

TOTTENVILLE IN RETROSPECT

By

Benjamin Franklin Joline



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## THE VILLAGE IS NAMED TOTTEENVILLE

By the year 1860, the village, later to be known as Tottenville, was rapidly expanding to the north and east, nearer transportation facilities. We learn, mostly by tradition, that all of that part of the Town of Westfield lying south of the Richmond Valley line was classified as The Neck, and that, on this extreme southern point, were located a number of small communities. The most important seems to have been known as Bentley, a name honoring Captain Christopher Billop's vessel which sailed around Staten Island.

In colonial days, the Amboy Road was the only highway through this territory. It ended at the Arthur Kill ferry opposite Perth Amboy. At the beginning of the 19th century, side streets were issuing from the main artery, and, by 1860



Bentley and Totten streets were recognized as the center of the village activities. The Bentley Dock and Totten's Landing were rivals in popularity.

By this time, the Staten Island Railway was running to Vanderbilt's Landing (Clifton), and the steam ferry to Perth Amboy was in operation. Also, the New Brunswick - New York steamboat called daily for freight and passengers. Oyster beds, ship yards, and farming furnished employment for most of the inhabitants. The prosperity and importance of the place was indicated by the many comfortable homes which had been constructed by its thrifty population.

#### BENTLEY POST OFFICE

Some time during the long reign of the Democratic Party from 1829 to 1861, the Bentley Post Office was established at the lower end of Bentley Street, presumably in the home of Mr. George Cole, who was named as Post Master. It is said that he died soon after his appointment, and that his widow continued to fill the office until the change of administration in 1861. Opinions differ as to whether the name of Bentley was generally used in the village, and no authoritative data of a convincing nature has been found regarding this point.

#### THE TOTTEENVILLE POST OFFICE, 1861

The victory of the Republican Party in 1860 provided an opportunity, not only for the Republicans to choose a new Post Master, but also for the selection of a new name







for the Post Office. The proposal of any change in the prevailing name, of course, provoked opposition from the defeated Democrats, while the Republicans were split by two factions within their own ranks. Stephen D. Arents, a sail manufacturer with a loft near the foot of Totten Street, launched a campaign for the name, Arentsville, while the Totten family, backed by a large number of Republicans, sponsored that of Tottenville.

My father used to tell me about this controversy. He said that people took sides, neighbor against neighbor, and friend against friend, with general discord ensuing. In the heat of the campaign, the Arents family published a newspaper, The Arentsville Times, in support of their claims. Both parties swung banners across Totten Street, one for Arentsville, the other for Tottenville.

Of the two families, the Totten family was, by far, the more influential. They settled on Staten Island in the latter part of the 18th century, owned considerable property, and were identified with commercial enterprises such as Totten's General Store and Totten's Landing. Also, the main street of the town was already named after them. With all of this prestige and their strong Republican backing, they easily won the contest, and the new Tottenville Post Office was established in 1861. Presumably, Samuel Hopping was the new Post Master and the post office opened in his grocery store on Totten Street, opposite the railroad station.



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thrill of watching new vessels slide down the ways  
crowds of people from all walks of life to the scene.  
vantage places on shore, others, more daring,  
off with the ship.

'Build me straight, O worthy Master!  
Staunch and strong, a goodly vessel,  
That shall laugh at all disaster,  
And with wave and whirlwind wrestle!"

.....

Then the master,  
With a gesture of command,  
Waves his hand;  
And at the word,  
Loud and sudden there was heard,  
All around them and below,  
The sound of hammers, blow on blow,  
Knocking away the shores and spurs.  
And see 'she stirs'  
She starts - she - moves - she seems to feel  
The thrill of life along her keel,  
And, spurning with her foot the ground,  
With one exalting, joyous bound,  
She leaps into the ocean's arms!

And lo! from the assembled crowd  
There rose a shout, prolonged and loud,  
That to the ocean seemed to say,  
'Take her, O Bridegroom, old and gray,  
Take her to thy protecting arms,  
With all her youth and all her charms!'

How beautiful she is! How fair  
She lies within those arms, that press  
Her form with many a soft caress  
Of tenderness and watchful care!  
Sail forth into the sea, O ship!  
Through wind and wave. right onward steer!

CHAPTER IV

IN THE MARTS OF INDUSTRY AND TRANSPORTATION



Two ship building yards and five marine railways also contributed much to the early development of the town. These enterprises occupied suitable water fronts located, shoreward, from the foot of Johnson Avenue to, and including, Ward's Point.

#### THE ELLIS SHIP YARD

The first ship building business, of record here, was founded by Jacob Ellis, son of Captain Cornelius and Bealy (Butler) Ellis of Huguenot, Staten Island, some years before the Civil War. It was located near the foot of Main Street, and here vessels of many kinds, including large schooners, pilot boats, yachts, tugs and barges were built and commissioned. Ship carpenters, iron workers, sail makers and other artisans found steady employment. The blacksmith shop of A. E. Rolle, on the southern side of the property, and the sail loft of Stephen D. Arents on the northern side, provided final sailing equipment.

For four or five decades this firm enjoyed the reputation of building some of the finest boats on the entire eastern seaboard. By the end of the century the use of steel, for the construction of hulls, became so general that builders of wooden vessels were slowly forced out of business.

Jacob Ellis lived at the corner of Washington Street and Butler Avenue, Totterville. His wife, Sarah, was a charter member of the South Baptist Church, 1859. They had

two children, a son, Hampton, and a daughter, Sadie E.

### THE BROWN SHIP YARD

This was located on the shore of the Sound where the Amboy Road ends. A channel thirty feet deep lay close to the beach, facilitating the launching of deep draught vessels.

Brown's first contract was for a large ocean-going tug boat for Captain Cornelius C. Ellis. This powerful vessel made history by towing huge rafts of lumber from Nova Scotia to New York. Her name was the "Cyclops". He also built harbor tugs for the Moran Towing Company, salvage boats for the Merritt Wrecking Company and many other types of craft, including the schooner "J. J. Cluett" for Doctor Grenfell's Labrador Mission.

Alfred Christopher Brown, "Chris Brown" as he was familiarly known, came to Tottenville from Tranquility, New Jersey, and was first employed by the Ellis concern. He made his home on Bentley Street and had six sons and two daughters. His sons followed him in the boat building business, eventually changing the firm's name to A. C. Brown and Sons. Like the Ellis Company, it, too, was forced to close by the end of the century.

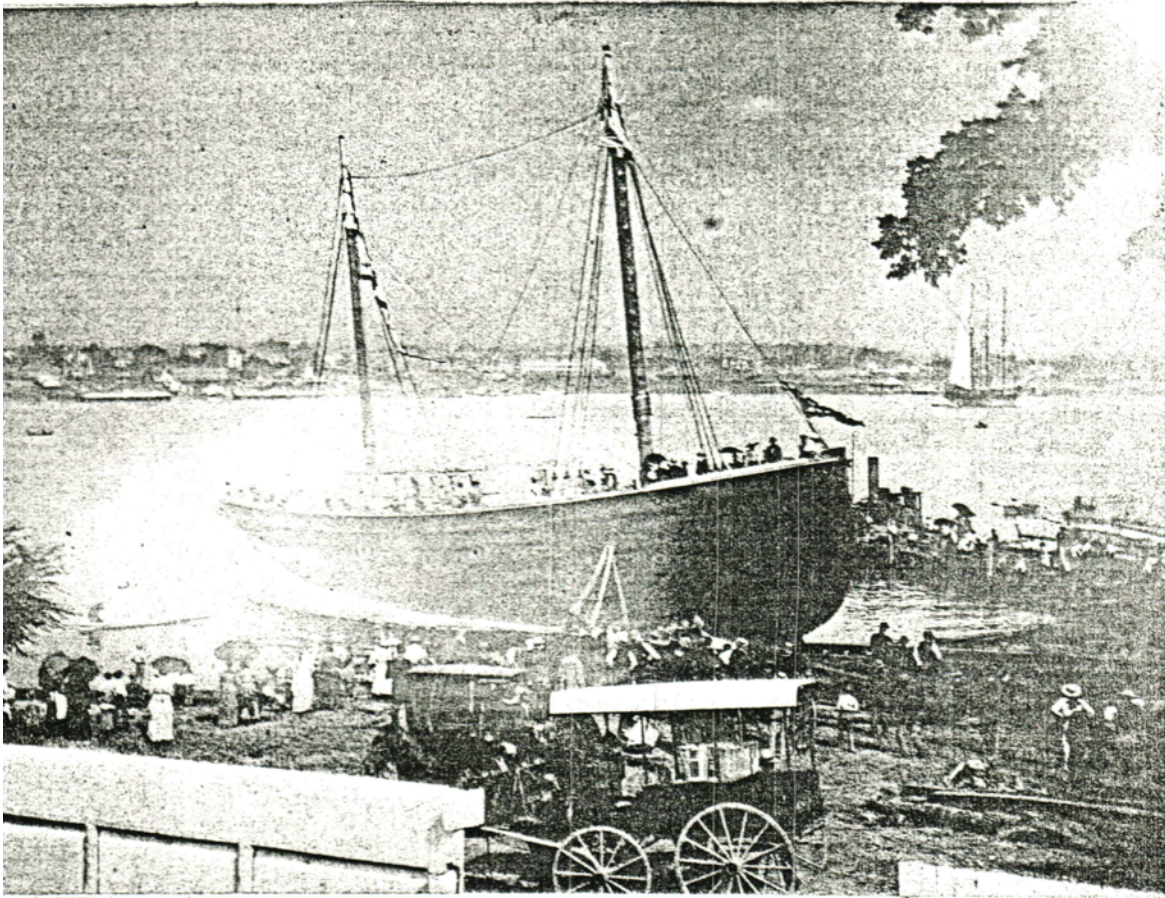
### MARINE RAILWAYS

These devices consisted of two sets of iron wheels, mounted on parallel tracks extending out into deep water. On these wheels were racks or cradles sufficiently large



to hold any one or two of the local flotilla. At high tide this contraption was lowered until it became sufficiently submerged to allow sloops or small schooner, to be floated into the cradle, where they were secured and tediously drawn out to dry land by a horse operated windlass. Here the boat rested until the job of overhauling was completed.

Five of these service stations were kept busy during the open season. They were operated by William Henry Smith at the foot of Johnson Avenue, James Sleight, Felches, James Rutan and David C. Butler on Ward's Point. Mr. Butler's residence was also on the Point. All traces of these old landmarks have long since been washed away by the tides and winds.



LAUNCHING OF THE SALVAGE TUG "RESCUE"  
Built for the Merritt Wrecking Company

By

A. C. BROWN & SONS

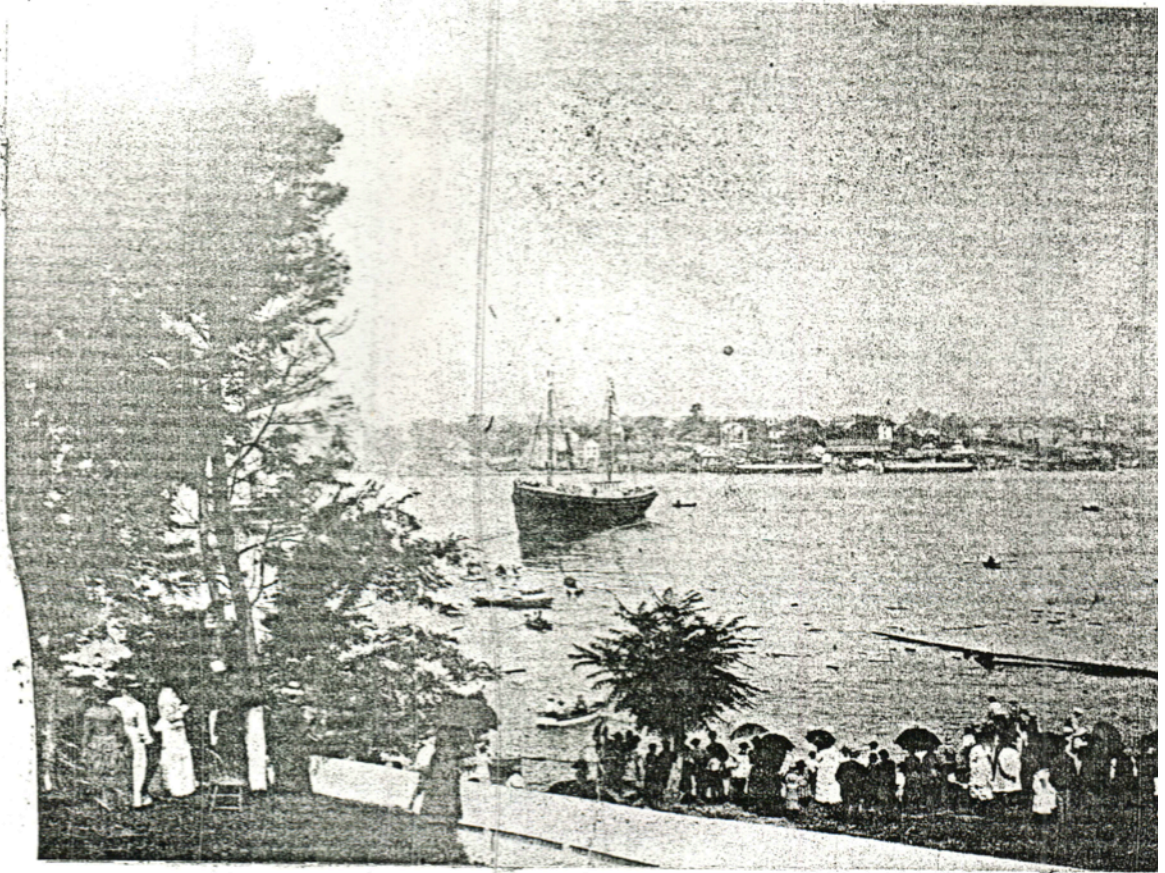
Tottenville, Staten Island

New York

- 1877 -

Photograph loaned by  
Mrs. Minnie (Ellis) Quimby





THE SALVAGE TUG BOAT "RESCUE" (After launching)

Built for the Merritt Wrecking Company

By

A. C. BROWN & SONS

Tottenville, Staten Island

New York

- 1877 -

Photograph loaned by  
Mrs. Minnie (Ellis) Quimby



## DEEP WATER SAILORS

During the 1840's, 50's, 60's and 70's, a fleet of three masted schooners, carrying on trade with Europe and the West Indies, found a safe and convenient anchorage in the quiet waters of the Kill von Kull, between the Port of Perth Amboy on the Jersey side and the little village of Bentley on the Staten Island side.

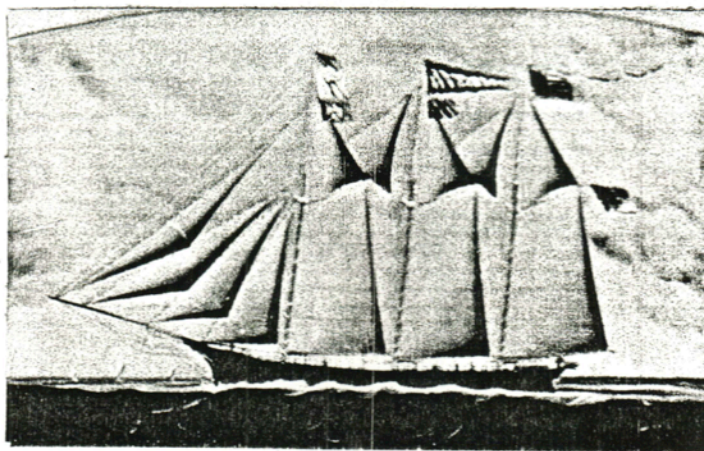
Many captains of these vessels were well-to-do and made their homes on the Island. Those living on Main Street were Captains Benjamin Warford, Abram Wood, James Sprague, Cornelius Dissosway and Adam Lyons. Others living nearby were Captains Cornelius C. Ellis, William Irving, Job Derickson, Abel Martin, Daniel Dissosway and John W. Russel.

The "J. Simonson" and the "Sunny South", shown on the following pages, are typical of these sailing vessels.



MAIN STREET IN THE EIGHTIES ("Quality Row")  
Homes L. to R. - Captain Adam Lyons, Captain Cornelius  
Dissosway, Dr. George C. Hubbard and the Lamond house.





THE "SUNNY SOUTH"

This three master was built at the Ellis Ship Yard in Tottenville, in 1873, for Captain Job Derickson.

She made many voyages to European and West Indian ports and was finally lost by hurricane, in the Caribbean Sea.

After the loss of his vessel, Captain Derickson retired from his life at sea. He opened a large general store in Tottenville and was Postmaster there for six years.

Job Derickson married Mary A. Wentz of Camden, N. J. He built his home on the Arthur Kill Road, at the foot of Yetman Avenue. They had four children, Emma K., Edward F., Mary E. and William J. Derickson.

He was a member of the Huguenot Lodge #381, and of Saint Paul's Methodist Episcopal Church. He died in 1914.



CAPTAIN IRVING



WHEREAS  
WE HAVE LEARNED THAT OUR BROTHER  
**WILLIAM R. IRVING**

Captain of the *Auguinet Lodge No. 381* Schooner, J. M. Richards, did on the 19<sup>th</sup> day of January 1869, in the providence of God and at the risk of his own life, save from death our Brother, Captain Lyvere, his wife, infant and the entire crew of the ill-fated schooner William Severe, which was in sinking condition at the time, and went down fifty five miles at sea. Lat 37. 15. Long. 74. 55. Therefore be it

**Resolved,** That the thanks of *Aguahonga Lodge*, No. 685, F. and A. M. are due, and hereby tendered to our worthy Brother William R. Irving, for his manly, noble and heroic conduct, which has endeared him not only to those around but to the Craft wherever he is known, and we offer our congratulations to *Auguinet Lodge*, which may well be proud of such a member.

**Resolved,** That a copy of this resolution be forwarded to Brother William R. Irving and one to *Auguinet Lodge*.

Willis Boston

Secretary

Charles Henry King 320.

Master.

WHEREAS

We Have Learned That Our Brother.

WILLIAM R. IRVING

of

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RESOLVED, That the thanks of the Aquahonga Lodge, No. 685, F. and A. M. are due and hereby tendered to our worthy Brother William R. Irving for his manly, noble and heroic conduct which has endeared him not only to those rescued but to the Craft wherever he is known, and we offer our congratulations to Huguenot Lodge which may well be proud of such a member. - - - -

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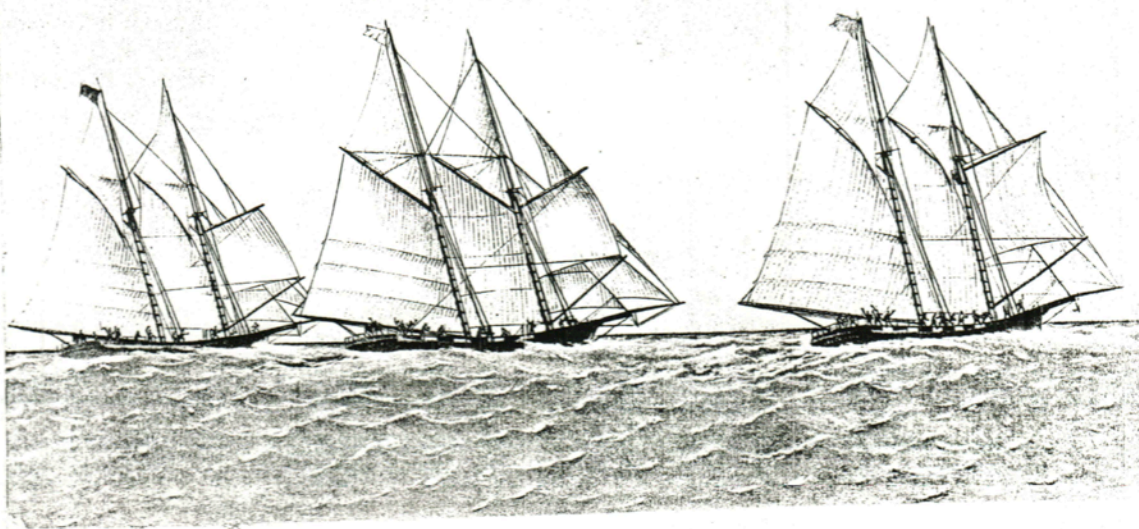
Charles Henry King 320  
MASTER

Willis Barton  
SECRETARY



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At the risk of his own life, Captain Irving saved Captain Lyvere; his wife, infant, and the entire crew of the ill-fated schooner William Severe which was sinking at the time and went down fifty-five miles at sea.



### THE GREAT OCEAN YACHT RACE

Between the Henrietta, Fleetwing & Vesta  
The "Good Bye" to the Yacht Club Steamer "River Queen" 4 miles  
East of Sandy Hook Light Ship, December 11, 1866.

"Second only to the matches for the America's Cup in yachting were the four Trans-Atlantic contests for large schooners between 1866 and 1905. The first of these stirring events was a match of \$30,000 a side between James Gordon Bennett's "Henrietta", Pierre Lorillard, Jr's "Fleetwing" and George and Franklin Osgood's "Vesta, sailed in December 1866.

All three yachts encountered typical North Atlantic weather and the Fleetwing lost six men in mid-ocean. The Henrietta, on which Mr. Bennett sailed as the only owner in the contest, was the first to finish, although the smallest boat of the three." (From Sailing Craft, page 6.)

The Fleetwing's time was fourteen days, six hours; second to finish, and the Vesta came in last.

The illustration is by Currier and Ives, 1866. The Fleet-



wing is shown at the leeward end of the group.

The wave that swept the deck of the Fleetwing carried with it two of Tottenville's promising citizens, Captain Charles Mortimer Hazelton and David Wood. Monuments to their memory were erected in Bethel Cemetery.

#### ENTER, THE SUCCULENT OYSTER

Following the long struggle for American independence and the establishment of the republic, it was but natural that a restless and enterprising people should have sought to better their condition. Prosperity in that day was, indeed, just around the corner. Millions of acres of virgin land stood ready for the plow, and thousands of hands, eager to return to peaceful pursuits, stood ready to plant and harvest the crops for which there were profitable markets at home and abroad. New industries, new discoveries and inventions, were certain to follow in the wake of an expanding economy. The cities were growing, wealth was accumulating, the provincial gradually yielding to the urbane.

With the changes incident to growth and prosperity, came a change in the dietary. Having an abundance of everything, Americans no longer ate to live merely, but to make living more enjoyable. The dining room was the center of attraction for family and guests. What more conducive to good conversation than good food, well served? So, it followed that the hostess was known by the table she set; the *matre d'hotel* by

of Keyport and Amboy.

Seed oysters originate in spawn carried by the tide. The spawn contains myriads of spats, so tiny that they are scarcely discernable. They fasten themselves to almost any substance found on salt water bottoms, but have a preference for old shells and stones. The mortality among the seed is very high but if left to themselves, the survivors grow to maturity in three or four years. The natural growth belonged to the Public Domain, and for a number of decades, the catching of seed oysters provided livelihoods for those undertaking the hard work of gathering them.

My father owned a smart little sloop called The Josephine, and when I was a lad, I used to accompany him on some of his buying trips to Newark Bay. The custom, after the anchor was dropped, was to hoist an empty oyster basket to the masthead. This immediately attracted a noisy flotilla of small boats, each boat carrying from five to twenty bushels of so-called seed oysters. The small boats fastened themselves to both sides of the sloop, and trailed often a quarter of a mile astern. As there was no uniformity in the quality of the catch, each "jag" had to be appraised separately, causing much bickering and acrimonious bargaining. My job was to stand in the cabin-way, keep tally as each bushel of seed was dumped on the deck, and handle the pay-off. The cash was safely kept below in the cabin locker. Our deck could carry four to five hundred bushels of seed. When we finished buying, our signal basket was lowered



and we broke anchor.

Next morning the load was taken out to Prince's Bay, to a previously staked piece of ground, lying from ten to twenty feet under the surface. Here, as the sloop sailed back and forth over the plot, the cargo was shovelled overboard and allowed to grow for two or maybe three years. Each planter maintained as many beds as his means would permit.

Some planters took their oysters up at the end of two years, cleaning and separating the clusters and shifting them to other bottoms. Others allowed theirs to lie undisturbed until ready for marketing.

Many pests beset these lowly denizens of the sea; sometimes drum fish devoured whole beds in a single tide; mussels and drills worked in a more leisurely manner, but just as destructively, and winter storms sometimes buried large areas under deep mud.

Marketing began in September, as soon as cool weather set in, and continued until about the first of December. New York City absorbed the entire crop. A fleet of sloops made one or two trips weekly and it is estimated that as many as 200,000 bushels were taken from Prince's Bay in a single season. By the middle of the century, hundreds of men were directly and indirectly employed in the oyster business with many more in related occupations, and the "Prince's Bays" enjoyed top billing. As time went on there came a change in the quality and flavor of this famous brand. Sewage from growing cities and

industrial plants on the tideways slowly contaminated the waters and, before the end of the century, the once succulent oyster had vanished from Prince's Bay and a once profitable industry had been lost to Tottenville.

#### LIFE IN EARLY TOTTEENVILLE

Paul M. Van Name, in a letter written in his ninety-eighth year, left an interesting picture of life in early Tottenville. This letter may be found in Miss Ella Wager's compilation, "Facts and Traditions", now in the Tottenville Library. Mr. Van Name wrote:

"My early recollections of our town as a boy of eight years 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 and the side walks were of dirt. All dwellings and lots were fenced in by both square and flat pickets. The customs of those days was a meeting place most central to talk and get the news of the day. The popular places were the old country stores, one at the foot of Main Street, Mr. Wesley Totten's, to hear the sea tales and stories around the store stove and amid clouds of tobacco smoke. In those days the vessels would discharge their cargoes and anchor in the river, before putting out to sea again. They sailed mostly to southern ports, Virginia, Baltimore, and North Carolina."

Among the captains referred to are the following: Abram Sprague, Wesley Patten, James W. Sprague, Captain Crammer, Samuel Hazelton, Adam Lyons, Cornelius Dissosway, and Abram Wood. Mr. Van Name also reminisces about his early school days:

"At the age of twelve I find myself a school boy attending the brick school house, District Number 5, situated on Amboy Road, on the South side, which is now the A. & P. grocery store."

I feel that Mrs. Mary (Cole) Hillard reiterates the senti-



ments of the very few survivors of the horse and buggy days of good old Tottenville in her contribution to Miss Wager's work. This reads:

"As I 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 just grew. 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 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 horses as well. Their maple trees and horse chestnuts 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 houses 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, De Hart, Manee, Patten, Rutan, Joline, Bedell, Dissosway, Wood, LaForge, Simonson, Butler, Totten, Hopping, Winant, Drake, and others. 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 seal skin coat (there being no Hudson Bay seal then), or new diamond earrings or brooch, great was the admiration and envy of the observers.

The public school was small and was presided over largely by principal and staff engaged from Normal Schools up state, where the farms and towns put out men and women of fine ideals and character.

The young people of that day made their own amusement. The drama, two tennis clubs, singing



# STATEN ISLAND RAILROAD

Passenger Trains will commence running over  
this Road as far as ELTINGVILLE, commencing

**Monday, April 23d, 1860,**

daily, (Sundays excepted,) as follows:

## **Leave Eltingville,**

At 7.15 and 10 A.M. and at 5 P. M., in time for the  
8 and 11 A.M. and 6 P.M. Boats for New York.

## **Leave Vanderbilt Landing,**

Upon the arrival of the 8 A.M. and 3 and 5 P.M.  
Boats from New York, stopping at Toad Hill,  
New Dorp, Harrison's Club House and Gifford's  
Lade.

## **SUNDAY ARRANGEMENT.**

### **Leave Eltingville,**

At 8 A.M. and 5 P.M., in time for the 9 A.M. and 6  
P.M. Boats for New York.

### **Leave Vanderbilt Landing,**

Upon the arrival of the 8 A.M. and 5 P.M. Boats  
from New York, stopping at intermediate Stations  
as above.

Hell, Clark & Co., Printers, 66 Pine St., New York.

The Island's First Commuter Trains



schools for church were the important events. The latter gave the village swains an opportunity to see the girls home. The homes were where the young people gathered for their club meetings and dances. In summer the boats owned by the Oyster Barons and Captains of other types of boats were drawn upon for rowing parties and sailing down to the Hook.

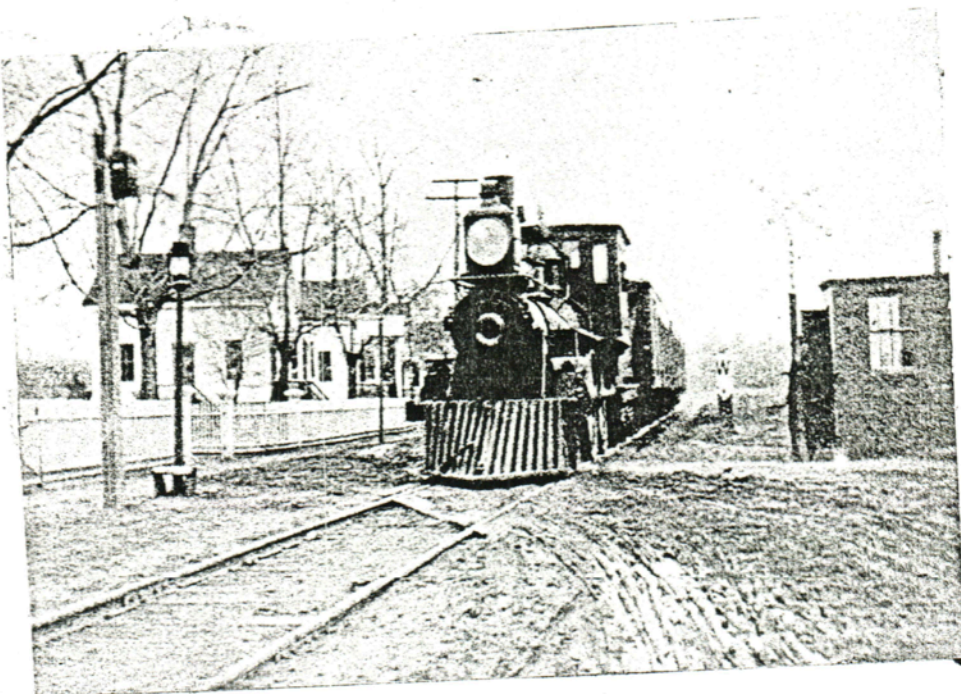
The influence of the church was largely felt in a spiritual as well as social sense."

(Signed) Mary C. Hillard

#### COMING OF THE RAILROAD

Until the middle of the nineteenth century, the Township of Westfield was sparsely settled. Communication between places was chiefly by horse and buggy, and means for reaching the main land were both slow and unreliable. In spite of such difficulties, a steady growth in population took place in all parts of the island. By the year 1850, there had grown up a realization of the need for better transportation facilities. A group of citizens now started a movement for the construction of a railroad, especially for the relief of the inhabitants of the southern and eastern parts of the island. J. J. Clute in his "Annals of Staten Island" states as follows:

"The first meeting of citizens to discuss the practicability of constructing the road was held in Richmond on the 23d. day of August 1851, in which Articles of Association were submitted, discussed, and adopted, and filed in the Office of the Secretary of State, on the 18th. day of October 1851. On that day an election was held, for the first Board of Directors, and resulted in the election of the following gentlemen, viz.: Joseph H. Seguine, Joel Wolfe, Edward Bennett, Stephen Seguine, Henry Cole, Harry I. Seaman, Henry Van Hovenborgh, John G. Seguine, William Totten, George White, William King and Cornelius White. Joseph H. Seguine was elected President, Stephen Seguine, Treasurer, and George White, Secretary."



Locomotive Number 4  
At Long Crossing (Atlantic Station)  
- 1890 -

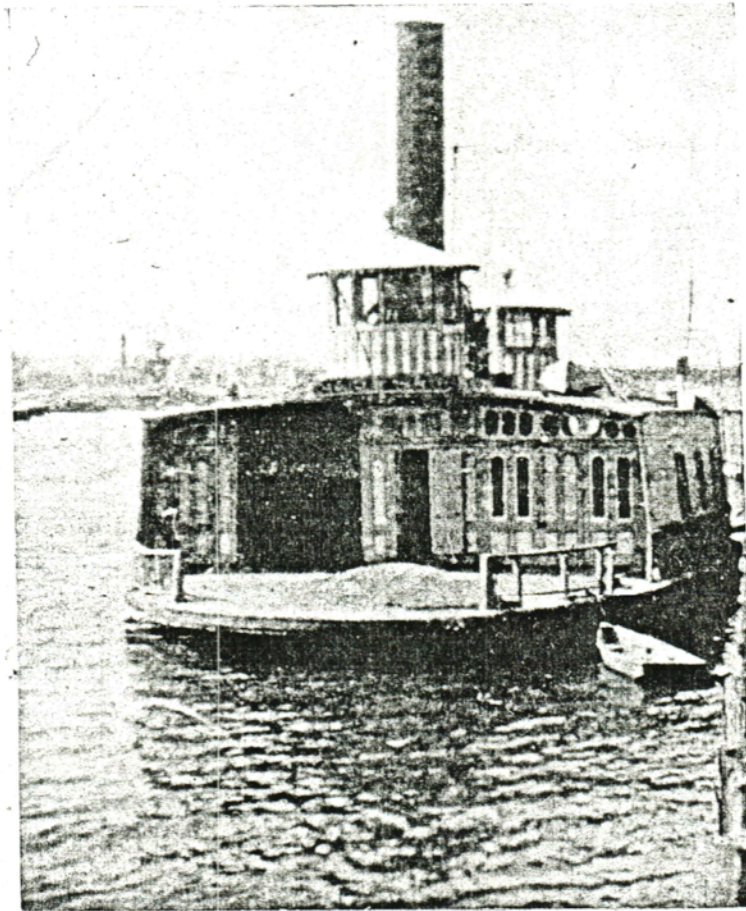


Numerous difficulties stood in the way of the speedy completion of the railroad. As late as January 12, 1862, Benjamin Joline sold to Cornelius Vanderbilt, "a strip of land, in Tottenville, for a right of way for the Staten Island Railway, then under construction." (Vol. L, "Deeds of Richmond County" pp. 464-5.) On June 2, 1862, nearly ten years after the election of the first board of directors, a single track line, starting at Vanderbilt's Landing (Clifton) on the north, and ending at Tottenville on the south, had been constructed and equipped with two wood burning locomotives.

On Monday, April 23, 1860, the Staten Island Railway Company ran its first passenger train, but only as far as Eltingville. Another seven years elapsed before this slowly developing enterprise reached its final consummation.

#### A DANGEROUS PRACTICE

In those early days, incoming trains were detached from the locomotives about half a mile from the terminal and shunted to their destination under their own momentum. The locomotive, running ahead of the train, was switched to a siding and on to the turn-table. Here it was turned around and attached to the outgoing train. This plan was used for many years until, one Sunday afternoon, an incoming train was accidentally thrown through an open switch and into a line of empty cars. I was walking on the Arthur Kill Road at the time and heard the crash and ran to the scene in time to see the lifeless body of Conductor Davis being carried from the wreck. This unfortunate accident brought to an end this hazardous practice.



### THE "MAID OF PERTH"

The "Maid of Perth" is from a story by Sir Walter Scott and refers to Catherine Glover, daughter of Simon Glover, the old glover of Perth. She kisses Smith while asleep on St. Valentine's morning and ultimately marries him. The title of the piece is "The Fair Maid of Perth".



The Tottenville Terminal consisted of a long open shed, extending from Main Street far out into the train yard. On the north side was a waiting room, ticket and telegraph office; on the south side a small freight house. In 1867, the Terminal was ready for business to and from Perth Amboy.

Between the terminal and the Perth Amboy ferry was Charles Walker's West End Hotel. Walker was an exception to the rule of country hotel proprietors. He offered no special inducements to sleepy or downhearted travelers, no "Welcome" on the door mat, no foaming bowl or free lunch sign above the entrance to the tap room. On the contrary, a garrulous poll parrot called from his cage on the long open porch, "Hurry along for the train! Hurry along for the train!"

#### MAID OF PERTH

Perth Amboy Ferry was at the end of Main Street, about five minutes walk from the terminal. No shelter was provided here for passengers.

The Maid of Perth was built at Newburgh, New York in 1867, she was 82 feet long, and 23 feet wide and carried a crew of five men. Her Captains, in order of service, were William Brooker, John White, Raymond Ellis and Reuben Androvette. Her name was taken from Sir Walter Scott's novel "The Fair Maid of Perth."

For nearly three decades she safely navigated the treacherous mile of water between the two slips; through rain and fog,

snow and ice, across a tricky fast running tide-way and congested road-stead, she plowed her way twenty or more times a day.

#### THE STEAM BOAT "NEW BRUNSWICK" 1875-1880

Although other steam boats had been in service, between New Brunswick and the city of New York, my memory is of a new and beautiful side wheel river boat named the "New Brunswick" after her port of entry.

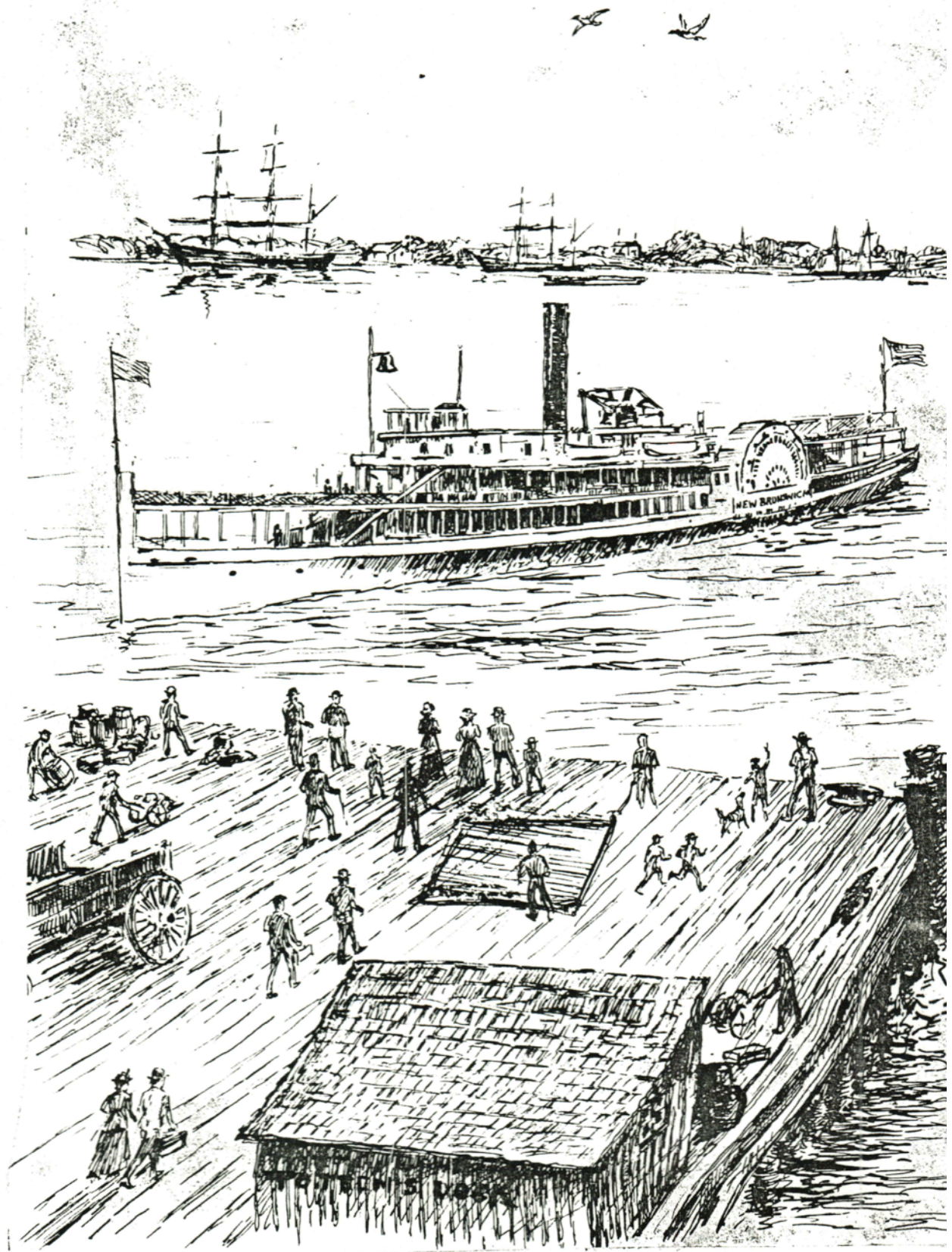
It must have been about the year 1878 when I first beheld her. She was of the same type as the Keyport and Red Bank boats. The main deck for cargo and the upper deck for passengers. A large comfortable cabin, equipped with easy chairs were provided in the main salon and deck chairs on the outside forward and after decks.

This boat left her wharf in New Brunswick daily, at an early hour making landings along the banks of the Raritan, and on both sides of the Staten Island Sound, arriving in New York at the foot of Vesey Street before noon. The fare was twenty-five cents.

She far excelled the Staten Island Railroad in freight service, making deliveries to or from New York and Tottenville in about four hours, the railroad requiring as many days.

Bands of enthusiastic youngsters, of which I was often one, were always on hand ready to catch the lead line, and to watch Captain Adams skillfully warp his craft to the dock. The "New Brunswick's" landing place was at Totten's Dock, really an extension of Main Street. Two freight houses were





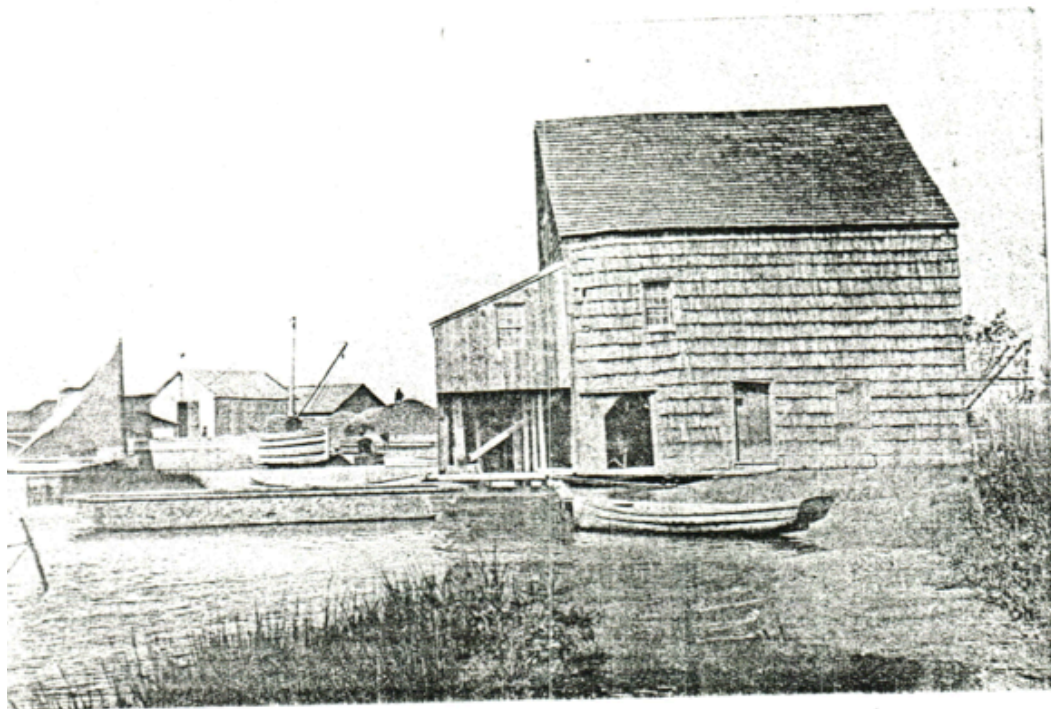
TOTTEN'S DOCK



## Tottenville in Retrospect

### The Old Weir Mill

When this picture was taken (1892), the old mill, altho somewhat enfeebled, was still turning. Its owner Matthew Weir performed all the offices of skill and responsibility required for its operation. His death occurred soon after this time, leaving the ancient landmark to time and decay.



### Cole Brothers

In the distance may be seen a part of their coal and lumber yard. A study of the photograph reveals the result of the morning's work. The canal boat, now empty, rides high and its cargo of coal lies in heaps on the dock. Freemont Decker is still standing atop the pile, where he was stationed to trip the full bucket when it came within his reach. The "Fannie J." is fastened to the coal barge.