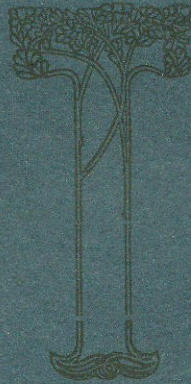


*A Brief History
of Tivoli*



LELA MOORE

A BRIEF
HISTORY OF TIVOLI

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1921

A BRIEF

History of Tivoli

Tivoli lies in the north west part of the town of Red Hook, County of Dutchess. It is one hundred miles north of New York, just above North Bay on the Hudson River and forty-four miles south of Albany, the State Capitol. It is one of the most beautifully located villages along the Hudson.

This village was founded and laid out after the Revolution in the year 1795 by a Frenchman named Peter Delabegarre. Delabegarre drifted into the northern part of Dutchess and bought all the land up to Chancellor Livingston's Dutchess County property, which adjoined his Clermont estate on the southern portion of Livingston Manor. This included what is now known as the Elmendorf Place. On this place, he built a quaint old structure. This dwelling was surrounded by a high, heavy wall with a postern gate. He called his enwalled dwelling "Le Chateau de Tivoli". While it was being built he lived in the old stone Hoffman mansion on the river bank.

Later, this land was united with that section at one time known as Myersville, now Madalin, and incorporated June 18, 1872. It was named Tivoli from Chateau de Tivoli". The first president of the corporation was James Starr Clark and Jacob H. Feroe was the first clerk.

In 1870, before its incorporation, the population of Tivoli was 452, and of Myersville (Madalin) was 629, a total of 1,081. Ten years later the population was 1,254, an increase of 173. The present population is 860.

That portion of the incorporation known as Madalin is the larger and more important end of the village. At the "raising" of the building on the north-east corner (Clarence Moore building), it was proposed to name the place, and Ephriam Martin suggested the name Myersville, in honor of a prominent resident of the name, Ten Broeck Myers, one of the first

merchants here. It was so named and remained so until the misspelling of the name "Mireville" became too appropriate. For a little while it was called "Mechanicville" because of the various mechanics here. After that it was called by its present name, "Madalin", a misnomen for Magdalen, for it was named from Magdalen Island in the Hudson River just below Tivoli.

What is now Wall Street was at one time known as "Lothrop's Lane", so called from a man of that name in whose property the lane ran as a private road. It was afterward opened through to the main road.

The road from Upper Red Hook, then Red Hook, to Tivoli did not come down "Molly Coon" hill, and there was no bridge across White Clay Kill. When a bridge was built at this place, it was of a wooden structure and after many years replaced by an iron bridge. The road turned off near the old Vosburg family's house and went down the hill to the creek in rear of the house of Alfred Moore. There was a ford through the creek two hundred or three hundred yards south of Park's Mill. The road ascended in the rear of the buildings, fronting on Main Street east and west, and came out on the present Montgomery Street.

There are five churches located in the village of Tivoli, namely; Baptist, Methodist, Roman Catholic, St. Paul's and Trinity.

The *Baptist* was organized in 1842. Rev. Thomas Stokes was first minister, then Rev. David James. For a time before a church was built, services were held in the school-house and stores. The first church was erected on a portion of land given by E. Elmendorf, located between the landing and Madalin, where Broadway and Flora Streets meet. It was dedicated February 14, 1844 by Rev. T. G. Freeman of Hudson and Rev. I. B. Breed. It was a small church and the congregation was very large. When revivals were held, they used Outwater's storehouse. On this account it was rebuilt and enlarged three times. Later it was sold to Johnson Livingston and a new church built at Madalin. The present edifice situated at Madalin on Broadway was begun in 1880 and dedicated May 11, 1881.

Methodist was organized a little before 1842. First church was built in 1843 on land given by Eugene Livingston. This became too small, was enlarged, and finally sold and the present edifice erected in 1892.

The first church was moved across the street and is now Clarence Ames' blacksmith shop.

The present church was erected by General Watts de Peyster. His daughter's name, Lillian de Peyster, is inscribed on the bell of this church.

The first *Roman Catholic* church was situated at lower dock. It was built by Johnston Livingston about 1856. Later one was built on the corner, where the Du Bois house now stands. After awhile the old church was torn down and donated to another parish. Another church known as St. Sylvia's Church was built in 1902 by the Countess De La Villars and Mrs. Johnston Redmond in memory of their mother, Mrs. Johnston Livingston. This was a stone building and situated on Broadway, Madalin.

St. Paul's—On July 7, 1818 the corner stone of the first Episcopal church building was laid in a lot on the north-west corner of the main road running east from Tivoli to Upper Red Hook and the Germantown or Telegraph, then known as the river road, crossing the former at right angles. The structure was of wood, and known as the White Church in contra-distinction to the Dutch Reformed Church, less than a mile farther to the north on the same road, which was the oldest place of worship in the town. This church was called the Red Church from its color.

On May 27, 1819 the White Church was consecrated by Bishop Hobart. The first wardens were Edward Livingston, Lieutenant Governor of the State of New York in 1831-32, and John S. Livingston, who had been first judge of Columbia County.

This original site was selected on account of its central position. Later, three Episcopal churches were built in Dutchess County and one in Clermont, therefore taking a number of members from this church. It was then decided to sell the old and build a new church.

July 16, 1868 the cornerstone of the new church of St. Paul's was laid. The address was delivered by Rector Rev. G. Lewis Platt, A.M. This church is known as the St. Paul's Church of Red Hook as there was at that time no other Episcopal church in the town of Red Hook. It is the second oldest church this side of Poughkeepsie, St. James at Hyde Park being four years older.

The site is beautiful on the new River Road about a quarter of a mile north of the main road from Tivoli station to Madalin village. The grounds originally contained two acres of which one and a half were deeded as his subscription to the church by E. A. Livingston and half an acre by General de Peyster. Later, he added another acre to the west, and two

acres more were purchased by the congregation to the south. The greater part of the land is thickly settled with noble trees.

The building is of rough stone, ninety-two feet by fifty seven feet, with a chancel to the rear and a tower and spire at the north-east corner, ninety feet high, partly stone and partly timber surmounted by a large gilt cross. There is a semi-hexagonal projection or transept to the south whose interior constitutes the spacious pews of Johnston Livingston, Esq. and General de Peyster.

There are many vaults and monuments in the rear of the building. Among them are a monument of John Watts de Peyster and a vault belonging to General de Peyster. This vault is made of blocks of Hudson River bluestone. The entrance is closed with a wrought iron door. On either side of the entrance are two ten pounder Parrot guns conceded by the United States Government after the war.

The oldest grave yard in this section of the country and in which there has been no interment within the past century was on a sand bluff overlooking Tivoli landing, back of the Farmers' hotel. It is now a portion of the estate of Col. Johnston de Peyster and is used as a pasture.

Trinity Church—In the part of the village called Madalin is situated Trinity Church and at one time a celebrated Academy bearing its name. This school was established by John Bard and General J. Watts de Peyster in November 1853 as a private school under the superintendency of Rev. James Starr Clark. In 1854, General de Peyster withdrew from the support of the school and Mr. Bard with the consent of the Rector of St. Paul's Church, the Rev. Henry de Koven, determined to support a parish school and mission. Consequently a building was erected containing a chapel and vestry room in the second story and two large school rooms in the first story. The chapel was first occupied on the first Sunday in January 1855, and the school was opened the following Monday. The school and church were free. The parish school continued until 1867. Bard then withdrew and Clark established a boarding school.

The cottage in which he lived was enlarged to three stories high to accommodate his pupils. A number of years later, General de Peyster bought this cottage of Clark and then deeded it, together with a portion of land north of Trinity Church, to a Society in New York under the management of Mrs. King. Since then, this place has been known as "The de Peyster Industrial Home for Young Girls." This Home

cares for fifty or sixty girls each year. More land has been added and a hospital built near the Home.

Near the entrance to Trinity Church grounds is erected a monument to the patriots who died in their country's cause. Four cannons partially embedded in the ground, breech uppermost, serve for posts to which is attached a chain enclosing the shaft. The cannons were presented by Johnston Livingston, Eugene Livingston, William Chamberlain and Brevet Major-General de Peyster.

The present school house site has been used for a school for more than a hundred years. The first school was the "Little Red School-house" with its fireplaces, then wood stoves, and later it was rebuilt and enlarged and coal stoves were introduced. Some of the first teachers were Cole, Gleason and Wicks.

The corner stone of the building now standing was laid in 1915. School was held in the Firemen's Hall while it was being built. The school has grown from the common school to a High School of one hundred fifty pupils.

St. Sylvia's Parochial School was erected in 1902, the same time as was St. Sylvia's Church and also the "Industries" as a memorial to Mrs. Johnston Livingston.

A number of the de Peyster and Livingston families and others attended a school taught by Mrs. Chase. This school was held at the Chase House, now occupied by Mrs. P. R. Moore, and for that reason it has never been torn down.

Henry Feroe had a select school situated on the now called Burnett property.

General de Peyster established a school at Koedam's Corners for a time. John Bard owned the land and started St. Stephen's College, Annandale.

The first merchants here were Myers and Martin in Moore's store building built by Myers. At Tivoli, a store later known as the Hoffman store was built in 1853, and the first merchant to do business in it was Edward Miller.

The manufacturing industries were:

1. Wagon maker—George Ellsworth in 1827.
2. Steam box manufactory—Sylvester Teator in 1876.
3. Barrel factory—Clarence Feroe, established by Henry Leak.
4. Saw, grist and plaster mill—George Feroe & Co. This mill was situated on White Clay Kill. Parks once had a woolen factory situated on this creek. The property in this vicinity was once owned by the Schuyler family.

Ten Broeck Myers came from Connecticut and in 1812 established a hat factory. Later, it became a grist mill owned

by H. Eltenburgh, then Cooper and, finally, G. Feroe & Co. Recently it was remodeled and a shirt waist factory was conducted for a short time.

In the northern part of the village on the White Clay Kill, a Quaker by the name of Cook owned a woolen mill. The farmers would bring their wool to this mill and have it made into woolen blankets or clothing as desired. Later, it was run by his two sons, Giles and Halsey. They sold it to Henry Redder and he sold it to Henry Feroe who turned it into a grist and cider mill.

Ezra Burns had a blacksmith shop at lower dock.

Tivoli Hotel, Saulpaugh Bros., proprietors, was built by Capt. James Outwater about 1850. Farmers' Hotel, Alexander Boice, proprietor, was built by a man named Fontaine.

At Madalin, there were two hotels. The Madalin House built by Philip McNiff in 1839. The Morgan House, now Morey Hotel, built for a store by Erastus Kimball in 1846 and changed into a hotel by Edward Lasher.

A large stone building was erected in 1898 by General de Peyster known as Firemen's Hall and Village Council Room. Some years later, it was given to Leake and Watts Home at Rose Hill. It has recently been given by the descendants of the late General de Peyster to the village of Tivoli.

Lodge No. 374 F. and A. M. was organized July 8, 1855. The first trustees were Jacob E. Fingar, F. S. Ormsbee and P. H. Miller. Some years later, a large hall of wooden structure was built by this lodge and known as "Masonic Hall".

The first Post Office in Madalin was built about 1853 where Alfred Saulpaugh's garage now stands. The first postmaster was C. C. Champlin. Later, it was moved to the Moore building and then to Peelor's store. At present, it is situated on Montgomery Street.

The Post Office at Tivoli was at the lower dock, known as railroad dock. The building is now used as a residence and is occupied by John Boice. The first postmaster was Considar Clark. From there, it was moved to the Outwater dock and Capt. James Outwater was postmaster. Then for a time, it occupied a part of the building on the corner, where it now is. After a hard struggle, it was taken to Theodore Hoffman's store when he was postmaster. Lastly after a lapse of fifty-five years, it went back to the same building and same room on the corner where it still remains.

Besides the places already described the village of Tivoli contains at present the following places worthy of mention: A public library, drug store, department store, two meat markets, three grocery stores, shoe store, two barber shops,

restaurant, two blacksmith shops, cabinetmaker shop, hardware and plumbing store, shoe repairing establishment, fish and vegetable market, two garages, livery stable and stage line, two coal and feed stores and a bakery.

Among the early physicians was a Dr. Mixture, said to have been a most appropriate name in every respect. His successor was Dr. William Bush who lost his life in the Rebellion as a surgeon in the army. He was succeeded by Dr. Thomas Barton. There are two physicians and a district nurse now located in Tivoli.

Among the first sports known to the village were the boat races conducted by James Starr Clark. Now, the forms of amusement are the playing of golf and tennis by the Edgewood Club, basket ball by the schools and baseball by the De Peyster Athletic Club.

Some of the prominent citizens in the early history of the village were, Russell, Delnoy, Signers, Coles, Milhams, Kimbal, Champlin, McNiff, Ellsworth, Risedorphs and others.

One of the old houses is the house of George Feroe which was built of the timber of the old Lighthouse when it was torn down.

Traces of the cellar of the Vosburg house on "Molly Coon" hill marks the site of one of the oldest houses in the town.

On the road from Madalin to Upper Red Hook over Saulpaugh's Hill is one of the oldest houses now known as the Gale house built in 1733.

About two and one half miles north-east of Madalin is a very old house with its sloping roof and two large fireplaces. This house is over two hundred years old, being built before the Revolution. It was in the Ellsworth family for three generations and was at one time used for a hotel. Since it passed out of the Ellsworth family, it has had a number of owners. At one time, it was the birthplace and home of the writer of this history of Tivoli. It is situated on a knoll with a most beautiful view of the Catskill Mountains.

The Crugers were noted as citizens, politicians and soldiers. At the southern end of Crugers Island just below Tivoli station, is a mimic ruin built in imitation of the remains discovered in Chiapas and Yucatan by John L. Stephens, one of the first American explorers, who brought home carved stones which he presented to John C. Cruger and which are incorporated in the wall erected by the latter.

Country seat of Johnston Livingston at Tivoli called "Callendar House" was originally in the town of Rhinebeck and is situated upon what was in colonial times known as

the Hoffman Patent. It was built by Gilbert Livingston. Along the river bank to the east of the wharves was the old Hoffman mansion built of stone. Much of what is now the south lawn of Callendar House was owned by Delabegarre. The Callendar House is now owned by Johnston L. Redmond. Before it was owned by Johnston Livingston, it was the property of Jacob Leroy and before that, a family by the name of Toller held possession and earlier still by J. Reade.

"Rose Hill", country seat of General John Watts de Peyster, takes its name from the country place of the owner's great grandfather, Hon. John Watts, Senior in the city of New York. The original title was derived from an old mansion on an estate in Scotland known as "Rose Hill". This building has now been converted into a boys' home known as the "Leake and Watts Home". This institution was organized by John Watts and J. George Leake in 1831, in New York City. In 1905 "Rose Hill" was left to the Home.

About a half mile south of "Rose Hill", situated on a high bluff overlooking the Hudson, a beautiful spot, is where "Le Chateau de Tivoli" once stood. Part of the old wall with its postern gate built by Delabegarre is still standing. In 1810, this property became the possession of Elmendorf. Later about 1865, it was purchased by General de Peyster and occupied by his son, Col. Johnston L. de Peyster. It is still the residence of Mrs. J. L. de Peyster.

The Lewis Livingston place more than a hundred years old is occupied by his granddaughter, the Countess De La Villars. It is said that the British detachment that burned the Livingston mansions above Tivoli disembarked at the dock opposite the southwest corner of this place. It is known as the "Pynes".

The Capt. James Outwater place built about 1856 is now the property of the Freeborns.

Robert Livingston, the first proprietor of Livingston Manor, came to America from Scotland in 1674. In 1686, he purchased from the Indians the territorial Manor of Livingston on the Hudson. The whole of "Clermont" was included in the several grants made to Robert Livingston, and was first settled by tenants under the conditions of the Manor.

The second conveyance of land was made by the lord of the manor to his second son, Robert L. Jr., an attorney at Albany as a reward, it is said, for having discovered and frustrated a plan of some hostile Indians to make an incursion on the manor. He took possession at the death of his father in 1728. In 1730, Robert L. Livingston erected a stone mansion on this property, on the banks of the Hudson, and

to distinguish it from the old manor-house in the town of Livingston, this house and the property belonging thereto were sometimes called the "Lower Manor". Robert L. Jr's son, Robert R., the judge, erected a powder mill on his estate which was operated during the Revolution by his son, John R.

When General Vaughan made an incursion up the Hudson in 1777, he sent a detachment of troops to destroy "Clermont", the home of Robert R. Before the troops landed, the commander fired a cannon ball at the house, which struck a locust tree removing several branches. This tree is still standing on the lawn at "Clermont".

This house was fired on and burned. It was rebuilt the following year by Madame Livingston. It is still standing and has been the home of Clermont Livingston, a grandson of the Chancellor Robert R. and great grandson of the patriotic Margaret Beekman.

Chancellor Robert R. Livingston was one of the committee of five who drew up the Declaration of Independence. He was twenty-four years Chancellor of the State and for him the chapter of the D.A.R. is named. He negotiated the famous Louisiana Purchase. He also helped Robert Fulton make the first steamboat, the Clermont. After the war, he erected a mansion a little south of the old place and connected it with the maternal home by a walk. Here he lived when he fostered Fulton's project to build the steamboat, which was named after his home. This house was called the "Idele". Some years since it was destroyed by fire and never rebuilt.

After the death of Chancellor R. R. Livingston, his estate at Clermont was divided between his two daughters. "Clermont" proper became the property of Mrs. Edward P. Livingston. E. P. Livingston was grandson of Philip, the signer of the Declaration of Independence. The other portion belonging to Mrs. Robert L. Livingston, after her death, was sold and passed out of the family.

After the death of Mrs. Edward P. Livingston and the Hon. Edward Livingston, "Clermont" proper was divided among their five children, each having about one half mile front upon the Hudson River. At the south where the old house was and is still standing, is the one that was allotted to Clermont Livingston and finally to his son, John Henry, the present owner of "Clermont".

The second portion was given to Margaret, Mrs. D. A. Clarkson, who built a house thereon in which she lived. Later the northerly half on which she had built her residence was

given to her son, Thomas Streatfield. He rebuilt it and called it "Chiddingstone". The house still remains but is unoccupied. The southerly half was given to her daughter and after her death was sold to William Hunt of New Orleans. He purchased the property for the sake of his wife, who was the daughter of Commodore Ridgely and Cornelia, a descendant of the Chancellor Robert R. Livingston. She lived but a short time after. This was in 1864 and she called the property "Ridgely". "Ridgely" was afterward sold to John T. Hall of New York and after his death in 1895, it was purchased by Thomas Hunt, second son of the late William and Elizabeth Hunt. "Ridgely" is now in possession of the great-great-great-great grandson of Robert of "Clermont", (Thomas Hunt).

The third portion of the estate of "Clermont" was given Mary, wife of Lavinus Clarkson. Her two sons inherited the property. Robert R. L. who married Mary, daughter of the Hon. James Otis, lived in a residence built on the northerly half and called "Midwood". Edward L's residence is the old mansion and is called "Southwood". Both of these residences are still standing and occupied by these families.

Upon the fourth portion of "Clermont", Elizabeth, Mrs. Edward Hunter Ludlow, built a wooden cottage directly upon the bank of the Hudson River and very close to it. About forty-five years ago, it was destroyed by fire, caused by the sparks from an engine of the N. Y. C. & H. R. Railroad. Later, her estate was divided. The northerly portion was given to her son and retained the name "Pine Lawn", the house being rebuilt by Edward Livingston Ludlow, her son. Her daughter, Mary wife of Valentine G. Hall, became owner of the other portion.

The fifth and last portion was "Northwood", the allotment of Robert E. Livingston. It has been enlarged by purchasing an adjoining farm. His eldest son, Robert R., married the daughter of Edward N. Tailer. He died in 1899 but his widow, Mrs. R. R. Livingston, is still living at "Northwood".

The "Clermont", the first steamboat, was one hundred and forty-six feet long, thirteen feet wide and seven feet deep. She started on her first voyage from New York up the Hudson in August 1807, stopping over night at Chancellor Livingston's dock at Clermont, from which her name was taken, to land Robert Fulton and take on wood. The whole expense of this vessel and engines was paid by Chancellor Livingston until the experiment met with success.

Marquis de La Fayette landed at Livingston's dock about two miles above Tivoli. All the Revolutionary soldiers

from this neighborhood were drawn up in line to receive him.

In early days, the landing from the river was made at the foot of the old public road running to the south of the present one, passing between the properties then owned by John Read (now Callendar House) and Robert Gilbert Livingston (now the "Pynes").

From Callendar House may be seen the remains of the old dock, whereon was the first freighting establishment of which Reade and Bogardus were the proprietors. From here ran the first ferry to the west side of the river and was known as Hoffman's Ferry.

In 1838, there were two freighting establishments situated at lower dock. One was run by Capt. John L. Collier and the other by Lewis Beckwith. Each ran sailing vessels to carry freight, Collier running the sloop "Benjamin Franklin" and Beckwith the "Dolphin". These sailing vessels carried from this dock by the schooner, "Bucktail". Later, proprietors were bought out by the railroad company in 1849.

At the same time in 1838, there was also a freighting establishment at upper dock conducted by Peter Outwater. This is now known as Feroe's dock. The first freight was carried between Albany and Poughkeepsie until the Peter Outwater sold out to his son, Capt. James Outwater, who put barges on instead of schooners. The first barge was the "Dutchess", second the "Gilboy", third the "Merchant" and fourth the "Harvest Queen". Capt. Outwater carried on a very successful business here. Two barges a week were run in the busy season. The barge, Gilboy, burned up off the coast at Rhinebeck, heavily loaded at Christmas time. Tivoli was the principal establishment between Hudson and Poughkeepsie. Vast quantities of produce were carried to New York City.

In 1861, Outwater sold out to Silvern Boice. It took five or six days to go to New York on one of these barges. They sometimes carried passengers as there were no railroads.

In 1842, a line of day and night boats was started, which ran from Albany to New York landing at Tivoli. The day-line boats were called "Alida" and "Santa Claus" and were quite speedy. The Alida carried the fast mail, but did not make any landing at lower dock where the Post Office was situated. The mail was tied to a club, furnished by the government, and thrown ashore from the boat. The boat landed at upper dock. The night boats were called "North America" and "South America".

The first means of crossing the river at upper dock was with a row boat started in 1816. It was owned by Peter Outwater, and Samuel Cole rowed the boat. The next boat was a ferry run by horse power. It had no upper deck and was steered by a tiller. Jacob Couse was captain. This was also owned by Outwater.

The first steamer across the river was named "Chelsie". It was run by Capt. Wilcox and was tied over night at Saugerties, but was owned by Outwater. This boat was wrecked in a freshet.

Then next came the "Airline" owned by Robert A. Snyder and with Henry Fingar as Captain. This boat continued for many years. For a long time, it carried the mail as well as passengers.

The Hudson River Railroad, as it was called at first, was started to be built at Tivoli in 1849. The railroad company bought lower dock. By the summer of 1851, a railroad was running from Albany to Tivoli. Here the passengers took the boat "Armenia" to Poughkeepsie and then the train from Poughkeepsie to New York City. The boat Armenia, a steamer, was chartered by the railroad company. The name of the Captain was Cadwell. At first, one trip a day was made and a little later two trips. By October 31, 1851, the road ran all the way through from Albany to New York. The conductor on this first through train was Daniel Youngs, and Emory Cole, now a veteran of the Civil War, was water boy. Tivoli was the principal wood and water station. When this train entered New York City at twenty-ninth Street, it was drawn by horses to Chambers Street.

A Station was immediately built, a little farther south than the present one and was called Tivoli from "Le Chateau de Tivoli", as was the Post Office and village. Later, the name of the railroad was changed to New York Central and Hudson River Railroad.

Much more could be said of this very old and historic village of Tivoli and its immediate vicinity.

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229-233 Union St., Poughkeepsie, N. Y.