

ALLENDALE'S FIRST REAL ESTATE BOOM — THE 1870s —

The decline of strawberry farming in Allendale and its neighboring towns came when farmers began to realize that their land yielded higher profits when it was sold as residential acreage and cleared for homesites.

HOME BUILDING AND NEW RESIDENTS

City folks were discovering the pleasures of northern Bergen County's serene countryside, and the determining factor in their decisions to purchase "country" land was usually the railroad, which offered them simple and speedy access to the city. Relatively comfortable traveling, too, for passenger railway cars, with their plush seats and sumptuous accommodations, far out-ranked the bumpy, jousting, and uncomfortable ride afforded by wagon or stagecoach. The railroad promoted suburban development, and often published brochures describing various neighborhoods and detailing their attractions and benefits, as well as predicting their future development. It was less expensive to live in the suburbs, and healthier, too, with its clean, fresh air and varied ways to enjoy nature. And so Allendale's commuters were born.

On March 16, 1868 Allendale farmer John A. Garrison and Dolly, his wife sold to Herman Talman and Marie, his wife, and Harvey Sherwood and Charity M., his wife, a tract of land containing 34 acres, for \$6,000. The tract included land on both sides of what was at first called Allendale Avenue (but is today's Park Avenue) from First Street to New Street. This tract was subdivided into plots, and one lot was set aside for a park — the park is today's

Memorial Park on the corner of Park Avenue and Brookside Avenue. The park property was at first intended for the use of purchasers of the building plots and houses in the development. The streets in the tract were named First Street, Second Street, Third Street, Fourth Street, Allendale Avenue (now Park Avenue), Mallinson Street (from First to Fourth Streets; the street was not cut through to Park Avenue as it is today), and Anthony Street.¹

Crews of men were employed to clear the land, and the wood from the trees they cut down was sold mainly to the Erie Railroad. The railroad used the logs to feed their wood-burning engines.

The Paterson Weekly Press on May 7, 1868 reported "A tract of woodland west of Allendale Station,



The John A. Garrison farmhouse in a photo said to date from the 1860s or 1870s. The house was the home of the Hamiltons and Berdans in the 20th century. The A&P shopping center occupies the site in 1994.

which was recently cleared has been divided into lots of which there are ninety, and which are offered for sale. The place has been named Allendale City, though the city with its avenues, streets, parks &c., as yet exists only on paper, and in the sanguine imagination of its projectors."

On August 17, 1869 the map of "90 Valuable Building Lots and Sites at Allendale, Bergen Co., N.J."

was filed at the Bergen County Courthouse in Hackensack.

The building boom at Allendale slowed temporarily after the September 24, 1869 "Black Friday" and in the Panic of 1873 as Allendale, and her neighbors, felt the effects of financial collapse and the hard times that followed.

While the 1870s brought financial crises and stalled building development, this period also saw the influx of many new seasonal and year-round residents (who often vacationed here before making the move permanent). The decade also brought the first of the wealthy summer residents who were to influence Allendale's future enormously.

O. H. P. Archer, who became Vice President of the Erie Railway Company in 1872, made Allendale his summer home as early as 1868 and he continued to summer here until his death in 1899. His influence on the growth of the community was enormous. Many Archer relatives, friends and business associates made Allendale their summer home. He purchased property along the east side of Franklin Turnpike from present day Cottage Place south to what is today Arcadia Road, and later purchased land further south on the same side of Franklin Turnpike. His purchases included tracts of land from Henry Mallinson; Smith and Ellen Roswell (5-1/2 acres) on October 24, 1868; on June 1, 1876 property from Peter G. Powell and his wife; on August 10, 1871 from Aaron Ackerman; on November 9, 1872 from Samuel Beckley and wife, and November 6, 1884 from Samuel Beckley (35 acres).²

For a few years, Archer and his family apparently summered in the existing farmhouse on the property on the corner of East Allendale Avenue and Franklin Turnpike (the homestead, perhaps, built about 1861 by Anthony Crouter). About 1874, O.H.P. Archer had a new home built near the existing house on this corner, for his use as a summer residence.

Others who made Allendale their summer or year-round residence included Robert H. Berdell, a former Erie Railroad President (from 1864-1867); Stephen Cable, Berdell's brother-in-law and Ferry Master with the Erie; Robert B. Cable, Superintendent with the Erie (in Allendale by 1870); Daniel Anthony, a retired ship builder; James A. Reading, son-in-law of Stephen Cable and Superintendent with the U.S. Sub-Treasury in New York; Charles Henry O'Neill, ex-Mayor of Jersey City; William Pitt Shearman, Commissioner of New York City and Treasurer of the Erie Railway Company from 1873 until December 21, 1876; and James Reynolds Southwick, wholesale dealer in butter, eggs, and cheese in New York City.

Mary Anthony Lathrop remembered her great uncle, Robert B. Cable. She wrote, "Robert B. Cable was an officer in the Erie Railroad and had a private

railroad car, a symbol of the highest social importance and railroad prestige, as well as of immense practical importance. Private cars, now extinct except for collectors or exhibition purposes, could be attached to any railroad train going to any part of the country. Robert B. Cable and his wife built one of the first large houses of the affluent in Allendale, an imposing frame structure. Mr. Cable, and Mary remembers him, was one of the truly prepossessing figures of the period. He wore a well trimmed beard in the style of Edward VII of England, a frock coat, and a high full-crowned bowler hat, straight on the sides, almost a stove pipe."³

John E. Switzer had the house at 100 East Allendale Avenue built for him between 1867 and 1876. It appears on one of the maps of Allendale in the 1876 Walker's Atlas of Bergen County, one of many atlases published in 1876 to mark the country's centennial. Switzer was born in Pennsylvania, but came in his early years to New Jersey. He was pastor of the New Prospect (Waldwick) Methodist Episcopal Church from 1865 to 1867 and later was pastor of the Lutheran Church at Saddle River. In the Walker's Atlas Business Index for Allendale, in 1876, Switzer is listed as a resident, with 7 acres of land.

James Reading, Stephen Cable's son-in-law, had a house built on Franklin Turnpike just north of the Cable home, by Isaac W. Halstead of Ramsey. It was nearing completion in November 1873, according to an item in *The Hackensack Republican*.

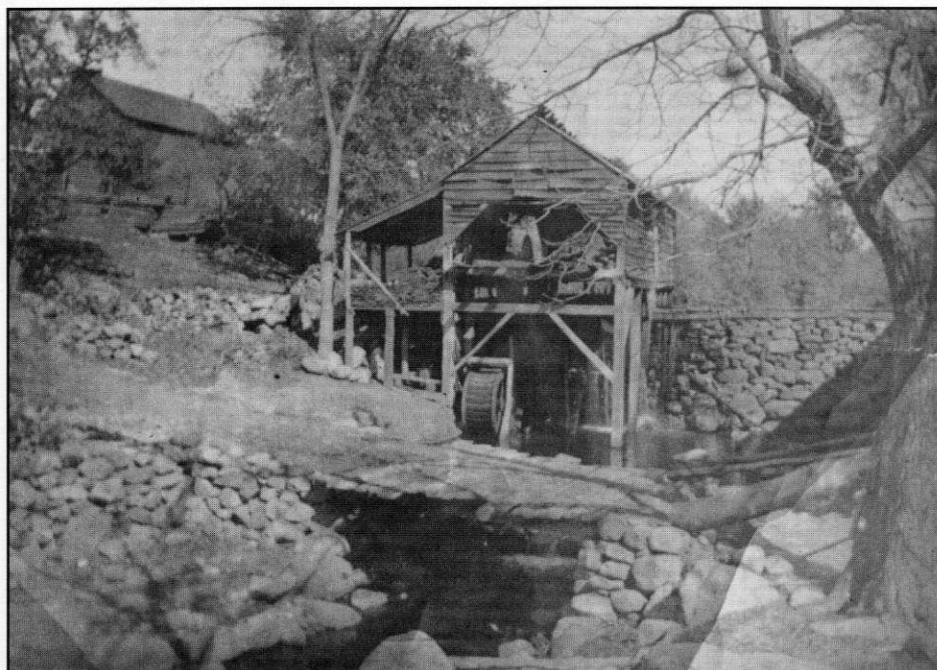
The William Folly house, built about 1811 on Franklin Turnpike, was enlarged in the mid-1800s. Aaron Ackerman bought it about 1861 and he sold it in 1879 to Dr. Charles W. Badeau, a physician and amateur photographer. Dr. Badeau had been living in Allendale since about 1876-78. The doctor owned the house until 1901, when he moved to Passaic. He spent his winters in Dunedin, Florida, and died there in January 1918. His brother was General Adam Badeau, who had served as military secretary to General Ulysses Grant from 1864 to 1866, was later consul general at London, and the author of General Grant's memoirs. General Badeau spent at least one summer in Allendale, in 1892 when he stayed at the Cable house.

BUSINESSES

In 1870 Herman N. Tallman of Monsey, N.Y. decided to build a hotel at Allendale, probably in connection with the building lots he and Harvey Sherwood were carving out of the former Garrison farm property they had bought. At least one or two other hotels probably existed at Allendale before this new one, probably centered near the railroad depot. These hotels, at this early time, probably catered largely

County Courts to meet there on "the matter of the application of Stephen Cable and others for laying out a road in the township of Hohokus." The road they laid out at this time was probably the portion of West Allendale Avenue from the train station to West Crescent Avenue. It ran through property owned by John Yeomans, who was offered \$40 for the land and clearing of the road, which he turned down. The surveyors then proposed to offer \$75, but Peter G. Powell, one of the surveyors, who owned property through which East Allendale Avenue had been laid out, apparently voted against this. *The Paterson Daily Guardian* reported, "Pete Powel demurred, and said his conscience wouldn't admit of his consent. Where was conscience when it crossed Mr. Surveyor's farm and he demanded \$100?"^{5, 6, 7, 8}

In 1873-1874 The Allendale House hotel was run by Cornelius Coe, who also opened a livery stable in March 1874. He offered facilities for stabling horses, and would carry passengers to any part of the coun-



Christopher's Mill, near Park and Crescent Avenues, begun about 1879.

ty.⁹ The Allendale Hotel and store was sold about October-November 1874 by Sheriff Pell, to Andrew J. Tallman.

This building, or one near it (perhaps one of the earlier hotels), seems to have been the home, in the mid-1870s, of the Doolittle family. A Doolittle daughter, Mae, later married Joseph Henry Mallinson. The building was gone by the early 1900s, when the Erie moved its station at Allendale west, across the tracks, to approximately the site of this house.

By 1869, Morris S. Ackerman had begun his grocery business at Allendale, selling groceries in the corner of the hotel. Morris was the son of Aaron Ackerman and Margaret Hopper. He was born October 23, 1839 and married Elizabeth Ramsey on October 22, 1859 at New Prospect (Waldwick).¹⁰

Abraham G. Ackerman had opened up a store in May of 1869, possibly with Morris S. Ackerman. By 1873 the store was being run by Abraham's son, Richard V. Ackerman, who was, in early 1876, still thriftily using Morris Ackerman's old printed billheads, crossing out the imprinted "M. S. Ackerman" and writing in by hand "R. V. Ackerman." His was a general store which handled groceries and provisions, as well as dry goods, hay, feed, coal, boots, and shoes. The store building, erected in the early 1870s, stood near the tracks near the eastern end of what later became known as Park Avenue.

In January of 1876, R. V. Ackerman had erected a street lamp in front of his store — a fine improve-

ment one would think, but *The Bergen County Democrat* considered it a frivolous addition: "It will take for a while, but like Ridgewood, Hohokus, and other lights throughout the county, the people will soon sicken and tire of them." Ackerman built an addition to his store in 1878.

Richard Vanderbeek Ackerman, the son of Abraham G. Ackerman and Catherine Vanderbeek, was born September 5, 1837 and died March 12, 1904. He ran his grocery and general store in Allendale from the early 1870s until after 1900. He was postmaster of Allendale in 1885 and was later a tax collector of the borough.¹¹

In 1870 Garret Oblenis was keeping a "beer shop" in the old toll gate

house on Franklin Turnpike, and by 1871 Mrs. Garret Storms had a small variety store there.¹²

Mr. A. Sherwood served as butcher sometime before 1873, but by November of that year, he went out of business and Bogert Westervelt, formerly of Englewood, announced the start of his wholesale and retail butcher trade in that very same month and year.^{13, 14}

The Bergen County Democrat of June 19, 1874 reported: "John Van Horn is rigging up a cider mill to

be run by goat power." It was undoubtedly successful, for more than 3 years later, on October 6, 1887, *The Hackensack Republican* was to report: "John Van Horn's cider presses are in full operation." He was long remembered as an eccentric character, and something of an inventive genius at devising mechanical gadgets. In the 1930s one old Allendale resident still had a shotgun made by Griddlegreaser, which, he said, was "better than any ever turned out by a factory."^{15, 16}

Around 1873 John R. Vanderbeek was operating a sawmill on the brook on his farm in what later became known as the Fardale section of Mahwah, just over the western border of Allendale near Forest Road.

By April 1875, William Folly had opened a hotel, which was probably a boarding house for summer visitors, although he may have been involved with the operation of the Allendale Hotel in the business section of town.

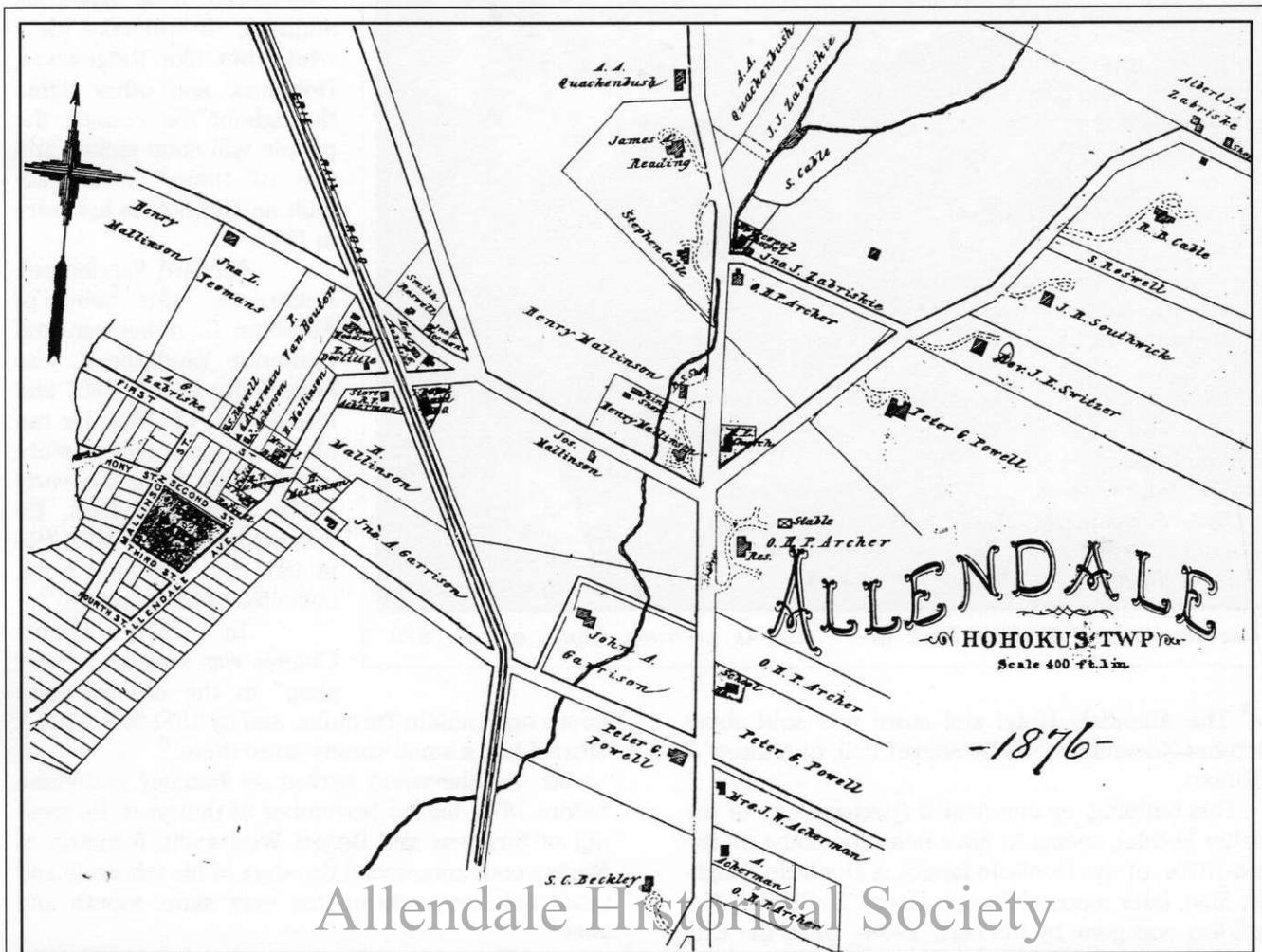
Richard Christopher started a combination saw

mill and grist mill on the Hohokus brook near West Crescent Avenue in 1879. This mill had two wheels — an overshot wheel for a grist mill, and an undershot wheel for a sawmill. Later he ran this business with his son, Richard J. Christopher. The mill building burned down in 1908, but the mill wheel was visible for a number of years.

At the time of the 1870 Federal Census, taken in the summer of 1870, several Allendale residents were employed at the Hopkins and Dickinson Lock Company in its nickel works in Darlington, south of the old Darlington School on what is now Route 202. This company, near Mahwah, employed about 200 hands, and when it moved to Newark, many Allendale residents lost their jobs.

THE RAILROAD

In 1870 a new board and batten style Railroad Station was erected at a cost of \$3,000 on a site on the east side of the railroad tracks. (The building



Detail Map of Central Allendale, from the 1876 Centennial Walker's Atlas of Bergen County.

Allendale Historical Society

would be moved to its present location on the west side of the tracks in 1902.)¹⁷ The old gravel-wall depot built in 1860, it was said, was sold to J. H. Mallinson for an ice house.

In November of 1873, the Erie Company opened up a telegraph office in the Railroad Station at Allendale.

The railroad did not bring improvement alone; it also brought occasional tragedy in the form of railroad accidents. Until the 1930s, roads in Allendale crossed the railroad tracks, and this led to several tragic collisions. In February 1874, Alfred Ackerman, out in his buggy, attempted to cross the Erie track at Allendale and was struck by a freight train. The horse escaped, the buggy was reduced to splinters, and Mr. Ackerman was thrown up onto the cow catcher of the train. To save him from falling off under the wheels, a fireman on the speeding train sprang forward, and grasped and held Mr. Ackerman until the train was stopped some miles south at the Hohokus depot.¹⁸

Bruised and battered, Ackerman nonetheless escaped with his life. Eight years later, in July 1882, Anne J. Van Horn, daughter of John "Griddlegreaser" Van Horn, was not as lucky. After visiting in Hohokus, she and her sisters crossed the railroad track and Miss Van Horn was struck by a train and almost instantly killed.

CHURCHES

Sometime after 1870, when plans were being made to alter the route Franklin Turnpike took through Allendale, it became necessary to remove the building that had housed the Ackerman Union Sunday School. The building was sold to Mr. Lyons, who later made arrangements to have the building moved to his property in New Prospect, just south of the Allendale line.

In the winter of 1874 the building was moved to Mr. Lyons' property. According to William H. Mallinson, "Neighbors did the work, with the Mallinson Brothers in charge. An ex-sailor by the name of MacLane who lived with Captain Smith, an old sea captain, and who occupied the . . . Rossner Farm on Brookside Avenue, supervised." The building was moved on four wood sleds, known as stone boats — flat, runnerless sledges or drags used for transporting stones and other heavy objects. MacLane and others were on the stay ropes when the anchorage gave way and threw him and broke his leg. This caused the building to be misguided and it left the road at the foot of the hill. It took some time to get the building back in shape to continue its mile-and-a-half move down the road. It was drawn by four teams of horses and it took three days and two nights to get it there, blocking the highway day and night.

The first night it was stopped near O. H. P. Archer's property and the second night near the property later owned by Mr. Shearman.

It is said that Mr. Lyon lived in this building for about two years, then sold it to another party who owned it for about a year and a half until it burned down.¹⁹

Episcopal Mission of the Epiphany

During Epiphany season, on January 7, 1872 Mrs. Stephen Cable and her daughter, Mrs. James Reading, organized a Sunday school in the parlors of their homes on Franklin Turnpike. This marked the beginning of a movement that culminated in the formation of the Episcopal Mission that became today's Church of the Epiphany. Mrs. Cable had found the Sunday school books stored in the attic of her house by Miss Jane Ackerman, daughter of the house's previous owner. About 1869, Miss Ackerman had organized and briefly run a school known as the Ackerman Union Sunday School. When Mrs. Cable found the books, it is said, they inspired her to reorganize a Sunday School. By the summer of 1873, the school had grown to 70 people and larger quarters were sought.

A barn located opposite from the Cable house, belonging to John J. Zabriskie (probably one that had earlier been used for his peat farm business), was fitted up and used as a school room and chapel. Hattie N. Southwick, one of the Sunday School teachers, gave the building the name "Hope Chapel," and the first services were held there by Rev. L. R. Dickinson on Sunday, September 14, 1873.

In 1874 baptisms were held in the church on two dates, August 30 and September 6. The first baptism recorded was that of Ida May Linkroum.

In 1874 Mrs. Stephen Cable gave \$50 and a plot of ground opposite her home as a building site for a chapel. The foundation walls were in place by December 1875. F. C. Merry, a New York City architect, designed the 20-foot by 30-foot Gothic chapel, and Halsted Builders of Ramsey built it. It had stained glass windows, with the center chancel window being a memorial to three children of Mrs. Reading. The new chapel, on the northeast corner of Franklin Turnpike and what was then known as the road to Saddle River, faced the latter road, and before long that road came to be known as Chapel Road (today's Cottage Place). The first service in the new "Chapel in the Willows" was held on June 11, 1876.

The cornerstone was laid at services on June 25. At these services, the Sunday School children, dressed all in white, marched with their teachers from Mrs. Cable's home, where the school had begun, from the crest of the hill down the winding driveway

to the willows and the brook. Singing hymns all the way, they met the Bishop of the Diocese of Northern New Jersey at the Chapel, where the ceremonial laying of the cornerstone took place. All then marched into the new chapel, where James Augustus Reading, Fannie N. Rowland, Nancy E. Wilson, and Katy Kennedy were confirmed.

The cornerstone contained a Holy Bible, a Book of Common Prayer, a Church Hymnal, a Church Almanac for 1876, *Churchman*, *Church Journal*, *New Jersey Democrat and Watchman*, *Bergen County Republican*, other Bergen County papers, and various silver coins of 1876.

On May 16, 1876 Daniel Aborn Smith was licensed to serve as lay reader. The first Sunday School teachers were James A. Reading, Alfred W. Harris, Miss A. L. Connor, Mrs. James A. Reading, Mrs. Alfred W. Harris, Miss A. Elizabeth Powell, and Miss Hattie Southwick.

Soon after the Sunday School moved to the new chapel, Mrs. J. W. Pulis presented the school with a banner, and thereafter each class was presented with its own banner by George R. Rowland.

In 1877 donations included an organ (at a cost of \$80 donated by the congregation), a chalice presented by Libbie S. Hawes, and an altar, donated by Allen M. Thomas.

In 1878 a fund was begun for the purchase of a bell. Children in the Sunday School "infant class" that year were Theodore M. Smith, Robbie B. Reading, James Wilson, George Wilson, John W. Dewar, Charlie Ackerman, Frank Linkroum, Harry Oblenis, George Tours, Albert Tours, Willie Tours, Ethel Harris, Ida Southwick, Lizzie Ackerman, Mary Wilson, Maggie Shannon, Mary Goode, Frank Goode, Willie Goode, Willie Quackenbush, and Freddie Quackenbush.

On December 3, 1878 the first marriage in the Chapel took place between Miss Lizzie Arabella Berdell and Franklin Pierce Miller.

In 1879 the new church bell was rung for the first time on July 4, 1879 by George R. Rowland.²⁰

Archer Memorial Methodist Church

In 1875, O. H. P. Archer arranged for the building of a Methodist chapel, with a seating capacity of 226, across the street from his summer home. Construction of the chapel on what is today the northwest corner of Franklin Turnpike and East Allendale Avenue began in spring of 1875. According to the June 17, 1875 *Paterson Weekly Press*, ground had been broken for the new chapel. One of the workers, Henry Mallinson, worked on the building for 116 days and on August 23, 1875 presented Archer with his bill for \$286.50 (109 days at \$2.50; 7 days at \$2.) This chapel faced Franklin Turnpike.

The chapel was outfitted with a bell, heater and a reed organ. The \$10,000 building and furnishing costs for the chapel were entirely paid by Archer as a memorial to his parents, Jonathan and Hannah Archer, and the chapel was donated to the congregation. Some said that the wealthy Archer built the church so that he would not have the inconvenience of traveling all the way to the New Prospect Church (only three miles down the road) for services, but whatever Archer's reasons, the outright gift of the chapel was just the beginning of his generosity towards this congregation and the people of Allendale in general.

In February 1876 Sunday School classes began in the partially completed chapel, and on June 8, 1876, the chapel at the northwest corner of the intersection of Allendale Avenue and Franklin Turnpike was dedicated for church services. Circuit-riding preachers served this church in its first decade and Lizzie Mallinson served as organist.^{21, 22, 23, 24}

SUMMER BOARDERS

By July 25, 1878, local newspapers were reporting that the Powell, Southwick, and Cable houses were filled with summer boarders, and nearly every other house in Allendale entertained one or more guests. Social columns announced that John N. Abbott, passenger agent of the Erie, was stopping at Peter G. Powell's, and O. H. P. Archer's daughter and her friends had organized a Literary Society and were planning an entertainment.²⁵ "Allendale," said *The Bergen County Democrat*, "is a healthy location and has a future."

On September 26, 1873, *The Bergen County Democrat* reported: "Allendale — This suburban village on the Erie has lately been making strides in advance, and there seems to be a desire with the people to keep pace with their progressive neighbors. A number of prominent personages have their summer cottages at Allendale, including Mayor O'Neill of Jersey City, O. H. P. Archer, Esq. of Erie Railway notoriety, R. B. Cable, Esq., Assistant Superintendent of the Erie, Daniel Anthony, a retired ship-builder, and many others. To add to the improvement of the place, a beautiful new depot has been erected ... The place has one drawback: a few old hunkers, who hold on to their landed estates, and still cling to the foggy notions of their ancestors. Progress with them is obsolete, and such a thing as keeping up with the age is lost in a miserly selfishness of continuing in the old rut of masterly inactivity, and an opposition to anything of an enterprising spirit."

Looking back from the vantage point of more than a hundred years, one can sympathize with the "few old hunkers" — the onslaught of progress must

have been, at times, a bitter pill to swallow. It is easy to guess at the indignation most old-timers must have felt at the influx of the wealthy summer residents, who "took over the town." Some of the indignation is apparent in such newspaper items as this one from *The Bergen County Democrat* of September 7, 1877: "The Erie magnates are quartered here. The night express stops at the order of John Abbott, the ticket man, and the whole neighborhood, especially the old settlers, are convulsed that a man could have such authority. Everybody wants to live in Allendale to have the benefit of express stoppages. Smith Roswell is delighted to shake hands with the General Passenger Agent of the Erie every morning. Smith's salary hasn't been raised. Dan Anthony is the only live man in town, and doesn't mix in with the gilt-edge."

ALLENDALE SCHOOL

By 1876 the enrollment in the one-room Allendale Public Grammar School on Franklin Turnpike was 80. In February 1878 the number of students had reached 87, with an average daily attendance of 62. Teachers in this school included James Alfred Ackerman, and later, Joseph Henry Ware (who became Principal in 1894), Bertha King, Augusta Murdock, and Mr. Van Wagener.

Henry Clay Anthony remembered attending this school. "At one end of the room was a black board extending the entire back of the room. There was a raised platform of about one-and-a-half feet where the teacher sat. The remainder of the room had desks and aisles. It was heated by a large stove in the center of the room. The fire went out every night and in the winter if you did not sit near the stove it was very cold. The school was lighted by oil lamps. This was my first school in the winter. There were as many as 80 scholars, and the one teacher taught everything from the ABCs to and including algebra."²⁶

Alfred Ackerman was the teacher in February 1878 and classes were studying physiology, grammar, arithmetic, and general history. In the February examination, the best students in arithmetic were Garret G. Smith and Frederick Doolittle; in algebra, G. G. Smith and A. Zabriskie were showing great proficiency. Adelia Lydecker excelled in map drawing.

On a Saturday afternoon in December 1878 an entertainment by the scholars was held in the Allendale School House. Some of the children who took part in the exercises were Eva Henion and Lizzie Ackerman, who recited "A Talk About Heaven;" Joseph Christopher, Fred Doolittle and Bertie Anthony in "The Upstart Clerk;" Dannie Anthony, reciting "The Little Roan Colt;" and Charlie Quackenbush, Maude Doolittle, and Frank and Willie Beckley in various recitations. The entire student

body sang.

In February 1879 it was noted that nearly half the students were not in attendance because of an epidemic of whooping cough in the vicinity.²⁷

RECREATION

Baseball was played by an Allendale team as early as June 1870, when, according to *The Paterson Daily Guardian*, the Pioneers of Allendale played the Excelsior Club of Ridgewood on the grounds of the Ridgewood Academy. The score was an interesting one, though not one for Allendale to boast about — Excelsiors 40, Pioneers 3! Among the players on the Allendale team were Ackerman, Mallinson, Smith, Rosencrantz, Sheffield, Dennis, Debaun, and Sweedman.²⁸

Parties and dances were popular pastimes for young and old alike. One such event took place on a Friday night at the end of September 1877 when Miss Hattie Ackerman entertained her friends in her father's barn, which had been decorated with autumn leaves, evergreens, and clematis. Yan Moore, who played his violin at so many local dances and parties that he gained the nickname "Yan the Fiddler," furnished the music at this dance, "in his happiest manner, and the joyous feet of the dancers kept good time. We must not omit to mention the clog dance, which was performed by Yan, with ready good nature, at the request of the young people, and created great merriment."²⁹

On Christmas 1873, according to *The Bergen County Democrat*, there was a shooting for turkeys at Allendale. "Six were put up at fifty cents a pop. They were from the farm of Daniel Anthony, Esq., and weighed in the aggregate of 86 pounds. The distance was fifty yards. J. Raymond Achenback won three; R. B. Cable one; C. Coe Achenback shooting one; and Daniel Anthony one."

During the 1870s the Hohokus Driving Park (near what is today Racetrack Road in Ho-Ho-Kus) was a popular recreation spot with Allendale residents. Families came from all over, including Paterson and points even further away, and some of them pitched tents and camped on the grounds. In addition to races, other sports events and contests took place here. The track was managed by the Bergen County Agricultural Association, who also held annual fall fairs there.³⁰