long, with four decks.)

For many years her landings in New York were made at West 22d Street and at Desbrosses Street. In 1905 she changed to West 129th Street, West 42d Street and Desbrosses Street and suggested that her passengers board her and leave her at the upper landing, saving a half-hour each way. These were the same landings used by the Hudson River Day Line and continued as her landings for the rest of her career.

In the advertisements of May 28, 1912, her time-table was listed under the *Mary Powell Steamboat Company*, after ownership had

passed to the Hudson River Day Line. She left Rondout at 6 a.m. and was captained by A. Elting Anderson. She continued in his command until his death, following an attack of apoplexy, July 13, 1914, at his summer home at Greenkill Park, about three miles west of Kingston. He had spent almost his entire life on the *Mary Powell*, as a lad, purser, steward and captain.

She did not begin her season in 1913 until July 3, and for the first time in her history, her starting point was Poughkeepsie at 7 a.m. She must have felt homesick when tied up at Poughkeepsie at night instead of at her old berth in the Rondout Creek. Perhaps she felt that her regular services were drawing to a close, as she was so often taken from her regular run for excursions. In 1914, her time-table appeared in the same box in the advertisements with the other boats of the Hudson River Day Line, and she left Poughkeepsie at 7:30 a.m. and arrived back at 6:45 p.m.

Most of the season of 1918, she was berthed up the Rondout Creek, out of sight of the Hudson River, over the surface of which she had made so many trips, estimated to be over 6,300, and covering over 1,208,000 miles, carrying more than 5,000,000 passengers, and without a serious accident or an injured passenger.

She was tied up to a dock only a short distance from that of her old regular berth, and it was here she died. She was dismantled at the Sunflower Dock by John Fisher in 1923. Her blower engines now rest in the Ford museum at Dearborn, Michigan. Her largest steering wheel is in the Senate House Museum at Kingston. Her whistle was installed in the *Robert Fulton*. The gilded dome that topped her mast now ornaments a gate-post at the entrance of an estate at Highland Falls, New York. Her name plate is in the possession of one of the members of the Dutchess County Historical Society. Her pilot house rested for some years, at least until 1938, on the bank of the Rondout Creek, where she was dismantled. And her silver bell, with its tone of great sweetness, has been for years at the Indian Point landing on the Hudson.

"She had a silvery tongue and she had a golden throat."

So, the steamboat that was born in 1807 on the Hudson was to grow to mighty proportions in fifty years and in another fifty years would reach the peak of its growth. Who would have believed, at the turn of the century, that within the third fifty years it would be dead? The

Hudson River Day Line had grown from two boats, with a passenger capacity of 4,000, to seven boats in 1913, with a passenger capacity of 28,650.

The steamboats still ply the Hudson, but the day of their greatest popularity and usefulness is long past. The *Mary Powell* was the greatest of them all and, more than thirty-five years after her paddle wheels had been stilled forever, many citizens still love to tell of their pleasant experiences on the "Queen of the Hudson."

HARRY T. BRIGGS



RHECABITES

The Independent Order of Rhecabites in this place held a public meeting at their Hall, on Wednesday evening last. The attendance was large, and the exercises of a highly interesting character. We learn that the society is in a healthy and prosperous condition and performing the legitimate objects of its formation. Success to it.

The Journal and Poughkeepsie Eagle, December 2, 1848

THE GLEBE HOUSE

and the People who Lived There *

I

THE EARLY YEARS

Mr. Hill has told you of some of the things that the historical society is trying to do at the Glebe House and we are going to tell you briefly something about the people who have lived there. It is the oldest house in the city and we feel it is most fortunate that it has survived to the present and that we and the local chapter of the Junior League have the privilege of rehabilitating it.

Miss Reynolds, in her history of Christ Church, has told of the purchase of the glebe and the building of the house for the rector of the English Church. There had been preaching missions in Dutchess County, but the Church was not organized until 1766. The Reverend Samuel Seabury, of Hempstead, had made several missionary visits to the members of the Church of England in this county between 1755 and 1762. Between 1762 and 1764, the Reverend John Beardsley had made six trips from his location at Groton, Connecticut, a distance of 120 miles, to Dutchess County, preaching and baptizing for the several groups here, — at Fishkill, Beekman, Nine Partners and at Poughkeepsie.

Mr. Beardsley was born at Ripton (now Huntington), Fairfield County, Connecticut, in 1732. He was educated at Yale and at King's College, and the congregation at Norwich, had raised the money to send him to England for ordination, with the understanding that he would return as their rector. He came back to America in 1762 and served that parish and the one at Groton, Connecticut. And, it was with the consent of his parishioners that he made his trips to Dutchess County.

When the Connecticut parishes could no longer pay his salary, he wrote to London, to the Society for the Propagation of the Gospel in Foreign Parts, asking help in establishing the Church of England in

* The substance of talks given on the occasion of the semi-annual meeting of the Dutchess County Historical Society, held November 6, 1953; in three parts: I, by Mrs. Amy Ver Nooy; II, by Mr. Edmund Van Wyck; and III, by Mr. Frank V. Mylod.

Dutchess County. The county groups had already petitioned the London organization for financial aid and for its approval and consent in the appointment of Mr. Beardsley as the rector. They had pointed out that they had already raised a sum sufficient to purchase a handsome glebe and would raise sixty pounds annually for the support of a minister who would serve the four precincts. They stated that they would build their churches as soon as they could and that they flattered themselves that they would "be permitted the use of the publick places of worship from the favour and countenance of the Dutch Holland churches." (There was always the most friendly and generous cooperation between the two denominations and, over the years, on many occasions the house of worship of either congregation was made available to the other. The Dutch and English families had intermarried and had children baptized, some in one church and some in the other.)

So, the organization with the long title, in London, provided the clergyman with a "library," promised financial aid and gave its approval to the appointment of Mr. Beardsley as rector, with the stipulation that the group execute a bond which would guarantee the purchase of the glebe and that they furnish Mr. Beardsley with a good house.

Mr. Beardsley was a man of great energy and industry and it was largely through his efforts that a sufficient sum was raised to guarantee the purchase of a glebe. He came to his new mission in 1766 and the first service was held at Beekman, December 21. The first service at Poughkeepsie was held on Christmas Day, probably in the Reformed Dutch Church. He brought his family here to make their home in March of 1767 and a house, the location of which is not known, was rented for him until such time as the congregation could build on the glebe, which was purchased the same year.

The Fishkill members hoped that a farm would be selected in their neighborhood and the Poughkeepsie members felt as strongly about a location in their vicinity. After some argument, it was decided to leave the choice of location to Mr. Beardsley and he chose the Ostrander farm at Poughkeepsie. At the time, William Emott, secretary of the vestry of the Poughkeepsie congregation for some years, commented: "Mr. Crannell, however, a Sharp Sighted man, took care to make suitable impressions on the clergyman of the propriety of making the purchase at Poughkeepsie."

Mr. Crannell was the most important man in the community, a lawyer and well-to-do, and he owned considerable property in the hamlet. He had signed the call to Mr. Beardsley. "Sharp Sighted" he was, and he recognized the fact that the location of the court house at Poughkeepsie more than fifty years before, had already influenced the growth of the community and would continue to do so. He and Mr. Beardsley collected the donation moneys, made the purchase and supervised the building of the house. It was later said that he had "advanced a considerable part of Poughkeepsie's share, as well in payment for ye old Glebe as for finishing ye house." This might imply that there was either a small or partially constructed building on the farm when it was purchased. Or, it may mean that funds gave out before the completion of the very modest building that was planned.

The minutes of the vestry from May to November of 1767 show expenditures for bricks, lime, heavy timber, glass, brass knob latches, hinges, locks and other sundries. It can be assumed that the rector and his family were able to occupy the house early in 1768. Mr. Beardsley's family consisted of his wife, Sylvia, the daughter of the rector of Trinity Church, New Haven, and probably two children. Twins were born here February 4, 1771. There is no record of the death of Sylvia, but at some date before February 12, 1775, the rector had married Gertrude, daughter of Bartholomew Crannell, which cemented the bond between those two families.

Most of the members of the English Church were Tories. Some were more discreet than others, though several lost all of their property by confiscation and left the country. Mr. Crannell was most outspoken and conspicuous. He and Mr. Beardsley refused to sign the Association Pledge and brought on themselves considerable trouble in consequence. Of necessity, the English Church was very quiet during the years of the Revolutionary War. At a vestry meeting, held July 13, 1776, it was decided to stop divine service for the time being. However, the organization was kept alive and the annual Easter election was held regularly by the vestry. When Mr. Beardsley again refused to take the oath of allegiance, he was ordered to remain on his farm, "with permission to go and visit the sick and baptize infants when requested."

All of the members of the Crannell and Beardsley families must have had a most uncomfortable time. Two of the Crannell sisters,

Catharine and Elizabeth, had married staunch patriots, Gilbert Livingston and Dr. Peter Tappen. They did what they could for their Tory relatives, in an effort to save some of their possessions to them, inquiring of the Council of Safety if Mr. Beardsley were at liberty to sell his effects to pay just debts due local inhabitants and asking what could be done about such goods as were the property of his children. They reported that since he had been on parole his conduct had been "unexceptionable" and advised that he be sent to New York and that he be permitted to carry with him his household furniture.

Mr. Crannell had no such problems. He had been too outspoken and had been harshly criticized and threatened with bodily harm. He fled to New York and sought protection within the British lines and his wife and two unmarried daughters were permitted to join him the following summer and to take with them only their clothing, necessary bedding and provisions for the journey to New York. Then the Commissioners of Sequestration sold such of his personal estate as they could find.

In December of 1777, Governor Clinton (whose wife was a sister to Dr. Tappen) gave permission for the Reverend Mr. Beardsley, "his wife and five children, His Negro Wench and three Negro Female Children, with the Wearing Apparel, Necessary Bedding for the Family & Provision for their passage" to go into the city of New York. Months later the Beardsley furniture was sent down to New York and exchanged for the furniture of the Reverend Mr. Freligh, which was brought to Poughkeepsie. As Mr. Beardsley later pointed out, no attainder was made against him as he had been sent away and did not, of his own free will, join the British.

In New York, the clergyman was the chaplain of Beverly Robinson's Loyal American Regiment and, in the Masonic order, was Junior Grand Warden of the Grand Lodge of New York. At the close of the Revolutionary War, he and the Crannell family were among those Loyalists who sailed for New Brunswick. They settled at Parr Town, which later became Saint John. He was described as a man of great energy and industry, persistent and of a spirit undaunted by obstacles. All of these qualities stood him in good stead in helping the colony to establish itself. He was chaplain of the King's New Brunswick Regiment and organized the first Masonic lodge in New Brunswick, of which he became Worthy Master. He was the first clergyman to officiate at Saint John

and, in 1784, became the rector of Christ Church, Maugerville, where he served for eighteen years.

There is no record of the death of Gertrude Crannell Beardsley. In 1786, the Reverend John and his wife, *Anna*, conveyed property in New Brunswick. In 1800, he married Mary Quain, a widow, and in recent years, one of his descendants wrote that the clergyman was evidently a firm believer in the fact that "it is not good for man to be alone," that he was known to have married four times and there was ground for thinking there had been a fifth venture, though date and place of ceremony were wanting.

The former rector wrote to the vestry of Christ Church, Poughkeepsie: "As we have no Great Bible in our Church, & the people unable to buy, I must request you to send me the one I left in ye Church — you know it was given to me by ye free masons — and not to ye Church." To this, the secretary replied: "The Church Bible we believe was not the intention of the Donors should be sent out of the County. You will wave that request we presume." And, Mr. Beardsley replied: "The Great Bible which I left in the Church at Poughkeepsie, was a gift to me personally, for Services rendered on a day when my parish did not want me for any other duty. But on due consideration, I bestow it on Christs Church, where I suppose it now is, for the use it has heretofore been put to."

He was probably criticized for taking with him his books and vestments, for he stated: "I wish further to note, that all the Missionarys from the Venerable Society, when called out of the States to settle among us, were directed to bring with them their Librarys; and further, that the Linen, put into the Surplice which I brought with me, was a gift of Capt. Harris to me, and it was made by my wife."

When the four congregations purchased the glebe, the farm at Poughkeepsie was more expensive than the property which the Fishkill members had in mind and arrangement was made for Mr. Beardsley to pay for one-third of the farm (probably on the advice of that sharp-sighted Mr. Crannell) and the Church two-thirds. Beardsley built a barn near his house, with the understanding that if he should leave, the vestry would allow him the value of it. After the war was over there was much correspondence back and forth, and in 1805 the elderly clergyman with his son, Bartholomew Crannell Beardsley, came to

Poughkeepsie and amicably settled his affairs. In one letter he had written that, after twenty years, his third of the old farm must be much more valuable than when purchased, "so near ye heart of ye capital of ye county, and ye barn I built on it." Little did the good clergyman suspect that the day would come when the little old house and an extremely small part of the farm would sell for \$40,000!

Some of the correspondence between the vestry of Christ Church and Mr. Beardsley, in 1788, refers to a portrait of the clergyman which he requested be sent to him, "as my children are desirous to have my old picture." It had probably been left in the glebe house when John Davis took possession, as the particular request was addressed to him. However, his descendants in Canada, years later had no knowledge of a portrait. Whether it is somewhere still in existence is not known.

In the meantime, as soon as the clergyman had removed to New York, John Davis, clerk of the vestry and the sponsor for whom one of Mr. Beardsley's sons had been named, moved into the glebe house and remained there three years. In April of 1780, Mr. Davis wished to remove and it was rented to Colonel Andrew Bostwick, the Deputy Forage Master General of the army. When Colonel Bostwick gave up the house, in November of 1783, he was in arrears for his rent and he persuaded the vestry to accept a Negro slave in part payment of his indebtedness. The Church lost considerable money on the transaction.

Poughkeepsie was then the State Capital; the governor was living in the Crannell house, the legislature was holding sessions and there was considerable coming and going of prominent lawyers and other personages, so the glebe house was easily rented. In the leases, the garden and orchard, barns and outbuildings and some farmland were included, but the greater part of the land was rented separately for farming purposes, John LeRoy and Francois Van der Bogert being regular and profitable tenants for some time.

Colonel Hay had purchased in 1780 the stone house (known today as the Clinton House) which had been partly consumed by fire and while it was re-building he rented the Glebe House.

After Colonel Bostwick had left the house, it was let to Colonel Udney Hay. When peace had been declared, the two congregations, at Fishkill and Poughkeepsie, were anxious to call a rector and the Reverend Henry Van Dyck was considered. He was willing to come to

Dutchess County but, due to personal financial difficulties (he was said to have "a family of small children and a heavy load of debt"), his arrival was much delayed.

Meanwhile, the house had been rented for a year to John P. Vemont (whose name, at the time of his marriage in 1782, was given as Charles Martin John Peter De Vemont), a merchant in the village and captain of a local troop of horses.

Then, the glebe was farmed for the benefit of the new rector for a year and, growing doubtful of his coming, it was let to Zophar Weeks in 1786-87. Finally, his affairs having been adjusted, Mr. Van Dyck arrived in May of 1787.

Early in the year, he had written asking about some repairs to the house, "so that I may enter with my Family in some kind of decency. . . . I presume that House & Land will be free the first of April; so that there will be some little time left to admit repairing and cleaning the House & putting other, like matters, about the Garden, in such state as not to be very disadvantageous for gardening. . . . I fear I shall be troublesome to you; but I know you will forgive me upon this occasion."

Henry Van Dyck was born in New York in 1744, graduated from Kings College, studied law and received his master's degree in 1764. He practiced law at Stratford, Connecticut, and served as a lay reader in the Church at Milford. In 1784 he had visited and held services at Christ Church, Poughkeepsie. After his ordination, he came here as rector and remained until the spring of 1791, when he removed to New Jersey. A few years later he was rector at Newton, Long Island. An interesting description of the clergyman was given by John Davis who published an account of his *Travels of four Years and a half in the United States, (1798-1802)*. He said:

I was fortunate enough to procure lodgings at Newtown under the roof of the Episcopal minister, Mr. Vandyke. The parsonage house was not unpleasantly situated. The porch was shaded by a couple of huge locust trees and accomodated with a long bench. Here I often sat with my host, who always wore the cassock. Mr. Vandyke was at least sixty; yet if a colt, a pig, or any other quadruped, entered his paddock, he sprang from his seat with more than youthful agility and vociferously chased the intruder from his domain. I could not but smile to behold the parson running after a pig and mingling his cries with those of the animal.

Dr. Van Dyck received his degree of Doctor of Divinity from Queen's College in 1792. (He died in 1804.)

At this time the church was described as "a very decent building," but there was a debt of £300. It had been erected at a time when there was every reason to think that those who pledged substantial subscriptions would be able to make their payments. Many of these people, particularly the Tories, had left the village. So, it was decided to advertise the glebe for sale. Christian Forrey leased the house and a few adjoining acres until the fall of 1792 and, on November 14, of that year, the corporation sold the house and 250 acres of land to John and Andrew Dunn for £1,000.

The Duns were unable to complete the purchase and left Poughkeepsie. The place was then rented and occupied by William Davis for more than a year. In 1795, the glebe was sold at auction for £1,000 to Nathaniel Bosworth, who within six months sold the property to Peter De Riemer. Trinity Church, Fishkill, had shared in the services of the first rector and in the purchase of the glebe. Early in 1797, all accounts between the two organizations were audited and amicably settled.

Mr. Van Wyck has an interesting story to tell of the next family to live in the glebe house:

II

ELSIE DE RIEMER AND THE GLEBE HOUSE

Elsie's ancestors or, rather, the first of them in this country, were Isaac and Lysbet. They were of French Huguenot extraction and came to New Amsterdam from Holland, where their people had been for generations, being Dutch in church and language. They were probably married in Holland and came over here about 1643, with four children.

Elsie was the daughter of Petrus DeRiemer and Elsie Babington, who lived at various times in New York, Albany, Hyde Park, again in New York, and in Poughkeepsie. Elsie DeRiemer was born at Albany, New York, "Saturday Night," May 3, 1777. In 1796, we learn from the Dutchess County records of deeds, Peter bought a farm called the "Glebe," on the east bank of the Fall Kill, from Nathaniel Bosworth for £1,100, and the same year he bought a second farm from John Swartwout for £300. Six years later, in 1802, he bought still another

farm of John Smith for £1,000. Peter and his family must have come to Poughkeepsie soon after purchasing the glebe and probably upon the completion of the red brick house which we know and are especially interested in today. (It is believed that the front rooms were added to the original building about this time.) At any rate, we do know that in 1799, when daughter Elsie was twenty-two, she fell in love with Jacobus Sleight of the neighborhood that is now the Town of LaGrange, and met with parental objection. Not that her parents objected to Jacobus, — no indeed, — they thought that he should have selected daughter Mary, who was thirty-three and whose years more nearly matched the forty-six of Jacobus. "Love laughs at locksmiths," they say, and mayhap even at matchmakers. So, one evening in the dark of the moon, Elsie quietly raised the sash in one of the windows on the east side of the old Glebe House and climbed out into the arms of her waiting Jacobus and they were married. Soon, forgiven by Papa and Mama, he took her to live happily ever after in the new stone house which had just been completed in 1798 in the town of LaGrange, overlooking the Wappingers valley and the house of Zephaniah Platt, across the creek.

Jacobus Sleight (he was known as and called by the English form of the name, James) was born April 20, 1753, in the old wooden house which stood down the slope from the present stone structure, and near the well. The foundation stones are still visible. Here, to the new stone house, James brought his bride and here they raised their family of three boys and two girls. Jacobus (Colonel James) died September 2, 1833, and Elsie died June 30, 1841. They are buried in the community ground at Manchester Bridge. A reproduction of a portrait of Elsie De Riemer Sleight, made in her later years and owned by Mr. David Barnes Sleight, was published in the 1930 issue of the year book of this society.

The five children of Jacobus and Elsie were: Elsie DeRiemer Sleight, 1800-1874, married Abram B. Stockholm; James Edwin Sleight, 1802-1825, unmarried; Peter Rosavelt Sleight, 1804-1888; Harriet E. Sleight, 1806- married Ricketson Gidley; Henry A. Sleight, 1817-1879, married Mary A. Ward. Henry had one son and three daughters.

Peter Rosavelt Sleight married, first, Sarah Kees Barnes on October 3, 1827, and she died October 20, 1829, leaving an infant son, James

Edwin. On December 18, 1832, Peter married Catharine Storm Barnes, the sister of his first wife, and they had three children: Sarah Ann Sleight, 1835-1924, married Stephen M. Ham, no issue; David Barnes Sleight, 1838-1865, unmarried, killed in the Civil War; Alexander Wheeler Sleight, 1841- married Mary C. Pells.

Alexander and Mary were blessed with three children: Josephine Wheeler Sleight, 1875-1902, unmarried; Peter R. Sleight, 1877-1929, unmarried; and David Barnes Sleight, born in 1880 and still living in the stone house in the Town of LaGrange, overlooking the Wappingers valley and the house of Zephaniah Platt, across the creek.

Elsie De Riemer Sleight wrote a letter to her son Henry A. Sleight, addressed in the care of Jacob Willet, in the Town of Washington, Dutchess County and dated January 22, 1837, which sheds some light on the life and customs of the time:

My Dear Son

My concern for you was more than tung can describe the day you left me, I new you had not slep warm and I new you was very cold when you started from Mr. Thomas. I felt wors then when you left home. I also new you felt bad at parting from me. I had a very cold ride home I stoped to see Hariet and found her quite sick. I stayed there all night and returned home next day, I expect I should be sick. I had some cold but stud it better than I expected I should, am quite well now. Your Sister Hariet is better. I was last week sent for to go and see your Uncle Abram Sleight is very ill they do not think he will get better. I have not heard from him since. Uncle John Sleight is quite sick he had a bad fall on the ice I have not been to see him yet, intend to go soon if I can; it commenced snowing the night before last and snowed till today there is a great body of snow on the earth and it is drifted as bad as it was last winter we could not get out this morning untill we had shoveled quite a wile. William that worked for Mr. Brigs came here and shoveled all the paths for us I thought it very kind for a stranger and that without any (charges?). I intend to send him some provisions. it took him four ours, he could not get in only threw the woodhouse. We could not get to church today, it was communion sabath today I have not seen a slay go past today I felt glad to think I had just got some cole before the snow, I got Mr. Brigs to get it for me Dear Henry I begin to count the week and almost the days when you are to come home, it appears like an age, I will endeavour to find out for you if it is slaying it will be nothing, if there is anything to prevent it I will let you now in time so that you may come with the stage. you must write to me every week without fail; I shall expect a letter next week, about the time you get this. last Thursday Henry (Mares?) and wife Jane & Susan Miss Caswell Miss Perkins, Sarah Worrel Mr. Frost Bradley and (James?) spent the evening heer. Mr. E Frost is going to leave this place the first of february and take up his abode with his sister and he and his brother in law are going to open a store in that part of the country together.

whether the father and mother will remain heer or no I cant say. Mary say's I must tell you the Edeiter Mr. Plat was heer on friday evening last and wishes her to take a wride to Washington and I think it likely if [illegible] they will come for you if they come. the whither is very cold heer we can hardly keep warm I wished for you very much yesterday I baked some fine bread and good Apple and Mince pye whic I now you to be very fond of I wish I could send you some. I hope your cooke was not gone on your return, I long to hear whither you was not sick after you got Back, the Pilgrim has not come yet but expect him every day. Mary sends her love to you. I remain and ever shall your truly affectionate Mother Else Sleight.
Mr. Henry A. Sleight.

Mr. Mylod will continue the story:

III

THE LATER YEARS

You have been told about the occupants of the Glebe House in the eighteenth century and I will tell you something of a few of the later owners.

Little is known of James Coval, who purchased the property from Peter De Reimer. De Reimer held a mortgage on the 250 acres, which he later assigned to John Parkinson. Coval had sold fifty acres to John Drake and Caleb Angevine. It is assumed that he left the neighborhood after John Parkinson foreclosed the mortgage.

John Parkinson had come to Dutchess County from New York and had purchased, in 1811, the De Cantillon mills and store at the Hyde Park landing. He sold the Hyde Park property, through Stephen Hoyt, attorney, to Peter De Riemer in 1812 (and probably received the assignment of the mortgage on the Glebe House in part payment).

When Parkinson foreclosed the mortgage the property was sold to Stephen Hoyt. Mr. Hoyt and his family were members of Christ Church, where he and his father, of the same name, were pewholders and generous contributors. (The elder Stephen Hoyt had been secretary of the vestry and, when he died October 9, 1809, aged 59, his obituary referred to him as "Captain Stephen Hoyt, a respectable merchant of this village.")

Stephen Hoyt promptly transferred the Glebe House property to John Parkinson, who made his home there for several years. It was during his occupancy that several changes were made in the building,

including the present front porch, two mantels, the hand-rail of the stairs and some interior connecting doors.

John Parkinson and his family were also members of Christ Church. He was a pewholder and he purchased a plot in the present churchyard, where he and his wife were buried. In 1825, the local newspapers advertised his Glebe House property for sale, a 200-acre farm "one mile from the Court House, on Filkintown Road." (It is remembered that for years a red sandstone milestone was located near the spot.)

John Parkinson died in 1829 and devised the property to his wife, Mary, and his daughter, Elizabeth. In 1834, Elizabeth married the Reverend John Reed, D. D., rector of Christ Church. The first Mrs. Reed had died two years before.

In 1835, Mrs. Parkinson and John and Elizabeth Reed conveyed the property, now containing 142 acres, to William H. Worrall. The Parkinsons previously sold a portion of the farm to the Board of Supervisors of the county.

William H. Worrall owned considerable property in the neighborhood. He lived in the Glebe House for the rest of his life and the house became known as the Worrall Homestead. The Worrall family were all members of Christ Church and some of them are buried in the churchyard. Both Mr. and Mrs. William H. Worrall died in 1864.

After the death of Mr. Worrall, the executors had all of his lands surveyed and mapped. Both Worrall Avenue and Grubb Street appear on these maps. Sarah Worrall, who was born in the Glebe House, had married John Grubb. Some years ago, when she was quite an elderly woman, the newspaper contained references to the house, which she knew were inaccurate. She wrote the following memoranda at that time:

Much has been said about the old house on the Glebe farm. A few corrections may not be out of place. William H. Worrall leased the property for five years of John Parkinson. In 1835, he bought it of the Reverend John Reed and wife and her sister, Mary Parkinson, John Parkinson having died.

William H. Worrall, his wife and ten children, seven sons and three daughters, lived there. At that time there was no partition across the hall, all of the outside doors were divided, or Dutch doors. The two back doors had no locks on them, but were secured by a thick bar of wood put across the center. A large open fireplace was in the kitchen, also fireplaces in the two front rooms and in two rooms upstairs. There were brass locks on the three doors in the east front room, with brass rings instead of knobs. Mr. Worrall placed a window looking west in the west front room, removing a closet.

There was a large front yard in which were many shade trees. The ground was elevated and Mr. Worrall made a walk, with stones steps leading to the road bed.

The large sale of real estate was managed by the late John Grubb. It was through his influence that that part of Main Street was graded, taking off the yard in front of the old house.

Mr. and Mrs. Worrall died in the year 1864. Mrs. John Grubb was born in the old house and lived there 34 years. She was the youngest and the last of the Worrall family who lived there.

The part of the property on which the Glebe House stands was sold to Michael Hoblich. During the time he owned the house it was used as a public beer garden, where church picnics and outings were held for several years. In 1871 the bank foreclosed the mortgage which it held and Edward Crummey, as referee, conveyed the Glebe House to Valentine Frank and Philip Klady. Three years later they sold it to Isaac Fricker and John Clark and, in 1896, John Clark quitclaimed his interest to Isaac Fricker.

Isaac Fricker had mortgaged the property and, in 1908, it was sold to Conrad Gindra. While the Fricker family owned and lived on the property the greenhouses were built and a nursery and floral business was conducted there. The Gindra family continued the business and many local people still remember the greenhouses to the west and north of the little old house. The flowering shrubs and the crimson ramblers and other roses marked a spot of beauty on a busy street. The moist fragrance and the beautiful flowers within the "hot-houses" are memories treasured by our older residents.

The last transfer of title was made in 1929. During the year previous there were rumors that the property was to be sold and the old landmark removed. The property was offered at \$40,000 and the late Dr. J. Wilson Poucher started a vigorous campaign to "Save the Glebe House." The Common Council of the city offered to pay one-half of the sum if the other \$20,000 could be raised by popular subscription. The strenuous efforts of a committee, composed of representatives of the Dutchess County Historical Society and of the Junior League, succeeded in raising the necessary sum. And the Glebe House was saved! The title to the property was vested in the City of Poughkeepsie and an agreement was entered into by which the Dutchess County Historical Society and the Junior League would have charge of the building for thirty years, the two organizations being joint-custodians. The city fathers agreed to keep the building in good structural repair and the two

organizations planned to redecorate and rehabilitate the interior. That thirty years will soon be up and an extension of the agreement, or lease, will be in order.

EDITOR'S NOTE: In 1929, a title search on the Glebe House property was made by the late Mr. John J. Mylod. A copy of the search has been on file with the papers of the Dutchess County Historical Society. Its publication at this time may supplement some of the information given in the foregoing articles:

TITLE SEARCH ON THE GLEBE HOUSE

On October 24, 1686, Colonial Governor Thomas Dongan granted a patent for land in Dutchess County to Robert Sanders and Myndert Harmanse. This patent included practically all of the land now in the city of Poughkeepsie, N. Y. Sanders and Harmanse then purchased the land, covered by their patent, from the Indians. A patent was also granted to Peter Schuyler, apparently including much of the Sanders and Harmanse grant. Schuyler subsequently conveyed his interest to Sanders and Harmanse.

Elsie Sanders, widow of Robert Sanders, dec'd., and Thomas Sanders, eldest son of Robert Sanders, dec'd., conveyed to Jan Ostrom, by deed dated June 17, 1707, and recorded Nov. 27, 1719, in Liber 1 of Deeds, p. 7. Consideration for the same was £36. This deed included the glebe lands.

Two deeds, not recorded in the office of the Clerk of Dutchess County, are filed among the papers of Christ Church, Poughkeepsie: (1) from Hendrick Ostrom and Maritje, his wife, to Gideon Ostrander dated June 24, 1763, conveyed land on the north side of the Filkintown Road, running back to the Fall Kill, (Gideon Ostrander gave a mortgage to Ostrom to secure the sum of £1,000); (2) Gideon Ostrander and Helena, his wife, by an unrecorded deed, dated July 31, 1767, conveyed to The Incorporated Society for the Propagation of the Gospel in Foreign Parts, what was then known as the glebe. (About the same time he also conveyed to John Beardsley a parcel of land said to be adjoining the glebe. This deed bears date of August 1, 1767, and was recorded May 12, 1805, in the Dutchess County Clerk's office in Book 19 of Deeds, p. 174, consideration being £200).

Upon the petition of the Reverend John Beardsley — praying for incorporation, a charter confirming the title to the glebe lands and for a grant of adjacent vacant land — an order was passed May 19, 1772, confirming the title and granting an additional 200 acres, making in all 287 acres, and granting the incorporation and charter, the corporate title to be: "The Rector and Inhabitants of Poughkeepsie in Dutchess County in Communion of the Church of England as by Law Established." (v. 30, p. -; v. 31, p. 134; v. 32, p. 110, Land Records, Sec'y of State's Office, Albany, N. Y.)

After the Revolutionary War an Act was passed by the State of New York authorizing the Rector and Inhabitants of Poughkeepsie in Dutchess County in Communion of the Church of England to assume and use the name of, "The Rector and Inhabitants of Poughkeepsie in Communion of the Protestant Episcopal Church in the State of New York." (Chap. 46, Laws of 1792, Book 3, p. 334)

About Nov. 14, 1792, the Church conveyed to John Dunn and Andrew Dunn 250 acres of land, including the glebe lands. This deed has not been recorded and we assume the transfer took place by reason of the fact that the Duns gave a mortgage to The Rector and Inhabitants of Poughkeepsie in Communion of the Protestant Episcopal Church in the State of New York, which mortgage bears date Nov. 14, 1792, and was recorded in the Dutchess County Clerk's office, Dec. 12, 1792, in Book 6 of Mortgages, p. 245.

The Dunns failed to pay as the mortgage provided and the Church caused the same to be sold and as appears from the county records, Nathaniel Bosworth became the owner, his deed being recorded in Liber 14, of Deeds, p. 5, dated July 22, 1795, conveying 250 acres.

Nathaniel Bosworth, almost immediately after his purchase, sold the same to Peter De Riemer, by deed dated Jan. 20, 1796, and recorded Jan. 25, 1796, in Liber 14 of Deeds, p. 10, consideration being £1,100, and conveying the same 250 acres.

We are obliged to assume another conveyance made by Peter De Riemer and Elsie, his wife, to James Coval, from the fact that James Coval and Sarah, his wife, gave a mortgage to Peter De Riemer, which mortgage bears date of April 21, 1809, and was recorded May 19, 1809, in Book 13 of Mortgages, p. 531, and given to secure the sum of \$8,700, also covering the same 250 acres.

The mortgage was assigned by Peter De Riemer to John Parkinson, by assignment recorded in Liber R of Mortgages, p. 563, dated May 19, 1812, and recorded June 4, 1812.

This mortgage was foreclosed by advertisement and the affidavits of sale were recorded May 10, 1813, Liber 19 of Mortgages, p. 583. The papers show that Stephen Hoyt, attorney, became the purchaser and that he paid \$7,500 for 200 acres, (the 250 acres, except 50 acres sold by Coval to John Drake and Caleb Angevine). The sale took place Dec. 15, 1812.

Stephen Hoyt then conveyed almost immediately the 200 acres to John Parkinson, by deed dated Jan. 1, 1813, and recorded May 10, 1813, in Book 23 of Deeds, p. 349, for the sum of \$7,500.

John Parkinson remained seized of the 200 acres until his death, which occurred May 12, 1829. By his will, dated Nov. 20, 1823, and admitted to probate by the Surrogate of Dutchess County, Mar. 26, 1829, and recorded in Liber H of Wills, p. 158, he (aside from small bequests to nephew and niece) devised all his property to his wife Mary and his daughter Elizabeth Parkinson. They, with James Emott, were appointed executrices and executor.

A part of the property was conveyed by the Parkinsons to the Board of Supervisors. Mary Parkinson and John Reed and Elizabeth Parkinson Reed, his wife, May 23, 1835, conveyed to William H. Worrall, by deed recorded in Book 56 of Deeds, p. 201, for the price of \$6,703.75, 142 acres, 2 rods and 35 perches of land. This conveyance included the Glebe House property.

William H. Worrall remained seized as the owner until the time of his death, which occurred Oct. 16, 1864. He left a will which was admitted to probate Jan. 21, 1865, and recorded in Book W of Wills, p. 196. The will bears date, Mar. 3, 1864, and appointed Robert N. Palmer, Esq., and Thomas Clegg executors with full power to sell and convey. The executors caused all the Worrall lands to be surveyed and maps of such surveys are on file in the Clerk's office, and numbered 211 and 212. The Glebe property is included in map 212. Mr. Worrall left surviving him his children: Joseph, Robert, George, Benjamin, Elizabeth, Thomas, Sarah (wife of John Grubb), Mary (wife of Joseph Ver Valin); and grandchildren: John W. Worrall and Mary Worrall, children of a deceased son, John Worrall.

The Worrall executors conveyed the lands upon which the Glebe House stands to Michael Hoblich, by deed dated Dec. 10, 1868, and recorded in Liber 147 of Deeds, p. 319. The price paid was \$4,500. The premises conveyed were Lot 1, map 212, and contained 1.95 acres of land, the Homestead of William H. Worrall.

Michael Hoblich and Elizabeth, his wife, mortgaged the premises to the Poughkeepsie Savings Bank by mortgage dated Dec. 12, 1868, and recorded in Liber 121 of Mortgages, p. 106, amount \$4,000.

Other incumbrances were also placed on the property and, the mortgagor

failing to meet his obligations, the Poughkeepsie Savings Bank, about Nov. 24, 1871, commenced an action to foreclose — such proceedings were had and by the decree of foreclosure therein, Edward Crummey, Esq., was appointed referee to sell. Referee Edward Crummey conveyed the Glebe House to Valentine Frank and Philip Klady. The sale was made Mar. 22, 1872, and the deed recorded in Liber 164 of Deeds, p. 22, for the sum of \$7,350.

Valentine Frank and Magdalena Frank, his wife, and Philip Klady, single, conveyed by deed dated Apr. 20, 1875, and recorded in Liber 179 of Deeds, p. 193, for the sum of \$9,000, the Glebe House to Isaac Fricker and John Clark. John Clark subsequently quitclaimed his interests to Isaac Fricker, by deed dated Nov. 13, 1896, and recorded in Book 288 of Deeds, p. 163, the consideration being nominal.

Isaac Fricker and Caroline, his wife, mortgaged the property. The first mortgage was owned by Lena Klady and the second by David Gindra. Feb. 25, 1908, an action was commenced to foreclose the Gindra mortgage and such proceedings were had that by the decree in the action Charles Morschauer was appointed referee to sell and, as such, he sold the property to Conrad Gindra for the sum of \$100 and also subject to Mrs. Klady's mortgage of \$4,500.

Conrad C. Gindra and Margaret, his wife, conveyed the Glebe House property to J. Wilson Poucher, by deed dated Apr. 1, 1929, and recorded in Liber 495 of Deeds, p. 366. The price paid was \$40,000.

The last deed was given by J. Wilson Poucher and Catharine, his wife, to The City of Poughkeepsie, a municipal corporation, dated Apr. 1, 1929 and recorded the same day in Liber 495, p. 369.

The edict went forth from the police station Monday morning that it was up to all owners of sleighs to put bells on their rigs or run the risk of being taken in for violating the city ordinance. The people are unaware that they are liable to a \$5 fine for such violation.

Poughkeepsie Daily Eagle, February 21, 1905

BIBLE RECORDS OF DUTCHESS COUNTY FAMILIES

BARLOW FAMILY BIBLE

- The Holy Bible; containing the old and New Testaments, . . . Philadelphia. Matthew Carey. 1810.
The Bible is owned by Miss Ruth E. Barlow and Mr. Henry Barlow of Wassaic, Dutchess County, New York.

MARRIAGES

- Peleg Barlow, the Ancestor of these records married Elizabeth Perry in Sandwich, Mass.
Thomas Barlow, his son, married Mehetable Wing in Sandwich.
Nathan Barlow married Joan Swift in Sandwich.
Moses Barlow married Sarah Wing, sister to his brother Thomas' wife at Sandwich.
Elisha Barlow, son of the above Moses, married Sarah, daughter of the above Thomas Barlow, at Sandwich.
Thomas Barlow, son of the above Elisha Barlow, married Polly, daughter of William Clark of Sharon, Conn.
John Barlow, son of the above Elisha Barlow, married Polly Lewis, daughter of ——— Lewis, in Cornwall, Conn.
Elisha Barlow, son of the above Elisha Barlow, married Anstis Hammond, daughter of Mehetable Hammond, the widow of Nathan Hammond; he married in Sharon.
Moses Barlow, son of the first mentioned Elisha Barlow, married Nancy Knickerbacker, by whom he had one child only, a son named Obed.
Peleg Barlow, son of Elisha & Sarah Barlow, married Margaret Hinchcliff in Amenia.
Thomas Barlow, the oldest son of Elisha and Sarah Barlow, married Polly, daughter of Wm. Clark of Sharon.
John Barlow married Polly Lewis, daughter of ——— Lewis, of Goshen in Litchfield County.
Elisha Barlow married Anstis, daughter of Widow Mehetable Hammond of Sharon, for his wife, who died the 24th of June 1810 and for his second wife, he married Lucy, daughter of Widow Rebecca Darrow of Amenia, Dec. 1821.
Jesse Barlow married Julia, daughter of Widow Lucy Knickerbacker of Amenia, Feb. 10, 1821.
Henry Barlow, son of Jesse Barlow, married Helen C. Benton, daughter of Wm. A. Benton of Amenia, June 5, 1856.
William B. Barlow, son of Henry Barlow, married Evangeline Smith, dau. of Samuel Newell Smith, June 8, 1887.
Henry Newell Barlow, son of Wm. B. Barlow, married Gladys Burlingame, dau. of Robert S. Burlingame of Newport, R. I., March 16, 1915.

BIRTHS

- Peleg Barlow born in Sandwich, Massachusetts, 25th Feb'y, 1692
Elizabeth Barlow, his wife, born 17th July, 1690
Thomas Barlow, their son, born in Sandwich
Nathan Barlow, their son, born in Sandwich, 25th Aug., 1726
Moses Barlow, their son, born in Sandwich, 24th Nov'r, 1728

- Sarah Barlow, wife of Moses, born in Sandwich, Nov'r 10th, 1726
- Children of Moses Barlow and Sarah, his wife, viz:
- Elisha Barlow, their son, born in Sandwich, 23rd Feb'y, 1750
 - Silvina Barlow born in Sandwich, 20th Jan'y, 1752
 - Elizabeth Barlow born in Sandwich, 30th March, 1754
 - Mehetable Barlow born in Amenia, 17 Aug't, 1756
 - Elizabeth Barlow, 2nd, born in Amenia, 13th March, 1759
 - Jemima Barlow born in Amenia, 25th June, 1761
 - Thomas Barlow, Amenia, 10th July, 1764
 - Sarah Barlow, Amenia, Sept., 1766
- Family of Elisha Barlow and Sarah Barlow, his wife who was daughter of Thomas Barlow & born in Sandwich, 3rd June, 1753
- Thomas Barlow, their son, was born in Sandwich, 21st Dec., 1772; baptised in Amenia by Rev. Mr. Smith of Sharon
 - Lois Barlow, born in Amenia, 28th Nov'r, 1777, a little after midnight & baptised 4th Oct., 1778, by Doc John Rogers
 - Peleg Barlow, born in Amenia, 17th June, 1780, 9 or 10 o'clock Evg. & baptised 23 July by Mr. Thompson
 - John Barlow, born in Amenia, 11th Sept., 1782, & baptised by Rose
 - Moses Barlow, born in Amenia, 25th May, 1785, 8 or 9 o'clock in the morning & baptised by Rev. Rose
 - Elisha Barlow, born in Amenia, 17th Dec., 1787, a little before sunrise & baptised by Rev. Smith
 - Jesse Barlow, born in Amenia, 8th Aug't, 1790, Sabbath morning about daybreak
 - Obed Barlow, born in Amenia, 21st Aug't, 1793, in the morning
 - Sarah Barlow, born in Amenia, 17th Aug't, 1797, in the morning
- Family of Jesse Barlow and Julia Barlow, his wife
- Joel Barlow, born in Amenia, Dec. 26th, 1821
 - Henry Barlow, born Feb'y 18th, 1825
 - Lucy Barlow, born Aug't 1st, 1829
- Family of Henry and Helen C. Barlow
- Ruth, born May 10, 1858
 - Lucy, born Aug't 15, 1859
 - Alfred, born April 17, 1861
 - William Benton, born Oct. 25, 1862
 - Elisha, born Dec. 6, 1864
 - Myron, born March 11, 1867
 - Julia, born April 15, 1869
 - Jesse, born March 21, 1871
 - John, born November 28, 1872
 - Jessie, born November 14, 1874
- Family of William B. Barlow and Evangeline S. Barlow
- Ruth Elnora, born March 10, 1888
 - Myra Elizabeth, born April 16, 1889
 - Henry Newell, born Aug. 3, 1890
 - Helen Cythera, born Nov. 5, 1891
 - Lucy Harriet, born Dec. 27, 1893
 - Wilson Smith, born March 9, 1896
- Family of Henry N. and Gladys E. B. Barlow
- Aley Sherman, born Dec. 21, 1915
 - William Benton, born March 19, 1917
 - Robert Burlingame, born Aug. 2, 1918
 - Jane Evangeline, born Aug. 20, 1920
 - Ruth Carry, born Oct. 11, 1924

Thomas, born July 29, 1926
Mary Burlingame, born Sept. 26, 1928

DEATHS

Peleg Barlow died in Amenia, Oct. 1759
Elizabeth, his wife, in Amenia, May 1759
Moses Barlow, their son, died in Amenia, 18th March, 1799
Sarah, wife of Moses Barlow, died in Amenia, between the hours of 12 and 1 o'clock in the morning of November 22nd, 1815
Obed Barlow died 25th November, 1814, about 6 o'clock in the morning at Harlem, New York Island, a Lieut. in the Militia
Moses Barlow died in Amenia, 16th May, 1817, 1 or 2 o'clock in the morning
Lois Barlow died in Amenia, Friday evening, 6th March, 1818
Sarah Barlow died in Amenia, 5th April, 1820, about 11 o'clock in the morning
Anstis Barlow, wife of Elisha Barlow, Junior, died in Amenia, June 24th, 1810
Peleg Barlow died in Pleasant Valley, October 29th, 1834, and was interred at Amenia
Thomas Barlow died October 30, 1840, at Xenia, in the state of Ohio
Elisha Barlow died in Amenia, Dec. 30th, 1828
Sarah, wife of Elisha Barlow, died Jan'y 1st, 1829, in Amenia
Julia, wife of Jesse Barlow, died in Amenia, Oct. 1, 1862
Jesse Barlow died in Amenia, October 7, 1862
Henry Barlow died in Hinsdale, Massachusetts, December 24th, 1903, and interred at Amenia, N. Y.
Helen C. Barlow, wife of Henry Barlow, died in Kingston, R. I., June 4, 1913; interred at Amenia, N. Y.
Joel, son of Jesse and Julia Barlow, died in Amenia, Mar. 31, 1842
Alfred, son of Henry and Helen C. Barlow, died in Amenia, August 25, 1862
Jesse, son of Henry and Helen C. Barlow, died April 6, 1871
Lucy, daughter of Henry and Helen C. Barlow, died October 10, 1871
Ruth Barlow died in Amenia, August 29, 1872
Elisha Barlow, son of Henry and Helen C. Barlow, died in Peru, Massachusetts, Dec. 6, 1879, and interred in Amenia
Myra Elizabeth Barlow, daughter of Wm. B. and Evangeline S. Barlow, died in Peru, Mass., May 15, 1892
Wilson S. Barlow, son of Wm. B. and Evangeline S. Barlow, died in Hinsdale, Mass., Apr. 5, 1896
Evangeline Smith Barlow, wife of Wm. B. Barlow, died in Amenia, April 13, 1909
Thomas Barlow, son of Henry N. and Gladys B. Barlow, died in So. Amenia, Oct. 5, 1926
Lucy Harriet Barlow, daughter of Wm. B. and Evangeline S. Barlow, died in Poughkeepsie, N. Y., Feb. 15, 1932; buried at So. Amenia, N. Y.
William Benton Barlow, son of Henry and Helen C. Barlow, died in So. Amenia, Dec. 18, 1934

