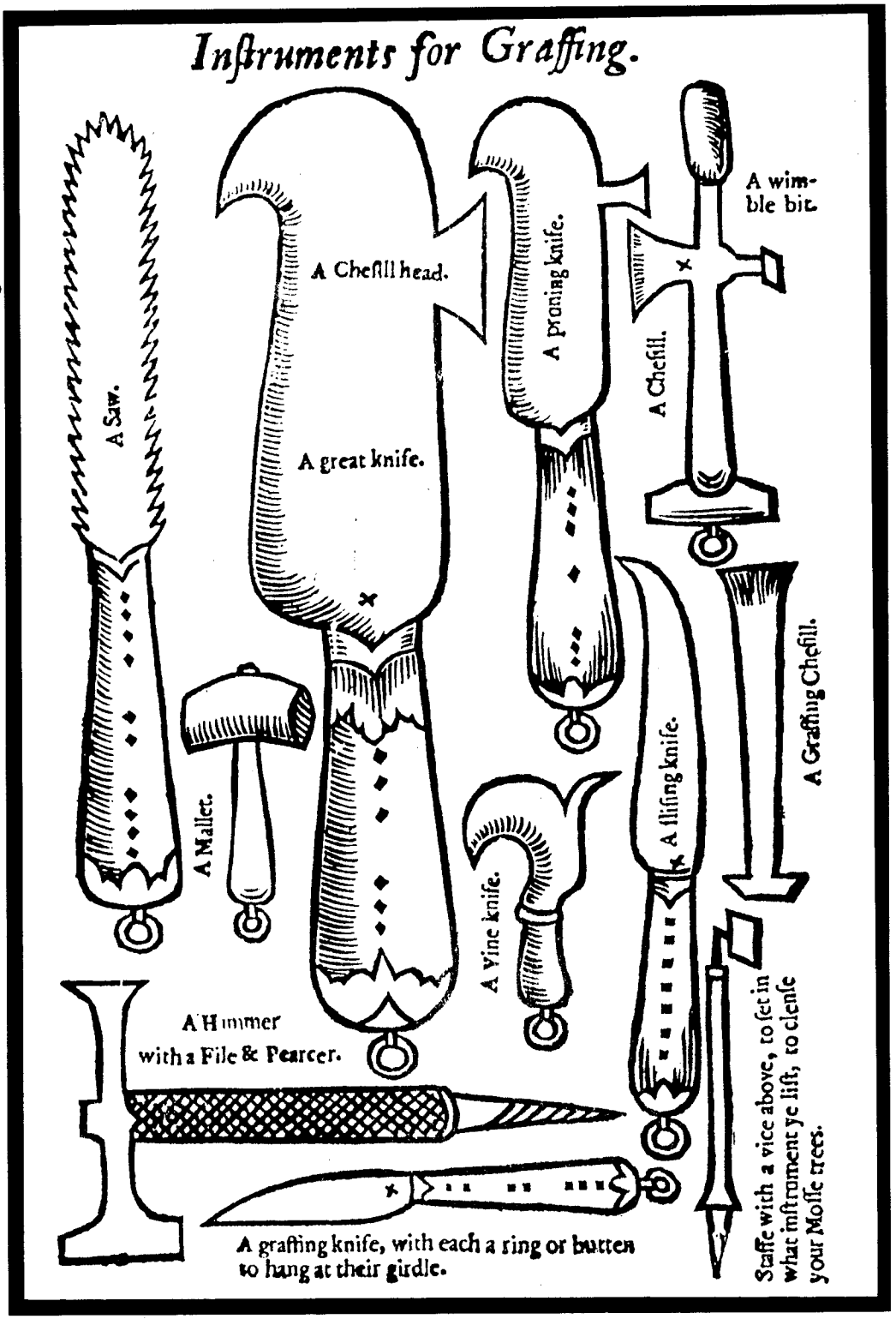
THE FREE-HOLDER

FALL 1996 THE OYSTER BAY HISTORICAL SOCIETY FOUNDED 1960

- OYSTER BAY CARRIAGE-MAKERS
- AN HISTORIC ADVERTISEMENT Part II
- TR'S HEAD EXAMINED
- HISTORICAL SOCIETY GIVEN TOWNSEND BIBLE



THE HISTORY MAGAZINE OF THE TOWN OF OYSTER BAY

Editorial

The response to the first issue of *The Freeholder* was overwhelmingly positive! Letters and calls of support poured in, as did donations to fund this effort. People from as far away as North Carolina got wind of the new publication and asked how they could subscribe.

Naturally, we wanted to follow up that initial effort with an even better issue, and I think we have succeeded. However, your support is necessary for your magazine to continually improve. We need your submissions, comments, and financial support. I look forward to hearing from more of you.

THE FREEHOLDER
of the
Oyster Bay Historical Society
Vol. 1 No. 2 Fall 1996

Editorial Staff
Editor: Thomas A. Kuehhas
Contributing Editors: Elliot M. Sayward
Charles Reichman
Richard Kappeler
Rick Robinson
Address Editorial Communications to:
Editor, The Freeholder
P.O. Box 297
Oyster Bay, NY 11771

The Freeholder of the Oyster Bay Historical Society is published quarterly with the generous assistance of private individuals. The views expressed herein are not those of the Oyster Bay Historical Society, but of the individual authors.

Purpose: The Oyster Bay Historical Society was founded in 1960 with the express purpose of preserving the history of the Town of Oyster Bay. The Society maintains a museum and research library in the Town-owned c.1720 Earle-Wightman House, 20 Summit Street, Oyster Bay.
Call (516) 922-5032 for more information.

CONTENTS

ABOUT OUR FRONT COVER

Shown is a plate illustrating orchardist's tools from the period of the settlement of Oyster Bay or earlier (see related article on p.5). We thank James Sumner, who supplied it, for his enthusiastic support of *The Freeholder* . See Letters to the Editor, below.

Letters to the Editor

Gentlemen:
Noting the "grafting froe" illustrated by Uncle Peleg (Summer '96) it occurred to me that readers might be interested in a picture showing how grafting tools may have looked at the time of the settlement of Oyster Bay. I say may have because, although the picture was taken from an edition published in 1651, the work, the first-known gardening manual in English, Leonard Mascall's A Booke of the Arte and Maner Howe to Plant and Graffe was originally issued in 1572. Worse, it was a translation of earlier Dutch and French material. Shown are both single-function and combination tools. The latter are quite commonly thought of as first appearing in recent times but pictured are at least five multi-purpose tools in use perhaps four hundred years ago. The picture is Mascall's frontispiece but it is not explained in the text.

James Sumner

An English work with a Dutch background seems rather appropriate to a magazine concerned with historical stud-

continued on p.7

CARRIAGE AND WAGON MAKERS OF OYSTER BAY, 1860-1880

By Charles Reichman

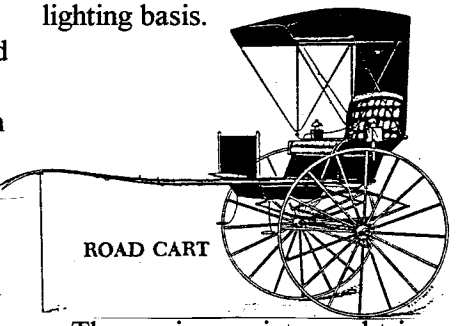
In the 19th Century when the United States was still not whole and farmers and artisans ruled the labor roost, Oyster Bay, like the Long Island towns to its west and east, was largely fertile farmland fringed with thick woodlands. What little manufacturing existed within its bucolic borders was almost uniformly craft-dominated.

Prominent among its diminutive industries were the repair and construction of carriages and wagons - more of the former than the latter - and the making of wheels for both kinds of horse-driven vehicles. Though wheelwrighting and carriage and wagon construction were closely allied crafts, since the former was considered to be in census records an independent enterprise, it will be treated as such in a separate article in a subsequent issue.

From the early beginnings in Colonial times to almost the turn of the century, the business of building and repairing carriages and wagons in Oyster Bay was organized and practiced in much the same way as in its sister towns in Queens and Suffolk Counties; namely, reliance on a continually changing hierarchy of highly-skilled, self-employed master carriage and wagon makers supported by one or two equivalent journeymen plus a carriagesmith and a duet of finishers- a carriage painter and carriage trimmer. Completing the work force were apprentices to one or more of the callings.

The key craftsmen were, of course, the carriage and wagon makers. Their jobs were to construct the bodies of the conveyances from the ground up, using the wooden parts that they had sawed, shaped, planed and joined from raw lumber.

Ironing the parts, particularly the axles and metal segments of the vehicles underparts, was the responsibility of the carriagesmith. This craftsman was invariably a blacksmith who crossed over to carriage smith work on a permanent or moonlighting basis.



ROAD CART

The carriage painter and trimmer did not get involved in the manufacturing process until the carriage was fully assembled. Carriage and wagon painting were designated as the "most tedious" occupations in the entire process, largely because of the number of coats of paint and varnish that had to be applied to enhance a carriage's artistic appearance and to protect the paint job from deterioration by the elements. Adding to the tedium was the painting of such adornments as multi-colored stripes, gold curlicues, crests, insignia and lettering.

Final finishing of the assembled and painted carriage was the domain of the carriage trimmer, once described as the craftsman "who must quilt like an upholsterer, stitch like a harness maker and sew like a tailor." Obviously, his task was to cut, sew, finish and install all soft parts of a carriage, that is, the exterior and interior seats, the upholstery covering the ceilings and interior sides of the doors, and the carpeting of the floors.

Carriage and wagon making in Oyster Bay did not blossom into an industry until 1860. According to census records for the preceding year, only one carriage maker pursued his art in Oyster Bay. Ten years later the U.S. Census tabulation enumerated a total of nine carriage makers and two wagon makers plus a carriagesmith, painter and trimmer.

In the next decade the town's labor force in carriage and wagon-making registered a strange and inexplicable change: the number of carriage and wagon makers dwindled to four and the total of carriagesmiths, painters and trimmers rose to seven. By 1880 the industry became a mere shadow of its former size; only four craftsmen (two carriage-makers, a smith and a painter) remained in the business.

Of the 30 carriage and wagon makers, smiths, painters and trimmers that plied their trades in Oyster Bay over the period under study, only three did so for more than a single decade. One was Clarence von Size, a carriagesmith as well as a wheelwright, and another was Andrew J. Thomas, a carriage maker based in Locust Valley.

The third was William P. Newcomb who had moved his shop from Farmingdale to the town of Oyster Bay (Glen Cove). Mr. Newcomb was, like a number of his counterparts, an ambidextrous craftsman. He claimed to be a carriagesmith, blacksmith, and wheelwright as well as a carriage maker.

How well the Oyster Bay self-

employed carriage trade craftsmen fared in the practice of their multiple and single specialties can be determined only for the years 1860 and 1870 when the U.S. Census Bureau gathered information on the value of the real and personal estates of the Island's self-employed artisans.

In the 1860 census year the five Oyster Bay carriage and wagon makers who supplied this data reported average values for both real estate and chattels (personal estate) as $1,033. The top real estate value, $2,000, was reported by Edward Ritchey, a wagon maker. The highest personal estate figure, $2,500, was attributed to Charles A. Carpenter, a carriage maker.

In the succeeding census decade realty and personal estate values were recorded for the same number of carriage makers, but the averages were quite different- a rise of almost 60% in average real estate values and a seven percent drop in personal estate values. Accounting for the huge increase in the former were two steep realty ratings claimed by Jonathan Baldwing and Charles H. Ludlum totaling $10,000 ($6,000 and $4,000, respectively.)

Quite the reverse occurred in the average personal estate values for the 1870 census period: a decline of $93 brought about by a high of only $12,000 and a meager $350 at the low end. The former was recorded for George Waterson, a self-employed carriage painter and the latter for Charles H. Ludlum.

What kinds of vehicles did the Oyster Bay carriage and wagon makers produce? No documentary evidence could be consulted to cast light on this query. We do know that Charles A. Carpenter, a Glen Cove wagon maker, was awarded a patent in 1864 for a dumping cart, a four-wheeled wagon with a tilting body for conveying soil, manure, coal, firewood and the like.

Other anecdotal information may be gleaned from sales of farmers' chattels placed in regional newspapers. One can assume that some of the horse-drawn vehicles listed in these advertisements could have been manufactured or at least repaired and serviced by local carriage and wagon makers. Among these were farmers' market wagons, one-horse carts or road wagons and the Rockaway carriage, a popular model on Long Island because of its name association with the beach community at the western end.

As the final decade of the 19th Century approached, the industry's dependence upon self-employed craftsmen had diminished considerably. By the late 1880s mechanization had become widespread, making possible the mass manufacture of individual parts and segments of a carriage and wagon for assembly, not by highly trained and experienced masters of the art, but by common laborers. In 1890 some of the individual carriage and wagon parts which could be obtained off-the-shelf from specialty suppliers were springs, axles, axletrees, pieces of hardware, doors, and spokes, to name a few.

By the end of the century, the obsolescence of the trade's craftsmen triggered the rise of dealerships. In Oyster Bay the self-employed carriage and wagon makers who could afford to do so became dealers. Prime examples were L.M. Hicks and the Waldrons, pere and fils. Hicks built his dealership around road carts, one of which was, marketed under the name "Oyster Bay Road Cart". He also did repair work on all sorts of carriages and wagons and, as a sideline, sold sporting and athletic goods.

The Waldron dealership, a partnership of James and James S., came from a local family long active in the carriage making business in Oyster Bay. Their dealership extended into the 20th Century and may well have become a precursor of the dealerships for the electric and gasoline-driven motor cars that were to replace the horse and buggy, now a generic term encompassing all horse-drawn conveyances for transporting people, goods and equipment.

Information Sources:

"Address of Hon. C.P. Kimball" at Carriage Builders' Convention, NYC Nov. 18. 1872

"Lain & Healy Brooklyn and Long Island Directory", 1883, 1896

"U.S. Census of Population Schedules", 8th, 9th, & 10th

Reichman, Charles. "Directory of Long Island Carriage and Wagon Makers, 1860-1896" (unpublished manuscript)

Reichman, Charles. "Long Island Farmers' Chattels and Goods" (unpublished manuscript)

Regional Long Island newspapers,ie.*Hempstead Inquirer, Flushing Journal, Glen Cove Gazette, Roslyn News,* and *Long Island Farmer*

THE OYSTER BAY CONNECTION: THE FIRST AMERICAN NEWSPAPER ADVERTISEMENT OFFERING ITEMS FOR SALE

By Elliot M. Sayward
Part II

Bradford was an important man in his day. His presses in both Philadelphia and New York made significant contributions to the developing intellectual life in America. He founded a family group of printer descendants who carried forward the work he had begun. One of his apprentices, John Peter Zenger, enabled by Bradford's training to commence publication of a New York City newspaper, achieved a place in history because he was responsible for a important advance in the American notion of freedom of the press. Bradford's establishment of a paper mill, a bolting milland two important printing offices suggest that he was no small force in the developing American economy. Even as a part-time citizen of Oyster Bay he adds luster to its early history.

Although the advertiser himself is perhaps the most important topic introduced by the Boston News-Letter advertisement, that topic is not the only one that has dimmed in at least some 20th century minds. For example, the question was put to three chance-met acquaintances recently: What is a fulling mill? Not one of those asked was able to answer. Let us therefore consider the "very good Fulling Mill to be let or sold." Once a common convenience in American towns and villages. the fulling mill has ceased to exist as such and has been generally forgotten. It existed from early days because most of the non-luxury fabric for wearing apparel and other uses was made locally rather than imported. Weaving was done in many homes by family members or by professional weavers utilizing homespun yarns made from fibers raised or grown as part of the household economy. Much was used straight from the loom or was "fulled" at home. A simple method of fulling at home was the "kicking frolic" involving several barefooted young men. It was an occasion of sociability and shared work like a husking bee or an apple cutting. The purpose was to clean, condense and thicken the newly woven textile by wetting it with warm soapsuds and kicking it around in a circle.

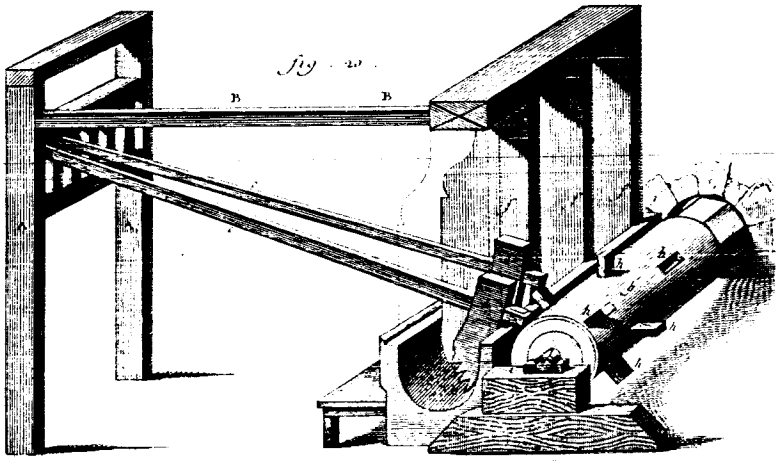


Illustration of a fulling mill from Diderot's Encyclopedie

The process causes woolen cloth or other cloth made of fibers that will "felt" to thicken and harden, becoming slightly shorter in both length and width and also becoming capable of a smooth finish. Felting is the amalgamation of the individual fibers that make up the textile. It occurs because the surface of the fibers have microscopic barbs that interlock under manipulation, causing the mass to which they belong to compact and consolidate. Fibers can be felted as was done by hatmakers without the steps of making yarn from them and weaving it into cloth. Heat, moisture and manipulation alone can amalgamate the fibers into a compact textile useful for making hats and some other purposes but infrequently employed in clothing.

Soap or other detergent is a necessary part of fulling as grease is not only natural to wool but is sometimes added in some of the processes necessary to convert fibers to textile. Grease impairs felting and must be removed as must soil. Fulling in a fulling mill was performed by giant hammers or beaters that worked the wet, soapy cloth in a trough.

The hammers were activated by a long shaft turned

by water power. Cams on the shaft engaged the pivoted hammers for part of the shaft's revolution, raising them to their highest point and then dropping them to thud against the textile in the trough.

Following fulling several processes occurred and these were often part of the business of the fuller. Chief among them were teaseling and shearing.

Teaseling was raising the nap or surface fibers of the textile by brushing it with an instrument in which were mounted the teasels, dried, thistle-like flowerheads. These are equipped with many fine, wiry hooks or awns which tease the surface of the cloth, raising a pile or nap.

The nap was raised in order to allow shearing, that is cutting the nap off at a uniform height above the surface in order to create a smooth finish. In the days when there was a fulling mill at Oyster Bay, shearing was done manually using a giant pair of shears, not pivoted like your household scissors but joined by a semi-circular spring at the handle end like an old fashioned pair of garden or sheep shears. A typical order from a customer bringing a length of cloth to the fuller to be "dressed" might have been expressed thus. I want it fulled, teaseled and sheared twice. Some fullers would have dyed it for him as well.

The first fuller in Oyster Bay may have been Isaac Horner who in 1677-8 and again in 1684-5 was granted "ye privilege of ye Stream at ye Beaver Swamp by ye Sho ... to set up a Fulling Mill." [G.W. Cocks, Old Matinecock] A mill privilege was the right to dam running water for power even though it might back up on land not owned by the operator. Against Horner's primacy is Merle-Smith's comment that "As early as 1668 a fulling mill was established at Mosquito Cove."

Men were recorded as having been clothworkers in Oyster Bay by Merle-Smith. William Frost is listed from 1672 to 1702. He may have been connected with the fulling mill. John Dewsbury is also listed between 1685 and 1702. He, of course owned the mill.

When the mill was sold to satisfy Bradford's claim, the buyer was Samuel Haydon, blacksmith. Perhaps Haydon operated the fulling business but at this point that is not clear. That there was work for a fulling mill in the area is hinted at by the estate inventory of Johanna Ffurman. It included among her possessions a loom and tackling in 1672. George Townsend is identified as a weaver in a document of 1711.

The Brick House offered in the advertisement shows how much the standard of living in Oyster Bay had advanced in the 50 years since its settlement. It is the second one we know of. And, although Dewsbury was censured for extravagance, it indicates that a considerable degree of comfort and not a little conspicuous consumption had become available to the people of the town.

The "good house by it fit for a kitchin or a work house" is obviously the earlier dwelling house from which Dewsbury moved. In a time when buildings were few and valuable, older ones being replaced were frequently retained rather than torn down. Kitchens were often the major room in a house. Warm and pleasant in winter, they were hot and fly infested in summer. When possible the desirable location for them was outside the main house. The advertisement implies a recognition of this practical consideration as a sales feature. Further, in a day when almost every household strove toward self sufficiency, much work was done at home. If the householder was an artisan and self-employed, his place of work was usually at home. The extra building, suitable for such purposes, could have been a major inducement to a buyer.

The "Barn, Stable, Etc" offered tell us that the property had been used for serious agricultural purposes. It is reasonable to infer that hay and perhaps other crops were stored in the barn. Cows and oxen may have been kept there as well. We can guess that the "Etc" stood for items like a corn crib, a tool shed or a chicken house. At an earlier day a stable might have housed any form of livestock from goats upward but by the time of our advertisement the usual occupants were horses. Horses served two main purposes. Like oxen they provided the power that moved plows and harrows and perhaps other farming tools. And in an era when transportation facilities over land were drastically limited, horses transported people and goods to their destinations near and far with considerable speed and a fair degree of comfort for the people. The extent to which most Oyster Bay residents engaged in land travel is not easily gauged but the

appearance in inventories of saddles, carts, horse furniture and horses suggest that people were capable of traveling considerable distances more or less at will.

If we remember that Madam Sarah Kemble Knight traveled, chiefly on horseback and often alone, from Boston to New York in the same year our advertisement appeared in a Boston newspaper, we will have some idea of how far ordinary citizens were prepared to travel in the days before super highways and even paved roads. We can probably assume that once they were supplied with horses and perhaps even before, some Long Islanders traveled both for social and economic reasons if not purely for entertainment. Bradford certainly expected a Bostonian, answering his advertisement to travel a great distance. If that had been unlikely, he wouldn't have wasted his money.

The "young Orchard' does not imply one that has very recently been planted. Bradford is presenting a major asset of the plantation. A quotation from Jonathan Perian's 1884 *The Home and Farm Manual* makes plain the importance of a young orchard, "The first ten bearing years of any apple or other long-lived trees is better than all that comes after. The profit is in young, thrifty trees, not in old ones." The apple was of course the most important fruit tree of colonial America. An orchard of no other fruit could have been described simply as "a young Orchard" with any expectation of comprehension on the part of the reader. The major importance of apples was that cider could be made from them. Households with orchards made many barrels of that popular beverage every year both for their own use and for sale to those not so fortunate. Not too many years later cider was being shipped from Oyster Bay by sloop to the South.

Our discursive ramble through a host of topics suggested by Bradford's advertisement illustrates how many aspects of history there are as well as how rapidly the common knowledge of one day can be forgotten in the next. The importance of our Society and its work is thereby emphasized and, we hope, others are encouraged to explore the roads pointed out by similar historical signboards.

Information Sources:

Cocks, George William *Old Matinecock, An Address*, 1910

Di Riggi, Millie Private Communication, 1996

Earle, Walter K. *Out Of The Wilderness*, 1996

Franklin, Benjamin *Autobiography*, begun 1771

Gaw, Walter A. *Advertising Methods And Media*, 1961

Knight, Sarah *Journal*, 1704

Kuehhas, Thomas A. Private Communications, 1996

Merle-Smith, Van S. *Oyster Bay, 1653-1700*

Pelletreau, William S. *A History Of Long Island*, 1903

Perian, Jonathan. *The Home And Farm Manual*, 1884

Wallace, John W. *An Address Before The N-Y Hist. Soc*, 1863

Copies of various records of early Oyster Bay belonging to OBHS

Various standard histories, encyclopedias, biographical dictionaries, etc.

Letters to the Editor

continued from p. 2

ies of an English town that took its name from a bay christened by the Dutch. ED.

To the Editor:

I really enjoyed "Yesterday In Oyster Bay" and hope it will be a regular feature. It so took my interest that I am abandoning a long held prejudice against writing to magazines to ask Mr. Reichman a question and to offer a suggestion.

First, some background for the question. The word "lumber" in its meaning of timber prepared for market is thought to be an Americanism appearing as early as the 1660's. Prior to that and for many years thereafter in England, lumber meant disused furniture or useless odds and ends. My question, of course, i.e. what did Thomas Hendrickson mean by lumber? Odds and ends or marketable timber? Does any further information in the recorded document provide a basis for supposition?

The suggestion has to do with the "reasons unknown" for selling the property. I have read (source forgotten) but have no evidence that in the early days a sale of property to a relative, when the owner was moving away, was a means to procure cash for the move without having to wait a long time for a buyer to be found and a sale effected. The conveyance was a sort of mortgage giving the relative the ability to conduct a later sale as well as providing him with security for the money advanced.

I'd be interested to find out if

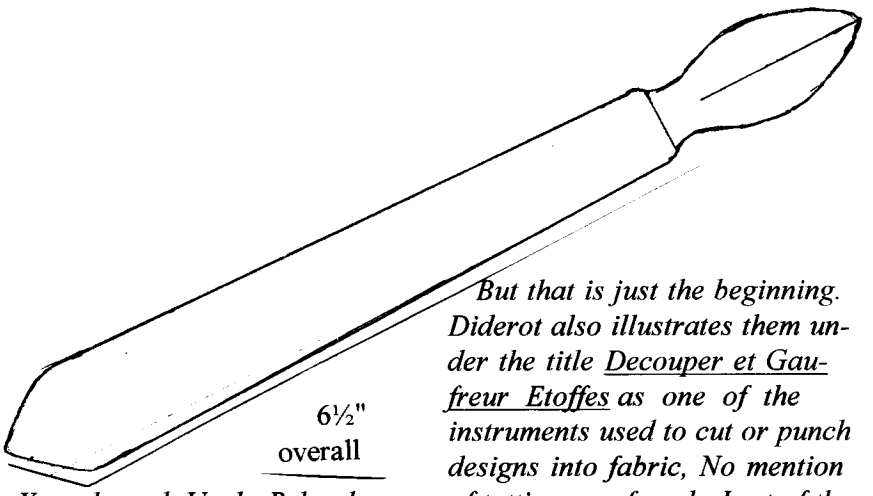
continued on p. 20

ASK UNCLE PELEG

Dear Uncle Peleg:

Perhaps you can explain a tool that has puzzled me for years (see sketch). My mother, from whom I inherited two, called them penknives. I inferred they were for sharpening quills or perhaps for scraping out writing mistakes. However a lady at a tag sale in Connecticut was convinced such tools were used in tatting. The blades are good steel with a sharp edge; the middle is thicker than the edge The handles are smooth hardwood, not the same kind for each. One is marked ROGERS / CUTLER /TO HER /MAJESTY one side and * + / SHEFFIELD/ ENGLAND on the other. The second, not as well finished in the handle, has BANKERS on one side and "241" on the other. I use them all the time for scraping ink off my pens (calligraphy), taking out staples and other little jobs. I love to handle and use them.

Sally Campbell



You pleased Uncle Peleg because he has a small clutch of the things you describe. Among them is one marked the same as your Rogers example. Such instruments have raised a number of inquiries in antiquarian circles over the years. Folk have been puzzled by the fact that similar instruments have been advertised in sources like turn-of-the-century Sears Roebuck catalogs- both as ink erasers and poultry killers. Confusion is added by statements of medical instrument collectors that as long as two hundred and fifty years ago they were scalpels and lancets. Others have sworn they were to scrape away errors and blots from the written page.

To sift these notions a certain amount of detective work was necessary. Uncle Peleg feels justified therefore to name the affair "The Great Paper Scraper Caper!" Turns out almost all explanations are more or less right.

As early as the mid-Eighteenth Century the Diderot Encyclopedie illustrates similar knives as scalpels and lancets used by physicians and surgeons. As well, the Encyclopedie shows them as used by farriers whose trade included horse-doctoring as well as horse-shoeing.

But that is just the beginning. Diderot also illustrates them under the title Decouper et Gaufreur Etoffes as one of the instruments used to cut or punch designs into fabric, No mention of tatting was found. Last of the uses found in Diderot is under the Art D'Escrire (Writing) where the instrument is called a grattoire (modern spelling) meaning an erasing knife, a scraper-eraser. The usage carries us back to the scriptorium of the Middle Ages where, next to the quill, the erasing knife was the scribe's most important instrument. We found no medieval leaf-shaped knives, however.

Rogers was the English cutlery firm of the brothers, Joseph and Maurice. Their star and Maltese cross symbols are recorded in the Sheffield Directory of 1787 where they are listed among the razormakers and the forgers of pen- and pocketknives. They had a reputation for quality and it is said that consumers in distant places looked for the Rogers name as assurance of dependability. The firm continued for many years. We don't know Bankers or even if it is a proper name. Our questions into the multi-purpose scraper/ knife form have disclosed that people who own the handy little knives put them to many uses not yet mentioned, sharpening pencils, opening envelopes, folding paper (with the smooth wooden handle), cutting twine around parcels, and occasionally peeling apples.

CURRENTS OF THE BAY

This section will focus on the doings of local historical societies, museums, and communities in the Town of Oyster Bay and its neighbors. Upcoming special events, exhibits, lectures, and tours will be covered, so send your submissions to the Editor if you would like to see your events covered by The Freeholder.

HISTORICAL SOCIETY PRESENTED WITH TOWNSEND BIBLE BY FLEET BANK

The Oyster Bay Historical Society recently received a Bible which had belonged to Solomon Townsend from Fleet Bank. The Bible was presented to the Society's Director, Tom Kuehhas by Fleet Bank Assistant Vice President and Oyster Bay branch manager Philip Tine and Glenn Corbett, manager of the Westbury Fleet Bank, where the Bible was found.

According to the inscription on the frontispiece , the Bible, originally printed in 1715, was given to Solomon Townsend by his grandmother, Mary Stoddard, in 1764. Quite apart from its antiquity, the Bible will be valuable to researchers for the wealth of genealogical material which it contains, as well as the correspondence and related documents found with the Bible. One example of this material is a fascinating letter written in 1825 from Solomon's son, Solomon to his sister in New York. Written while the younger Solomon was in Canton, China, it details his experiences in that far-away land. Copies of the genealogical materials have been given to Raynham Hall Museum, the Townsend Society, and Town Historian Dorothy McGee for their records.

Society Director Tom Kuehhas is flanked by Fleet Bank's Glenn Corbett and Philip Tine as the Townsend Bible is presented to the Historical Society.

SOCIETY PUBLISHES WALKING TOUR OF OYSTER BAY

The Oyster Bay Historical Society has announced the publication of a walking tour guide to the village of Oyster Bay. This booklet is the first in a series intended to eventually highlight historic private homes and commercial buildings throughout the village. Many of the illustrations in "A Walking Tour of Oyster Bay" originally appeared in *The Walls Have Tongues*, an earlier publication of the Historical Society.

The text, however, has been largely rewritten by society trustee Rick Robinson and checked for historical accuracy by trustee John Hammond. A life-long resident of Oyster Bay, Mr. Hammond has written histories of the Matinecock Masonic Lodge and the Atlantic Steamer Fire Company and is an expert on old photographs of the village. Mr. Robinson is a long-time columnist for a local newspaper and works for the Oyster Bay Chamber of Commerce.

The tour-book presents 31 buildings in Oyster Bay, beginning at the Book Mark Cafe (the Moore Building) on East Main Street and ending at the Society's

headquarters on Summit Street, the Earle-Wightman House. Included is a centerfold map indicating the exact location of each structure in numerical order. Tom Kuehhas, director of the Historical Society, coordinated the project, along with Ann Parkinson, former president of the society. Kuehhas observed that "many of the descriptions and historical notes in *Walls Have Tongues* were inaccurate and we sought to correct this in our new walking tour booklet." He added: "We also named each home or commercial building so as to indicate the original builder or builder/owner and tried to date each structure as accurately as possible, so that future generations and current researchers would have this data."

"A Walking Tour of Oyster Bay" is now available at the Historical Society's headquarters, the Earle-Wightman House, 20 Summit Street, Oyster Bay. The cost is $3.95 (members $3.50), and the Society welcomes inquiries concerning guided tours based on the tour-guide. Thanks go to State Bank of Long Island for their support of this project.

HISTORICAL SOCIETY 'TOOTS ITS HORN' OVER OCT. 27 ANTIQUE AUTO SHOW

The Oyster Bay Historical Society will host its Second Annual Antique Auto Show featuring over 50 autos of 1900-1940 vintage on Sunday, October 27 from 11a.m.-3p.m.. Admission to this unique event is $3 per adult and $1 per child, with children under 5 years of age admitted free. The "Day by the Bay Antique Auto Show" is jointly sponsored by the Oyster Bay Historical Society and the Horseless Carriage Club of America.

In addition to the opportunity to view these fantastic antique autos, all visitors receive a complimentary tour of the historic Earle-Wightman House (circa 1720). Free parking and discounts on select Historical Society publications and at selected Oyster Bay eateries will be available as will on-site refreshments. Additional. information. is available from the Society's Director Tom Kuehhas by calling 516-922-5032.

O.B. HISTORICAL HOSTS THIRD ANNUAL REVOLUTIONARY WAR ENCAMPMENT

A Revolutionary War Encampment will take place on the grounds of the Historical Society's Earle-Wightman House at 20 Summit Street, Oyster Bay, on Sunday, November 3, from 1 to 4 p.m. Members of the Third New York Regiment, the Huntington Militia, the British Seventeenth Light Dragoons, the Twenty-Second Regiment of Foot and other area reenactment groups will set up camp, perform the Manual of Arms and other drills, demonstrate how a smoothbore musket was fired, and explain what it took to be a soldier in the eighteenth century. A reproduction of an eighteenth century artillery piece will be a featured exhibit, compliments of the Huntington Militia. Once again, "Murphy", owned by "Light Dragoon" Bill Uhlinger, will caper up and down Summit Street to the cheers of those attending the event!

The encampment serves as a complement to the exhibit at the Earle-Wightman House which features period artifacts (including a uniform coat worn by an Oyster Bay resident during the Revolution), as well as hands-on exhibits. Visitors will be invited to try on reproductions of the uniform and equipment of the 18th century soldier in our Discovery Room.

An admission fee will not be charged for this event, however a donation is requested to assist the Society in its efforts to preserve

OYSTER BAY HISTORICAL SOCIETY
Categories of Membership

Individual	$ 20	Business	$ 50
Family	$ 30	Business Sponsor	$ 100
Contributing	$ 50	Business Friend	$ 300
Sponsor	$ 100	Business Patron	$ 500+
Sustaining	$ 250	Benefactor	$ 1000+
Patron	$ 500		

Member Benefits: Quarterly Magazine, Members' Party, Invitations to Exhibition Previews and Special Events, 10% Discount on Publications and Workshops. Call 922-5032 for more information on joining the Society.

Oyster Bay's past. Join us for this exciting day of living history! Call (516) 922-5032 for further information.

OBHS SAYS "THANKS" TO SUPPORTERS OF FAIR

The Historical Society would like to thank all the sponsors, committee members, and those who attended our second annual Old-Fashioned Country Fair for Children on September 28 for their support.

Hundreds of people enjoyed the craftspeople, hands-on workshops, traditional games, pony rides, petting zoo, music, farmstand, and delicious food. The enthusiasm expressed by the community and the wonderful spirit which enveloped the Fair have made us even more committed to our plan of holding more educational and crafts programs for children throughout the coming year. Thank you all for playing such a significant role in making the Fair a success.

SOCIETY SEEKS STUDENT VOLUNTEERS

The Historical Society is actively seeking four ninth grade volunteer students to take part in a pilot program to transcribe historical documents in the Society's archival collection. This is a unique opportunity to work with primary source materials and to make a contribution toward the preservation of these rare documents, while fulfilling your community service requirement. Please advise Historical Society Director Thomas A. Kuehhas of your interest by November 1 by calling (516) 922-5032.

SEA CLIFF VILLAGE MUSEUM ANNOUNCES OPENING OF NEW EXHIBIT

"A Commanding View- Sea Cliff's Waterfront, Past & Present" is the subject of a new exhibit at the Sea Cliff Village Museum. Artifacts, pictorial displays and period bathing gear depicting the waterfront and the many activities available to village residents will be on display through February 23, 1997. From its religious campground beginnings when hundreds of passengers spilled off steamboats arriving at the foot of "Dock Hill", to an artists rendering of a shorefront development project currently under consideration by the village, the presentation will encompass a history of one village's attachment to its waterfront. The Museum, located at 95 10th Ave. is open on Saturday & Sunday from 2-5 p.m.. Midweek groups can tour by calling Director, Helen Davis at 671-0090.

CLEAN WATER/CLEAN AIR BOND ACT HAS $100 MILLION FOR HISTORIC PRESERVATION AND PARKS PROJECTS

The Clean Water/Clean Air Bond Act will be on the ballot in November to be approved by New York's voters. The Bond Act contains $50 million for historic preservation and parks projects of not-for-profit and municipal organizations and agencies and $50 million for state parks and historic sites.

Natural and cultural heritage organizations are working together to ensure that this golden opportunity to secure funding for historic preservation, parks and open space conservation is not lost. Support historic preservation in Oyster Bay by spreading the word that local heritage projects will benefit if the Bond Act passes on November 5.

$50 million for historic preservation and parks projects will be administered much like the existing Environmental Protection Fund and the now-depleted 1986 Environmental Quality Bond Act. 50% matching grants will be made to not-for-profit organizations or government agencies for the restoration, rehabilitation or acquisition of properties listed on the State or National Registers of Historic Places. Projects in heritage areas (formerly called Urban Cultural Parks) are also eligible. Another $50 million will be available for state parks projects, including the rehabilitation of state historic sites. For further information, call Katherine Raub Ridley at the Preservation League of New York State's Binghamton office, (607) - 722-4568.

*VOTE "YES" FOR THE BOND ACT ON NOVEMBER 5!

We encourage other historical organizations and museums to send us releases on their upcoming events for inclusion in this space.

THANKS TO ALL WHO HAVE DONATED TO *THE FREEHOLDER*

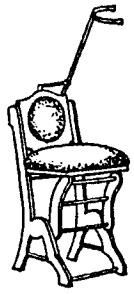
The Oyster Bay Historical Society would like to recognize all those who responded to our appeal for donations in the inaugural issue of *The Freeholder.* Thanks to the support of these members and friends throughout the Town of Oyster Bay, the whole of Long Island, and even further afield, the Society was able to publish this issue of *The Freeholder*:

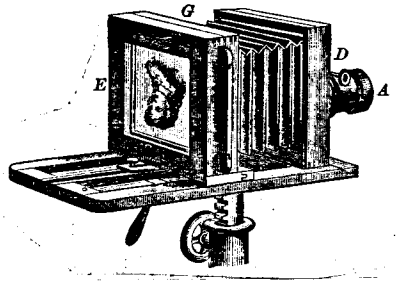
Fleet Bank
Mr. & Mrs. Richard F. Kappeler
Mr. & Mrs. William Mathers
Mr. & Mrs. Charles Reichman
Mr. & Mrs. Elliot M. Sayward

We need <u>your</u> financial support! Please send donations to the Oyster Bay Historical Society in care of the Editor, *The Freeholder* (see inside front cover).

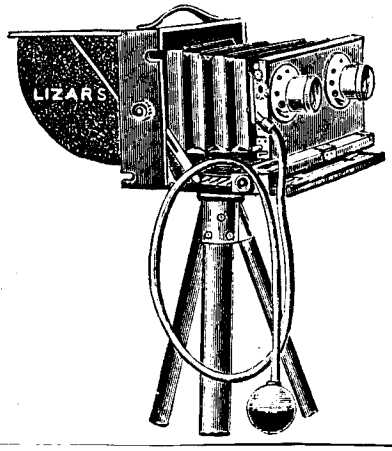
Thanks also to those who have contributed to the magazine in other ways, such as researching and writing columns and articles, typing, proofreading, and editing. We could not offer *The Freeholder* to our members, area schools, and libraries without your help!

If you think *The Freeholder* is a worthwhile endeavor, let us hear from you!



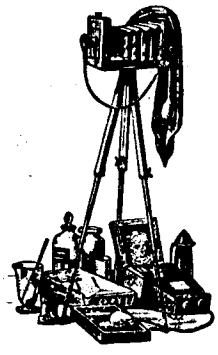


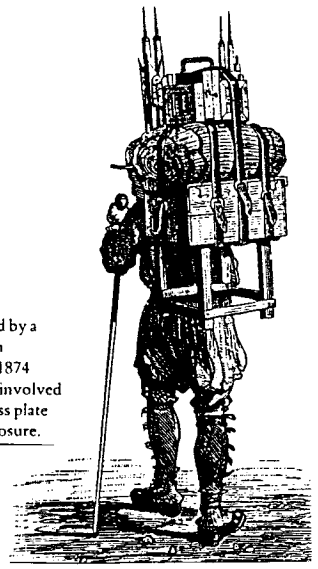
The illustrations on this page show the cameras and equipment used by nineteenth century photographers. The Historical Society is seeking these items for a possible future exhibit on early photography on Long Island. We are also looking for information on Oyster Bay and Long Island photographers of the 1850-1900 period, as well as early views of the villages comprising the Town of Oyster Bay. If you have information that might be useful to us, own one or more of the items shown, or have access to early photographs, please contact us. We need your help to make this proposed exhibit possible.



LOCAL HISTORIC SITES FEATURED IN TV SPECIAL

The Earle-Wightman House and Raynham Hall will be featured in an A&E Network special, "Haunted History", on Sunday, Oct. 27 at 8p.m. The Oyster Bay segment focuses on the history of the two museums and includes interviews with their directors. Don't miss it!





Right Apparatus carried by a travelling wet-collodion photographer, from an 1874 engraving. The process involved chemically coating a glass plate immediately before exposure.

FARM IMPLEMENT MAKER

Agricultural implements, especially in farm-rich regions like Long Island, were an important source of revenue for its blacksmiths. In Oyster Bay and its villages, there was always a smithy who could repair a broken or otherwise damaged farm tool.

There were also hardware dealers who stocked a variety of farming utensils. One such was R.M. Browne & Sons in Glen Cove. The dealer, however, specialized in a limited variety of soil-tilling tools: spades, hoes, forks and rakes. The company also sold road scrapers. Probably all were purchased from farm tool and hardware wholesalers in New York or Brooklyn. Although a middleman, Browne & Sons claimed their prices matched or outdid those of city tool vendors.

For most farmers on the Island, their chief resources for tools were local blacksmiths and horse-shoers. At those shops, farmers could obtain custom-made implements for whatever need existed.

Perhaps one of the most successful blacksmiths in making farm implements was Amerman Wright, who operated his forge in Glen Cove. Unlike Browne & Sons, he offered, or rather made to order, a wide collection of implements: plows and plow castings, cultivators, shovels, manure forks, spade forks, yokes, scythes, swaths, hay forks and hay rakes. In the latter department, a patented horse rake was also to be had.

There were possibly some tools in Amerman Wright's inventory that he did not manufacture on his own premises. The patented horse rake was probably one. Another was the grain cradle. This implement was a wood frame consisting of four or five long fingers in relation to the scythe. The positioning of the fingers in relation to the scythe's blade made it possible for the grain, when cut, to fall on the fingers. Not only did this development make reaping grain and hay more efficient, but it made the process less physically taxing for the farmer and his farm hands.


Mowing

AN AMBIDEXTROUS LAWYER

Jacks-of-all-trades persons, capable of skipping with ease from one craft to another, were common aspects of the labor scene in the 19th Century and earlier. Farmers could do the work of blacksmiths and carpenters or run fulling or grain mills; horse shoers were adept at tool-making, tin smithing and carriage and wagon smithing. Crossovers from one or more calling to others were, in other words, unlimited. Seldom, however, did one encounter a white collar professional undertaking one or more blue collar occupations.

One such exception was an Oyster Bay (Glen Cove) attorney, Elbert S. Hendrickson. In 1872, he announced in the Glen Cove Gazette that he had set up a shop to do general blacksmithing and horse shoeing. This new business was apparently an off-shoot of another related enterprise, Hendrickson's Livery Stable, which rented horses, carriages and light wagons, 24 hours a day. The livery also handled carting and moving of furniture "at reasonable terms".

Hendrickson's livery stable goes back to the 1850's and was part of a stage line that ran daily, except Sunday, accommodating passengers from the L.I.R.R. to the villages of Cedar Swamp, Montrose, Roslyn and Hempstead Branch. The stages departed from the William Post Hotel in Glen Cove at 6:00 A.M. and 2:00 P.M., to meet, respectively, the 9:42 A.M. and 4:00 P.M. trains headed to and from Brooklyn to Hempstead Branch. The fare was, hold your breath, a mere fifty cents ($.50).

THE GATHERING PLACE

"The Gathering Place" is intended as a department of the magazine housing contributions of an historical slant but short length that might otherwise be lost among the longer pieces. Part of the reason for its being is to persuade members who are not ready to attempt long or deeply researched articles that there is a place and a desire for their notions and comments, however abbreviated.

Charles Reichman's mention of the Vandewaters in last issue's "Yesterday in Oyster Bay" inspired Arlene Goodenough to pen the following.

THE VAN DE WATER HOTEL OF MASSAPEQUA

By Arlene Goodenough

The Van De Water Hotel was built on the northwestern corner of the intersection of South Country Road and Hicksville Road in 1794. It had two stories and an attic and was made of wood. There was a veranda running the full width of the hotel facing South Country Road, at Merrick Road.

It was started by two brothers of Dutch ancestry named Silas and Peter Van De Water. They were real go-getters. They were successful merchants and even did all the slaughtering of animals for food in the neighborhood. The tavern was the terminal for their stagecoach line and it evolved into a very famous hotel which stood for close to one hundred years. Their stagecoaches brought fresh produce and large quantities of wildfowl to the municipalities of Jamaica and Brooklyn. At times the stagecoaches would have had as many as 16 horses. Of course the stage also carried many passengers.

A very short way up the road to the east of the Hotel was found the property of Samuel Jones, Esquire. It was known as West Neck. (He was renowned for the important role he played in the ratifying of the U.S. Constitution in 1788 at the Constitutional Convention in Poughkeepsie.) His grandson, also

TEST YOUR KNOWLEDGE

A Bestiary

All things with the names of living creatures aren't alive. We offer you a whole menagerie of these. Some are still around today but most of them were given their names a long time ago. Match each thing on the left with its appropriate location on the right. Some of the right hand phrases might fit more than one thing but for a perfect score you must come out even, one thing to one location.

Thing Will Be Found	Where?
A. Monkey	___1. On a deed.
B. Worm	___2. In a tailor's workroom.
C. Crow	___3. In a furniture workshop
D. Seal	___4. On a hearth.
E. Dog	___5. In a pipe.
F. Donkey	___6. Under something to be pried.
G. Ram	___7 On the highway.
H. Horse	___8. In a taphole.
I. Hound	___9. On a planing bench.
J. Snake	___10. At a pile-driving site.
K. Spider	___11. Under a wagon.
L. Crane	___12. In a distillery.
M. Fly	___13. At the end of a bowsprit.
N. Cock	___14. At a construction job.
0. Bee	___15. In a fireplace.
P. Goose	___16. At the prow of a ship.

Answers will be found on p.18

named Samuel, attended school in Jamaica, and he used the stage frequently. A letter exists describing a basket of peaches that Mr. Jones sent on the stage to the young scholar at his boarding house, reminding him to be sure to return the basket! All the mail for the south shore was carried on the stages.

The Van De Waters also had a stage running the six miles from the hotel to Farmingdale. There they met the train from New York and picked up anyone headed for the south shore. The stage ran right up until the time that the railroad was extended to Massapequa.

The hotel flourished and was extremely popular with hunters and fishermen of the day. Perhaps the most prominent visitors were Chester A. Arthur, later President of the United States, and General Joseph (Fighting Joe) Hooker, of Civil War fame. The Van De Water brothers were extremely hospitable, well suited to running a hostelry. As if the brothers weren't busy enough, they also owned a sloop named *Orange*, which they used to transport goods to New York City. Their hotel was only about a quarter of a mile from the Great South Bay. It is interesting to note that the local militia used the grounds as a mustering place, no doubt repairing to the bar to revive themselves when their drilling grew too arduous.

Peter's son, Gilbert Conkling Van De Water, (affectionately known as Conk), continued the family tradition of being a convivial host until his death in 1871. He was succeeded by his son Burling, another outstanding innkeeper. Burling was only 20 years old when his father died, and he ran the hotel until its demise. In the 1920s another much more up to date hostelry,named Panchard's, took its place. Panchard's had quite an interesting history of its own. It burned down in the 1950s. Now the corner of the intersection is occupied by a gas station, with a bowling alley and a bank occupying the grounds of what was once a vital hub of excitement and activity. Only an historical marker indicates to passersby that this was once THE place to be on the south shore of Long Island.

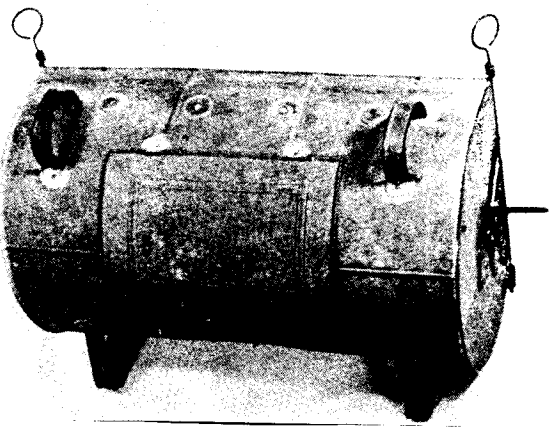
THE DUTCH NEXT DOOR

By Lee Myles

Having received no over-ripe henfruit across the footlights as a result of my toe-in-the-water piece, "Melting Pot" I am emboldened to try another small essay on the Dutch contributions to the cultures of the English and American peoples. Some of those contributions doubtless were made along the borders of New Netherland and the abutting English colonies. Others came by different routes.

There are two contrivances that many English-speaking people today call "Dutch ovens" as their ancestors did before them. In most commentaries that I have read about one or the other, the reason they are termed Dutch is not clearly understood. One of them, which is also called a bake-kettle - and a wide variety of other names - is, in its classic form, a three-legged iron pot with a recessed lid. It is used on the hearth for such purposes as baking bread or meat. The bake-kettle straddles a small heap of embers. On its recessed lid more embers are heaped. Between the two heats an effective baking job is accomplished.

The second Dutch oven is a reflector oven. Basically, it is a plate of tinned sheet iron bent into a semi-cylindrical box. It is equipped with either a spit or a shelf to hold the comestible to be cooked. The oven is placed in front of the fire with the open side facing the blaze. In front, the heat of the fire reaches the food directly, behind the reflection.



The earliest date I can find cited in American dictionaries for the Dutch oven bake-kettle is 1780. The first citation of the term to describe a reflector oven is c.1849. However, Jeanette Lasonsky, author of *To Cut, Piece and Solder* which deals with the work of the tinsmith, found mention of the reflector oven under the name "tin kitchen" some nine years earlier. That's only a start. A Massachusetts man named Whitney described one seen in 1795 in Hartford, Connecticut. Even earlier, an advertisement of 1781 called the device a Dutch Oven.

Linda Campbell Franklin, creator of two fine and widely sold descriptive inventories of kitchen gear, wondered why the ovens were called Dutch. She offered the speculation that Dutch ovens were termed Dutch because she thought, "the word 'Dutch' is sometimes used to indicate that something is a substitute for something else". It is hard to agree with her in this case, especially as she offers the expressions "Dutch gold", "Dutch treat" and "Dutch wife" in support of her theory. In none of these phrases does the term "Dutch" mean a substitute. But the opinion is worth citing because it is one of many comments about Dutch ovens that illustrate how confused those who have tried to explain the term can get.

Mary Earle Gould, an author, one of whose provinces was the appurtenances of the American home said "the name Dutch oven had erroneously been given to ... the tin roasting kitchen." But she did report correctly that the tin kitchen had been invented by 1790 and that some sources give a date as early as 1729.

The English journalist Henry Mayhew wrote in his *London Labour and the London Poor* that reflector ovens, called Dutch ovens in London, were going out of date in 1850. They had been the most profitable tin article in the street trade. The Netherlands are just across the English Channel where it widens into the North Sea. Perhaps the English called them Dutch ovens because they were originally made by Dutch tinsmiths. The Dutch tinworker, called "blikslager" - equivalent to our tin knocker, was active well before the middle of the 17th century and perhaps much earlier. It can be conjectured that they made Dutch reflector ovens and exported them across the channel to John Bull along with a flood of other goods not available in England. English producers caught on fast and doubtless began to make reflectors. But conjecture isn't enough. There has to be something reasonably persuasive to help us believe that Dutch

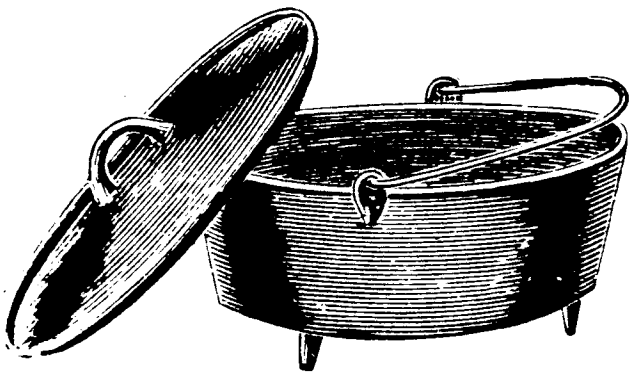


Illustration from an 1895 Montgomery Ward catalog

really means Dutch, that the contrivances came from the Netherlands. If that isn't to be found, then we can't contradict the opinion of Winfred Blevin who compiled the *Dictionary of the American West* in which she said that the three-legged Dutch oven was named for either the Pennsylvania Dutch or the Dutch peddler.

A different story to explain why the bake-kettle has been called "Dutch" had a good deal of currency some years back. It was said that the Pilgrims had been introduced to them during their stay in Leyden and recognizing their usefulness brought some to Massachusetts, on the *Mayflower*. The claim that they named them Dutch ovens is wonderfully romantic but there isn't a shred of evidence. I don't find it difficult to accept as long as we alter it a bit. Try this. English folk, not necessarily the Pilgrims, saw and perhaps used bake-kettles in Holland. The contrivance was new to them and they named them for what they thought was probably the country of origin. Over here, the three legged baker was particularly useful to settlers without conveniences and the name and the vessel became common.

But what about the reflector oven? I think we can consider a similar scenario. English folk, probably somewhat later than those who brought the bake-kettle here, saw the tin kitchen in Holland and recognizing it as a technological advance in the methods of baking and roasting, encouraged the exportation of the device to England from whence it later traveled with emigrating English tinsmiths to the colonies.

Of course, this all hinges on whether the Dutch ever had either of the contrivances. There is no proof of our scenarios, but there is proof the Dutch had both Dutch ovens before any of the re-

continued on p. 19

RIDING ROUGH-SHOD OVER TEDDY'S HEAD

By Henry Clark

Oyster Bay readers of *The American Phrenological Journal* would have been pleased with the December, 1898 issue of that publication. On page 171 appeared a phrenological assessment of a local boy who had recently made good by becoming the governor of New York. Said the phrenologist of Theodore Roosevelt: "No one can examine the broad and well-marked perceptive intellect that he possesses without recognizing in him a man of peculiar sterling qualities."

By the time TR became governor, he had already been a candidate for mayor of New York City, served as that same city's Police Commissioner, and been Assistant Secretary of the Navy. For a phrenologist to have recognized in 1898 that he was "a man of peculiar sterling qualities," has to rank high among the definitive proofs of the uncanny perceptiveness of phrenology.

The word phrenology is a composite of the Greek word *phrenos*, meaning mind, and *logos*, meaning discourse or study. Studying the mind. Examining the mind. Quite baldly put, a phrenologist reads the bumps on people's heads. From the shape of one's skull, from the contours of one's cranium, a phrenologist can delve into the innermost secrets of one's personality. Or so the phrenologists claim.

By the time the phrenological assessment of Teddy Roosevelt appeared in the 1898 *Phrenological Journal,* the magazine was in its 60th year of publication and the science of phrenology had just celebrated its centennial. The first lectures on phrenology were delivered in 1796 in Vienna, Austria, by a physician, Franz Joseph Gall. Dr. Gall at first called his science "cranioscopy." Gall argued that certain parts of the brain controlled specific human attributes (emotions, abilities, motor functions,) and when these parts of the brain were well-developed, they were large enough to affect the shape of the adjacent skull. A trained examiner who knew what to look for on a subject's head could, from a slight swelling above the ears, a faint concavity at the top of the skull, or a bump in the center of the forehead, determine if the subject were prone to anger, respected authority, or had a good memory.

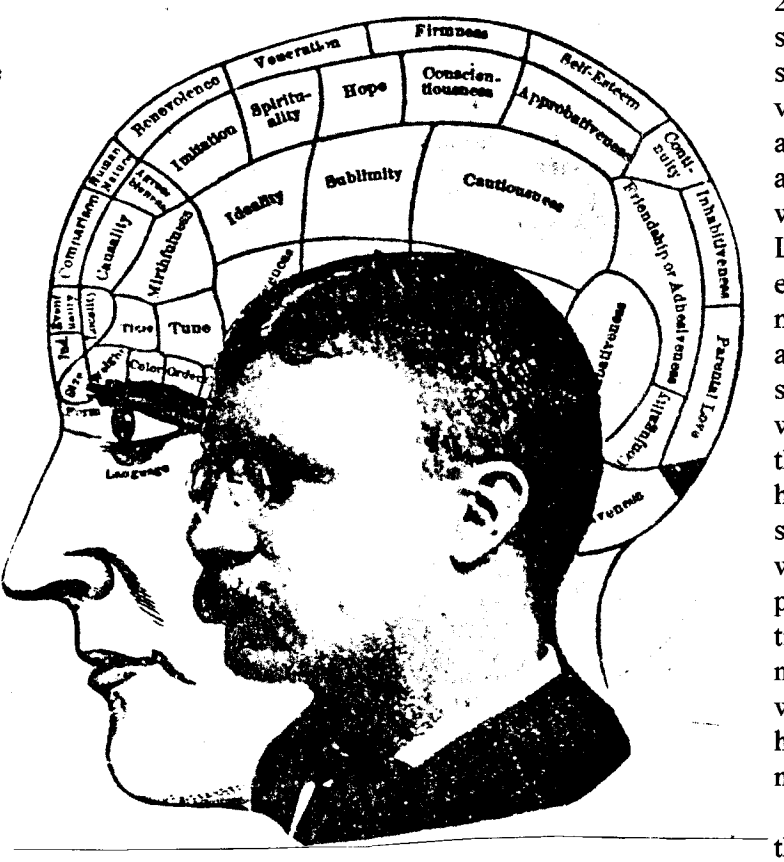


Illustration of NYC Police Commissioner Theodore Roosevelt from ***The American Phrenological Journal***

There were, according to Gall, 26 regions on the surface of the skull which revealed things about the personality contained within that skull. Later researchers expanded that number to 35, and still later researchers to 43, with some of those 43 areas having smaller subdivisions within, an example of specialization that, in the modern world, would no doubt have been called microphrenology.

102 years after the development of phrenology, the *Phrenological Journal* could say of TR: "Had he a low flat head, with power only in the basilar region, as we have seen in some energetic men, he would be short of that charm of address, that grandeur of character which can work for noble purposes, and that can risk life and everything else for a principle; but having that superior height of head, he is able to link the elements of devotion to moral

and practical reforms in such a way as to win respect wherever he works."

The phrenologist assessing TR was the editor of the *Phrenological Journal* and herself part of a family dynasty that was to phrenology what the Roosevelt family was to American politics. Jessie Allen Fowler, 42 years old in 1898, was the daughter of Lorenzo Fowler. Lorenzo Fowler and his older brother, Orson, were the greatest popularizers of phrenology on this side of the Atlantic.

Orson Fowler had learned phrenology while studying to be a minister at Amherst College in the early 1830s. At that time New England was all abuzz with talk of the new science. In 1832 Johann Kaspar Spurzheim, a student of Franz Joseph Gall, had come to America to begin a two year lecture tour. He had gotten as far as Harvard when he died on November 10, 1832. (His body was buried in Mount Auburn cemetery but Harvard, which was already developing a reputation for getting the most out of its guest lecturers, kept his brain.)

Inspired by Spurzheim's lectures, Orson Fowler interested his brother Lorenzo in phrenology and together, in 1835, they opened New York City's first phrenological office. Their sister Charlotte and her husband Samuel Wells soon joined them to form the firm of Fowler & Wells. The company, in addition to charging from one to three dollars for reading the character of a head, produced phrenological charts, busts, books and *The American Phrenological Journal*. In 1856, Lorenzo Fowler's marriage to Lydia Folger produced Jessie Allen Fowler.

Jessie would take over the family business completely upon the death of her Aunt Charlotte in 1901, having served as a practicing phrenologist from her teen years onward. In 1904, six years after her first *Journal* article about TR, Jessie would produce a second, longer piece appraising the shape of the head of the man who had just been elected to the presidency of the United States.

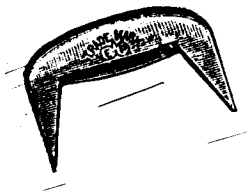
And just when, in Teddy Roosevelt's busy schedule, did he find the time to have Jessie Fowler read the bumps on his head? The great thing about late nineteenth-century phrenology was, that a subject could be analyzed *in absentia*. Jessie was perfectly capable of working from photographs, of which, in Teddy's case, there was an abundance. At no point in her article does she even imply she has ever met Teddy in the flesh!

Ed. Note: We thank Mr. Clark for an engaging look at this 19th century "science". For those interested in seeing one of the few remaining working phrenologists, (and I use the term "working" loosely) visit Old Bethpage village restoration to see Mr. Clark in action.

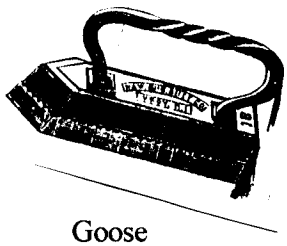
TEST YOUR KNOWLEDGE

Answers to "A Bestiary" on p. 14

1. Seal, a device to impress an emblem on a blob of sealing wax.
2. Goose, a tailor's pressing iron.
3. Donkey, a marquetry worker's one-unit bench, clamp and saw.
4. Spider, a three-legged skillet.
5. Snake, a long, flexible tool to remove obstructions in plumbing.
6. Crow, a metal bar used as a pry.
7. Fly, a horse-drawn vehicle.
8. Cock, a faucet inserted in the tap-hole of a cask.
9. Dog, a stop to hold a board for planing.
10. Monkey, the "hammer-head" of a pile-driver.
11. Hound, one of the supports for a wagon tongue.
12. Worm, a spiral tube used in condensing spirits.
13. Bee, a hoop of metal at the end of a bowsprit.
14. Horse, a trestle to support work to be sawn.
15. Crane, a swinging support to hold a kettle etc. over a fire.
16. Ram, a beak at a warship's prow to pierce another's hull.



Dog



Goose

Crow

AUNT EEEK

Olde Things: Advice on the Care & Feeding of Antiques

Dear Aunt Eeek,

We have a wagon wheel in our front yard which is rotting away. We purchased the wheel 10 years ago at an auction for $5.00 and it has leaned on our oak tree since then. We would like to know what we can do to save it before it completely falls apart. It is made of wood with a steel rim and hub. The steel is rusting and the wood is fragile to touch. Is there anything we can do to save it or have we lost our friend?

Mary Schmidt

Dear Ms Schmidt,

The bad news is that soon you will almost certainly not have a wheel in your yard to look at. The good news is that you will have an iron hoop to roll down the street with a stick.

Seriously, from what you have told us in your letter, the wheel sounds as though it has gone beyond the point of practical conservation. The prognosis for any wooden wheel left in the weather is poor unless it is aggressively treated in advance and steadfastly maintained throughout it's life.

The wheelwright who built your wheel and the traveler who purchased it knew that water would invade it and changing temperatures would swell and crack it if it were not kept protected. Dry rot, which is a condition caused by a fungus living in the moisture laden wood cells, has decayed the hard woods which make up the components of your wheel and the moisture and elements in the atmosphere have oxidized (rusted) the iron tire and hub.

Under the best normal use conditions, which when the wheel was new, might be regular treatments of linseed oil and turpentine or applications of weather resistant paint, the wheel had a relatively short natural useful life and found itself at the wheelwright for repairs to it's felloes, spokes and hub, and at the blacksmith for repair or replacement of its iron tire after not too many miles of service. Today we have sophisticated wood surface treatments developed for marine applications which seal the entire surface and effectively provide a barrier to moisture.

Okay, here is our advice. If you are a dedicated woodworker and you cannot bear to abandon your friend, the wheel, you can reconstruct out of the new, the image of the old and treat it prior to exposure to the elements. You could bring the carcass to a practicing wheelwright for reconstruction. You can expect to pay him (or her) a very reasonable fee as these specialists are devoted to their craft and offer their services to individuals who still travel by horsecart or carriage. I am happy to make a recommendation should you opt for this route.

If your wheel had a verified provenance of spinning off of Washington's carriage on a sharp turn due to faulty hub box construction by a local craftperson you would employ the most sophisticated conservation science and save its original fabric. We know by your description that this wheel was not a wheel in Washington's life, nor does it carry any other special history, so we will not offer these options now. Or you could buy another one at auction and bury your old friend in the back yard.

THE GATHERING PLACE

continued from p.16

cords so far found in England or America.

In the Museum of Fine Arts in Boston, there is an oil painting entitled *Kitchen Interior.* The painter was a Dutchman, Emanuel de Witte, who was born in 1617. On the kitchen mantelpiece is to be found "E. de Witte: 166?" The painting shows, not one, but both forms that we call Dutch ovens existing in Holland in the 1660's. On the hearth before the fire is the reflector oven or tin kitchen form. It is quite similar to the one illustrated. Hanging from a chain in the fire place is the bake-kettle form being used for some non-baking, cooking task like making a stew.

The picture, in fact, illustrated the retirement of the older, simpler form and its replacement by a superior bit of technology, although this may not have been the artist's intention. While the bake-kettle may have been largely supplanted in Dutch kitchens, it doubtless hung on there in limited

continued on p.20

MARK YOUR CALENDAR FOR THESE UPCOMING EVENTS!

OCTOBER
Sun., Oct. 27, 11a.m.-3p.m.
SECOND ANNUAL
ANTIQUE AUTO SHOW

Join us at the Earle-Wightman House for a nostalgic look at automobiles from the past during the "Day By The Bay" Antique Auto Show.

Over fifty antique autos of pre-World War II vintage will be featured in a show that will be sure to bring back memories!

NOVEMBER
Sun., November 3, 1-4p.m.
THIRD ANNUAL
REVOLUTIONARY WAR
ENCAMPMENT

Enlist at the Society's headquarters, the Earle-Wightman House on Summit Street, for an afternoon of 18th century martial music, drills, camp life, and musketry demonstrations. See authentically dressed soldiers and civilians explain the role of the soldier during the Revolution.

DECEMBER
Sat., December 14, 4-6p.m.
FOURTH ANNUAL
CANDLELIGHT EVENING

Be part of an old-fashioned, candlelit, holiday celebration at the Earle-Wightman House, which will be decorated in period fashion. Refreshments and music will provide the right mood to ring in the holidays.

See old friends and make new ones at this annual party for the Society's members.

THE GATHERING PLACE
continued from p. 19
use as it has here. Here and in Holland the reflector oven had a fairly short kitchen life for it was to be replaced by a kitchen range. Here it probably did not have wide employment until there were adequate numbers of American tinsmiths to make and market it. By 1850, kitchen stoves were replacing fire place cooking at a fast rate. Nonetheless, both Dutch ovens can still be found today in camp supply stores. Bake-kettles did not leave the kitchen for its legs were amputated and it was retained for stovetop pot-roasting.

Letters to the Editor
continued from p.7
this kind of transaction occurred in Oyster Bay and hope Mr. Reichman and *The Freeholder* can tell me.

Elgin Drawly

THE OYSTER BAY HISTORICAL SOCIETY
20 SUMMIT STREET P.O. BOX 297
OYSTER BAY, N.Y. 11771-0297

NON-PROFIT
ORGANIZATION
U.S. POSTAGE
PAID
OYSTER BAY, NY 11771
PERMIT NO. 14