rows of red brick houses that are so no-NORTH SIDE ATTRACTIONS lots attracted people who could not afford ticeable a feature of the east side. These to build very expensive houses. Develophouses are usually two or three story and ment was slow. But now that the Intervale basement, and rent at from \$35 to \$50 a month. The same class of houses on Man-hattan Island rent for \$75. H. Herman Avenue sewer has been completed this property has become more attractive, and the price of lots has advanced to \$1,000. Stursberg, who is represented by O'Gorman, Every Bridge Adds to the Number of is one of the largest owners of this style West Farms and Tremont. of house in the neighborhood, having about West Farms is known as one of the oldest 360 of them. the People Who Live There. Between the "North New-York" section settlements on the North Side. The carpet and Port Morris lies the great manufactand dye works there give employment to uring district, where nearly everything, many people. The trolley roads have given from a piano to a refrigerating machine, is made. The gas plants are also situated considerable impetus to trade in real estate here. It is this section that gives employin the town, and the fact that Morris Park PLANS OF THE TROLLEY COMPANIES ment to a large number of people who live in the North Side. What is going to race track is near by is an additional reason help this section more than anything else for growth. is the bridge now being built at Third William Howe of Howe & Hummel, the Avenue, which will be finished in about a lawyers, has a pleasant home on Boston year, and the Willis Avenue Bridge, the Great Improvements Projected at Avenue. Ex-Senator Cauldwell is also a plans for which are now being drawn, which will span the Harlem at One Hundred and Twenty-fifth Street and First Avenue. The new New-York Central Bridge, on which resident of this part of the ward. Port Morris, Where There Is Along Third Avenue, in the middle section of the North Side, are the majority of a Fine Harbor. work is progressing rapidly, from Park Ave-nue to Railroad Avenue, and the bridge the breweries. Eichler's, David Mayer's, which the Rapid-Transit Commissioners have made provision for, will be other links between Manhattan Island and North ings in 1643. New-York. It is not generally known that the new Third Avenue Bridge will have approaches from Second. Third, and Lex-ington Avenues. All these new bridges are HISTORY OF THIS INTERESTING REGION to be twenty-four feet in the clear above high water. To show the value of North Land Bought from the Indians by the New-York property, it may be stated that Third Avenue lots range in price from \$12,000 to \$16,000, and on side streets lots bring from \$4.000 to \$6,000. This is high for a region which only a few years ago was Dutch West India Company-Revo-Ø lutionary Reminiscences. waste land. Besides the East End Land Improvement Company the largest owners of land in the Port Morris district are John D. Crim-Every bridge over the Harlem has brought mins and the Spoffords, Tiffanys, Hoes, and the North Side closer to the business centre Fails. A Bridge West of Third Avenue. of the city and increased the population of West of Third Avenue the plans for new the parklike Twenty-third and Twentybridges include one at the terminus of the fourth Wards. The number of bridges erect-Broadway cable road, at One Hundred and ed in the last few years or now in progress Forty-fifth Street, which will land people on the North Side at One Hundred and Forof construction is considerable. Next to ty-ninth Street and River Avenue, where the street improvements and the parks connection will eventually be made with which were so fully described in The Newthe lines of the People's Traction Compa-York Times last Sunday, these bridges are ny, which has been incorporated to build trolley lines in opposition to those under

ly part of it was called Oostdorp. To all who chose to settle within the jurisdiction of the Dutch West India Company civil and religious liberty was guaranteed. A historian of the region says that the name Vreedland, or the land of peace, was "a meet appellation for the spot selected as the place of refuge by those who were bruised and broken down by religious per-secution." Jan Throckmorton obtained a grant of land July 6, 1643, " by order of the Noble Lords the Directors and Council of the New-Netherlands." It was after the sturdy Dutchman that the promontory now known as Throgg's Neck was called. About the same time a number of Puritans came from Connecticut and settled in Westchester County. Jonas Bronck, another Dutchman, was one of the earliest arrivals, and he purchased from the Indians about 500 acres between the Aquehung and Muscoota Riv-ers. The first of these took the name of Bronck, afterward Bronx, from the man who settled on its shores. He built a stone dwelling, tobacco warehouse, a barn, and barracks on the promontory of Bronx Kills. There is also a tradition that he built a dam in the Bronx River, and a mill near the site of the old flour mill at West Farms. The Indians destroyed his build-

The Dutch did not look favorably upon the Puritan immigrants, and at a meeting of the New-England Commissioners held Sept. 19, 1650, at which Gov. Stuyvesant presided. complaint was made of the English encroachments upon Dutch territory in Westchester County. A remonstrance was determined upon. Thomas Pell was one of these Puritan intruders, he having purchased a tract of land of the Indian sachem Ann-hock, otherwise known as Wampage. Cloes Van Elslandt was sent by the Dutch company to carry the protest against the settlement of any more English upon the land claimed by the Dutch. He sailed up the Sound in a small vessel, and was met upon his approach to the land by four armed men, who refused to let him debark. He resorted to a stratagem to get ashore. He said he was suffering from the cold, and that he would perish unless he was permitted to land. He was then allowed to set foot upon the shore, but the English took alarm when he presented his protest, and he was warned not to advance a foot within the debated territory. Upon consultation among themselves, the English determined to arrest him, and he was placed in the town lockup to await the decision of the inhabitants as to his fate. Just what became of him is not known. Among other pioneers were Thomas Hunt, John Richardson, Gabriel Leggett, Thomas Cornell, and Edward Jessup, sometimes called "Goodman" Jessup. Jessup and Richardson bought from the Indians 1,300 acres bebetween Leggett's Creek and the Bronx River, and after the dispute between the English and Dutch had been settled in favor of the English, they obtained a patent for the land from Governor General Richard Nichols. Patents were also granted to John Archer, who settled at Fordham, near King's Bridge; Louis Morris, and Daniel Tenure. The daughters of Jessup and Richardson married Thomas Hunt and Gabriel Leggett, and before the end of the seventeenth century all the land now comprised in the Twenty-third and Twenty-fourth Wards was in the possession of these five men: Louis Morris, Gabriel Leggett, John Archer, Daniel Tenure, and Thomas Hunt. Their names figure in the titles of all lands in that section. In 1746 smallpox was prevalent at Greenwich, N. Y., where the sessions of the House of Assembly were being held, and that body adjourned to meet in Westchester County.

of the contents of the house. he ordered the servants to remove all of the table furniture to the lawn, and the cook was instructed to place the dinner upon the table as if the house were not on fire. The guests seated themselves, and as the repast proceeded they gayly looked on while the old Graham mansion was burned to the ground. Nothing was saved except the silver and china used upon the table. That same night Col. Fowler led a marauding party to East Chester, where he met a party of American skirmishers, one of whom put a bullet through the suave Englishman, and the Colonel was brought back fatally wounded.

### They Forded the Harlem Then.

It was not until after the Revolution that the first bridge was built to connect Westchester County with Manhattan Island. The old fording place previously mentioned served the few inhabitants up to that time. The first bridge was built at King's Bridge. The old Third Avenue bridge, which has been removed to make place for the new structure, which is now being built, was not thrown across the Harlem until the beginning of this century. Robert Macomb, whose name is perpetuated in Macomb's Dam and Bridge, received authority in 1813 to build a bridge with a draw, where the new Seventh Avenue bridge is now being built by the New-York Central Road. Macomb exceeded the limitations of his grant, and instead of building a drawbridge he raised a structure which closed the river to shipping. He also dammed the Harlem in order to get tidal power for a mill. It was not until 1836 that this obstruction to navigation was removed by irate Westchester farmers. There was a legal fight over the action of the farmers, but the Court of Errors decreed that the Harlem River was an arm of the sea, therefore a public highway, and that it could not be dammed. Early in the seventeenth century a bridge was built at Fordham Heights, and it was used until a comparatively recent time.

Many of the old settlers in this historical region are buried in a little cemetery on the old highway to Hunt's Point, just east of the Spofford mansion. Here lies the body of Edward Jessup, who was one of the original patentees. His daughter Eliza-beth and her husband are also buried here, and several members of the Hunt family, from which Hunt's Point was named Thomas Hunt was a delegate to the first Colonial Convention held in New-York State. In this cemetery is a monument erected to Joseph Rodman Drake, who was considered a very brilliant poet, and who died in the old Hunt grange Sept. 21, 1820, when only twenty-five years old. Drake's grandmother was the wife of Thomas Hunt, who was a friend of Washington's. In the region now known as Van Cortlandt Park is a knoll known as Vault Hill, an elevation of about 100 feet above the parade ground. It takes its name from the tomb on its summit. In the vaults upon this hill are the remains of several members of the Van Cortlandt family. In February, 1776, Augustus Van Cortlandt, who was Clerk of New-York, reported to the Committee of Safety that for security he had removed the public records to Yonkers, to prevent their being obtained by the British when they should occupy the city. It is supposed that these records were placed within the family vaults on the hill now known as Vault Hill, and that there they were found by the Brit-ish when they followed up Washington after his retreat from Manhattan Island. It is probable, also, that the British returned the records to their place in New-York City.

made in the North Side. Without them there would be fewer houses above the Harlem than there are, an. there would be less attraction to the locality than is now taking there many people every year. The improvement of the Harlem River is one of the chief causes of the boom in North Side property which has set in.

the greatest improvements that have been

When the ship canal connecting the Harlem with the Hudson is completed next Fall the largest ocean vessels can sail through

This new company, and the sister company, called the New-York, Westchester and Connecticut Traction Company, has the strongest men in the North Side back of it. It is proposed to build a comprehensive system of trolley lines in the Twenty-third and Twenty-fourth Wards and Westches-ter County. Franklin C. Wilcox of the firm of Wilcox, Adams & Green, 69 Wall Street, is President of the company. Mr. Wilcox's partner, George C. Adams, is Secre-tary of the Union League Club. The Vice President is John A. Bensel, and Edward H. Hobbs is Treasurer. The officers of the New-York, Westchester and Connecticut

the control of the "Huckleberry" Road.

Louis F. Haffen, Commissioner of Street Improvements.

had for \$300 or \$400. The price of these

Kountze Brothers', Ebling's, and Zeltner's breweries are all in this neighborhood.

Tremont is one of the prettiest settlements on the North Side. Tremont Avenue is one

of the busiest thoroughfares north of the Harlem. Lots on the avenue, between One Hundred and Seventy-seventh Street and Third Avenue, cannot be bought for less than \$10,000. This section is drained by the Webster Avenue sewer. Mount Hope and Mount Eden are parts of Tremont that are especially attractive. The elevated railroad terminus is there.

Fordham is the seat of St. John's College. It is nearly in the centre of the North Side and is on the direct route from Morris Park. Tammany owns land there, on which suit-able club buildings will be erected.

In Bedford Park, which is further north, there are usually restrictions put in the bills of sale of lot requiring that houses of certain cost shall be erected. The range is from \$7,000 to \$10,000. The result is that beautiful houses have been built. Just west of Bedford Park is the old Jerome Park race track, which the city has pur-chased to be made into a reservoir for Croton water.

William's Bridge, Woodlawn Heights, and the section around Van Cortlandt Park is, perhaps, the prettiest of any in the North Side. In Woodlawn Heights lots range from \$350 to \$1,000 each. East of Van Cortlandt Park are the beautiful residences of the Johnsons, the Schermerhorns, the Babcocks, the Bates, the Wetmores, and others. The mansions on these heights cost from \$15,000 to \$50,000 each, and are surrounded by broad acres of lawn and forest.

There are many very attractive places in the North Side where a man with small capital can obtain a beautiful home very cheaply. It is strange that anybody should choose to live in crowded quarters when the opportunity is given to have a home in the midst of parks, with fine views, fresh air, and where all the rural attractions may be had, while living within easy distance of the business part of the metropolis of the United States.

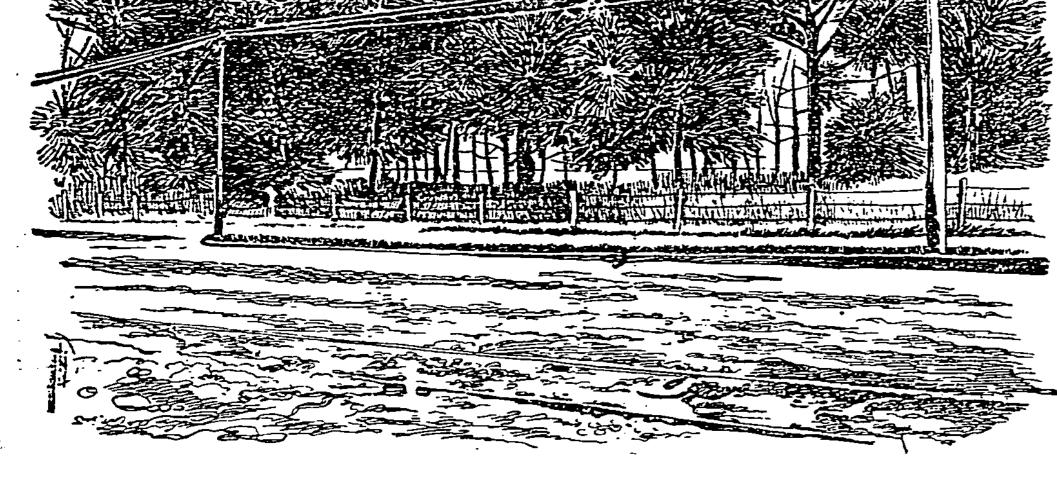
The bill for the creation of the Concourse, a full description of which was given in this paper a week ago, has been signed by Gov. Morton. There is therefore no doubt that all the new parks will be united by this magnificent driveway and promenade, and that New-York City will add another to the many attractions that make it the finest city on the continent. Commissioner Haffen and Engineer Risse are very much pleased at the success of the efforts made to secure the passage of the Concourse bill, and will do everything possible to hasten the acquisition by the city of the land necessary for its construction.

### Interesting Morris Family.

Morrisania took its name from the family of Louis Morris, which was of Welsh origin and great antiquity. The family descent can be traced to Rys, sometimes called Rice, Fitzgerald, who was a brother of Rhys, Prince of Geventland, who was a landed proprietor in Monmouthshire. This Rys Fitzgerald, for his warlike achievements, was called Maur Rys-that is, the great Rys, maur meaning great. Hence the word Maurys, which afterward became Maurise and then Morris. Morrisania was sparsely settled for many years. Even as late as the Revolution its forests were hiding places for royalist refugees and its thickets were filled with wolves. It remained in the ownership of the members of the Morris family until 1848, when a part of it was sold. Oct. 11, 1666, Gov. Nichols granted "certain sawmills to Thomas Delaval, John Vergelen, and Daniel Tenure lying over against Verchers, or Hogg Island on the Sound, where a passage hath been made to ford over from this island to the maine." It is evident, therefore, that the first means of passage from Manhattan Island to Westchester County was on the bottom of the Harlem River at a fording place where the water was comparatively shallow. The magnificent bridges of the present day were not dreamed of at that time. Upon the high ground northeast of the site of the depot of the New-Haven and Harlem River Railroad is the old manor house known as Old Morrisania. Richard Morris lived there in 1670. During the Revolutionary War the American picket guard had headquarters there, and the mansion was subsequently occupied by Col. James De Lancey, in command of the British Refugee Corps. When the British took possession of this plantation, they broke open the family vault in which were the mortal remains of the Morris ancestors, which was situated just north of the knoll upon which the house stood. The bones of the dead were strewn about in every direction. On the east side of Mill Brook is the old country residence of Gouverneur Morris, a descendant of this family, who was born Jan. 31, 1752. He was graduated from Kings College, now called Columbia College, in 1768. His distinguished services to the country were many, but he is chiefly remembered as having been Minister to France during the years of the French Revolution from 1787 to 1795. He was said to have so resembled Louis XVI. that upon one occasion his carriage was stopped at the barricades by a mob, and he was not allowed to proceed until by showing his cork leg he had proved that he was not the hated French monarch. Gouverneur Morris was a Senator from this State in 1800, and in 1808 he was one of the Commissioners appointed to lay out the streets on Manhattan Island north of Bleecker Street. He died Nov. 5, 1816, six\* ty-four years of age. The building in which he lived was of the French château style. Only the central part of the original structure remains, and even that is very much changed, so that its appearance is very different from what it was in the days when

### **Records Hid at Vault Hill.**

For seven years the region from Vault Hill to King's Bridge was the scene of many skirmishes, and the tide of war ebbed and flowed as the British or Americans were successful. It was at King's Bridge that Washington, in 1781, deceived the enemy while he withdrew his army to Yorktown. On the summit of Vault Hill he lighted deceptive camp fires, and ostentatiously displayed the few troops that he left there, while the great body of his forces marched to join Lafayette at Yorktown. where the decisive battle of the war was fought. At the close of the war, in 1783, Washington revisited this place and made his headquarters in the Van Cortlandt mansion, where he staid for three days, waiting the evacuation of New-York by the enemy's troops. Northeast of Vault Hill is an opening in the woods known as the Indian Field. In one grave there, which is unmarked by a stone, lie the remains of eighteen of the forty Stockbridge Indians who were allies of the Continental troops, and who were killed by the British. The Van Cortlandt mansion was built in 1748. The numerals are carved in a stone tablet on the front of the house. Among the famous Generals who took part in the skirmishing in this region in command of the patriot forces were Washington, Rochambeau, Greene, Van Cortlandt, Heath, Parsons, Clinton, Thomas. Lasher, Graham, Berthier, De Lauzun, Chastellux, Paulding, Swartwout, and Armand. The British forces were commanded at different times by Howe, Knyphausen, Tarlton, De Lancey, Simcoe, Van Wurmb, and Rogers. Perhaps the most determined fighting was done around Fort Independence, which was on the farm of Gen. Montgomery. This fort, which was on Tetard's Hill, can be seen from the Van Cortlandt mansion. It was necessary that whoever held Manhattan Island should keep open communication to the north through this region, and it was for this reason that the fighting in Westchester County was of such a sanguinary nature. Among the old houses of historical interest is the Glen Cottage on King's Bridge Road, Fordham. It was one of the bestknown hostelries in the State, and has many Revolutionary associations. Tradi-tion says that Washington once visited the inn. Near by is the little story-and-a-half cottage once occupied by Edgar Allan Poe. It stands on the top of a hill on a plot of ground 50 by 250 feet. Poe wrote "The Raven" in this little house. Every morning he used to walk along the Bronx and stop at the Glen Cottage Inn, where he partook of his favorite drink of whisky toddy. The Poe cottage was purchased four years ago by Austin E. Ford, editor of the Freeman's Journal. It has lately passed into the hands of Edward Chauvet, who will move it back to the rear of the lot upon which it stands and use it as a dentist's office. Mr. Ford expected to sell the cottage to a syndicate that would preserve it as a relic of the fascinating story writer, but the plan fell through. It has always been an object of interest, and visitors to it have been numerous. Everything portable about the house has been carried away as souvenirs. The reason for moving it is that in the arrangement of the new street system, made under the direction of Street Commissioner Haffen, a street was unavoidably run over the ground on which the cottage stands. The inn to which Poe used to take his morning walk was for fifty years the only hotel in Fordham. Three years ago the Tammany Society of the annexed district bought the old hotel property as the site for a clubhouse, and Hotel Keeper Nolan was instructed to tear down the old house.



Westchester Avenue Property in 1892.

the new channel to the Sound. Taken in connection with the great deep-water harbor at Port Morris, this new water route promises to effect a radical change in existing conditions in regard to shipping. Millions of dollars have been expended upon the canal and in widening and dredging the Harlem River and building docks. More money will be spent by private corporations in extending the wharfs and in providing facilities for the handling of freight to be transferred from the railroads to ocean carriers, or the reverse. The harbor is the finest in this country. The minimum depth of water along the docks at Port Morris is thirty feet at low water, and there is from fifty to seventy feet of water under the same conditions along a considerable portion of the wharfs. The Harlem River is so narrow that piers cannot be built out from the shore line at all places, but the channel is wide and deep enough for the passage of the largest vessels.

Traction Company are William Cauldwell, editor of The Mercury, who was formerly connected with the "Huckleberry" Road, and Philip Katz, Treasurer. The latter company obtained a franchise last Monday from the Westchester County officials for sixteen miles of lines on Lafayette Avenue and Boston Post Road. The People's Traction Company will have a hearing before the New-York Board of Aldermen April 11, when the application for franchises for lines on Brook and Washington Ave-nues, to Fordham, Franklin, and Prospect Avenues, the old Boston Post Road, and Lafayette Avenue, and for cross lines on One Hundred and Forty-ninth and One Hundred and Sixty-ninth Streets, will be passed on. Two parks, St. Mary's and Cedar, beautify the southern part of the Twenty-third Ward on its west side. In Cedar Park have been found the remains of mound builders, which carries the historical student back of the days when the land was bought of the Indians by the Dutch West India Company in the seventeenth century, itself an interesting period. It is in the southwestern part of the Twenty-third Ward that the Astors have made such large investments. The Iron steamboats, which in Summer run to Coney Island, tie up in Winter at the docks built here by the Astors. From the new Macomb's Bridge to One Hundred and Sixty-second Street is a beautiful residential section. Numbers of buildings have been erected here, at a cost of from \$4,500 to \$6,500. Among the large estates are those of the Kemps, the Andersons, and the Campbells. To the north is the region known as the High Bridge section, where are the Ogden, the Ludlow, the Brown, the Jesup, and the Lee estates. The topography of the country is more hilly, and development has conse-quently not been so rapid. But there are no finer views anywhere than can be had from the heights along Sedgwick Avenue. Along this road are some of the finest residences in the North Side. At the Macomb's Dam Road is a settlement of ten or twelve houses of the most attractive appearance. The old residences of the Morris family are situated here.

To be a Great Railroad Centre.

These can find plenty of room for anchprage or docking at Port Morris, where the greatest improvements are projected. Three trunk lines of railroads-the New-York Central, the New-York, New-Haven and Hartford, and the New-England sys-



### The New-York University Grounds.

The grounds and buildings of the New-York University are situated midway between Morris Dock and High Bridge. It was decided to purchase them on May 4, 1891. About sixty-five acres were bought of W. H. T. Mali, including the Mall homestead. Some of the new buildings have been erected. It is proposed to have grouped about a quadrangle of six or eight acres the Science, Philosophy, and Literature Halls, a chapel, library, gymnasium, and dormitories, and such other buildings as the needs of this great institution of learning require. The advantages of the location in the North Side of the New-York

## DUTCH THE FIRST SETTLERS.

## During the Revolutionary War the Scene of Many Skirmishes.

Reference has been made to the historical interest which attaches to the territory now included within the Twenty-third and Twenty-fourth Wards, called by those who live there the North Side, to distinguish it from the great West Side, which was described in The New-York Times two weeks ago. This territory was originally a part of Westchester County. Before the first settlers came over it was inhabited by tribes of Mohegans, of which the Manhattans, from whom the island of Manhattan takes its name, were a branch. The province of New-York, which included the territory north of the Harlem River, was divided into shires and counties in 1683, and Westchester County was one of those laid out at that time. It was represented in the first legislative assembly of the colony on April 9, 1691. The territory was at-

tractive to the vcry first invaders of this

country. Its soil, made up of the abrasions

and disintegrations of gneisic and lime-

stone rock, formed a light loam which was

suitable for agriculture, and the variety of

the wood and the number and exquisite

beauty of its flowering plants and ferns

was such as to make it a region of mar-

velous beauty. Late researches show that

over 1,100 flowering plants and 46 ferns are

indigenous in this region. Westchester

County was purchased by the Dutch West

India Company from the Mohegan Sachems

in 1640. The mediums of exchange between

the Dutch settlers and the Indians at that

time were guns, kettles, coats, adzes, shirts,

cider, and bits of money, and it is probable

that in no one of the various ne-

gotiations by which the Dutch became

possessed of the various tracts of

land in this neighborhood was the amount

of stuff given to the Indians of great value

as compared with the worth of the land at

its value in these days. When the whole

of Manhattan Island could be purchased

for \$24 worth of beads it is doubtful if

more than a few dollars' worth of the ma-

terials mentioned was paid for the land

north of the Harlem. As a matter of fact,

in none of the deeds which have come down

to us is the amount of the purchase price

given, the usual phraseology being that the Indians have received a "satisfactory"

recompense. The Dutch were shrewd trad-

North Side's First Settler.

so far as history records, was Jan Throck-

morton, who came from New-England with

thirty-five other settlers "with the appro-

bation of the Dutch authorities." The west-

ern part of Westchester County was called

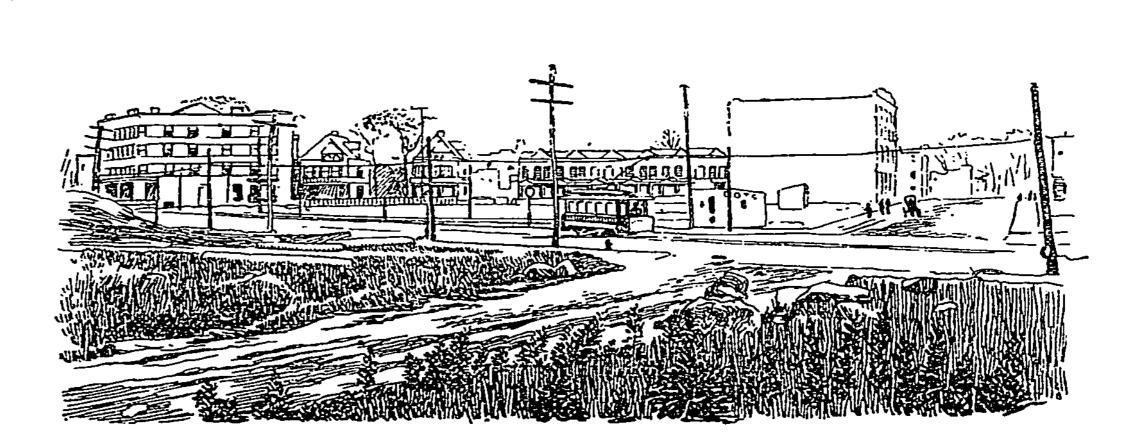
Vreedland, or the freeland, and the easter-

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The first settler in Westchester County,

ers.

that time, and certainly not in respect to



Louis Aloys Risse, Chief Engineer.

tem-run through the territory which fronts on the magnificent harbor, and the officers of all these companies are preparing to build terminals at Port Morris which will make it one of the largest railroad centres in the country. By these lines freight from every section of the United States can be landed on the docks ready for storage in the holds of vessels running to every port in the world. Five or six hundred acres of the best of the dock property is owned by the East Bay Land and Improvement Company, of which Gen. Egbert L. Viele is the representative. This land has been divided into 4,000 lots. One large dock has already been built by the company. Thirtytwo piers will be built out into the river. A ship basin 1,500 by 500 feet will be made. The land is on Hunt's Point, just north of Port Morris. The company is selling the lots, with houses, on terms which are as favorable as were ever offered by any building and loan association. An investor can secure an insurance policy which covers the amount of the mortgage on the house and lot, so that if he dies the insurance pays the mortgage and the property goes to his heirs, with no incumbrance. The New-York and New-Haven Railroad has purchased twenty-one acres here for its terminals.

The fire limits have not been extended over the territory included in the Twentythird and Twenty-fourth Wards. The result is that there are more frame houses than on Manhattan Island. But in the section of the Twenty-third Ward just north of the Harlem, which is sometimes Galled North New-York, there are the same

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University are too obvious to require more than passing notice. About \$15,000 an acre was paid for the ground. Not all the land was needed for strictly university purposes, and 120 lots were set apart for sale. These are bringing from \$1,500 to \$3,000. They are being purchased by professors in the university and others interested in the institution, and a college settlement is being built up, which is very attractive in its social life.

Near the university is the land owned by Jim Corbett, the prizefighter, who has put some of the money he got by "knocking out" such fistic stars as John L. Sullivan and Charley Mitchell, the Englishman, into ten or twelve lots near Fordham. The house of the Fordham Club, which was described last week, is also in this locality. John B. Haskins lives near by, and Frederick W. Devoe has a fine place just north of the university.

At Morris Heights are the works of the Naphtha Gas Engine and Power Company. Webb's Shipbuilders' Home is on Sedgwick Avenue, in this region. Fort Independence, mentioned in another part of this article which deals with the historical features, is on the Giles estate. W. W. Niles, Jr., has a beautiful home in the vicinity, and there are many other fine places on this ridge of land, which is in some places 300 feet above tidewater.

On the east side of the Twenty-third Ward the greatest development in the last few years has been on the property formerly included in the old Dater estate. which was subdivided, and is now being sold by J. Clarence Davies. Pictures showing this Westchester Avenue property when it was subdivided and two years later are given here. The estate was divided into 300 lots. Of these 150 have been sold in two years. and sixty or seventy dwellings have been erected on them. The character of these new buildings can be estimated from the picture. When Mr. Davies began selling these lots the best price he could get was from \$1,000 to \$1,500. Now for the same kind of lots he is getting \$2,000 to \$2,500. The buildings erected in this neighborhood are of wood and brick.

The land in the Fox estate, to the north, is low, and lots a few years ago could be'

Mr. Morris entertained lavishly. Among the most famous of his guests were Louis Philippe, le Duc d'Orleans, who afterward became King of France, and John Victor Moreau, the celebrated French General.

# British Colonel's Coolness.

Near Mill Brook, two miles from the Harlem River bridge, lived the famous Charlotte Temple, and along this valley passed and repassed, it is said, Harvey Birch of Cowpens, the "Spy." Gen. Heath was in command of the American forces in the station at the Morris house before the British advanced from the South. After the British forces, under Col. James De Lancey, took possession of the Morris mansion, Gen. Heath, who had retreated through the broken country to the north. made so many forays and so generally harassed the British Colonel that the latter was finally obliged to shift his quarters to British Fort No. 8, at Fordham. The remains of this fort are still visible, as are also the earthworks of Fort Independence on Tetard's Hill, Prince Charles redoubt, and other forts, which were occupied by the British or American forces. The road now called the Old Boston Post Road, which runs through Bronx Park and West Farms. was the one taken by Lafayette on his way to Boston, and a narrow lane through which he took a short cut is named in his honor. The Graham mansion stood on the Leggett place. Col. Fowler, a British of-ficer, dispossessed the Graham family, and made the mansion his headquarters. To celebrate his installment in his new quarters he invited all the officers and gentry in the neighborhood to a grand dinner. Just as the servant announced that dinner was on the table there was a cry of fire. The guests were horrified to find that the house was in danger of being destroyed. Col. Fowler's self-possession did not desert him. As he had invited his guests to a dinner, he proposed that they should not be disap-pointed. Instead of attempting to save any

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