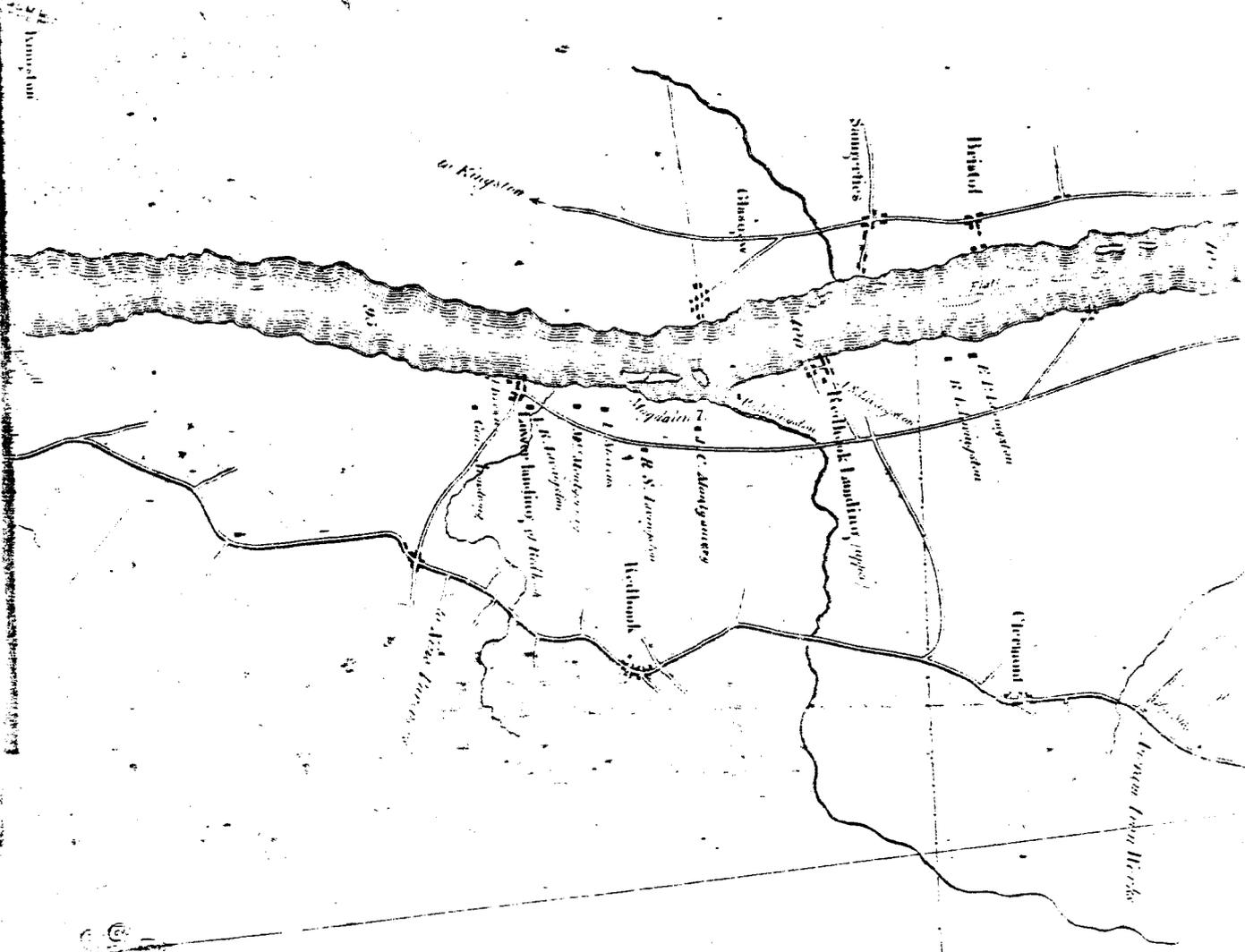


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W. H. Burr

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DEPARTMENT OF HISTORY

BARRYTOWN, NEW YORK:

A Brief Social ~~and Commercial~~ History

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Thesis Project, 1983
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INTRODUCTION

Barrytown, New York in 1983 is a quiet, picturesque hamlet on the east shore of the Hudson River in the Township of Red Hook. Inhabitants throughout its history have enjoyed the magnificent view of the Catskill Mountains. The shore is dotted with a boarding house five modest homes, a large shed fenced in serves a private boat club, and a lovely mansion surrounded on its shore by weeping willows. A quaint pillared post-office is set back from the shore on the east side of the railroad tracks. Occasional vehicles drive up to it, and pull away. Other than this, there is little traffic in the Landing area. Lots that are vacant are overgrown with weeds.

Barrytown's shoreline was not always like this. In previous centuries, the Landing served as a necessary river entrance for area people. Its shore was ideal for water access and from the 18th century the Landing developed as a docking point for "Hardscrabble," later Red Hook as well as for Lower Red Hook Landing, later Barrytown. In the second half of the 19th century, it was one of the most active centers of commerce in the Red Hook area and east. The Landing provided a great many kinds of services to the area. Good employment opportunities attracted Irish and other laborers to Barrytown.

Back from the shore, the estate properties dominate the river front. They began in 1797 and by 1850 had become permanently established. Barrytown's growth was limited by their dominance. The area around the intersection of Dock and River roads is known as Barrytown Corners. Settlement began here back in the 1790s with a blacksmith shop. A farm near the Corners to the north on River Road was established in 1732.

A few more farms developed in this area, behind the river-front estates in the 19th century. Settlement by the laboring class in the first half of the 19th century took place at Barrytown Corners, along Dock Road, in the second half of the 19th century along Station Hill Road, and near the Landing.

In 1830 the population of the area was approximately 120 people, comprised of estate families, their servants, farmers and a few merchants. By 1850, a significant rise in population occurred due to the laborers required to prepare the shoreline and North Bay for the coming railroad tracks. The population was near 200 people. In 1870, however, Barrytown's population reached its peak with just under 350 people. Forty laborers and their families settled in Barrytown due to employment opportunities with the railroad and ice industry in particular. By 1900, there was a decline in laborers in the area and the population dropped to approximately 300 people. The decline in laborers represented the decline in employment with the railroad. In the 20th century, Barrytown's population figures are greatly increased by the number of students, professors, and staff that reside at the Seminary at Massena.

This paper endeavors to show the development of settlement in the Barrytown area from the early 18th century, through the 19th century and with estates, farms, /the community. The development of commerce at the Landing and, less so, at Barrytown Corners are the primary concern of Chapter Three. Finally, the Fourth Chapter discusses the decline of the commerce at the Landing, and subsequent change in the community, and the coming of institutional life.

Barrytown, an unincorporated community, has no officially defined boundaries. Barrytown, over the years, has come to be naturally defined

by the Stein Valetie Creek to the south, the border between Rhinebeck and Red Hook Townships, and on the north by the Sawkill Creek dividing Barrytown and Annandale. The Hudson River shoreline defines the western border while the eastern border is more speculative. For the purposes of this paper, the eastern border includes all properties with access to River Road between the two creeks and the properties to the north on Dock Road just above Barrytown Corners.

CHAPTER ONE

Seventeenth and Eighteenth Centuries:

The Beginnings

Barrytown's beginnings are with the Schuyler Patent of 1688 and the subsequent land division. Actual settlement began in the early 18th century with Palatine families. Seeds of business enterprises were planted in this century with the establishment of Peter Contine's store at the landing, and a blacksmith shop at the Corners. Estate life was introduced to Barrytown in the late part of this century as well.

Peter Schuyler, born of a well-established family in Albany, became Mayor in 1686 after he and his brother-in-law, Robert Livingston,* successfully negotiated the Albany charter for Governor Dongan. Two years later Schuyler received a patent for lands contingent to Robert Livingston's southern Manor border along the Hudson River. The boundaries of his land were defined:

Situate, lying and being on the east side of Hudson's river in Dutchess County, over against Magdalene Island, beginning at a certain creek called Metambesem [Steinvaletie]; thence running easterly to the southern most part of a certain meadow called Tanquashqueick; and from that meadow easterly to a certain small lake or pond called Waraughkameek; from thence northerly so far till upon a due east and west line it reaches over against the Sawyer's creek; from thence due west to the Hudson's river aforesaid and from thence southerly along the said river to the said creek called Metambesem.1

* Robert Livingston was married to Peter Schuyler's sister Alida in 1679.

In the late 17th and early 18th centuries Schuyler partitioned his patent in four sections. He retained the northern one-fourth and sold each of the other fourths to Tierk De Witt, Joachem Staats, and Barent Van Benthuisen. In 1715, De Witt deeded his land to Henry Beekman, Jr., in exchange for a tract of land in Ulster County, owned by Judge Henry Beekman (Henry Beekman, Sr.).² By this acquisition, Henry Beekman, Jr.'s, land adjoined his father's Rhinebeck Patent to the south.

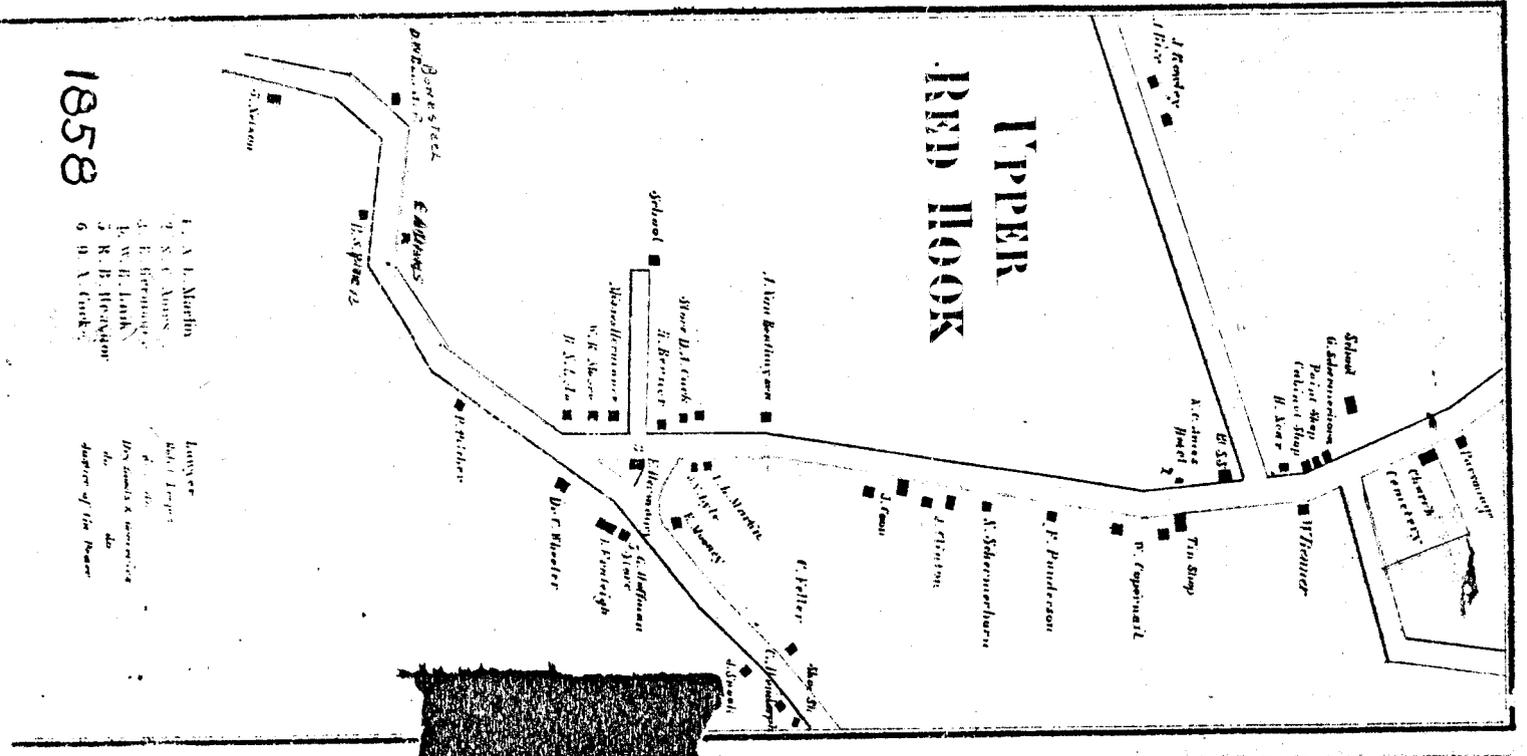
Barent Staats, who inherited his father's portion in 1725 subsequently sold most of it to the Van Benthuisens and to the Heermances who moved to the Red Hook area from Kingston.³ The land along the Hudson River and between the Steinvaletie Creek on the south and the Sawkill Creek on the north is the area in which Barrytown would develop (See map, Rhinebeck, 1812).

The German Palatines were probably the first to settle this area. These people originally emigrated to England after suffering numerous trials. They were plundered by troops crossing the Rhine during the War of the Spanish Succession in 1707 and by French troops who overran the area later that year. The following year a long and severe winter destroyed all vegetation and immobilized the Palatine people. Added to these difficulties were excessive taxes and religious persecution.⁴ The English government considered various plans for relocating these people. A proposal which came from a New York government official suggested a mutually beneficial arrangement would result if the Palatines were sent to New York to make tar along the Hudson River where "there is pitch pine enough to supply England with tar."⁵ This was an appealing proposal since the British wanted to break Sweden of its naval store monopoly.⁶ In 1710, 3000 Palatines left England accompanied by

New York's Governor Hunter. Many perished on the trans-Atlantic trip and approximately 2500 Palatines arrived in New York that summer.

After some deliberation over arrangements in New York City, these people were sent north to two locations, one on each side of the Hudson. The government purchased 6000 acres of Robert Livingston's Manor and established the East Camp, Livingston becoming overlord and supplier of tools and food. Just across the River on 6300 acres of former Evans grant land the West Camp was established.⁷ Each family was allowed to build a hut on a plot of ground 40 feet by 50 feet.⁸ While the Palatines had agreed before the voyage to make tar to pay back the settlement costs, the reality of camp life caused them to be less than enthusiastic. They had to work in gangs and under rigid supervision. The living conditions were poor and the food at times scarce. Tar production as a result was less than expected. In 1712 Governor Hunter was not able to procure funds to support the Palatines. On September 6th Hunter informed the workers there was no money to sustain them through the winter, that they would have to provide for themselves. They were instructed to say where they were going and to return when called back. These families endured a severe winter as well as a distressing summer. So bad were conditions that a minister observed "they boil grass and the children eat the leaves of the trees."⁹ Government funds did not appear and the Palatines were never recalled. They dispersed to New York City, Hackensack, New Jersey, to Pennsylvania, and a few miles south to Rhinebeck, while quite a few remained on the Livingston Manor, accepting Livingston's terms and falling heavily in his debt.¹⁰

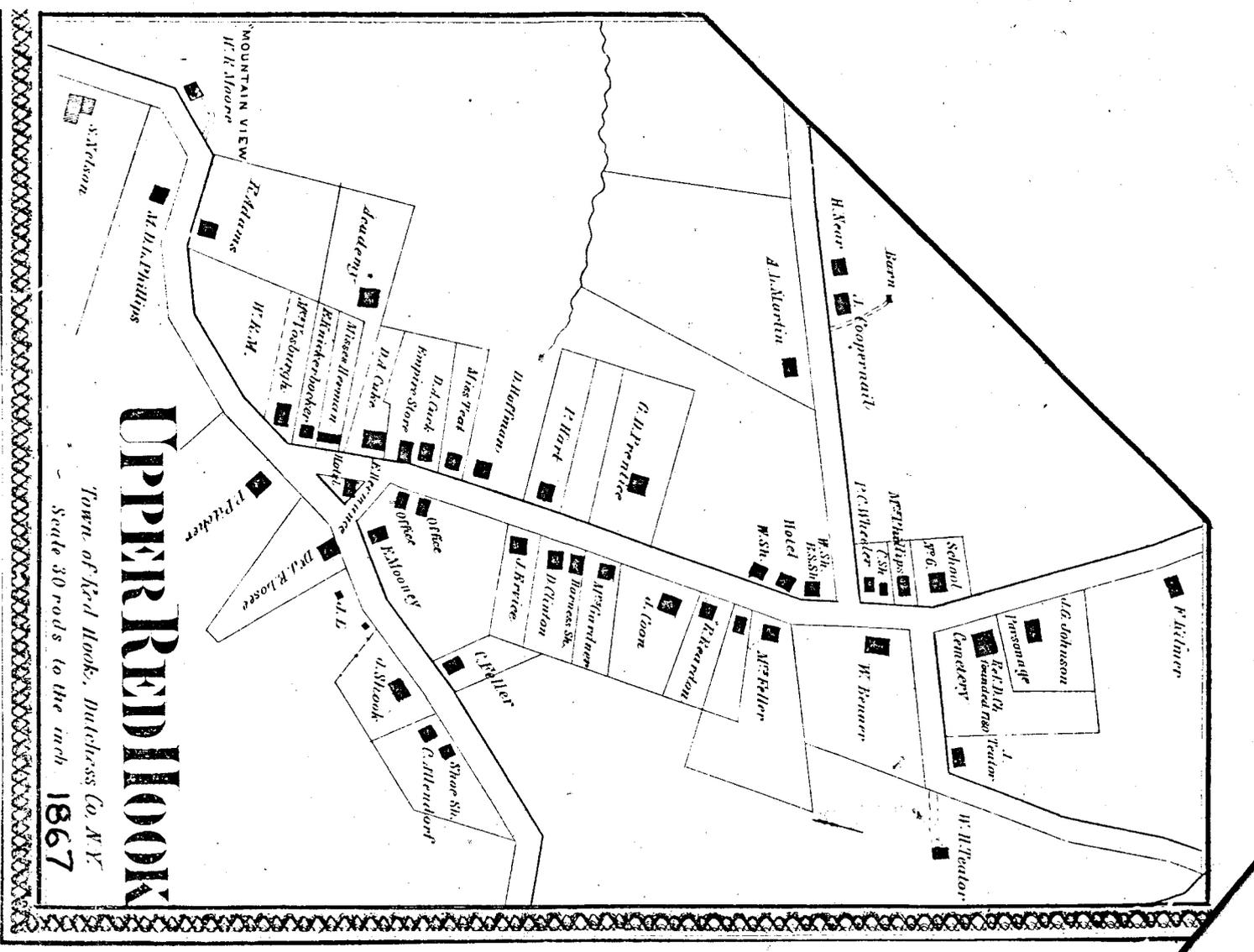
In 1714 there were 35 Palatine families settled on Henry Beekman's land in the Rhinebeck area, possibly in response to his



1858

- 1. A. L. Martin
- 2. S. E. Moore
- 3. E. B. Brewster
- 4. W. H. Lamb
- 5. R. B. Heald
- 6. A. C. Cook

Longer
 and longer
 the
 the
 the
 the



UPPER RED HOOK

Town of Red Hook, Dutchess Co. N.Y.
 Scale 30 rods to the inch

1867

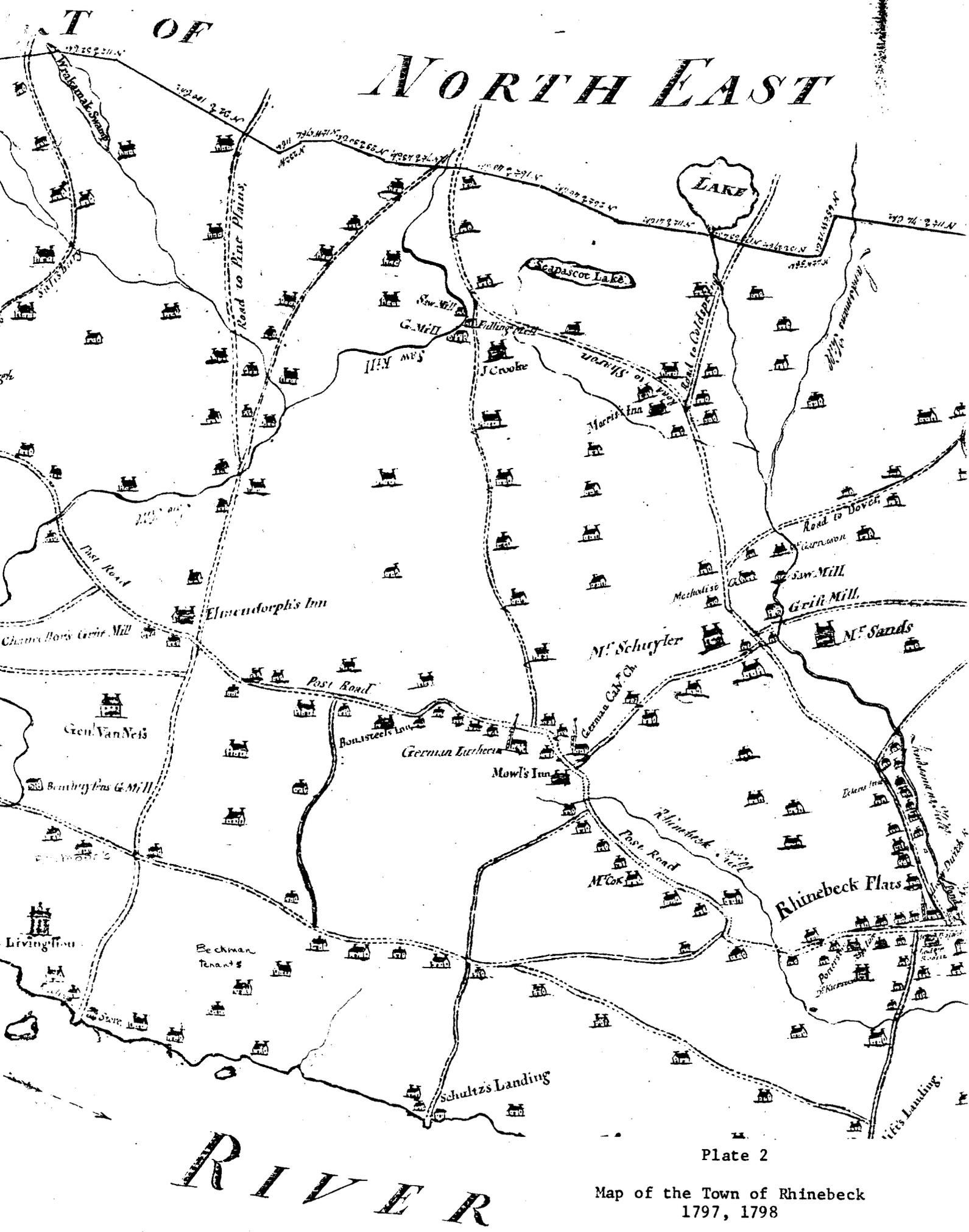


Plate 2

Map of the Town of Rhinebeck
1797, 1798



Red Hook Man...

Plate 3

Map of Beekman Tenants

invitation. Prior to their coming he had built a saw mill and grist mill.¹¹ These Palatine families were a significant proportion of the population of Dutchess County which in 1714 numbered 445.¹²

Palatines also settled on Henry Beekman, Jr.'s Schuyler land. The Valentyn Bender (Benner) family was the first to settle in the area.¹³ At some point the Beekmans decided to keep the picturesque land along the Hudson for themselves and offered Bender a life-lease of equal land on any other of their properties in exchange for the original life-lease. Bender accepted the offer and chose lands several miles east.¹⁴ While the Beekmans may have had intentions of building on this property, those plans did not materialize. In 1719 Nicholas Rowe received a life-lease from Henry Beekman, Jr. for 99 acres on land which today is part of the Rokeby estate.¹⁵ Beekman's lease terms were of a feudal nature, common to the manors in New York. An English visitor to Clermont in 1794 commented that tenant leases "mark more of the spirit of feudal aristocracy" than he had expected to find on the land of leaders of the Republican Party.¹⁶ Men such as Livingston and Beekman apparently found justification in their tenant terms as they continued to charge rent in bushels of wheat, numbers of fowl and day's of riding into the 1880s. Riding meant labor with or without horses. Exacting produce rather than cash payment in a life-lease meant increased profits for the landlord as market prices went up.¹⁷ Easier terms were often given the tenant the first several years when land needed to be cleared of trees and rocks and when tenants needed to get on their feet. Beekman charged Rowe only two hens per year the first five years and thereafter two hens, a peck and a half of wheat per acre per year.¹⁸ In 1880 Beekman was charging Peter Benner 36½ bushels of wheat, four hens and a

day's riding for his life-lease of 151 acres.¹⁹ Tenants at the Clermont Manor in 1762 were paying a tenth part of the wheat harvest and a day's riding with horse, a much larger rent if figured on the basis of 10 bushels per acre.²⁰

The 1797 Map of the Town of Rhinebeck shows a number of tenant houses on the Beekman land. The tenants at this time were Arent Finehout, Johannis Feller, Peter Benner, John Sipperly, and Ferdinand Beis.²¹ (The Fellers, Benners, and Sipperlys [Zipperle] are on Knittle's list of Palatines in New York, the Rows, Finehouts, and Beises are not and may not have been Palatines.)

The Philip Henrich Moors, a Palatine family from the West Camp,²² purchased former Schuyler land to the northeast of the Feller farm from Barent Van Benthuyzen in 1732. The terms for the 116 acres were 89 pounds 10 shillings and a quitrent, a small payment paid by patent land owners to the government, of one shilling and six pence "Yearly and Every Year for Ever hereafter."²³ Thirty-three years later, Moore added to his farm by purchasing from the Van Benthuyzens 104 acres for 240 pounds, more than double the cost of the first 116 acres.²⁴ No quitrent was required this time.²⁵

The farms of the Beekman tenants and Moor probably consisted of some acres in woods, some acreage in corn and much of the acreage in wheat, wheat being the primary crop in Colonial New York. The wheat was harvested with sicles and threshed with a flail or by oxen. Ten bushels an acre was considered a good yield.²⁶ It is likely that Moor would have sold harvested wheat at Catskill which by the early 19th century had established itself as one of the major wheat and flour markets of the state. The Beekman tenants may have done the same, but they had

small farms and rent to pay in wheat. Wheat for family use was ground in local grist mills. Beekman's tenants may have been required to use his grist mill at Rhinebeck rather than the more convenient Van Benthuisen mill on the Sawkill which Moor would have used.²⁷ It was common practice for landlords to stipulate that all milling by tenants be done at the landlord's mill, thereby insuring regular business.

A close community life may well have existed among the Moors and the Beekman tenants who shared a common heritage and language. The children may have shared in games and running from farm to farm after chores, while the women possibly shared time together over their sewing. Community life for the men may have developed through the exchange of tools, sharing of farm animals, and working together to bring in their crops.

Sometime before 1765 Peter Ten Broeck and his wife Catherine Rutsen, a granddaughter of Henry Beekman, settled on a farm in the Barrytown area, possibly the land which today is known as Sylvania and Edgewater, which in 1765 was contingent to the north side of the Feller farm.²⁸

In the Spring of 1775, Dutchess County men were asked to sign a pledge repudiating the British Government. From this area, Peter Moor and Peter Ten Broeck left their farming to fight the British. It is doubtful that the Beekman tenants left their farming to fight if, like the Livingston tenants, they were obligated to pay their rent whether farming or fighting. Some of the tenants at Clermont even took up arms against Livingston when they thought the British would permit them to become owners of their rented land.²⁹

On October 16, 1777, the British fleet landed at Kingston and plundered and burned the city. They turned from the west bank and headed up the Hudson toward Clermont, the home of Chancellor Robert Livingston. Some of the soldiers came ashore on the east bank and on October 17th burned a store house belonging to Peter Ten Broeck and visited the Moor homestead. Christina Bender Moor, wife of Peter, pacified the four soldiers with good food and did not object to their taking most of the livestock. The house was not burned as a result.³⁰ (This is the oldest house in Barrytown today.) After the war, Peter Moor returned home to resume farming. Peter Ten Broeck appears to have moved from the area to a farm a few miles east.³¹

By 1790 the New York farmer was on the threshold of a significant new era. The demand in Europe for wheat grew as a result of the French Revolution.³² Farmers along the Hudson were especially fortunate to have the river for shipping their wheat up-river through markets such as at Catskill. Inland farmers in the Red Hook area and east carried their wheat in horse-drawn wagons on rough country roads to either the Upper Red Hook landing, later Tivoli, or to the Lower Red Hook Landing, later Barrytown. From these landings, sloops carried the wheat to markets.

In the 1790s a blacksmith shop was in business at what later became Barrytown Corners while at the landing Peter Contine, married to Eleanor Heermance of the family which purchased portions of the Staats/Schuyler property, ran a general store.³³ Contine was not long in the area when John R. Livingston proposed to buy Contine's river-front acreage. Contine acquiesced and in 1796 John R. bought the 204 acres for 3200 pounds.³⁴ (Contine relocated to the Upper Red Hook

Landing, later Tivoli.) John R.'s purchase marked the beginning of estate life in the Barrytown area.

John R. Livingston, the sixth child of Judge Robert R. Livingston and Margaret Beekman, grew up on the Clermont Manor with his nine brothers and sisters, among them Robert R., Edward, Janet and Alida. In 1777 John R. was in charge of the rebellious Livingston Manor Militia, and later became a major in the Revolutionary War. He soon resigned his commission to become a manufacturer and supplier of gun powder and other items to the Revolutionary Army.³⁵ John R. was suspected of supplying goods to Benedict Arnold. He pleaded ignorance of Arnold's plans and in time was cleared.³⁶

John R. continued his mercantile business after the war and became a principal merchant in New York City, where he lived in "style and entertained with princely hospitality."³⁷ In addition, John R. held extensive real estate interests. Among these was the inheritance from his mother of one tenth of the Beekman/Livingston property. In New York City he shrewdly bought up former Loyalist properties and held them until the 1800s when the city was flourishing. John R. then subdivided these parcels into hundreds of city lots, the sale of which brought him enormous profits.³⁸

John R. could well afford to hire England's foremost civil engineer, Sir Marc Brunel, who was in the New York area at that time, to design a mansion at Lower Red Hook Landing which catered to his tastes and station in life. Brunel designed the country home in the style of the chateau de Beaumarchais in France,³⁹ which John R. named Massena after Napoleon's Marshal Massena whose military exploits he admired.⁴⁰ Massena was considered one of the most beautiful homes in America.⁴¹ A



John R. Livingston, Brother of Chancellor Livingston.

*From a photograph by Bierstadt, New York, after a portrait owned by Miss
Eliza Livingston, Glenham, N. Y.*

was aid^d with advice and practical assis
tance

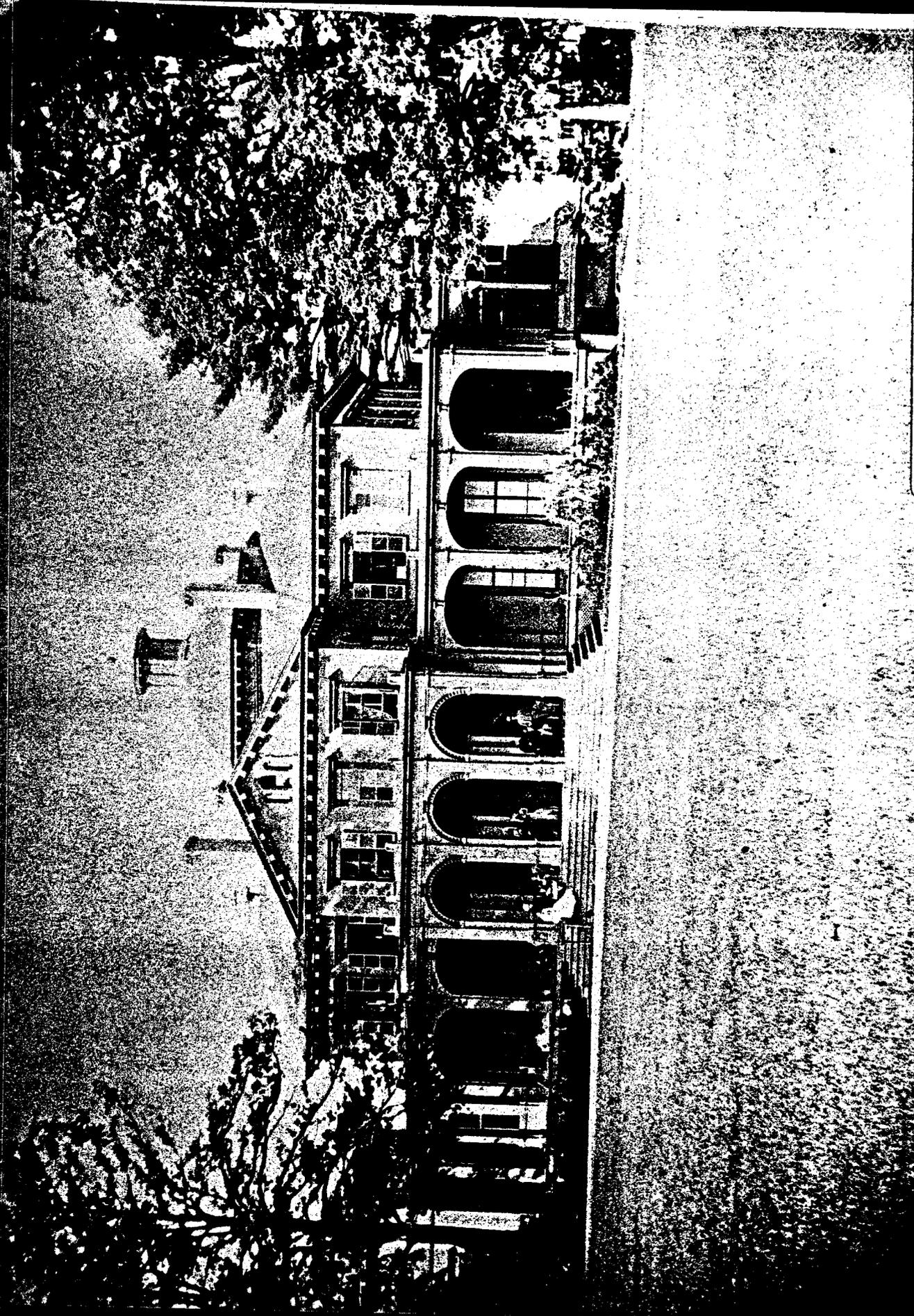


Plate 5

Massena

Livingston family member felt this was John R.'s only noteworthy accomplishment:

Your uncle John R. need only be remembered because the house that he built was more beautiful than any other along the river....⁴²

Livingston biographical books seem to judge John R. in a similar light. The least is said about John R. than of any of the other of his ten brothers and brothers-in-law.⁴³ Considered an opportunist by some, he was not the public figure that Chancellor Robert, General Armstrong, and Edward Livingston were. Of Edward, who had been Mayor of New York, a Congressman, a Senator, Secretary of State, and Minister to France, his sisters "were intensely proud."⁴⁴

While Moor and the Beekman tenants may have occasionally observed aristocratic life-style in the Hudson Valley, it was never as vivid as when John R. erected his Massena in the field next door and docked his sloop at the River's edge.

At the end of the 18th century the Barrytown area was occupied by the three classes which were to develop the area and give rise to further settlement and the town itself. Farming was coming to be established through farm owners such as Moor. Estate life had begun with John R. Livingston's Massena. Commerce had begun with the blacksmith shop and Peter Contine's store. The purchase of Contine's property by John R. foreshadowed a pattern that was to continue to the 19th century, namely the competition for land among gentleman, farmer and businessman.

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21. Armstrong.
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CHAPTER TWO

The First Half of the Nineteenth Century:

Estate Development

In the first half of the 19th century there were three basic areas of development--the estates, small farms, and the landing. Estates increased from 204 acres of river-front land at the end of the 18th century to approximately 1200 acres in the mid-19th century. Three farms developed at Barrytown Corners area comprising approximately 250 acres. Population in the area increased as a result of these growths. Significant also was the laboring class which came to build the railroad. During this period the non-estate property at the landing was developed into a dock and freighting center. It was not until the second half of the 19th century, however, that commercial growth at the landing reached its peak.

John R. Livingston purchased parcels of land adjoining his. They were often small such as the two and three quarter acres purchased from John Scribner at the shore in 1800.¹ The largest was the 104 acres purchased in 1804 from Edward Curtis who had purchased it from Ten Broeck descendents.² This became the southern part of the Massena property. John R. and his second wife, Eliza McEvers, had eight children. As a wedding gift, John R. gave his daughter, Margaret, and her husband, Lowndes Brown of Charleston, South Carolina, the southern portion of his estate. At the shore of these 250 acres, John R. built the Browns a mansion in a neo-classical style which was named Edgewater.³ Brown's estate was worth \$30,000 at this time, while his father-in-law's at Massena was worth \$100,000.⁵



O. D. EDGEWATER.

BARRYTOWN N. Y.

Plate 6
Edgewater



Plate 7
Margaret Livingston Brown

The Beekman land to the south of the Edgewater estate was inherited in 1801 by Alida Livingston Armstrong, John R.'s sister. She had drawn this property, a one tenth share of the Beekman/Livingston lands, as an inheritance from her mother, Margaret Beekman Livingston. Alida and her husband John Armstrong continued to honor the life-leases of the former Beekman tenants--the Benners, Fellers, etc. The Armstrongs lived in the Hudson Valley on other Armstrong properties, and in Paris from 1804 to 1810 where Armstrong served as Minister to France. When the Armstrongs returned from Paris, they decided to make the Beekman/Schuyler property near the river their family estate. John Armstrong bought up the tenant life-leases of the tenants except for that of Sipperly who was on land back from the river.⁶ The 1858 Dutchess County map shows that the Benners and Fellers relocated in the Red Hook area. Finehout, however, does not appear on this map.⁷

The Armstrongs lived in one of the tenant cottages while their 2½-story mansion La Bergerie was being built. Alida and John Armstrong had five sons and one daughter. The daughter, Margaret, married William B. Astor, the son of John Jacob Astor, in 1818. In 1836 John Jacob purchased the estate for the couple from Margaret's father for \$50,000.⁸ Margaret renamed the estate "Rokeby" and raised eight children there. Their daughter Emily was married to Samuel Ward and later their daughter Laura married Franklin Delano. The Astors broke off the southerly portion of Rokeby in 1848 as a wedding gift to Laura and her husband. A mansion was built and the estate called "Stein Valetie," after the creek running through the property.

John R.'s widowed sister, Janet Montgomery, purchased 250 acres of river-front property from John Van Benthuisen, to the north of

Massena. Janet built a stone mansion and called her estate "Chateau Montgomery."⁹ She donated property in Red Hook for the establishment of the Episcopal church to which her brothers and sisters also contributed and became members. In 1828 upon her death, Janet Livingston's favorite brother, Edward, inherited Montgomery. Two years later in 1830 Red Hook Landing received its own post office and new name--Barrytown. Edward may have been instrumental in bringing the post office and name to the community. As a Senator from Louisiana, he would have known William Taylor Barry who earlier had been a Senator from Kentucky. Barry became Postmaster General in 1829.¹⁰ By 1850 the land between the SteinValetie and Sawkill creeks were taken up almost entirely by the five Livingston estates--Montgomery, Massena, Edgewater, Rokeby and SteinValetie.

The Livingstons spent winters at their New York City residences. It was the custom for well-to-do families to escape the heat and the epidemics of the city. For the Livingstons, however, it was not only an escape, it was a return to home ground, near Clermont where they had been raised. When the ice melted in the Spring, they would pack their sloops and sail up to their country seats.¹¹

Some agricultural pursuits took place at these estates. Chancellor Robert Livingston of Clermont had an avid interest in agriculture. John R. apparently followed his brother's interest in Merino sheep. While Robert was Minister in France, he and John R. corresponded regarding the value of the Spanish sheep. John R. expressed doubts about the worth of sheep which produce "only 3 lbs. of wool," are "not easy to mark" and "not attractive,"¹² but later changed his mind. The Hudson Balance reported on December 8, 1807, that John R. Livingston had sold

all the wool of his Spanish sheep for \$1.50 a pound, an apparently noteworthy price.¹³ Perhaps some of this wool or that of John Armstrong's sheep was sold to the woolen mill nearby at Annandale on the Sawkill Creek.

John Armstrong, who named his estate "La Bergerie" (sheep farm) also raised the Merino sheep, having been given a herd as a parting gift from Napoleon. Armstrong took an active interest in agricultural development and published several treatises on agricultural topics.¹⁴ William Astor, however, who purchased Armstrong's estate was a New York City real estate man, not a farmer. A son of Astor's stated when hiring a man for grounds keeping, "My mother is a good deal of a farmer. You are engaged for her, nor for my father."¹⁵ Gardening and charity work were Margaret's interests.

By 1850 the estates in Barrytown had employed approximately 23 live-in workers. The positions held by these employees included gardeners, coachmen, waiters and female domestics. Many of these were immigrants with Ireland being the most common country of origin. Seven estate workers were from Ireland, three from England, one from Scotland, two from Holland and the remainder from New York. In the Astor household of two adults and three children, ten employees were serving the family. They were two gardeners (English), three coachmen (one Irish), five women (one Irish, one Scottish, one English). The Astors may have housed several families in former tenant houses whose men worked on the estate. David Hanlon of Ireland, a waiter, lived with his Scottish wife and four children in a house near the Astors. Likewise, David Henion, a gardener, lived with his wife and two children in a nearby household. Another house was occupied by Stephen Traver, his wife and son together with an

unrelated male and young woman. Traver, his son and the male worked as farmers. Laura and Franklin Delano employed one waiter and one coachman, the Philipsons from Holland, and three New York women domestics. In John R.'s household of five adult children and himself, there were two coachmen, two waiters (one Irish), and two women (one Irish). The Irish coachman and Irish domestic may have been brother and sister, or husband and wife, having the same last name. Margaret and Lowndes Brown and their daughter had two women domestics (one Irish) and one male worker (Irish).¹⁶ At Montgomery Place, Louisa D'Avezac of St. Domingo, the widow of Edward Livingston, lived with two servants, a mulatto male and black female from New York.¹⁷ The total population on the estates was approximately 54 by 1850.

In the Barrytown Corners area three small farms developed. The Jeremiah Nehr farm of just 37 acres, the D.D. Lown farm of approximately 120 acres, and the Eriet Myers farm of approximately 96 acres. Together with the Moor farm the total acreage was approximately 470 acres. Population on the farm amounted to 14 adults and 16 children, several households holding three generations.¹⁸

The blacksmith shop which had been established in the 18th century at the Corners continued to function through the 19th century. Robert Barringer became the proprietor in the late 1840s. David Lown opened a cooper shop, new to the area, prior to 1850.¹⁹ These men lived with their families at the Corners as well. Together with the Van Steenburgh family, the father of which worked as a laborer, and a brother as a farmer, the total population of non-farmer residents at Barrytown Corners was 12 adults and 16 children.²⁰ Total population at Barrytown Corners in 1850 was 58.

1858 Dutchess Co.

Map of Dutchess County, N.Y. 1858

Plate 11



Crogers
Liruger
Is.

CRAB HILL

UPPER REDHOOK

REDHOOK

BARROTTOWN

REDHOOK

SHOOK POND

ROCK CITY

MONTEREY

Point

The population near the landing was significantly higher than that at the Corners. Forty-eight adults and 38 children resided in this area. Nathan with his sons Phineas and George developed the northern area of the Landing and listed their occupations as freighters. Live-in help was not exclusive to estates at this time. The Tylers employed one male and one female worker. The Martins who may have owned up to three or four houses²¹ (see 1850 map) occupied two houses. Augustus Martin, who had been the first postmaster of Barrytown, by 1850 was a merchant with his brother, while another brother was a clerk. There may have been two boarding houses near the Martins where a majority of the residents were unrelated adults. Of the ten men occupying these houses, one was a merchant, two were Irish laborers, two were farm workers, and occupations of the other five were not given. George Shoemaker with his wife and child rented the hotel from Phineas Tyler, and employed three domestics. Van Keenen, a boatman, lived with his family in a single household. Two black families in separate houses gave no occupations. There were approximately seven households with 13 male laborers. The total number of laborers in Barrytown at this time was approximately 17 with 13 who were Irish immigrants.²²

Most of these laborers, especially the Irish who came to America to work at building railroads, worked in the late 1840s and in 1850 preparing the shoreline and bridge for the coming of the Hudson River Railroad. Prior to 1846 controversy existed over whether the route from Fishkill to Hudson should be inland or along the river's edge. In the Spring of 1846 the legislature passed the charter for the shoreline route. The route required much more work and expense due to the necessity of a land bridge through the south bay at Barrytown and a similar

bridge through the north bay south of Tivoli. Opponents of the bill succeeded in inserting a clause which stated the charter would be forfeited unless "three millions of dollars should be subscribed to the stock and ten percent paid in before the 1st of March, 1847."²³

An early stockholder's list of the HRR shows William B. Astor of Rokeby and Franklin Delano of Stein Valetie holding \$15,000 and \$5,000 of stock respectively. The HRR paid landowners along the line in stock rather than dollars. The stock held by these two men may or may not have been entirely compensation. The fact that other non-Barrytown members of their families owned stock indicates that Astor and Delano were not put off by the railroad obstruction through their property. John Jacob Astor owned \$15,000 of HRR stock and Franklin Delano's nephew, Warren Delano, Jr. (who inherited Stein Valetie in the late 19th century), owned \$20,000 in shares.²⁴ Certainly the weight of their money helped to swing the route through Barrytown.

Barrytown Landing in the early 1880s began to be an important outlet for farm produce of the Red Hook area. The sloops "First Effort" and "Perserverance" carried goods from Barrytown to markets in New York.²⁵ The regular sailing time was one trip to New York and return every two weeks. Packet sloop captains took charge of farmers' produce along the route, sold and collected the money for goods and returned the cash to the farmer on the return trip. The round trip took 10-12 days.²⁶

Sloop transportation continued to be used by area farmers, even with the advent of the steamboat in 1807. While the steamboats offered 28-hour trips to New York, the lower costs of sloop transport were preferred since their produce was primarily wheat.²⁷ As the monopoly

of Robert Fulton and Robert Livingston was challenged by such competitors as John R. Livingston, Robert's brother, the numbers of steamboats on the river increased. By 1840 there were over a hundred steamboats dominating the river, offering competitive service and affordable prices to the farmers.²⁸ The opening of the Erie Canal, however, which had generated much of the steamboat activity, affected Hudson Valley farmers adversely. Canal boats carried grains from Upstate New York to New York City in great quantities. Upstate wheat was cheaper causing the nearby Catskill market to decline and forcing local farmers to grow other crops. Pork, hay and straw were the marketable items replacing wheat, while later farmers took up fruit growing and dairying.²⁹

Nathan P. Tyler responded to the promising steamboat activity at Barrytown Landingg in 1840 by purchasing "all the Docks and wharfs on the River including the floating Steam Boat Dock" for \$16,000.³⁰ John Elting had purchased this property ten years earlier for \$7,500.³¹ At that time there may not have been a steamboat dock. By 1850 Tyler, and his sons Phineas and George had established a freighting business, a hotel, lumber and coal yard, store and other buildings on the Upper Dock.³²

In the first half of the 19th century Lower Red Hook Landing received a post office and its new name. Barrytown became defined as the area between the Sawkill and Steinvaletie creeks. The dominating feature of Barrytown at the midpoint of the 19th century was the estate properties and their mansions. The river-front land of more than 1200 acres was almost entirely taken up by the five Livingston estates.

Back from the river near Barrytown Corners three farms were established. With the earlier established Moor farm, the four farms

totalled 450 acres of land. Their farm produce for market was transported from the Landing by sloop.

In the first half of the century, preparation could be the word that characterized the Landing. The shoreline and North Bay were developed for the coming railroad. Nathan Tyler's purchase of the Upper Dock and establishment of freighting facilities were preparation for the great activity to come in the second half of the 19th century.

In 1830 the population of the area numbered 120. By 1850, due primarily to the influx of laborers and their families, the population increased to approximately 170 people. This set the pattern for more laborers and their large families to increase the population to about 350 in 1870.

Little is known of the involvement of estate people in the community at Barrytown during the first half of the 19th century. The Livingstons made up a community in themselves with family members on estates up and down the shoreline between Clermont and Staatsburgh. They attended the family church in Red Hook, but other than this, there seems to have been little opportunity to bridge the gap between the two classes in the community.

Footnotes

1. John R. Livingston/ John Scribner Deed, Dutchess Co. Deeds Off., Poughkeepsie, N.Y., Liber 17, p. 307.
2. John R. Livingston/ Edward Curtis Deed, Dutchess Co. Deeds Off., Poughkeepsie, N.Y., Liber 18, p. 483; Liber 16, p. 446.
3. William Nathan Bank, "Edgewater on the Hudson River," Antiques (June 1982), p. 1400.
4. U.S. Census, 1850.
5. Ibid.
6. Astor Papers, John Armstrong, "Red Hook Farm Papers," N.Y. City Hist. Society.
7. 1858 Dutchess County Map.
8. John Winthrop Aldrich, Rokeby (1973), pp. 2,3.
9. John Ross Delafield, "Montgomery Place, Barrytown, New York," American Architect, 132, no. 2530 (5 Oct. 1927): 421.
10. "Why Barrytown?" Poughkeepsie Journal, 29 Sept. 1963.
11. Lucy Kavalier, The Astors (New York: Dodd, Mead Co., 1966).
12. John R. Livingston to Robert R. Livingston, 19 Oct. 1802.
13. David M. Ellis, Landlords and Farmers in the Hudson-Mohawk Region, 1790-1850 (Ithaca, N.Y.: Cornell Univ. Press, 1946).
14. J.W. Aldrich, p. 2.
15. Kavalier, p. 49.
16. U.S. Census, 1850.
17. Ibid.
18. Ibid.
19. Ibid.
20. Ibid.
21. Map of Dutchess County, New York (J.C Sidney, 1850).
22. U.S. Census, 1850.
23. "Papers of Franklin Hughes Delano," Hudson River Railroad, Roosevelt Library, Hyde Park, N.Y.
24. Ibid.
25. William E. Verplanck and Moses W. Collyer, The Sloops of the Hudson (New York: G.P. Putnam & Sons, 1908), p. 102; Richard C. Wiles, Tivoli Revisited: A Social History (Rhinebeck, N.Y.: Moran Printing, Inc., 1981).
26. Wiles, p. 89.
27. Ulysses P. Hedrick, A History of Agriculture in the State of New York (New York State Agriculture Society, 1933), p. 237.
28. Ibid., p. 254.
29. Ibid., p. 237.
30. Nathan P. Tyler/ John Elting Deed, Dutchess Co. Deeds Off., Poughkeepsie, N.Y., Liber 68, p. 168.
31. John Elting/ Jacob Ring Deed, Dutchess Co. Deeds Off., Poughkeepsie, N.Y., Liber 40, p. 267.
32. "The Captain Tyler House--1850," Milan, N.Y.; U.S. Census, 1850; Sydney Map, 1850.

CHAPTER THREE

Second Half of the Nineteenth Century:

Community and Commercial Development

Barrytown reached its height of activity and community growth in the second half of the 19th century with increased freighting accommodations, industries at the shore, and the railroad. Merchants and laborers and their families established themselves in the area while new estate owners at Edgewater and Massena participated in and contributed to community growth. Numbers of farms in the area fluctuated from four to three and back to four again. Farmers from Barrytown and east as far as Connecticut stimulated the freighting activity at the docks. In the winter these farmers supplemented their income by working with the ice industry at the Barrytown Landing.

While the railroad through Barrytown was completed in 1851, steamboat activity continued to flourish with freight and passenger business, as indicated by the number of steamboat and barge advertisements in the Red Hook Journal from the 1860s through the 1890s. Two main docks had been established at the Landing by 1857. Phineas Tyler's had been established in the 1840s at the north, Upper Dock and Robert Donaldson's at the southern, Lower Dock in the 1850s. Donaldson, a retired cotton broker, purchased the Edgewater estate from Margaret Livingston Brown in 1851 after her husband died.¹ Donaldson's previous residence was at the Blithewood estate just north of Barrytown. He wrote A.J. Davis, his friend and architect, that he purchases the Edgewater property as a "speculation." After living at Edgewater for several

years, however, Donaldson realized he wanted to live and die in "this Greek Temple."²

The 1858 Dutchess County map shows that Donaldson created a road, later Station Hill Road, off of Dock Road just south of the school, through his property to his estate house and commercial landing.³ Donaldson owned his own steamboat, the "Steamer Donaldson" which paired up with the "Barge Jefferson" owned by A.B. Hendricks. In the summer of 1863, they left Donaldson's Dock with freight every Monday and Thursday, returning from New York City every Wednesday and Saturday.⁴ It was the exception that freighting companies would make two trips a week from Barrytown to New York City. W.J. Best company offered freighting services on the "Barge Mayflower" at the Landing on Friday afternoons to New York City.⁵

Although Phineas Tyler listed his occupation as freighter in the 1850 U.S. Census, by 1872 he had become manager of considerable real estate and buildings on the Upper Dock. His holdings included more than 21 buildings and land some of which were rented out as a freighting company, hotel, and lumber and coal yard. An article in the Red Hook Journal of May 16, 1872, after a serious fire occurred at the Upper Dock, indicates Tyler's business acumen and the extent of his property.

A fire occurred on Friday May 10th at 2 o'clock p.m. on my premises at this [sic], destroying for me 21 buildings of all discriptions, including Freighting Establishment occupied by Abm. Staats, Esq., Hotel occupied by Geo. Shoemaker, and Lumber and Coal Yard occupied by Messrs. Duntz & Near. By Saturday night I will have erected ample Buildings for the accommodation of Mr. Staats, for up and down freight. Messrs. Duntz & Near have already replenished the Coal and Lumber yard, and Mr. Shoemaker will be happy to see his friends at all times. All business of the place will go on without interruption as heretofore...arrangements and contracts are nearly completed for the erection of fire proof warehouses

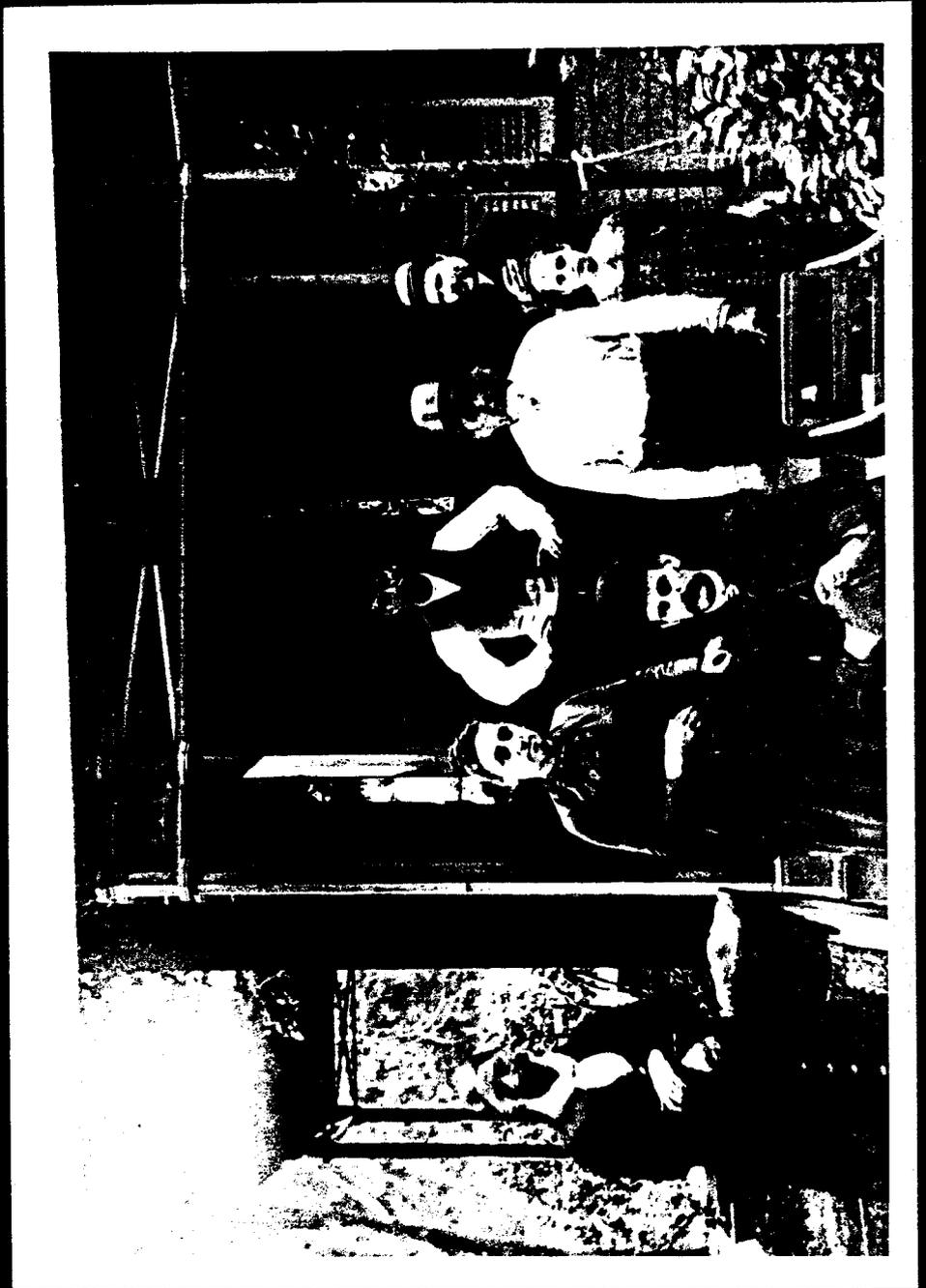


Plate 10
A Barrytown Family

and stores, large and commodious brick hotel, and dwellings for our family and tenants who suffered by the fire and are rendered houseless.⁶

The Red Hook Journal reported that business did go on as normal:

...the business of the place has not been materially injured. The dock was crowded with wagons loaded with produce for shipment by the "Barge Jefferson", and when the boat left her dock she was heavily loaded.⁷

In the 1860s the "Barge Jefferson" ran from Donaldson's Dock and after Robert Donaldson's death in 1872, had moved to the Tyler Dock. The Coon brothers who ran the Union Hotel at Donaldson's Landing in the 1860s established themselves as freighters at the same landing in 1872.⁸ They offered farmers "The Highest Market Price obtained for Produce, and prompt returns guaranteed."⁹ The Barrytown docks became an important center for the handling of agricultural produce. Dock Road was the scene of:

a string of teams loaded with pork all the way from Barrytown Corners down to the dock, awaiting their turn to unload...teams came with produce all the way from Connecticut.¹⁰

In the 1870s, 1880s, and 1890s, the "Barge Sarah Smith" was making weekly trips to New York City with farmers' produce. Burton Coon vividly remembered Captain Carnright of the "Sarah Smith" as "one of the shortest and fattest men you ever saw,"¹¹ and described Carnright's method and the loaded barge:

(Carnright) sold the most of what was carried right from the boat (in New York)...it was mostly hay and straw and pork--very little fruit. The Sarah Smith was a double decker with a good deal of space in the hold, and I have seen her packed full from bottom to top with hay, straw and pork, while some had to be left behind in the store house.¹²

The 1865 U.S. Census which gives a full breakdown of agricultural production on each farm in the U.S. shows some of the estates in

Barrytown producing significant amounts of hay and pork. The Astor estate of over 500 acres was the exception with almost no farming taking place. John L. Aspinwall, the owner of Massena who had increased his estate to 415 acres by buying the Moore farm, produced 130 tons of hay on 100 acres of land. The Montgomery estate produced 120 tons on 90 acres of land, and Robert Donaldson produced 100 tons of hay on 125 acres of his estate. The Montgomery estate produced 2,700 pounds of pork, a large quantity compared to Massena's 1,200 pounds and Delano's 600 pounds.¹³

Of the small farmers in the area, only the Nelson and Robert Lown farm amounted to more than 100 acres. While they produced hay and pork, their main emphasis was on apple growing. In 1864 they produced 500 bushels of apples and 20 barrels of cider. The Montgomery and Massena estates also produced apples and cider. At Massena 900 bushels of apples and 8 barrels of cider were produced in 1864, and at Montgomery 1000 bushels of apples and a great amount of cider--75 barrels--were produced.¹⁴ (Fruit growing at the Montgomery estate continues to the present.) Massena and Montgomery may have participated with area farmers in sending their produce to New York markets. It is also possible that Massena's pork and apples were helping to feed the students at St. Stephen's Seminary (later to become Bard College) in Annandale. John L. Aspinwall, owner of Massena, was a founder and trustee as well as the institution's treasurer.¹⁵

Straw production in the area was at the Lown, Montgomery and Donaldson farms. The Lown farm planted 8 acres of oats in 1865, the Montgomery estate planted 22 acres, and the Donaldson estate planted 10 acres.¹⁶ In addition to shipping straw to New York markets, farmers

sold straw to the Barrytown Paper Company which "purchased a great quantity of straw brought in by farmers from far and near."¹⁷ The paper mill was producing 3,000 pounds of paper in 1865 and employing one woman, five men and two boys. The mill was destroyed by fire in 1870 and never rebuilt.¹⁸

In the 1880s agricultural freight included fruit and cattle. Cattle were purchased by an agent on board the ships at the docks along the way, as a Red Hook Journal advertisement indicates:

Mr. S.C. Cross will accompany the Barge Smith at Tivoli and Barrytown prepared to buy cows, calves, and all kinds of stock.¹⁹

In 1894, the Saugerties and New York Steamboat Company purchased the Lower Dock facilities, including the coal and lumber yard owned by the Coon brothers, the freighting company of Carnright and Fraleigh, and the "Barge Sarah Smith."²⁰ Large company investment such as the Saugerties and New York Steamboat Company in the Landing at Barrytown is a sign that the freighting business continued to be profitable in the 1890s as well as promising for the future. Outside investment, however, also took local money out of the community.

Farmers who unloaded their wagons at the docks in Barrytown had the opportunity of reloading their wagons with items from a number of stores at the Landing. The Fritz Grist Mill served the community until a fire in 1870 destroyed it.²¹ Isaac Cookingham ran a meat market in combination with a bar in the 1860s at Donaldson's Landing.²² At both docks a store, operated by local renters, sold groceries and dry goods throughout the 19th century. The coal and lumber yards common to both docks also sold building materials such as plaster, cement, and brick.²³ While these facilities afforded the farmers and merchants the

opportunity of relating, the hotels and saloons provided gathering spots for conversation over drinks and meals.

The two businesses at Barrytown Corners were greatly stimulated by the farmer traffic. Robert Barringer ran his blacksmith business from the mid-1850s through the 1880s.²⁴ Barringer's son-in-law occupied the upstairs of the shop with his cigar-making business for a time.²⁵ In the early 1860s, Israel Snyder began making oak barrels in his small cooper shop by himself.²⁶ By the 1870s he employed several young men from the farming community to help make barrels.²⁷ After a fire destroyed the old shop in 1891, Snyder built a much larger one, demonstrating the success of his business.²⁸ Much of Snyder's business would have come from the passing farmers who used barrels in the shipment of produce.

Increased population mobility may be one explanation why passenger steamboats did not die out with railroad competition. Another was the advantage of being able to take one's horses and carriage on board to New York City.²⁹ Still another attraction may have been the aesthetics of the ride as well as the merrymaking. The steamboats left the docks between 6 and 8 p.m. in the 1880s and 1890s. Passengers could enjoy watching the sun setting behind the mountains. Dinner and live music contributed to their enjoyment. In 1877 Tyler was running the "Steamer New Champion" alternately with the "Steamer Ansonia," offering trips to New York every day of the week except Saturday. The same service was offered at Coon's Lower Dock. The "Walter Brett" and the "Steamboat Escort" alternated, leaving the dock the same hour as the Tyler steamers.³⁰ With such competitiveness, there must have been

enough business for both docks. Steamers continued to take passengers to New York City and points north into the 20th century.³¹

The establishment of the Hudson River Railroad, later New York Central, at Barrytown in 1851 stimulated further activity at the Landing in passenger and freight service as well as in jobs. New York City capitalists such as Astor and Delano increase their visits to their country estates as a result of the trains. An 1866 time schedule indicates they could have boarded any one of five southbound trains:

7:02 a.m.
 12:03 a.m.
 3:38 p.m.
 8:30 p.m.
 Evening express passing Barrytown 6:42
 will stop for New York passengers.³²

and arrived in New York City within four hours. Through the century the average number of stops continued to be four northbound and four southbound trains. While railroad tickets at \$1.50 appeared to be much more expensive than steamboats which charged 25¢ to 50¢ in 1850, the cost of a meal and berth necessary for steamboat trips to New York City ran the charge up to \$1.50.³³

The railroad took over the U.S. mail delivery that formerly belonged to the steamboat companies. A designated "mail" train "usually" dropped mail off for the Barrytown and Red Hook post offices each day. A disgruntled Red Hook resident questioned whether boat service wasn't a more reliable means of getting one's mail:

Does not the new mail Agent on the Hudson River Road
 Know that there is a mail station at Barrytown....
 It is a splendid arrangement indeed, if all this
 region of country must be deprived of its regular
 mail until it gets twenty-four hours old, while the
 agent takes it along up the road and throws it off
 where he pleases. If you want to make a community
 "ripping mad," just withhold their mail facilities
 for a few days... (if) this is to be the permanent

arrangement, then we go in, at once for chartering a scow, or clam boat to bring up the mail from New York, that we may get it at least twelve hours sooner than we now can by railroad.³⁴

With Louis Pasteur's development of pasteurization in the early 1860s, marketing milk in New York became a possibility for area farmers. In 1865 two dairy farmers in the Red Hook area were milking cows for market purposes and four farmers were producing over 600 pounds of butter. The Montgomery estate and the Donaldson estate produced 800 pounds and 700 pounds of butter respectively.³⁵ Those farmers marketing their milk and butter products, including dairy farmers to the east of Red Hook would have met the "milk" train which stopped each evening at Barrytown to take these goods to the 5 a.m. New York City market.³⁶

The development of other railroad systems, namely, the Rhinebeck-Connecticut line drew business away from the New York Central at Barrytown which in turn affected commercial businesses at the Landing. The Rhinebeck-Connecticut railroad, established in 1870, had its route from Rhinecliff through Red Hook to points in the northeast. In addition to picking up passengers in these areas, the R-C collected freight from inland farmers who normally would have brought their perishable products to the New York Central at Barrytown.

The building and running of the railroad in the area very directly affected the population of Barrytown. In 1870 after the New York Central was well established, there were still a large number of laborers in the area. While some of the 40 "laborers" listed in the 1870 U.S. Census possibly worked in other areas such as the ice industry or simply as "day laborers," the 15 Irish laborers very likely worked for the railroad. The Irish families present in the 1870s were not the same ones who worked in building the railroad in the late 1840s and 1850.

Patrick Sullivan, however, was the exception, having remained in Barrytown.³⁷

Prior to 1870, December through March were quiet months at the docks. The steamers could not ply the river after ice had formed and farmers had no harvest to sent to the markets. The establishment of ice houses at the Landing, however, brought farmers to the docks in winter not with loaded wagons but with ready hands to work at cutting, pulling, and stacking ice. Year-round employment at the ice houses was given to laborers in the area. Ice harvesting became a big industry on the Hudson River in the late 1860s from New York City to Troy. In 1869, possibly 1870,^{*} two ice houses were established at the Lower Dock in Barrytown. The large house had the holding capacity of 60,000 tons of ice, while the smaller house held 22,000 tons.³⁸ A comparison of the 1867 Beers map with the 1876 Atlas map shows that the large ice house, Mutual Benefit, stood where the Barrytown Paper Mill stood, and that the nearby road was moved to accommodate the large building.³⁹

The Livingston Ice Company at the north end of the Landing was owned by two Livingstons from Rhinebeck. Management and ownership of the two lower houses changed hands until the Mutual Benefit Ice Company, headquartered in Staatsburgh, bought the houses in 1878. In addition to the ice houses, they purchased the nearby hotel and saloon.⁴⁰ With these accommodations, the company could take care of snow-bound workers as well as house non-resident employees. Mutual Benefit employed approximately 250 men during the winter season, resulting in "many thousands

* Since the paper mill burned in an 1870 fire, and the large house rested on the same spot by 1876, it is likely the larger ice building was not built until 1870.

of dollars in circulation in the Hudson Valley north of Poughkeepsie."⁴¹

For some of the winter crew, work began on the ice at 4 a.m. They were men and boys who would go out on the ice to mark, plow, saw and bar off large cakes and move them down to a canal where they were floated to the elevators. At 7 a.m. the main crew would arrive and begin to move the 18 x 30 inch cakes of ice up the chain elevators into the ice houses for stacking and storing.⁴² Summer crews of approximately 26 men and boys were required to move the ice out of the houses and into waiting barges.⁴³ These barges hauled ice to New York City for use there and points beyond.

George Townsend of Red Hook, then a farmer from Annandale, recalled his days working at the ice houses. He and others considered their \$1.75 pay per day good wages.⁴⁴ When Kingston strikers came up the river to get the various houses to strike, men at Barrytown refused to cooperate. They were satisfied with their conditions and chased the strikers away.⁴⁵

While some of the laborers resided with their families in Barrytown, and others at the hotel, the farmers, at the end of the day, could be seen leaving the dock in "long lines of sleighs and (with) much hilarity on the way home."⁴⁶

In August of 1881 a fire started from a spark which flew from a steamboat and lodged on the roof of the large ice house. The house was burned and 14,000 tons of ice melted. The freight house and coal yard of the Coon brothers, the Mutual Benefit hotel and saloon, and the Strobel store and dwelling were also burned.⁴⁷ Rebuilding took place and commercial activity continued as normal.

After a 1908 fire, however, the ice houses were not rebuilt. Ice harvesting by this time was coming to a close. River ice had become polluted by city dumping along the banks and oil burning vessels were breaking the channel for winter navigation further polluting the river. Artificial ice began to be manufactured as well.⁴⁸

Barrytown's population grew as a result of the various commercial activities at the Landing. Population reached its peak in Barrytown in 1870 with just under 350 people.⁴⁹ The 1850 population was roughly figured at 200 people⁵⁰ while the 1900 figure was between 275 and 300.⁵¹ The residents at Edgewater and Massena increased somewhat with the new owners. Edgewater numbered 14 adults, six of whom were domestics. Massena, including the Kimber farming household of 5, numbered 18. This represented an increase of 13 people over the 1850 count at Edgewater and Massena. David Henion who had been a waiter at the Astor estate in 1850, had become a fisherman by occupation in 1870 and resided with his family of four. The farm population remained basically as it was at 30.⁵² The numbers of resident merchants did not increase. Some of the merchants lived in Red Hook. A great part of the population increase occurred with the laborers and their families. At this time there were a little over a hundred children under 16 years of age in Barrytown. The average laboring family had 4 or 5 children.

Robert Donaldson of the Edgewater estate sold some villa lots on his property in 1860. In 1857 he had responded to the growing numbers of children in Barrytown by donating a northeasterly portion of his estate and the constructing a public school.⁵³ Several years earlier, Donaldson had hired A.J. Davis to design a small Presbyterian chapel on Dock Road for use by the community and his family. The Donaldson

children attended services at Sylvania Chapel until their confirmation day. When they were about to be confirmed they publicly announced they were Roman Catholic. Their mother had secretly taught them her family faith. The children remained Catholic and Donaldson, apparently hurt by the whole affair, denied his children inheritance of Edgewater. After his death in 1872, a law suit returned the property to the three children.⁵⁴

The Irish Catholics, the Donaldsons and others had to cross the river in order to attend Catholic services in Saugerties, which had become a pastorate in 1852. The nearest Catholic church on the east side of the river was at Tivoli. The river was crossed by boat when possible and by foot when frozen. A near boat accident one Sunday moved William and his sisters to donate land and the buildings for a Catholic church in the community. Sacred Heart was established on Station Hill Road in 1875. The church served the Red Hook area as well. William subdivided land on either side of the church, built a parsonage and sold the other lots. He gave a rather impractical plot of land on a hillside for a cemetery.⁵⁵

Massena which flanked the Barrytown community on the north side (Edgewater on the south side) was owned by John L. Aspinwall, a partner with his brother William in a large shipping company in New York City. Aspinwall's local interests were with the Episcopal Seminary, St. Stephen's College. The College was established in nearby Annandale in 1860, the same year the Aspinwalls purchased Massena. Aspinwall, as a founder and trustee as well as treasurer of the College, would have been instrumental in the formation of St. Peter's Brotherhood which was a missionary arm of the school. The members of the brotherhood offered

services of help and worship to people living within a two-mile area of St. Stephen's. The St. Peter's brothers who came to Barrytown held worship services in various places--one of the hotels, the Aspinwall home, and the District School.⁵⁶ Aspinwall himself did not build a church for the community, but after his death in 1873, as a memorial to him, his wife, Jane Aspinwall, donated property to the north of Barrytown Corners and funded the building of St. John's Episcopal Church.

The church was welcomed by the community, stated Mrs. Margaret Aldrich of Rokeby estate, because in those days "No one in Barrytown village went beyond Barrytown."⁵⁷ While estate people and farmers had no difficulty getting beyond Barrytown, the laboring class, without horses and wagons, would have been limited to Barrytown. Mrs. Robert Barringer recalled that a horse-drawn side-seater, which carried 20 people, would go through the neighborhood on Sundays to bring people to church.⁵⁸ An effort to encourage church attendance, it also indicates that the effort was directed toward non-vehicled people, the laborer' families. Mrs. Aspinwall later built the church parsonage, The Oaks, near Massena on Dock Road where her daughter, Helen, and son-in-law, Reverend E. Shober of St. Stephen's, resided. He was appointed to St. John's in October 1884, and in the same year St. John's became an independent Parish. The church continues to function and to be supported in part by the Aspinwall family endowments.⁵⁹

The completion of the railroad through Barrytown in 1851 contributed to the greatest growth and activity that Barrytown was to know. The population of Barrytown reached its highest point in 1870 with

almost 350 people. The growth was primarily due to the increased numbers of laborers, attracted by the railroad as well as the ice industry.

The dock and freighting facilities developed to accommodate the increased volume of agricultural produce being sent to market by farmers from the Red Hook area and as far to the east as Connecticut. The freighting activity at the Landing stimulated commercial enterprises. In addition to lumber and coal yards, stores, hotels, guest houses, saloons, a grist mill and a paper mill served the area. The commercial viability of these enterprises could be measured by the fact that most of these businesses were quickly rebuilt after being destroyed in one of the several fires to strike the Landing. Another indication of the viability of these freighting establishments was the fact that large companies toward the end of the 19th century purchased the freighting facilities at Barrytown Landing.

The latter half of the 19th century brought more interaction between the gentry and community people than ever before. By establishing himself in the freighting business at the Lower Dock, Robert Donaldson involved himself in the most active part of the community. Further involvement resulted when he subdivided a portion of his estate approximately 400 yards from his mansion and sold the villa sites. His community involvement was most obviously expressed by his donation of the public school and land and the building of a small chapel, a distance from his mansion, and halfway between the Landing and Barrytown Corners on Dock Road.

Religion provided the main focus of community involvement for the Aspinwalls. His involvement with St. Stephen's College and the St. Peter's Brotherhood provided educational and worship opportunities.

Mrs. Aspinwall's donation of St. John's Episcopal Church with the endowment that accompanied it has been of benefit to many generations in the community.

Footnotes

1. William Nathaniel Bank, "Edgewater on the Hudson River," Antiques (June 1982), p. 1401.
2. Ibid.
3. Map of Dutchess County, N.Y., from Actual Surveys, 1858.
4. Red Hook Weekly Journal, 30 July 1863; hereafter RHWJ.
5. Ibid., 28 May 1863.
6. Ibid., 16 May 1872.
7. Ibid., 24 May 1872.
8. Ibid.
9. Ibid.
10. John and Clara Losee, Burton B. Coon's Recollections of Red Hook, Red Hook-Tivoli Bicentennial Committee and Town of Milan (June 1977), p. 12.
11. Ibid.
12. Ibid.
13. U.S. Census, 1865.
14. Ibid.
15. George B. Hopson, D.C., Reminiscences of St. Stephen's College (New York: Edwin S. Gorham, 1910).
16. U.S. Census, 1865.
17. Edmund Bassett, "Reminiscences of Some of the Highways and Byways of Red Hook," written in 1928, printed in 1930; reprinted in 1976 by Red Hook-Tivoli Bicentennial Committee, p. 14.
18. U.S. Census, 1865; Bassett, p. 14.
19. RHWJ, 17 Feb. 1882.
20. Ibid., 11 May 1894.
21. William Bartlett's Dutchess County Business Directory for 1860 (New York: William F. Bartlett).
22. RHWJ, 18 April 1863.
23. Ibid., various issues.
24. County Business Directories, 1860-1887.
25. Bassett, p. 8.
26. U.S. Census, 1865.
27. U.S. Census, 1870.
28. RHWJ.
29. Ibid., 5 Oct. 1906.
30. Ibid.
31. Ibid., various years.
32. Ibid., 6 July 1866.
33. "Papers of Franklin Hughes Delano," Hudson River Railroad, Roosevelt Library, Hyde Park, N.Y.
34. RHWJ, 16 May 1861.
35. U.S. Census, 1865.
36. RHWJ, 28 May 1863.
37. U.S. Census, 1850 and 1870.
38. Harry Arnold, "Ice Harvesting on the Hudson River," p. 15.
39. New Historical Atlas of Dutchess County, New York (Reading Publishing House, 1876); Atlas of the Hudson River Valley (Beers, 1867).
40. RHWJ, 26 August 1881.
41. Arnold, p. 6.

42. Ibid., p. 7.
43. Ibid., pp. 10, 12.
44. Interview with George Townsend, Red Hook, N.Y., 10 Nov. 1982.
45. Arnold, p. 7.
46. Ibid., p. 6.
47. RHWJ, 26 August 1881.
48. Arnold, p. 15.
49. U.S Census, 1870.
50. U.S. Census, 1850.
51. U.S. Census, 1900.
52. U.S. Census, 1850 and 1870.
53. "Dedication and Exercises, 1939, Barrytown School Dist. No. 8, as related by William Plaas," RHWJ, 23 March 1860.
54. William Thompson letter to Lorna Skaaren, 8 Nov. 1982.
55. Walter V. Miller, "A Parish History," 1975, a commemorative journal, Sacred Heart Catholic Church, Barrytown-Red Hook, N.Y. (n.p.n.).
56. Hopson, p. 43.
57. Mrs. Richard (Margaret) Aldrich, Recollections of the Donaldsons, 18 Oct. 1952.
58. Mrs. George A , "A Brief History of the Church of St. John the Evangelist, 1874-1964."
59. Ibid.

CHAPTER FOUR

The Twentieth Century:

Decline and Change

The first half of the 19th century represented establishment of estates in Barrytown, and the second half the development of the community and commerce at the Landing, the 20th century represented decline in commerce and community and change in the pattern of the estates.

A fire occurred on May 12, 1908, which burned and destroyed virtually all buildings at the Landing. This time there was no rebuilding, because economic patterns had changed and business had declined. While some produce from the area such as violets¹ continued to be shipped to New York City via steamboat until World War I, inland roads and trucking proved to be competitive. With the decline of the ice industry and the destruction of ice houses, there was little use for hotels at the shore. General stores were no longer profitable as shopping and trading activity shifted to Red Hook. The shore had become almost entirely leveled by the fire and remained so. Only the depot was rebuilt and with the post-office and the Kisselback Hotel, which did not burn, were the only public facilities remaining after 1908.

The Landing today is divided up and privately owned, affording no public access whatever to the river. Several lots belong to the Edgewater estate, another is a private boat club fenced off, several are private dwellings, one is a boarding house (the former Kisselback Hotel), and another where the Livingston Ice Co. stood is part of the Unification Church property. There is little sign of this area ever having been the industrious, thriving dock it once was.

In 1900 the estimated population of Barrytown was between 275 and 300 people. There were roughly 12 laborers--two working with ice, two with the railroad, and eight working as "day laborers."² This represents a substantial decline from the 1870 figure of 40 laborers. The decline in the ice industry, in freighting activities at the dock, and the improved technology of the train systems all contributed to the reduced number of jobs available in the area.

In 1910 there were from 60 to 65 pupils attending the Barrytown school. The trustees enlarged the school, but by 1939 the number of students had dropped to between 30 and 35, indicating a decline in large families being drawn to the community.³ In 1939 the Barrytown school was closed, and the children transported to consolidated schools in Red Hook.

Red Hook Catholic communicants had travelled to Barrytown to worship at Sacred Heart in the 19th century, but in the 20th century a growing body attended services held at the Lyceum Theater in Red Hook. By 1925 a new church building in Red Hook had been erected and by 1969 Sacred Heart at Barrytown was closed.⁴ The large Irish families were no longer in the area to keep the church open.

In 1900 the estates remained at five and basically with their 1850 boundaries. The only estates still owned by Livingstons today are Rokeby and Montgomery. The great expense of running these inherited estates and keeping up the mansions has become a real problem for the no longer wealthy owners. Historic preservation is a consciousness that steadily grows in the Hudson Valley. Hard work on the part of a number of individuals and historic groups on a national level, resulted in the designation of a Sixteen Mile District from Clermont to Hyde Park as

nationally historic. Barrytown estates are included in this District and on the National Register. With this recognition comes the hope on the parts of estate owners such as at Rokeby that the declining buildings will receive attention from the government or historic groups. The Delano estate has not suffered from disrepair.

The Edgewater estate was sold after William Donaldson's death to Mr. and Mrs. John Jay Chapman in 1902. John Jay Chapman, a little-known, but talented American essayist, and his wife, Elizabeth Chanler, formerly of Rokeby, built a large house designed by William H. Potter which they called Sylvania. They built the house after experiencing several cold winters at the Edgewater mansion. Chapman expressed his feelings about one of those winters: "...The coldest place I was ever in. I was there alone one winter and lived in furs like an Esquimox."⁵

Chapman seems to have taken a particular interest in the children of the community. Frieda Dorsey, of a German family in Annandale, whose father worked for the Montgomery estate recalls her school days at Barrytown and the Friday afternoon walks to the Chapman house where the students would sip hot chocolate and listen to him read poetry.⁶ Chapman's son, Chanler, also remembered some of those occasions somewhat vividly:

On Saturdays in September my father reads to the children of the two-room country schoolhouse at our front gate. ...Shakespeare's lyrics are listened to in the big library next the South Porch in Sylvania. At the end of the session the children drink cocoa, eat ladyfingers.⁷

Chapman also wrote plays for the community children which were often staged on the Chapman property. Among these children was Jane Wyatt who lived at the Oaks house near the school.

In 1946 Chanler Chapman who inherited Edgewater broke off the Edgewater mansion property from the rest of the estate which was owned in 1950 by Gore Vidal. Gore Vidal and Saul Bellows lived on the estate at this time,⁸ and both taught at Bard College in nearby Annandale. Barrytown has been a place where a number of Bard professors have resided as well as students at the old Kisselback Hotel. Their involvement in the community is negligible since their community is tied up with Bard.

Edgewater today is owned by Richard Jenrette who has restored the mansion to its Donaldson-era condition. Jenrette is a New York City businessman who spends occasional weekends at his Barrytown mansion. His involvement in the area is limited to historical concerns. The Sylvania estate has recently been sold by the heirs of Chanler Chapman who died a year ago. The estate was purchased by a New York woman for \$800,000 cash who plans to restore the house and spend weekends in Barrytown with her son. Her tie with the community may be through common interest in historic preservation. The historical-minded community, however, is concerned at this point whether her interest in the property is truly historic or whether she plans to subdivide it and break up the estate.

The mansion which John R. Livingston built at Massena in 1796 was entirely destroyed by fire in 1885. Mrs. Aspinwall wanted the same house rebuilt, offered the necessary budget, and requested William Potter, the architect, to use building materials that would make the building fire proof, or as close as possible. The expense of these materials resulted in a much smaller house and a disappointment to Mrs. Aspinwall. Mrs. Aspinwall retained the mansion until her death.⁹

In 1911 the estate was sold to the Kips, who in 1928 sold the property to the Christian Brothers for the establishment of a novitiate. Ninety-five local men worked for three years in the construction of the building. St. Joseph's functioned at Barrytown for approximately 40 years. A Barrytown school teacher recalled no interaction with the students or teachers at St. Joseph's on her part or that of the community children while she was a teacher in 1937-39.

Irene Lewis Riley who grew up in Barrytown, her Irish father being employed with the railroad, remembered the beautiful Christmas Eve services at St. Joseph's which the community was invited to attend.¹¹ The St. Joseph's community and students occasionally participated in the services at Sacred Heart.¹² Another Barrytown woman recalled that "It was pleasant to wake up at 6 a.m. You could hear the choir boys."¹³ The institute employed some local people for maintenance work.¹⁴

When the Christian Brothers could no longer draw the necessary number of students to St. Joseph's, even after opening the doors to area boys, the school was closed and put up for sale. The massive building defined the property as institutional.

St. Joseph's was sold to the Unification Church in 1974 for use as a training center. Several years later, the facilities became the Unification Theological Seminary with approximately 200 students, faculty and staff, offering a two-year program to students. Initially many people in the community objected to the church's purchase. Some people are still opposed but the seminary has become more widely accepted with the passage of time as contact with the community has increased through personal relationships. The seminary does not employ local

residents but has let out contract work and is a significant consumer of local goods and services. (Insert A)

The small farms on the fringes of the estates remain basically the same as they were in 1850. The estate properties also remain much as they did in 1850 except for the divided Edgewater estate. Dwellings built during the height of employment in the area continue to house single families. The once public buildings such as the Barrytown public school, the Sylvania Chapel and the Sacred Heart Church today serve as dwellings. The shoreline has changed since the 19th century with the absence of buildings and activity. The landscape on the Massena property has changed significantly with the large institutional building standing near the 1885 mansion. The only commerce that exists in 1983 is the post-office, a print shop, and a massage salon. St. John's Episcopal Church and the Post-office are the only public gathering places in Barrytown. There are limited opportunities for interaction between the farmer, estate dwellers, students and residents of the community.

Today the chief reason people come to Barrytown is because "the view is extraordinary."

(Insert A)

The seminary began a 3-year restoration program of the Assinwall, Massena mansion in June, 1982. The project, the inspiration of a student, Simon Herbert, will be completed on the 100th anniversary of the construction of the building. An outside contracting company from Albany has been employed for making serious repairs, while students with backgrounds in architecture and carpentry contribute their talents and time to the project. The effort is gaining comendation from local historical groups.

Footnotes

1. Red Hook and Rhinebeck were the violet bouquet capitals of the country before WWI.
2. U.S. Census, 1900.
3. "Dedication and Exercises, 1939, Barrytown School, District No. 8, as related by William Plass," p. 15.
4. Walter V. Miller, "A Parish History."
5. M.A. DeWolfe Howe, John Jay Chapman and His Letters (Boston: Houghton Mifflin Co., 1937), p. 157.
6. Frieda Dorsey Interview, 10 Nov. 1982.
7. Chanler Chapman Memoirs "Rumsey Hall."
8. Bellows based Henderson the Rain King on the life and character of Chanler Chapman.
9. Massena, p. 1.
10. Mrs. George Crowley Interview, 15 Nov. 1982.
11. Irene Lewis Riley Interview, 10 Nov. 1982.
12. Letter from Brother Augustine Loes to Lorna Skaaren, 30 Jan. 1983.
13. Dennis Kip, "Post Office returning to historic Barrytown," Red Hook Journal, July 1978. 14. Letter from Brother Augustine Loes to Lorna Skaaren, 30 Jan. 1983.

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Plate 26
Sylvania Mansion



Plate 27
Elizabeth and John Jay Chapman at
Edgewater



Plate 28
Community children with J.J. Chapman
at Sylvania
(putting on a pageant)



Plate 23
Aspinwall's Massena with added wings



Plate 24
Porch of 2nd Massena: Rev. Shober;
Jane Aspinwall (in white)
Helen Aspinwall Shober (standing behind
Jane)



Plate 22
Sylvania Chapel Congregation



Plate 21
Barrytown Public School Students
1881