

#### IV. THE AREA BECOMES FASHIONABLE

##### A. The Country Estates Overlooking the Hudson

The period between the end of the Civil War and 1893, the year John D. Rockefeller, Sr., established a home on Kykuit, were years of growth and development for Mount Pleasant and Greenburgh Townships. With the opening of the Hudson River Railroad to Peekskill in 1849, many wealthy residents of New York City became interested in securing country estates along the lower Hudson in the Tarrytown area. Here they could enjoy a spectacular view of the Hudson and the grandeur of the Palisades and still be within easy commuting distance of their offices in the city. Initially, land values were much lower than in the city. By the end of the Civil War, many country estates had been developed along the east side of the Hudson, north and south of Tarrytown. The configuration of the terrain played an important part in the location of these estates. North of the mouth of the Pocantico, the estates fronted on the Hudson and extended inland to the Albany Post Road. The great house was usually erected on the military crest and commanded

a view of the river. Between Irvington and Tarrytown, there developed a double row of estates. The first group was located between the Hudson and the Albany Post Road and the second on the commanding hills east of the Post Road. In both cases the mansions overlooked the Tappan Zee.

1. Kingsland

The first estate north of the mouth of the Pocantico was owned by Ambrose C. Kingsland. Born in New York City in 1804, Kingsland by the time he was 17 had entered business with his brother. Their firm was known as D. & A. Kingsland, Wholesale Grocers. D. & A. Kingsland prospered and the brothers established a shipping company with vessels sailing from New York City to Liverpool. Ambrose, like the majority of his class, was a Whig. In 1851 he ran against Fernando Wood for Mayor of New York City and was elected. In his capacity as mayor, he welcomed the famed Hungarian revolutionary, Lajos Kossuth, to the city in 1852.<sup>1</sup>

1. Scharf, History of Westchester County, Vol. 2, p. 309.

Between 1854 and 1860, Kingsland purchased Beekman

Point, at the mouth of the Pocantico, and erected "a big stone house" to serve as his country seat. The Kingsland house stood for many years. During World War I it served as headquarters for a naval militia encampment. The house no longer stands, and the area between the tracks of the Penn-Central and the Hudson, where it stood, is now referred to as Kingsland Point. Located on Kingsland Point, today, is Kingsland Point County Park.<sup>2</sup>

2. Sleepy Hollow: A Country of Beautiful Homes, not paginated.

2. Pokahoe

To the north of Kingsland's property was Pokahoe, James W. Webb's estate. Webb, like Kingsland, was born in 1802. Commissioned a 2d lieutenant in the army in 1819, he served principally in the midwest, where he earned a reputation as a duellist. He resigned from the army in 1827. Becoming a newspaperman, he acquired the New York Morning Courier, which he merged with the Enquirer in 1829. From 1829 until 1861 he edited the Courier

and Enquirer. At first, he was a Jacksonian Democrat, but later he became an avid Whig, then a Republican.

In 1846 Webb purchased from George Beekman 60 acres, between the Albany Post Road and the Hudson. Here, in the years 1846 and 1848, he built a large stone house in which he lived until 1861, when President Lincoln named him minister to Brazil. Among the many guest entertained by Webb at Pokahoe was Louis Napoleon.

There were two entrances to Pokahoe from the Albany Post Road, one from the north the other from the south, with iron gates hung from stone pillars. Atop the pillars at the north entrance were two cannonballs that had been fired from the Castle of San Juan de Uluá in March 1847. These projectiles had been salvaged by Vice Commodore Matthew C. Perry and presented to his friend Webb.<sup>3</sup>

3. Scharf, History of Westchester County, Vol. 2, p. 310; Sleepy Hollow: A Country of Beautiful Homes, no pagination; Historic Tarrytown Today, 27.

Webb in the 1860s sold Pokahoe to John C. Fremont, the explorer, soldier, and first Republican candidate

for the Presidency. Fremont lived on the property until he was ruined in the panic of 1873. Three years later, the property became the home of Ambrose Kingsland. In 1918 the house was standing and occupied by Mrs. Elbert B. Monroe. The house has been razed, and the property has been developed as a residential area, known as Sleepy Hollow Manor.<sup>4</sup>

4. Ibid.; Cushman, Historic Westchester, 125.

Located on the east side of the Albany Post Road (Broadway), south of Sleepy Hollow Manor, is a spring. A plaque reads, "To the memory of General John C. Fremont, The Pathfinder, a former resident."<sup>5</sup>

5. Historic Tarrytown Today, 27.

3. The Phelps Estate

The estate adjoining Pokahoe on the north was purchased from Beekman in 1849 by Anson G. Phelps, New York City merchant and philanthropist. He was senior

partner of Phelps, Dodge & Co., which played an important role in development of Pennsylvania iron and Lake Superior copper mines. On this property before his death in 1853, Phelps built a handsome summer home. His widow continued to use this as her country home for more than 30 years after his death. The house stands today on the grounds of Phelps Memorial Hospital.<sup>6</sup>

6. Scharf, History of Westchester County, Vol. 2, p. 310.

4. Rockwood Hall

A number of persons well-known to American History have lived on the property known as Rockwood Hall. Comdr. Alexander Slidell Mackenzie lived in a farmhouse on this property from 1840 until his death in 1848. Mackenzie was a naval officer and author. As commander of the brig Somers, he executed the son of the Secretary of War, Philip Spencer, and two others for mutiny in December 1842. Mackenzie was the father of Ranold S. Mackenzie, Civil War general, and colorful post war cavalry leader against the plains Indians.<sup>7</sup>

7. Ibid., 312; Samuel E. Morison, "Old Bruin" Commodore Matthew C. Perry, 1794-1858, Boston, 1967, 144-162.

The E. Bartletts, who acquired the property from the Mackenzie estate, erected a "stone castle" on the grounds and then razed the Mackenzie dwelling. Prior to the Civil War, the Bartletts sold the estate to William H. Aspin<sup>w</sup>all, who used it as a summer home until his death in January 1875.

Born in New York City, Aspinwall went to work as a clerk for his uncles in the trading firm of G.G. & S.S. Howland. In 1832 he was admitted as a partner, and five years later he succeeded his uncles in the management of the company, which was redesignated Howland & Aspinwall. With the discovery of gold in California and the rush of 1849, he directed his attention toward the construction of a railroad across the Isthmus of Panama. This railroad, in conjunction with his Pacific Mail Steamship Company, gave the Aspinwall interests a monopoly on the best passenger and trade route to California during the years of the gold rush. After the Civil War, Aspinwall retired and interested himself in the social, civic, and cultural life of New York City.<sup>8</sup>

8. Scharf, History of Westchester County, Vol. 2, 310.

Martha J. Lamb in 1879 reported that Rockwood, "the home of the late William H. Aspinwall...would be esteemed worthy of a distinguished place even in England among those of the opulent gentry which have been ripening for centuries." At the time of Aspinwall's death, his estate had embraced about 200 acres.<sup>9</sup>

9. Martha J. Lamb, The Homes of America (New York, 1879).

William Rockefeller, a younger brother and associate of John D. Rockefeller, Sr., in the management of Standard Oil, purchased Rockwood from the Aspinwall heirs in 1880. Rockefeller, besides adding over 800 acres to the estate, undertook an ambitious construction program. A great greystone castle was programmed and built. On its completion in 1900, it was said to be the most magnificent residence on the Hudson. A reporter visiting Rockwood Hall, as Rockefeller called his estate, wrote that if Miss Lamb should return, she would find the old lodge and entrance gates, "but she would find the park now covered over 1,000 acres, and the mansion she had likened to a 'Rhine Castle' replaced by one larger, but still entitled to her description."

Rockwood Hall was likened to a bit of England transplanted

to the Western Hemisphere. "There were ancient trees everywhere in clumps and bordering the miles of roadway. Broad stretches of greensward were dotted with Southdown sheep, and Jersey cattle roamed the fields. There were peacocks, golden pheasants, turtle doves, and pigeons from the Philippines."

The island dotted lake was the home of ducks from Formosa, Japan, and Germany. Rockefeller's gardens were a source of beauty. At the time of the reporter's visit, 50 persons were employed on the estate.<sup>10</sup>

10. Sleepy Hollow: A Country of Beautiful Homes, not paginated.

5. Woodlea

Woodlea, the estate of Elliot F. Shepard, was north east of the junction of the Mount Pleasant Road with the Albany Post Road. Shepard, the son-in-law of William H. Vanderbilt, owned and operated the New York Mail and Express.

After Shepard's death his wife erected on the property the Shepard Memorial Church. Subsequently, the 400-acre estate became the Sleepy Hollow Country Club. Writing of

the club at the time of World War I, a visitor observed:

Only 28 miles from Columbus Circle, Manhattan Island, the club is far and away, the most desirable of any in New York State. The Shepard house is the club house proper and is ideal in every particular as a temporary or permanent place of residence. In connection with the club house are stables, garages, and other conveniences for the use of 900 registered members.

Besides golf and polo many other sports and games were provided for members and their families.<sup>11</sup>

11. Sleepy Hollow: A Country of Beautiful Homes, no pagination.

#### 6. Lyndhurst

South of Tarrytown there were a number of estates. Situated between the river and the Croton Aqueduct were estates owned in the 1880s by Edward S. Jaffray, a New York City merchant;<sup>12</sup> James H. Banker;<sup>13</sup> H. Holdrege;

12. Part of the Jaffray mansion, a large frame structure, dated to the home built in 1815 by Thomas Thornton. The house had been enlarged by A.C. Kingsland, and in 1854 sold to Jaffray, who used it as a summer home. Scharf, History of Westchester County, Vol. 2, p. 239.

13. The Banker home had been erected in the 1840s by Moses H. Grinnell and sold to Banker in 1877. Ibid., 241.

Jay Gould; John T. Terry; and the New York Institution of the Deaf and Dumb.<sup>14</sup>

14. This mansion had been built in the 1840s by Henry Sheldon, who sold it to William Hoge, a New York City banker. Four years after Hoge's death in 1875, the property had been sold by his heirs to the Institution. Ibid., 243., 243.

The only one of these mansions standing today and open to the public is Lyndhurst. Overlooking the Hudson, one mile south of the Tappan Zee Bridge, is this Gothic Revival mansion. This dwelling was started in 1838 by William Faulding, a former New York City mayor and member of Congress. The architect was Alexander J. Davis. In 1864 the property was purchased by George Merritt, a New

York City merchant, who commissioned Davis to enlarge the structure in the same style. Following Merritt's death in 1873, the property was first rented, and then in the spring of 1880 purchased by the financier Jay Gould. "Its architectural integrity and continuity were preserved," by Gould and the successive owners, his daughters Helena and Anna. The Goulds added books, art objects, and furnishings, rebuilt the Merritt greenhouse (after it was destroyed by fire in 1880), and enhanced the grounds and gardens. Lyndhurst was left to the National Trust in 1964 by Anna, Duchess of Talleyrand-Perigord, "to be operated and maintained as a non-profit museum in memory of her parents."

Lyndhurst has been designated a Registered National Historic Landmark by the Secretary of the Interior.<sup>15</sup>

15. "Lyndhurst," pamphlet, 1970.

B. The Railroad Comes to Focantico Hills

1. Hoyt and McKinney Plan a Railroad

John Q. Hoyt and Andrew McKinney in 1871, after discussing the subject, organized the New York & Boston Railroad. Hoyt became president and McKinney treasurer of

<sup>a</sup>  
~~the~~ corporation which proposed to acquire a right-of-way and lay tracks from New York City to Brewster in Putnam County. At Brewster, their railroad would connect with a trunk line running to Boston.

Much of the right-of-way was acquired under conditions that were never satisfied. Before very much track was laid in 1871, the New York & Boston Railroad merged with the Dutchess & Columbia and the Harlem Extension. The corporation, after being reorganized, issued stock as the New York, Boston & Montreal Railroad. George H. Brown became president, and large loans were secured in Europe. In 1878 the bondholders filed suit and foreclosed. The company was reorganized and incorporated as the New York & Northern Railroad.<sup>16</sup>

16. Griffin, Westchester County and Its People, Vol. 2, 189-190.

2. The Route of the New York, Boston & Montreal

The line of the New York, Boston & Montreal, after bridging Saw Mill River, crossed the swamp now flooded by East Tarrytown Lake, ascended the Pocantico Hills, crossed

Bedford Road, and paralleled the east side of the Pocantico as it led northward. The swamp was bridged at considerable cost and the Pocantico Hills ascended by a long trestle about 80 feet in height. A local historian recalled that the trestle was a "frightful-looking structure, more suggestive of broken bones than of safety." South of Bedford Road, a deep cut through rock was blasted. Although considerable track was laid, the New York, Boston & Montreal was put in the hands of the receivers before any trains were put into service.<sup>17</sup>

17. Scharf, History of Westchester County, Vol. 2, p. 305.

### 3. The New York & Northern Selects a New Route

After the organization of the New York & Northern, the right-of-way between Saw Mill River and Bedford Road was resurveyed. It was determined to relocate the track. The right-of-way was positioned to loop around the swamp and to ascend the Pocantico Hills by an easier grade. At the Bedford Road crossing, the new right-of-way merged with the old. After the track had been laid, the trestle and bridge were dismantled.

### 3. Trains Come to Pocantico Hills

In November 1881 trains were put into operation over the "Tarrytown Loop." Stations were established at East View, Tarrytown Heights, Tower Hill, Pocantico Hills, Briarcliff Manor, and Hammonds. Stages were provided to carry passengers between the station at Tarrytown Heights and Tarrytown, free of charge.<sup>18</sup> From these stations passengers

18. Ibid.; French, History of Westchester County, Vol. 1, pp. 206-207.

could take a northbound train to Brewster or a southbound train to the 155th Street Station in New York City.

The railroad failed to prosper, however, and in 1888 it was put into the hands of the receivers and reorganized.<sup>19</sup>

19. French, History of Westchester County, Vol. 1, p. 207.

Five years later, on December 22, 1893, J.P. Morgan, J. Hood

Wright, and Charles H. Carter secured the railroad, under a judgment of foreclosure against the New York & Northern. They immediately reorganized the corporation and redesignated <sup>it</sup> the New York City and Putnam Railroad. Five weeks later, it was absorbed by the New York Central.<sup>20</sup>

20. Griffin, Westchester County and Its People, Vol. 2, 190.

Around two of the local stations, Pocantico Hills and East View, established by the New York & Northern, villages prospered.

At Pocantico Hills the railroad people laid several additional tracks, built a spur, and a turntable. Trains that came up in the evening could lay over for the return trip in the morning. A number of railroaders established homes in Pocantico Hills.<sup>21</sup>

21. Owens, Pocantico Hills, 23.

### C. The Village of Pocantico Hills

#### 1. Pocantico Hills and the Real Estate Promoters

Until the end of the Civil War in 1865, the area on

either side of Bedford Road from its junction with County House Road to the junction with Old Sleepy Hollow Road, three miles to the northeast, was an area of small family farms. It was referred to as the Kykuit Neighborhood. Between 1865 and 1870, several of these farms were sold for high prices to New York City residents for country estates, as the choice property overlooking the Hudson had been previously removed from the market. James E. Mallory and Louis Roberts saw the possibility of fostering the development of the area, and they organized the Tarrytown Land Company to take advantage of the construction of the New York City & Northern Railroad across Pocantico Hills.

Large tracts of land were purchased in Pocantico Hills by the Company, as plans were advanced to develop a community of suburban homes similar to those being built along the railroad nearer New York City. The center of the community was to be the Pocantico Hills station on the railroad. Streets were laid out and a few buildings erected. Although the development was carefully planned, intelligently

laid out, and promoted through the use of the names of wealthy men residing in the neighborhood, it ran afoul of a business recession in the 1880s, and a fall in land values bankrupted the Tarrytown Land Company.<sup>22</sup>

22. Scharf, History of Westchester County, Vol. 2, p. 304-305; Owens, Pocantico Hills, 22-24.

The Tarrytown Land Company was succeeded in 1893 by Wilson H. Blackwell & Co. Blackwell purchased several tracts from the Tarrytown Land Company and obtained options on other property in Pocantico Hills and on Tower Hill. The land was surveyed and platted. A handsome plan, with detailed sketches of existing homes and buildings, was printed by Blackwell, extolling the advantages of his development to be known as Tarrytown Heights. It was pointed out that this would be "a thoroughly restricted residence neighborhood, over 400 feet above the Hudson." All lots were near railroad stations,

with fast commuter service into New York City.

At the time John D. Rockefeller in 1893 made his initial purchases, two homes were being built on lots in the Blackwell development. One of these was being erected for Blackwell and the other as a residence for W.S. Scott. Rockefeller soon acquired the property owned by Blackwell & Co. The Blackwell and Scott houses, now known as Tuttle #1 and Tuttle #2, are extant but have been relocated on the Estate Park, northeast of the Flayhouse.<sup>23</sup>

23. "Tarrytown Heights, Pocantico Hills and Tower Hill Station," for sale by Blackwell & Co." Promotional Plan, files Rockefeller Archives; Personal Interview, Wylock with Bearss, March 13, 1970. Ray Wylock, currently chief of maintenance with Greenrock Corporation, has worked on the Rockefeller estate since 1924. Mr. Wylock is a gold mine of information.

## 2. Pocantico Hills as a Prestige Community

Although the real estate promoters failed, the Pocantico Hills area by the mid-1880s was a popular summer resort for those "who wished peace and quiet of the country," and at the same time desired rapid transit to the city. In 1886 the population of Tarrytown Heights was about 150. To take advantage of this situation, the Berkley Inn, a "pleasant" hotel, was opened within one-half mile of the Pocantico Hills station. It catered to summer guests, and could accommodate as many as 150. A bowling alley and a riding stable were maintained for the use of the guests. Among other attractions, the Berkley Inn offered guests a carriage ride to Raven Rock.<sup>24</sup>

24. Owens, Pocantico Hills, 23, 29; Scharf, History Westchester County, Vol. 2, 305. In 1899 the Berkley Inn closed, and the buildings were taken over by St. Matthew's Military School. After several years the school was moved to Dobbs Ferry and the property acquired by the Rockefellers. The buildings were razed, but despite the trees and landscaping the site is still recognizable.

By 1886, on the hills to the northeast and southwest of Pocantico Hills, there were a number of handsome residences. Grosvenor P. Lowrey, a prominent New York City lawyer, had purchased the Andrew See place and had erected a large stone house, along with a number of outbuildings. In the early 1890s Carl Schurz, soldier, statesman, and diplomat, rented the Lowrey property for several summers.<sup>25</sup>

25. Scharf, History of Westchester County, Vol. 2, 205; "Tarrytown Heights," Promotional Plan, Rockefeller Archives.

George W. Parsons and Stephen D. Law, well-known members of the New York City bar, had homes on Bedford Road. Parsons in 1866 had purchased the A. D. Stephens tract and had improved the house and grounds. A local historian, in 1886, reported that Parson's<sup>s</sup> grounds, located on the south side of the Bedford Road, were extensive and commanded an excellent view. Parson's<sup>s</sup> house was a large two-story frame structure

with a cupola.

Law's property, Genloch, was across Bedford Road and northwest of Parsons's place. Law had purchased his estate in 1869 from John W. Patterson. He had kept Patterson's house but had added to it as well as the outbuildings. Law's estate had a frontage of 1,100 feet on the Bedford Road and 1,700 feet on the Sleepy Hollow Road.<sup>26</sup>

26. Scharf, History of Westchester County, Vol. 2, 305-306. Mrs. Eliza See at the age of 92, in 1883, had told local historians that Ichabod Crane's schoolhouse had stood on the west side of the Sleepy Hollow Road, just north of the gate to Law's property.

J.H. Diggles and E. Kent lived in attractive frame dwellings on the opposite side of Bedford Road from Parsons' property.<sup>27</sup>

27. Ibid.

Chief Justice Noah Davis of the New York Supreme Court and Col. W.C. Church of the Army & Navy Gazette owned estates northeast of Pocantico Hills. Judge Davis' two-story mansion was located on a commanding hill fronting Coprock Road, while Colonel Church's more modest home was between Coprock Road and the railroad. Lewis Roberts, the real estate promoter, lived in a large two-story frame house, on the hill south of the Pocantico Hills Station. On the ridge north of the station was the two-story frame house belonging to August F. Muller.

28. Ibid.; "Tarrytown Heights," Promotional Plan Rockefeller Archives. The Davis, Church, Roberts, and Muller houses have been demolished. The Roberts house, which subsequently belonged to the Miltons and Colliers, was razed in the early 1960s. Its site is now occupied by Hillcrest, the home of Mrs. John D. Rockefeller, Jr. The Muller house, which is better known as the Scheu House, was razed in the 1930s.

### 3. The Village

#### a. Industry

With the coming of the railroad in 1881, a village, known as Pocantico Hills, grew up around the station. By the 1890s there were two livery stables, two grocery stores (Moore's and DeMichael's), a butcher shop, two guest houses, and a hotel (Foley's). A postoffice had been established in 1901, with the ticket agent doubling as postmaster.<sup>29</sup>

29. Owens, Pocantico Hills, 23; Personal Interview, Wylock with Bearss, March 13, 1970.

Among the local industries were Butler's sawmill, located on the grounds now occupied by the Pocantico Hills Central School; Stewart's Butter Factory, located at the corner of Mallory and Kenneth Avenues; and Wheeler's Ice House.<sup>30</sup>

30. Owens, Pocantico Hills, 23-24; Personal Interview, Wylock with Bearss, March 13, 1970. Stewart's Butter Factory moved to Elmsford in the 1920s. About 1900 Wheeler sold his ice business to George Ferguson. The pond, constructed by Wheeler, is known as Fer-

guson's Lake.

Joseph Oussani established a farm on Longwood Road, north of the railroad, where he set out mulberry trees on which to feed silkworms. The silkworms were sold to Lovett's Silk Mill in North Tarrytown.<sup>31</sup>

31. Owens, Pocantico Hills, 24; Personal Interview, Wylock with Bearss, March 13, 1970.

Ferry in the early 20th century, the property was acquired by the Rockefellers and the buildings razed or moved.

b. Churches and Educational Institutions

In the period 1890-1891 the Pocantico Hills Library Association erected a structure known to history as the Lyceum-Library Building. For the next 40 years, the Lyceum Building served the community as an educational, religious, social, and literary center. In 1930 the Lyceum was closed and became the home of the volunteer fire company, known as Hilltop Engine Company, No. 1.<sup>32</sup>

32. Owens, Pocantico Hills, 31-32, 40.

Catholic Church services were first held in Pocantico Hills in 1892 in the Lyceum, with priests detailed by the Church of St. Theresa of North Tarrytown. In 1894 the Church of the Magdalene was built, and the parish became independ-

ent of St. Theresa.<sup>34</sup>

34. Ibid., 36.

Protestant services were held prior to the construction of the Lyceum in the schoolhouse. From the opening of the Lyceum in 1891 until 1922, services were conducted in the Lyceum. The Union Church of Pocantico Hills, which was organized in 1915, with the backing of John D. Rockefeller<sup>Sr.</sup> and the Barron Colliers, built a church on Bedford Road. The dedication service was held in September 1927.<sup>35</sup>

35. Ibid., 33-34. The ground for the church was given to the congregation by John D. Rockefeller, Sr.

In the 1880s the Pocantico Hills School was located on the south side of Bedford Road, several hundred yards southwest of the Lowrey mansion. The one-story frame structure still stands and is known as the Ferguson House. By 1893 the school had outgrown this building, and the trustees rented the Lyceum as a

classroom for the primary grades and employed another teacher.

In 1895 it was determined by the community to build a new school on a tract donated by John D. Rockefeller, Sr., near the Rock Cut. The new school, Pocantico Hills Union Free School, opened in September 1897. Thirty-three years later, in 1930, it ~~is~~<sup>was</sup> determined to abandon the schools at East View and Sleepy Hollow and to organize the Pocantico Hills Central School. Land for a new consolidated school, along with one-half the construction cost, was donated to the trustees by John D. Rockefeller, Jr. The new school was opened on September 7, 1932.<sup>36</sup>

36. Ibid., 42-47; Personal Interview, Wylock with Bearss, March 13, 1970. The Pocantico Hills Union Free School has been razed.

#### D. Other Communities

At the intersection of Sleepy Hollow and Bedford roads, <sup>and</sup> northward along the former, there grew up a

community known as Briggsville. The residents of Briggsville either worked on nearby estates or in the Tarrytowns.<sup>37</sup>

37. E.R. Conover, "Some Thoughts on Briggsville," unpublished Ms., files Sleepy Hollow Restorations.

A much smaller community, never consisting of <sup>more</sup> ~~less~~ than a half dozen families, was located on today's Lake Road, several hundred yards south of the Pocantico Hills Depot. This community was known as Banhamville.<sup>38</sup>

38. Ibid.

#### E. The Tarrytown Light

The Tarrytown Light, erected in 1882, is a familiar sight to landsmen, while "its kindly warring rays are welcomed by mariners." It was built at the north end of the Tarrytown Shoals. The first keeper was Capt. John Ackerman, who served until well into the 20th century.<sup>39</sup>

39. "The Heart of the American Rhine," Tarrytown Press-

Record, Sept. 1902.

F. The New Croton Aqueduct

By the 1880s it was apparent that New York City had outgrown the Croton Aqueduct. More water was required for the city and its teeming millions. Severe droughts in 1880 and 1881 had caused critical shortages of water. The storage capacity of the Croton Reservoir would have to be enlarged. In 1883 a new aqueduct with increased capacity was authorized, and in December 1884 contracts for its construction were awarded. Work was also started on a larger dam on the Croton. The new Croton Aqueduct was completed in 1890. Exclusive of land it had cost about twenty million dollars.<sup>40</sup>

40. French, History of Westchester County, Vol. 1, p.140.

The Croton Aqueduct from the Croton Dam to the gatehouse at 135th Street formed a tunnel 31 miles long and included an inverted siphon passing beneath the Harlem River. A number of short sections were

built in open excavations and then covered. Its alignment, in Mount Pleasant and Greenburgh Townships, is several miles to the east of the historic Croton Aqueduct, and it crossed land destined to be included in the core of the Rockefeller Pocantico Hills Estate. The historic aqueduct was retained and has continued to be utilized to help supply New York City with water.

#### G. Comments and Recommendations

The years between 1865 and 1893 saw a significant change in the economy of the area. With the end of the Civil War, wealthy New York City residents, with the choice sites along the Hudson already developed as country estates, focused their attention nearby. South of Tarrytown, the ridge between the Croton Aqueduct and the Saw Mill River Valley, commanded their interest. Northeast of Tarrytown, the wealthy and influential began to buy up small farms fronting on Bedford Road. The construction and opening of the New York & Northern Railroad in 1881, accelerated this development. Rapid transit to New York City was now

available. Within the next decade Judge Noah Davis, Lewis Roberts, August F. Muller, Grosvenor P. Lowrey, and Col. William C. Church had bought and developed country estates within walking distance of the railroad station at Pocantico Hills. Taking a cue from the wealthy, a resort hotel, the Berkley Inn, was opened.

Around the depot grew up a village. Here lived many of the people employed on the nearby estates and at the Berkley Inn. To supply their needs, stores were opened, the school enlarged, a Lyceum erected, and churches organized. Several small industries, of local significance, were organized.

Pocantico Hills, as the village was called, has survived into the 1970s. The changes, so far, have been few. Most of the homes date to the late 19th century. There is a group of houses built by the Rockefeller family in the early 1930s, while a few dwellings have been erected in the last ten years. Most structures in the village belong to Hills Realty, and many of them are occupied by families employed on the Rockefeller Pocantico Hills Estate. The development of shopping centers has resulted in the closing of the few commercial establishments.

Because of its intimate relationship to the Rockefeller Story and the historical themes represented in the development of the area, Pocantico Hills is a valuable historical resource. It should be zoned as a historic district and controls established to insure that it retain its architectural and historical character. New construction in the historic district should blend with and compliment the historic scene. The Lyceum and the 1880 school (the Ferguson House) should be preserved and treated as historic structures.