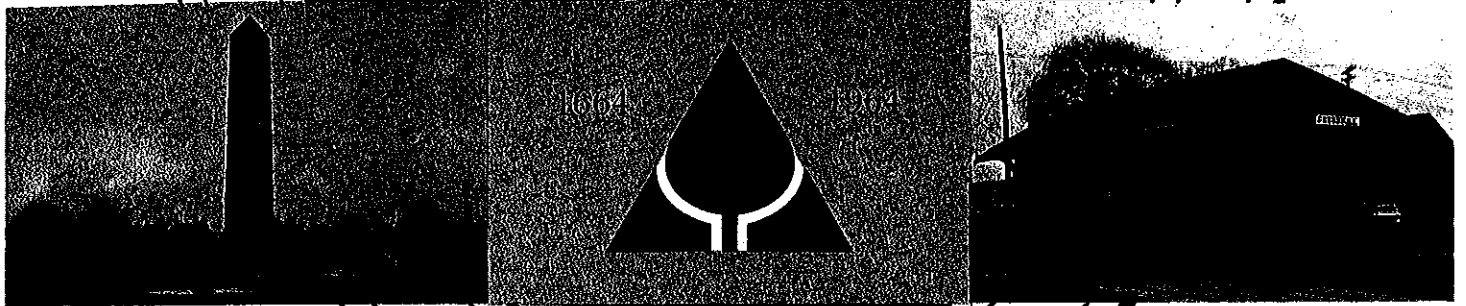
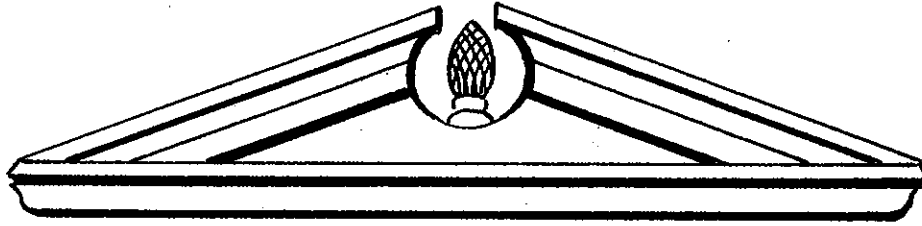


CRESSKILL, NEW JERSEY

TERCENTENARY
CELEBRATION



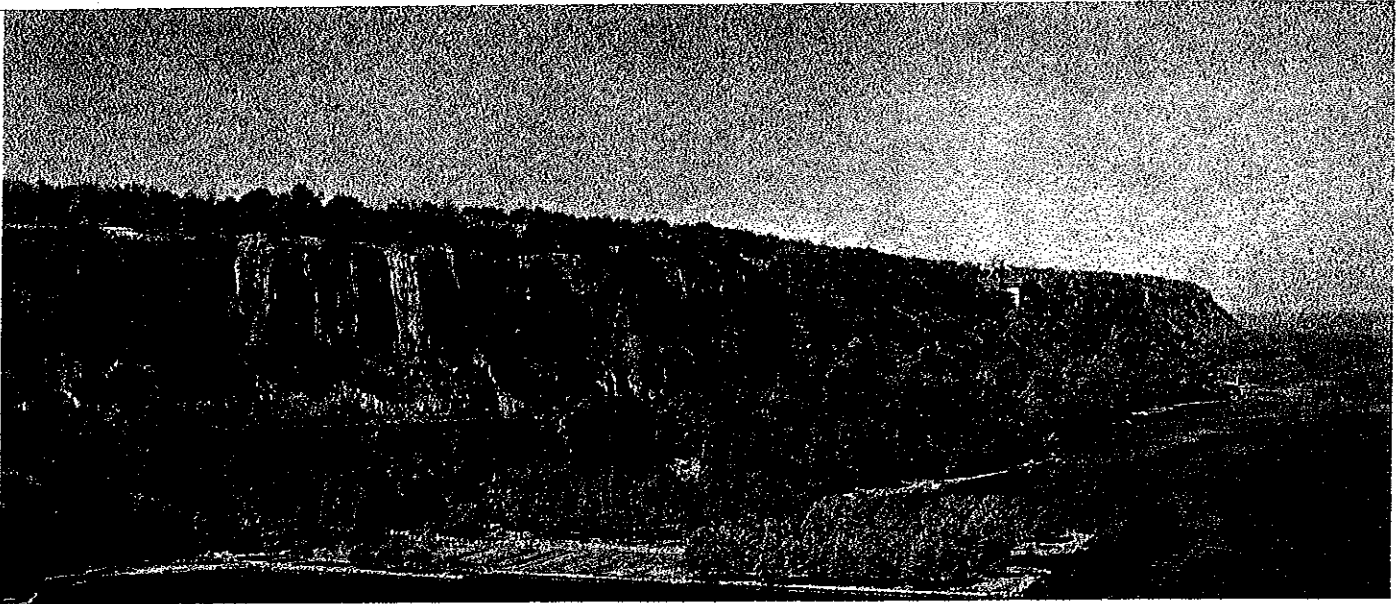


Each community is the sum total of all its people, and more. It exists and takes shape because of its people, but also lives before and after them. A community's story is the people and events which have existed; the time brings continuity.

Our town has strong and deep roots in the past. In this year of New Jersey's 300th anniversary and as part of Cresskill's Tercentenary activities, the story of our town is told. It is hoped that this recorded heritage will become an active and prideful part of today's and tomorrow's community.



CRESSKILL TERCENTENARY EDITION



The steep slopes of the Palisades Range shown separating the river and the developable land.

THE FACE OF THE LAND

Legend has it that the name "Cresskill" derives from the Dutch "kil" or "kille", meaning a creek or brook, and the English "cress" for "watercress" which grew so abundantly here. Until the extensive building and development of the 1940's, residents could pick large quantities of the wild growing leafy green around the Tenakill Brook.

The portion of the town holding the present industrial park and bordering the Tenakill Brook used to be part of a large natural fresh water swamp. Prior to the construction of a drainage canal for the South Tract, "the swamp was a natural habitat for a wide variety of vegetative and animal wild life". With the canal's construction, just enough drainage was secured to upset the natural balance thereby "destroying most of the nutrients for the wild life". Only a few kinds of swamp reeds and almost none of the natural inhabitants of a fresh water swamp can be found there today.

The Tenakill Brook, flowing at an elevation of approximately 35 feet, is one of the few known to run

both north and south; north from Tenafly to Closter, and south from Closter to the Hackensack Watershed. The early settlers found the Tenakill a stream of hair pin turns and the largest of the many streams lacing the Cresskill area. As late as 1870, this region still boasted five or six good running waterways.

From the low of 35 feet at the brook, the borough's lands gradually rise eastward to an elevation of 100 feet. Four thousand feet from the eastern boundary, the land rises sharply, in an average grade of 7-1/2%, to a high of 400 feet onto the west slope of the Palisades Range. From the brook westward, the land gradually rises to a high of approximately 150 feet.

This, then, is the land of Cresskill today. It has, at various times, supported a colonial community, a chicken hatchery, an army camp and a wilderness. The following story, the events recounted, have all happened on this land. Whatever its face, it has continuously provided well for its trustees since the settlers first appeared.

THE COLONIAL ERA

EVENTS LEADING TO THE REVOLUTION

The area known today as Cresskill was settled in the mid 1600's sometime after the first Dutch settlers came to New Netherlands. Serious trouble with the Indians, — a massacre and an uprising in 1643, coupled with the giant, imposing Palisades, kept settlers closer to other shore areas and communities with established defense potential.

Peace was fairly assured by 1662 largely through the efforts of the Dutch governor of New York and the leader of the Hackensackys Indians, Chief Oratem. (Records show this Indian statesman's signature on most of the important land grants, treaties and agreements between the Indians and the early settlers.) Settlers were then able to begin penetrating farther inland and upland, making friends with the Minsi Indians, of the Delawares.

The settlers found this land in its primitive state like a huge cornucopia: giant trees and forests thick with game meat and fowl, abundant with wild berries, grapes and fruit, rich soil bearing luxuriant growth on rolling countryside bursting with nature's bounty, rivers filled with fish — especially the shad run on the Hudson, the oysters, clams, shell fish of every kind, streams rich in fresh water fishes.

In 1664, with the British capture of New Netherlands, the Dutch colonists' reactions were, to a high degree, an accurate forecast of the events of the mid 1700's. Refusal to pay taxes to the new crown, insistence on recognition of land titles granted by the Indians in 1658, guarantees of rights, petitions, civil government, taxation only with the consent of local legislature, — this was the pattern of a goodly portion of the population.

A settlement of issues with the British gave a substantial boost to colonization in the area. Fur trade became a highly profitable venture, and land was cleared, farms established, general commerce improved. The ruggedness of the Palisades continued to protect the upper reaches of the cliffs from intensive development. Communities as did grow up on this west shore of the Hudson either hugged the shore at the foot of the cliffs or located on the west slope of the range. Until 1895, there still remained 11,000 acres of fine timber atop the Palisades, one of the prime timber areas in New Jersey.

With a ready market in New York easily reached by ships plying the Hudson, the large farms and land holdings which were established brought prosperity and wealth to the area. Many early settlers on the patents (land grants) established families whose names became and still are prominent today, as for example, the Westervelts, the Huylers, the Demarests and the Tallmans.

PATRIOT VS. TORY

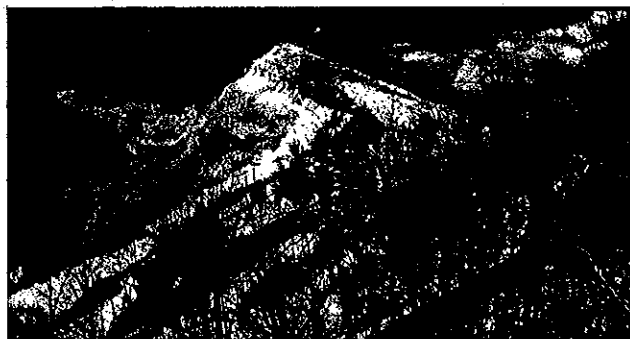
In the years between 1682 and 1872, Cresskill was included in the territories known as the Hackensack Township, one of the three territories comprising the original Bergen County lands. In 1872, with the division of the Hackensack Township into five smaller units, Cresskill's lands were included in the Palisades Township. (The size of it can be understood from the fact that the present boroughs of Oradell, Dumont, Tenafly, Bergenfield, New Milford and Cresskill were formed from these township acres.

It was as part of Hackensack Township that Cresskill participated in and saw the change of Jersey from a proprietor run colony to a crown colony, replete with governor, and finally to an independent state of a new union. The not too many years prior to the revolution saw this area grow economically to considerable stature, but also saw the growth of the opposing positions that would give Bergen County one of the most concentrated Tory vs. Patriot populations of the war.

Many of the solid, prosperous farmers, enjoying a measure of economic independence under the crown, were reluctant to support the growing movement opposing the King. Their produce, lands and income had not been as heavily taxed or molested as had those of merchants in the ports or people under British military rule. The patriots, on the other hand, shared the desperations and aspirations of rebels throughout the protesting colonies. A sharp schism between two elements in the Dutch Church over American versus Dutch control of church affairs determined to a great extent Tory-patriot allegiances of the opposing groups. Records and stories indicate the extent of some of the partisan bitterness and conflict.

The county meeting in Hackensack, in June 1774, decided on delegates to the Provincial Congress, and from there to the Continental Congress. A descendant of John Hart, one of New Jersey's signers of the Declaration of Independence, is today a Cresskill resident. Mr. John R. Corcoran, of 12 Morningside Avenue, has proven ties to the prosperous Hopewell Township farmer who received accolades and backing for his position on the rights of freemen and his opposition to the Stamp Act and other crown tyrannies.

Locally, one member of the Westervelt family became the Bergen County clerk when the serving clerk's loyalist convictions prevented him from swearing the oath of Abjuration (renunciation of the King). Cresskill's Huyler Road, trafficked many years in trade and other peaceful pursuits, became the scene of a famous Revolutionary War assault whose results had far reaching consequences on American History.



THE HUYLER'S LANDING ROAD

An important role has been played in the history of our community and of our nation by the Huyler's Landing Road which once ran from the old Closter Road (now County Road) east over present-day East Madison Ave., then proceeded through a break in the Palisades to the landing at the Hudson River.

The road probably had its origin as an Indian trail. The Minsi branch of the Delaware tribe who lived here were known to do some farming and many traces of them have been found along the river bank where they fished for much of their food. Hence, a trail must have existed between the fertile valley and the productive river and this path was a logical one for them to use.

In colonial times the trail continued to be used by the Dutch farmers. At some time in this period a dock and possibly a trading post were built at the river. The dock came to be known as the New Dock apparently to distinguish it from the Old Closter Dock a mile and a half to the north. At that time the entire Northern Valley area from Tenafly to Tappan and east to the river were called Closter. The two landings were thusly known as the Upper Closter and Lower Closter Landings.

Farmers apparently used the road to haul produce for shipment to New York as well as for other access to the river. Their vehicles were usually not wagons but farm sleds which were used the year around for most farm hauling.

General Anthony Wayne, a familiar figure in this area during the Revolution, has left a description of this crude landing road in a report on Hudson River Landings prepared for George Washington in 1780. The report also gives an important clue to its role in 1776.

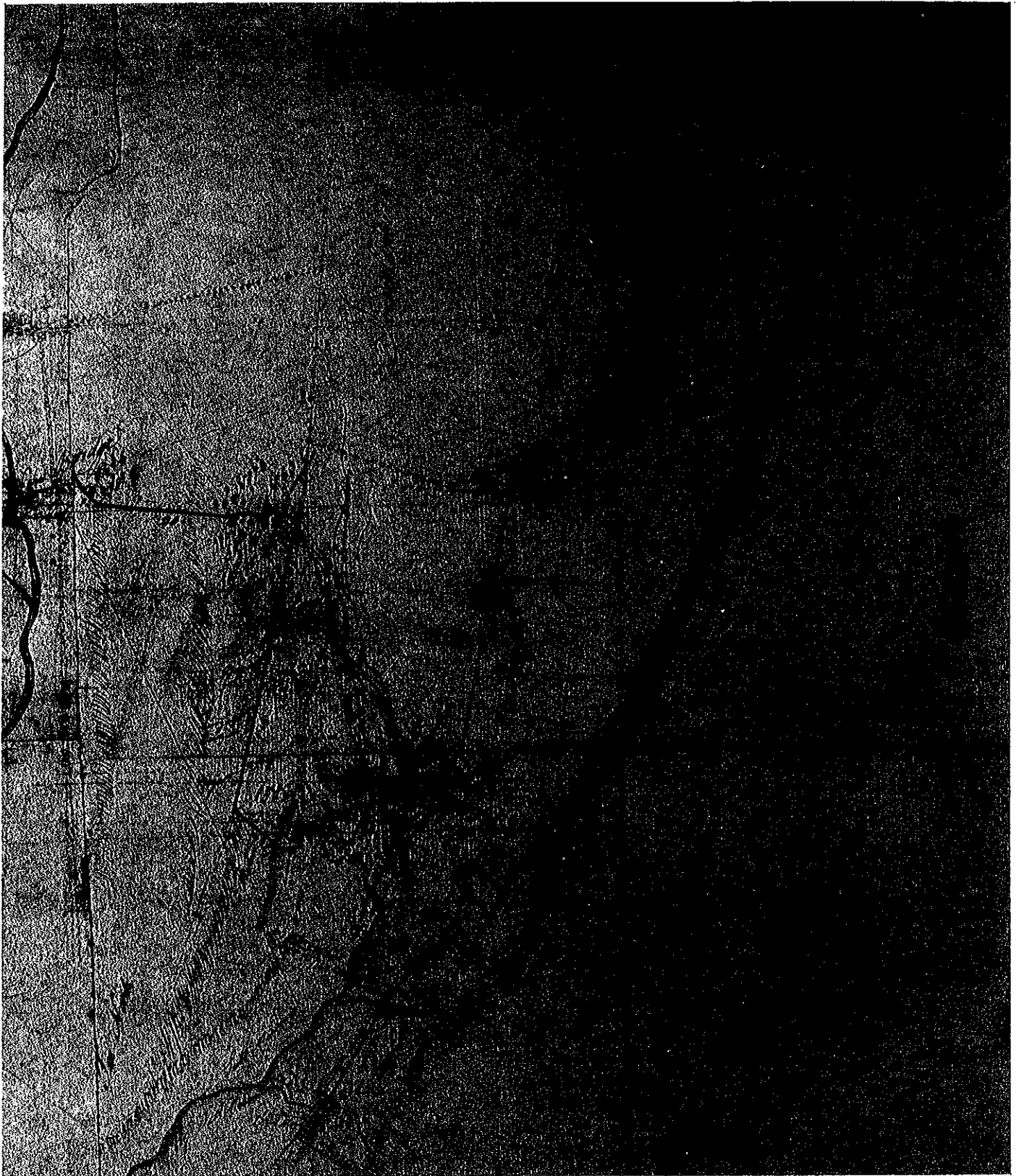
"Closter Landing, set about six or seven miles above Fort Lee and a little below Phillipses, was formerly made use of by the inhabitants in the vicinity and rendered practicable for a sled and two horses from the edge of the mountain to the water, one half mile of which is too steep and narrow to admit of a common carriage, the descent being on an average one foot in five, nor is there a sufficient area at the dock to admit of turning about or lodging stores.

"Notwithstanding this, it is said that the enemy found means to carry up a few light field pieces in 1776, but from experience I know that they can be carried with expedition by manual labor through defiles and up precipices impracticable for horses and waggons.

"Next landing is Closter Dock about a mile and a half further upriver and a little above Phillips".

In other words, it was General Wayne's belief that Cornwallis' landing on November 20th, 1776 was made here instead of at the Upper Landing as is commonly supposed.

That he was not alone in this belief is shown by the fact that the first history of this area, "Clayton and Nelson's History of Bergen and Passaic Counties" published in 1882, said, "Huyler's Landing formerly known as Lower Closter—was the place at which the British crossed the river on their raid to Fort Lee".



The original Erskine--DeWitt map of this area in 1778 showing "the road to New Dock" which later became Huyler's Landing. Note also the area designations of "Tee Nock", "Tenafly", "English Neighborhood", and "Closter".



A recent view of the Huyler Road reminiscent of its trail beginnings.

The third and most important piece of evidence that "our road" was the invasion route is the "Map of the road from 15 mile stone near Suffern's to Fort Lee" in the Erskine map collection of the New York Historical Society. This map, one of the many made for General Washington by his Geographer-General Robert Erskine was made in August 1778, less than two years after the invasion. It shows the invasion road south of Demarest's mill labeled "Road to the New Dock where the enemy landed the latter end of the campaign of 1776".

Since Demarest's mill lay south of the intersection of the present day Anderson Avenue and County Road in Demarest, the road indicated as the invasion route had to be the Lower Road if the opinion of the map-maker was correct.

Fortunately, as we know, General Greene's army at Fort Lee had been warned by a "countryman"—whether an officer as Tom Paine has related or a farmer as others have surmised—and the army was able to preserve itself, though not its equipment, by a headlong retreat to New Bridge.

Following the departure of Washington and his army across the Passaic River the next day, the main bodies of both armies were never again in Bergen County at the same time during the war. Bitter fighting took place almost constantly, however, between local patriots and Tories throughout the war. Many local Tories had left with Cornwallis' troops and spent the duration of the war in New York City where some of them were formed into bodies of troops called embodied refugees. These groups would often make raids into this area to pillage, burn, and drive off cattle, taking prisoners to the Sugar House prison in New York where they died.

The entire Closter area was a special target on these raids because of its proximity to the river landings where the raiders could slip ashore unopposed and also because Closter was, in the words of Rivington's Gazette, a New York Tory newspaper, "a settlement abounding with many violent rebels, and persecutors of loyal subjects, and who are almost daily affording some fresh instance of barbarity".

The local militia was hard pressed to try and defend against these attacks, coming, as they did, with no warning and at any hour. Pleas for reinforcement were unavailing and the handful of local militiamen carried on, standing guard night after night, and sleeping away from home for long periods to avoid capture.

While these raids came, undoubtedly, by way of Closter Dock Road, the one of May 9, 1779 came "by way of New Dock" (The Huyler Road) according to an account written that day. In this raid, probably the worst of the war, about one hundred former inhabitants of the area organized into a corps ranged along the Closter Road (now County Road), burning the houses of Samuel (the miller) Demarest, Matthias Bogert, John Huyler and Peter S. Demarest and the barns of Cornelius Bogert, John Westervelt and John Banta.

Samuel Demarest, Cornelius Tallman, Jacob Cole, George Van Buskirk, Jeremiah Westervelt and others were taken away to prison in New York.

Samuel Demarest's son, Cornelius, was killed and another son, Hendrick, wounded. Douwe Tallman, almost ninety years of age, died two days later of wounds received, according to local legend, when he refused to tell where the family money was hidden.

The account reports: "This day about 100 of the enemy came by way of New Dock, attacked this place, and carried off Cornelius Tallman, Samuel Demarest; wounded Hendrick Demarest, Jeremiah Westervelt, Dow Tallman, and they burnt the dwelling houses Peter Demarest, Matthias Bogart, and Cornelius Huyler, Samuel Demarest's house and barn, and attempted to burn every building they entered, but the fire was in some places extinguished. They destroyed all the furniture and clothes in many houses and abused many of the women."

Captain John Huyler, whose home in Demarest was one of those burned, was stationed with the militia in Schraalenburg that morning. According to his account, they were given the alarm by some inhabitants, had a fight with the raiders and "retook about ninety head of cattle which they had stolen". It was apparently too late, and their numbers too small to do more than that.

THE ROAD CONTINUES

The war left its imprint here as elsewhere, and many years were needed to forget the bitter Tory-Patriot quarrels. State appointed Commissioners, empowered by a State Act of 1778, began selling land and buildings confiscated from persons deemed treasonable to the American cause. Among the many estates so processed was that of Tory John Akerson, a farm property of 160 acres on County Road. Captain John Huyler, of the Colonial Militia, purchased these acres in 1784 for 1,658 pounds, or approximately \$8,500, a high price for those days. With the purchase of this property, the road begins to change from its "Lower Closter Dock" designation to "Huyler's Landing Road". Although by 1816, a surveyor's map shows this road called "the road to the New Closter Dock", locally the road became known by the family's name. The increasing importance of the road paralleled, in a general way, the recuperation and eventual recovery of the community after the war.

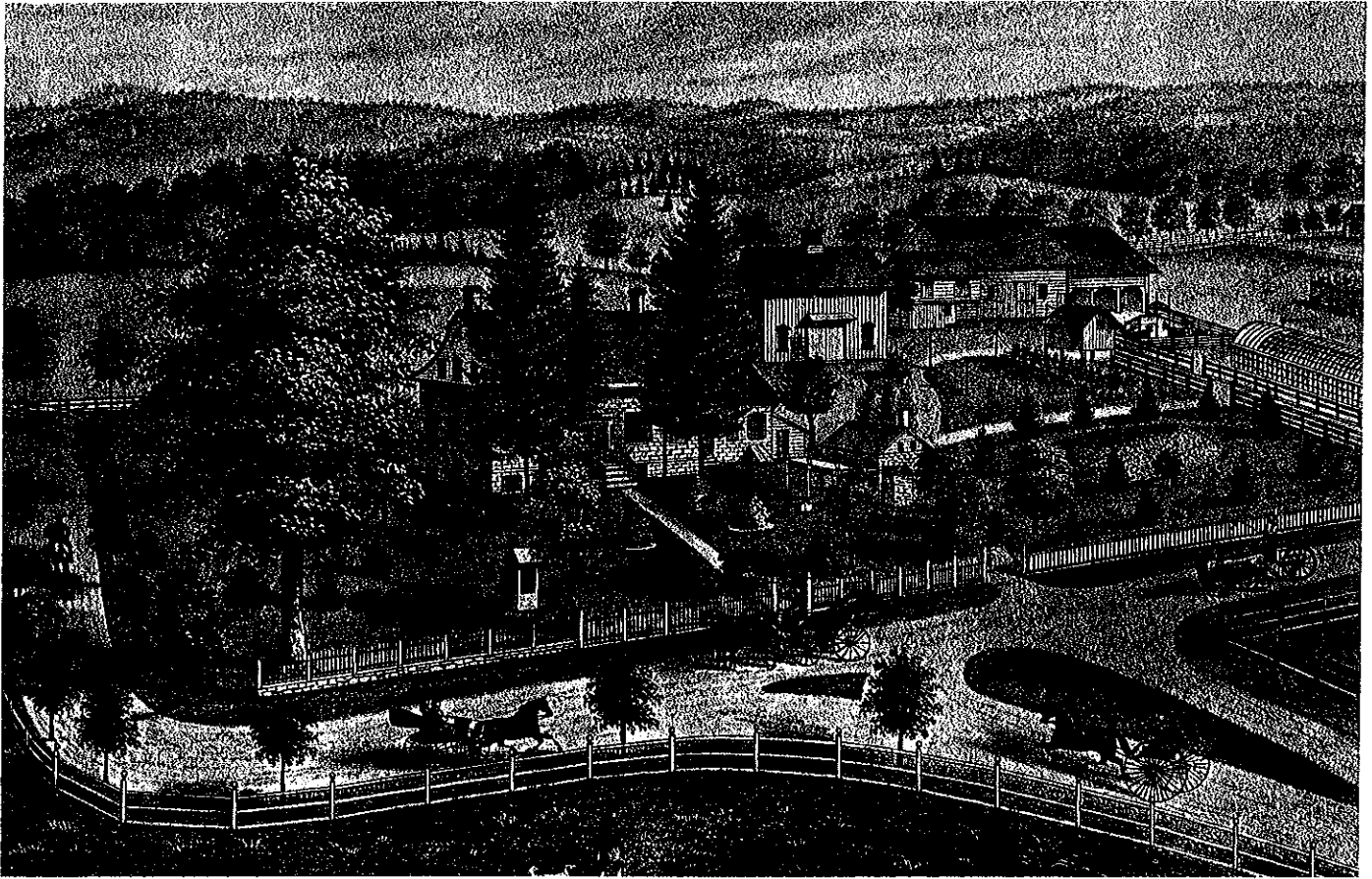
It was apparently Peter Huyler's son George, (grandson of Captain John Huyler), a freeholder and prominent county figure, who expanded the

family holdings to some fifteen hundred acres and finally made a major artery of the road leading to the Hudson River.

In the closing years of the 1830's, according to an account written by a contemporary, (Dr. John Haring of Tenafly), "One of the various enterprises projected and consummated by the present owner of the farm, George Huyler, then an energetic young man, was the opening of a proper approach to the Hudson River from the old County Road near Cresskill, also the establishment of a dock suitable for a steamboat landing and other purposes. The road from the top of the Palisades to the river bank, considering the early date of the enterprise, was made at a grade showing excellent engineering judgement, and the road was substantially built and well maintained chiefly at the owner's expense, for many following years. The dock was well built, and subsequently a dry dock was constructed for ship building purposes, and a store established for the sale of ship chandler's wares and general merchandise. At the dry dock, conducted by a practical shipbuilder, several vessels were annually repaired."

(The labor for these enterprises was probably slave labor to a large degree. The Huyler's, like most Jersey Dutch farmers of substance, were both owners of slaves and advocates of slavery; this was especially true of Hon. John Huyler, who in the years succeeding the Civil War, made many pro-slavery speeches in the House of Representatives. In 1861 he helped establish the Bergen County Democrats to try to bring together the various anti-war groups in the predominantly Democratic area.)

In the ensuing years, the Huyler's Landing Road became a major transportation route between the valley and New York City. The growing importance of the road was reflected in the records showing that in the mid nineteenth century, there were two ways to go to New York: one, by stagecoach to the Hoboken Ferry (50 cent fare to cross), and two, by coach or wagon or horse to the boat at Huyler's Landing. One Schraalenburg resident said, "Before the days of the stage, we went to New York on a ferry boat running from Nyack to New York. Father always being a very busy man obliged us, when we went to New York, to make a very early start for the ferry. We drove by way of Cresskill to Huyler's Landing on the Hudson. One morning, we were on top of the Palisades at daybreak and I saw a red fox cross the road in front of the horses."



The Huyler House, barns, and property in 1876. To the left of the house appears County Road in its original contours. The road's bend was straightened during World War I.

Probably the most important function of the road, however, was the transportation of farm produce to the New York market. Heavily laden wagons, frequently pulled by oxen, took produce, especially the strawberries for which the region was noted, to the landing for shipment to the New York market. Sometimes, as many as fifty wagons loads a day would make the journey, some of them returning with supplies for the farms in the area.

The coming of the railroad in 1859 diminished the importance of the road, but it continued to be used for some heavy hauling even within the memory of some local residents.

In the last years of the 19th century, the landing came to be used mainly as a resort and amusement area for pleasure boats from the city. With the development of the Palisades Interstate Park, the road and the landing ceased to have any function except for use by hikers and picnickers.

In later years, the road has been cut up by the Palisades Parkway, fenced off by the Greenbrook

Nature Sanctuary and became overgrown in most of the Interstate Park Area. The vacating in 1961 of the portion of the road covered by the Tammy Brook golf course in Cresskill removed even the name from the map in our town.

Thus, a road with a unique and varied history has passed from the scene leaving scarcely a trace of its former importance.

A LANDMARK PRESERVED

The Huyler family, too, has almost vanished from the vicinity leaving little trace except some street names in various towns (excluding Cresskill).

Fortunately for Cresskill, Mr. and Mrs. Ernest Hansing, present owners of the Huyler House, have devoted themselves to preserving the Homestead as an irreplaceable part of our heritage.

The Hansings acquired the house in 1941. At the time of purchase, they had been collecting American and Dutch colonial antiques for many years,

and the problem of a proper setting concerned them. The acquisition and subsequent restoration gave them the setting they wanted and gave to the Homestead a return of the dignity and charm belonging to it.

The original part of the Homestead built in 1770 is today the right wing of the old Dutch Colonial on County Road. The main wing of the house was added in 1836 by Peter Huyler, son of John. Both the old building and the addition is of stone quarried locally. The lintels on the addition, still showing the marks of the stonemason's work, were shipped down the Hudson from a quarry in Nyack.

"In contrast to the small rooms and low ceilings of the old house, the addition contains spacious rooms and high ceilings. Touches of beauty are evident in the lines of the homes and throughout the exterior. Master craftsmen carved the woodwork for the doors throughout the house. Majolica tiles, imported from Europe, were set in the corners of the doors and window frames of the parlor". The

fireplace in the parlor is framed with finely grained black marble from Belgium. The kitchen fireplace in the old house, surrounded by Dutch tile, is today "the center of the family life as it was 200 years ago when John Huyler and his family used it".

The estate, at its peak prominence 1836 and later, included the present house and two slave buildings. The old slave house, built the same time as the addition, is presently the small building to the right of the homestead.

Across the road, on the site of an apartment house today, stood the larger quarters of slaves whose children were still there when slavery ended in the late 1860's. One, known as "Old Sam", was the last of the slaves in this area. Until he died in 1895, he was a familiar figure in the area driving about in an ox-drawn cart. These larger quarters, according to some reports, served for a while as a trading post and general slave registry. "All the slaves from Cresskill and the surrounding towns were registered there".

50 County Road -- The "Huyler" House today. Built in 1770. Slave house on right erected in 1836. Present owners: Mr. and Mrs. Ernest G. Hansing.



THE MID NINETEENTH CENTURY

Since the early days of the colonists, the principal travel trend in Bergen County has been to New York. Markets beckoned and the "cosmopolitan trappings" of a developed settlement lured farmers, land owners, wives and occasionally children.

The easiest and earliest means of reaching New York in this area was horseback or farm wagon to the landing and then boat to New York. County Road was one of the earliest to claim road status.

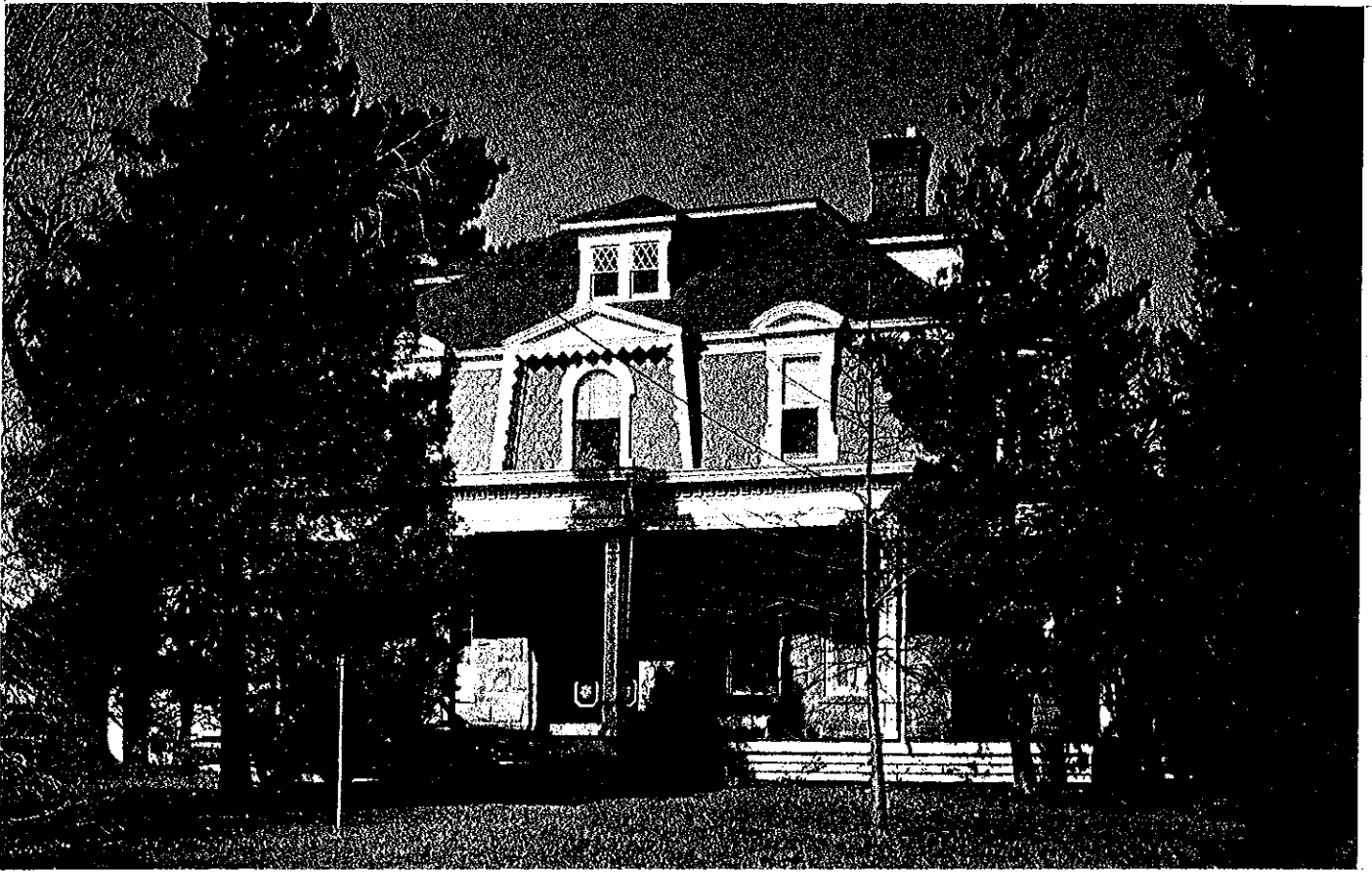
Stage coach, a more refined mode of travel, did not appear with regular runs until the 1800's. Even then, top speed was between four and six miles per

hour with lack of decent roads and bridges contributing nothing to passengers' comfort. Way stations or travel stops were important to early travellers to warm up or shake off internal and external dust depending on the season. Lower Closter, as Cresskill was called at the time, was a regular stopping place on the stage run, particularly when Huyler's Landing was at its peak.

With the coming of the Northern Railroad of New Jersey in 1859, residents and travellers were offered quick and easy access both to remote, rural Bergen and the budding metropolis across the river. The convenience of travellers was upset, to a degree, by the similarity between stations "Closter",



268 East Madison Avenue. Built in 1793, house was once the residence of the Superintendent of the old Huyler Estate. Present owners: Mr. and Mrs. F. William Hessmer.



349 Grant Avenue. One of the Westervelt houses; former residence of former Mayor "Pete" Westervelt. Present owners: Mr. and Mrs. James E. Carroll.

a community to the north, and "Lower Closter", today's Cresskill. Early railroaders and travellers possibly provided the stimulus for Cresskill's finally assuming its own name. The name had been used locally, but until the railroad came, official listings did not recognize the local designation.

Land development companies, promoting the "new" territories opened by the railroad, ran stories and ads in the New York newspapers. One, an article from the New York Daily Tribune of April 12, 1869, read as follows:

"The village of Cresskill was commenced about 6 years ago. Its situation is similar to that of the other place spoken of on the Northern Railroad of New Jersey. It contains one store, one school, a church, two parks, a fine slate roof depot, and a blacksmith shop and a wheelright shop and one debating club. Several streets and avenues have been laid out and further improvements are contemplated. Property has increased \$300 per acre in three years. Lots 50 x 100 ft. are selling at from \$150 to \$800 each. Lots situated within three minutes walk of the depot can be purchased for \$600 to \$800. . . Build-

ing plots of three to five acres are each worth \$8,000 to \$10,000. Distance to Jersey City Ferry 17 min. Six daily trains leave each way. Yearly rates — \$88.50."

It is interesting to note that by 1875, the fare rates had already dropped and were quoted as being:

"Eleven trains daily.
 Rates: One way — 45¢
 Round Trip — 85¢
 One month — \$11.50
 One year — \$77.50"

The time table and rate schedule published in 1913 still quoted the one way fare at 45 cents.

The early disposition of this area towards the status of a suburban community was evinced as early as 1876 when the compilers of the Bergen County Atlas of that year described this community as follows:

NORTHERN RAILROAD OF NEW JERSEY.

NEW-YORK & PIERMONT.



On and after **MONDAY, Sept. 5th, 1859** the trains will be run as follows, daily (Sundays excepted):

LEAVE NEW-YORK
Foot of CHURCH ST. JERSEY CITY DEPOT. AT

9:20 A.M. Passenger and Freight Train, stopping at all stations.
9:50 P.M. Express Passenger Train, stopping at English Neighborhood, Hackensack Junction, Fort Lee, Englewood, Lower Cluster, Cluster, Tappan and Upper Piermont.
8:50 P.M. Way Passenger Train, stopping at all stations.

LEAVE PIERMONT

6:30 A.M. Way Passenger Train, stopping at all stations.
7:45 A.M. Express Passenger Train, stopping at Upper Piermont, Tappan, Cluster, Lower Cluster, Englewood, Fort Lee and Hackensack Junction.
1:20 P.M. Passenger and Freight Train, stopping at all stations.

At **NEWARK** the **7:45 A.M.** Down Train and the **3:50 P.M.** Up Train connect with the **NEWARK** Train for **PHILADELPHIA, PITTSBURGH, BALTIMORE, WASHINGTON, and BOSTON.**

STAGES CONNECT WITH THE TRAINS
 At **Newark**, Junction to **PHILADELPHIA** and **NEW YORK**.
 At **Newark**, Junction to **PHILADELPHIA** and **NEW YORK**.
 At **Newark**, Junction to **PHILADELPHIA** and **NEW YORK**.

COMMUTATION TICKETS will be issued, valid for one year, six months, or three months, commencing on the first day of any month.

Heavy Freight will be taken on the **9:20 A.M.** Up Train and the **3:50 P.M.** Down Train. Light Packages & Portable Articles on the **9:20 A.M.** Down Train, & the **3:50 P.M.** Up Train.

Printed Office, Foot of Cortlandt Street, N. Y. **B. S. SEYMOUR, Sept.**

Opening day of the Northern Railroad of New Jersey. The poster announced three trains daily each way with connecting stage service available.

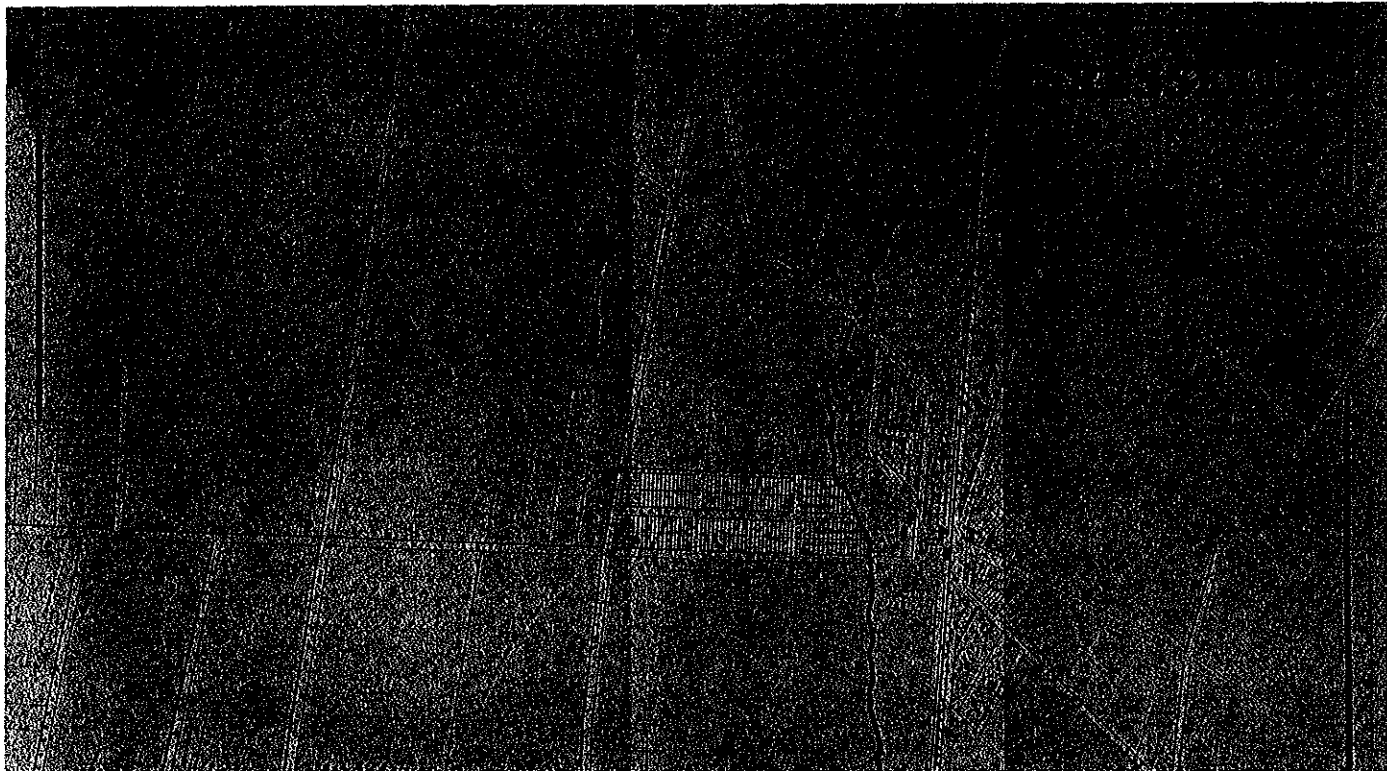
"The village of Cresskill lies in a valley a short distance above Tenafly. The depot is a neat wooden building nicely situated opposite a pretty park, and surrounded by several rows of fine trees. The village was named from the fact that along the Tenakill, watercress in great abundance grew, and the brook at this place localized into Cress-kill thus suggesting the village name. There are many beautiful drives through this neighborhood. . . There are many beautiful residences here of New York business and professional men."

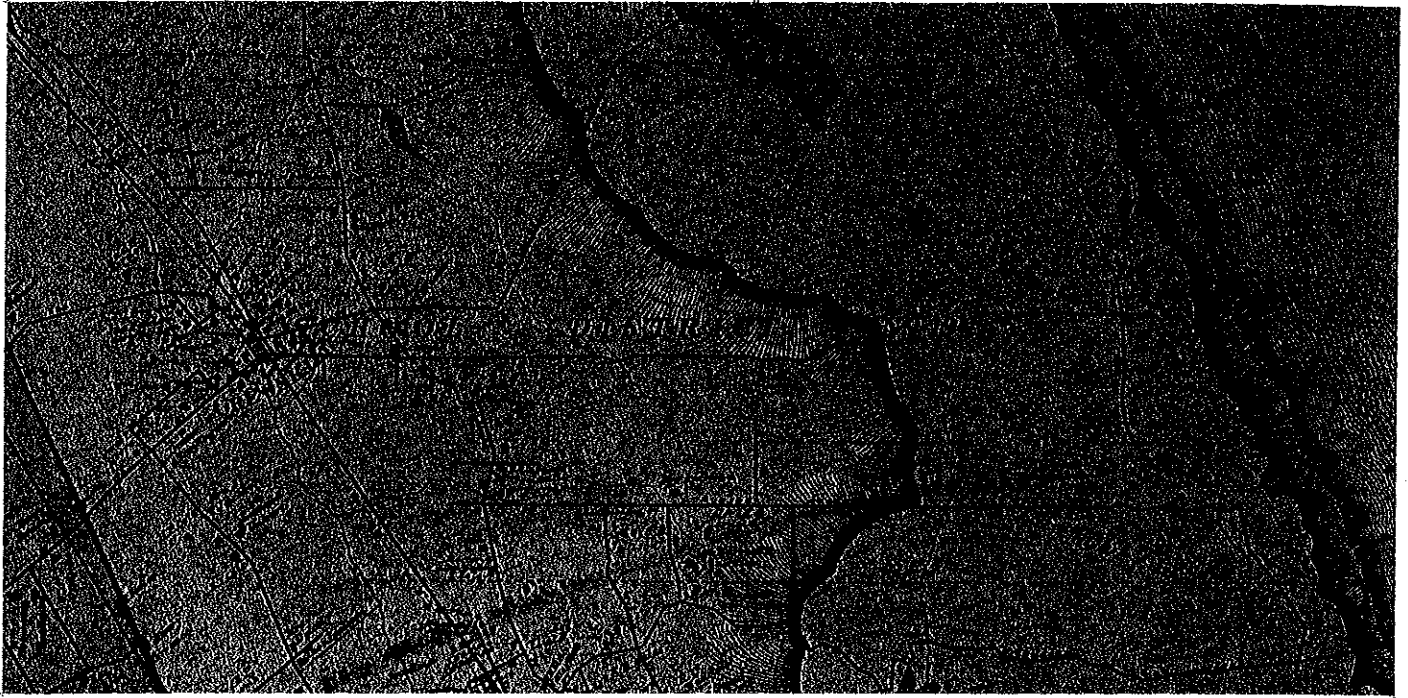
Besides bringing several trains a day through Cresskill, the railroad did effect a business location which brought Cresskill the largest chicken hatchery in the world. In 1879, the New Jersey State Poultry Society reported to the State Board of Agriculture:

"The largest Artificial System (or incubating machine) in the world. . . is located at Cresskill, Bergen County, in this state and has a capacity for turning out 10,000 chickens a week. It was created at a cost of \$75,000.00."

The hatchery was erected where North and South Crest Drives are located today.

Cresskill in 1876, 17 years after the coming of the Northern Railroad, 18 years before the incorporation of the borough. Union, Grant and Madison Avenues are through east-west roads, and Knickerbocker, Jefferson Avenues, and County Road are the north-south arteries. Note the proposed street to the hotel just west of the railroad off Grant Avenue.



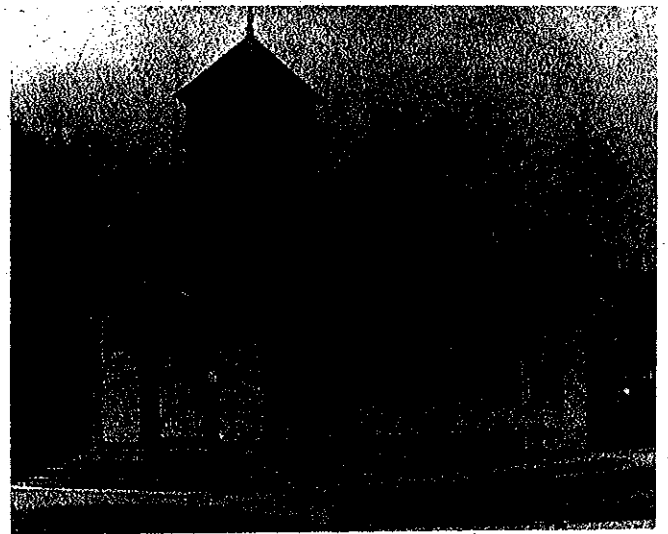


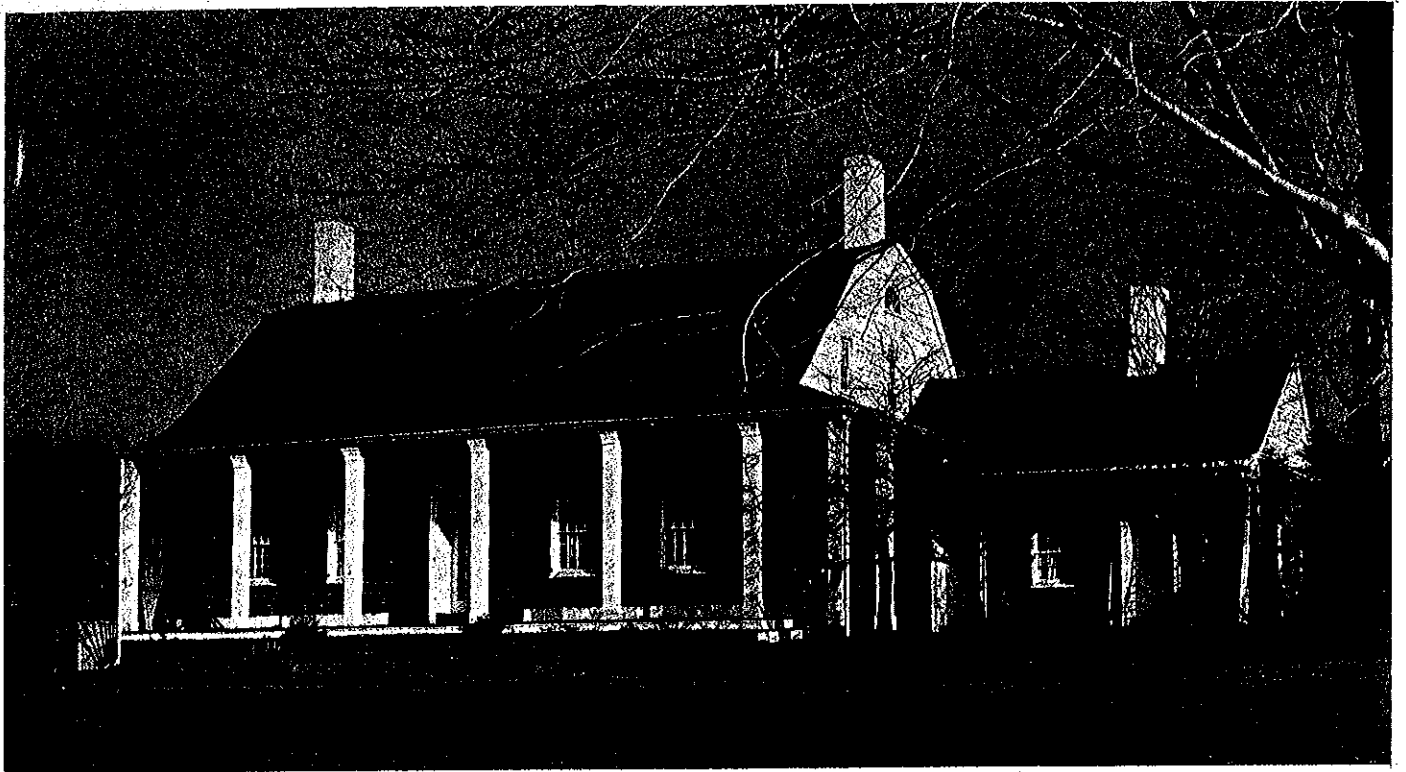
The school districts of Palisades Township in 1876. Cresskill was listed as District 13. Note the prominence of Huyler's Landing on this map published in the Bergen County Atlas of 1876

School district trustees of Hackensack Township paid John B. Westervelt \$26 for a piece of farm land back in 1855. This lot, at the corner of what is now Madison Avenue and County Road, became Cresskill's first school property. On it was erected, in 1857, a one room schoolhouse, built to house 75 pupils, although the number never exceeded 40.

About three years later, the school building was moved eastward along Madison Avenue to the vicinity of the present shopping center. Residents paid \$3.00 per child in annual tax to educate the young people in 1866.

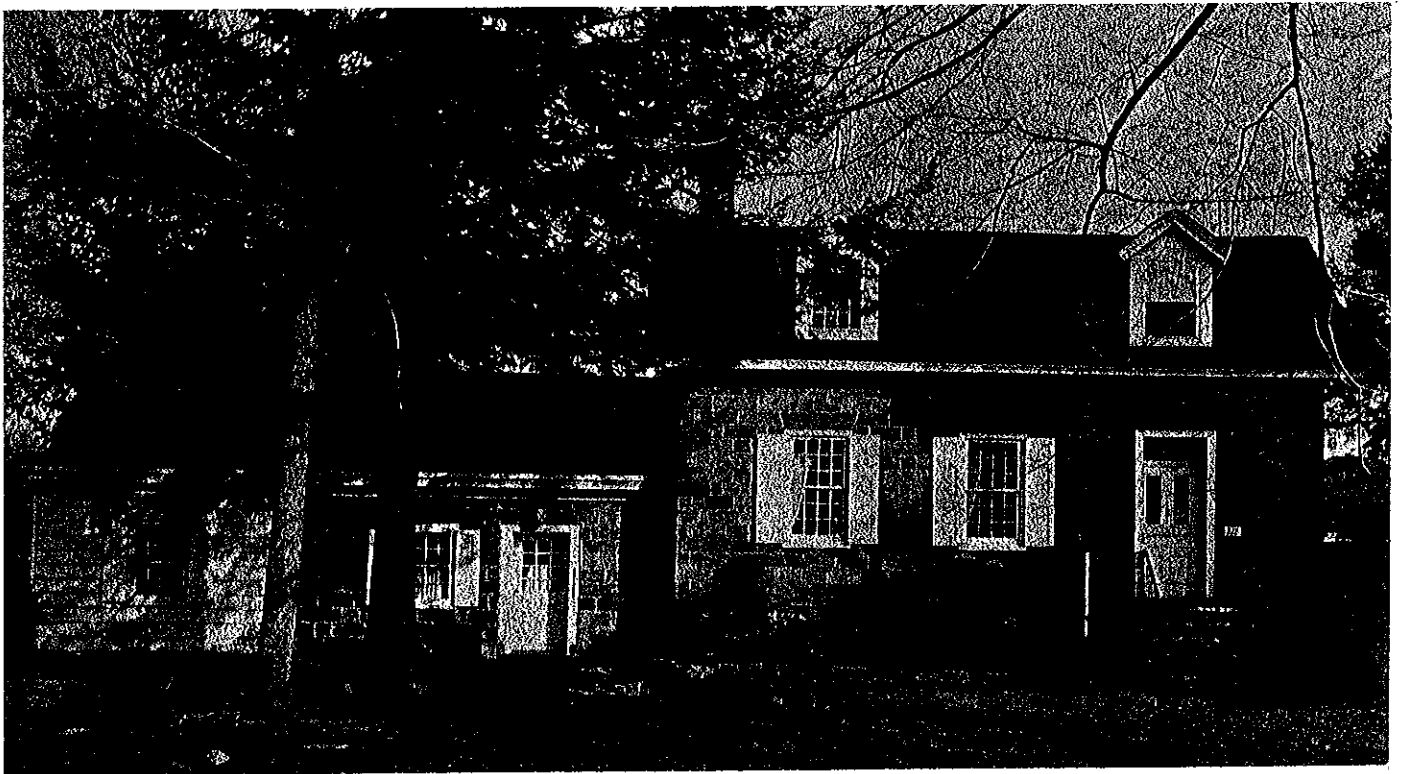
By 1894, the school house had grown to a two room structure, with a hall in the front of the building and a cloak room at the rear. The entire teaching staff consisted of one principal, Joel Horton, and one teacher, Miss Mary Flecke, who taught the first four grades.

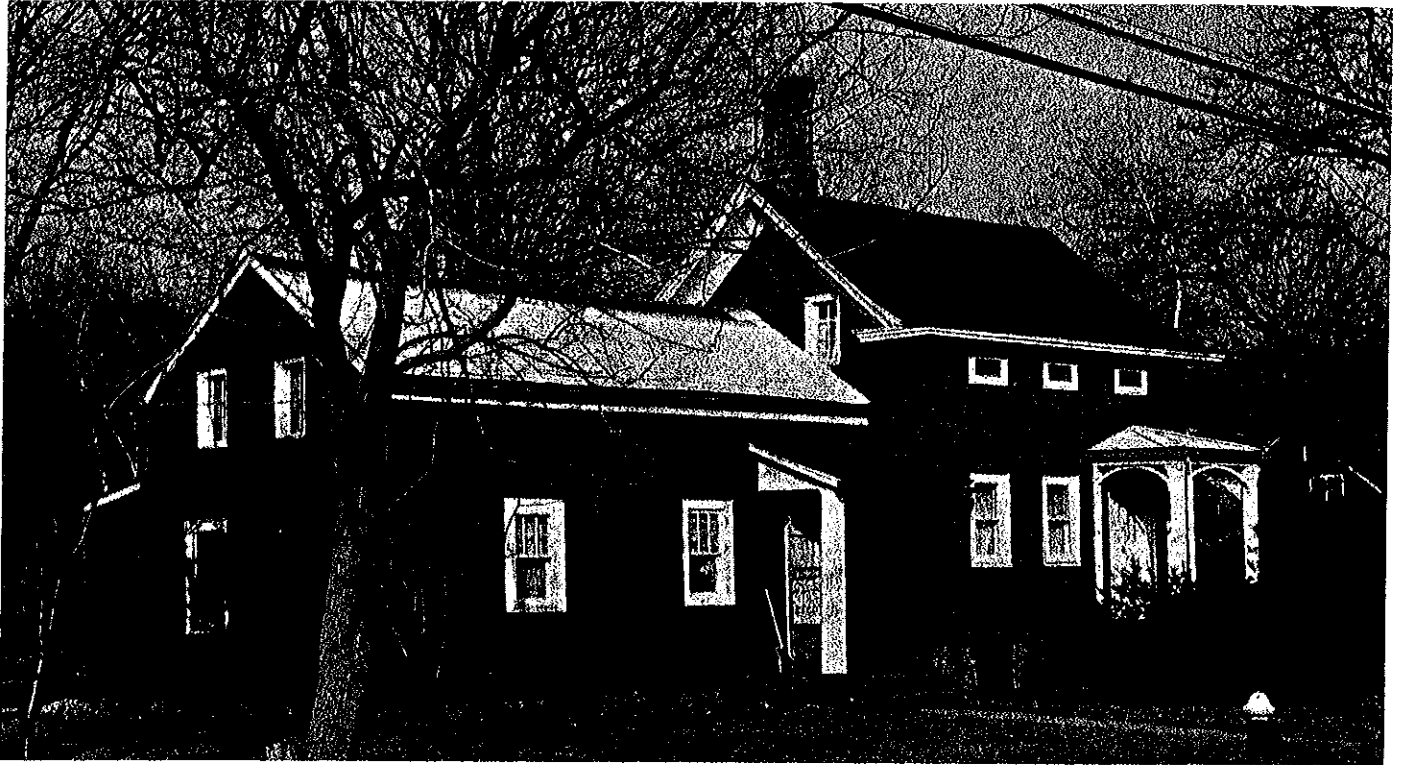




235 County Road. A "Westervelt" house. Built in 1808, this house has been owned by a Westervelt since that time. Present owner: Mr. Melvin Westervelt.

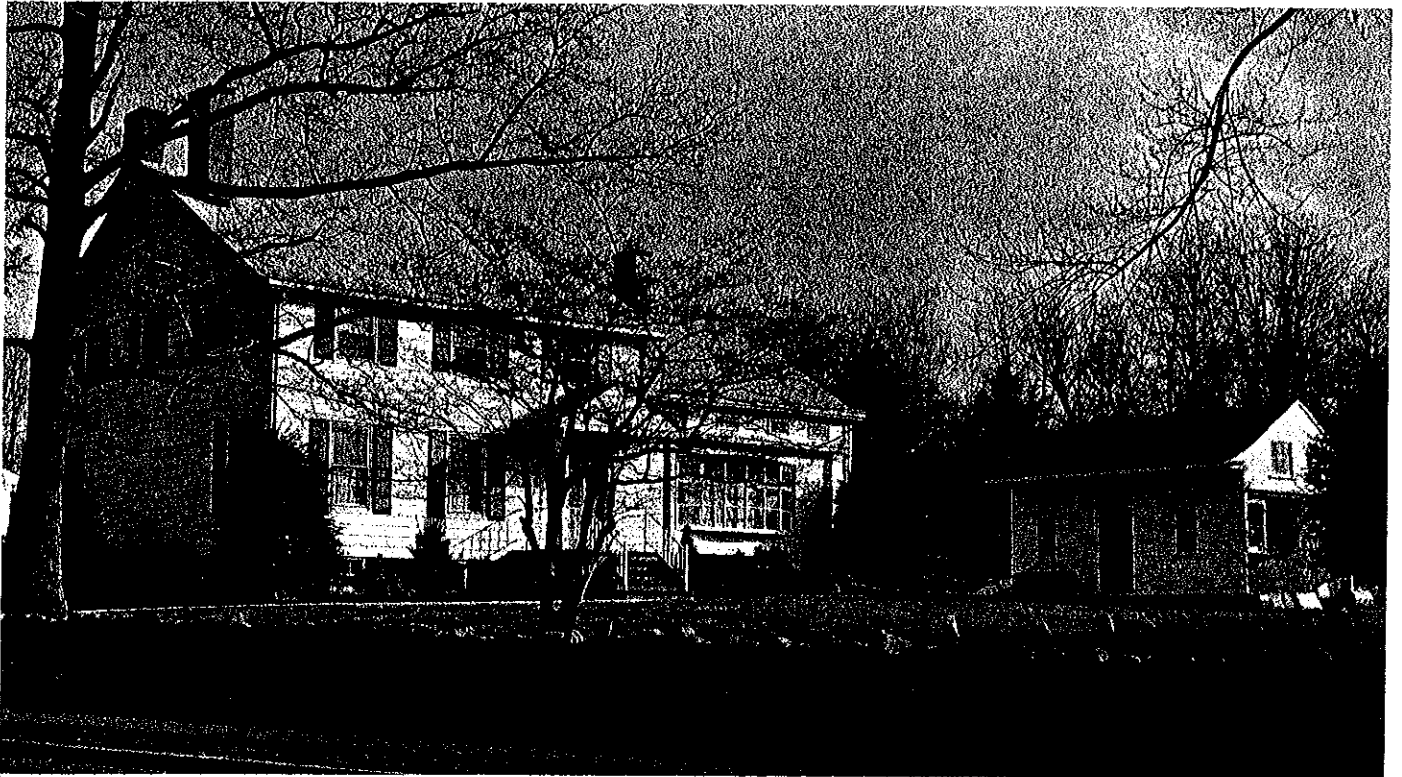
111 Madison Avenue. A sandstone Dutch Colonial. Former residence of Robert Gair. Present owners: Mr. and Mrs. Clarence A. Connor, Jr.

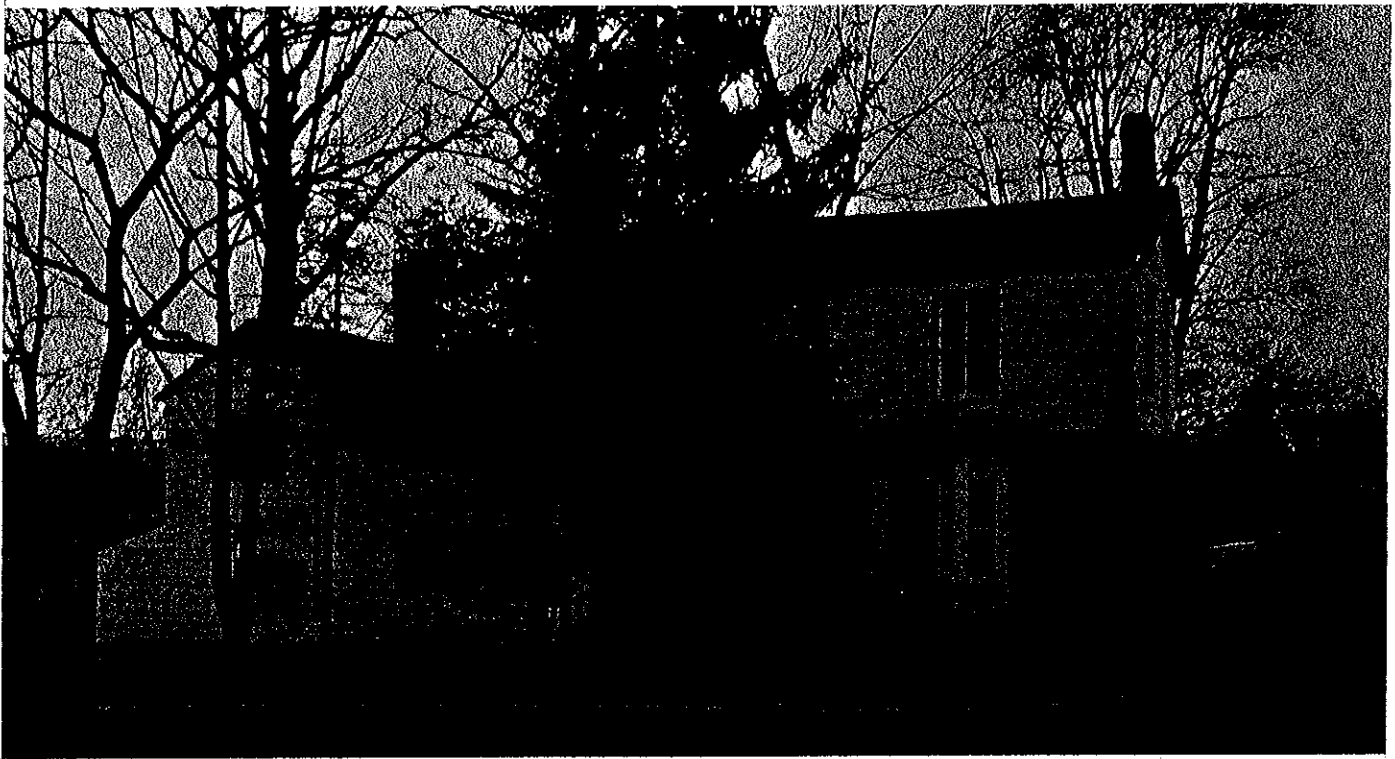




69 Jefferson Avenue. Built about 1810 by Jacob Cole, one of the town's original residents. Present owners: Mr. and Mrs. Robert Ames.

152 County Road. A "Westervelt" house. For many years the residence of Benjamin and Mabel Westervelt and family. Present owners: Mr. and Mrs. John J. Juchnicz.





84 Jefferson Avenue. Built in 1793 and known as the "Atwood House". The late Arthur Atwood, and Daniel Atwood, grandfather of the present owner, lived here. Jefferson Avenue known in earlier times as "Love Lane". Present owners: Mr. and Mrs. William Brucato.

THE EIGHTEENTH CENTURY HOMES

235 COUNTY ROAD

Since the original General Erskine's map of County Road in 1778 showed a Westervelt House on this site, the small wing of the house here may have been built by that time. It may also have been erected later after an earlier house on the same site was torn down. The wing has several unusual features such as the chimney in the center instead of the end, two doors and one window instead of vice versa, and the finished instead of rough stone on the end.

The main wing was erected in 1808 by an outstanding patriot, Benjamin P. Westervelt. He served both in the local militia and in the state troops though only in his early teens; he was twice captured by the British and thrown into Sugar House prison; a third time he was captured by some Tory neighbors, including one Samuel Cole, but was released by Colonel Blanch of the patriot militia. His cousins Cornelius, John and Daniel, were also captured with him at the "wolf den" in the local swamp and, though John escaped, Daniel, the father of five children, died in prison. The house has remained in the ownership of the Westervelt family to the present day.

Because of its fine features, the house was often used as a background in making early movies.

152 COUNTY ROAD

This house, in addition to the house at 23 County Road, is also shown on the original Erskine map #26 part 3 made in 1778. The small building on the right may have been erected by that time. It later became the slave quarters. The main house was built in the nineteenth century.

69 JEFFERSON AVENUE

This house dates back to 1810. Built by Jacob Cole, one of the town's original residents, it was a one and one half story farmhouse. It has wide random width pine floors, and, the original Dutch doors are still used in the house today. There was a well in the rear of the property many years ago.

111 MADISON AVENUE

This seven room house is a sand stone Dutch Colonial. In 1863, when owned by the Giles family, the property ran two miles wide and three miles deep to the north. Today, there may still be seen the twelve inch pine board flooring and a hand carved pine wood fire place. A water well at the front of the property was sunk to a depth of 400 feet.

THE TOWN BEGINS

By 1894, a large number of citizens of this growing Palisades Township village felt the area should be "Cresskill" in more than name alone. On April 12 of 1894, these citizens petitioned the "Hon. Jas. M. Van Valen, Judge of the Court of Common Pleas, of the County of Bergen, in the State of New Jersey", for the purpose of incorporating a borough to be known as "The Mayor and Council of the Borough of Cresskill".

The petitioning members of the community, still legally part of Palisades Township, before incorporating had to prove that they owned in aggregate "at least one tenth of the value of the taxable Real Estate within the limits of the proposed borough." Other stipulations required "that the taxable Real Estate in said limits exceeds One Hundred Thousand Dollars in assessed value, That the territories within the boundaries. . . does not exceed in area four square miles, and that the population. . . exceeds Three Hundred and does not exceed five thousand".

Affixed to the incorporation petition was a map of the proposed borough. The boundaries are those of today with one notable exception. In 1894, Cresskill's lands went down to the Hudson River, the early line being determined by the Huyler property line, which extended that far. Cresskill kept its waterfront until 1903 when it ceded this property to the Borough of Alpine, thereby creating today's borough limits. With the deeding of the riverfront to Alpine, Cresskill lost the famous Huyler's Landing so prominent in early history.

The petition of incorporation was submitted and election notices were posted in ten public places including the Charles Blauvelt Store, Cresskill Hall at the corner of Jefferson and Madison Aves., and Demarest and Allaire's Real Estate Office. The future of a Borough was decided May 8, 1894, when "the number of ballots cast was Sixty four, 14 against incorporation giving a majority of Thirty Six for incorporation".

The name "The Mayor and Council of the Borough of Cresskill" was carried until a resolution of the Mayor and Council, December 10, 1903, under Mayor Frederick W. Schaaf, changed the name to "The Borough of Cresskill".

The first borough council convened in a hall on Grant Avenue under the gavel of James Ferdon, first Mayor. The first municipal agency to meet as a Board was the Board of Health. In June 1894, with weekly meetings at first, the board met in Demarest and Allaire's Real Estate Office.

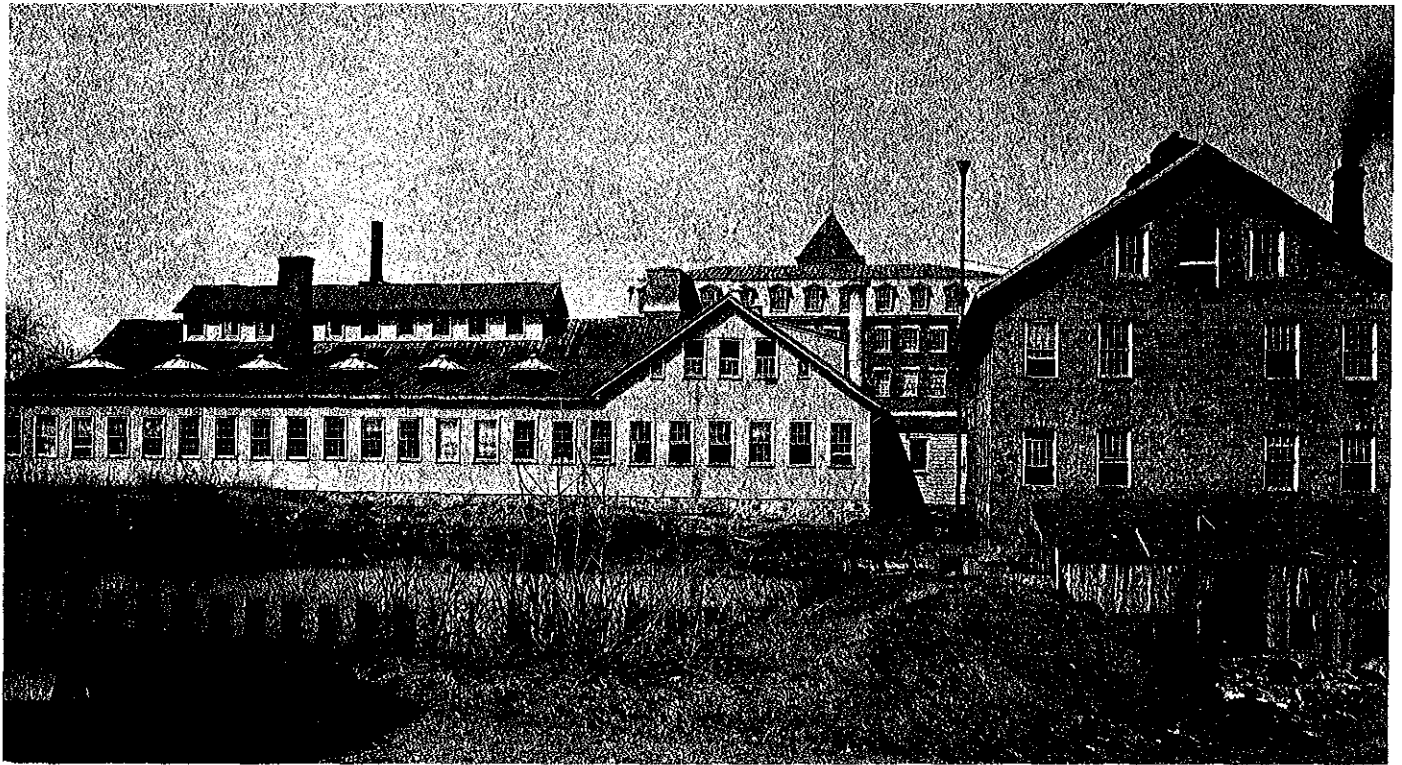
*and subscribing an oath to honestly
and impartially hold said election
and the ballots cast at said
election having been by us
canvassed, we hereby certify that
the whole number of ballots
cast was sixty four (64)
14 Against Incorporation
giving a majority of Thirty six (36)
For Incorporation*

*Witness our hands
this 8th day of May 1894*

*W. A. Tallman
Christie Westervelt
(Inspectors)*

*Geo F. Allen
Poll Clerk*

Reprint of the incorporation—election report submitted by Inspectors W. A. Tallman and Christie Westervelt, countersigned by George F. Allen, Poll Clerk.



The Manhattan Optical Works, an industry prominent in the early 1900's. This plant was located in the north-northeastern section of the borough.

THE BUSY YEARS

Cresskill managed to retain its unique quiet charm through the late 1800's and the early years of this century.

With a population of 300-some odd, industries such as the M & L Reclaiming Rubber Company and the Yale Door Knob and Lock Company aided in providing employment. The lock company later became a camera factory, and finally a piano case factory. The factory continued in operation until a fire in 1903 destroyed it. Water power was supplied by the John R. Demarest ice pond which was the ice source for homes and stores in the area for many years.

A few years later, the Cresskill Lumber Company began its operation which lasted till World War I. The site was about where the Hoke plant now stands.

The Northern Railroad of New Jersey, which ran from Jersey City to Nyack, literally put "Cresskill" on the map. Employment was the attraction for many men including Albert B. Cook's father, William.

(Albert became a pupil in Cresskill's first schoolhouse in 1887.) The railroad station itself provided employment for Erven Smith, who became station agent in 1902 at a salary of \$40. per month.

The land for the station was deeded to the railroad by Amy Blackledge Hatch's great grandfather in 1850. The elder Mr. Blackledge included a provision that would revert the land back to his heirs if the railroad ceased to exist or if the station were abandoned. The provision may materialize since, from a peak service of more than thirty trains daily, Cresskill has presently only three running each way daily, a result of increased motor and bus travel that began when the George Washington Bridge was built.

It is difficult to envision now, but the northeast corner of Union Avenue and Piermont Road, (formerly Railroad Avenue), looked very different before World War I. A large wooden building on that corner housed a general store and post office. Mary Mores was assistant to her father, Louis, who was the postmaster, with sisters Daisy and Dolly helping out.

When that building was torn down, the post office operated for many years in a building just east of

the corner, now occupied by the barber shop. Among the postmasters during that period were William Mayer, our present Tax Collector, and Raymond Mc Grath, our present Mayor.

Two other thriving enterprises were the Prospect House and the Willow Tree Inn. Prospect House, with rooms for guests, was located on the west side of the railroad, north of the station, and was operated by Police Chief Nicholas Short's father, Edward. Chief Short recalls the large number of visiting families during the days of Camp Merritt.

B. Von Stein purchased the Aaron Demarest place, a wagon works, on Union Avenue and Willow Street, building an addition for a hotel and renamed it the Willow Tree Inn. The inn did a flourishing business right through World War I, being then purchased, razed, and the lumber used to build a house still existing on Madison Avenue.

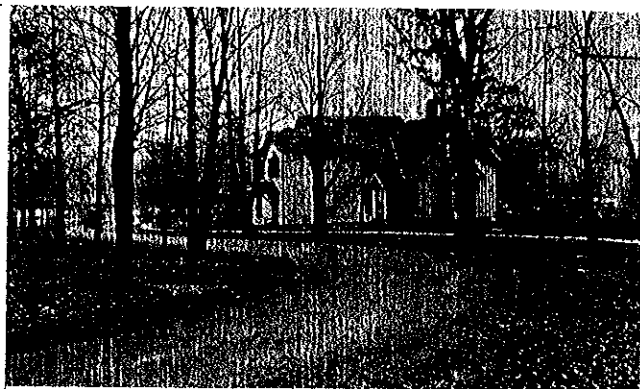
A butcher shop on Union Avenue run by Russell Cook's father, Albert, a cider mill and barrel making shop on Piermont Road, where the Split Rail stands today, and a blacksmith shop were some of the establishments in operation during the early part of this century. Col. A. G. Demarest started today's hardware store business on Union Avenue and maintained it there for eleven years before moving it south. And since this was the "business" district, a wooden sidewalk ran the length of Union Avenue from County Road to Railroad Avenue.

Like all country towns, Cresskill had cows, and they grazed on Westervelt Avenue where Muth's Dairy was located. The present Ackerman Dairy resulted when Al Ackerman bought the business and moved it to County Road.

Across the tracks, Louise Mayer's father operated a grocery store in the building now occupied by Jehovah's Witnesses. Tax Collector William Mayer continued operating the business till his town duties became full time.

In the spring of 1908, two graduates had the honor of being the first Cresskill students to receive their diplomas in the new auditorium of the Orchard Street School. Graduations were still unusual events, the 1916 records showing a total of six pupils completing the course.

In 1910, Cresskill boasted a Young Men's Association which flourished for many years. During the war, many thousands of soldiers from Camp Merritt were entertained there. Its headquarters were the present Borough Hall, which was sold to the borough when the membership scattered and the organi-



Grant Avenue looking eastward toward the Railroad Station. The old Town Hall is to the left of the house.

zation disbanded.

The building was reconstructed in the late 1930's with a substantial W. P. A. grant and serves as our present-day borough hall.

The present Volunteer Firemen's Association was incorporated in January, 1906. Meeting in a small building, the first Tuesday of each month, members paid a \$1.00 initiation fee and monthly dues of 25 cents—a policy still pursued. Some of the original equipment consisted of tin pails, fire hose, kerosene lanterns, brass polish, axle grease, a 20-foot ladder and a wagon to carry this equipment to the fires.

Early equipment progressed from hand pump to horse-drawn equipment, horses renting for \$3.00 per fire. The Mayor and Council of the early 1900's denied a request for a horse to haul fire apparatus. Firemen then had to commandeer the nearest available steed for fast action. A jumper, a two-wheeled, hand-drawn fire apparatus, bought in 1909 for \$5.00, is still owned by the Association.

The first department-owned firehouse was dedi-



Louis Mores' General Store and Post Office at the northeast corner of Railroad and Union Avenues.

cated in December, 1910, built on ground purchased for \$75.00. The house gave meeting space to the Mayor and Council in 1911, to the Women's Suffrage Movement in 1914, and was used as an off-post station by military police from Camp Merritt in 1917.

The first and only church in Cresskill up to the 1920's was the Congregational Church which was erected in 1909, although its Sunday School began in 1856. One of the early meeting places for the congregation was the old Coley house on County Road in Tenafly.

This, then, was Cresskill in the early 1900's. Quiet, industrious, neighborly, away from the hub-bub of cities, yet linked to them through the railroad.

And then came the war.



Camp Merritt was named in honor of the late Major General Wesley Merritt, who graduated from West Point in 1860. General Merritt was one of the outstanding officers of the Civil War. He was appointed Superintendent of the Military Academy at West Point in 1882 and served for five years. As a Major General, he commanded the Philippine Expedition in 1896 and was made first Governor General of the islands. He served conference duty with the Peace Commission in Paris after Philippine duties. He retired in 1900, and 10 years later at Natural Bridge, Va., died at age 74.

CAMP MERRITT

A slender shaft of granite sixty five feet high standing at the intersection of Madison Avenue and Knickerbocker Road, marks the exact center of Camp Merritt, a major army distribution center of World War I.

In 1917, this area was crisscrossed with dirt roads and still heavily wooded. But the area was close enough to the Hoboken Port of Embarkation and offered good rail and ship transportation, factors causing the federal government to select it as a campsite.

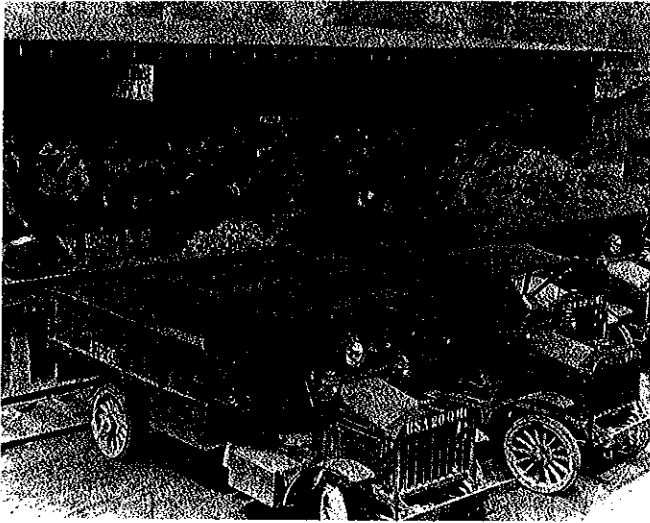
In August 1917, a small city sprang up almost overnight on this site. It was dedicated to the swift, secret movement of troops overseas. Built at a cost of 11 million dollars and covering 770 acres, Camp Merritt had a capacity of 44,500 men. Its land use, spread over the boroughs of Cresskill and Dumont, was roughly 580 acres occupied by the camp proper, 190 acres of warehouses, railway spurs and athletic fields, and 60 acres of truck gardens which produced food for the various messes.

The camp consisted of more than 1200 buildings, including a large hospital, a bakery, and a "de-lousing" plant that could process 260 men an hour. It was the only camp in which every building was painted.

Almost every American division that fought in the First World War sent some of its troops through the camp that bore General Merritt's name. Statistics show that the total number of men sent overseas from Camp Merritt between November 1917 and November 1918 was 578,566, of which 16,052 were officers and 562,502 enlisted men. Camp Merritt served as the clearing house of the A.E.F. Undesirables were weeded out, alien enemies were segregated, conscientious objectors were taken care of, and organizations were sent from the camp to France.

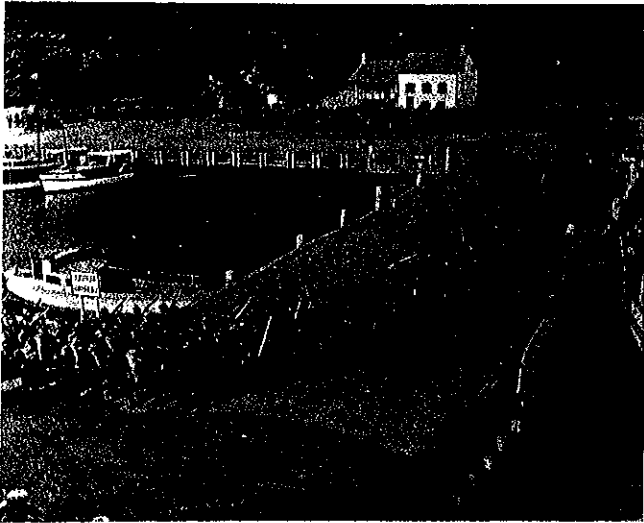
A steady stream of men marched through Cresskill east to the Palisades, down to Alpine Landing. There the men boarded ferries which headed south to Hoboken and the ocean going troop ships.

On the march from Camp Merritt to fight at the side of our British allies, thousands of men passed the site of the Cornwallis raid, a landmark of America's first war, in which the British were our hated foes.



The 22nd Bn Engineers drawing supplies from the depot at Camp Merritt.

Enroute to France. When troops left Camp Merritt for embarkation overseas, they break camp at an early hour, march to Alpine Landing, where they board a boat and are taken to embarkation piers at Hoboken, N.J. July 30, 1918.



The town itself felt the existence of Camp Merritt. Miss Picinick, a retired Cresskill school teacher of 42 years service, recalls vividly "how the boys paraded in the area across from Orchard Street School". School children were kept busy running errands for the soldiers stationed at Merritt. In January 1919, representatives of the camp visited some 147 schools and presented 37,624 medals to students for their efforts and cooperation.

Cresskill's two hotels were filled with the stream of visitors to Camp Merritt's doughboys. Khaki was seen everywhere in town from Knickerbocker Road to Hillside Avenue. It was a busy, booming time, these war years.

The short but prominent existence of Camp Merritt was commemorated in 1924 with the dedication of the Merritt Memorial at the circle. General John J. Pershing, "Black Jack" himself, spoke to the wildly cheering crowds. It is said that General Pershing enjoyed this dedication ceremony more than anyone present, because in honoring the memory of Camp Merritt, he also honored the name of the man who in 1886 had presented second lieutenant bars to a cadet graduate named John J. Pershing.

Cresskill has continued to pay tribute to those years. The school on Dogwood Lane, built in 1928, bears the name Merritt Memorial. American Legion Post 21, Camp Merritt Post, organized in 1927, derives its name from the historical camp.

Soldiers arriving at Cresskill, N.J. from which point they march to Camp Merritt. July 24, 1918.



THE TWENTIETH CENTURY

THE 1920's – 1940's

After the hustle and activity of the war years, Cresskill's pattern changed slightly. The town left the quiet rural years of the nineteenth century and moved into the early 1920's.

Population increased, more needs became evident. St. Therese's Church was built in 1924 and, a few years later, the Merritt Park Gospel Church was organized.

Old timers recall the many fires in the barracks of the now empty Camp Merritt. On one occasion, when the assistance of the New York Fire Department was needed, the New Yorkers came by way of the Fort Lee ferry.

Benjamin Casser, who later became one of our mayors, established the first public transit bus line, together with his brother, Jules, in 1920. They operated with two buses from Closter to Englewood and later expanded their service to Nyack. After eight years, the company was sold to Public Service, who ran the line until recently when it was taken over by the Hill Bus Co.

Community activities increased, with the P.T.A. being formed in 1925, and Camp Merritt Post 21 of the American Legion in 1927. The Police De-

partment became an official body that same year and Harold A. Purdy was appointed chief, serving in that capacity for 25 years.

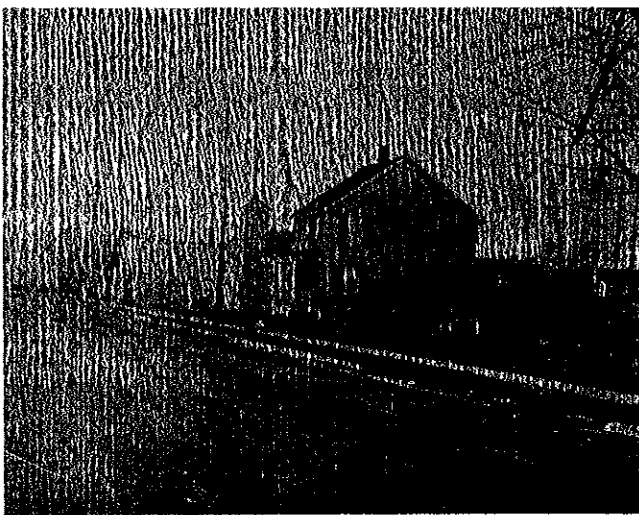
Additional enterprises came to Cresskill including an A & P, the Palliser Mill Works, the Westervelt Coal Company, and a gold beating shop which hammered gold leaf for hat bands, and was run by Al Bruntz.

Meantime, the Palisade Development Co., concerned in the development of Cresskill, began ambitious plans for further development. Since more cars were appearing on the streets and there was talk of a bridge which would bring hundreds of new residents, the company chose the east side of town as the area of expansion. Margie, Park, and Morningside Avenues were laid out and curbs installed. In 1928, Merritt Memorial School was opened for a school population of 286, which was expected to increase when homes were built and sold in the new development.

Homes were built and sold but not till much later. Before this could happen, there would be a stock market crash and a great depression, and like the rest of the nation, Cresskill would come to a standstill.

As belts began to be tightened and worried faces became more prevalent, the town quietly took care of its own. Teachers and town employees were paid in scrip. There were W.P.A. projects, and the butcher, grocer, baker and druggist extended credit. The town's financial affairs were skillfully guided by Mayor Ted Brassel, and the people were drawn closer together as they usually are in adversity.

Times were bleak and the people turned to books, friends, and community organizations. The Library Association was formed in 1930 when Charles R. Lamb gave some 1,800 books to the American Legion Post, which turned them over to the Association. The Evangelical Lutheran Church of Our Saviour was organized in 1931 at the home of August Scharpen, whose son, Gus, and daughters Mildred Longfield and Laurine Ziefel, continue as active members.



From County Road looking westward down Union Avenue towards the railroad station. The old Fire House can be seen on the right.



The original Cresskill Firehouse on Unton Avenue. Present location of the Public Works Garage. The truck in the picture is the Reo Pumper.

Slowly the depression lifted and the building of homes began again. As enterprises died out during the depression, they were not replaced and Cresskill became a town where the emphasis was placed on a community of homes.

People seemed content to be a part of such a community and this trend might have continued unchanged for many years were it not for world affairs which again caused a shift of emphasis.

THE WAR YEARS

World War II came to Cresskill differently from World War I. The second war in Cresskill sent its young men and women away to points all over the world. Not now the excitement of troops moving in and out of local camps. Now, families watch sons and daughters riding off to training camps elsewhere.

Here in town, home front organizations held meetings filled to capacity. These were the years of the War Price and Rationing Board, the Cresskill Defense Council, salvage drives and other war activities. A "base hospital" was established in the Orchard Street School, a motor corps was organized, and a control center set up on a 24 hour basis to

warn of impending air raids.

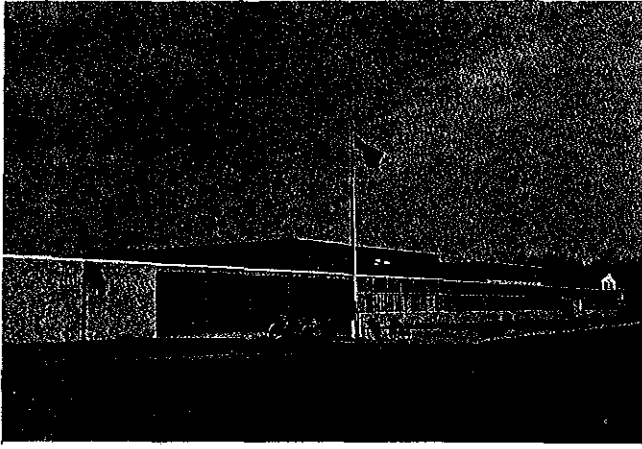
Up on the north side of Madison Avenue, between County Road and Engle Street, was a small encampment, part of the Aircraft Warning Service.

The Volunteer First Aid Ambulance Squad was formed in 1942 under the captaincy of Robert A. Vicari. Regular Police or Fire Department members holding a valid Advanced American Red Cross First Aid Certificate were accepted as members.

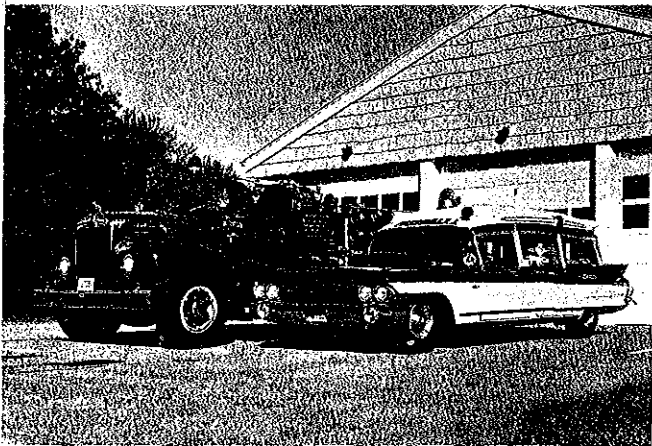
The original equipment of blankets, stretchers and a first aid kit was stored in a fire truck until the squad obtained their first ambulance, a 1929 Studebaker. After months of preparing the ambulance, the members presented it to the Mayor and Council in July 1944, who approved it for operation under ordinance.

The Studebaker responded to its first call in January 1945. After a total of 150 miles, it was retired from service. Monies for a new ambulance were raised through a local fund drive, and, with approval, money accumulated from war-time salvage collections was used. The new 1946 Cadillac covered 31,558 miles in response to 2,264 calls before its replacement in 1961 by the present ambulance.

THE RECENT STORY



The Cresskill High School



The newest in fire and first aid equipment.

The new Cresskill Fire House, built in the 1950's, on Madison Avenue.



The post war years brought a tremendous population explosion. The northwest section of town grew to include 280 new families in the Cresskill Gardens and Heather Hills developments. Also, the Greenway Homes went up and expansion took place on the eastern side of the borough as well.

Schools bulged at the seams, and soon the Edw. H. Bryan School was extended to accommodate the increasing numbers of youngsters. Churches grew larger in their numbers of worshippers, and two new churches were built as well. The Northern Valley Evangelical Free Church on Stivers St. in April and the Reformed Church on the Hill on Lexington Avenue in March 1951.

Within the space of a few years, the face of the business section of town had changed. The Post Office moved to its trim brick building in 1955. The shopping center with its glass and brick came into being across the street from the Borough Hall. County Trust rounded off the corner of Piermont Rd. and Union Ave. with lush greenery. Along a newly landscaped and renamed Piermont Rd. there appeared the clean lines of the Hoke building, the expanse of Railroad Accessories and the smart facade of D'Agostino's.

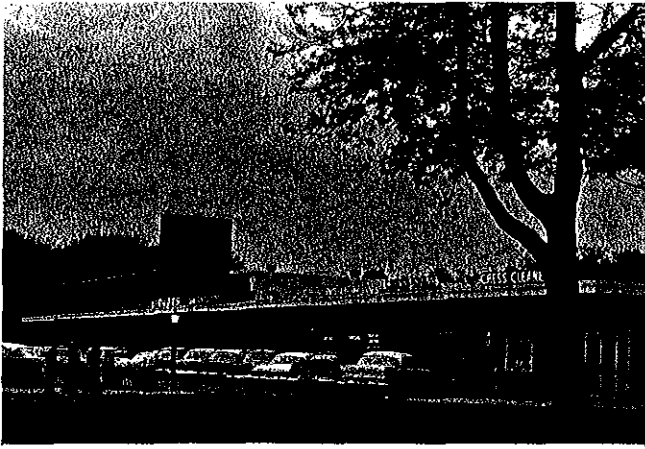
Archbishop Boland of the Newark Archdiocese presided at the dedication of the new St. Therese's parochial school in Sept., 1956. The 8 classroom, fireproof school on Jefferson Avenue was planned for an ultimate enrollment of 400 elementary school children.

In 1961, Cresskill High School added its long lines to the scene along the railroad. By the following year, the rolling greens of the Tammy Brook Country Club graced the east slope.

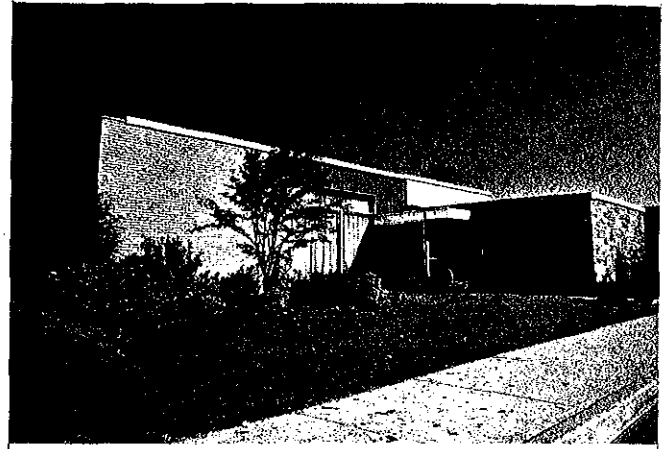
Traffic patterns have changed radically from the days when Cresskill was first settled. From one main artery we now have several busy thoroughfares. From the occasional use of cart, buggy, stage-coach and railroad, we now have constant use of private cars and public buses.

Our 8,000 people are an integral part of a large metropolitan region of over 16,000,000 people. Our two square mile municipality is one of 551 municipalities spread over three states and comprising 6,900 square miles.

We have no more vast open spaces. To keep our suburban character and yet maintain a vital place in the metropolitan mainstream, we have recognized

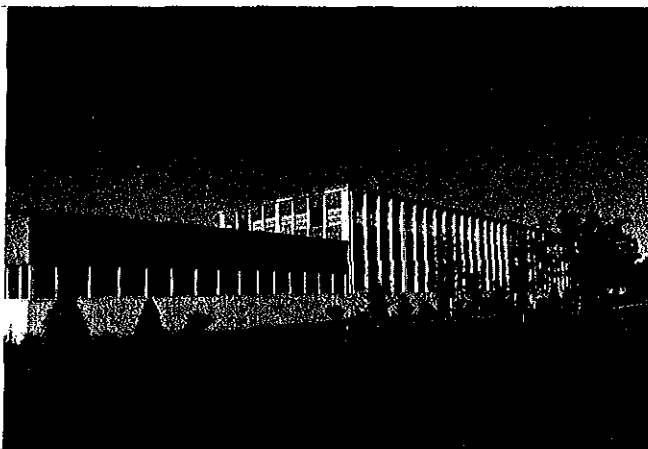
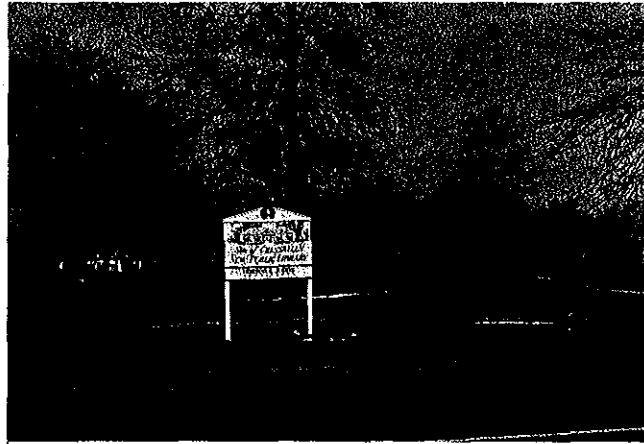


The Cresskill Shopping Center on Union Avenue.

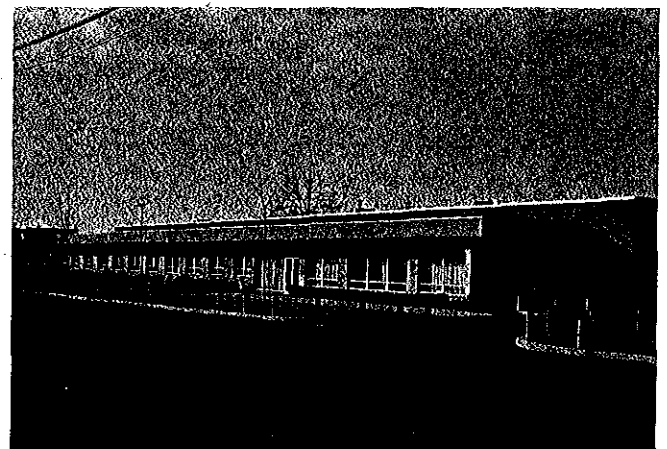


County Trust Bank on the corner of Union and Piermont Avenues.

Announcing the Cresskill Public Library on Union Avenue.



Hoke, Inc. building on Piermont Road west of the railroad in Cresskill Industrial Park.



Railroad Accessories Corporation's building in the Cresskill Industrial Park.

the need for a planning program to utilize the space remaining. Cresskill's Master Plan has been adopted by the Planning Board and, at this writing, is being given an intensive study by the Mayor and Council. The face of Cresskill has changed, and will prob-

ably continue to change. The face of its citizens will never change, except in numbers. They will always have the look of people who want good for themselves and their children in the town they have chosen to call home.

COMMUNITY GROUPS

CRESSKILL PARENT-TEACHER ASSOCIATION

Organization Date: October, 1925

Purposes and Aims: To bring into closer relation the home and the school, that parents and teachers may cooperate intelligently in the training of the child; to develop between educators and the general public such united efforts as will secure for every child the highest advantages in physical, mental and spiritual growth.

Projects and Activities: Sponsoring of Parent-Education activities, pre-school story hour, theatrical productions for children, a Cub pack, scholarship awards, presentation of annual gifts to schools, assist school library programs and school Health Fund, acquaint community with school budgets, referenda, and candidates for the Board of Education.

CAMP MERRITT POST #21, AMERICAN LEGION

Chartered March, 1927, by 27 Cresskill veterans of World War I.

Dedicated to God and country, to maintain law and order, to foster and perpetuate 100% Americanism, to inculcate a sense of individual obligation to the community, state and nation, to safeguard and transmit to posterity the principles of justice, freedom and democracy.

Among activities: Rehabilitation and care of disabled veterans; annual school awards; Memorial Day and Veterans Day services; monthly paper drive; sponsorship of representatives to Boys and Girls State, and of a Little League team.

CAMP MERRITT POST #21, AMERICAN LEGION AUXILIARY

Organized March 19, 1927.

Purpose: Rehabilitation and service to veterans and their families. To assist Post in its activities whenever called upon.

Among Activities: Pilgrimages to V.A. hospitals; financial contributions to community drives and projects.

LADIES AUXILIARY OF THE CRESSKILL VOLUNTEER FIREMEN'S ASSOCIATION, INC.

Organized: May 6, 1937

Purpose: To help firemen whenever needed.

Activities: Include fund raising projects for the benefit of the Volunteer Firemen's Association such as card parties, food sales, dances; serving coffee and sandwiches to firemen at work.

BOY SCOUTS

Organized: First Cub Pack #121 — Oct., 1938, Cubmaster, Kenneth Tallman

Reorganized May, 1943, Cubmaster, Charles Steinhofner

Second Cub Pack #266 — 1959, Cubmaster, Jack Crespin

First Troop #127 — 1945, Scoutmaster, George Freer

Second Troop #272 — June, 1958, Scoutmaster James McKinney.

First Explorer Post #226 — 1959, Leader John B. Underhill
Presently known as Sea Explorers

Purpose: Threefold — to build a strong America by maintaining a strong movement, capable of leading the largest possible number of boys to good character, participating citizenship, and physical fitness; to serve the cause of democracy; to achieve the purpose of scouting by helping boys do things for themselves and others, and to instill within their hearts and minds the ideals of scouting based on a reverence for God.

GARDEN CLUB OF CRESSKILL

Organized: March, 1947.

Purpose: To work for the beautification of the town, and to aid members in improving the appearance of their property.

Activities: Landscaping of Borough Hall grounds, planting of dogwood trees along what is now Dogwood Lane. Civic Fund helped finance plantings along Piermont Road. Fund raising for activities aided by annual Spring plant sale.

CRESSKILL LITTLE LEAGUE

Organized: September 1950 by Emerson L. Yorke

Purpose: Recreation for boys

Activities: Baseball training program and playing baseball.

CRESSKILL LITTLE LEAGUE LADIES AUXILIARY

Organized: March 4, 1955 by Mrs. Martin Cusick

Purpose: To furnish Little League with financial and moral support whenever needed.

Activities: Fund raising projects such as annual dances, cake sales, and sale of refreshments at baseball field, assist Little League Fund drive and Little League Day.

CRESSKILL LIONS CLUB

Chartered May, 1953, under the sponsorship of the Tenafly Lions. Augustus Miller served as Charter President.

Purpose: Community service.

Activities have included the following: Building of a kitchen for Girl Scout camp; fund-raising drive for a child in need of a series of operations; presentation of eye-testing equipment to all town schools; helping to provide an Eye Clinic at hospital; helping to build a school for the retarded in Hackensack; providing Christmas baskets to the needy; donation of two modern oxygen respirators to the Ambulance Squad.

CRESSKILL LIONS AUXILIARY

Organized: September, 1953.

Purpose: To engage in and further any projects approved by the Lions Club.

Activities: The purchase of a Braille typewriter for the town; contributions to the First Aid Squad of Cresskill, including a wheel chair, two oxygen regulators, two yoke adaptors, and aid to the Blind Women's Camp of Denville.

CRESSKILL WOMAN'S CLUB

Organized: March 7, 1957 as a Junior Woman's Club

Purpose: To work toward the social and moral betterment of society.

Activities: Initiation of Cresskill Beautification program, scholarship funds and award; New Book Fund Drive for town library, cancer dressings, donations to orphanages and hospitals.

CRESSKILL COLONIAL MILITIA FIFE & DRUM CORPS

Organized: July 4, 1959 by Richard Duffy

Purpose: To stimulate public interest in Early American History.

Activities: Participation in historical programs and parades; study of the history of the Revolutionary War; received award from Valley Forge Freedoms Foundation for historical activities.

ROTARY CLUB OF CRESSKILL

Chartered: April 3, 1962 at Evanston, Illinois Rotary International headquarters; incorporated in Cresskill March 8, 1963.

Purpose: An association of representative business and professional men of the community who have accepted the ideal of service as the real basis for attaining success and happiness in personal, business and community life.

Activities: Specific activities since 1962 were sponsorship of a foreign student attending a local school; sharing in the financing of International House at Fairleigh Dickinson University; furnishing the faculty room at Cresskill High.

General activities in four major areas: Service to club, to community, and vocational and international services.

GIRL SCOUTS

Organized: in 1921, by Miss Lillian Miller, ten years after the movement was started on a national scale.

Original troop unnumbered, called Star of Bethlehem.

Members of the first troop still residing in Cresskill: Mrs. E. C. Hyde, Mrs. James McQuillan, Mrs. Evely Moloney, Mrs. Minerva Mores, Mrs. G. E. Parks, Mrs. Norbert Pendergast.

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**TERCENTENARY CALENDAR
OF
SPECIAL EVENTS**

April 22	New Jersey Tercentenary Pavilion opens at World's Fair
April 25 & 26	Tercentenary Cultural Arts Fair — PTA
May 3	Interboro Musical
May 5	Historymobile at Cresskill High School 9:00 A.M. to 9:00 P.M.
May 6	House & Garden Tour — Women's Club
May 9	Noon — MUSTER by the Colonial Militia group. American Legion Post.
May 11	Cresskill's 70th Birthday.
June 6	Cresskill Tercentenary Cotillion (formal dinner and dance) at Tammy Brook Country Club. Governor and Tercentenary officials are invited guests. Sponsored by American Legion.
June 19 & 20	St. Therese's Tercentenary Family Fair by Parents Guild
June 23	New Jersey Tercentenary Day at World's Fair

MAYORS OF CRESSKILL

1894 - 1895	James H. Ferdon
1896	Egbert Tallman
1897 - 1898	A. C. Worth
1899 - 1901	No Listing
1902	Egbert Tallman
1903 - 1911	Frederick W. Schaeff
1912 - 1913	Guy A. Cowley
1914 - 1917	Frederick W. Schaeff
1918 - 1919	Leonard J. Langbein
1920	Peter B. Westervelt
1921	H. F. Kahnhauser
1922 - 1927	Edward A. Short
1928 - 1933	Peter B. Westervelt
1934 - 1935	Charles N. Roberts
1936 - 1943	Theo. J. Brassel, Jr.
1944 - 1947	Charles F. Pierce
1948 - 1949	John A. Mulcahy
1950 - 1951	Fred H. Jorgensen
1952 - 1953	Harold V. Mc Laughlin
1954 - 1955	Benjamin Casser
1956 - 1957	Norbert R. Pendergast
1958 - 1959	Jack de Sevray
1960 - 1963	E. Leonard Carlson
1964 -	Raymond McGrath

Mr. & Mrs. Norbert R. Pendergast
Co-Chairmen
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