

CHAPTER VIII

THE COSMOPOLITAN PERIOD: SINCE 1898

THE INCORPORATION OF Richmond County into Greater New York brought many changes as the Island "emerged from a rural town and country community into a municipality" (53). Loring McMillen, Borough Historian, has named the years from 1898 to the present time the Cosmopolitan Era.

POPULATION GROWTH

In 1898 the population of the Island was concentrated in villages along the North and East Shores and in some localities in the South Shore area, a pattern which has been followed through the years. Improved transportation, attractive real estate developments and industrial growth during the twentieth century have stimulated a gradual increase in population as shown by the following table:

1898 – 65,000	1930 – 158,346	1954 – 210,000
1900 – 67,021	1940 – 174,441	1957 – 212,000
1910 – 85,969	1945 – 184,000	1960 – 222,000
1920 – 116,531	1950 – 191,555	1962 – 234,045 ¹

In 1900 the population of the Island was 1.9 percent of the total population of New York City. By 1957 the proportion had increased to 2.7 percent (16) and by 1962 to 3.1 percent.² Although there was a period of rapid growth between 1910 and 1930 this was surpassed by the rate of expansion established between 1957 and 1962. Further growth is anticipated after completion of the Verrazzano-Narrows Bridge* in 1964.

In 1962 the greatest density of population was in the area on the Northeast Shore (St. George, New Brighton, Tompkinsville, Stapleton, Rosebank). Next in density was the South Beach, New Dorp, Great Kills, Eltingville area, followed closely by the section around Port Richmond and

¹Estimated by U.S. Post Office Department, St. George, October 1, 1962.

²Chamber of Commerce, June 5, 1962.

Mariners Harbor. The South Shore – Tottenville, Pleasant Plains, Charleston, Rossville sections – remained the least thickly populated (16).

MUNICIPAL GOVERNMENT AND SERVICES

The consolidation in 1898 brought an end to incorporated villages and county government. Staten Island was divided into the five political divisions designated as Wards. (These were identified at the end of Chapter VII.)

The office of the Borough President replaced the Board of Supervisors which had governed prior to consolidation. The first Borough President was George Cromwell who held the office from 1898 to 1913 (46). He organized the government of the borough and chose qualified citizens to assist him as commissioners of the various departments (57). Through the years that followed, the powers of the Borough Presidents were decreased gradually by several charter revisions. Under the Revised Charter of 1938 most of the appointive privileges were transferred to the Mayor who selected the commissioners for the entire city. Superintendents in each Borough Department were Civil Service appointees.

The Borough President continued to appoint the Commissioner of Borough Works until this position was eliminated under the charter revision effective January 1, 1963. The president retains the power to appoint the members of his cabinet.

BOROUGH PRESIDENTS, 1898 TO 1963

The following have served as Borough President of Richmond:

George Cromwell	Republican	1898 to 1913
Charles J. McCormack	Democrat	1914 to 1915‡
Calvin D. Van Name (91)	Democrat	1915 to 1921
Matthew J. Cahill	Democrat	1922 (Jan. to July)‡
John A. Lynch	Democrat	1922 to 1933
Joseph A. Palma	Fusion	1934 to 1945
Cornelius A. Hall	Democrat	1946 to 1953‡

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Edward G. Baker	Democrat	1953 to 1954
Albert V. Maniscalco	Democrat	1955 to 19--

‡Died in office.

It is not the purpose of this report to explain the structure and operation of the government of the City of New York (43, 61). Books on this subject appear in the Board of Education *List of Textbooks*.

JUDICIAL SYSTEM

For the most part, the judicial system of the Island remained as it had been before consolidation, with the offices of the county judge and surrogate, the district attorney, the county clerk, the public administrator and the commissioner of jurors. However, the courts presided over by the justices of the peace were superseded by the Court of Special Sessions, the Municipal Court and Magistrates' Court (90). In 1931 the judge-surrogate position became two separate positions (52). On September 1, 1962 a new centralized state court system went into effect as provided by an amendment to the State Constitution. Under reorganization the County Court system has been replaced by the Supreme Court which consists of a Civil Court and a Criminal Court. Newspaper articles have explained this system (12, 13, 23).

The Third County Courthouse* in Richmond (built in 1837) continued to serve the borough until 1920 when the new Greek temple style courthouse was opened in St. George. In this County Courthouse* at St. George are the Supreme Court, the new Criminal Term of the Supreme Court, the Surrogate's Court (a probate court), and the offices of the District Attorney. Until September 1, 1962 the Court of Special Sessions was housed there also. Currently it is located in the Magistrates' Courthouse in Stapleton as part of the Criminal Court.

The West New Brighton Municipal and Magistrate's Courthouse* was opened in 1929, followed a year later by a Municipal and Magistrate's Courthouse in Stapleton.* With reorganization, the two Municipal Courts merged under the title of Civil Court and are now located in West New Brighton. The Magistrate's Court and Court of Special Sessions became merged as the Criminal Court located in Stapleton.

In 1931 a new Domestic Relations Courthouse,* including Children's Court and Family Court was opened. This is now part of the statewide Family Court which handles all family matters except divorce actions and adoptions. P.S. 44, in Mariners Harbor, was named in honor of Judge Thomas Cyril Brown (1876-1938), who as the first resident justice of the Domestic Relations Court on Staten Island displayed an unusual interest in the welfare of children (46).

CIVIC CENTER AT ST. GEORGE

Borough President Cromwell planned the Civic Center at St. George, which had become the terminus for the railroad and ferry through the efforts of Erastus Wiman. This was the natural political center, Richmondtown being too distant from Manhattan. An imposing Borough Hall, facing the Ferry Terminal, was erected between 1904 and 1906. Prior to that time, the Richmond,* a building still standing at the corner of Richmond Terrace and York Avenue, New Brighton, was used as temporary headquarters by Cromwell and his staff. At that time this five-story office and apartment building was the largest on the Island.

By 1905 a new Ferry Terminal had been built with viaducts leading from Richmond Terrace. This was destroyed by fire in 1946. Five years later the present larger terminal was opened.*

Other Buildings in the St. George Area

In addition to the Borough Hall and Courthouse the following buildings have been erected in the St. George-New Brighton-Tompkinsville area:

Curtis High School – Hamilton Ave. and St. Mark's Place	–1904
St. George Library – 10 Hyatt Street	–1907
Staten Islander Building – 150 Bay Street	–1914
120th Police Precinct Building – 78 Richmond Terrace	–1917
Museum of the S.I. Institute of Arts and Sciences – 75 Stuyvesant Place	–1918
St. George Theatre Building – 25 Hyatt Street (Houses theatre and business offices)	–1928
Staten Island Medical Arts Building – 100 Central Avenue	–1931
St. George Post Office – 45 Bay Street	

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(Houses a U.S. Civil Service Office, an area office of the F.B.I. and area headquarters of U.S. Customs Bureau)	-1932
Richmond Health Center – 51 Stuyvesant Place (Houses Health Department and Library of the Staten Island Institute of Arts and Sciences)	-1936
Department of Welfare Building – 95 Central Avenue	-1951
Richmond Building – 350 St. Mark's Place (In addition to business offices, houses Tax Dept. and Department of Water Supply, Gas, and Electricity)	-1962
Staten Island Office of the N.Y. State Motor Vehicles* Department – 450 St. Mark's Place	-1962

Other office buildings are located along Bay Street and along Richmond Terrace. In 1958 a large Municipal Parking Lot was opened on Central Avenue, St. Mark's Place, and Hyatt Street.

POLICE DEPARTMENT

Under consolidation, the Richmond County Police became part of the Police Department of New York City. In 1898 there were about 66 men on the force. In 1962 there were approximately 500 police officers on Staten Island, including superior officers, detectives and members of the Youth Squad. Special squads investigate accidents, radar teams control traffic, and Manhattan members of the narcotic squad are called upon when needed. Several mounted policemen* are assigned to the Island and their horses are stabled in Sunnyside. The 120th Precinct Building and Island Headquarters in St. George was erected in 1917 and the Tottenville 123rd Precinct Station House in 1922. The New Dorp 122nd Precinct, which had been housed in old P.S. 9 since 1934, was relocated in a new building on Hylan Boulevard between Grant City and New Dorp during the early part of 1963. In addition to the stationhouse at New Dorp, a "second building will house the emergency service squad, the accident investigation squad and garage facilities for all vehicles operating in the borough" (30).

FIRE DEPARTMENT

It was not until 1905 that the New York City Fire Department began to serve Staten Island. Modern firehouses have gradually replaced the sta-

tions of the Volunteer Fire Companies which numbered 57 in 1905. Of the 6 Volunteer Companies* still active in 1929, only 2 remained in 1963. A firehouse was opened in June 1960 on Richmond Road at Summit Avenue, New Dorp.* A building on Richmond Avenue at Lamberts Lane in Graniteville was under construction in 1963. When this is completed it is expected that the two volunteer firehouses will be closed. Fire Commissioner Edward Thompson has stated that 10 sites have been selected for construction of new facilities on Staten Island as they are needed (88). A \$1.25 million Fire Communications Center* was opened on February 26, 1962 on Slosson Avenue at the edge of Clove Lakes Park. This replaced the Fire Alarm Telegraph Bureau that had been located in Borough Hall. The new building is equipped with the latest electronic and signal devices, and has a "radiation fallout-proof" sub-basement area housing emergency equipment (88). All fire alarms are received there and orders are transmitted to the Island's 16 firehouses and two volunteer companies.

SANITATION DEPARTMENT

In 1901 the New York City Department of Street Cleaning assigned two sweepers to the Borough of Richmond to clean the improved pavements. Gradually services were extended and garbage was collected. A large stable was built in 1904 on Swan Street, Tompkinsville, to house the equipment of the Street Cleaning Department. This barn, representative of the period in which it was erected, is now used by the Department of Sanitation (44).*

OTHER CITY SERVICES

Staten Island receives the same services from the various city departments as do the other four boroughs. Therefore, this report will include only those activities which relate to problems of the Island.

Soon after the consolidation, installation was started on a system of sanitary and storm sewers as a necessary health protection. This has not kept pace with population growth but it is hoped that under the new charter adequate facilities will be provided to prevent unsanitary conditions.

Early in the 1900s the waters surrounding Staten Island became polluted, but it was not until 1950 that sewage disposal plants were erected in Port

Richmond and in Oakwood. Dr. Natale Colosi, professor of bacteriology and public health at Wagner College, stated in 1962 that about 80% of the sewage entering the surrounding waters was treated compared with only 40% in 1935. Water pollution, particularly in Raritan Bay, remains a problem as hundreds of outlets discharge municipal and industrial wastes into the Bay. Treatment plants are needed at these various outlets.

Air pollution is a serious problem on Staten Island. Causes involve industries, heating equipment, incinerators, automobiles, and landfills. Committees of prominent citizens have been striving for air pollution abatement for many years. New York City has created the Department of Air Pollution Control which checks violations and approves commercial heating equipment and incinerators. Literature on the subject may be obtained from the Department at 15 Park Row, Manhattan (5). Mobile units that take air samples often track down sources of pollution.

The control of natural streams is a problem related to the post-World War II building boom. Numerous brooks, springs, and man-made lakes had provided ice and water power in the past. However, in building they often are enclosed in drain pipes of inadequate size and rerouted indiscriminately, causing flooding in some areas. After heavy rains, this condition can be observed in many localities.

INTERNATIONAL CONFLICTS

During the Cosmopolitan Era, three major wars have occurred, in addition to the Korean Conflict. The Spanish-American War began April 21, 1898 and ended in a Peace Treaty on April 11, 1899. During this period the defenses at Ft. Wadsworth were strengthened and a fort constructed at Ward's Point,* Tottenville to guard the entrances to New York Harbor. Many naval vessels were anchored off Tompkinsville and a chain was stretched across the Narrows. Many Staten Islanders volunteered for service, a recruiting office being established at Tynan's Hall, Stapleton (a building now occupied by the Volunteers of America). After the War, the Joseph S. Decker Camp No. 20, of the United States War Veterans, joined this national veterans' organization which combined the many groups of Spanish-American war veterans that had been formed throughout the country. The Staten Island group urged the erection of the "Hiker" monument near Borough Hall, St. George (44). This has since been removed

to Tompkinsville Park.* In 1912 a monument was erected in Bethel Cemetery,* Tottenville to honor Joseph S. Decker, in whose memory the Staten Island Camp had been named. On Veterans' Day 1962, the last living charter member of the Decker Camp participated in official ceremonies.

Borough records indicate that there were 5,000 Staten Islanders in uniform during 1917 and 1918, and that 21,000 men and women were in the armed services during World War II (52). In almost every community on the Island tablets or plaques have been erected to honor those who served their country. In 1920 Dr. Louis A. Dreyfus and his wife, Berta, gave the land now known as Hero Park on Victory Boulevard and Louis Street to commemorate those who gave their lives in the First World War. A bronze tablet of dedication was placed on a large glacial boulder called Sugar Loaf Rock* which is situated in the center of the Park. Each Memorial Day appropriate ceremonies are held at this spot that was once a favorite play area for children. Richmond Turnpike was renamed Victory Boulevard after the Armistice of 1918.

INDUSTRY DURING THE WAR PERIOD

Many local industries played important roles during the two World Wars. During World War I, Downey's Shipyard in Mariners Harbor (employing about 10,000), Standard Shipbuilding Company on Shooter's Island in the Kill Van Kull (employing about 8,000), and Staten Island Shipbuilding Company (on the site of Bethlehem Steel Company's Mariners Harbor yard) constructed vessels for the government. It was at the Townsend and Downey Shipyard on Shooter's Island that the yacht *Meteor* had been built for Kaiser Wilhelm II in 1902. This company ceased operations about 1906. The yard was taken over by the Standard Shipbuilding Company at the beginning of World War I and was active until about 1920 (48).

During World War II, Downey's Shipyard and Brewer Dry Dock Company were engaged in a program of building, converting, and repairing ships for the government. Many destroyers were constructed at the Bethlehem Steel Corporation's shipyard which employed over 10,000 people. Employment was at an all-time high and attracted many off-Islanders.

Industrial plants participated in the defense program during the Second World War. The S.S. White Dental Manufacturing Company supplied United States Army Camps with dental supplies and equipment,

manufactured flexible shafting for airplanes and tanks, and made many small parts for the government. This company still has government contracts. Nassau Smelting and Refining Company also aided in the war effort by reclaiming nonferrous metal scrap from the Navy Yards and Army Depots to be used in war machinery. Many small machines shops were activated. Men and women were trained for defense jobs under a War Industries Training Program conducted by the New York City Board of Education in various high schools.

STATEN ISLAND TERMINAL OF ARMY'S NEW YORK PORT OF EMBARKATION
During the Second World War and the Korean Conflict of 1950 the municipal piers along the east shore (Tompkinsville to Clifton) were taken over by the Army and Navy for troop embarkation and for the shipment of tanks, guns, vehicles, food, and other essentials. Wounded personnel, disembarked there, were removed by ambulance to Halloran General Hospital. Prisoners of war also arrived at the Terminal.

HOSPITALS DURING THE WARS

During World War I the Fox Hills Base Hospital was established for the wounded soldiers who were disembarked at the piers in the Stapleton area. The frame barracks erected between Rosebank and Grasmere in an area that is now divided by Hylan Boulevard had a bed capacity of 3,000. These buildings were used until 1933. During World War II barracks were constructed nearby on the Targee Street side of the railroad tracks. They were used for troop cantonment as the men awaited their orders. After the War, the barracks became a Federal Housing Project. Today only the chimneys remain.* Recent newspaper articles report plans for high-rise apartments to be built at this site.

Halloran General Hospital, named for Colonel Paul Stacey Halloran of the U.S. Medical Corps, was opened in 1941 in buildings that had been completed for a state hospital for mentally deficient children. This facility cared for the wounded soldiers over a period of ten years. It was the largest Army hospital in the country at that time. German prisoners of war were used in laboring jobs and in some technical positions for which they were fitted. After the buildings were returned to state jurisdiction, Willowbrook State School was opened there.

In 1942 the Federal Government leased Seaside Hospital and the other buildings belonging to St. John's Guild at New Dorp Beach. These all became known as the Staten Island Area Station Hospital and cared for the sick and wounded soldiers from units stationed on Staten Island and also for the dependents of men in the armed forces. Most of the buildings have been demolished. The remaining ones were used as a private nursing home for the aged until January 1963.

THE ARMORY

The Armory * on Manor Road near Martling Avenue was erected in 1926 on a site that had been used as early as 1912 to stable the horses for Troop F, a cavalry unit belonging to Squadron C, Brooklyn, of the New York State Guard (44). After World War I, Captain William H. Morris of Troop F returned home determined to secure an Armory for his troops. It is now used as a drill hall by Troops B and C of the First Reconnaissance Squadron of the 101st Armor of the New York State Guard. Within are several displays, including firearms and colorful guidons of various troops.

OTHER ACTIVITIES RELATED TO THE WAR EFFORT

Staten Islanders were active in Liberty Loan campaigns and in Red Cross projects, as were Americans throughout the country. During World War I, Mary Otis Willcox, daughter of Sidney Howard Gay, prominent Islander during the Civil War Period, headed the Red Cross activities, organizing a membership of 18,000 (44). Her husband, William G. Willcox became President of the Board of Education of the City of New York. P.S. 48 in Concord is named after him. During the Second World War, Mr. Samuel A. Turvey was the Chapter Chairman.

FEDERAL GOVERNMENT INSTALLATIONS

FORT WARDSWORTH*

The development of the fortifications at the Narrows has been traced in the preceding chapters. As a coast artillery post this installation was one of the country's strongest defenses.

In 1902 the name "Battery Weed" was given by the War Department to Fort Richmond, the stone fort that is still at the edge of the water. This was to honor Captain Stephen H. Weed, 5th U.S. Artillery, a Brigadier

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General of the U.S. Volunteers who had been killed in the Battle of Gettysburg July 2, 1863 (41).

Fort Wadsworth was utilized during World Wars I and II and during the Korean Conflict both for defense purposes and for training. Colonel Rowan, former commanding officer of the Post, has described these activities briefly (76).

Between the two World Wars new barracks, administration buildings, the Parade Ground, and roads were constructed at the Fort as the Army Engineers were assisted by civilians under the program of the Works Progress Administration and the Civilian Conservation Corps (41).

The activities at Fort Wadsworth during World War II are reported fully in an article in *The Staten Island Historian* (41). In 1954 the military post became the launching site for "Nike," the "supersonic anti-aircraft guided missile" increasing the importance of the fortifications. In 1962 these missile units were transferred from the Fort. In June 1963, the Second U.S. Army Corps which had been stationed at Camp Kilmer, New Jersey, was moved to Fort Wadsworth.

Considerable property at the Island post was confiscated for the anchorage and approaches for the Verrazzano-Narrows Bridge. Soon the bridge traffic will be zooming over this important historic military installation (66).

MILLER FIELD*

In 1919 the U.S. Government purchased the former estate of William H. Vanderbilt at New Dorp from George W. Vanderbilt (44). The Vanderbilt Mansion was not razed until 1936. The stables which had been used for the well-known Vanderbilt horses were still standing in 1926, but have since been demolished.

The government field, originally used as an Aero Defense Station, was named in memory of Captain James E. Miller who was the first American aviator killed in action in World War I (41). It became an emergency landing field and a training area for the New York National Guard Units. During World War II prisoners of war were sent to this installation before being assigned to concentration camps.

In 1946 Miller Field became the repair center for the Army in the Greater New York area, a motor transport pool, and later an ordnance

depot. Now the 215-acre field is "used chiefly by an aircraft maintenance unit of the First Army, operating as a sub-installation of Fort Wadsworth" (86). The civilian mechanics repair aircraft in a large double hangar near the beachfront.

U.S. COAST GUARD-ST. GEORGE BASE*

The Lighthouse Service at St. George was transferred to the Department of Commerce on July 1, 1903. In 1939 the Bureau of Lighthouses was merged with the U.S. Coast Guard, a branch of the Treasury Department. As a unit of the 3rd Coast Guard District, the depot at St. George soon thereafter became home port for Coast Guard cutters which had been based previously at Pier 18, Stapleton. These cutters are used as patrol boats, as weather ships, and as rescue vessels. About 1954 Ellis Island was closed and the Coast Guard personnel stationed there was transferred to St. George.

The services carried on by the Lighthouse Depot at St. George since 1886 have been continued, with modern equipment. Buoy lights now are supplied with tanks of acetylene gas or are operated by giant storage batteries (38, 64). Such aids to navigation (totaling over 500) as buoys, fog signals, lightships, etc., are still repaired and maintained at the base. Five buoy tenders are in constant service. A full explanation of the activities of the U.S. Coast Guard St. George Base appeared in a newspaper article written by Captain F. F. Nichols (63).

The lighthouses which are under the jurisdiction of the 3rd Coast Guard District include the Sandy Hook Lighthouse erected in 1764, Robbin's Reef Lighthouse* (originally built in 1839 and rebuilt in 1883), Richmond Light on Lighthouse Hill, erected about 1907, New Dorp Light behind Moravian Cemetery, and Elm Tree Beacon at the foot of New Dorp Lane on Miller Field property, rebuilt in 1939. The last three maritime beacons listed are the range lights which guide the ships into Ambrose Channel off Sandy Hook. The beam of light is directed toward Ambrose Lightship, a floating lighthouse since 1823. The present *Ambrose*, built in 1952, is the sixth ship to occupy that station.

The story of a woman lighthouse keeper who cared for Robbin's Reef Lighthouse* from 1886 to 1919 appeared in a recent issue of *The Staten Island Historian* (71).

U.S. QUARANTINE STATION*

The establishment of the U.S. Quarantine Station in Rosebank in 1873 was described in the previous chapter. In 1921 the U.S. Government assumed control of the station (including Hoffman and Swinburne Islands), formerly administered by the State of New York. It is now under the jurisdiction of the U.S. Public Health Service.

Public Health Officers and agricultural inspectors board vessels coming into the Port of New York as they continue through the harbor without stopping. Smaller vessels and those without doctors aboard anchor off Quarantine while the passengers and crew are checked for quarantinable diseases – cholera, plague, relapsing fever, smallpox, typhus, and yellow fever (34) – and for other communicable diseases. A yellow flag is flown while the Public Health Officer is aboard (38).

Swinburne and Hoffman Islands, created artificially in 1872 as centers for persons with quarantinable diseases, were abandoned for such purposes in 1927 and 1928. A Merchant Marine training school was established on Hoffman Island in 1938 and prepared merchant seamen until it closed in 1946. Several years ago Bernard Baruch purchased both islands from the Federal Government and gave them to the city for recreational use (14). Present plans call for construction of a bulkhead around the two islands and filling in the shoal area between with rock taken from excavations for the water tunnel now being built between Brooklyn and Tompkinsville. This mile-long island off South Beach would be added to the Park System of New York City. It has been proposed that two 18-hole golf courses be constructed there (65).

DEVELOPMENT OF CHURCHES

In the earlier sections of this report, the growth of churches on Staten Island has been given in detail. Most of the churches organized before 1898 are still active, and many of the original buildings are still used.

As the population grew during the twentieth century, additional churches of all religious denominations were organized and new buildings erected. According to the Staten Island Chamber of Commerce, there are more than 130 churches on the Island today, including about 90 Protestant churches, 34 Roman Catholic churches, and 7 synagogues. There are also churches belonging to the following denominations: Pentecostal,

Seventh Day Adventist, Mennonite, Greek Orthodox, Assembly of God, Christian Science, Congregational, Evangelical Free, as well as of other non-denominational groups.

Of the 34 Catholic churches on the Island today, only 8 had been organized before consolidation, and of the 7 synagogues and temples of the Jewish faith, only one had been built (15).

PROTESTANT CHURCHES

In the early 1900s St. Mary's Episcopal Church* on Castleton and Davis Avenues, West New Brighton, which had been organized in 1848, erected a new parish house, chapel, rectory and cloisters adjacent to the church. A severe fire in 1947 completely destroyed the church which was rebuilt the following year in the early English Gothic style.

The Reformed Church of Huguenot Park,* organized in 1849, is significant from a historical as well as an architectural viewpoint. In 1924 the new church building was dedicated as a national monument to the Huguenot settlers of our country. Memorial pillars and windows in the church commemorate Pierre Billiou and other early settlers of Staten Island. Ernest Flagg, noted architect who lived on Staten Island, designed the edifice which was built of serpentine rock quarried on Todt Hill.

ROMAN CATHOLIC CHURCHES

In 1899 the parish of Our Lady of Good Counsel* was established and purchased its present church building which had been erected five years earlier as a convent for an order of cloistered nuns. The Augustinian Academy for boys was established there, functioning from 1899 until 1926 except for a two-year period between 1919 and 1921.

St. Peter's Church* in New Brighton, the oldest Catholic parish on the Island, organized in 1839, completed its present building between 1901 and 1903. The Cardinal's Tower is a familiar landmark as one crosses on the ferry from Manhattan. At night the lighted cross on top of the tower can be seen from a distance (29).

Of architectural interest is the original St. Clare's Church in Great Kills erected in 1921. This was the first Catholic church on the Island built in Colonial style.

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OTHERS

A list of churches may be compiled from various sources, such as: Staten Island Telephone Directory; a Saturday edition of the *Staten Island Advance*; the Staten Island Division of the Protestant Council at 57 Bay Street, St. George; the Catholic Information Center at 1190 Castleton Avenue, West New Brighton; the Jewish Community Center at 475 Victory Boulevard, Tompkinsville.

Several new church buildings are planned to serve the growing communities of the Island. Among these is a new synagogue now being erected on Forest Avenue, West New Brighton by the Temple Israel Reform Congregation. A modern Gothic edifice is planned for All Saints Episcopal Church at 2329 Victory Boulevard, Willowbrook to replace its Mariners Harbor building that was destroyed by fire in 1958. The Unitarian Church of Staten Island will build on property near Todt Hill Road and Ocean Terrace.

HOMES AND RESIDENTIAL GROWTH

Towards the end of the nineteenth century and the beginning of the twentieth, social colonies in New Brighton and West New Brighton started to decline as families moved away. As industry came to the New Jersey shore opposite Staten Island, both the air and the surrounding waters became polluted, making this section of the Island less attractive for homes and hotels. The Baltimore and Ohio freight yards added to the undesirability of the location for residential purposes.

19TH CENTURY MANSIONS

The mansions of the nineteenth century had been built during a period when wealthy families with many servants lived on the Island. As wealth declined and retinues of servants disappeared from the social scene, many of the larger mansions served other purposes.

One of these was Fox Hill Manor, the home of Lewis Henry Meyer, built about 1840 on an 18-acre wooded tract along Fingerboard Road. In 1911 this became Mount Manresa, now the oldest laymen's retreat house in the country. Part of the property has been taken for the Clove Lakes Expressway. The old mansion is scheduled for demolition. A large new retreat house will replace the former landmark (100).

Colonel Richard Penn Smith's home, built about 1877, on Clove Road, West New Brighton, bordering on Martling's Pond, became the Actors' Home in 1902. Many well-known retired actors and actresses resided there until 1923 when the Actors' Fund purchased property in New Jersey (44). The Island home remained standing until 1938. In 1963 this property was acquired by the City for a parking lot.

St. Dorothy's Academy, a Catholic school for boys and girls, at 1200 Hylan Boulevard, Old Town, was once the home of the Italian banker, Tocci. Later this beautiful Italian villa was purchased by Pio M. Goggi* who manufactured American champagne in the Italian tradition at his winery on Van Duzer Street, Stapleton (48).

The David Latourette House, dating back to 1836, was taken over by the City of New York in 1927 as the clubhouse of the Latourette Golf Course (48). Other mansions were acquired by institutions and will be mentioned in the section devoted to that phase of community service.

LARGE HOMES OF THE TWENTIETH CENTURY

Several large homes were built during the twentieth century. One of the most unusual was that erected by William Horrmann* in 1910 on Grymes Hill at a point 320 feet above sea level. Atop the mansion Horrmann built a "crow's nest" making the height of the house 120 feet (32, 47). From the observation tower (440 feet above sea level) the horizon line can be seen in all directions. This building, reminiscent of castles along the Rhine River, is now the Motherhouse of the Sisters of Presentation who staff several parochial schools on the Island.

Another large home erected on the hills at the turn of the century is the large fieldstone house, nearly 100 feet square, built by a Henry Decker of Todt Hill. It was constructed almost entirely of native stone that was found on the surrounding ten acres of land. It is reported that many of the fittings in the house were imported from Europe (48).

Later Decker's daughter and her husband, Dr. John Randall, Sr., occupied this home, now the residence of the Lahr family.

On Hylan Boulevard, Great Kills, is a beautiful mansion built early in the 1900s by Henry Salomon, a hair net manufacturer, who was founder and first commodore of the Richmond County Yacht Club (formerly called Yvette Yacht Club). The building is now a funeral home.

Among the large mansions on Grymes Hill, overlooking the water, is that of the late Louis A. Stirn (78 Howard Avenue) who died in 1962 at the age of 98. He was a silk importer who is credited with bringing the seed of the mimosa (silk tree) from China to Staten Island. Now hundreds of these graceful trees add beauty to the Island as they flower during the summer months (46).

REAL ESTATE DEVELOPMENTS

Throughout the Island large estates were subdivided and smaller homes were erected. Real estate developers acclaimed the advantages of Staten Island as a residential community, laid out streets and advertised widely. In the early 1900s plans were made to develop the beach area around Huguenot, but the company went bankrupt. Similar attempts were unsuccessful in the 1930s. Some entrance pillars to streets laid out at that time are still visible, although the sidewalks are overgrown with weeds. This area is within the boundaries of the urban renewal project recommended by the City Planning Commission in 1962.

During the late 1920s and the early 1930s the hills on Staten Island were developed. Cornelius G. Kolff subdivided property on Emerson Hill, giving the area its name, developed the section between Bay Street and the Narrows known as Shore Acres, and started a development on the South Shore called Woods of Arden. About this time Lighthouse Hill was developed by a Mr. Platt who purchased a large acreage there and envisioned an artists' colony. He and his wife had purchased the Meissner Estate and lived in the old house which is standing today.

Sections around New Dorp and Midland Beach were developed by James Watson Hughes. His widow contributed funds for the New Dorp Public Library as a memorial to her husband who had been a community leader. This colonial style brick building, known as the James Watson Hughes Memorial Library,* opened as a sub-branch of the New York Public Library in 1928.

Joseph Springstead promoted the growth of the Great Kills area and in 1926 built the first modern office building on the South Shore.

Ole O. Odegaard has planned several developments of custom-built homes on Staten Island over a period of more than fifty years (46). Among them are Forest Heights, Manor Heights Park and more recently Ravenhurst Park (named for the home of Read Benedict).*

In the late 1920s Peter Larsen, an Island builder, began what is known today as development building. He also constructed the first four-family duplex houses on the Island. By erecting a hundred or more homes, although of different designs, on a single tract of land, Larsen cut down the cost, thereby encouraging home ownership (47). Other developers throughout the Island followed this pattern. One can observe the growth of such developments today, as large unused tracts of land are acquired and one and two family homes are erected. Information about current building projects can be obtained from the local newspaper, *The Staten Island Advance*, from the Staten Island Chamber of Commerce, and from the Staten Island Real Estate Board.

Some of the other early developers on the Island and the sections that they developed before 1930 were:

David J. Tysen, 2nd	– one of the earliest developers on Staten Island – the New Dorp section (46)
Charles Durkee	– Durkee Manor, Grasmere (47)
Walter Reno Watson	– New Dorp Gardens (46)
Albert P. Semler	– Grant City (46)
Max Bache	– Hylan Boulevard sections from Dongan Hills to Great Kills (46)
Horatio J. Sharrett	– Deere Park, Todt Hill (46)

RANDALL MANOR

Until 1927 Sailors' Snug Harbor owned the section of the Island now known as Randall Manor,* named for the benefactor of the large institution. In 1927 the corporation sold the Harbor Woods (from Henderson Avenue to Forest Avenue) to a building corporation which began to erect a number of residences there. One of the fresh ponds that formerly attracted fishermen, known as Allison Pond,* is now under the supervision of the Parks Department.

HOME OWNERSHIP

From its earliest development, Staten Island has been a community of home owners. According to the April 1960 Federal Census 60.4% of Island families owned their homes. This figure is somewhat higher today, several thou-

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sand new homes having been erected in the last two years. The modern homes on Staten Island are varied in design. No one style predominates. Some houses are built today with architectural features of the Colonial and Federal periods. This is evident in sweeping roofs, tall columns, and characteristic doorways. On Emerson Hill is an unusual home with walls of glass. On Lighthouse Hill is a modern pre-fabricated house designed by the late Frank Lloyd Wright, the noted architect. Built in 1959, this was the first Wright pre-fabricated home to be constructed in the East.

APARTMENT HOUSES

It was late 1920s and early 1930s that apartment houses began to appear on Staten Island, particularly in the St. George-New Brighton-Silver Lake areas (48). In 1951 an F.H.A. project of 416 apartments was erected on Howard Avenue, Grymes Hill. The following year the Grymes Hill Manor Estates, garden apartments, were opened. Garden type apartments known as Carolina Gardens, were built on Hylan Boulevard between New Dorp and Oakwood.

HIGH-RISE APARTMENTS AND COOPERATIVE APARTMENTS

Today new high-rise apartment houses are beginning to dot the skyline. The tallest residential structure on the Island (Parkview House) can be seen from the ferry slip at Manhattan. At the present time these apartments are located in areas close to St. George, but plans have been filed for apartment houses in scattered sections of the Island. A few cooperative apartment houses also have been constructed.

PUBLIC HOUSING

Seven public housing projects have been erected on Staten Island and one was under construction in 1963 (58). They are:

1. Edwin Markham Houses (Federal Project)
Richmond Terrace and Broadway, Port Richmond
Completed June 1943 – 360 apartments
2. South Beach Houses (City Project)
Lamport Boulevard and Kramer Street, South Beach
Completed March 1950 – 422 apartments

HOLDEN'S STATEN ISLAND

3. Todt Hill Houses (City Project)
Manor Road and Schmidts Lane, Castleton Corners
Completed June 1950 – 502 apartments
4. General Charles W. Berry Houses (City Project)
Richmond Road and Seaver Avenue, Dongan Hills
Completed October 1950 – 506 apartments
5. Mariners Harbor Houses (Federal Project)
Lockman Avenue and Grandview Avenue, Mariners Harbor
Completed August 1954 – 607 apartments
6. Stapleton Houses (State Project)
Broad and Hill Streets, Stapleton
Completed 1962 – 693 apartments
7. West Brighton Plaza (Federal Project)
Castleton Avenue and Broadway, West New Brighton
Completed 1963 – 400 apartments
8. Richmond Terrace Houses (Federal Project)
Richmond Terrace and Jersey Street, New Brighton
Under construction in 1963 – 489 apartments

RESIDENTIAL LAND USE

A survey conducted by the Department of City Planning in 1959-1960 revealed that of the 38,947 acres on Staten Island only 4,851 acres or 12.4% of the total area was used for residential purposes. The Department of Census reported 65,156 housing units in 1960. Inevitably much of the vacant land on the Island, 33.4% of the total acreage, will be developed for homes. It is hoped that zoning laws will protect the suburban atmosphere of the borough.

GARDENS

Many Islanders are proud of their gardens and often open them to the public under the sponsorship of local garden clubs. An outstanding garden, which can be seen as one drives along Ocean Terrace, is that of Albert C. Fach, a former Staten Island District Attorney. Situated near the highest point on the Island, Fach's home commands a panoramic view of New Jersey. Each Christmas Mr. Fach displays a Nativity scene on his property, with life-size figures, a stable and live animals.

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HOTELS

During the early part of the twentieth century the large, fashionable hotels in the St. George-New Brighton area disappeared. The Belmont Hotel was torn down in 1902, the Pavilion Hotel* was demolished in 1904, and the Hotel Castleton* was destroyed by fire in 1907. A few smaller hotels remained in the St. George-Tompkinsville area.

Other hotels attracted people to the South Shore. The largest of these was the Terra Marine Inn at Huguenot Beach, a 150-room hotel completed in 1908. The well-known Staten Island architect, James Whitford, Sr. designed this three-story hotel, with a ballroom overlooking the Lower Bay. It was built originally to accommodate prospective buyers of building lots in a Huguenot Park development project. The popularity of the hotel waned when the company went bankrupt in 1911. However, Islanders frequented the spot which was operated under different management until 1923. This landmark was demolished about 1948.

Smaller hotels were popular for outings, clambakes, and picnics, favorite forms of recreation before the automobile offered other opportunities for enjoyment. Many of these hotels were near the railroad stations between Grant City and Tottenville. A typical one was that of Albert P. Semler who built his hotel around 1910 adjacent to the park and picnic grounds he had started in the 1890s (46). Located near the Grant City railroad station, this building, with its cupola was a familiar landmark.

In addition to the hotels at South Beach and Midland Beach there were smaller ones at the other beaches along the South Shore. The Casino at Boehm's Hotel, New Dorp Beach, was well-known as a training camp for boxers. This building was demolished in 1953.

Other hotels were located on main thoroughfares, such as the Atlantic Inn on Richmond Road, Grant City which was the scene of social affairs until a few years ago. The building is now a funeral home. The Oakwood Park Hotel (later known as Oakwood Arms) was built about 1896 at the corner of Amboy Road and Clarke Avenue. This was considered a very fashionable spot until the 1920s. It was used as the Elks Clubhouse between 1925 and 1942 and was razed five years later.

RECREATION

Modern inventions such as the automobile, the motion picture, radio, and

television had their impact upon the types of recreation on Staten Island as they did elsewhere in the country.

However, many Island residents have continued to take advantage of the opportunities offered by an area that provides boating, fishing, swimming, ball playing, horseback riding, and many other outdoor activities.

SPORTS AND ATHLETICS

Interest in athletics has remained high on the Island. As previously reported, baseball was first played at St. George in the late 1880s. Many local business firms sponsored baseball teams, particularly prior to World War I. One well-known team was the Siscos, sponsored by the Staten Island Shipbuilding Company. This team played at Sisco Park, Port Richmond, site of the present Weissglass Stadium* which is used for baseball, football, wrestling, and auto racing. The Alaska Baseball Team played at Alaska Park which is the site of West Brighton Plaza, opposite Public School 18. Baseball continues to be popular as evidenced by the high school interscholastic teams, the many Little League teams, and teams sponsored by business firms. However, the game does not have the semi-professional status it had on Staten Island until about twenty years ago.

Football

Football also achieved great popularity on the Island. A Stapleton team, known as the Stapes, was one of the original members of the National Football League (56). Thompson's Stadium, the site of the Stapleton Houses today, was the scene of local football clashes between the Stapes and the West Brighton Indians and the Elm Park Imperials. Professional football teams have been replaced by interscholastic teams. A detailed account of athletes and athletics from 1900 to 1950 appeared in the *Staten Island Tercentenary Booklet* (56). Local newspapers devote considerable space to present-day sports activities on the Island.

Golf

Golf tournaments were held on Staten Island as long ago as 1878 on the Harbor Hills Golf Links in New Brighton. Since the early part of the twentieth century, the Island has had several large golf courses. Among the first ones were: The Fox Hill Golf Course,* off Vanderbilt Avenue and

Targee Street; Tysen Manor Golf Course,* between Hylan Boulevard and Mill Road and New Dorp Lane and Tysens Lane, which lasted until 1938; Mayflower Country Club Golf Course, in Huguenot, built on a 147-acre tract in 1928, later known as the South Shore Golf Course.

Now the Parks Department maintains public golf courses at Latourette and Silver Lake Parks. The Richmond County Country Club Golf Course is privately owned.

During the late 1920s and early 1930s many "Tom Thumb" or miniature golf courses were opened. One has been maintained under the same ownership until the present time. In 1962 it was relocated on an adjacent site on New Dorp Lane near Hylan Boulevard.

Horseback Riding

Horseback riding is still a favorite form of recreation on Staten Island and bridle paths are provided by the Department of Parks in Clove Lakes Park and in Latourette Park. Several stables and riding academies are in operation. The largest of these, Clove Lakes Stables,* offers hayrides in the summer and fall and horse-drawn sleigh rides in the winter.

Bowling and Swimming

Bowling is popular on Staten Island. Several large bowling centers have been constructed in various sections of the borough.

Several private swim clubs have been organized on the Island. The pools are preferred to the polluted waters which have been eroding the beachfronts.

Boat Clubs

In the preceding section of this report, several yacht and boat clubs were noted, most of which no longer exist. Among new groups formed during the twentieth century were the Bentley Yacht Club (active from 1905 until World War I, and reorganized in 1931), the Prince's Bay Yacht Club, the Ocean Yacht Club in Stapleton, and the Richmond County Yacht Club of Great Kills. A more recent club is the Prince's Bay Boatman Association organized in 1934 and active today. In August 1962 the 17th annual national Thistle class sailing championships were held in Raritan Bay off Great Kills.

All types and sizes of pleasure boats are moored at the marinas in Great Kills Harbor* and at Lemon Creek,* Prince's Bay. The interest in boating on Staten Island is very high. The Power Squadron gives courses in small-boat handling.

RECREATIONAL ATTRACTIONS

Some of the Island's recreational areas that were popular during the late 1800s continued to attract crowds in the early part of the new century.

*Silver Lake Park**

Silver Lake Park remained a favorite spot until the reservoir was built in 1917. The Silver Lake Hotel became Raisch's Casino after the death of John Franzreb, previous owner, in 1902. Many Island organizations sponsored dances there. Swimming, boating, fishing and ice skating were enjoyed on the Lake. At that time the only body of water there was the South Basin. The present North Basin, close to Forest Avenue, was a marsh which was converted into another section of Silver Lake after the City of New York purchased the property for a reservoir.

During the depression days of the 1930s theatrical performances were given at Silver Lake during the summer by the Federal Theatre Project. The audiences sat on the grassy slopes of the eastern side of the Lake just as present day audiences flock there Wednesday nights during the summer months to enjoy open-air concerts staged by the Staten Island Musicians' Society Band.

South Beach

In the early 1900s Happyland at South Beach was one of the most famous amusement parks along the East Coast. It was similar to Luna and Steeplechase Parks at Coney Island. Thirty thousand people attended the opening day on June 30, 1906 (82). Happyland had large hotels, many concessions, a theatre featuring variety acts, and a large swimming pool. However, since it depended upon week-end off-Islanders, it was a financial failure within three years. Bathing became unsafe because of sewage and oil. A raging fire swept through the entire beach area in 1917 and again in 1929. Each time the amusement area was rebuilt. In the years that followed, fires continued to ravage the South Beach section. Tirelli's

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carousel, built in 1912, was a favorite of the children until it closed in the 1950s.

The Federal Government began construction of the Franklin Delano Roosevelt Boardwalk* in 1935. It now extends from Ft. Wadsworth to Miller Field. South Beach is under the jurisdiction of the Department of Parks. In addition to the beachfront area there are also facilities for handball. Seaside Boulevard, recently completed, connects this beach with the adjoining Midland Beach.

Midland Beach

Another Island summer resort popular along the Atlantic Coast was Midland Beach, often attracting thousands of visitors on a single day. Many came on excursion boats that ran directly from Manhattan and Newark (89). Originally owned by the Midland Railroad Company, the beach was sold to the Hincliffe family. Several hotels, a large amusement park, bathhouses, free movies, band concerts, a long fishing pier, and a fine boardwalk made Midland Beach a gala resort. For many years Daniel W. Leonard was the manager. During the 1920s several large fires destroyed the amusement area and although attempts were made to rebuild Midland Beach it never regained its former popularity. Now the Parks Department maintains the beach area which has bathing houses, play areas and a boardwalk. During the summers 1961 to 1963 dance band concerts were given for young people, sponsored jointly by the Parks Department and Consolidated Edison.

Ward's Point

Another excursion spot before World War I was situated at Ward's Point,* Tottenville. This had been the site of a fort during the Spanish-American War. The fort was removed after the War and resort buildings erected. A hotel, bathing beach, picnic area, and carousel attracted crowds who came from New Jersey and Manhattan by steamboat. A fire in the 1930s destroyed most of the buildings. Erosion has changed the physical features of the Point, but it is still an interesting place to see.

COUNTY FAIR GROUNDS

In 1905 the new County Fair Grounds* were established in Dongan Hills

on the site now occupied by the General Charles W. Berry Houses (52). County fairs had been held on Staten Island since the early 1800s. In the 1860s the Richmond County Agricultural Society had fairs on its club grounds, now part of Miller Field. In the late 1890s fairs were held on the field of the Staten Island Athletic Club at "the Cove," West New Brighton. With the gradual disappearance of farms in the twentieth century, County fairs at the Dongan Hills Fair Grounds became part of the Island's history. Around 1928 the half-mile race track was used for greyhound or whippet races and for sulky races.

PUBLIC PARKS

Long before consolidation citizen committees on Staten Island had urged that land be acquired for parks. In 1898 there were only three public parks – Westerleigh Park, Port Richmond Park (now called Veterans Park) and Washington Square (now called Tappen Park) in Stapleton – all small neighborhood parks, still in use as sitting areas. In 1902 the Committee on Parks of the Staten Island Chamber of Commerce recommended that 3,500 acres of parkland and 210 acres of playground should be set aside (45).

It was not until the early 1920s, however, that extensive lands were acquired for park purposes. The gift of Hero Park by Dr. and Mrs. Louis A. Dreyfus inspired new interest in parks on the Island. Since that time 5,140 acres have been designated as park areas, representing 13.1% of the total acreage of the borough. Plans call for the acquisition of another 2% of the land.

The parks of Staten Island were developed in the 1930s as part of the vast program of expansion of the park system of New York City. The position of Commissioner of Parks was created in 1934 to replace the individual borough commissioners. Each borough has its own director.

Today the parks on Staten Island provide innumerable kinds of recreational facilities to meet the needs of the community. These include golf at Latourette and Silver Lake; boating at Clove Lakes and Willowbrook Parks; a boat basin at Great Kills Marina; tennis at Silver Lake and Walker Parks; bridle paths at Clove Lakes and Latourette Parks; swimming at Wolfe's Pond, Great Kills Park, South Beach and Midland Beach; fishing at Willowbrook Park, in Martling's Pond (part of Clove Lakes Park), and at the beach parks; and a cricket field at Walker Park.* Picnic areas and

sports areas are provided in several parks. Pamphlets listing all city parks and their facilities may be obtained from any borough office of the Parks Department (60). The annual report of the Parks Commissioner which describes the development of the park system and the reclamation of marshlands may be secured from the Manhattan office of the Department at 64th Street and Fifth Avenue, New York, 21 (59). A recent publication of the Staten Island Institute of Arts and Sciences describes in detail several of the park areas on Staten Island, noting the natural features that can be observed (92).

Playgrounds, Swimming Pools and Recreational Centers

The Department of Parks provided playgrounds in centralized locations, in the various housing projects, and adjacent to some of the schools (60). Several playgrounds, constructed in the 1930s, were called War Memorial Playgrounds and bear the names of World War I heroes.*

Two outdoor swimming pools also are maintained by the Department. The Faber Pool in Port Richmond, which opened in 1932, was named for the Faber family, pencil manufacturers, who were interested in athletics and lived near the site (44). The Joseph H. Lyons Pool in Tompkinsville which opened in 1936 was named in honor of the organizer and first commander of the Staten Island Post No. 563, Veterans of Foreign Wars and also Richmond County commander of the American Legion.

Pier 6 at Tompkinsville became George Cromwell Recreation Center, in memory of Staten Island's first Borough President, when it was taken over by the Parks Department in 1936. A full recreational program is conducted for young people and adults. Occasionally exhibits and dances are held there.

Goodhue Center, supported by the Children's Aid Society, with financial assistance from the Community Chest and Council, maintains a recreational program for boys and girls of all ages. The center is housed in the home of the late Robert and Sarah C. Goodhue,* 304 Prospect Avenue, New Brighton, which was built about 1845. A swimming pool and playground are on adjacent property on Lafayette Avenue.

Recreation centers are also provided for the youth of the community by the P.A.L., by church groups, and by the Board of Education.

THEATRE

In the early 1900s stock companies were popular throughout the nation. The Richmond Theatre located on Thompson and Brook (now Wright) Streets, Stapleton, provided this form of entertainment from 1906 until about 1912 (81). Then the newer media of the silent film attracted patrons to several small moving picture houses in the neighborhood. The Richmond Theatre had been the old German-American gymnasium known as Turn Hall, built in 1890 (81). The theatre later became a moving picture house. The building was destroyed by fire in the 1950s. In the 1920s stock company performances were revived in the Liberty Theatre in Stapleton for several years and vaudeville shows were presented in the Ritz and Palace Theatres.

At one time the Island supported about twenty movie houses. Today there are five theatres and one drive-in. Some of the earliest were the Harbor in Mariners Harbor, the Star in New Brighton, the New Plaza in West New Brighton, the Empire in Port Richmond (still in existence), the Bijou and the Park in Stapleton. In 1922 a local pharmacist erected a moving picture house on New Dorp Lane which has been converted into an electrical appliance store (48).

The Isle Theatrical Corporation purchased the New Dorp Theatre and later built the present Lane Theatre across the street. Organized by three brothers, Charles, Lewis, and Elias Moses, this company erected a chain of theatres in the 1920s, the Liberty in Stapleton (now a bowling center); the Paramount (1920) in Stapleton; the Ritz (1924) in Port Richmond; the Strand (1926) in Great Kills; the Stadium in Tottenville; the Capitol in West New Brighton. Of these six, only the Paramount and the Ritz are still used as theatres. The Victory Theatre in Tompkinsville, built about 1925, closed in 1961.

The Paramount Theatre* on Bay Street, Stapleton, is located on land formerly owned by Cornelius Vanderbilt, father of Commodore Cornelius Vanderbilt. The old homestead was razed to make way for the present theatre. In 1961 the Paramount was redecorated and the projection and sound equipment improved.

The St. George Theatre,* Staten Island's largest and newest, was built in 1930 and decorated in ornate fashion (48). Staten Island's first Drive-In Theatre opened in 1948 on Richmond Avenue, Greenridge with

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accommodations for 650 cars. This was the first drive-in theatre constructed in the City of New York.

GERMAN CLUB ROOMS

The German Club Rooms, mentioned in the preceding section, continued to be the scene of banquets, charity balls, receptions, concerts, and entertainments. Among the groups which performed on the large stage was The Comedy Opera Club of Staten Island, organized in 1903, which presented operettas by Gilbert and Sullivan and by others (80). Throughout the century amateur theatrical groups have appeared from time to time in different sections of the Island, a few lasting over a period of years. Local newspapers report current efforts.

STATEN ISLAND JEWISH COMMUNITY CENTER*

The Staten Island Jewish Community Center at 475 Victory Boulevard, Tompkinsville, dedicated in 1929, has an extensive recreational and educational program for both children and adults. In 1963 the building was renovated completely and enlarged, thereby increasing its facilities. Two nursery school rooms are included in the new building.

YOUNG MEN'S CHRISTIAN ASSOCIATION*

The early development of the YMCA on Staten Island was reported in the preceding section. Interest in re-establishing the program on the Island was awakened in the 1940s. The Staten Island Branch of the YMCA was organized in 1947 with small headquarters at 36 Richmond Terrace, St. George. Limited activities were conducted in various communities. In 1952 the program was expanded with the acquisition of a 2½-acre plot of land, including a century old homestead, opposite the Staten Island Zoo. The present modern building at 613 Broadway, erected in 1956, with its gymnasium, swimming pool, and lounge, offers a recreation program for all ages. The organization is seeking to acquire acreage on the South Shore for a day camp.

RICHMOND DAY CENTER

Volunteers on Staten Island work in conjunction with the Department of Welfare of the City to provide recreational activities for people 55 years of

age or older. The Richmond Day Center for Older People offers activities at the Berry Houses, at the Stapleton Houses, and at Sailors' Snug Harbor.

SCOUTING

The William H. Pouch Staten Island Scout Camp* offers facilities for Boy Scouts in all boroughs. In 1949, 100 acres of woodland off Manor Road were added to the existing Short Term Camp of 50 acres and the name was changed to honor the former Staten Islander and prominent leader of Scouting in New York City, William H. Pouch. Flagg Pond, which was formerly part of the estate of the late Ernest Flagg, well-known architect, was renamed Lake Ohrbach to honor Nathan M. Ohrbach, Manhattan merchant and leader in Scouting. A large amphitheater on the property is named in memory of the late Mrs. Louis A. Dreyfus who was a benefactor.

Adjacent to the Pouch Camp is Camp High Rock,* a 58-acre camp operated by the Girl Scout Council of Greater New York. The proposed Richmond Parkway will divide the two camps. High Rock is used for day hikes, for overnight troop camping, for a short term camp and for a summer camp program. The first Girl Scout troop on Staten Island dates back to 1914 (51). Now there are 15 senior troops (ages 14 through 17), 91 intermediate troops (ages 10 through 13) and 77 Brownie troops (ages 7 through 9).

CAMPFIRE GIRLS

The Staten Island Council of Campfire Girls was organized in 1912 (48). A year-round recreational program is offered for girls between the ages of 7 and 17.

MUSIC AND ART

Through the twentieth century there have been many groups on Staten Island that have been interested in music and art. The local newspaper reports the activities of the current groups. A few of the larger organizations will be mentioned.

The Staten Island Community Concert Association, part of the national organization, has been presenting performances on the Island since 1951. Annually a series of three or four concerts by outstanding symphony orchestras and internationally known musical artists is given, usu-

ally at the Paramount Theatre. One of the Community Concert artists is Eileen Farrell, Metropolitan opera star, who is a Staten Island resident.

The Richmond Opera Company was organized in 1958 by a group of music lovers on Staten Island who were interested in bringing professional operatic performances to the Island. Over a period of four years they brought many fine artists to the stage of the St. George Theatre. The annual Opera Ball, a fund-raising project, was reminiscent of the gay social life Staten Island enjoyed many years ago. It was announced at the close of the 1962 season that the program had not been self-sustaining. Future plans were indefinite.

Among the other groups are the Staten Island Symphony Society, the Staten Island Choral Society, and the Wagner College Glee Club. The College Glee Club tours the country and also offers a few concerts for the public on the campus.

Art

The Staten Island Institute of Arts and Sciences has stimulated local artists to use their talents and to display their work. Each September an outdoor art exhibit is held at Sailors' Snug Harbor, followed by an exhibit in the Staten Island Museum. The Institute also encourages art appreciation. Exhibits on the second floor change frequently. The Art Rental and Sales Gallery offers members the opportunity to rent or purchase original works of art.

Staten Island Council of Arts

In June 1962 the Staten Island Council of Arts, a citizens' committee, was organized as a coordinating agency to help promote artistic and civic improvement in the borough. The group represents educational, cultural and community service groups.

MUSEUMS AND LIBRARIES

The Staten Island Historical Society which had been founded in 1856 was reorganized in 1900 by prominent Staten Islanders, among whom were Rev. Wilbur Fiske Wood, who was elected president of the Society; Ernest Flagg, architect; Ira K. Morris, historian; David J. Tysen, developer; E. C. Bridgman; Judge Nathaniel J. Wyeth; George Cromwell and Calvin D.

Van Name, borough presidents. They met in the historic Fountain House* which had been erected about 1670, according to Morris (57). There British officers were entertained during the American Revolution. The house was remodeled in 1899 by Mr. Justis J. Smith, a well-known New England architect, and remained an interesting landmark until 1935 when it was demolished. The firehouse on Richmond Road, New Dorp, occupies the site of the old homestead.

It was fitting that the Historical Society met in the Fountain House because one of its primary objectives was to preserve historic landmarks. Another aim was to collect historic material pertaining to the Island.

In 1920 the Stony Brook Association merged with the Historical Society. Ira K. Morris became president and Cornelius G. Kolff became secretary. Two years later the new organization joined with the Staten Island Antiquarian Society, meeting at the Perine House (now known as the Billiou-Stillwell-Perine House)* which had been purchased by the Antiquarian Society in 1915. William T. Davis* became president of the Staten Island Historical Society, a position he held until 1939. Many gifts relating to the history of the Island were acquired throughout the years.

In 1934 the borough president of Richmond turned over to the Staten Island Historical Society the old County Clerk's and Surrogate's Office (built in 1848) to be used as a museum. Borough President Palma appointed Loring McMillen as Borough Historian to replace Charles W. Leng who had held the honorary position since 1922 (19). This office, created by state legislation in 1919, is still held by Mr. McMillen. The museum, staffed by volunteer workers, is one of the finest local historical museums* in the State of New York. The Parks Department maintains the physical plant and the grounds of both the museum building and the Third County Courthouse* across the street which houses special collections.

The volunteers gather all kinds of historical material which they catalog and prepare for exhibit. A fine library has been assembled and is available for research. The Society issues an eight page quarterly, *The Staten Island Historian*, and also publishes leaflets and books from time to time. A restored village of Richmondtown has been planned to show the growth of a typical American village during the 17th, 18th, and 19th centuries. Details of this Richmondtown Restoration will be discussed later.

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STATEN ISLAND INSTITUTE OF ARTS AND SCIENCES

The early history of the Staten Island Institute of Arts and Sciences* was given in connection with William T. Davis in the preceding section. Today this organization is one of the most active cultural groups on the Island, offering activities of interest to all ages. Various adult sections include archeology, art, astronomy, handcrafts, music and natural history. The Education Department schedules lectures for school classes and field trips to the William T. Davis Wildlife Refuge.* A Saturday morning Junior Museum Program is offered also. The Institute sponsors a series of nature lectures annually in memory of Mr. Davis. These are open to the general public. In-service courses for teachers are conducted each year at the Museum, as well as other courses of more general interest. A publication, *The News Bulletin*, is printed monthly for distribution to members of the Institute (27).

The growth of the public museum as part of the Institute of Arts and Sciences has been traced. The Museum at 75 Stuyvesant Place has both permanent and changing exhibits. The first floor is devoted to the natural sciences, the second floor to art. Photographic exhibits are often displayed in the basement auditorium. A research library is located in the Richmond Health Center building at 51 Stuyvesant Place.

JACQUES MARCHAIS CENTER OF TIBETAN ART*

Another museum that attracts many people to Staten Island is the Jacques Marchais Center of Tibetan Art on Lighthouse Hill overlooking Richmondtown. The museum building, erected in the style of a Tibetan temple, houses the private oriental Buddhist art collection of the late Mrs. Harry Klauber (known professionally as Mme. Jacques Marchais). This building was dedicated in 1947, just prior to her death. Earlier she had erected a library for her large collection of oriental literature. In recent years Tibetan monks have visited the Center and praised the work of Mme. Marchais in preserving Tibetan art and literature. Beautiful gardens built into the hillside enhance the charm of the Center. In 1962 and 1963, an in-service course for teachers was conducted in the library.

THE STATEN ISLAND ZOO

The Staten Island Zoo* is operated both by the City of New York which

furnishes cost of maintenance and operation and by the Staten Island Zoological Society which provides exhibits and conducts various programs. When this zoo opened in June 1936, it was hailed as "the first educational zoo in the United States." The late Carol Stryker, previously mentioned, was the first curator. Dr. Patricia O'Connor, zoo veterinarian, is the only woman in the country to hold such a position.

The reptile collection at the Staten Island Zoo is considered one of the finest in the world. The rattlesnake collection of 36 species is unsurpassed. Carl Kauffeld, a Staten Islander, has been curator of reptiles since 1936. Other sections of the zoo house birds, mammals, and tropical fish.

Educational programs and monthly lectures for members of the Staten Island Zoological Society are conducted in the auditorium.

Adjacent to the Zoo is Barrett Park.* This seven acres of land was left to the City of New York by the late Mrs. Edward T. Hardin with the stipulation that a park be established and named for her brother-in-law, Clarence T. Barrett* and that it should be used for "other than merely playground purposes."

LIBRARIES

The first branch of the New York Public Library on Staten Island was opened in Tottenville in 1904 through the efforts of three local organizations, including the Philemon Society, which is still active. Andrew Carnegie had offered funds for library buildings to small communities in the United States and the citizens of Tottenville had applied for this aid. Prior to that time, there had been a public library in Tottenville on Johnson Avenue, formed by the Tottenville Association in 1899, with a stock of 230 books. Earlier efforts have been described in a newspaper article (83). The Port Richmond Branch Library opened in 1905 and the Stapleton and St. George Branches in 1907.

Today Staten Island is served by the St. George Library Center, twelve branch libraries, and a bookmobile. A new branch in Meiers Corners will replace the Todt Hill Houses facility in late 1963. All branches have special programs for children and adults. The first public music lending library in New York City opened at the St. George Regional Public Library in 1952.

CONSERVATION EFFORTS

The wooded areas of Staten Island are disappearing fast as the bulldozers make way for homes and industry. Native wildflowers, song birds, and small mammals also vanish when their natural habitats are destroyed. Fortunately, on the Island, there have been groups and individuals interested in conservation. The expansion of public parks on Staten Island has assured permanent protection of natural woodland.

BIRD SANCTUARY – WILDLIFE REFUGE

Through the efforts and generosity of William T. Davis, who has been referred to several times, a 51-acre bird sanctuary was created in New Springville in 1933. This was maintained jointly by the National Audubon Society and the Parks Department of the City of New York (50).

The area was enlarged to 260 acres and established by the Parks Department in 1956 as the William T. Davis Wildlife Refuge.* Guided field trips are conducted over the nature trails that have been laid out in the Refuge (92). The Spring 1957 issue of the *Proceedings of the Staten Island Institute of Arts and Sciences* was devoted to a report on the botany of the area.

It is of interest to note that Theodore Roosevelt's grandfather had a country home on land that is now part of the Refuge. The property remained in the Roosevelt family until 1878.

THE FEDERATION OF WOMEN'S GARDEN CLUBS*

Eleven women's garden clubs on the Island belong to the Federated Garden Clubs of New York State. These groups have stimulated amongst adults and children an interest in gardening and in conserving natural flora. They maintain a colonial garden on the grounds of the Billiou-Stillwell-Perine House.* Flower shows and garden walks are annual events. In 1962 the Staten Island District, Federated Garden Clubs of New York State adopted the daisy as a motif for its seal. Ten years earlier this flower had been chosen as the official borough flower by a poll conducted by the *Staten Island Advance*.

HOLDEN'S STATEN ISLAND

MEN'S GARDEN CLUB OF STATEN ISLAND

A group of Island men who were interested in gardening and conservation founded the Men's Garden Club of Staten Island* in 1950, as an affiliate of the national organization of Men's Garden Clubs of America. This civic-minded organization planted and has continued to care for the orchard at the Decker Farm in Richmondtown, and has assisted in landscaping the grounds of such buildings as the YMCA, the Staten Island Mental Health Society Center, and the Staten Island Hospital. The men hold two flower shows annually at the *Staten Island Advance* building. These are open to the public.

STATEN ISLAND ARBORETUM

A 75-acre section of the Wagner College campus has been designated as the Staten Island Arboretum.* Trees and shrubs are to be planted and labeled. Many of the existing old trees have been marked. Eventually the woodland area will be opened and native plant life protected there. Ultimately the Arboretum committee plans to aid homeowners in the selection and care of trees.

STATE CONSERVATION DEPARTMENT

The New York State Conservation Department provides a marine fisheries protector to enforce the state fishing laws and a game protector to enforce the laws governing the protection of bird and animal life on Staten Island (24).

OTHER ORGANIZATIONS

The Staten Island Federation of Sportsmen's Clubs* coordinates the common interests of various sportsmen's clubs on the Island. One of these, the Andrew E. Zimmer Fish and Game Protective Association,* conducts classes in conservation, boat handling, compass and map reading, and hunter safety in its New Springville headquarters.

THE ROLE OF THE NEWSPAPER

Over a period of many years the local newspaper, *The Staten Island Advance*, carried a column by Lee A. Ellison, who died in 1962. These articles entitled *Walks with Nature* awakened the interest of Islanders in the conservation of the natural beauty which is fast disappearing.

INDUSTRIAL EXPANSION

As the population continued to increase, new industries were attracted to Staten Island which offered the advantages of adequate labor supply, availability of large tracts of land at a reasonable price, proximity to markets in the metropolitan area, a navigable waterfront, and freight connections to various parts of the country.

In 1900 there were about 60 different industries, employing about 8,000 people. In 1962, according to the Staten Island Chamber of Commerce, there were about 215 industries, with 9,879 employees.

FARMING

With the turn of the century, farming began to decline on the Island. Contributing factors were air pollution, increased land evaluation, and labor problems. In the early 1900s the Cortelyou brothers found it more lucrative to sell salt hay to the truck farmers to protect their crops from frost than to raise their own crops (47). In 1935 there were still about 35 truck farms, but in 1962 that number had dwindled to about 12. These farms which produce vegetables for Manhattan markets are centered around the New Springville-Travis section. Several of them are owned and operated by Greek farmers. Modern machinery and agricultural methods are used, including overhead irrigation. Produce is loaded on special trailers that are pulled into the fields by tractor and then transferred to trucks. Cauliflower, cabbage, celery, lettuce, escarole, kohlrabi, beans, beets, broccoli, carrots, endive, radishes, and squash are the chief crops. The largest and most typical truck farm is operated by the Crampanis family on Richmond Avenue.

Many of the truck farmers turned to flower growing in greenhouses which eliminated the problem of air pollution (48). The Mohlenhoff farm on Victory Boulevard, Travis, which has been in the family since 1910, is the best example of this. The raising of flowers was started in 1928 (46). Gradually the vegetable crops became less important and more greenhouses were constructed. Chrysanthemums, tulips, iris, poinsettias, cinerarias, and bedding stock are grown for market. An unusual type of farm on the Island is Gericke's Organic Farm on Arthur Kill Road.

Dairy Farms

There have been several dairy farms on Staten Island, but none exist

today. In 1899 Julius Weissglass founded the Weissglass Dairy (now the Weissglass Gold Seal Dairy Corporation). He started with 12 cows, 40 ducks and 120 chickens on a 50-acre farm near Bulls Head that had belonged originally to the Simonson family. This was the period when milk deliveries were made by horse-drawn milk wagons along dirt roads. One of the Weissglass milk wagons can be seen at the Clove Lakes Stables.*

Now the sons of the founder own several creameries in upstate New York. The milk is transported to the Island in modern stainless steel tank trucks. It is then pasteurized and bottled at the Mariners Harbor plant on Forest Avenue. Gold Seal Ice Cream was added to the products in 1941. A large clock at the corner of the plant was unveiled in 1951 in memory of the founder who died in 1946. The Weissglass name is perpetuated in the name of the stadium in Port Richmond where many sports events are held.*

Prasse's Goat Dairy and Farm

Prasse's Goat Dairy and Farm at 535 Bloomingdale Road has supplied goat's milk for the New York City area since 1935. Mr. Prasse started to raise Nubian goats as a hobby in 1933, but two years later his dairy was certified for milk sales. Goat's milk, which is easy to digest and is helpful in certain stomach and intestinal disorders, can be bought only with a doctor's prescription. The Prasses sold their business in 1961. The new owners also raise strawberries and asparagus which were important crops in this area a century ago.

CLAMMING AND OYSTERING

Clamming and oystering* were important occupations along the South Shore, particularly in Pleasant Plains and Tottenville, during the early 1900s. Oystering continued to prosper on Staten Island until about 1910 when the waters of New York Harbor became polluted from industrial waste, from shipping, and from sewage. When typhoid fever was traced to Staten Island oysters, the Department of Health condemned the oyster beds in 1916. Clamming was also prohibited.

About 1940 the clam beds were approved again. Very often 50 or 60 men would venture forth in small boats from South Shore harbors. However, during World War II the waters again were condemned. The Prince's

Bay Clam and Oyster Association became reactivated in 1961 after eight years of inactivity and is urging the reopening of Raritan Bay for clamming. The United States Public Health Service, the New York City Health Department and the shellfishing unit of the New York State Conservation Department determine whether clamming may be resumed.

SHIPBUILDING

There were many small boatyards for building and repair along the Arthur Kill in and near Tottenville during the period when clamming and oystering were the principal occupations in that locality. The Ellis Shipyard built large schooners. Other yards bore the names of their owners – Brown, Butler, Rutyan, Latourette (48). Some of the old docks are still visible.

Brewer Dry Dock Company

Large shipyards developed along the north shore of the Island. One of the earliest was Brewer Dry Dock Company on Richmond Terrace in Mariners Harbor, founded in 1899. At one time this was one of Staten Island's largest industrial plants, employing over 1,000 men. During the 1930s the firm built ten Department of Sanitation barges (47). Most of the work now is of a repair nature, such as the annual overhauling of the city-owned ferries and other harbor craft.

Bethlehem Steel Company

The Mariners Harbor yard of the Bethlehem Steel Company is located on a site that was used as a shipyard by R. C. Decker as early as 1853. Other shipyard companies operated there in later years. Some of the owners of the Burlee Drydock Company of Port Richmond started a shipyard at this site for the construction of wooden vessels in 1906. The following year they named the firm the Staten Island Shipbuilding Company. By 1906 a foundry was added and steel ships were built. During World War I this plant had government contracts. In 1929 ownership changed to the United Drydock Company which became United Shipyards Inc. in 1936. Two years later Bethlehem Steel purchased the Mariners Harbor yard. During World War II the Navy acquired part of the property and contracts were awarded to Bethlehem for construction of destroyers and for conversion

and repair work of other warships. At one time over 10,000 people were employed at the shipyard. After the War, steel barges and other harbor crafts were constructed there. In 1951 three Staten Island-Manhattan ferries were completed at Bethlehem. Now only the foundry and propeller shop are in operation. There, huge propellers are made for tankers and destroyers that are constructed in other shipyards.

Milliken Brothers – Downey's Shipyard

Milliken Brothers' Structural Iron Works and Rolling Mill, originally founded in 1857, erected a large plant near Elizabeth Ferry, Holland Hook in 1903. This Staten Island factory was one of the world's largest manufacturers of steel products. After the steel trusts were formed, Milliken Brothers dissolved in 1917 (45). The plant was converted into Downey's Shipyard which had large government contracts during World War I. In 1927 this property was the site of the Bellanca Aeroplane Corporation.

Ship Repair and Salvage Companies

There have been many ship repair firms in business on the Island since the turn of the century. McWilliams Drydock at the foot of North Burgher Avenue, West New Brighton, was well-known, but is no longer in operation. Among those still active are Great Lakes Dredge and Dock Company, O'Brien Brothers Shipyard Corporation, Moran Towing Corporation, and Caddell Dry Dock and Repair Company. Merritt, Chapman and Scott Corporation, based at Pier 22, Clifton, has been in the salvage and ship construction business since 1860.

PIER FACILITIES ON THE EAST SHORE

The American Dock Company was founded in 1872 by Alfred J. Pouch. The property includes Piers 1 through 5 along the Upper Bay from Victory Boulevard to the Coast Guard Base. For many years the Isthmian Steamship Line and the United States Line used the facilities of the American Dock Company. Pier 4 is leased by the Universal Terminal and Stevedoring Corporation.

In 1962 Webb and Knapp, Inc., a Manhattan real estate firm, purchased the American Dock Company properties. In November of that year the firm announced plans for five high-rise luxury apartment houses.

Pouch Terminal

Pouch Terminals Inc., with 1,000-foot deep-water piers, No. 19, 20, 21 at Clifton, has been retained by the Pouch interests which founded the organization in 1916. Pier 19 is used by the Barber Line and Pier 21 by the K. Line (Kawasaki), both of which engage in Far East trade. Between 1949 and 1959, the Booth Steamship Line leased Pier 20. In September 1962 the Sabre Steamship Line, which also handles Far East cargo, took a long-term lease of Pier 20. Pouch Terminal has excellent warehouse facilities and direct rail transportation. An interesting list of foreign products and points of origin can be compiled by checking local newspaper articles reporting ship arrivals. A recent check revealed the following: rubber, jute, kopak, and tin from the Far East; zinc from Africa; automobiles from Japan; fiberglass sailboats from the Netherlands; cocoa from West Africa; talc from Italy.

Pier Development by the City of New York

Deep-water piers were built by the City of New York along the Tompkinsville-Stapleton waterfront between 1921 and 1923, during the administration of Mayor John F. Hylan. However, there was little return on the City's investment and for years the piers were referred to as "Hylan's Folly." It was not until the Free Port was established in 1937 that the waterfront showed marked activity. During World War II, the municipal piers were used by the Army and Navy as the New York Port of Embarkation. In recent years shipping activities have increased. Plans have been announced by the Marine and Aviation Department for a large-scale waterfront development project (84).

The New York Foreign Trade Zone

The New York Foreign Trade Zone in Stapleton was established in 1937 and operated by the City of New York for one year. In 1938 a private corporation, the New York Foreign Trade Zone Operators, Inc., began operating the Zone under the supervision of the Department of Marine and Aviation. About 150 persons are employed there (99).

This was the first of the five Foreign Trade Zones in the United States. Originally four piers were used, No. 12, 13, 15, and 16. Now operations are confined to Piers 15 and 16. Cargoes from all over the world are discharged

at the piers, duty free, stored in the warehouses, resorted, repacked, sometimes assembled, and re-exported. At one time tobacco for cigar wrapping was stored and auctioned there. The Baltimore and Ohio Railroad operates freight cars directly to the piers.

Among the commodities that are brought to the Staten Island Free Port are: watches for assembly, canned meat, various metals, leather, coffee, chemicals, "cork from Portugal, pepper from Colombia, diamonds from South Africa, cuckoo clocks from Germany, nuts from Brazil, and talc from Italy" (99).

During World War II the facilities were taken over by the Army, but the operations were resumed in 1945. The area is fenced in and guarded by Customs Port Patrol Officers and guards assigned by the Zone Operators.

In passing, it is interesting to observe that Erastus Wiman had urged a free port on Staten Island in 1888. It was largely through the efforts of Cornelius Kolff that the enterprise became a reality.

Other Firms Connected with Shipping

Other firms have been organized on the Island because of the navigable waterfront. An interesting recent one is the Standard Boat Company, a division of Rando Dock, Inc., at 1483 Richmond Terrace, West New Brighton, which began operations after World War II as a ship supply firm. Three lighters are used to deliver supplies to shipping agents, ship owners, and chandlers (96). Iron works, engine and boilerworks, ship chandlers, and marine towing companies are among others that are listed in the Telephone Directory and by the Staten Island Chamber of Commerce.

SOME FACTORIES BEFORE 1898 ARE STILL ACTIVE

A few firms that were founded before consolidation are still in operation. Louis De Jonge Company,* now located in Clifton, was organized before the Civil War in Manhattan. The firm is one of the nation's leading manufacturers of fancy gift papers (47). Baltimore and Ohio freight cars come in on a siding to bring in raw materials and to transport the finished product.

The S.S. White Dental Manufacturing Company,* which moved to Staten Island in 1881, manufactures both dental and industrial products

at its Prince's Bay plant. These include dental instruments, dental equipment, medical gasses, and dentifrices. The new Airdent Unit for painless extraction is assembled there. The Island plant, which employs about 800 men and women, also manufactures cream-whipping gas mixtures, molded plastics and flexible shafting for industrial purposes. It has complete chemical and metallurgical laboratories. During both World Wars the company had many government contracts and was honored by the War Department for excellence in war production. The early development of the plant was traced in the preceding section of this report. This firm is one of the places visited by teachers in the in-service community course.

Jerome B. King's Plaster Mill in New Brighton, organized in 1876, was purchased by the United States Gypsum Company* in 1924. The Staten Island plant, with about 500 employees, is one of the U.S. Gypsum's 54 plants. Five modern ships are used to transport the gypsum rock from Windsor, Nova Scotia to the New Brighton dock where it is unloaded by conveyor belt to storage bins and silos (35, 36). The fireproof sheetrock wallboard which is manufactured from the processed gypsum is used extensively in present-day construction. Other products are plaster, paint, and partition tiles. A recent improvement at the plant at 561 Richmond Terrace is the new warehouse on the opposite side of the Terrace with a conveyor to move the finished products from the factory to storage, thereby relieving the traffic bottleneck caused by the previous method of loading the huge trailer trucks that distribute Gypsum products throughout the metropolitan area. Baltimore and Ohio freight cars service the plant. The community course members visit this firm also.

Standard Varnish Works moved to Staten Island from Long Island in 1893. In 1924 the business merged with the Toch Brothers Chemical Company, operating under the name Standard-Toch Chemicals Company, Inc. In 1961 Montgomery Ward & Co. mail order house purchased the firm which it manages as a subsidiary under the name Standard T Chemicals. The plant manufactures protective paints, lacquers, paint-inks, and insulating compounds for wires. Its products have been used on the *Queen Mary*, on Manhattan skyscrapers, and by such companies as Singer, Eastman Kodak, General Electric, and Continental Can. This Mariners Harbor firm has a complete chemical laboratory for research and experimentation.

MANY STATEN ISLAND FACTORIES CLOSED DURING THE DEPRESSION YEARS
During the depression years many industrial plants on Staten Island were forced to close. This affected the communities that depended upon these factories for employment. Many families moved away and in some instances progress in the communities became static.

The largest firm to disband was the C.W. Hunt plant in West New Brighton which had been founded in 1872. Its operation was explained in detail in the preceding section of this report.

The Barrett Nephews Company* (Old Staten Island Dyeing and Cleaning Establishment), which can be traced back to 1819, moved its dry cleaning plant to Manhattan where it still operates. The American Linoleum Manufacturing Company, which had been established in Linoleumville (now Travis) in 1873, closed its large factory that had at one time employed 700 persons.

The brick factories that had prospered before 1898 and in the early 1900s also discontinued operations during the depression years of the 1930s. They included the Kreischer plant in Kreischerville (now Charleston), the American Brick Company, and the Dolan Brick Company in the Fresh Kills area. The Atlantic Terra Cotta Company of Tottenville, manufacturers of building ornaments, also closed.

Another firm which failed at this time was the Irving Manufacturing Company, founded in 1881 in the Crabtree and Wilkinson factory, which manufactured textiles at 67 Jersey Street, now Richmond Terrace.

A smaller firm, which employed a number of Tottenville residents, was the Tottenville Hat Works on Johnson Avenue which closed about 1927.

INDUSTRY ON STATEN ISLAND TODAY

Fortunately for Staten Islanders, several large industries opened plants which have continued to prosper. The largest of these is the Staten Island plant of Procter and Gamble Manufacturing Company* which began operations in Mariners Harbor in 1907. The organization had been founded in 1837 in Cincinnati by a candlemaker from England, William Procter, and a soapmaker from Ireland, James Gamble. From 11 buildings on 77 acres, the Island plant has grown to 64 buildings on 125 acres. Most of the property, known as Port Ivory, is reclaimed marshland. The number of employees has increased from 400 to 1,500.

Ivory soap was the first product made at the plant (97). A Crisco factory was added in 1926. Gradually soap powders, synthetic detergents, cleansers, and prepared bake mixes have been added to the list. A by-product of the industry is glycerin which is sold to drug, cosmetic, and chemical firms (98). The P & G factory has direct rail connection with the Baltimore and Ohio Railroad and has access to the Goethals Bridge which connects with the New Jersey Turnpike.

The third largest firm on the Island is the Nassau Smelting and Refining Company* which opened its plant in 1900 as the Tottenville Copper Company. It had been founded in 1884 by Benjamin Lowenstein, a German immigrant who opened a small shop to buy and sell scrap metals. His business soon expanded to include smelting operations, and by the turn of the century needed a larger plant. It was at this time that Lowenstein moved to Staten Island. He overcame many adversities through two business recessions. In 1931 the Western Electric Company purchased the Tottenville Copper Company and renamed the firm Nassau Smelting and Refining Company (26). This plant, with about 650 employees, is the leading salvage unit of the Bell Telephone system, reclaiming non-ferrous metals from obsolete telephone equipment. Products are shipped by trailer truck or by the Baltimore and Ohio Railroad. Plans have been announced for a huge expansion program. This firm is visited by the teachers as part of the in-service course on utilization of community resources.

Ansbacher-Siegle Corporation,* 92 Chestnut Street, Rosebank is one of the leading manufacturers of fine pigments in the country. Its products are used in industrial paints, in printing inks, and in cosmetics. The large fireproof factory was constructed in 1909 as G. Siegle Corporation, the first color factory in the United States to use German processes. A large fence was built around the five acres of property and an 18-room Bavarian manor-type mansion was constructed on Tompkins Avenue for the plant manager. Other homes were built for the executives, as well as a large stable for riding and carriage horses. The house in which Garibaldi* had lived was moved to its present location on the opposite side of Tompkins Avenue. During World War I the property of this firm was taken over by the Alien Property Fund and American interests acquired the plant and formulae. In 1929 it combined with the Ansbacher Corporation of

Brooklyn which had manufactured insecticides. The firm has large chemical laboratories, its own power plant, and water supply from artesian wells.

The Wallerstein Company* opened its Staten Island chemical plant in Mariners Harbor in 1918 on the site of the old Mersereau farm. Today, with 400 employees, it is one of the country's largest producers of enzymes and enzyme chemicals. These products are used in such industries as meat packing, food processing, baking, textiles, tanning, brewing, drycleaning, and pharmaceuticals (22). At one time the firm made Bosco Milk Amplifier, a chocolate syrup reinforced with vitamins and minerals. In 1957 Wallerstein became affiliated with Baxter Laboratories, Inc. Experimentation and research is carried on in a modern chemical laboratory. This firm is also visited by teachers during the in-service course on community resources.

The Gulf Oil Corporation* acquired 700 acres of land near the Goethals Bridge Plaza in 1928. Swamp land was reclaimed and storage tanks erected. Ocean-going tankers bring petroleum products from Texas and South America into Gulfport where they are stored in more than 100 tanks and distributed to customers in the metropolitan area as needed. Staten Island is also a pipeline terminal. From Gulfport, barges carry products to cities in the New England states.

Mobil Oil Company constructed its terminal at Port Socony along the Arthur Kill, Charleston, in 1934. Much of this property is also reclaimed land. During World War II, Port Socony was the terminal of the "Little Big Inch" pipeline which brought oil from the Middle West to the East for our combat ships. Today Socony-Vacuum tankers discharge crude oil, gasoline, and other petroleum products to the huge storage tanks along the Arthur Kill. From that point barges transport the crude oil to a Brooklyn refinery and other products to places in the New York area. Local Mobil dealers receive their supplies directly from Port Socony by truck. About 80 persons are employed at the terminal (8).

Louis Marchi and Company, Inc., located on Front Street in Stapleton, is one of the largest manufacturers of wax artificial fruit in the United States. Mr. Marchi, the founder, was a sculptor who started this business in Manhattan in 1924 after he had retired. In 1943 the firm moved to Staten Island where it now employs 50 persons.

One of the newest industries on Staten Island is the Chivers Book Binding Company* at 20 Clifton Avenue, Rosebank, facing the Narrows. This company, established in Brooklyn in 1909, came to the Island in 1955. It is well-known for its rebinding of library books and prebinding of new volumes. The Picture Cover Bindings, Inc. was established within the same building in 1936. This firm manufactures the colored buckram covers for library bookbinders throughout the country.

Uniforms by Ostwald, Inc.* moved to Staten Island from Manhattan in 1945. At its modern plant on Richmond Terrace, New Brighton, 300 employees manufacture about 1,500 band uniforms each week for musical bands throughout the nation. The firm makes the military headdresses, shakos, for the West Point band. The new Richmond Terrace housing project is being constructed around the plant which has recently expanded.

Another color plant on the Island is the Magruder Color Company, Inc. at 2385 Richmond Terrace, founded in 1927. Dry colors for the printing ink and paint industries are manufactured at the Elm Park plant which has about 10 employees.

Elm Park is also the site of a new building erected in 1961 by the Narva Labs, Inc., manufacturers of perfume, perfume oils, and flavoring for food products. Before moving into the new plant on Granite Avenue, near Wallerstein's, the firm had been located in Stapleton.

An interesting business born of a hobby during the depression of the 1930s is that conducted by the Howat family on Hopping Avenue, Tottenville. Mr. Howat had been chief chemist at the Atlantic Terra Cotta plant, previously mentioned, and when his services were terminated he turned his hobby of making porcelain figurines, vases, and modern art reproductions into a business which has been most successful. Ceramic costume jewelry was added to the products. Some of the Howat pieces are in the contemporary ceramics collection at the Metropolitan Museum of Art.

There are several greenhouses and garden centers on Staten Island. One of the largest is the Richmond Floral Company* in Richmondtown (48). This company and its predecessor have been growing flowers on the Island for over 60 years. Since 1930 it has specialized in the production of orchids for the wholesale cut flower market throughout the United States and abroad.

As in any other community there are many bakeries in the borough. The oldest is Holtermann's Bakery on Arthur Kill Road. The original business was started in 1879 by Claus Holtermann in Richmondtown (47). The son and grandchildren of the founder now operate the firm at a different location and maintain door-to-door delivery as well as a retail store. Another large bakery is Buda Bakers* on Richmond Road, Grant City. This plant may be visited. Arrangements usually can be made for local groups to visit smaller neighborhood bakeries.

A survey of any school neighborhood will show many retail businesses and other small manufacturing plants, some of which may be visited by making special arrangements. The Island has a number of firms making dresses, trousers, blouses, and hats.

OTHER FIRMS THAT HAVE CLOSED

Some firms in operation before consolidation prospered during the early part of the Cosmopolitan Period but have since ceased operation. Among these was the Empire State Woven Label Company, Inc. which was organized in 1892 and remained in business at 386 Clove Road, West New Brighton until 1960. Woven labels were designed and manufactured in the brick building that is now known as the Columbian Lyceum. Others were Bechtel's and Eckstein's Breweries and several fireworks factories. Henry Pain's Factory on Alter Avenue, Dongan Hills made flares for the Signal Corps during the first World War. After the War the plant manufactured fireworks until it closed in 1927.

The Rubsam and Hottmann Atlantic Brewing Company, founded in 1870, remained in operation until Piel Brothers, Inc.* purchased the firm in 1953. Underground springs continued to supply the water needed for this industry. Employing about 375 persons, the Staten Island plant produced and distributed Piel's Light Beer and Trommer's Red Label Beer. In September 1962 Piel Brothers, Inc. became a subsidiary of Drewrys Limited U.S.A., Inc. of South Bend, Indiana. In November 1962 the company announced that the brewery would terminate its operations in January 1963 and would offer the plant for sale (25).

The International Ultramarine Works operated its Rossville firm between 1884 and 1917, as noted in the preceding section of this report. The Onyx Chemical Company purchased the old buildings in 1947 and

there manufactured chemicals used in processing and finishing textiles, and in germicides and fungicides. This company closed its Staten Island plant in January 1963.

Several large firms were organized during the twentieth century, but are no longer in business. Among these was the L.A. Dreyfus Company plant in Clifton which was established about 1906. There, Dr. Louis A. Dreyfus* manufactured a "synthetic compound basic to the chicle industry" (40). East Indian guttapercha was brought in to Pier 23 by cargo ships and the manufactured products were transported either by ship or by the Baltimore and Ohio Railroad. A larger concrete building was completed in 1917. The business was continued several years after the founder's death. Since then a number of other companies connected with the rubber industry have used this Dreyfus building. The last occupant was the Geschwind Foam Rubber Company which closed its Staten Island plant in 1962 to consolidate with its Brooklyn factory. This firm manufactured rubber cushions and pillows. On the former site of Barrett Nephews Company dry cleaning establishment in West New Brighton, Albert D. Smith and Company manufactured window shade cloth, industrial tape, and book cloth from 1947 until it closed in 1962 when the West Brighton Plaza (housing development) was completed. Charles D. Durkee operated a large marine hardware factory in Grasmere near the railroad as late as the 1940s (47). The building is occupied now by the Brooklyn Union Gas Company.

BANKING INDUSTRY

The early development of banking institutions on Staten Island was traced in the preceding section of this report. Those mentioned are still in existence, most of them under other names. The current trend is for local banks to merge with large Manhattan banks, to open more branches, and to establish drive-in service.

Savings and loan associations have increased in number, giving great impetus to homebuilding on the Island. A list of banks and savings and loan associations appears in the Telephone Directory. Many of the institutions have erected beautiful modern buildings within recent years and are active in community endeavors.

UTILITIES

The early development of utilities on Staten Island was described in the preceding section. During the 20th century the services have been extended to keep pace with the growth in population.

Gas

In 1901 the New York and Richmond Gas Company was incorporated and soon effected a merger with the Richmond Gas Light Company and the Consumers' Gas Light Company. In the early 1900s street illumination by gas was replaced by electricity. Gradually gas lighting in the homes gave way to electricity. Gas cooking became popular in the first decade of the new century and recently gas heating has gained favor among householders.

Gradually gas lines were extended to various sections of the Island. It was not until 1922 that Grant City and New Dorp were serviced. Distribution to outlying communities of the South Shore has occurred only within the last few years.

In 1949 natural gas, which has replaced artificial gas, was brought to the Island through great transcontinental pipelines from Texas. These pipelines span the Arthur Kill from Linden, New Jersey to Gulfport, continue across the Island and then pass under the Narrows to Brooklyn. In 1957 the New York and Richmond Gas Company merged with the Brooklyn Union Gas Company which serves the Island today (75).

Electricity

By 1898 the existing small electric companies on Staten Island had been consolidated into the New York and Staten Island Electric Company and service had been extended to all parts of the borough. In 1902 the company was purchased by the Richmond Light Company which also acquired the electric street railway property of the Staten Island Electric Railroad Company. The new company, known as the Richmond Light and Railroad Company, serviced the Island until the Staten Island Edison Corporation took over in 1923. Ownership changed to Consolidated Edison* in 1952.

In 1947 the first Arthur Kill generating station was completed to supplement the Livingston* plant that had been built in 1897 and had become inadequate for modern demands. The second Arthur Kill power plant in

Travis went into service in 1959. These two stations, known as Arthur Kill 1 and Arthur Kill 2, supply power for Staten Island and for some areas in Brooklyn. Twin high-voltage cables under the Narrows connect the Staten Island plant and the Hudson Avenue plant in Brooklyn. Plans were announced by Con Edison in February 1962 for the installation of a high voltage line over the Arthur Kill from Travis to the Linden station of the Public Service Electric and Gas Company of New Jersey. Both electric companies belong to the interconnecting electric system by which utility companies may purchase power from each other. A \$2.9 million substation, scheduled for completion in February 1963, is located near Hylan Boulevard in Rosebank (on site of Fox Hill Area Hospital). The other area substation, called Fresh Kills, is at Travis. It is at these area substations that power is reduced and passed to unit substations where voltage is reduced lower for consumption (95). All of these unit substations are attractively landscaped.

Con Edison has completed an atomic energy power plant at Indian Point on the Hudson. A brochure explaining this project is available from the company.

Water

In 1909 the City of New York acquired the private companies that had been supplying water to the Island residents since the 1880s. Water was obtained from driven wells, and pumped from stations in various sections of the borough. The largest of these pumping stations* is still in operation on Lincoln Avenue near Hylan Boulevard, Grant City. Another is at Victory Boulevard and Ontario Avenue, Sunnyside.

Staten Island is now supplied with water from the Catskill water system. Between 1915 and 1917 the first pipeline was laid under the Narrows between Brooklyn and the Island, carrying water to Silver Lake Reservoir which is 185 feet above sea level. In 1923 a second siphon was laid. These two pipelines deliver about 35 million gallons daily. Silver Lake Reservoir,* with a storage capacity of 440 million gallons, acts as an equalizing reservoir to maintain pressure for those sections of the Island less than 228 feet above sea level. Areas of greater elevation are served by high water pressure generated at the Clove Pumping Station.* A new automatic pumping station to relieve the pressure shortages in the Annadale-Rossville-Tottenville area was completed in 1961 at 535 Woodrow Road.

To augment the Catskill Water Supply six other pumping stations draw water from artesian wells. Chlorination takes place at all these stations, as well as at Silver Lake.

In February 1962 excavation was started on the shaft for the new aqueduct under the Upper Bay that will connect Staten Island to a Catskill shaft in Brooklyn. The shaft, near Hannah and Bay Streets, will be sunk to a depth of 950 feet. The four-mile tunnel, scheduled for completion in 1965, will be constructed through bedrock, unlike the present pipelines that were laid in the mud of the channel bottom. It has been proposed that the excavated rock be used to construct a bulkhead to enclose the shoals around Hoffman and Swinburne Islands and that the area then be filled in to create one island for recreational purposes.

The new aqueduct will have the capacity to deliver 300 million gallons of water daily, almost ten times the present supply. Underground storage tanks, with a capacity of 100 million gallons, will be constructed at Silver Lake, replacing the present reservoir and eliminating the sea gull pollution. The reservoir area will be used for recreational purposes under the jurisdiction of the Parks Department (54). The Island is assured of an adequate water supply by the Board of Water Supply, the agency responsible for the tunnel construction. The Department of Water Supply, Gas and Electricity maintains the facilities.

COMMUNICATIONS

Telegraph

Staten Islanders are provided with telegram, cablegram, and radiogram service through the Western Union Telegraph Company which has an office on Bay Street, St. George.

Telephone

The early development of telephone service on the Island has been traced. New services that were introduced into the other boroughs in the 1900s ultimately appeared in Richmond. Early in the twentieth century the old crank-handle telephone was replaced by a more modern instrument. In 1949 Staten Island received its first dial telephone. Since then dial service has been extended throughout the Island and customers can dial directly to most of the large cities of the nation. Several new tele-

phone buildings have been erected since World War II. A receiving station for the company's mobile radio-telephone network is located on Bogert Avenue, Todt Hill (near the highest point on Staten Island). Messages from ships and vehicles with radio-telephone service come through the automatic equipment in the little red brick building which looks like a typical home in the community.

In October 1962 the district manager of the St. George office of the New York Telephone Company* reported about 65,000 subscribers on the Island. He predicted 7,000 more customers by 1965. This is a sharp contrast to the 900 subscribers in 1896.

Newspapers

Early newspaper ventures have been described. Many of these have been preserved on microfilm by the Staten Island Institute of Arts and Sciences. Some of the newspapers continued to appear in the present century as indicated previously (45). Today the *Staten Island Advance* is the borough's only daily newspaper. It was established as a weekly in 1886, became the *Daily Advance* in 1918, and the *Staten Island Advance* in 1921 (47). Guided tours are conducted through the modern air-conditioned plant at 950 Fingerboard Road, Grasmere, which opened in 1960.* The paper has a daily circulation of over 52,000.

Post Office

In 1917 the existing 24 post offices on Staten Island were consolidated with the General Post Office, except Richmondtown which as the county seat remained a separate office. When the county seat was shifted to St. George in 1920, centralization of the entire Island mail service was completed, and all Staten Island mail was sent from Manhattan to the General Post Office which was then located in the Hugot Building at 36 Richmond Terrace (87). In 1932 the new St. George Post Office and Federal Building* was opened. There all mail is sorted for the eleven other classified postal stations or carrier stations.

Movie Industry

In the early 1900s several movies were filmed on the Island. Among them were many chapters of the series, *Perils of Pauline*, starring Pearl White.

Fred Scott's Farm* on the south side of Sand Lane, westward as far as Hylan Boulevard, South Beach was the scene of location. Some of the wagons and carriages from "Scotts Ranch" have been preserved. Sequences were also filmed at Brady's Pond, Grasmere and at Graham Beach. Civil War scenes in D. W. Griffith's production, *Birth of a Nation*, were filmed in the Fox Hills area.

The well-known Hollywood actress, Mabel Normand, often visited her parents on Staten Island (29).

Today it is not uncommon to see cameramen shooting scenes on the Island for the moving pictures or television screen. Recently the Decker Farm was used as background.

INSTITUTIONS

Of the four institutions founded on Staten Island before the Civil War to care for seamen and their families, three still serve their original purpose.

U.S. PUBLIC HEALTH SERVICE HOSPITAL

The U.S. Public Health Service Hospital* was founded in 1831 as the Seamen's Retreat. The early history of this institution was described in the section on the Federal Period. In 1903, the federal government purchased the property for \$250,000, after having leased it annually since 1883. The 1837 buildings facing Bay Street were enlarged in 1912.

The present main building facing Vanderbilt Avenue was completed in 1935 and the two six-story wings added in 1942. On July 1, 1951 the name of the institution was changed from the Marine Hospital to its present designation. In that same year psychiatric service was offered in three remodeled wards and the outpatient service and admitting area were established in the buildings which had been erected in 1837. The Clifton hospital is the largest medical surgical U.S. Public Health Service Hospital in the country. With a bed capacity of over 800 the hospital provides care for American and foreign seamen, U.S. Coast Guard personnel, Federal Civil Service employees injured in line of duty, immigration cases, cadets at State Maritime Academies, and members of the armed services.

SAILORS' SNUG HARBOR

Sailors' Snug Harbor* on Richmond Terrace, New Brighton continues to

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serve aged seamen as it has since 1833. This institution was described in the section on the Federal Period. Today a modern geriatric program is carried on for the residents (90).

MARINERS' FAMILY HOME

The Mariners' Family Home which has cared for aged women relatives of seamen since 1854 still operates in its original building.

SOCIETY FOR SEAMEN'S CHILDREN*

The Society for Seamen's Children now places the children of seamen and others who need foster care in private homes. The building on Castleton Avenue, originally used as a home for the children, is the headquarters for the Staten Island Mental Health Society.

STATEN ISLAND HOSPITAL

The name of the S.R. Smith Infirmary was changed officially to the Staten Island Hospital* in 1917. The history of this first voluntary hospital on Staten Island has been described in the preceding section. Throughout the years its services have continued to expand. The present bed capacity is 258 plus 53 bassinets. In 1958 the new wing of the hospital was opened. Generous benefactors have made possible the growth of this institution from the time that Dr. George W. Frost gave the land on which it stands. The first automobile ambulance was donated by Mrs. Louis A. Dreyfus in 1913. A gift from the late Mr. David J. Tysen made possible the Tysen Residence for Nurses in 1926. This building is used now by student nurses of Wagner College School of Nursing during their last two years. As a community hospital, the institution depends upon the support of many people. The service of the Women's Auxiliary has been notable and present-day members in many instances are members of families who have been active hospital workers for decades.

ST. VINCENT'S HOSPITAL

In 1903 the Sisters of Charity of St. Vincent de Paul of New York purchased the Garner Estate on Bard and Castleton Avenues, West New Brighton and opened a 50-bed hospital there. A training school for nurses was founded the following year, continuing until 1921. In 1930 a five-

story brick building, with a sixth floor central pavilion and a tower, was opened. A Department of Psychiatry was added in 1960, affiliated with the Staten Island Mental Health Society, and a Cobalt 60 unit was installed for cancer treatment. In October 1961 the new Cardinal Spellman Pavilion was dedicated, bringing the bed capacity of St. Vincent's Hospital* to 323. A new School of Nursing was opened in September 1961. In November 1962 St. Vincent's Hospital opened the first center on the Island for premature infants. The Garner House,* built in 1853, is now used as the convent.

The founder of the order of the Sisters of Charity of St. Vincent de Paul in Emmitsburg, Maryland was Mother Seton, who had been born Elizabeth Bayley. Her father was Dr. Richard Bayley who served as a health officer at the old Quarantine Station on Staten Island, died of yellow fever there and was buried in St. Andrew's Cemetery,* Richmond-town. Mother Seton's nephew was a pastor at St. Peter's R.C. Church in 1846, later becoming Archbishop of Baltimore.

RICHMOND MEMORIAL HOSPITAL

The development of the Richmond Memorial Hospital, Dreyfus Foundation is an interesting story of the steady growth of a voluntary hospital supported by a community. In a converted frame farmhouse on Prince's Bay Road, Prince's Bay, Richmond Memorial Hospital opened in April 1920 with a 25-bed capacity. As the population on the South Shore of Staten Island increased, the need for a larger hospital arose.

In 1929 a three-story brick addition with a 48-bed unit (South Wing) was built through the generosity of Mrs. Louis A. Dreyfus and South Shore citizens. Again in 1935 Mrs. Dreyfus financed the building of the North Wing of the hospital which brought the total bed capacity to 101. The Board of Directors voted to honor their benefactress by changing the name of Richmond Memorial Hospital, Dreyfus Foundation.† As more demands were made upon its facilities, and as advances were made in modern medical practice, an expansion program was planned in 1955, resulting in the new air-conditioned wing built in 1956-57, which increased the bed capacity to 152. This present New Wing of the hospital was made possible through federal funds in addition to financial support of South Shore citizens and businesses. The additional floor on top

of the North and Central Wings, which was completed in 1962, brought the latest in medical service to the delivery room, nurseries, and the x-ray department. As the South Shore continues to grow, expanded hospital facilities will be necessary.

DOCTOR'S HOSPITAL*

Sunnyside Hospital on Little Clove Road was opened as a private hospital in 1940. In the path of the Clove Lakes Expressway this 43-bed institution was demolished in October 1962. To replace this facility, sixty Staten Island doctors had a modern three-story building erected on Targee Street, opposite P.S. 48, at a cost of \$1.5 million. Known as Doctors' Hospital, with a bed capacity of 116, it opened in 1963.

SEA VIEW HOSPITAL AND HOME*

Sea View Hospital on Brielle Avenue opened in 1913 under the supervision of the Department of Hospitals of the City of New York as a sanatorium for 900 patients. At one time this was the largest tubercular hospital in the world with 65 buildings and a bed capacity of more than 2,000. It has its own refrigeration and generating plants. In 1914 an annex to P.S. 30 was opened there for the many children who were patients. In 1939 a Children's Hospital building was erected with a 250-bed capacity.

With the advance in medical science, tubercular cases decreased until Sea View Hospital was no longer needed. In 1961 it was closed for TB patients. However, there is service available for Staten Islanders who might be stricken with the disease. On the grounds is Richmond Boro Hospital for contagious and communicable diseases of children.

Across the road from Sea View Hospital is the Farm Colony, which opened at its present location about 1829 as the Richmond County Almshouse. About 1903 this facility was transferred to the City Department of Public Charities and was designated as the New York City Farm Colony (44). In 1928 it came under the supervision of the Department of Hospitals.

At the present time Sea View Hospital and the former Farm Colony are administered as one under the direction of the Department of Public Welfare, operating under the title Sea View Hospital and Home. There both the aged poor and the aged who can afford to pay are cared for. The former Children's Hospital is the Geriatrics Hospital.

ST. JOSEPH'S BY-THE-SEA

For many years a children's hospital known as St. Joseph's-by-the-Sea was operated by the Sisters of Charity of St. Vincent de Paul in a mansion formerly owned by Charles M. Schwab who was president of United States Steel Corporation and Bethlehem Steel Company. This property along the shores of Raritan Bay at Huguenot had been designed as a seaside resort known as Arbutus Beach about 1900 (70). Cornelius Kolff was one of the directors of this short-lived enterprise. Arbutus Lake* is within the property and the name of Arbutus Beach is still used. The Sisters of Charity used the estate as a convalescent home for the New York Foundling Hospital. A steamboat with a capacity for 2,000 carried children on trips to the beach. The mansion is now used as a convent for the Sisters of Charity. Plans were announced in July 1962 for the erection of a Catholic high school for girls on the grounds. This will be called St. Joseph's-by-the-Sea High School.

SEASIDE HOSPITAL

Another convalescent hospital for children was the Seaside Hospital at New Dorp Beach, which had been established in 1886. Until the 1920s the children were brought there in the Floating Hospital of St. John's Guild, a familiar sight to Staten Islanders as it lay at anchor about a half-mile off shore. After that the children were sent directly to the hospital by welfare organizations until the institution closed in the 1940s. St. John's Guild still operates a floating hospital from Manhattan during the summer months.

During World War II some of the buildings of the former Seaside Hospital were used by the Federal Government as the Staten Island Area Station Hospital. In 1952 they were converted into a privately operated nursing home for the aged, known as Seaside Nursing Home. This facility closed in January 1963.

SEA BREEZE HOME

Sea Breeze Home at 4600 Hylan Boulevard opened in 1904 as a summer home for tubercular children. The property was purchased in 1920 by the Association for the Improvement for the Conditions of the Poor, a forerunner of the Community Service Society (10). It became a summer rest camp for mothers and their children who came for a two or three week's

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vacation from the crowded areas of New York City. In 1927, 55 acres of the original 70 acres were sold. Rehabilitation of the outdated camp facilities, many of them World War I wooden barracks, would have been too costly, so the program on Staten Island was closed in 1959. An investment group purchased the 15-acre site in 1961 but has not disclosed its plans for the shorefront property.

MOUNT LORETTO

Mount Loretto,* the largest child care institution in the United States, was described in the preceding section. Modern buildings are replacing the original structures.

ST. MICHAEL'S HOME

St. Michael's Home in Greenridge was described also in the preceding section. This institution cares for about 300 children from ages 3 to 17.

BETHLEHEM CHILDREN'S HOME

The Bethlehem Children's Home which had been founded in 1886 at College Point, Long Island, opened its building at 375 Fingerboard Road, Arrochar, about 1917. This institution now cares for about seventy children from age six through high school.

WILLOWBROOK STATE SCHOOL*

Willowbrook State School, under the jurisdiction of the Mental Hygiene Department of the State of New York, is a state hospital for the care and treatment of mentally handicapped children. It is the largest institution of its kind in the country. A community mental health clinic is maintained also, offering out-patient treatment to both children and adults.

During World War II the U.S. Army used the buildings as Halloran General Hospital, previously mentioned. Later this became a Veterans' Hospital. Gradually the buildings were returned to the State between 1947 and 1951. In October 1947 twenty patients entered Willowbrook State School (6). Now there are more than 6,000 patients there. Employees number about 2,000.

The institution started a school for practical nurses in September 1961. During the one-year course, training is received at Richmond Memorial Hospital and at Sea View Hospital and Home.

EGER LUTHERAN HOME

Several large private homes on Staten Island have become service institutions. One of these was the Keppler House, built before 1898 on Richmond Hill (now Lighthouse Hill). An interesting story about this old house was disclosed recently by Amey Aldrich, sister of Chester Aldrich who owned the property between 1908 and 1924 (2). Mr. Aldrich and a partner purchased the three-story Keppler home, gradually buying additional property until 40 acres had been acquired. In 1909 they opened a convalescent home for boys between the ages of 12 and 20, calling it Aldrich Farm. During World War I, when nurses were unavailable, children from Manhattan were brought to the Farm for picnics. In 1924 the property was sold to the Eger Lutheran Home,* an institution founded in Brooklyn by a Carl Michael Eger. The newly located institution for Norwegian men and women over 65 opened in Egbertville (off Rockland Avenue) in 1926. The Keppler house is still used. A new brick building was constructed in 1956.

SWEDISH HOME FOR AGED PEOPLE

Another institution that occupies a fine old mansion is the Swedish Home for Aged People* at 20 Bristol Avenue, Sunnyside. This building was the home of Commodore Cornelius Vanderbilt's daughter, Alitia, who married L. B. La Bau. La Bau Avenue commemorates this family.

Other homes which have been converted for institutional use have been noted under *Homes*, *Recreation*, or *Education*.

DAY NURSERIES

The Staten Island Mental Health Society sponsors the Mariners Harbor Day Nursery at 166 Lockman Avenue. City funds assist this program. The Department of Welfare and the Staten Island Child Care Association operate the Edwin Markham Child Care Center at the new Stapleton Houses. Formerly this community service was offered at the Edwin Markham Houses.

EDUCATION

In 1898 Staten Island had 29 district schools, each with a Board of Trustees who selected the teachers. With consolidation, however, these

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schools came under the jurisdiction of the New York City Board of Education of which William H. Maxwell was the first Superintendent of Schools.

Hubbard R. Yetman (1847-1924), who had settled in Tottenville soon after the Civil War, became the first Borough Superintendent of Schools in Richmond County (1898-1905) with offices in Stapleton (57). He had two borough associate superintendents to aid him. Yetman Avenue in Tottenville commemorates this man who had been teacher, justice of the peace and state assemblyman, as well as school superintendent.

The second Borough Superintendent of Richmond County was Darwin L. Bardwell (1905-1913) (46). P.S. 29 honors his name. In 1909 the title was changed to District Superintendent and in 1926 to Assistant Superintendent. Frank Hankinson was Assistant Superintendent of Staten Island schools from 1926 to 1937. P.S. 50 commemorates his name (46).

Four presidents of the Board of Education of the City of New York have been Staten Islanders: William G. Willcox (name given to P.S. 48), Anning S. Prall (name given to J.H.S. 27) (29), Ellsworth B. Buck (who became a Congressman), and Andrew C. Clauson. Ralph R. McKee, after whom McKee Vocational and Technical High School was named, was a vice-president of the Board of Education. William H. Ettinger, who had been a teacher on Staten Island, became Superintendent of Schools of the City of New York (28).

Of the twenty-nine school buildings that were in existence in 1898, twelve are still in use. The following list is arranged according to date of construction:

P.S. 1, Tottenville	1878
P.S. 26, Linoleumville (now Travis)	1880
P.S. 18, West New Brighton	1890
P.S. 20, Port Richmond*	1891
P.S. 3, Pleasant Plains	1894
P.S. 10, Egbertville	1894
P.S. 12, Concord	1894
P.S. 4, Kreischerville (now Charleston)	1896
P.S. 13, Rosebank	1896

HOLDEN'S STATEN ISLAND

P.S. 16, New Brighton (now Tompkinsville)	1896
P.S. 15, Tompkinsville	1897
P.S. 17, New Brighton	1898

Some of the buildings listed above have had additions, or new buildings constructed on an adjacent site.

Shortly after consolidation, the parents living in the community now known as Westerleigh felt the need for a public school, and P.S. 30, R. was organized in the Villa Hotel. Large quarters were needed soon and a new building was erected in 1904 on land given by the National Prohibition Society. Gradually as the population increased in other sections of the Island, new schools were erected.

Through the years, shifts in population have resulted in the closing of some school buildings. A few of these schoolhouses are used now for other purposes. The former P.S. 6, Rossville at 971 Rossville Avenue (then New York Avenue) was erected in 1901 and was closed in 1945. The building is used by the Marimac Novelty Company as a factory. The former P.S. 9 on Eighth Street, near Beach Avenue, New Dorp was erected in 1894 and was closed in 1932. This building was occupied by the 122nd Police Precinct until 1963. P.S. 23 on Mersereau Avenue, Mariners Harbor, which was built in 1895 and enlarged in 1905, has been used by the Bethlehem Steel Company since 1942. Old P.S. 29 which later became old P.S. 35, at 498 Manor Road, Castleton Corners, was erected in 1889 and is now the Elim Gospel Tabernacle. P.S. 31 at 650 Bloomingdale Road, Pleasant Plains, built in 1903, and P.S. 32 on Osgood Avenue near Targee Street, Stapleton, erected in 1901, are both factories. P.S. 33, on Midland Avenue, Grant City, built in 1901, has been used by St. Christopher's Parochial School since 1957.

School buildings that have been demolished include P.S. 2, Richmond Valley; P.S. 7, Greenridge; P.S. 24, Summerville; P.S. 25, Bloomfield; P.S. 27, New Springville; P.S. 34, Fort Wadsworth; P.S. 43, Brighton Heights; and P.S. 47, Prince's Bay.

NEW ELEMENTARY AND JUNIOR HIGH SCHOOLS

Since World War II there have been several new elementary and junior high schools constructed on Staten Island to meet the needs of a growing

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population. These include a new P.S. 3, named the Pleasant Plains; P.S. 14, Stapleton (Vanderbilt School); P.S. 35, Sunnyside (Clove Valley); P.S. 38, Midland Beach (George Cromwell); P.S. 50, Oakwood (Frank Hankinson); J.H.S. 51, Graniteville (Edwin Markham); J.H.S. 49, Stapleton (Berta A. Dreyfus). The last two are the first junior high schools on Staten Island.

Each of the public elementary and junior high schools is designated by name, as well as by number. About half of them are named for localities and others after community leaders. A complete listing is given in the *Official Directory of the Board of Education of the City of New York* (the Red Book), which is available in the office of each school.

Many schools have been enlarged and modernized. In October 1962 there were 34 elementary school buildings (including two annexes), two junior high schools, and five public high schools. Schools under construction as of that date were:

J.H.S. 27, West New Brighton	– named for Anning S. Prall (29)
J.H.S. 2, Midland Beach	– named for George Egbert (former member of Local School Board) (47)
P.S. 18, West New Brighton	– to replace 1890 building

SITES

Sites have been acquired for several new schools on Staten Island. P.S. 31, New Brighton, to be named William T. Davis, will replace P.S. 17 and P.S. 23, to be named Richmondtown, will replace P.S. 28. P.S. 55, Eltingville, to be named Henry M. Boehm, will serve an area which has seen rapid growth. J.H.S. 7, Huguenot, to be named Elias Bernstein (47), will provide a junior high school program for the South Shore area. Other school buildings have been recommended in sections of the Island where many new homes are planned or are under construction. At present plans are being formulated for a new P.S. 9, Tompkinsville to replace P.S. 15 and P.S. 16. This new building will be named in memory of John J. Driscoll, who was principal of P.S. 16 from 1891 until 1930.

HIGH SCHOOLS

Before consolidation high school departments had been established in public elementary schools in Port Richmond, in Tottenville, and in Sta-

pleton, all offering two-year courses. In 1898 a four-year course was organized in Stapleton's Union Free School No. 2. The Tottenville high school department was transferred to Stapleton in 1902 and then to Curtis High School when that building was opened in 1904. The high school department from Port Richmond was transferred also to Curtis. Later Tottenville was re-established in P.S. 1 as a high school with a four-year course. There was a Curtis Annex in P.S. 20 until the Port Richmond High School was constructed in 1927.

In 1935 the Staten Island Vocational High School was opened at its present location. The following year it was renamed McKee Vocational High School after the late Ralph R. McKee who had been Richmond Borough Commissioner of Education and also a vice-president of the Board of Education of the City (47). Previous vocational training had been offered at P.S. 20 and at Elm Park. In 1936, both New Dorp and Tottenville High Schools were opened. A full description of public secondary education on Staten Island has been published in issues of the *Staten Island Historian* (33).

SERVICES

As part of the educational system of the City of New York, Staten Island has most of the services offered in the other four boroughs. In 1898 there were only four kindergartens on the Island. Now every school has such a class. There are also "special service" schools, "600" schools, CRMD classes, classes for the gifted and for the handicapped, after-school playgrounds and community center programs.

SCHOOL ENROLLMENT

About ten thousand children were enrolled in Staten Island schools in 1898. In October 1962 there were 20,755 pupils in the public elementary schools; 3,392 in the junior high schools; and 9,927 in the senior high schools. At the same time, the Catholic parochial schools on Staten Island had an enrollment of 15,838. In addition, children were also attending other parochial schools and private academies.

PAROCHIAL SCHOOLS

Church-supported schools have grown in number on Staten Island, as

they have in many parts of the country. Now nearly every one of the 34 Roman Catholic parishes has its own elementary school. Three Lutheran churches maintain parish schools. The Jewish Foundation School of Clifton graduated its first class in 1962. Ascension Day School (Episcopal) closed in 1958 after 25 years of operation.

St. Peter's Academy dates back to 1862, St. Peter's Parochial School to 1890, St. Peter's High School (Boy's Department) on Richmond Terrace to 1915. This last-named building is used now as the Girls' High School. The new Boys' High School was opened in 1935 at Clinton and Henderson Avenues on the estate of the late Nicholas Muller (44, 48).^{*} In the following year a Junior College was erected on the property under the direction of Manhattan College. This has been the Senior Boys' High School since 1941.

The Monsignor Farrell High School opened in September 1962 on Amboy Road, Oakwood Heights, with a group of 350 boys in the first two years. Staffed by Christian Brothers, this school will have a capacity for 1,000 boys. The modern building has a campus of 12 acres. Monsignor Joseph A. Farrell served as pastor of St. Peter's Church from 1930 until his death in 1960.

Construction was started on the Countess Moore High School for girls in 1962. Staffed by the Presentation Sisters, this school, which will accommodate 500 girls, is located on Richmond Avenue, Graniteville on property adjacent to Our Lady of Pity R.C. Church. Classes were organized in the old school building of St. Sylvester's R.C. Church in Concord in September 1962. In the preceding year classes had been organized there for the Monsignor Farrell High School.

Another Catholic high school for girls, St. Joseph's-by-the-Sea, is scheduled to open in September 1963 on the grounds of the Convent by the same name on Hylan Boulevard. It will be staffed by the Sisters of Charity of St. Vincent de Paul, the order founded by Mother Seton in 1809 (as previously reported in connection with St. Vincent's Hospital).

PRIVATE ACADEMIES

The cornerstone of St. Louis Academy on Drumgoole Boulevard and Bloomingdale Road was laid in 1929. This is a day school and a boarding

school operated by the Sisters Marianites of the Holy Cross, a French order that had conducted a school on Main Street, Tottenville for many years. Other Catholic academies are St. Dorothy's at 1200 Hylan Boulevard, Old Town, on property once owned by the Italian banker, Tocci, and the wine manufacturer, Pio Goggi; St. Joseph's Hill Academy at 850 Hylan Boulevard, Arrochar, which opened originally in the old mansion known as Clar Manor that had been built about 1850; and St. John's Villa Academy on Cleveland Place, Arrochar, an elementary school for both boys and girls and a high school for girls.

Notre Dame Academy, a girls' private academy, was founded in 1903 by the Sisters of Montreal's Congregation de Notre Dame with an initial enrollment of twelve students. The original building was on the property at the corner of Howard Avenue and Louis Street, Grymes Hill. Three years later the John Scott estate at 76 Howard Avenue was purchased. This house is now the administration building, chapel, and dining room. In 1921 the adjoining Heyn property was acquired. This mansion became known as the Villa and is the present Convent for the Junior Sisters. The Dreyfus estate, purchased in 1925, became the high school. A new high school, erected in 1959, is known as the Dreyfus High School. In 1946 the academy became the motherhouse for the U.S. Province of the teaching order that had been founded in Canada in the 17th century by Blessed Marguerite de Bourgeoys.

The Augustinian Academy* for boys was founded in 1899 at Our Lady of Good Counsel Church on Austin Place. In 1926 the academy was moved to 144 Campus Road, Grymes Hill. There it functions as a boys' high school and a seminary. The building, Italianate in architecture, was awarded a prize in 1926 for the best architectural style of the year.

Staten Island Academy,* which was founded in 1884 in Stapleton, as reported in another section, has continued its educational program from kindergarten through high school, administered by a headmaster. In September 1962 the enrollment was 260. Dongan Hall on Todt Hill was purchased by the Academy as its Lower School. This building was erected in 1910 by Edward R. Stettinius who later became Secretary of State during the Truman administration. The Upper School remains on Stuyvesant Place, St. George.

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COLLEGES

Wagner College

Wagner Memorial Lutheran College, founded in Rochester in 1883, moved to the Island in 1918 with 16 students. At that time its prime purpose was to train young men for the ministry. Reverend Dr. Frederic Sutter, present pastor of Trinity Lutheran Church in Stapleton, a Staten Islander, and a graduate of Wagner, was instrumental in having the college locate on Staten Island. Cornelius G. Kolff, then president of the Chamber of Commerce, had suggested the location to Dr. Sutter, who recommended the site to the college board of trustees. The Cunard property atop Grymes Hill was acquired and later the adjacent property belonging to Captain Jacob Vanderbilt,* previously mentioned. Cunard Hall* was built in 1851 by Sir Edward Cunard (29). The old mansion now houses various offices of the college.

Wagner College also purchased the estate of General William Greene Ward* who had lived on Grymes Hill with his family after the Civil War. His home "Oneata" (circa 1860), now part of the West Campus is the Music Building of the college.

Wagner gradually broadened its curriculum so that by 1928 it received approval by the State Board of Regents with power to confer Bachelor of Arts and Bachelor of Science degrees. Two years later the Administration Building was erected in Tudor Gothic style. In 1933 the school became coeducational. A school of nursing, affiliated with Staten Island Hospital, was founded in 1943. Now this non-sectarian liberal arts college prepares students for nursing, teaching, and business careers. Masters degrees are offered in Education and in Business Administration. In the fall of 1962 there were about 1,300 day students and over 400 evening students. The \$1 million Horrmann Library, dedicated in September 1961, perpetuates the family name associated with Staten Island since the early 1900s.

Wagner College* offers cultural events for members of the community and displays a vital interest in community planning (31). A magnificent view of the waters of New York Harbor, of Sandy Hook, of the Brooklyn shore, and of the Manhattan skyline is visible from the campus which is 370 feet above sea level.

Notre Dame College

Mother St. Egbert joined the faculty of Notre Dame Academy in 1921.

Ten years later she organized college classes under the supervision of Fordham University and became dean of the Notre Dame College (47). In 1933 the College received its own charter and Mother St. Egbert continued as dean until 1954 when she became its first president, a position that she still holds. In 1934 the Gans Mansion, built in Georgian style, was purchased. Located on Grymes Hill, not far from Wagner College, this is the Administration Building of Notre Dame. Several new buildings have been erected since 1938 (9).

Notre Dame,* as a liberal arts college for women, confers the degrees of Bachelor of Arts, Bachelor of Science, and Bachelor of Science in Elementary Education. Its student body numbers about 400 women.

Staten Island Community College

Staten Island Community College* opened in temporary quarters at 50 Bay Street, St. George in September 1956, as a branch of the State University of New York. It became accredited as a unit of the City University of New York in 1962. As a two-year coeducational institution it offers the degree of Associate in Arts in two-year transfer curricula in liberal arts, science, pre-engineering, and industrial laboratory technology and the degree of Associate in Applied Sciences in two-year terminal courses in business technology and in electrical and mechanical technology. The student body has grown from an original register of 112 students to about 600 day students and 775 evening students in October 1962. In 1960 the college acquired the first floor of a former bank building at 30 Bay Street. This is the present library. In October 1962 negotiations were started to lease space in the new Richmond Building at 350 St. Mark's Place to relieve the overcrowding in the Bay Street buildings. A 40-acre tract of land near Ocean Terrace and the Clove Lakes Expressway has been selected as the site for the new Community College. It is hoped that the first three buildings on the new campus will be completed by the fall of 1964.

ST. FRANCIS SEMINARY*

St. Francis Seminary on Todt Hill opened in 1928 as a preparatory school for the Franciscan Fathers (46). There the young men complete four years of high school and are then transferred to a novitiate at Middleburg, New York. The seminary is located near the highest point on the seacoast

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between Maine and Florida. From the 86-foot tower atop the natural elevation of 408 feet, one can see for miles in all directions. At one time the City of New York maintained a robot radio transmitter on the tower for police and fire department communications.

NURSERY SCHOOLS

Wagner College Nursery School, located in the South Beach Houses, is a privately operated nursery school used as a laboratory school for Wagner students who are majoring in early childhood education. Other nursery schools were listed under day nurseries in the section on institutions.

TRANSPORTATION

Transportation facilities on Staten Island began to improve after consolidation. However the problem of adequate transportation remains, and will become greater as the population of the Island increases within the next few years. A series of articles in the *Staten Island Advance* presented various aspects of this continuing problem (85).

AUTOMOBILES AND ROADS

Automobiles gradually replaced the horse and carriage. An interesting article in the *Staten Island Historian* tells of the early automobiles on the Island (42). It is reported that a Mr. Duffei of Oakwood Heights and Dr. George Jessup of New Dorp were the first residents to own their own cars. The latter was the first physician in the country to use a car in his profession (42). The early cars were steamers which were replaced within a few years by the gasoline automobiles. Frequently some of these antique cars appear in parades on the Island or are displayed on special occasions.

Roads

With the advent of the automobile came a demand for better roads. A few streets had been improved with stone and water-bound macadam. Gradually these were replaced by concrete or asphalt macadam until by 1913 about two-thirds of the streets had been paved (53). Some roads such as Richmond Road and Forest Avenue were widened. Sections of Hylan Boulevard were opened between 1924 and 1927, incorporating the old Southfield Boulevard that had been completed about 1900 between Parkinson Avenue

and Guyon Avenue. Drumgoole Boulevard (originally called Ramona Boulevard) opened in 1939 to accommodate bridge traffic from the Outerbridge Crossing. Seaside Boulevard, paralleling South and Midland Beaches is a fine divided highway, completed in 1962, which will become a part of the proposed South Shore Drive.

Progress has already been made on the network of parkways and expressways planned for Staten Island to accommodate traffic using the Verrazzano-Narrows Bridge. These include:

Clove Lakes Expressway – extending 8.3 miles from the Goethals Bridge to the Verrazzano-Narrows Bridge, with a spur connecting with Bayonne Bridge, completion scheduled for 1964

Willowbrook Parkway – extending 6 miles from the Bayonne Bridge to Great Kills Park

West Shore Expressway – extending 8.7 miles along the west shore of the Island linking the Outerbridge Crossing with the Clove Lakes Expressway, with an interchange at Tottenville to connect with the Richmond Parkway and the South Shore Drive

Richmond Parkway – extending 12 miles from Outerbridge Crossing to the Clove Lakes Expressway

FERRIES*

In earlier sections of this report, the growth of ferry service between Staten Island and the mainland has been traced.

Staten Island to Manhattan Ferry

In 1905 the City of New York (Department of Docks and Ferries) began operating the ferries between St. George and South Ferry, Manhattan. The last side-wheelers, the *Castleton* (originally called the *Erastus Wiman*) and the *Stapleton* (formerly known as the *Robert Garrett*), both operated by the Baltimore and Ohio Railroad, were replaced by five new screw-propelled, steel-hulled, double-enders, each named for one of the boroughs of the City. After many years of service these ferries were superseded by more modern vessels (7). Following is a list of the ferries on the St. George-Manhattan run and the dates when they were placed in service:

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Mayor Gaynor	1921	Gold Star Mother	1937
President Roosevelt	1921	Mary Murray	1937
American Legion	1926	Miss New York	1937
Dongan Hills	1929	Private Joseph F. Merrell	1951
Tompkinsville	1930	Cornelius G. Kolff	1951
Knickerbocker	1931	Verrazzano	1951

All of these ferries, except the first three on the list, are still in operation. Of the remaining nine, six are kept in service at all times, one is docked at the Marine and Aviation Department's repair facility at Pier 7, Tompkinsville, ready for emergency use and the others are in dry dock for annual overhauling.

The three ferries launched in 1951 were built at the Staten Island yard of Bethlehem Steel Company. Seats are provided for 1,800 passengers on the three decks, although often another thousand crowd a ferry during the commuter rush-hour. Three vehicular lanes on the lowest deck accommodate 45 vehicles. The older ferries have a seat capacity of 1,350 and carry only 25 vehicles.

The *Knickerbocker* was named for Diedrich Knickerbocker, the legendary author of Washington Irving's *History of New York*. The *Mary Murray* honors Mrs. Mary Lindley Murray, a Revolutionary War heroine who entertained General Howe and other British officers in 1776, thereby enabling George Washington and his army to retreat. A painting of Mary Murray is on the second deck of the ferry which bears her name.* The *Verrazzano* gives recognition to the discoverer of New York Bay and of Staten Island. The *Private Joseph F. Merrell* plays tribute to a Staten Island World War II hero who received the Congressional Medal of Honor posthumously. A bronze plaque in the cabin of the ferry describes the heroic deed. The *Cornelius G. Kolff* is named for a well-known Staten Island real estate developer and leader. A bas-relief has been placed on the ferry bearing Kolff's name.

The Department of Marine and Aviation of the City of New York, formerly called the Department of Plant and Structures, operates these ferries on a 15-minute schedule. During the rush hours, however, ferries run every 10 minutes and in the early morning hours after midnight, every half-hour. The vessels are equipped with radar for use during the heavy

fogs which sometimes blanket Upper New York Bay. The 1961 report of the Department of Marine and Aviation indicated a daily average of 70,397 passengers (77), a daily increase of 2,276 over 1960. During a two-hour period in the morning and in the evening when commuter traffic is heaviest, about 20,000 Staten Islanders board the ferries (85).

Harbor Sights

The five-cent, five-mile, 25-minute excursion across Upper New York Bay affords the tourist, as well as the daily commuter, fascinating sights (18, 38). In addition to the ocean liners, freighters, and tugboats, there are many other kinds of harbor craft. One of the most unusual is the *Drift-master*, operated by the U.S. Army Corps of Engineers. Since 1915 the Army has been clearing the waters of New York Harbor of the driftwood which is continuously collecting. Huge steel nets scoop up the debris which is then dumped on incinerator barges that are seen burning in the bay. Small craft, called junk boats, often salvage scrap metal from the barges (38, 39).

Several islands in Upper New York Bay add interest to the excursion from South Ferry to St. George. Historic Governors Island,* now Fort Jay and headquarters of the First U.S. Army, was the country residence for English colonial governors of New York. The circular red brick Castle Williams was erected in 1807-1811 by Colonel Jonathan Williams, nephew of Benjamin Franklin. Today the building is used as a military stockade.

Liberty Island was known as Bedloe's Island until 1956. It was named after its first owner, the Walloon, Isaac Bedloe. The Statue of Liberty,* created by the French sculptor, Frederic Auguste Bartholdi, was presented to the United States by the people of France to commemorate the 100th anniversary of American independence. American school children contributed the money for the pedestal. The Statue, dedicated in 1886 by President Grover Cleveland, is now a national monument under the jurisdiction of the National Park Service. In October 1962 the cornerstone of the new American Museum of Immigration was laid. This building, to be erected at the foot of the Statue, is scheduled to be opened in the near future.

Ellis Island, which formerly housed the immigration station, has not been used since 1954. Many proposals have been made for the use of the red brick buildings which still stand on the island that was owned in the 18th century by a Manhattan butcher named Samuel Ellis.

Another landmark in Upper New York Bay is Robbins Reef Lighthouse* which was put in service in 1839 and rebuilt in 1883. Originally a hand-mechanism operated the rotating lens and bell (71). The Dutch called the ledge of rocks "Robyn's Rift," meaning "seal's reef."

Stapleton Landing

Early ferries had made scheduled stops at Stapleton which was known as Second Landing. When the ferry terminal was built at the foot of Wall Street, St. George in 1886, service to Stapleton was discontinued. However, the teamsters had trouble ascending the steep grade from the St. George ferry landing and agitated for a stop at Stapleton. Finally in 1909 the City began operation of a ferry from that village to Manhattan. This was chiefly a "team ferry" to accommodate the breweries of that area. Service was extremely poor and schedules uncertain. Passengers and most vehicles preferred the St. George ferry, and the Stapleton ferry was abandoned in 1913 (72).

Ferry Terminals

A new ferry terminal was built at St. George in 1905 to provide better facilities for the patrons. A wooden viaduct was constructed for the use of trolleys until a more substantial structure was erected in 1911. This one was doubled in width in the 1930s and the pedestrian sidewalk was covered. A spectacular fire in 1946 destroyed the St. George Ferry Terminal which was replaced in 1951 by the present fire-proof structure. Fine new approaches were constructed also. A visit to the modern terminal* will reveal the many facilities for vehicular, bus, rail, and pedestrian traffic. A three-acre parking lot accommodates the commuters who leave their cars at St. George.

A new ferry terminal at South Ferry, Manhattan opened in 1956. The moving escalator from street level to boarding level was a welcome innovation. Many stores were provided for the convenience of passengers.

Tottenville-Perth Amboy Ferry

In the early 1900s the Staten Island Rapid Transit took over the Tottenville-Perth Amboy ferry which had been operated by the Staten Island Railroad Company since 1867. The Rapid Transit's operation ceased in October 1948. The last trip was made by the double-ended sidewheeler, the *Charles W. Galloway*, that had been built in 1922 (74). The line was later taken over by the Sunrise Ferry Corporation which operated a diesel-powered screw propeller ferry, the *Piermont*, accommodating nine cars. At the present time Captain Elmer Johnson of Meiers Corners operates the line, but financial difficulties threaten to terminate the service. The Outerbridge Crossing carries most of the traffic from the southern end of Staten Island to New Jersey.

Port Richmond-Bayonne Ferry

Ferry service between Port Richmond and Bergen Point, Bayonne, New Jersey dates back to the sailing vessels of the 18th century. Steam ferries, which operated under various ownerships from 1849, were replaced in 1945 by diesel-propelled ferries. A new ferryhouse was erected at the foot of Richmond Avenue, Port Richmond in 1879 to replace the old ferry landing which had been at the foot of Ferry St. The diesel ferries were operated by different owners throughout the year (69). The last, Captain Elmer Johnson, leased the *Taurus* from the Sunrise Ferry Company in September 1961. Service was terminated three months later. The terminal remains, now owned by Rando Dock, Inc.

Travis-Carteret Ferry

The launch service between Linoleumville (now Travis) and Carteret, New Jersey that had been established for the employees of the American Linoleumville Company filled a need for other passengers. In 1916 the Cartaret Ferry Company, a subsidiary of the Brooklyn and Richmond Ferry Company, started service with an iron-hulled sidewheeler, the *Cartaret*, which had been built in 1885. In 1920 the company purchased a wooden-hulled sidewheeler that had been a navy gunboat during the Civil War, renaming it the *Clinton* (68). Patronage fell off after the opening of the Goethals Bridge in 1928 and service was discontinued in 1929. Launch service was resumed until December 24, 1960 when all ferry service at this point was discontinued.

Holland Hook-Elizabethport Ferry

Sailing vessels had operated between Holland Hook and Elizabethport, New Jersey prior to the American Revolution. Later steam ferries were used, such as the double-ended sidewheeler, *Uncas*, until they were replaced in 1932 by diesel-propelled ferries. Harbor Ferries, Inc. operated this line from 1954 until February 1961 when it was abandoned because of lack of patronage. The Goethals Bridge accommodates traffic at this point.

St. George-Brooklyn Ferry

Ferry service between Staten Island and Brooklyn has existed since early days. Until a few years ago two ferry lines operated from St. George, one terminating at 39th Street and the other at 69th Street. The 39th Street line was discontinued in 1946 (7).

Service was irregular between Brooklyn and 69th Street (Bay Ridge) until 1913 when the Brooklyn and Richmond Ferry Corporation, Inc. purchased the line. It used old sidewheelers, such as the *Albany* and the *Secaucus*. In 1954 the City of New York acquired all the ferries and terminal facilities which it leased to the 69th Street Brooklyn Ferry Corporation. The seven diesel-electric steel ferryboats, city-owned but privately operated, make the one and three-quarter mile run in about twelve minutes. The names of these ferries and dates of launching are:

Hamilton	1940	St. George	1942
Diffenbach	1940	The Narrows	1946
Hudson	1941	The Tides	1947
The Gotham	1941		

Most of the traffic to Brooklyn is vehicular. Each ferry can accommodate 42 vehicles.

RAILROAD

The early history of the railroad on Staten Island was traced in the preceding section. In 1899 the railroad and ferry to Manhattan were purchased by the Baltimore and Ohio Railroad for \$2 million. The company operated the ferries until the City gained control in 1925. Today the railroad is operated

by the Staten Island Rapid Transit Railway Company, a subsidiary of the Baltimore and Ohio. The passenger trains were electrified in 1925 with new steel cars placed on the 14.3 mile run between Tottenville and St. George. At that time a subway connection between Staten Island and the Brooklyn 4th Avenue Subway was proposed. It never materialized.

In the early 1940s diesel engines replaced the coal-burning locomotives which had continued to pull the freight cars. At the railroad shop in Clifton these 8 diesel engines and the 48 passenger cars are maintained (11).

Service to South Beach and along the North Shore to Arlington was abandoned in 1953 because passengers found bus transportation adequate from St. George to those points.

Under New York State law, all grade crossings in the State must be eliminated. The project on Staten Island, which started in 1936, was halted during World War II. Crossings were being eliminated in the Oakwood Heights-Bay Terrace section in 1963. The grade crossing elimination program on the Island will be completed when this improvement is made in the area between Jefferson Avenue and Tysens Lane.

Freight

A freight terminal was established at St. George in 1889, remaining there until its removal to Jersey City in 1934. The Baltimore and Ohio Railroad maintains two freight yards in Staten Island – one at Arlington and the other at St. George. The cars are assembled and delivered there, and necessary repairs made. The freight trains are carried across the Arthur Kill on the world's longest vertical lift railroad bridge. This \$11 million structure which opened in August 1959 replaced the bridge that had been constructed in 1889. Freight cars are interchanged with the Central Railroad of New Jersey at Cranford Junction, New Jersey, with the Lehigh Valley Railroad at Cranford, and with the Pennsylvania Railroad at Linden, New Jersey.

A marine terminal at St. George maintains the diesel tugboats, the steel barges and the carfloats used in the freight operations from Jersey City to Staten Island and other piers in the metropolitan area (11).

TROLLEYS*

Ownership of various trolley lines on Staten Island continued to change after consolidation as it had since the first horse railroad company was organized in 1867. The routes of the different lines have been recorded previously. In 1902 the Richmond Light and Railroad Company purchased the Staten Island Electric Railroad Company. The power plant was in Livingston* and the repair shop at Brook Street, Tompkinsville (now the garage of the Department of Sanitation).^{*} Between 1927 and 1934 these trolleys were operated by the Richmond Railways Inc. (73).

The Midland Company, referred to in another section, was reorganized in 1907 as the Staten Island Midland Railway with a power plant overlooking Brady's Pond in Grasmere. This plant was dismantled in 1917 (73). Carbarns at the intersection of Clove and Richmond Roads, later used by the Department of Sanitation, have been demolished to make way for the Clove Lakes Expressway. This line met several reverses and finally the City Department of Plant and Structures took over the Midland Railway in 1920. The cars, painted red, were nicknamed "Red Mikes" by Staten Islanders. These trolleys continued to operate until bus franchises were awarded to the Tompkins Bus Company in 1927 for the eighteen routes of the Midland system (73).

The City of New York also operated trackless trolleys on the Island between 1920 and 1927. Power for the overhead wires was generated at Sea View Hospital. The routes of these trolleys were from Richmond to Tottenville, from Meiers Corners to Linoleumville (Travis), and from Meiers Corners to Sea View Hospital, later extended to Egbertville.

BUSES

In 1934 buses replaced all the remaining trolley lines. Several private owners such as the Tompkins Bus Company, the Staten Island Coach Company, and the Isle Transportation Company operated the buses until the City took over the entire system in 1947. The Board of Transportation continued operation of the buses until the first New York City Transit Authority was organized in 1953. Now 22 different bus routes provide service to all sections of the Island. A Staten Island Transit Guide, indicating these routes, is printed in the Staten Island Telephone Directory and is reproduced on page 240.

There are also two New Jersey buses that operate out of the Port Authority Bus Terminal in Manhattan, use the Lincoln Tunnel, Hudson Boulevard, and then cross the Bayonne Bridge to Port Richmond. This trip takes about one hour and fifteen minutes. The terminus of the Boulevard Transit Company bus is the old ferry terminal in Port Richmond. The bus then retraces its route. The "Red and Tan" bus, operated by the Hudson Bus Transportation Company follows Richmond Avenue in a southerly direction to Amboy Road Eltingville, continuing in a westerly direction to Pleasant Plains where it uses the Outerbridge Crossing to Perth Amboy. At that point some buses terminate, while others continue to Keansburg, New Jersey.

PROPOSED TUNNEL

As early as 1919 civic leaders urged construction of a tunnel under the Narrows between Staten Island and Brooklyn. The request for a subway was submitted to the Board of Estimate and by 1921 two alternate routes were recommended. One of these was from Hyatt Street, St. George and the other was from Maryland Avenue, Rosebank, each to be connected with the 4th Avenue Subway in Brooklyn. The St. George site was decided upon and ground was broken for a shaft in July 1923, the Brooklyn shaft having been sunk three months earlier (44). Originally the plan called for both freight and passenger service, but Staten Islanders were interested only in the rapid transfer line, excluding provision for freight. The project was held up and finally abandoned. In 1930 interest was aroused again in a tunnel to connect with the 8th Avenue Subway in Brooklyn (48). Nothing came of this or of further proposals fifteen years later. When the new viaduct was constructed at St. George in 1950, the shaft that had been sunk in 1923 was filled in.

BRIDGES

Staten Island had been linked to New Jersey by a railroad bridge in 1889, but the need for a vehicular bridge became apparent after World War I as the population expanded and the number of motor vehicles increased. In 1921 the Port of New York Authority,* a public corporation, was established by the States of New York and New Jersey to develop and operate transportation and terminal facilities in the Port District of the two states.

Part of the program has been the construction of three bridges connecting Staten Island and New Jersey. Goethals Bridge spans the Arthur Kill between Holland Hook and Elizabeth. This cantilever type bridge, opened in 1928, bears the name of General George W. Goethals who built the Panama Canal and was the first consulting engineer for the Port of New York Authority.

Outerbridge Crossing, a cantilever bridge, spanning the Arthur Kill between Pleasant Plains and Perth Amboy, also was opened in 1928. This structure was named in honor of Eugenius H. Outerbridge who was the first Chairman of the Port Authority.

Bayonne Bridge, opened in 1931, spans the Kill Van Kull, connecting Port Richmond and Bayonne. This is the world's longest steel arch bridge – a beautiful sight from the hills of the Island or the Manhattan ferry.

Plans call for the completion of the \$325 million Verrazzano-Narrows Bridge,* between Fort Wadsworth and Fort Hamilton, Brooklyn in 1964. This will be the longest suspension bridge in the world, with a center span of 4,260 feet. The channel clearance will be 228 feet to allow passage of the largest ocean liners. In the fall of 1962 the giant steel towers of the bridge, rising 690 feet above the water, were a spectacular sight from the Manhattan ferry and from the Belt Parkway in Brooklyn. To the Staten Islander they were a symbol of the unprecedented growth that is inevitable in the next decade. The towers, like giant sentinels, suddenly loomed ahead as the driver reached a hilltop, drove through Clove Valley, or rounded a curve in the road.

The bridge across the Narrows has a long history. As far back as 1930 forward-looking citizens were advocating such a span (48). Periodically since then various groups have urged construction. The Army and Navy refused to approve the structure, contending that the entrance to New York Harbor would be blocked were the bridge to be destroyed in the event of attack. Finally plans were approved and ground was broken in August 1959. The construction and maintenance of the span is under the jurisdiction of the Triborough Bridge and Tunnel Authority. The bridge will provide Staten Islanders with a new access to the other four boroughs and will also be "a by-pass route" for traffic which does not need to go through Lower Manhattan.

AIRPORT

A commercial airport was founded by George Schaaf, a Staten Islander, in 1926 near Richmond Avenue, New Springville. This is reputed to have been the first commercial airport within the City of New York. The City has taken over this property as part of the Fresh Kills Reclamation Project. Staten Island Airport, originally established in 1939 by Edward J. McCormick, is on the opposite side of Richmond Avenue, near the Farmers' Market (Greenridge Auction Market). This 165-acre tract of land has been sold for a shopping center. Newark Airport is accessible to Staten Island, but La Guardia and International Airports are at a considerable distance. Eventually helicopter service probably will connect the Island with the three major city airports.

PARKING LOTS

Public parking facilities have been provided by five off-street parking lots on Staten Island. These are located in St. George, Port Richmond, Stapleton, and West New Brighton. Others are in the planning stage. Parking meters in business areas accommodate shoppers (4).

PROMINENT CITIZENS‡

WRITERS

As indicated in other sections of this report, Staten Island has inspired the creative artist and writer since it was described by Verrazzano. Many writers of note have lived and worked on the Island during the twentieth century. Only a few will be mentioned (1, 55).

The world renowned poet, Edwin Markham (1852-1940), moved to Staten Island from California in 1902. His first residence was at the corner of Livermore and Waters Avenue, Westerleigh. Later the poet lived with his family at 92 Waters Avenue until his death in 1940. He is best known for his poem, *The Man with the Hoe* (29). Markham was a familiar figure to Staten Islanders as an active participant at community functions,

‡It is difficult to determine the composition of a list of prominent citizens within any community. For the purposes of this report, those mentioned either have become known nationally or have been recognized officially in some way. The newspapers and current bulletins of the Staten Island Institute of Arts and Sciences and the Historical Society offer an opportunity to become aware of the current work of authors, artists, musicians, and civic leaders (1, 37, 55, 78, 83). In 1961 a list of prominent Staten Islanders was prepared for the Tercentenary Commission (79).

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often reading his poems from public platforms. The poet's son, Virgil, teaches at Wagner College, where the library houses a collection of about 15,000 volumes willed to the College by the poet. J.H.S. 51, Graniteville is named the Edwin Markham School. His name has been given to the Edwin Markham Child Care Center, formerly at the Edwin Markham Houses, but now at the Stapleton Houses. Several streets also perpetuate the name in Markham Court, Drive, Lane, Road, and Walk within the boundaries of the housing project. There is also a Markham Place in Westerleigh.

Another Westerleigh author was Florence Morse Kingsley who wrote more than 30 books during her residence on Staten Island from 1894 until her death in 1937. She has been mentioned previously.

There are several authors of children's books living on Staten Island today. Among them is Olive Earle (Mrs. Harry Daugherty) who went to the Island in 1934 to paint background murals for exhibits at the Staten Island Zoo. The natural beauty of Staten Island appealed to her and she remained to become an enthusiast, writing and illustrating several children's books that deal specifically with the Island's natural history (20). Many of her books appear on the Board of Education list, *Library Books for Elementary and Junior High Schools*. Recently Miss Earle illustrated *The Staten Island Walk Book* (92).

Phyllis Whitney has written many mystery stories which are listed on the Board of Education Library List. She is also the author of several historical novels. Of particular interest to Staten Islanders is her *Step to the Music*, a story of the Island during Civil War Days.

Frances Tysen Nutt used local background for her historical novel, *Three Fields to Cross*, which take the reader to many of the landmarks mentioned in this report. Mrs. Nutt is a descendant of Thys Barentsen, one of the original settlers of the Island and a daughter of David J. Tysen who has been mentioned.

Another Staten Island writer of national reputation is Amy Vanderbilt, author of books on etiquette. She was born at 164 Maine Avenue, Westerleigh, and attended P.S. 30 in that locality.

ARTISTS

It would be impossible to list the names of all the local artists of the twen-

tieth century who have received recognition for their work. Reference can be made to two surveys listed in the bibliography (78, 93).

MUSICIANS

There have been many fine musicians on the Island during the Cosmopolitan Period. Two of national reputation will be mentioned. The late Maude Morgan, famous harpist, was attracted to the rural atmosphere of Staten Island. She held private concerts in her lakeside home on Drumgoole Boulevard (opposite St. Louis Academy). The studio in which she lived was a remodeled icehouse on a pond that was once part of the Max Maretzek estate.

Eileen Farrell (Mrs. Robert Reagan), Metropolitan opera star, moved to Staten Island from Connecticut in 1944. She lives with her family on Grymes Hill. Mr. Reagan founded the Community Concert Association on Staten Island in 1951 and has been president of the organization since that time (21).

ARCHITECTS

Ernest Flagg (1857-1947) was considered one of the world's leading architects of his time (29). He moved to Staten Island in 1897, living there until his death at the age of ninety. He owned vast acreages of land in the Todt Hill-Country Club Grounds area. Flagg designed the Singer Building and St. Luke's Hospital in New York, the Corcoran Gallery of Art in Washington, D.C., the United States Naval Academy at Annapolis, the Huguenot Memorial Church on Staten Island, and Flagg Court in Bay Ridge, Brooklyn, which was considered one of the largest apartment houses in the country in 1947. Flagg was noted for his original designs. He used serpentine rock which he quarried from Todt Hill. Remains of a quarry may be seen from Todt Hill Road at the edge of the Richmond County Country Club golf course. Many homes along Todt Hill Road, Flagg Place, and Richmond Road are constructed of this quarried serpentine. The Flagg Mansion is now occupied by St. Charles Seminary.* The Old Water Tower on his property has been remodeled as a private home.

PHOTOGRAPHERS

Alice E. Austen (1865-1952) is considered one of the earliest woman

photographers of note. Unfortunately such recognition came only a few years before her death. Miss Austen lived with her family at "Clear Comfort" overlooking the Narrows (now known as the Austen House).^{*} She recorded the fashionable social life of Staten Island during the latter part of the 19th century for her own personal enjoyment and that of her friends. The stock market crash of 1929 wiped out her financial resources. Eventually she lost her home. Crippled by arthritis and without funds, Alice Austen was admitted to the Farm Colony. When she had to vacate her apartment in 1945 she left her collection of photographs and negatives, numbering about 8,000, in the custody of the Staten Island Historical Society. It was not until 1950 that the Museum realized their value. Experts throughout the country became interested. Publications such as *Holiday* and *Life* reproduced some pictures and printed stories on this remarkable woman. October 7, 1951 was declared Alice Austen Day at the Staten Island Historical Museum. There, in her wheelchair, Alice Austen received long-delayed recognition. Money was raised by the Historical Society from the sale of her pictures and she was placed in a private nursing home (3, 62, 67). Many of her photographs are displayed at the Museum.^{*}

There are many skillful photographers on the Island today. Their work is frequently exhibited at the Museum of the Staten Island Institute of Arts and Sciences.^{*}

MUSEUM WORKERS

Many people who have been affiliated with the Museum of the Staten Island Institute of Arts and Sciences have become nationally known. Of these Ned J. Burns (1899-1953), who devoted 35 years to museum work throughout the country, was outstanding. The Burns family moved to Staten Island in 1911 and young Ned went to public elementary schools and to Curtis High School. Burns was one of William T. Davis' boys who went on field trips around the Island and mastered the art of collecting, mounting, and identifying insects. He was employed at the Staten Island Historical Museum for five years and at the American Museum of Natural History as a preparator for six years. He then became chief preparator at the Museum of the City of New York when it was first organized in the Gracie Mansion. Burns is best known for his dioramas. Among his earli-

est was one portraying the Peace Conference at the Billopp House. This is still on display there.* At the Museum of the City of New York, he constructed many dioramas and also a scale model of New York City as it was in the 17th century. After six and a half years at this Museum, Burns joined the National Park Service which was establishing museums at many of its historical parks. Eventually Burns became Chief of the Museum Division of the National Park Service. One of his last projects was the John Peter Zenger Memorial Room in the Federal Memorial Building (Subtreasury Building) at Wall and Nassau Streets (49).

Another one of William T. Davis' boys was the late Carol Stryker who was the first director of the Staten Island Zoo. His wife, Miriam C. Stryker, who still lives on the Island, a zoologist and naturalist, is an instructor at the American Museum of Natural History. She organized the Queens Children's Museum in Forest Hills in 1950 and has been its director since that time.

Others who have been associated with the Museum program have been mentioned in another section dealing with William T. Davis.

PHILANTHROPIST AND CIVIC LEADERS

Many philanthropists and civic leaders have contributed to the growth of Staten Island during the twentieth century. The few who are noted here have already received public recognition. Those who are carrying on such work today will be acclaimed by future generations.

Dr. Louis A. Dreyfus (1867-1920)* and his wife, the former Berta Schreiber (1857-1943), contributed to many philanthropic organizations. Among them are the Richmond Memorial Hospital (now called the Dreyfus Foundation), the Staten Island Hospital, Wagner College, Trinity Lutheran Church, and the Staten Island Council of Boy Scouts. Their gift of Hero Park, adjacent to their home on Grymes Hill, has been mentioned. After her husband's death, Mrs. Dreyfus continued her work as a civic leader. When she died, Mayor Fiorello La Guardia ordered the flags on public buildings flown at half-staff. Junior High School 49 is named the Berta A. Dreyfus school. Dr. Dreyfus, inventor and manufacturer, went to Staten Island in 1902 as a chemist with the Muralo Company in New Brighton. He patented a device for making a cold water paint and also invented artificial chicle. The firm that he founded has been noted

(40, 46). The couple lived in a Bavarian style cottage which they called *Quatre Vents*, meaning the "Four Winds," from 1937 until their deaths. This is now the home of the Rev. Carl J. Sutter.

David J. Tysen, 2nd (1841-1928) was a real estate developer and philanthropist. He developed areas in the New Dorp section of the Island (46). Tysen owned a large farm around the present Tysens Lane area and had a tomato cannery near the site of New Dorp High School. David Tysen built his home at the highest point on the Island at Todt Hill Road and Ocean Terrace. The house, remodeled, is still standing. Mr. Tysen's gift to the Staten Island Hospital made possible the Tysen Residence for Nurses. The Lake-Tysen* House which was moved from Tysens Lane to Richmondtown in July 1962 had been in the Tysen family for years.

William G. Willcox (1859-1923) and his wife, Mary Otis Willcox (1862-1933) were leading philanthropists and civic workers. They endowed institutions such as the Staten Island Hospital, Staten Island Museum of Arts and Sciences, and Staten Island Academy. They were also active in the Richmond Society for the Prevention of Cruelty to Children. Mr. Willcox was the first Staten Islander to become President of the Board of Education of the City of New York. P.S. 48 in Concord has been named the William G. Willcox School, and the name has fittingly been placed on the Cerebral Palsy Unit of that school. Mrs. Willcox organized the Red Cross on Staten Island during World War I and was president of the organization for sixteen years (47).

No account of prominent citizens would be complete without the name of Cornelius G. Kolff (1860-1950), well-known real estate developer and civic leader. He was a familiar figure on the Island with his well-kept beard, silk hat, and red necktie, remaining active until his death at the age of eighty-nine. Mr. Kolff settled on Staten Island in 1893, having boyhood memories of his grandfather's home on Richmond Terrace. Cornelius Kolff,* after whom one of the ferries is named, designated himself as "Staten Island's most obedient servant" and was responsible for increased interest in both past history and future development of the borough. At his own expense, he wrote and printed many pamphlets, some factual, some imaginative. Among them were *A Short History of Staten Island*, *A Staten Island Boy in Holland*, *The Riviera of New York Harbor*, *The Haven of Wooden Shoes*, and *Staten Island Fairies*. Mr. Kolff interested him-

self in all kinds of civic programs. One of the founders of the Staten Island Chamber of Commerce, organized in 1895, he served as its first secretary. He campaigned for the Staten Island Free Port after studying free ports in Europe (17, 47). Louis W. Kaufmann became Kolff's real estate partner in 1906. The business, founded in 1893, incorporated in 1923, is still operated as Kolff and Kaufmann, Inc. Kolff was active in the Staten Island Historical Society and worked for the acquisition and restoration of the Conference House in Tottenville. There is a memorial to him in this landmark.* This Staten Island booster lived on Harbor View Place in Shore Acres, a section he developed after the death of J. Harry Alexandre who had a large estate there. Kolff's daughter, Emily, who is active in many organizations and charities on Staten Island, lives in the beautiful home facing the Narrows.

PATTERNS OF GROWTH

The isolation of Staten Island from the other four boroughs has affected the lives of the people who reside there. Developments through the years have been characterized by a slow, easy, steady pattern of change while needs and interests have been met without dramatic or spectacular action.

The building of the Verrazzano-Narrows Bridge is a wonderful example of man's efforts to change his physical environment to suit his purposes. With the completion of this astonishing engineering feat, the Borough of Richmond really will become an integral part of the great metropolis – The City of New York. Many advantages will be enjoyed by its citizens who will find a richer, fuller life emerging with the continued but more rapid growth of Staten Island.

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