

OUR FATHERS HAVE TOLD US,"

# TOTTENVILLE

FACTS AND TRADITIONS

AGAR

TOLD BY

OVERS OF THEIR HOME TOWN

1935

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TOTTENVILLE BRANCH  
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## TOTTENVILLE

Dear Tottenville that stands with outstretched hand  
To welcome strangers from whatever land  
And, should they care to tarry, makes them glad,--  
The warmest, homiest feeling that they ever had.

In Tottenville a man makes his own bid  
For fame and fortune. What his father did --  
That matters not, nor what he's done before;  
The future glows all bright on the South Shore.

The best that's in one there his neighbors learn,  
Encouragement meets him at every turn,  
His talents fostered, made to shine so bright  
That all the world reflects the brilliant light.

--K. D. H.

*Katherine D. Huntington*



The Taylor home situated at 7273 Amboy Road belonging now to Mrs. Alice Cronk, was first owned by a Mr. Thomas Stone about 1827 and sold to her grandfather, Mr. William Hutton Carr. Later it was bought by her father, Mr. Alfred H. Taylor, April 11, 1859 and has been in the possession of the family ever since - 76 years.

Mr. Taylor left it to his wife and at her death, the estate being divided, was bought in by Mrs. Alice Cronk in 1905. She has lived there now 30 years. It is practically the same as when built with the exception of the improvements, which she has added from time to time.

The Abrams, Taylor and old Butler places stood near each other. The Butler place was a two family dwelling that stood between the Taylor place on one side and the land owned by her father-in-law, Samuel Cronk, on the other side, reaching to Parker Street and the Lenhart property and half way down to the railroad track.

The Butler place which faced Amboy Road was changed to be what is now Barnard Avenue and moved down. It is now occupied by Mr. Otto Gabel and family.

Mrs. Cronk gave 35 feet of her land when the street was laid through. The Cronk property and big house on the hill across the street (where now stands the water tower) became the property of Mr. Samuel Hopping. The house later burned down.

The Lenhart or Turner place on Amboy Road near Parker Street - date unknown - is approximately 85 years old. Occupied by Mr. John Lenhart, who was chaplain of the Cumberland during the Civil

which took its name after him and his brothers.

The Abrams Home at 7295 Amboy Road, corner of Fisher Avenue. Part of a farm owned by Mr. Thomas Stone and called Old Place, Mr. Stone purchased the land from one Caleb Ward by deed dated Dec. 1, 1791. It contained 25 1-4 acres. In about 1865 Mr. Stone built the house which later became the property of Mr. Edward Murphy. made into a hotel and called Western House. At that time no streets, but a lane called "Lovers Lane" and plenty of mud, were in this neighborhood.

The house has changed hands frequently and was in a rather dilapidated condition when it was purchased at auction by Mr. Andrew Abrams in 1882, who made several changes.

Mrs. Abrams has lived in the old house for 52 years.



War and lost his life when the Cumberland was destroyed by the Merrimac.

In Bethel Cemetary stands a monument to his memory. Lenhart Post No. 63 G.A.R. was organized on May 22d, 1880, having a membership of 37. Mr. H. R. Yetman, Commander.

Later the house was bought by a Mr. John Turner, who owned a store in New York which on account of his union sentiments was burned down. As he had acquired a comfortable fortune he retired and came to Tottenville in 1863 and purchased the Lenhart property on Amboy Road, adding to and enlarging it. In 1873 he exchanged the Lenhart property for a residence in Brooklyn and the following year, 1874, purchased the residence on Washington Street, now part of Arthur Kill Road.

Bethel Parsonage situated at 7260 Amboy Road was built about 1851-1852. The lot was bought from Mr. A. C. Totten for 200.00. The first minister to occupy it was the Rev. John Fort. (Built by either Mr. Isaac Bedell or Mr. Israel Butler).

Opposite the Tottenville Library back of Mr. Arthur Decker's stores is still standing an old room about 110 years old. The original building was part of Uncle Bill Reckhows place where he kept a little shoe repairing shop. Mr. Decker has an old hand wrought copper nail about 6" long taken from the building when torn down.

Totten homestead near Bethel Church. Ephrian J. Totten was born in the old homestead in 1806 where his father, grandfather and great grandfather lived since the Revolution. In 1855 he pulled down the old home and erected that which now stands just back of the old site. The old farm occupied nearly the whole village of Tottenville



# Tottenville's Quality Row Described in New History

## Colonial Background Is Offered in Collection of Articles

THE story of old days gone by when the south side of Main street was Quality Row and Mrs. Aaron Van Name was a gracious and lovely hostess at her sumptuous residence on Bentley street is told in the history of colonial Tottenville entitled "Our Fathers Have Told Us—Tottenville, Facts and Traditions Told by Lovers of Their Home Town 1935," now on exhibition at the Tottenville Library, 7430 Amboy road.

Compiled by Miss Ella Wagar, branch librarian, illustrated with photographs by Mrs. Edmund Martin, a librarian, and typed by Mrs. Martin and Miss Dorothy Joline, children's librarian, the history enclosed in a loose-leaf folder, represents the first effort to accumulate family records, old photographs, and biographies of Tottenville's first families.

### Articles by Van Name

The glamorous days of the village at Staten Island's southernmost tip on Raritan Bay are recalled in several articles by Paul M. Van Name, 98-year-old resident of 121 Main street, Tottenville.

"My early recollections of our town as a boy of eight years," Mr. Van Name wrote, "was of the deep water captains who lived on Quality Street, now Main street. It was shaded on both sides with large trees. The street was kept in good condition by a continued coating of oyster shells."

"There existed a popular pride among the street people, their standing depending on whether they lived on the 100 per cent side or on the 50 per cent side. With that distinction, it was called Quality Row."

"Deep water sea captains resided there," he reminisced. The custom in those days was to meet at a place most central to talk and get the news of the day.

"The popular places were the old country grocery stores. One was at the foot of Main street owned by Wesley W. Totten, where one heard the talk of sea tales and stories around the store stove amid tobacco smoke like a fog."

### Articles By Miss DeHart

"Main Street and Bentley Street" the title of a section written by Miss Ada DeHart of 146 Bentley street, Tottenville, with stories also provided by Mr. Van Name, is a sparkling, vivid chapter of the nautical village's history.

"Before the advent of steam cars, the residents of the South Shore traveled by the side wheel style steamboat," Miss De Hart writes, "from Tottenville to New Brunswick, N. J., Rossville, Chelsea and Manhattan."

"About 100 years ago Main street was a woods," Miss DeHart said. "When the house of Isaac Bedell was erected there were only three houses on this thoroughfare. Mr. Bedell's property contained the only

morgue on the South Shore where victims of fatal accidents in the locality were taken.

"Next door to the Bedell home Joseph C. Windsor maintained a millinery shop more than 50 years ago. Ladies were glad to purchase hats from him, a courteous gentleman with perfect salesman technique," Miss DeHart writes.

"The house owned by the late Henry Levinson, now occupied by Mr. Emanuel and Miss Rosella Levinson was formerly a private school."

Another interesting landmark, Miss DeHart mentioned was the Joline homestead "built by David Joline about 100 years ago which was one of the show places on Main street, beautifully kept." The Jolines were grandparents of Miss Joline, children's librarian at the Tottenville Library.

### A Clam Chowder Yarn

"Hopping's" store located on the site of the Seguire, Runyan & Stiles Lumber Yard, was a typical country store. They kept everything from a shoestring to molasses and supplied vessels. A funny story connected with the store was that clam chowder was for sale but only on days when the wind was East as that was the only day the stove would draw."

"The little old ferryboat the 'Maid of Perth,' one of the tiniest vessels of its kind," Miss DeHart continues, "served Tottenville faithfully for many years and finally in sheer exhaustion sank in her slip."

Another old homestead was the Cornelius Dissosway mansion at 154 Main street, now occupied by Mr. and Mrs. William Wilson. "It was one of Tottenville's most beautiful residences. Its spacious rooms and French windows are most attractive. Passersby have paused to note its elegance when the lights have gleamed from within," according to Miss DeHart.

### Tells of Trip on 'Maid'

Mrs. Mabel Skimore of 7379 Amboy road, Tottenville, tells in her chapter on "Childhood Memories" when she came to Tottenville on the "Maid of Perth" as a child, the day President Garfield died.

The Morgan explosion in October 1918, is vividly described by Mrs. George P. Allen. Old photographs of the Hudson-Fulton celebration at Tottenville can also be found in the history.

Biographies and photographs of Dr. Walker Washington, the oldest practicing physician on Staten Island, and the late Dr. David Coleman and Dr. George Hubbard are included.

The establishment of Bethel and St. Paul's M. E. Churches, South Baptist Church, and Our Lady Help of Christians churches are also recorded with articles about the parochial school and St. Louis Academy. The founding of the Philemon Literary and Historical Society, Huguenot Chapter, Order of Eastern Star, and the restoration of the Conference House is related in the book.



from the district school to the city school, in Richmond Borough, was \$682,506.00.

Richmond Borough receives considerable notice in the Second Annual Report of the Superintendent of Schools, for 1900. William H. Maxwell, the City Superintendent, reported in that year that one person out of every 5.5 persons in Richmond was enrolled some part of the year in the public schools of this borough; in comparison with the other boroughs, stated Superintendent Maxwell, more children in Richmond and Queens attended the public schools in proportion to the population than in Manhattan, Bronx and Brooklyn.

The report contended, however, that the supervisory force in the borough was too large, indicating that there was no need in Richmond for two associate superintendents under the Borough Superintendent.

TABULATIONS IN 1900 AT THE DAWN OF THE CENTURY  
from the Superintendent's Report.

Population of Borough	School Pop.	Total Net Enrollment pupils 4-21 yrs. old	Average Daily Attendance
67,021	15,068	12,219	7,877
No. of Licensed Teachers employed during the year		No. of H. S. Depts.	No. of Instructors in high schools
260		3	11
No. of Elementary Schools		No. of Evening Schools	No. of Truants
Brick	Frame	Total	
10	21	31	501

High School Enrollment Compared

1899	1900	Per Cent of Increase
314 pupils	404 pupils	28%

The Superintendent's report observes that the first graduation from Manhattan high schools was held June 1900. A pointed comment is made that graduations in Manhattan, Bronx and Brooklyn were made as a result of school examinations made out by instructors, while in Queens and Richmond the pupils were required to take Regents Examinations to satisfy graduation requirements.

Elementary schools in Richmond Borough graduated 209 pupils, declares the Superintendent, "183 of whom intend to enter high school," this being an average of 87% of the graduates of eighth grades for the year 1900.

The serious teachers' salary situation is shown in the Superintendent's reference to the time when the Richmond teachers received no salary at all from September 30, 1899 to the middle of January, 1900. This was due to inequalities and discrepancies in the law, and to the fact that salaries and regulations were

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As I, Mary C. Hillard, look upon the Tottenville of my girlhood, impressions of great simplicity seem to be most lasting. There was no hum of industries on the New Jersey shore. The local Copper Plant was not here. The atmosphere seemed pure and clean. The trees and old gardens were more luxuriant. We had lovely pine woods, and beautiful woodlands in which in early spring we picked arbutus, white and purple violets, laurel and wild magnolia. There were even pond lilies. Fields and fields of buttercups, daisies and clover for youngsters to walk in, and just grow. The main industry was oystering. The old residents were very proud of their streets paved with shells of opened oysters, which were perfectly dreadful when freshly strewn, but made a good hard surface when thoroughly crushed, and which echoed to the thud of the draught horses and those more finely trapped.

Our men of that day were also very proud of their shade trees which they planted along the sides of the street and so carefully cared for them, from the cribbing houses as well. Their maple trees and horse chestnut were a towering beauty, and what a mistake it has been to slaughter them for commercialism.

Main Street and the shore line from Rossville down boasted of some fine old homes of Colonial type. On the Sabbath Day out of these old homes on Main Street trooped descendants of early settlers bearing such names as Sprague, Van Name, DeHart, Manee, Patten, Rutan, Joline, Bedell, Dissosway, Wood, LaForge, Simonson, Butler, Totten, Hopping, Winant, Drake and others. There were two churches. The population consisted mostly of Protestants, there being one family of the Jewish Race and only three Catholic families. When a daughter of one of the oyster barons appeared in church with a new sealskin coat (there being no Hudson Bay Seal then) or new diamond earrings or



determined by each school board, no two having the same salary rates. Richmond had 19 separate school boards which made the situation more confusing. The passage of a special law by the legislature relieved the dire straits which the often poorly paid Richmond teachers faced, and the adoption of the Davis law, applicable to the entire city, ultimately and permanently improved a grave situation, which had originally arisen as one of the problems of the district school carry-over into the Greater City consolidation.

Finally, in his report, the Superintendent stated, "the most pressing need of Richmond is for a high school building at St. George, to receive the three small high school departments now established in three separate schools in different parts of the island."

Regarding other buildings, he reported an addition to No. 11, Garretson's, of two rooms, with 90 seats; two rented buildings opened for P. S. 30 and 31; additions either in course of construction or authorized for P. S. 6, Rossville, of four rooms, with 180 seats, P. S. 12, Concord, four rooms, 180 seats; and P. S. 20, Port Richmond, addition of 3 rooms, with 150 seats.

"There is . I believe", said Dr. Maxwell in his report forty-two years ago, "a great necessity for schools that will teach trades." Thus, early was the Trade School program recommended.

While commending manual training and other special home or shop work in most of the boroughs, Dr. Maxwell pointed out that "Richmond is poorly supplied with special teachers of drawing," and furthermore, that there was a great lack in other fields, no girls being taught either to sew or cook, and none of the schools having shops for boys, this in sharp contrast to other boroughs.

The Directory for 1907 shows George L. Egbert (the Hatter) of Tompkinsville, Chairman of the School Board for District #45. He was first appointed in 1902, and has been continuously a member since that date, except for a brief interim during one of the Lynch administrations. James T. Rourke was secretary of the board in 1907, and other members were Mrs. George William Curtis, Mrs. R. T. S. Lowell, and Dr. Edgar D. Coonley.

Samuel M. Dix of Stapleton, was chairman of School Board #46, his associates being Mrs. Anna M. Davis, Mrs. Parke J. White, James H. Clark, and Gilbert S. Barnes.

Darwin H. Bardwell was superintendent of schools for Richmond Borough. We were represented by two members on the New York Board of Education, Arthur Holl- ick of New Brighton, Director of the New York Botanical Gardens, and Charles H. Ingalls, also of New Brighton.

The growth of the school system in Richmond Borough was rapid, with new school buildings, increased teaching staff, and an enlarged curriculum. In 1913 there were thirty-four schools; in 1924, thirty-eight; in 1927, forty-five. The depression of 1929 and after, removals from the Island, and declining birth rate, caused a drop in school registrations. The all-time high for this period was reached in 1937 when fifty public schools were listed, including five high schools. Thereafter the registrations dropped sharply, there being only thirty-four elementary schools listed in 1942.

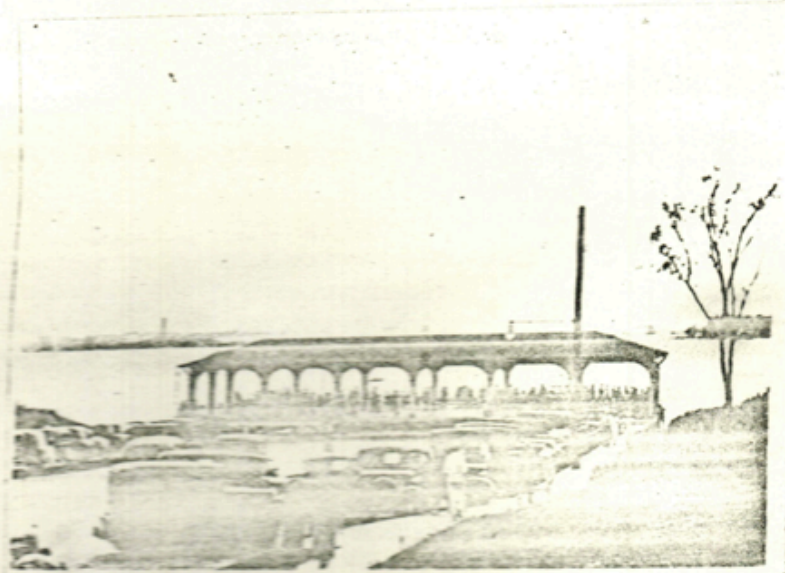


for the Sunday School department. One S.S. chorister, Mr. Richard Christopher, served for 50 years and is still able to lead a song service heartily.

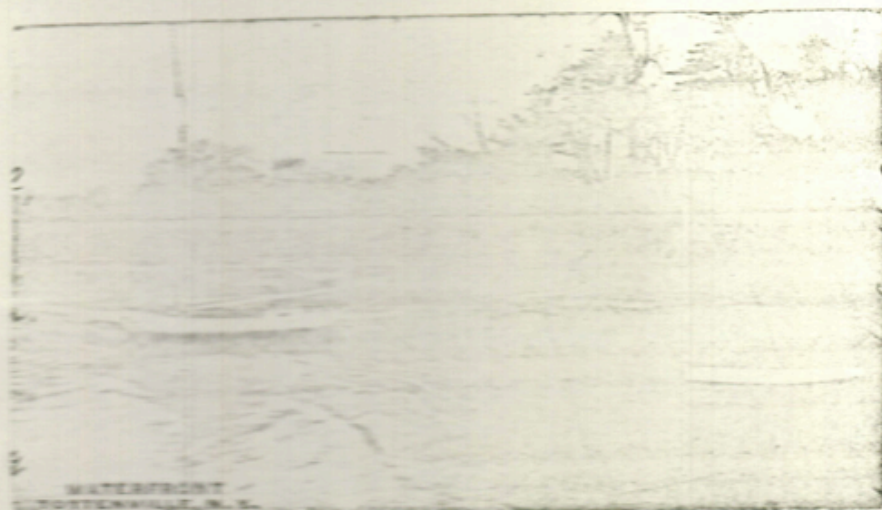
Mr. Paul Van Name, the oldest member of the church at date also served as a wonderful church recording secretary until his 95th year.

St. Paul's has had a long eventful record of 75 years activity, loyal and willing workers who laid the foundations broad and deep. May the present and coming generations carry on this work as faithfully as those who have gone to their eternal reward!





PAVILLION  
FOOT OF HYLAND BOULEVARD

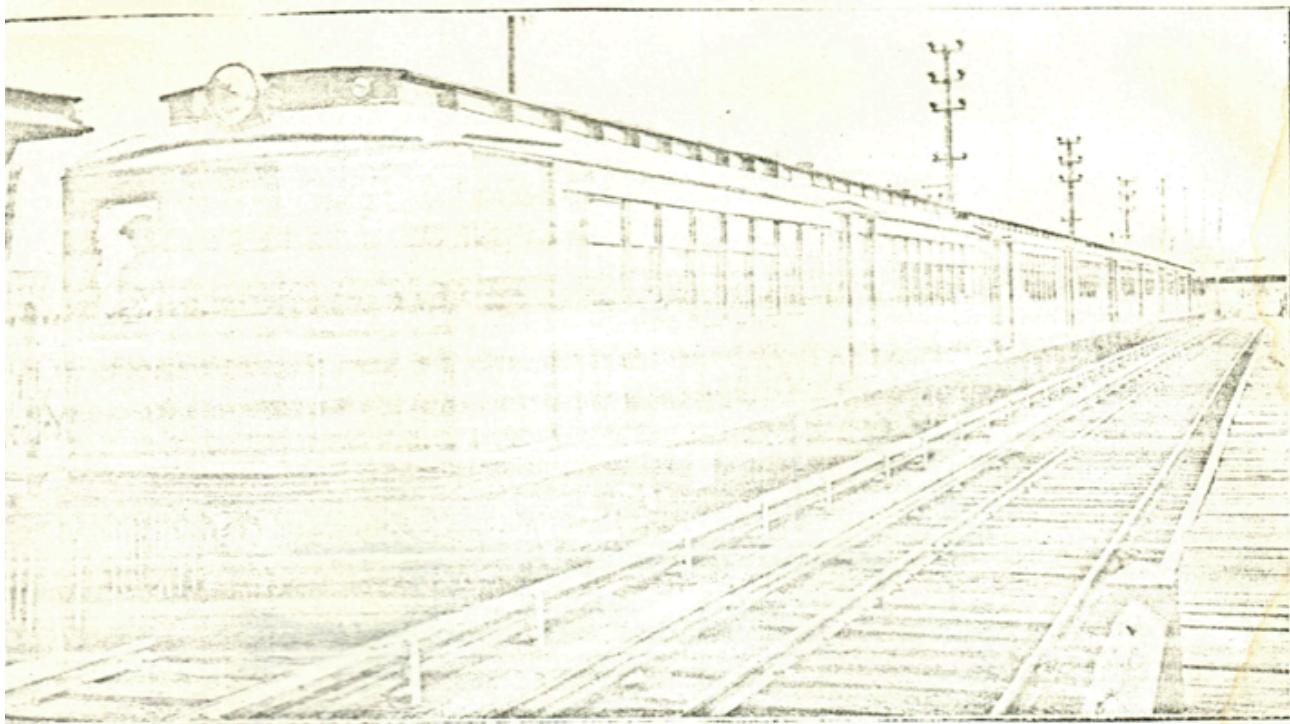


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#### Passenger Service

Prior to June 5, 1925, passenger service on the Staten Island Rapid Transit Railway Company was operated by steam. Effective June 5, 1925, the South Beach Division of the Railway Company was completed for operation by electricity. On July 2, 1925, the line between Clifton and Tottenville was put in operation for electric service, and on December 25, 1925, the North Shore Division was completed and put in operation for electric service, which made a complete electrified system for passenger service on the Staten Island Rapid Transit Railway.

There is at present in service ninety standard steel electric motor coaches, and ten steel trailers, making the total equipment in passenger service 100 cars. These cars are built according to the latest design and are equipped with all the latest devices and facilities. They have side doors and end doors. They were built according to designs which will enable them to be used in subway service, provided a tunnel is constructed between Staten Island and Brooklyn as contemplated.

In electrifying the road it was necessary to practically rebuild the entire line. A new signal service was installed, new rails, cross ties and other rail equipment, and at present the Staten Island Rapid Transit Railway is practically a new railroad in every respect.

In addition double track was constructed between Pleasant Plains and Princes Bay, with the result that at the present time the entire system is double tracked for passenger service.

With the inauguration of electric passenger service train schedules were readjusted and at the present time passenger trains connect with all ferry boats at St. George. Running time has been improved by which patrons are able to commute quicker, and in addition express trains are operated which further reduce running time.

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# Governors Will Meet in Span Center to Snip Ribbon and Link States

Governors Who Will Dedicate Bridges



Gov. A. Harry Moore



Gov. Al Smith

## Ceremonies Will End in Tottenville

Thousands of Residents  
Will Attend the  
Exercises

### MANY CARS IN LINE

South Shore Celebrities  
to Play Big  
Role

Thousands of South Shore residents will observe the dedication tomorrow afternoon of the Outerbridge Crossing. The ceremony attending the completion of the great steel bridge linking Tottenville and Perth Amboy will be the most elaborate of the kind ever attempted in the east. The exercises will follow a similar dedication earlier in the afternoon of the bridge between Howland Hook on the North Shore and Elizabeth N. J.

In both instances, South Shore leaders in business, civic, fraternal and social life will play a prominent part, but the principal roles are to be assumed by Governor Al Smith of New York and Governor A. Harry Moore of New Jersey whose presence as executive heads of neighboring states will serve to weld cordial relations between former "yet-so-far" communities as the bridges will act as the first physical links.



## Rites Tomorrow

(Continued from page 1)

D. Sterner, chairman of the Goethal's Bridge programme, has appointed Royal H. Smith, John B. Robertson, Vincent J. McCormack and Walter R. Rummage as marshalls of the parade.

## Lynch to Head Parade

Honorable John A. Lynch will ride with this parade, which will include nearly a thousand cars, participated in by practically every civic, fraternal, social, political and church organization on Staten Island.

Boy Scouts, under the direction of Scout Master Joseph Carstang and the various Scout Masters, will act as guards and escorts along the entire line of march.

The parade will take the following route: Richmond Terrace to La Fayette Avenue, to Henderson Avenue, to Bard Avenue, to Castleton Avenue, to Jewett Avenue, to Post Avenue, to Richmond Avenue, to Richmond Terrace, to South Avenue, to Washington Avenue and thence to Goethal's Bridge.

At the bridge a grandstand has been erected for the speakers, and special accommodations for the audience.

Adequate police escort and patrolling have been arranged for through Captain Ferri of the 66th Precinct at St. George. Motorcycle escort will precede the parade.

Arriving at the Bridge, the ceremonies will start at one o'clock, with Frank B. Sterner presiding. The Police Department Band and the Street Cleaning Department Band of New York City, will furnish music. Speakers to be heard on this programme include Frank B. Sterner, Hon. John A. Lynch, David S. Rendi, Thomas C. Brown, Anning S. Prall, Frank S. Gannon, Mark W. Allen, C. Ernest Smith, Thomas F. Cosgrove, and Thomas J. Walsh.

## Governors to Come on Boat

At one-thirty the Port of New York Authority programme will be appended to the Staten Island ceremonies.

The company numbering about 1500 speakers and distinguished guests will leave the foot of Christopher street, Manhattan, at 11:30 A. M., in the Lackawanna ferry, "Ithaca", stopping, en route, at the Lackawanna terminal at Hoboken, and arriving at the Bayonne ferry, Port Richmond, at about one o'clock. Luncheon will be served aboard.

In this party will be Governors Smith and A. Harry Moore, former Governor George S. Silzer of New Jersey, chairman of the Port of New York Authority, and many other notables.

Borough President John A. Lynch will welcome this party to Staten Island and will escort them to Goethal's Bridge where the ceremonies will immediately get under way for the Port Authority's share of the day. Mr. Silzer will act as

## Smith to Cut Ribbon

At two o'clock the white ribbon, stretching across the entrance to the bridge, will be cut by Governor Smith, whereupon the official party, consisting of twenty-five Duane cars and thirty motor buses, will drive across the 8500 feet of bridge, into Elizabeth.

Station W O R will broadcast the Goethal's Bridge ceremonies. A citizens committee of more than three hundred men will serve with Mr. Palmer and Mr. Sterner at this programme. Mrs. Grace White Hannon will sing "The Star Spangled Banner" and the Reverends Pascal Cannon Harrower, and Thomas J. Heafy will pronounce the invocation and benediction.

It is expected that many cars participating in this Goethal's Bridge dedication will, upon the completion of its ceremonies, motor to New Dorp to join the Outerbridge Crossing group.

Continuing with the official party, now across Goethal's Bridge, at 2:30 the programme of New Jersey's first participation in the day's events will begin. Here, joining unto the local ceremonies on the bridge's plaza, Station W I B S will broadcast a spirited programme participated in by the two Governors, Mayor John F. Kenah, of Elizabeth and Senator Arthur N. Pierson, representing Union county.

From Elizabeth, the motorcade will travel to the plaza of the Outerbridge Crossing bridge at Perth Amboy, where, at 3:45, dedication ceremonies will again be in order. WOR will broadcast this programme, with Mayor Frank A. Dorsey of Perth Amboy, and Senator Morgan F. Larson, of Middlesex county, supplementing the main addresses by Governor Moore and Governor Smith.

At 4:15, the ribbon at Perth Amboy will be parted by Governor Moore, and the party drive across this more than 10,000 feet of river span.

## Official Party Here at 4:45

The official party will arrive at the Tottenville plaza at 4:45, where, half an hour earlier, Staten Island's local celebration, under the chairmanship of Augustus Marscher, will have gotten underway. The Port Authority's share of this programme will include speeches by the two Governors, Commissioner of Plants and Structures Albert Goldman, who represents Hon. James J. Walker on Wednesday, and E. H. Outerbridge, for whom this bridge was named and who was the first chairman of the Port Authority.

At 4:45 the guests in the Port Authority party will leave for the St. George ferry, and Manhattan. Meanwhile, at three o'clock, in New Dorp, the Outerbridge Crossing celebration will get into action with a motor parade, expected to include nearly a thousand cars. The parade will form on New Dorp lane between Amboy road and Hylan Boulevard at 2:30, and will proceed promptly at three o'clock.

## Bated Civil Service

taten Island, New Jersey, and a spirited body. The Port of New York Authority, stand with it might be termed a bated, le breath, in readiness for this nt. In importance of the results of the two sovereign States, to the organization that has ight these bridges to fulfill- nt, the event has perhaps never ore been equaled. The opening these bridges means a vital ckening to the commercial, ic and community growth of h Staten Island, a subdivision the City of New York, and to w Jersey, while to the Port of w York Authority, to whom the at task of building the bridges s entrusted, it means the of- al recognition of a gigantic task engineering and architectural uty.

n Staten Island, first at Geo- l's Bridge at Howland Hook, later at Outerbridge Crossing, Tottenville, local celebrations e been arranged, each starting a half hour ahead of the arrival the official parties which include ernor Alfred E. Smith and ernor A. Harry Moore of New sey.

## Palmer General Chairman

Harry J. Palmer, general chair- n of the Celebration and repre- ting Borough President John Lynch, has had two highly ef- nt co-chairman in the arrange- nt of these celebrations, with esult that the bills of entertain- nt display a splendid Island- le participation and a complete uring of the stubborn lines of re versus shore, long a bugbear Staten Island's progress.

he Bridge Celebration belongs every man, woman and child on ten Island, and to the neighbors friends of every one of us. dit for the bridges is not due individual nor any particular anization. Agitation for a lge between Staten Island dates far back as shortly after the se of the Civil War. Men of ions, of those days, saw the mndous span of progress and mununity intercourse to be found hat grand arch against the es of the future. To every man woman who, in the passing of rs, has given thought, activity, prayers, perhaps, to this pro- remembrance is due now. h the two bridges a reality. apared to the magnitude, and vast effect upon the lives of brothers of tomorrow, temporal dit, to individuals or organiza- is, becomes a petty, unneces- y gesture. We must all join in dg spirit of gratitude, as hav- been factors, perhaps, in bring- this undertaking to reality.

taten Island's celebration starts 12:30, noon, on Wednesday, n the motor cavalcade sets in- motion, at Borough Hall, Frank

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The route will be along Amboy road to Main street, Totenville, to Craig Avenue, to Hylan Boulevard, to Nelson Avenue, Great Kills, to Gifford's Lane, to Arthur Kill road, to the Bridge Plaza. Arrived at the Plaza, all cars will be parked along Arthur Kill road, past the bridge, as it is not possible to have them elsewhere.

At 4:15 the programme at the Outerbridge Crossing will start, with Chairman Marscher in charge, and L. R. Koenig and Robert Lindsay serving as associate chairman. The speakers of this portion of the programme will include David S. Rendt, Henry W. Bridges, Louis A. Koenig, Assemblyman William L. Vaughan and Augustus Marscher. With the arrival of the official party, the Borough President who, with General Chairman Mr. Palmer, will have accompanied the party through Jersey, will add his personal tributes to the list of well-wishers.

The women of the south shore, who have played so spirited a share in activities attendant upon the realization of the Outerbridge Crossing, will be given special and gallant recognition during these ceremonies, while the Marscher committee will bring their celebration to a fine climax with a banquet at the Elks Club House in Oakwood Heights at 7:30 Wednesday evening.

#### Include Much Territory

Meanwhile, it has been the aim of the General Chairman of the celebration to include as much of Staten Island's territory as possible in the various parades of the day. Mr. Palmer has attempted to bring to the very doorsteps of our citizens the cavalcade of men and women who are joining in this fine demonstration on Wednesday. The official party, upon its arrival at Port Richmond, will take the following route to Goethals' Bridge; Richmond Avenue to Morningstar, right on Morningstar, left on Prospect, left on Van Pelton, right on Washington Avenue, to the Bridge.

The entire celebration has been sponsored by an executive committee, representing the various interests most closely attuned to the achievements and its significance. This committee includes Col. John Byrne, C. A. C., representing Governor Smith, Colonel High A. Elly, Jersey City, representing Governor Moore, Harry J. Palmer, Port Richmond, representing Borough President John A. Lynch, Frank Travers, Elizabeth, representing Mayor Kanah, Miles W. Comer, Perth Amboy, representing Mayor Dorsey, John E. Ramo, chief executive officer, Billings Ilson, deputy manager, W. J. Bucher, engineer of construction, Percy Cumberland, acting general superintendent, and L. J. Seife, director of Public Information.—the last five from the Port New York Authority.

Borough President Lynch has closed Wednesday afternoon, with a legal holiday.

It would seem that it is, truly, that—a day among holidays!

### Lions Take Honors as Float Decorators

Win Cup for Best Dressed in Line  
of March

The Lions Club of South Shore won the cup for the best decorated float in the Bridge Celebration parade on the South Shore.

It was a beautiful float, atop which rode "Miss Lion," in other words Miss Eva Adams, winner of the South Shore Lions' recent popularity contest, with her ladies in waiting. On her right sat Miss Edna Dunnigan, on her left Miss Margaret Hoffman. The other ladies in waiting sat in a semi-circle at the front of the float, while Adelaide Schwerd and Lucy Blythe were lovely little nymphs in fairy-like yellow gowns made by Mrs. Elder and Mrs. Oates.

"And the green grass grew" all over the float with a beautiful trellis covered with real roses over the throne of "Miss Lion" and a huge arch at the back.

The sides were in purple and gold with "Miss Lion" written in black letters, while a sign on the back read "South Shore Lions Club."

It was a very handsome float.

### Mother of Bridge Returns for Celebration

Mrs. Marian Webb Cleveland  
Gets Back Just in  
Time

The "Mother of the Bridge," Mrs. Marian Webb Cleveland, arrived from California just in time to join in the grand celebration Wednesday. Word was received from her before she left California that she would get here in time if she had to come by aeroplane and as a matter of fact arrived just a few hours before the ceremonies began.

It was a great day for her, who had gone a few years ago over to Trenton and sat on the steps of the capitol until she gained an audience with the New Jersey legislature. She too took the trip up to Albany to watch Governor Smith sign the Bridge Bill and brought back the pen with which he signed it.

Mrs. Cleveland has "mothered" many good causes for Staten Island. She has been greatly missed on the South Shore since she took up her residence in California and it was a royal welcome that she received upon her arrival here Wednesday. After the ceremonies she emerged from the grand stand with a huge bouquet in her arms, the gift of the committee. The Borough President sighted her as she came down the steps and ran