

PUTNAM HISTORY MUSEUM'S

Garrison's Landing History Crawl

PUTNAMHISTORYMUSEUM.ORG

*Funded in part by the Maurice D. Hinchey Hudson River Valley
National Heritage Area*

WELCOME
TO PHM'S
**GARRISON'S
LANDING**
HISTORY
CRAWL

Welcome to the Putnam History Museum's History Crawl through Garrison's Landing, including a hike to Arden Point. The Crawl begins at the Garrison's Landing gazebo on the waterfront and winds its way throughout the Landing and along the Arden Point trail to many historic sites and picturesque views.

Throughout the booklet you will find: a brief history of the stop or location, related artifacts or images from the Putnam History Museum Collection, and several questions and prompts to encourage you to think creatively about the history and artifacts. Have fun with your answers!

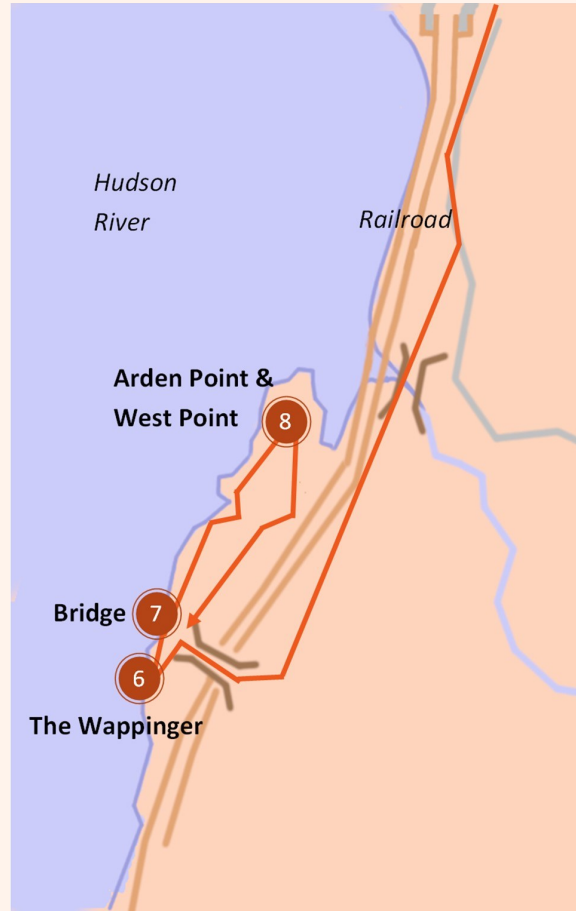
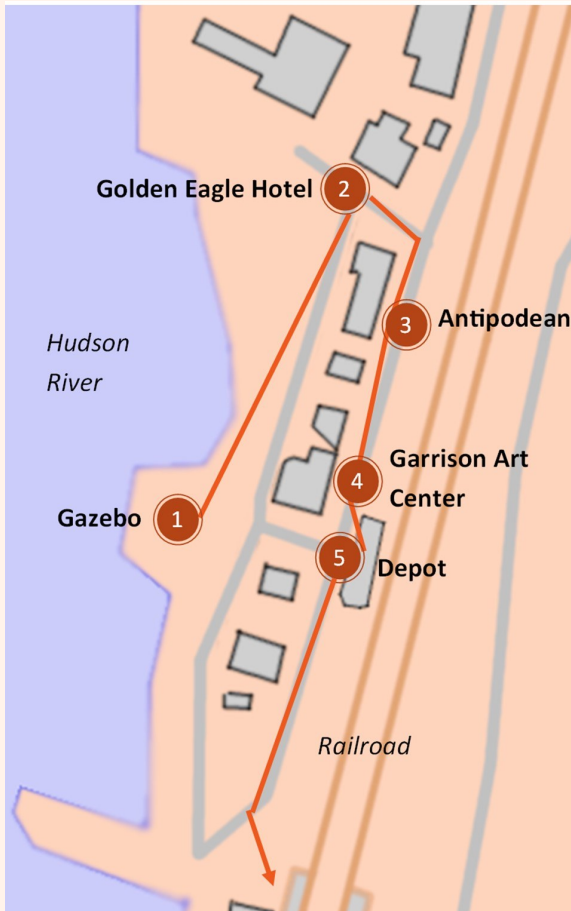
Setting the Stage

Located between the Hudson River and the Metro-North Railroad, Garrison's Landing has shaped, and in turn been shaped by, the evolution of transportation in the Hudson Highlands.

This history crawl will take you from Garrison's Landing to Arden Point. Along the way you will learn about the area's Native American history, historic architecture of Garrison's Landing and its preservation, the Hudson River Railroad, and how Arden Point got its name. Finally, on the point itself, you will see the Bear Mountain Bridge (opened 1924) in the distance, a construction project that permanently altered Garrison's Landing's role as a local hub of transportation. A little more than 40 years later, the filming of *Hello, Dolly!* in Garrison's Landing had a similarly transformative effect on the area.

You will find several questions/prompts at each stop in the booklet.

- There are select answers on the back page, as well as space for notes or drawings.
- Participation (not accuracy) is key here! Complete the booklet as you walk the tour and have fun!



GARRISON'S LANDING

ARDEN POINT

(Not to scale)

More specific directions will be provided at each stop to help lead you to the next location on the Crawl.

****Please note: Some Crawl stops are located on private property. Please proceed quietly and courteously.***

****Unless otherwise noted, all images and artifacts are from the PHM Historic Collection.***

MAP KEY

④ CRAWL STOPS

— MAIN ROUTE

GARRISON'S LANDING GAZEBO

STOP 1

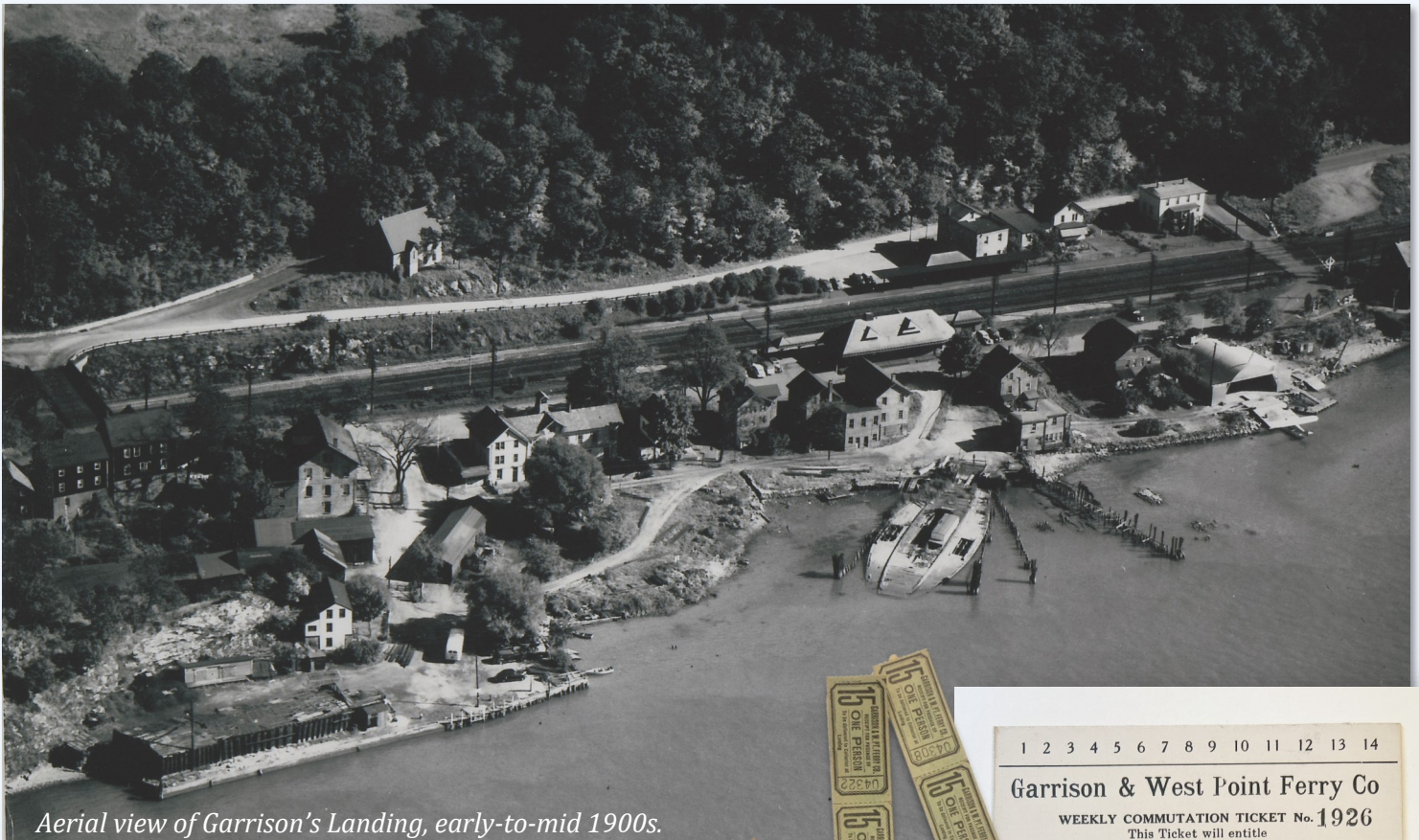
Before automobiles or trains, travelers used ferries to navigate the Hudson River. With West Point directly across the river, this section of Philipstown was a prime location for a ferry port. Originally called "Nelson's Landing," the land was first referred to as Garrison's Landing on an 1818 map. The name comes from Harry Garrison, who reportedly settled in Philipstown in 1786. In 1821, he founded the Garrison West Point Ferry Company, the first chartered ferry in New York State. The ferries ran between the Landing, West Point, and Highland Falls. The earliest boats were flat-bottom scows. They were powered by horses walking on a treadmill on deck which turned paddle wheels to propel the boat.

Steam-powered vessels would later replace the flat-bottom scows. The *West Point* (circa 1854), the *Highlander* (1878), and the *Garrison* (1919) serviced the route between here and West Point. From 1878 on, the boats docked at slips located where the gazebo now stands. A slip is like a parking space for a boat, with the dock surrounding it on three sides. Demand was up for the ferries, as the train had reached Garrison in the 1850s and greatly increased the number of visitors. Many prominent historical figures used these ferries to reach West Point, including Abraham Lincoln, Ulysses S. Grant, the Prince of Wales, and the Queen of Romania.

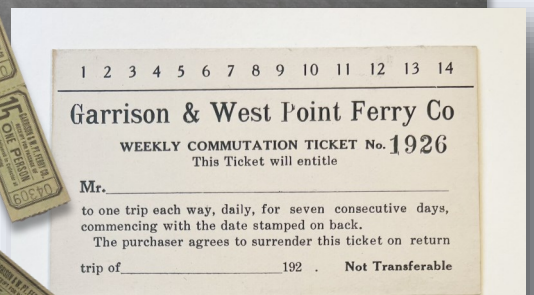
The local ferries shared the river with steamboats running between New York City and Albany. By the 1850s, nearly 150 steamboats traveled the Hudson. This number includes the *Mary Powell*, which many consider the most famous Hudson River steamboat. The *Mary Powell* went into service in 1862 and ran until 1918. It was 260 feet long and navigated the Hudson at an average speed of 25 miles per hour. The journey lasted about 9.5 hours total. Hudson Valley residents often gathered at the river's edge to watch the *Mary Powell* pass.

Steamboat touring was as much a leisure activity as it was a means of transportation. Boats often featured shaded decks, saloons, and live music. They offered New Yorkers a low-cost option for exploring the Hudson Highlands. Steamboats did, however, have some drawbacks, including safety issues (they were prone to explosions) and travel limitations. Their routes were limited to the Hudson River, meaning steamboats could not reach more distant destinations such as the Adirondack Mountains. More significantly, steamboats could not run during long stretches of the winter. According to a report from the Garrison West Point Ferry Company, between 1914 and 1923 the Hudson River was frozen for an average of 45 days per year. In 1920, ice covered the river for an astonishing 91 days. By 1927, the US Coast Guard began breaking up the ice to allow for year-round water transportation.

Transportation changed dramatically with the popularity of a new invention: the automobile. The Bear Mountain Bridge opened in 1924 to accommodate this growing form of accessible transportation and travel. Demand for ferry service fell, and the *Highlander* and the *Garrison* were sunk in their slips in 1926 and 1928 respectively. During low tide you can still see remains of the *Garrison*, while much of its metal was scavenged during war-time.



Aerial view of Garrison's Landing, early-to-mid 1900s.



Questions:

- Examine the aerial view of Garrison's Landing. Can you spot the *Garrison* in the photo and in-person?
- If you captained a ferry, what would you name it?
- Examine the historic Garrison & West Point Ferry tickets to the right. Who was permitted to use these tickets?



Above (Right): 1920s Garrison & West Point Ferry Co. Tickets

DIRECTIONS TO NEXT STOP

Follow the river north until you come face-to-face with a brick building with a tiered porch. This is your next stop.

GOLDEN EAGLE HOTEL

STOP 2 IS PRIVATE PROPERTY, PLEASE PROCEED COURTEOUSLY

While facing the river, look to the end of this block, slightly to the right. Near the river is the former dock house, parts of which may date back to 1787. It was the home of Colonel Taylor Belcher, a descendent of Harry Garrison. Col. Belcher ran the Garrison West Point Ferry Company and was president of the Garrison Oil and Coal Company.

Now, turn about 90 degrees from the river, and see a large three-story brick building before you. This building dates back to at least 1845 when it housed the Golden Eagle Hotel. It had other names over the years including the First National Hotel & Store and the Garrison Long Bar Grill. The hotel operated as both a workmen's boarding house and a resort hotel. It served as a local polling place for many years and had a bar on the bottom floor, which continued to secretly serve customers during Prohibition. The bartender reportedly disposed of empty bottles in holes cut through the river ice. The building was briefly transformed into Vandergelder's store for the movie *Hello, Dolly!* in 1968.

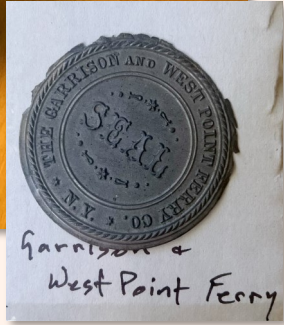


Golden Eagle Hotel Building transformed into Vandergelder's for the filming of Hello, Dolly!

In the summer of 1968, the filming of *Hello, Dolly!* transformed Garrison into 1890s Yonkers. Featuring Barbra Streisand and Walter Matthau, *Hello, Dolly!* told the story of Dolly Levi, a matchmaker who traveled to Yonkers to find a wife for Horace Vandergelder. The film employed several hundred workers on this construction project: they painted the road to look like red brick and renovated more than a dozen buildings. This included the stone Train Depot which had three large towers added to its roof.

Trains continued to operate during filming, and a shed was built about 100 yards from the station to ensure the cameras wouldn't accidentally show a 1960s car in the film. The Yonkers station signs caused mass confusion among riders passing through the stop.

The Garrison's Landing Association and Garrison Station Plaza helped oversee these renovations. They also decided what would stay when the film crew left. The project was a boon for the local economy, and an estimated \$500,000 dollars were spent on the housing, set, and living expenses connected to the one month shoot. Residents served as extras, rented their homes to the actors, and more.



Garrison and West Point Ferry Ticket Stamper and Seal. Donated to the PHM by descendants of Col. Taylor Belcher.



Dock/Ferry House & Golden Eagle Hotel/Garrison Hotel, c. 1892.



Vintage Postcards of the Golden Eagle Hotel/Garrison Long Bar Grill. Mark Forlow Postcard Collection.

Questions:

- What were some of the transformations that *Hello, Dolly!* brought to Garrison’s Landing?
- If you were going to film a movie in Garrison’s Landing, what would it be about?
- Examine the Garrison and West Point Ferry Stamper and Seal. Now design your own seal using the notes/sketch section in the back of this booklet.

DIRECTIONS TO NEXT STOP

Walking toward the road now and away from the river, head towards the railroad tracks and begin walking south on the sidewalk. Walk down the sidewalk until you come to the building labeled Antipodean on your right side. This is your next stop.

ANTIPODEAN

STOP 3



The interior of the Garrison Reading Room, early 1900s. Today, the Antipodean Books, Maps, & Prints store retains the historic beauty of this reading room.

This wood frame building has served many purposes over the years. It was originally the Garrison's Landing Train Station from after the Civil War until 1892. The Hudson River Railroad had reached Garrison in 1849 – almost 20 years after the West Point Foundry, based out of New York City and Cold Spring, built the first American-made passenger locomotive in 1831. This station was replaced by the stone train depot and moved across the street to its present location.

From 1892 until 1942, the building housed the Garrison Reading Room which served as a library for the community. This was funded by the Osborn family, who lived in Castle Rock, a large home on the mountain to the east, which looks like a castle. In 1904 local boys used a part of the building as a recreation club, complete with a pool table and weightlifting equipment. This building also housed the Garrison Volunteer Fire Company for a period of time, as well as many small businesses. One of the last commercial Hudson Valley shad fisherman, Dave White, used the lower level as a place to prepare fish.

The building is currently occupied by Antipodean Books, Maps, & Prints. The Ferry Company built the two-story cottage next door in 1848 as employee housing.

Fun fact: The word “antipodean” means relating to Australia or New Zealand. In geography, the antipode of any spot on Earth is the point on Earth's surface diametrically opposite to it.

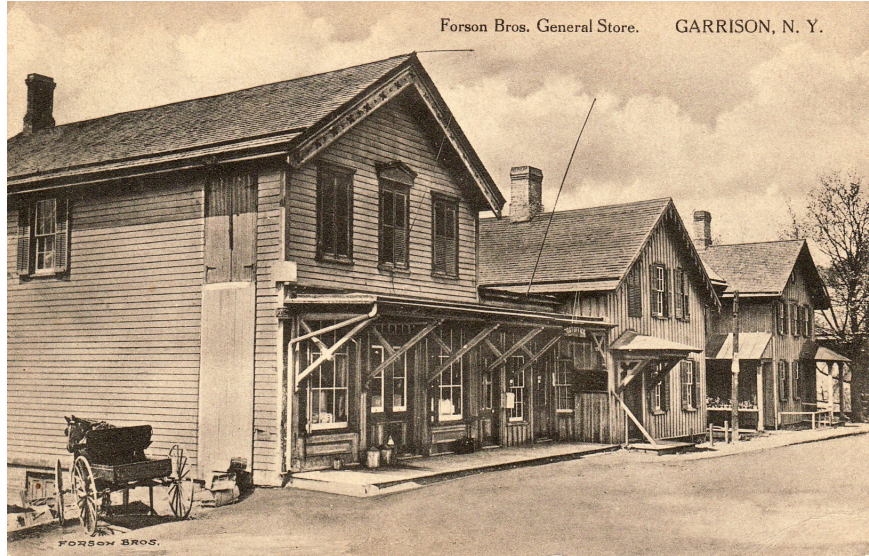


DIRECTIONS TO NEXT STOP

Continue following the sidewalk south until you come to the Garrison Art Center on your right. This is your next stop.

FORSON'S GENERAL STORE/GARRISON ART CENTER

STOP 4



Similar to other buildings in Garrison's Landing, the Garrison Art Center is located in a preserved 19th century structure. This building served as a general store from 1859 to 1963.

It was initially run by descendants of Harry Garrison until brothers John and James Forson purchased it in 1898. They ran the business for an astonishing 55 years. Forson's General Store

sold everything from kerosene lamps to food goods and ice. The one-story section of the building was a post office from at least 1863 until 1964.

Garrison's Landing looks the way it does today because of conservation efforts made by citizens in the 1950s and 60s who wanted to retain the area's 'old time flavor and charm.' The charge was led by Toby Garrison Belcher, who had recently returned to Garrison's Landing from his appointments as Ambassador to Cyprus and Peru, and well-known local preservationist Ben Frazier (Frazier is also noted for saving Boscobel in the 1960s).

This process started in 1958 when work began on the park we were in earlier. It was built as a memorial to philanthropist and conservationist William Church Osborn, a longtime resident of the area and president of the Hudson River Conservation Society. The park was constructed by filling in the coast where the old ferry slips and their wreckage stood. A marina project was added to the park, which is now leased by the Garrison Yacht Club. A plan was also made to purchase the railroad station and plaza from the NY Central Railroad.

Walker Cain, Bayard Forster, Steve Blodgett and others formed the Garrison Landing Association to purchase the Depot building. Soon the William Church Osborn Marina and Park merged with the Garrison's Landing Association. Members of the association formed a real estate company called Garrison Station Plaza Inc. and bought buildings along the waterfront to preserve them. The Garrison's Landing Historic District was added to the National Register of Historic Places in 1982.

DIRECTIONS TO NEXT STOP

Turn away from the river, towards the train tracks. Carefully cross the street to come to the Depot. This is your next stop.

THE DEPOT

STOP 5



The popularity of steamboats is one reason for the late arrival of the railroad in Garrison's Landing. In the 1840s and 1850s, trains traveled at the same speed as steamboats. There was concern that the rail line would not be able to match the low cost of steamboat travel. However, many prominent figures in the railroad industry lived in Garrison. This group included J. M. Toucey, Superintendent of the NY Central and Hudson River

Railroad, Samuel Sloan, President of the Delaware, Lackawanna, and Western Railroad, and Stuyvesant Fish, President of the Illinois Central Railroad. Their influence played a large part in the creation of the Hudson River Railroad and the elegant architecture of the station.

This depot was built in 1892 and designed by architect and Philipstown resident, William H. LaDue. He designed several other local train depots including Cold Spring's original depot and Bronxville Station. The building is made of granite with high ceilings and a curved southern end. It served as a train depot until the early 1960s, when it became the Philipstown Depot Theater.

Trains continued to stop here until Metro-North built the current station in the 1990s. The wide overhang from the roof remained in use for years by commuters seeking shelter before their train arrived.



The Depot as it was transformed during the filming of Hello, Dolly!

The Garrison's Landing

Association purchased the property for \$3,000 dollars, and the depot became a theater. It now houses the Philipstown Depot Theater, which hosts a variety of exhibitions, plays, and musical productions every year.



Postcard of Garrison Depot. Mark Forlow Postcard Collection.



Postcard of Cold Spring Depot. Mark Forlow Postcard Collection.

1867. Hudson River Railroad Time-Table. No. 73.																	
TRAINS GOING NORTH.																	
LEAVE	1	2	3	4	5	6	7	8	9	10	11	12	*13	14	15	16	17
	Albany, P. York and P. Pass.	Sing Sing Special	Chicago Express	Po'keepsie Mail	Cincinnati Mail	Po'keepsie Way Fct.	Po'keepsie Special	Montreal Express	Peekskill Special	Yonkers Special	P. Westch. Spent. Al. Exp. Freight	Sing Sing Special	Buffalo Express	Pittsboro Special	Red, White & Blue Line P. Tr. Trains.	North and West Pass.	Yonkers Special
	A.M.	A.M.	A.M.	A.M.	A.M.	M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
30th Street...	7.00	8.00	8.30	10.00	12.00	2.00	8.45	4.15	4.30	5.15	5.45	6.30	6.45	7.30	11.00	11.30	
Manhattan...	7.18	8.50	9.00	10.00	12.25	2.19	8.45	4.15	4.48	5.15	5.45	6.05	6.30	7.05	11.48	11.48	
162d Street	7.22	8.54	9.00	10.00	12.30	2.23	8.45	4.15	4.52	5.37	5.45	6.10	6.30	7.09	11.52	11.52	
Fort Washington	7.26	8.58	9.00	10.00	12.35	2.27	8.45	4.15	4.56	5.44	5.45	6.14	6.30	7.13	11.56	11.56	
Inwood	7.30	9.03	9.00	10.00	12.40	2.31	8.45	4.15	5.00	5.44	5.45	6.19	6.30	7.17	12.00	12.00	
Spayten Dayvil	7.34	9.07	9.00	10.00	12.50	2.34	8.45	4.15	5.04	5.48	5.48	6.23	6.30	7.21	12.00	12.00	
Riversdale	7.39	9.12	9.00	10.00	12.55	2.39	8.45	4.15	5.09	5.52	5.52	6.29	6.30	7.26	12.03	12.03	
Mt. St. Vincent	7.42	9.16	9.00	10.00	1.00	2.43	8.45	4.15	5.13	5.58	5.58	6.32	6.30	7.29	12.03	12.03	
Yonkers	7.48	9.24	9.24	10.38	1.25	2.52	8.45	4.15	5.18	6.08	6.08	6.40	6.30	7.36	12.03	12.03	
Glenwood	7.50	9.27	9.24	10.38	1.25	2.54	8.45	4.15	5.22	6.12	6.12	6.43	6.30	7.39	12.03	12.03	
Hastings	7.59	9.35	9.35	10.38	1.36	3.03	8.45	4.15	5.08	6.14	6.14	6.52	6.30	7.47	12.03	12.03	
Dobb's Ferry	8.05	9.43	9.43	10.38	1.53	3.10	8.45	4.15	5.09	6.20	6.20	6.59	6.30	7.54	12.12	12.12	
Irvington	8.11	9.50	9.50	10.38	2.02	3.16	8.45	4.15	5.15	6.26	6.26	7.06	6.30	8.01	12.12	12.12	
Tarrytown	8.15	9.58	9.58	11.03	2.20	3.25	8.45	4.15	5.23	6.34	6.34	7.14	6.30	8.10	12.30	12.30	
Searborough	8.25	10.06	10.06	11.03	2.30	3.34	8.45	4.15	5.32	6.42	6.42	7.22	6.30	8.10	12.30	12.30	
Sing Sing	8.30	10.09	10.14	11.17	2.45	3.40	8.45	4.15	5.37	6.48	6.48	7.30	6.30	8.10	12.49	12.49	
Croton	8.30	10.22	10.22	11.17	2.55	3.49	8.45	4.15	5.44	6.55	6.55	7.30	6.30	8.10	12.49	12.49	
Cruzer	8.30	10.30	10.30	11.17	3.06	3.58	8.45	4.15	5.51	7.02	7.02	7.30	6.30	8.10	12.49	12.49	
Montrose	8.30	10.34	10.34	11.17	3.12	4.07	8.45	4.15	5.55	7.06	7.06	7.30	6.30	8.10	12.49	12.49	
Peekskill	8.30	10.41	10.47	11.43	3.40	4.37	8.45	4.15	6.05	7.16	7.16	7.30	6.30	8.10	12.49	12.49	
Ft. Montgomery	8.30	10.58	10.58	11.43	3.50	4.38	8.45	4.15	6.12	7.23	7.23	7.30	6.30	8.10	12.49	12.49	
Garrison's	8.30	11.08	11.08	12.03	4.05	4.38	8.45	4.15	6.18	7.29	7.29	7.30	6.30	8.10	12.49	12.49	
Cold Spring	8.30	11.17	11.17	12.11	4.22	4.41	8.45	4.15	6.25	7.36	7.36	7.30	6.30	8.10	12.49	12.49	
Cornwall Station	8.30	11.23	11.23	12.11	4.28	4.48	8.45	4.15	6.32	7.47	7.47	7.30	6.30	8.10	12.49	12.49	
Fishkill	8.30	11.34	11.34	12.25	5.07	4.57	8.45	4.15	6.39	7.58	7.58	7.30	6.30	8.10	12.49	12.49	
Low Point	8.30	11.42	11.42	12.25	5.17	5.04	8.45	4.15	6.46	8.05	8.05	7.30	6.30	8.10	12.49	12.49	
New Hamburg	8.30	11.51	11.51	12.39	5.37	5.18	8.45	4.15	6.53	8.18	8.18	7.30	6.30	8.10	12.49	12.49	
Milton Ferry	8.30	12.02	12.02	12.39	5.49	5.23	8.45	4.15	7.00	8.23	8.23	7.30	6.30	8.10	12.49	12.49	
Po'keepsie	7.25	10.50	12.15	1.10	6.05	5.35	8.45	4.15	7.07	8.30	8.30	7.30	6.30	8.10	12.49	12.49	

Hudson River Railroad Time-Table, Northbound, 1867.

*Be sure to check out the Philipstown Depot Theatre's upcoming performances!

Questions:

- Compare the postcards of the Garrison and Cold Spring train depots to the left. Who designed the depots? What is similar between the two buildings? What is different?
- Can you find the Garrison's stop on this 1867 HR Railroad Time-Table?

DIRECTIONS TO NEXT STOP

The next stop is about a 15-minute walk to Arden Point along a packed gravel rail trail. You can either cut through the modern train station or drive and park there instead. Take the southernmost exit out of the train station parking lot along Lower Station Road, following the signs south for Arden Point. Once you reach the sign labeled "Arden Point Hudson Highlands State Park" follow the trail. You will go over a small bridge over Arden Brook, and then a bridge over the railroad tracks. Once you are over the railroad tracks you will follow the trail to the left, proceeding clockwise around the peninsula. Once you can see the Hudson River, or at any point on the trail if you need a break, pause for your next stop.

THE WAPPINGER

STOP 6



The Hudson River Valley has been revered for its beauty since the time it was inhabited by two distinct but closely related nations – the Mohicans of the northern valley and the Lenape of the lower valley. The Lenape, or Lenni-Lenapi, translated as “the real or original people,” inhabited the shores of the Hudson Highlands and Cold Spring. The Lenape people populated the nearby Delaware River Valley first, and then expanded into this area. They spoke a Lenape dialect known as Munsee, part of the Algonquian language group that was spoken across much of North America. The local Munsee-speaking Lenape people were the Wappinger.

The Mohicans to the north gave the Hudson River its original name “Mahicanituck,” which means the river that flows both ways. They believed that the river and the ocean were constantly pushing the water back and forth making the river flow in both directions. The Hudson River

is a tidal estuary, meaning that salt water from the ocean combines with freshwater from northern tributaries. The Lenape, Mohicans, Munsee, and Wappinger of the Hudson Valley were some of the first indigenous tribes to trade with the Dutch settlers in the 1600s. Yet, like many first contact relationships of this period, the relations between the Lenape and European settlers soon deteriorated.

In 1697, Adolphus Philipse claimed the unceded Indigenous land from the outside of Philipstown all the way to the Connecticut border. The Philipse family were wealthy merchants and slave traders. He never obtained a deed, which would have needed to come from the original stewards of the land, the Wappinger. After Adolphus died, two men who married his descendants, Beverley Robinson and Robert Morris, decided to lay claim to the land once and for all. They took advantage of the fact that the Wappinger were away fighting in the French and Indian War in 1756 and began an aggressive campaign to force people who lived on the land to pay rent to them instead.

After returning from their service in the French and Indian War, the Wappinger people, led by Chief Daniel Nimham, found their hunting grounds disturbed and land stolen. They disputed the confiscation of their land in multiple court hearings between 1765 and 1767. Nimham and his attorneys rightfully argued that Robinson and Morris stole the land. Nimham even sailed to England to take their case to English officials, who told the New York governor to find a just deal for the Wappinger. The settlers who lived on the lands and paid rent petitioned for the Wappinger as well. The leases that Robinson and Morris forced the tenants to sign were more strict and costly than the arrangements they had with the Wappinger. But the Philipse family used their ties with the colonial government and the court ultimately ruled against the Wappinger. This act forced the Wappinger people from their ancestral homeland in Putnam County.

The Wappinger traveled to Stockbridge, MA, joining the Mohicans there. Today, many descendants of the Wappinger and the Mohican Nation are based in the Stockbridge-Munsee Community in Wisconsin.



A statue of Daniel Nimham located in the Town of Fishkill, New York, which was commissioned by the Town in 2021. Created by Sculptor Michael Keropian. Location: 1576 NY-52, Fishkill, NY 12524 .



Native American Stone Tools – pestle, fishing net weight, and points found throughout the Hudson Valley. Gift of Mr. George Van Tassel, March 12, 1965

Stone tools such as knives and arrowheads are made by a process called 'flint knapping'. Using a hammer stone and antlers, the stone is precisely struck at different angles in order to separate flakes from the core rock.

Fun Facts

- The Nochpeem were a Wappinger group who lived in the general area of the modern Fahnestock State Park. Nochpeem translates to "a misty place."
- Electa Quinney, a Mohican member of the Stockbridge-Munsee Community born in Oneida, NY, was one of the first teachers in the territory that would later become Wisconsin. She began the first completely free public school in the territory by 1828.

Questions:

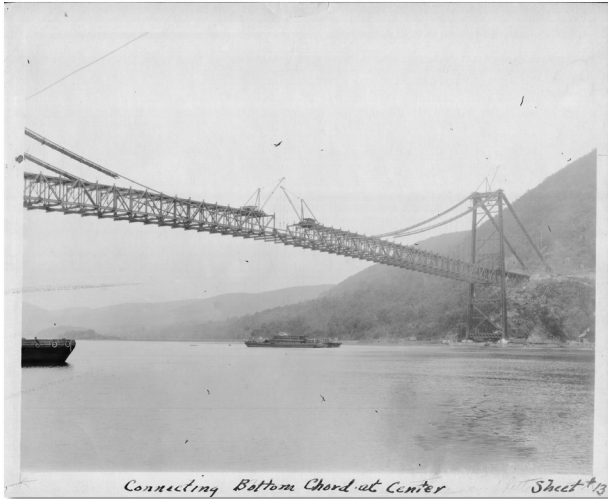
- Name the two nations who inhabited the Hudson River Valley before Europeans.
- What name did the Mohicans give to the Hudson River? What is a tidal estuary?
- What is flint knapping?
- Who is Chief Daniel Nimham and what did he do?
- Where do many of the descendants of the Wappinger live today?

DIRECTIONS TO NEXT STOP

From where you are standing, or continuing clockwise around the trail, you will come to a viewpoint where you can see the Bear Mountain Bridge to the south. This is your next stop.

BEAR MOUNTAIN BRIDGE

STOP 7



From the NYS Bridge Authority Archive.

As mentioned earlier, the Bear Mountain Bridge had a huge impact on Garrison's Landing, because it made ferries obsolete for commuter and tourist transportation. The bridge was also at the forefront of a nationwide wave of bridge building that coincided with the growth of the automobile.

The Bear Mountain Bridge was opened on November 27th, 1924. At the time the 2,275 ft long structure was the longest suspension bridge in the world and the first suspended bridge to have a concrete deck. Demand for the bridge came from the crowds of people

visiting Bear Mountain State Park, which opened in 1916. Ferries were unable to accommodate the number of passengers and automobiles looking to cross the river.

The bridge site was chosen for the rock formations on the shore that could serve as anchors in this narrow section of the river. The entire Hudson River was carved out by the movement of the Wisconsin Ice Sheet during the last Ice Age. On the rock faces you can see around the Hudson Valley, you can often see north-south scrapes that came from the glacier's movements.

The Bear Mountain Hudson River Bridge Corporation formed by the Harriman family built and funded it. The 3 year construction timeline impacted design. Builders used steel instead of the more aesthetically pleasing masonry towers used on projects like the Brooklyn Bridge.

One interesting local connection between the Bear Mountain and Brooklyn Bridges was Washington Roebling. Washington served as the chief engineer of the Brooklyn Bridge from 1870 until 1883, but after he fell ill, his wife Emily Warren Roebling of Cold Spring championed its completion. The Bear Mountain Bridge would be Washington's final project, as he oversaw the production of the bridge's cable wires. He died in 1926, shortly after the bridge opened. He is buried along with his wife in the Cold Spring Cemetery.

As construction neared completion, the public grew concerned the project would be a stain on the scenic beauty of the region. A *New York Times* editorial published several months before the bridge opened called it "an infliction of ugliness on the Hudson." But these views did not halt construction. Upon its opening, the bridge became the first vehicular river crossing between New York City and Albany. Tolls on the bridge were 80 cents for a car and driver, plus 10 cents for each extra occupant.



Bear Mountain Bridge, Barry C. and MJ Ross Hudson River Postcard Collection.



Questions:

- Do you agree or disagree with the idea that the bridge is “an infliction of ugliness”?
- How much was it to cross the Bear Mountain Bridge when it opened?
- Which family has a connection to both the Bear Mountain and Brooklyn Bridges?
- Using your best guess, how long is the Bear Mountain Bridge?



(Top) Portrait of Emily Warren Roebling by Charles-Emile-Auguste Carolus-Duran, 1896. Brooklyn Museum. (Above) Emily and Washington Roebling’s headstones in the Cold Spring Cemetery.

DIRECTIONS TO NEXT STOP

Continue clockwise around the trail until you can see West Point across the Hudson River. This is your next and final stop.

ARDEN POINT & WEST POINT

STOP 8



Front of the Arden House

As we discussed in Stop 6, Adolphus Philipse and his heirs claimed ownership of the Highlands “Philipse Patent,” from 1697 to 1779. The Philipse Patent encompassed all the land that would later become Putnam County. The Philipse Family remained loyal to the British Crown during the American Revolution, therefore their land was confiscated and sold following the Revolution, including the land that would become Arden Point.

In 1820, Richard Dean Arden purchased 70 acres in the general vicinity of the walk from the Garrison Train Station parking lot to

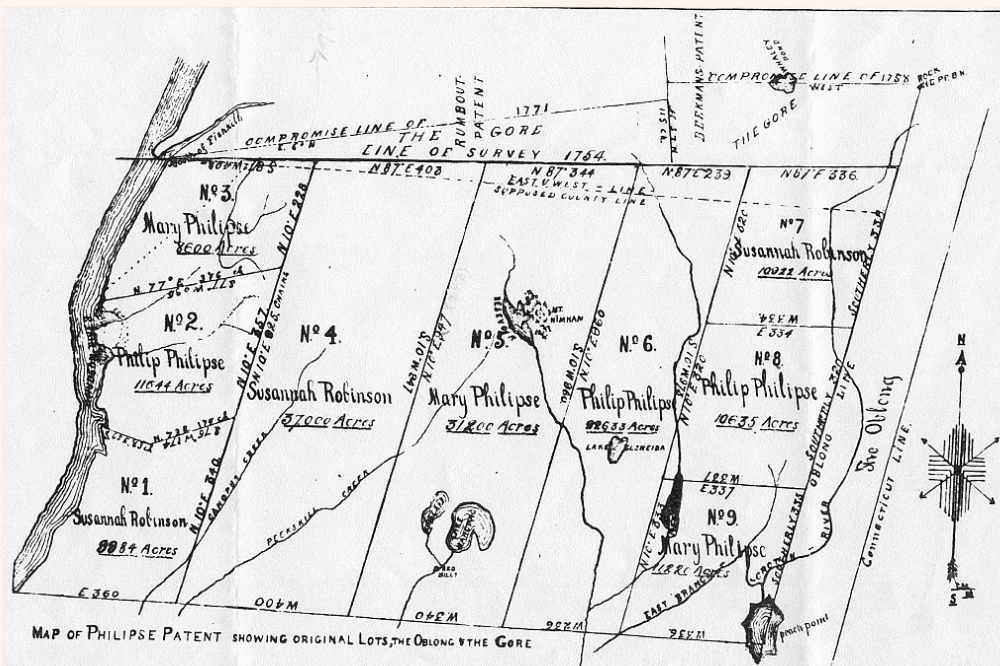
Arden Point. He built a large estate house on the property called “Ardenia.” The house was located at the current location of the Highlands Country Club house. Arden was described as a country gentleman and generous host. He cultivated the area, planting cherry trees from France that were called “Arden’s Early White Heart.”

Various accounts from the period describe the beauty of the Ardenia estate. Richard Arden’s son, Thomas B. Arden, managed the property after his father’s death. He was a West Point graduate who served in the military in 1830s. He farmed his family’s land and became president of the Putnam County Agricultural Society.

Arden’s estate house was likely demolished sometime in the 1890s. In 1899, the Ardenia Corporation bought the land. They were a group of wealthy businessmen who wanted to preserve the land for recreational purposes. The group leased the property to the Highlands Country Club, who developed it as a golf course.

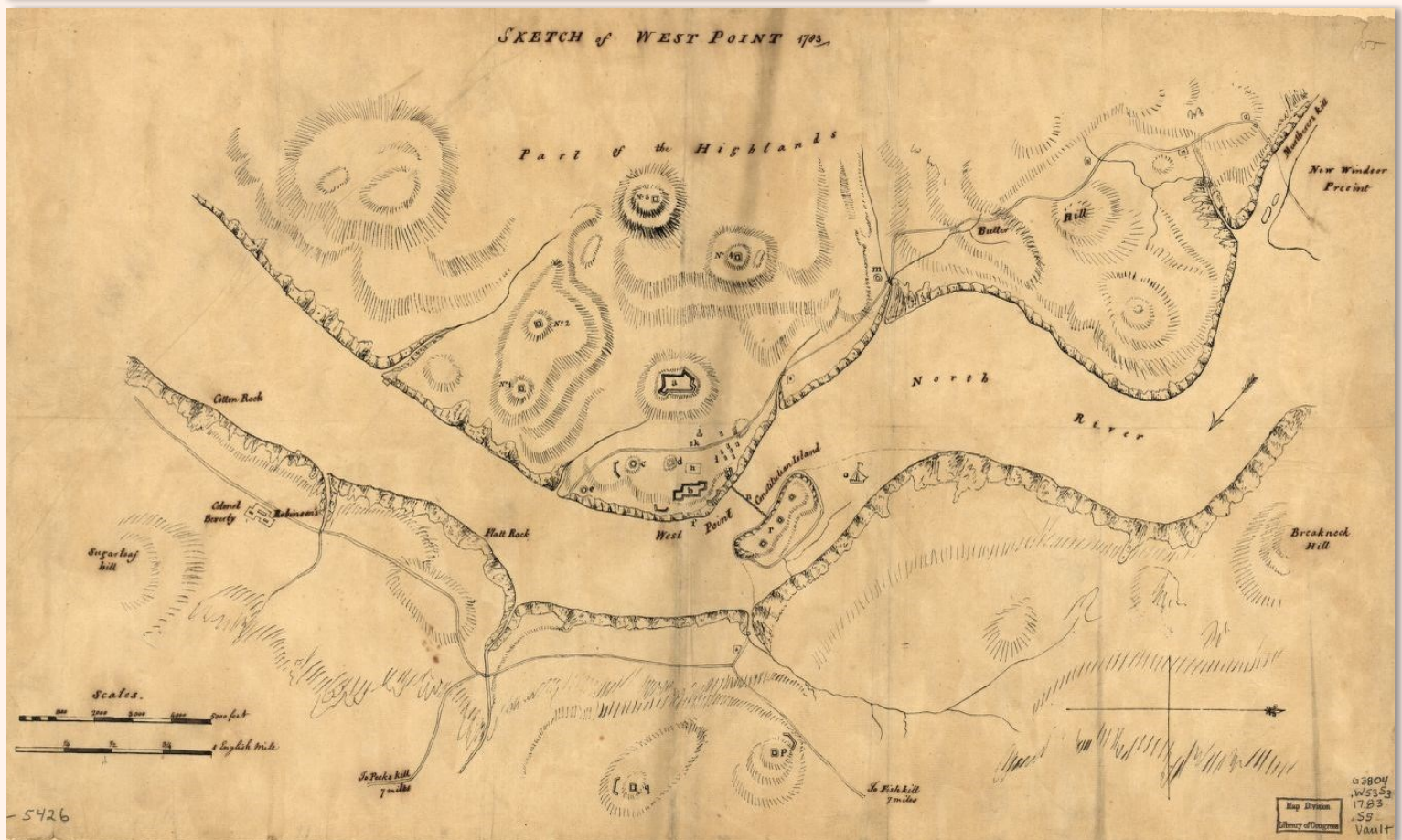
Finally, in 1986 the environmental conservation group Open Space Institute purchased the land. Along with preserving Arden Point, OSI has continued its arrangement with Highlands Country Club. This land and the structures on it were added to the National Register of Historic Places in 1992.

Across the river you will be able to see West Point. American forces have occupied West Point since 1778, and the US Military Academy was founded in 1802. George Washington considered it the most important strategic point in the colonies. He hired Polish military engineer Thaddeus Kosciuszko to design West Point’s fortifications. This project included the North and South Redoubts located in Garrison off present day Route 9D. It also included the Great Chain, a barrier made of iron links that floated on rafts across the Hudson River from West Point to Constitution Island. The Hudson is at its most narrow and winding in this area which made it easier to defend against enemy ships.



Questions

- Why was the Philipse Patent confiscated?
- When was West Point founded?
- What type of tree did Arden plant? If you named a fruit tree after yourself, what would it look like? Now sketch it on the back pages.



(Top) Map of Philipse Patent. (Above) Sketch of West Point, Created by John Hincks, 1783.

DIRECTIONS BACK TO TRAIN STATION

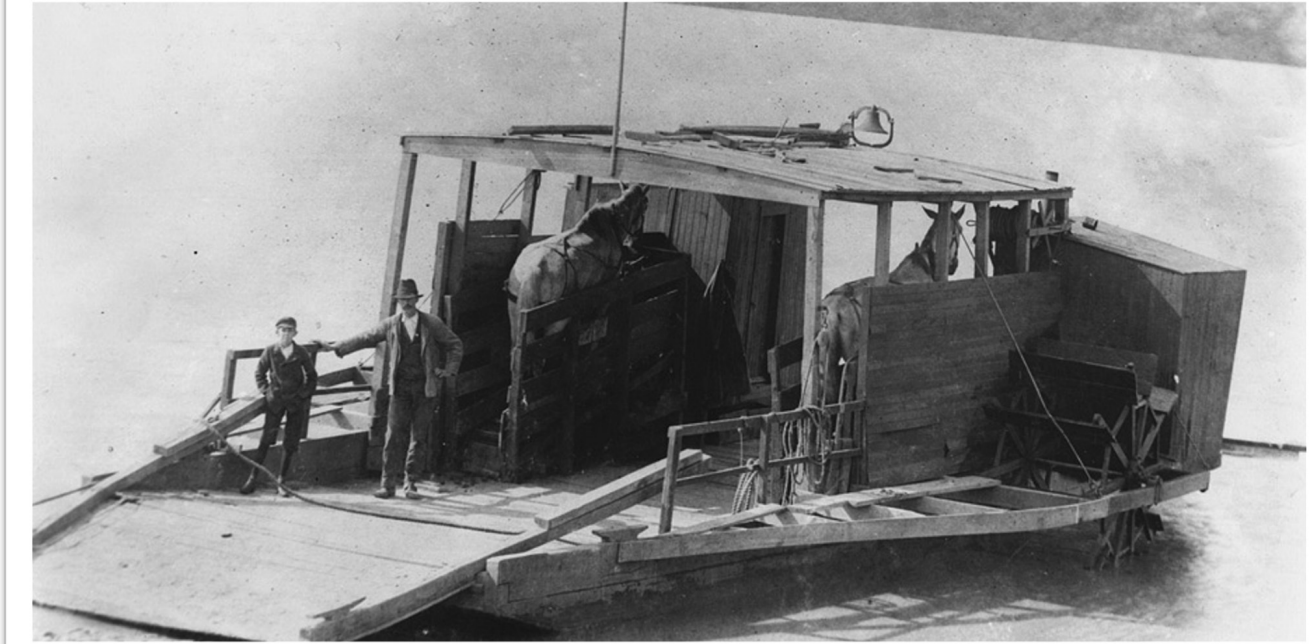
Continue on the path clockwise until you reach the bridge over the railroad. From this point you can return back to the train station and Garrison's Landing the way you came. Thank you for embarking on the Garrison's Landing History Crawl!

NOTES/SKETCH PAD



View of Garrison's Landing and West Point, Michael Kelly, 1958, oil on canvas.

NOTES/SKETCH PAD



Horse-powered flat-bottom scow, the first ferries at Garrison's Landing.

NOTES/SKETCH PAD

63 Chestnut St. Cold Spring, NY | www.putnamhistorymuseum.org | 845-265-4010



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Select Answer. Stop 7: 2254 feet, about half a mile.