

A Short History of Orange County N.Y.

Written by: Malcolm A. Booth

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Settlement

- **Indians**
- **Henry Hudson**
- **“Treaty of Goshen”**
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“This is a very pleasant place to build a towne on,” remarked Orange County’s first European visitor on the night of September 29-30, 1609. It is not quite clear whether the comment was penned by the Dutch-employed English explorer Henry Hudson or by his chief assistant, Robert Juet. What is clear – from the description given to the porton of Newburgh Bay in which they dropped the anchor of the “Halve Maen” (Half Moon) that afternoon – is that they were referring to the site of the future village of Cornwall.

Hudson had already sailed past “Orange County” on September 15, 1609, on his northbound voyage up the river that today bears his name. He had captured two Indians, who escaped from him, but it appears that this incident occurred south of Bear Mountain, in Rockland County, so that the explorers made no stops in Orange County while sailing up the river.

Sailing approximately to the Albany area, Hudson was persuaded that the river was just that, and not a short passage through the North American continent to China, and sorrowfully reversed his course. It was three in the afternoon as he arrived at Newburgh Bay. The lateness of the day and the low tide combined with the treacherous turns through the Highlands to make the bay a good spot to drop anchor and observe the scenery.

Although Hudson was English – and an experienced sea-captain under the English flag – the government of King James I considered itself short funds that year, so Hudson was employed by the Dutch East India Company, with a crew half-English and half-Dutch, with the one Frenchman. So it was that the area soon to be known, as New Netherlands was claimed, not for England, but for a private corporation chartered in Amsterdam in the Netherlands.

The area discovered by Hudson was by no means uninhabited, being occupied at the time by the Minisink Indians, a division of the Muncee tribe, who in turn were a part of the Lenni-Lenape Indians (later called Delaware Indians by English settlers). All of Delaware tribes lived in the vicinity of the Delaware River, from Kingston, N.Y., down to the State of Delaware. They spoke a dialect of the Algonquian language. In the summer they hunted and fished, and raised corn, beans, squash, and other native vegetables. Families lived in small dome shaped wigwams covered with bark or grass matting. In the winter they lived in villages surrounded by log stockades, sometimes called “ castles.” The women wore knee- length dresses of buckskin and the men’s costumes were usually a breechcloth, buckskin leggings and moccasins. Fur robes were worn about the shoulders in cold weather.

Sometime before 1640, Dutch sailing captains observed the Indians at one of their religious ceremonies on a flat table rock on a point on the Hudson north of Newburgh. The Indians, before expeditions of hunting, fishing, or war, worshipped their god Bachtamo by tumbling head over heels and making loud noises. To the Calvinist Dutchmen, this was worship of the devil, and they named the location “De Duyfel’s Dans Kammer” (the Devil’s dance-chamber) – the Danskammer of today. Bachtamo-worship continued at Danskammer until about 1700 or 1710.

In the 17th and 18th Centuries these Indians rapidly “sold” their land, fell victim to the white man’s diseases (particularly smallpox), and declined in numbers. Beginning in 1724 the Muncees started moving into Pennsylvania and by 1740 nearly all had left New York. By 1765 the entire Muncee tribe numbered only about 750. Later they moved into Ohio – and later Wisconsin – and combined with other Algonquian tribes.

Because of this development, there were few serious conflicts between the native Indians and the new settlers of Orange County. Some of the earliest of these, such as the two version of the tale that led to the naming of Murderer’s Creek (now Moodna Creek), are best described as folklore. But the 1744 “Treaty of Goshen” has more substantial evidence behind it.

In 1744, France and England were engaged in another series of wars – the was of the Austrian Succession in Europe, King George’s War in America. White settlers of Orange County noticed that the Cahoonzie Indians had omitted their customary fall hunting trip to Orange County, and speculated that perhaps the Cahoonzies, like the Huron Indians of Canada, had made an alliance with the French.

A delegation was sent to discover the cause of the Indians’ absence, and found them cold, hungry, and fearful that the English settlers were about to make war against them, as they knew the settlers had been stocking up on arms and ammunition.

They reassured the Indians that their armament was intended for the French – and any Indians who were allied with the French – and the parties agreed on a military alliance, under which the Cahoonzies would report any movements of the French of which they became aware, and the Province of New York would protect the Cahoonzies against attack from the French or their Indian allies. The provincial government consented to the treaty, and the Indians arrived in Goshen January 1, 1745, set for the ceremonial ratification of their treaty. They informed their new allies that their method of ratifying a treaty was for the chiefs of the two tribes to be chained together for an hour-long parade, and where was the governor of New York, who had signed the treaty, so he could be chained to the Cahoonzie chief? For some time, it appeared the treaty would never be solemnized, but eventually the chief English delegate, Colonel Thomas DeKay of Warwick, persuaded the Cahoonzies to accept him as a substitute for the English governor, George Clinton (not to be confused with the later Patriot governor of the same name), who was unavoidably absent at the colonial capital, New York City. Thus DeKay and the Cahoonzie chief, chained together, paraded along the main highway through Goshen for an hour on January 3, 1745, and the English gained a new ally.

Later, during the Revolutionary War, Mohawk Indians allied with the British attacked pro-Independence settlers in western Orange County, but that story is more properly a part of the Revolutionary War and will be told under that heading. Today, our Indian heritage consists principally of the foods they used, which were adopted by the white man, and many place names, either of Indian origin or referring to incidents

involving Indians – Danskammer in the Town of Newburgh, Jogie Hill in the Town of Wawayanda, Minisink (a town in its own right), Mombasha in Monroe.

It was approximately 75 years from Hudson's discovery to the first white settler within the present boundaries of Orange County. He was Patrick MacGregorie, a Scotsman who built a cabin at Plum Point on the New Windsor-Cornwall town line before 1684. MacGregorie, the muster-general of militia was killed in the Leislerian Revolt, New York's counterpart to England's "Glorious Revolution," which substituted Protestant William Mary for Catholic King James II on the English throne.

In the interior of the county, the first settler was William Tietsoort, a blacksmith who had escaped from the Schenectady Massacre of 1890 (Kind William's War). Tietsoort made friends with the Indians, from whom he obtained land outside present-day Port Jervis, now known as the "VanFleet Homestead," and later he operated the first mill in the Port Jervis area.

Orange County has the distinction of being of the location of the oldest standing dwelling house in North America built by members of the Jewish faith. A man always referred to as "Gomez the Jew" built a one-story stone house in 1714. After Wolfert Acker bought the house in 1772, he added a second story of brick. The third owner was Henry Armstrong, who wrote his Civil War novel, *Rutledge*, here. Now generally referred to as Mill House, it is located just inside Orange County about a mile south of Marlboro.

Actual settlement of Orange County proceeded slowly, for reasons that are still not entirely clear. Certainly great ridges of mountains, making travel difficult except along river valleys, were one reason. Remoteness from governmental offices, a subject to be explored later, may have been another. In any case, the earliest settlements were those of separate and distinct national and religious groups – setting a pattern for Orange County development that has persisted into the 20th Century. One historian has said the Colonial America was composed of "small islands of enforced orthodoxy." Nowhere was this truer than in Orange County, and in both religious and national terms.

The earliest such settlement was presumably the Scotch Presbyterian families who joined MacGregorie at Plum Point in the 1680's. Followed by the French Huguenots led by Jacob Cuddeback who settled the Neversink Valley in the 1690's. A large colony of Palatine Germans, forced out of their Rhineland homes by War of the Spanish Succession, received a promise of the "German Patent" from Great Britain's Queen Anne in 1708. This land consisted of most of the river frontage now in the Town and City of Newburgh. Bureaucratic delays postponed the actual grant of the title until 1719, by which time most of the Palatines were in actual possession of the land. To this group falls the distinction of establishing the first organized church in Orange County, a Lutheran church, which was, changed ancestor of today's St. Georges Episcopal Church in Newburgh.

Still more separate ethnic and religious communities came to settle in Orange County. Another settlement of Palatine Germans was started at Montgomery, while more French Huguenots, from their base in New Plats and joined by other Calvinists from Holland, Germany, and Switzerland, followed the course of the Rondout and Basha's Kill into the Minisink County. The iron industry in southeastern Orange and adjacent parts of New Jersey, partly under German and partly under Scottish management tended to be predominantly but not exclusively British in employment. Englishmen and Scotsmen

were the dominant nationality group in most of the remainder of the county at the time of its first settlement.

Many years later, at the close of the 19th Century, the pattern began to repeat itself as Swiss, Poles, and Volga Germans (Germans who had lived in Russian for a century) established their separate villages along the Pine Island Turnpike in the Town of Warwick, because of the prime agricultural land in that area. The iron works at Sterling were reopened with a labor force predominantly Italian – to the extent that all company notices were printed in Italian as well as English – and the Italians also dominated the “East Village: in Tuxedo, many of them employees on the estates of exclusive Tuxedo Park.

With one group, however, this pattern did not apply. Blacks came to Orange County principally as slaves, and constituted about ten percent of the population in 1698. As slaved, of course, they settled wherever their owners did, rather than in separate communities of their own.

Colonial governments made special censuses, or “inventories,” of slaves, and when regular censuses were started in 1790, they always listed a person’s color.

In 1799, New York State passed a law providing for gradual emancipation, and in 1818 the date of July 4, 1827, was set for freeing the remaining slaves. Between 1799 and 1827, local governments kept records of slave births, since slaves born after 1799 were to become free when they reached a given age, and the records were needed to prove the date of emancipation. No births records were required of whites at this time.

But other records rarely make a distinction between the races, and a history of black contributions to Orange County (or any other) requires that every name be checked against the birth and census records – a task not yet undertaken.

Suffice it to say that the black population of Orange County in its early days was numerous, and that some of today’s black citizens can trace their ancestry to those who lived in the county 200 years ago.

While property qualifications for voting, not imposed on whites after 1822, remained until 1867 for blacks, the most important step of freedom itself was taken in 1827.

One factor affecting the pattern of settlement in Orange County (and later history as well) was that the only large patent (a grant of land awarded by the royal government), the Evans Patent, was revoked by the governor, the Earl of Bellomont, in 1699, and reissued in 82 small patents between 1709 and 1775. Throughout the colony, a limit of 2,000 acres to one land owner was enacted, but not enforced by Bellomont’s successors when many other countries came to be divided up. A number of persons could jointly file for a larger patent, combining the maximums allowed to each of them, and this was done in the cases of the Chesekook Patent, the Wawayanda Patent, and the Minisink Patent in Orange County – but, with this exception, the 2,000-acre limit was much better enforced in Orange and southern Ulster Counties than in others. The result was a much greater proportion of relatively small, family-size farms, much less tenant farming, and eventual avoidance of the great landlord-tenant difficulties that occurred further north and on the other side of the Hudson River in the 19th Century, such as the Anti-Rent Wars.

The household equipment of the typical farm settler may be deduced from the inventory of items brought by Sarah Wells, the first white settler in the Precinct of Goshen, in 1714: two horses with bells on, two milk cows with bells, two Irish Brahmas,

one spade, two pails, two beds and bedding, one small and one large kettle, wood trenchers and bowls, candlesticks and candles, coffeepot with coffee, teapot, chocolate, tin canister with tea, a pair of trammels, a frying pan, small tine plates with saucers, a bundle of cloths, saddlebags, pillow saddles, knives and forks, some potatoes, wallets, medical cordials in vials, refined sugar in small pieces, brown sugar in rolls, flour, biscuit, ham in small sacks, and some trinkets, ribbons, and small knives for Indians.

Military

- **The Revolution**
- **Henry Wisner**
- **Battle of Fort Montgomery**
- **The Silver Bullet**
- **Battle of Minisink**
- **Arnold and West Point**
- **Military academy**
- **Orange Blossoms**

Orange County's most significant role in national history undoubtedly occurred during the American Revolution, when the Henry Hudson River valley became a major battle objective of the British forces in an effort, never successful, to split the New England Colonies from the Middle and Southern Colonies. The county, however, participated actively in every period of the Revolution, from its outbreak to the final discharge of the troops, so the story is best told in a chronological fashion.

The causes leading Orange County residents to support the Revolution were basically the same as those motivating colonists elsewhere. The only cause that may have had special importance locally was the restriction of American manufacturing, including the growing iron industry in southeastern Orange. Technically enacted many years previously, this regulation (limiting American manufacturing to the amount of goods needed in the colonies themselves) was only sporadically enforced until the "Imperial Reorganization" that followed the end of the French and Indian War in 1763. Although this might have been a reason for the special support given to the independence movement locally, no evidence has yet been found that local residents gave it any special weight.

Some of them may well have heard that two of their former neighbors, John and Thomas Young of Toleman Road, in the Town of New Windsor, then medical students in Boston, had joined in the Boston Tea Party, and that one of them was said to have been the person in the Faneuil Hall meeting who, when the question was asked, "What shall we do with the tea?" replied, "Let's dump it in the bay."

With each response of the British government, colonists' protests were repeated and, in fact, multiplied. In 1774, the First Continental Congress was called to serve as a unified voice of all the colonies. While the Committee of Fifty-One, a self-appointed group of New York City merchants, named most of New York's delegates Orange County named Henry Wisner of Goshen, a step confirmed by a joint meeting of the Precincts of Goshen and Cornwall 18 days later.

Wisner was also a delegate to the Second Continental Congress, where George Clinton joined him; a New Windsor native was probably living in Kingston at the time and who represented Ulster County. Both men had had experience in the Provincial Assembly under the crown. And they were present when the Declaration of Independence was adopted in July of 1776.

They did not vote on it – New York's own convention had postponed instructing its delegates on how to vote until the conclusion of a statewide election campaign five days later – and they did not sign it. There is little doubt however, that both supported independence. Clinton left Philadelphia to return to New York to organize the newly independent state's military defenses, while Wisner's purpose in returning to Goshen was equally important. As one of the few men in the American colonies who knew how to make gunpowder, and having an interest in two mills that could be converted to the manufacture of that vital commodity, it was obviously his destiny to be involved in the "supply" division of the coming struggle. Both men continued their political activity, though not in Philadelphia. Clinton served throughout the Revolution, and for many years afterwards, as the state's first governor (a topic to be discussed more fully in the next chapter), while Wisner served in the state legislature from 1777 to 1782.

Among the fortifications Clinton (and others) were overseeing were three in the Highlands – Forts Clinton and Montgomery at Bear Mountain, and Fort Constitution on an island in the Hudson opposite West Point. Both armies realized the strategic importance of the Hudson River Valley to the course of the war. Since the British navy was assumed to be strong enough to control the ocean and the seacoast, communication by land between the New England states and the middle and southern states was necessary for unified military and political action against the British. On the other side, the British believed that if they divided the states by controlling the Hudson River, they could subsequently win the war by turning their attention against the individual states, one at a time.

The best location to prevent the British from moving up the Hudson was at West Point, where the river changes course at an acute angle. In the days when ships were dependent on the wind, this meant that a sailing vessel would inevitably be moving at a slow speed either above or below the point, depending on the wind direction, and thus vulnerable to a battery overlooking the river at such a point. The only real way the British could succeed was by seizing the land overlooking the river first. Fort Constitution was built on an island at this point, while Forts Clinton and Montgomery – supplemented by a chain across the river were built about four miles below.

The first – and most nearly successful – British plan to seize control of the Hudson was a three-pronged attack in 1777. General Barry St. Leger was to come down the Mohawk River; General John Burgoyne was to come through the Champlain Valley to Albany, while General Sir William Howe was to move up the Hudson from New York City. Howe neglected to carry out his portion after St. Leger had already been defeated at

the Battle of Oriskany and about the same time Burgoyne was being defeated at the Battles of Saratoga.

Howe, preferring a campaign in the Philadelphia area, left Sir Henry Clinton in charge of the expedition up the Hudson. In charge of a force of 3,000 to 5,000 men – a large command for that time – Sir Henry landed at Stony Point on October 6, 1777, and marched on Forts Clinton and Montgomery. He divided his forces, half the men marching parallel to the river and the remainder circling behind Bear Mountain. Although the American forces, headed by the governor, General George Clinton, knew exactly what their opponents were doing, their 600-militia men were too few to prevent a defeat at dusk on October 6.

The governor was rowed to safety across the river; many of the other defenders slipped away in the dark; but 263 were taken prisoner and about 100 were killed. When the British released the Fort Montgomery chain and moved upriver to Fort Constitution, they found that post deserted and partially destroyed. Later, they wrecked the remainder of Forts Clinton and Montgomery, but not before moving further north to Kingston, the temporary state capital, where all but one house was burnt between October 15 and 17.

In July of 1779 Orange County residents were engaged in two almost simultaneous battles at opposite sides of the county – although the major events of both occurred beyond the county's borders. First, the American forces, commanded by General "Mad Anthony" Wayne, silently stormed the British fort at Stony Point on the Hudson River in Rockland County. Their attack on the night of July 15-16 was eminently successful, and 543 prisoners were taken. The prisoners were to be marched to Easton, Penna., and chosen for guard duty was the cavalry troop commanded by Court Casimir Pulaski that had been protecting the Minisink (Port Jervis) region against Indian attack since a small raid the preceding October.

This decision left the settlements in western Orange County without adequate protection. Tories and Mohawk Indians, led by their chief, Joseph Brant, looking for a counter-measure against the Sullivan Clinton campaign against the Indians in western New York, then in progress, were quick to take advantage of their opportunity. On July 20 the Indians burned houses and killed the settlers around what is today Port Jervis. A runner escaped, however, and carried the message to Goshen, where the militia, commanded by Lieut. Colonel Benjamin Tusten Jr., set out in pursuit of Brant's forces. On the way, other militia units from Warwick and Sussex, N.J., who however, took slightly different routes in pursuing Brant, joined them. The opposing forces met at Minisink Ford, now in day Lackawaxen, Pa. The Americans fought bravely from a natural strong point on the brow of a hill, but eventually were overpowered and, for the most part, killed. (Not until 1822 were their remains recovered and returned to Goshen, an event commemorated by not one, but two, stone monuments. Both monuments were on view in 1975.)

In 1780 the focus shifted back to the Hudson where, in August, a new commander arrived to take charge of the cluster of forts known as West Point – a man with the unforgettable name of Benedict Arnold. As in 1777, both the British and Americans still considered control of the Hudson River the key to victory in the American Revolution, and for the same reasons. What reasons motivated Arnold to sell the plans of his new command post are still not known certainly. His disappointment at not being promoted rapidly enough, and his second wife's financial aspirations are the reasons usually given.

In any case, the British commander in New York City did send his young aid, Major John Andre', to conclude negotiations with Arnold. Negotiations were successful, and Andre headed back toward New York with the plans to West Point hidden in his boot. Near Tarrytown, he was captured. Word of the capture, and Arnold's treason, were sent to General George Washington, who was having breakfast with Arnold at the time. Before the message could be delivered, Arnold slipped out the door and was rowed down the Hudson River to a waiting British warship, Arnold fought the remainder of the war on the British side, and eventually received the coveted general's stars. Andre was hanged at Tappan (Rockland County) only a few days after his capture.

By 1781 it became clear to the Americans that a large military force was needed in the Hudson Valley to keep the British forces bottled up in New York City. Soon after Washington established his headquarters outside of Newburgh, it appeared that the Americans had an opportunity to trap an entire British Army at Yorktown, Va. Moving with unbelievable secrecy and aided by the indispensable help of the French Admiral DeGrasse and his fleet, the trap was sprung. In the Revolution's last major battle, Lord Cornwallis surrendered to Washington.

Returning to the Newburgh area, the troops began building temporary structures to protect them from the winter winds at what became the New Windsor Cantonment. Today, only one of these buildings, the Officers' Hut, remains intact, and that is not in its original site. Other buildings at the historic site have been reconstructed on their original sites, including the Temple, or Public Building, which was originally intended for all types of large meetings, including dances. It received its popular name of "The Temple" because it was used for religious services among other activities.

The highest-ranking officers did not stay in huts on the grounds, preferring to rent many of the finer houses in the area for their temporary homes. Indeed, there was a good deal of rivalry to obtain the best lodging among the officers of the higher ranks – and sometimes the remarks they made about the houses they were trying to move out of would not have endeared them to the owners. One house, in fact, was described as not being fit for a kennel. Washington himself declared at least three houses unsatisfactory while he was living in them, before on April 1, 1782, he moved into the Jonathan Hasbrouck House.

This Dutch stone house, now in downtown Newburgh and better known today as Washington's Headquarters, was apparently completely satisfactory, for here Washington stayed for 17 months – longer than he stayed in any other single location anytime during the Revolutionary War. Although it reverted to the Hasbrouck family after the war ended, it was acquired by the State of New York for the development as an historic site in 1850 – the first site set aside exclusively for historic preservation purposes anywhere in the Americas, preceding even Mount Vernon by nine years. A separate museum building was built on the grounds in 1910.

Several events occurring while Washington and the Army were stationed at New Windsor were of importance in determining the shape and character of the new nation being born.

It was from here that Washington denounced – in the strongest possible terms – Colonel Nicola's suggestion that Washington should become king of the new nation. It was here that he established the Badge of Merit (commonly called the Purple Heart) on August 7, 1782, and presented the first one to Sergeant Elijah Churchill of the 2nd Continental

Dragons (Connecticut) on May 3, 1783, on the grounds of the headquarters. But most important, on March 15, 1783, in an emotion-filled oration at the Temple at New Windsor, Washington persuaded his officer not to mutiny and march on Congress at Philadelphia to force payment of their back salaries, some of them as much as seven years in arrears. This act helped to establish a strong American tradition against military coup d'état, so common in some other countries as a means of accomplishing desired objectives.

While Orange County's post-Revolutionary military tradition has certainly been less dramatic than during the Revolution it still has been significant. Perhaps its most important role has been as the home since 1802, of the United States Military Academy at West Point. When Congress in that year was seeking a location for an institution to train officers for the nation's projected standing army, what could be more natural than the five "war-surplus" forts on the bluffs overlooking the Hudson River? Since then, the military has steadily grown in size. And in the process, it has educated almost all of the country's most successful military leaders and a number of presidents, as well as no small number of dropouts (Edgar Allen Poe) and "faculty brats" (James Macneill Whistler) who went on to achieve success in other fields.

Of course, Orange County residents fought in every one of the nation's wars, quite often in units based on their origin in the county, but none of these achieved more just fame than the "Orange Blossoms," or the 124th New York State Volunteers, who represented the county in the Civil War and were prominent in the capture of Little Big Top, the turning point of the Battle of Gettysburg. The 124th is memorialized by the statue at the corner of Park Place on Goshen's Main Street.

In order to alert Burgoyne to their efforts to relieve his increasingly desperate position, Sir Henry sent a messenger, Daniel Taylor, from Fort Montgomery to Burgoyne's headquarters. The message, containing news of the capture of the Hudson River forts, was placed in a hollow elliptical silver case, from which it afterwards received the name of the Silver Bullet. In New Windsor, the messenger encountered American troops wearing captured British uniforms that had not yet been dyed to the American colors, and who were retreating northward in pace with the British fleet in an effort to defend Kingston. Challenged, Taylor demanded to see "General Clinton." Upon being taken to the Falls House (where Route 207 goes under the Thruway), and being taken to Clinton's office, he realized his mistake and swallowed the silver case. Taylor's movement was noticed, and it was guessed what he had done. Clinton summoned a nearby physician, Dr. Moses Higby, who administered a powerful emetic. Upon recovery of the silver case, Taylor somehow managed to swallow it again. Another emetic was administered, and the message was recovered. The Americans took Taylor with them on their northward trip and eventually hanged him at Hurley as a spy.

Sir Henry chose not to remain in Kingston for the winter – a rather chilly prospect since he had burned down all the houses save one – and withdrew to New York City. This interlude gave the Americans time to strengthen their defenses in the Highlands, including Fort Putnam at West Point, the Sterling Furnace chains across the Hudson, and a chevaux-de-frise (barbed spears attached to rock filled cribs sunk in the Hudson River, and strong enough to arrest the progress of any ship that caught on them).

Although the British made another attempt to move up the Hudson, that plan, like the one in 1777, involved the control of the shore defenses first, and no effort was made directly against the barriers in the river.

Government and Politics

- **The Colonial Period, 1683-1775**
- **Establishment of the county, 1683**
- **John Peter Zenger**
- **Cadwallader Colden**
- **Hamilton and Burr**
- **DeWitt Clinton**
- **William Henry Seward**
- **Benjamin B. Odell**

Neither the Dutch nor the English governors of New York were greatly concerned with the local government, granting such privileges (usually reluctantly) only for a few concentrated settlements. This policy began to be reversed in 1683, a date that nearly coincides with the arrival of the first white settler within the present-day boundaries of Orange County.

Orange County was one of New York's 12 original counties created by Governor Thomas Dongan, under authority of the Duke of York (later King James II), the colony's proprietor, in 1683. But both its boundaries and its powers were far different than today.

It consisted of all of Rockland County and the southern part of present-day Orange County, south of a line that can still be identified today as the northern boundaries of the Towns of Cornwall, Goshen, and Wawayanda.

The county's name is derived from William III, Stadtholder of Holland and Prince of Orange as well as the husband of England's Princess Mary, the eldest daughter of the Duke of York and second in line of the succession to the throne.

Of the 12 counties, two – Orange and Dutchess – were thought to have an insufficient population for a county government of their own so they were “placed under the care of” officials of other counties – Dutchess being adopted by Ulster, and Orange by New York (Manhattan), with the officials of those counties serving in the same capacities for the counties temporarily annexed to them.

In 1699 Orange County was granted its own member of the provincial assembly, a move that was denounced in no uncertain terms as a device to load the assembly with supporters of the royal governor, the Earl of Bellomont. Orange County's new assemblyman, Abraham Gouverneur, who lived in New York City, was promptly elected Speaker of Assembly, which only made the objections to the creation of the new seat more vehement:

And one for the county of Orange, which last is by act of Assembly made a part of the county of New York, and has not twenty inhabitants freeholders in it, and never before had a distinct representation in Assembly. By this means one Abraham Gouverneur, a Dutchman, -- so indigent as never to be assessed in the public taxes, and who, as is reasonably to be supposed, had a deed of some land made to him of purpose to qualify him for it, because he never had any land before, -- was chosen and Assemblyman, and is since made Speaker of the House of Representatives. This fellow was formerly convicted of murder and pardoned, -- and soon after the (Glorious) Revolution publicly declared that Jacob Leisler had carried the government of New York by the sword, and had the same right to it as King William had to the crown, having conquered the kingdom of England. At the meeting of the Assembly it appeared of the twenty-one representatives there were but seven Englishmen, the remainder being all Dutch and of the meanest sort, half of whom do not understand English, which can conduce little to the honor of the English interest here.

The election of Orange County's own assemblyman was shortly followed by the creation of its own local government structure. By April 5, 1703, Orange County had all of its own county officials, and a regular county government started to function. For many years, all of present-day Orange County that was located in the 18th Century's Orange County constituted the Precinct of Goshen, except that the portion along the Delaware River was temporarily attached to Ulster County for administrative purposes, although always being part of Orange County geographically. Goshen became the half-shire town of Orange County, sharing that honor with a location of officially described as "Orangetown," but in reality located at Tappan. The privileges of this rank were extended gradually – county court sessions were held in Goshen beginning in 1727, a court-house was authorized in 1737, and the election for assemblymen, at that time conducted only in the county seats, was held at both Goshen and Tappan beginning in 1749. But the Precinct of Goshen was not divided until 1764, when the Precinct of Cornwall was created.

Much of the land along Orange County's southern border was disputed with New Jersey from 1664, when the Duke of York granted that colony Berkeley and Carteret, until 1774, when boundary commissioners finally established a line. Both sides had always agreed on the point on the Hudson River where the line began, but the controversy was over which point on the Delaware constituted the forks of the Delaware. There was nothing remotely resembling forks at the latitude mentioned in the grant, so the possibility that the latitude alone would govern, even in the absence of any forks, was also suggested. Since the point on the Hudson was not in dispute, the area of dispute

fanned out and became wider the further west one went. Both colonies gave conflicting land grants – and both occasionally tried to collect taxes from the same people – leading to occasional resort to violence. At one point, the Swartwout family of Huguenot in the Town of Deerpark resorted to armed resistance when a New Jersey sheriff's posse tried to evict them from their home.

A major event in Colonial political and legal history had its origin in Orange County in 1734. After the session of the Legislature that year, Goshen's voters composed and signed a letter to the editor thanking their assemblyman, Vincent Matthews, who lived near Salisbury Mills, for his services during the session, innocuous enough? But the letter was sent to the New York "Weekly Journal," published by John Peter Zenger, who printed it – and caused no end of trouble for himself. When Zenger was charged with criminal libel, the Goshen letter was one of four articles in Zenger's newspaper that was cited as the basis for the charge. It seems that Matthews' principal activity during the past session had been to accuse Governor William Cosby of having a personal interest in grants of land, and that Matthews' comments were well known. Matthews enjoyed parliamentary immunity and could not be arrested for anything he said on the floor of the Assembly. But Zenger enjoyed no such immunity, since the truth of the statement needed merely to bring someone into disrepute. Zenger's trial did not firmly establish truth as a defense in libel cases, but it was certainly an important step in establishing the freedom of the press.

The outstanding Orange County citizen of the Colonial era was undoubtedly Cadwallader Colden, who lived at Coldenham in the Town of Montgomery from 1727 until around 1760, when he moved to Flushing in Brooklyn upon becoming the province's lieutenant governor. It was Acting Governor Colden who was hanged in effigy by the mob in New York in a protest against the Stamp Act in 1765. After the departure of Governor William Tryon in 1775 Colden was acting governor of the province's Loyalist government for the first year of the Revolution. In 1776, Colden died, but by that time the civilian royal authority had ceased to function, so he can be considered New York's last royal governor.

Power had shifted to the anti-royalist leaders, notably another Orange resident, George Clinton. From a background as Ulster County clerk, beginning in 1759, surrogate judge in 1765, and Ulster County's representative in the Assembly from 1768 to 1775, Clinton was chosen one of those to take charge of the colony's military defenses immediately after independence was declared. The first year of independence saw the drafting of the Articles of Confederation on the national level. By June of 1777 New Yorkers were ready to choose their civilian leaders for the difficult years of the war.

The plan agreed upon was to elect Philip Schuyler of Albany, an aristocrat, as governor, and to balance the ticket with Clinton, a non-aristocrat, for lieutenant governor unanimously – but he also won the governorship by a few hundred votes! Clinton resolved that dilemma in the only way possible – he resigned the lieutenant governorship, and accepted the governor's office. Schuyler's comments on the remarkable twist have been preserved:

His family and connections do not entitle him to so distinguish a pre-dominance, yet he is virtuous and loves his country, has abilities and is brave.

However much New Yorkers may have disagreed with the first part of Schuyler's analysis, they found it easy to endorse the second half. Six times more Clinton was elected to three-year terms in the state's highest office, serving without a break until 1795 when he retired, returning for on last term in 1801. After that term expired, he was elected vice-president of the United States, serving from 1805 to 1812, when he died.

The Clintons appear to have played little role, if any, in drafting the state constitution of 1777. Although Orange and Ulster Counties had a large number of representatives in the state legislature at this time, the only one from present-day Orange who served on the drafting committee was Goshen Henry Wisner.

Wisner is generally listed as being among the moderates on the committee, and among the bare majority who had a good attendance record. Among the significant positions taken by Wisner were support for a compromise setting 20-pound freehold requirement for voting for assemblymen; support for a limited executive; and opposition to the secret ballot, favoring instead continuation of the colonial method of voice voting.

When the question of ratifying the Federal Constitution – the first question to cause the division of New Yorkers into semi-permanent political parties after the Revolution – arose in 1788, other Clintons had joined George in political life. His brother James, the co-leader of the Sullivan Clinton Expedition of 1779 that ended the Indian menace to western New York, had entered the state assembly in 1787, and was elected a delegate to the Federal Ratifying Convention. Besides George and James Clinton, other delegates residing in the present territory of Orange County were Wisner and Jesse Woodhull of Cornwall (actually of Blagg's Clove in the Town of Blooming Grove).

Campaigning for the anti-ratification delegates was 19-year-old DeWitt Clinton; son of James, to whom following statement has been attributed:

From the insolence of great men – from the tyranny of the rich – from the unfeeling of despotism – from the expense of supporting standing armies, navies, placemen, sinecures, federal cities, Senators, Presidents, and a long train of et ceteras Good Lord deliver us!

George Clinton was elected president of the convention, and thus was never called upon to vote. The other Orange and Ulster County delegates joined their upstate colleagues, except those from Westchester and four from Dutchess, in voting against the Federal Constitution, while the delegates elected by the mercantile interests south of this line – save one from Suffolk County – provided the affirmative votes. The Constitution was adopted by the fact that ten states (more than enough to put in effect) had already done so.

Even so, the political leaders of Orange County accepted the new document and the new national government. George Clinton, for example, received Electoral College votes in five of the six presidential elections (all except 1800) held during his lifetime. The county's first congressman was John Hathorn of Warwick, elected on the anti-federalist ticket, and the second congressman was Cornelius C. Schoonmaker of Bloomingburg, just across the Sullivan County line, which was on of the anti-ratification delegates in 1788. Another of the opponents, Woodhull, was the first presidential elector from Orange County in 1792.

Two men later to play a significant role in the political life of the new republic became well acquainted with each other – and with Orange County – when they were lawyers for the same side during a five-month trial to determine the boundary between the Wawayanda and Chesebrough Patents. The trial was held at the Yelverton Inn in Chester in 1785. The two fledging lawyers for the Wawayanda patentees were Alexander Hamilton, soon to become secretary of the treasury, and Aaron Burr, later Jefferson's first vice-president.

In 1798 the administrative and physical problems caused by the barrier of the Ramapo Mountains were resolved by the creation of Rockland County from the southeastern portion of Orange County. Six weeks later, the Towns of Deerpark, Montgomery, Newburgh, New Windsor, and Wallkill were removed from Ulster County and joined to Orange, with the provision that Goshen and Newburgh would always be joint county seats. Later, efforts in the mid- 19th Century to create a new county, variously name Jackson County, Newburgh County, and Highland County, from southern Ulster and northern Orange, were always unsuccessful, due to strong opposition in the Towns of Montgomery and Crawford which were needed to give the new county the minimum required population. Orange County's area has, therefore, remained constant at 833 square miles since 1798.

In the early years, residence in a county was not required in order to represent that county in the state legislature. Thus when DeWitt Clinton, after five years as his uncle's secretary, decided to seek elective office in 1795, he chose to run in New York County. He was defeated, but in another attempt, in 1797, again in New York County, he was successful. It was the beginning of a long political career.

In the meantime, Aaron Burr, a New York resident, did the same thing in reverse. In 1880, he was elected an assemblyman from Orange County, and also an Orange County delegate to the convention called to amend the Constitution of 1777, of which he was chosen president, thus giving Orange County the presidency of a constitutional convention twice in a row. Other delegates to the convention were Arthur Parks of Montgomery, James Clinton, John Steward of Goshen, and Peter Townsend, the owner of Sterling Iron Works, identified with both Chester and Southfields.

Meanwhile, DeWitt Clinton moved into position to control the Council of Appointment, composed of four state senators and the governor and who appointed almost all state and county officers, even including town justices of the peace. Through his domination of this body until it was abolished in 1822, and later as governor, Clinton controlled New York politics, with the exception of four or five scattered years, until his death in 1828.

He served as a United States senator in 1802 and 1803, resigning when he was appointed mayor of New York City. He was removed from that office in 1807, reinstated in 1808, removed again in 1810, and reappointed in 1811. Also in 1811, he won a special election for lieutenant governor – over the combined opposition of President James Madison, Governor Daniel D. Tompkins, Tammany Hall, and the Federalist Party.

In 1812, he ran for president of the United States on a "peace" platform, opposing the war with Great Britain that had just broken out. He was supported by the Federalist Party and a splinter group of the Democratic-Republicans (as the administration party was then called).

Probably because of this party disloyalty, his party refused to re-nominate him for lieutenant governor in 1813, but did not get around to removing him as mayor of New York City until 1815. Clinton then filled his time with his duties as chairman of an unofficial committee to present a petition urging construction of the Erie Canal to the State Legislature. The Legislature responded by appointing an official commission, headed by Clinton, to study the canal question – a report that ultimately was highly favorable.

When Governor Daniel D. Tompkins was elected vice-president of the United States in 1817, Clinton ran in the special election to succeed him – and won 95 percent of the vote. He was re-elected in 1820, defeating a comeback attempt by Tompkins. The Constitutional Convention of 1821 reduced the governor's term to two years, and Clinton retired from the office the following year, sensing that his political organization had disappeared. But when the Bucktails, or VanBurenites, removed Clinton from his non-paying job as a canal commissioner in 1824, there was a surge of public sympathy in his favor. Even Martin VanBuren was quoted as telling a colleague who was thought to be responsible for the removal, "I hope, judge, you are now satisfied that there is such a thing in politics as killing a man too dead!" In any case, Clinton was returned to the governor's office in 1824, after which he and VanBuren, both supporters of Andrew Jackson for the presidency, made an alliance that led to his re-election in 1826. Only 59 years old in 1828, Clinton confidentially expected to be elected as vice-president with Jackson that year – plans that were cut short by Clinton's death on February 11, 1828.

While Orange County residents and native-sons continued to participate in the politics of the state and the nation, they never again dominated it the way the Clintons had during the first 50 years of national independence.

The next Orange County native to achieve political prominence was William H. Seward. Although he was born in Florida in 1801, he was a Cayuga County resident when he went to the state senate in 1830, and to the governor's chair in 1838. Re-elected in 1840, he antagonized so many powerful groups during his second term that he did not run for a third term, and his Lieutenant-Governor, Luther Bradish, running to succeed him, was badly defeated.

Seward turned his attention to national affairs, serving in the United States Senate beginning in 1849. By 1860, he was the leading candidate for the Republican presidential nomination. But the managers for Illinois' favorite-son candidate bargained away every Cabinet post save one – without the candidates knowledge – in return for additional votes for their candidate. By the time the convention took its final ballot, Abraham Lincoln was the overwhelming victor.

Seward took the one post in Lincoln's cabinet that had not been bargained away – that of secretary of state. Seward saw that post as evolving into a position similar to that of a prime minister – a direction in which the administrations of Presidents Pierce and Buchanan had been heading. Lincoln gently yet firmly squelched any such plans. Ultimately, Seward was among the Cabinet members most loyal both to Lincoln and to his successor, Andrew Johnson. Seward's most important contribution was his insistence on the purchase of Alaska from Russia in 1867, a step them widely derided as "Seward's Icebox" or "Seward's Folly."

In 1875, an off-year election, Orange County had the unusual distinction for a small county that persons closely associated with the county headed both statewide

tickets. The Republican candidate for secretary of state was Frederick H. Seward of Auburn, the son of William H., while his victorious Democratic opponent was the writer and sometime diplomat, John Bigelow, then living in a section of Highland Falls now constituting part of Ladycliff College.

A Newburgh businessman, Benjamin B. Odell, then Republican state chairman, succeeded Theodore Roosevelt as the state's governor in 1900, serving until 1904. The Odell administration may be best remembered as starting the first state road building programs since the opening years of the 19th Century.

Still more recently, a diplomat from Central Valley who had spent many years in the federal government, W. Averell Harriman, served four years as governor, from 1955- to 1958.

Cultural Life

- **Cadwallader Colden**
- **Jane Colden**
- **Noah Webster**
- **Andrew Jackson Downing**
- **Frank Forester**
- **Washington Irving**
- **“Land o’Goshen”**
- **Tuxedo**

The first Orange County resident to achieve recognition in the arts and sciences was Cadwallader Colden, who was a physician, a surveyor, a botanist, a scientific experimenter, a canal builder, and an author as well as being lieutenant governor and acting governor of the colony.

Colden was a principal American correspondent of Linneaus, the Swedish naturalist who made the first complete classification of living things, and who needed information about forms of life found only on the American continent. He also corresponded with John Winthrop, the Massachusetts leader, in proposing theories about the origins of earthquakes, which they attempted to test by recording the precise times of each shock.

After building a canal to carry building stone and peat from one end of his Coldenham farm to the other, he proposed a canal to link the Mohawk and Oswego Rivers – possibly the first recorded suggestion of what later became the Erie Canal.

But perhaps his most important contribution was the History of the Five Indian Nations, or the Iroquois Confederacy, making him Orange County's first author.

His daughter Jane followed in his footsteps as a naturalist and as an author, although her Botanic Manuscript was not published until the 20th Century. It is still relied upon as a botanical source for the eastern United States.

Orange County was also the home of Hector St. John deCrevecoeur, whose Greycourt farm is described in Letters from an American Farmer. Although published in 1790, these letters were written before the Revolution, except for one written during the war. Translated into all major European languages, it was this book that the common man in Europe considering emigration to the new nation consulted in the years 1790-1820, because other books about America available at this time did not deal with the everyday life.

At the very end of the Revolutionary War, Connecticut schoolteacher arrived in Goshen to spend a year as the instructor at Farmers' Hall Academy. While in Goshen, Noah Webster prepared his first book, the "blue-backed speller." His classroom still exists as part of the Goshen Town Hall, but many additions and remodelings effectively disguise the fact.

The first publication of a book in Orange County occurred in 1795, with *Strictures on the Elementa Medicinae* of Doctor Brown by Phineas Hedges. Hedges died an untimely death in July of 1799 when he was 34, reported at the time to have been a visitation from the unworldly as Hedges was an ardent infidel and Druid-worshipper. His publisher, David M. Westcott, publisher and editor of the Goshen Repository from 1788 to 1800, and acting editor of the Goshen Independent-Republican during the 1820's continued to play a role in the county for many years, serving as assemblyman in 1828 and state senator from 1831 to 1834.

In 1841 the noted author Washington Irving visited Orange County, making the trip along the Delaware and Hudson Canal in western Orange County, and remarked that the scenery would be famous if it were located anywhere in Europe – a remark probably inspired by the Hawk's Nest Drive area between Port Jervis and Mongaup.

An early sportsman, writer and conservationist who worked in the Warwick area were Frank Forester. An English nobleman, his real name was Henry William Herbert, and his first sporting story, "the Warwick Woodlands," was published in 1839. His books are in themselves lessons in gun handling and clean sportsmanship, leading to his description as America's foremost conservationist of that period. He wrote a complete manual to Young Sportsmen, and he pleaded with lawmakers to outlaw summer shooting, shooting during nesting season, and shooting while animals were rearing their young. He advocated raising birds in captivity for stocking purposes. Nothing was done for 50 years – and by then it was too late for heath hen and the passenger pigeon.

Probably responsible for more Orange County place names than any other single individual was the poet Nathaniel P. Willis. Among the changes of name suggested by him are Butter Hill to Storm King Mountain and Murderer's Creek to Moodna Creek. In addition he gave the name of Idlewild to the section of Cornwall where he lived.

The best remembered Civil War poem, "All Quiet on the Potomac" was composed by a Goshen poet, Ethel Lynn Beers.

Of far greater significance in the literary world was Stephen Crane. Not an Orange County native, he moved to Port Jervis with his family when he was four, and

grew up in that city which furnishes both locale and incidents for his stories. The Monster is a melding together of three distinct but true events occurring in Port Jervis, and which the author witnessed. The Red Badge of Courage was written from tales told by the Civil War veterans who passed their time on the streets of Port Jervis. Maggie, a Girl of the Streets, and The Third Violet, while not set in Port Jervis, were written there. In addition, Sullivan County Sketches was set just across the county line in Forestburgh.

In the early 20th Century, a syndicated columnist living in Orange County was among those most widely read in the nation's newspapers. Emily Post of Tuxedo Park and her columns on etiquette were "musts" for millions of readers.

Another 20th Century author was George C.D. Odell of Newburgh, brother of Governor Odell, who followed a two-volume work on Shakespeare with the 15-volume Annals of the New York Stage.

In the field of the visual arts, the most prominent was that of architecture. Andrew Jackson Downing was a landscape architect who wrote biting criticism of the architecture of the time. His favorite target was the use of the Greek revival style for domestic architecture, although he felt the "temple style" was quite appropriate for the public buildings. The most prominent architects of the country came to Downing's Newburgh home – and went away converted. For example, Newburgh's Dutch Reformed Church designed by Alexander J. Davis in the Greek revival style can be contrasted with Davis's later Gothic Revival buildings in Dutchess and Putnam Counties. Other architects who worked with or were influenced by Downing include Calvert Vaux, Russel Warren, Calvin Pollard, and Frederick C Withers.

Downing's influence was expressed most directly, however, through two books, "Cottage Residences" and The Architecture of Country Houses." Downing did not draw his own designs, relying instead on trained architects and draftsmen such as Davis and Vaux to prepare illustrations to accompany his texts. When Downing drowned as he was rescuing passengers from the burning steamboat Henry Clay near Cornwall in 1852, he was on his way to Washington – by special invitation of President Fillmore – to supervise the execution of his comprehensive landscape gardening design for the park that then connected the Capitol and the White house, and included the grounds of the Smithsonian Institution. Many years later, Newburgh's city park was named in Downing's memory.

Artists, too, found Orange County a particularly enjoyable place, especially those connected with the Hudson River school of art. Nearly every artist of this school painted Butter Hill in the Hudson Highlands. George Catlin received his early training in art at West Point, and has left fine views of scenes on the Hudson. Robert W. Weir, professor of drawing at West Point, and his children, one of whom became an art professor at Yale University, seemingly became responsible for an entire generation of American art students. Artists born in Orange County included George Inness of Newburgh and John F. Kensett of Cornwall.

A new art form saw, not its birth, but much of its early development in Orange County. D.W. Griffith, the first moviemaker to make feature-length films, made many of his early films at Cuddebackville, taking over the Caudebec Inn as a boarding house for his actors, actresses, and technicians. From 1906 to 1915, Cuddebackville supplied the scenery, for the majority of America's movies – when it was discovered that it rained not

nearly as often in southern California as it did in Cuddebackville, and the movie industry moved to Hollywood.

In the 20th Century, theatrical people from New York City began to commute to suburban homes in Orange County – as the bankers had done in the late 19th Century. One of the earliest examples of this movement was George M. Cohan, whose studio is now part of Sunnycroft Colony and Day Camp on Bakertown Road in the Town of Woodbury, between Monroe and Highland Mills.

A rather different kind of leisure time activity grew up in the mid 19th Century around Goshen and Chester, in particular. This was the sport of harness racing, and Orange County became its capital principally because it was the home of the most desired breeding stock. Goshen's Historic Track is considered the birthplace of the sport, and has been honored with the designation as a National Historic Landmark. While the number of horse farms declined in the 20th Century, since 1960 there has seemed to be a revival of this local industry.

Economics and Transportation

- **Early roads**
- **Plank roads**
- **Turnpikes**
- **Railroads**
- **Steamboats and barges**
- **Canals**

The key factor in the economic development and prosperity of any area, in any time, appears to be the availability of adequate, swift, cheap, and up to date transportation. Therefore, the story of Orange County's economic life begins with the story of transportation.

Early transportation in Orange County was restricted by various causes – the mountain barriers to the west and the south and the river barrier to the east; the presence of Indians on the western frontier; the wretched condition of the soft-bottomed and rough roads, almost impassable at certain seasons of the year; the dependence of sailboats on varying conditions of wind and tide for the passage through the Highlands; the slowness and the seasonal character of water transportation; and the lack of necessity of movement brought about by a subsistence economy. Because of these factors, it is difficult to imagine and desire to develop the county.

As it turned out the circumstances that led to the development of transportation were basically the same as those that led to the economic development of the area. Ultimately, Orange County possessed most of the major types of transportation – river transport, turnpikes, a canal, railroads, airports, and modern thruways. The first “road” of more than 100 miles made by Europeans on the American continent, the Old Mine Road (present Rt. 209 in the western part of the county), was developed before 1664 to carry copper from mines in New Jersey to Kingston. The basic valley route to the north, the Hudson River developed rapidly because of the increasing importance of Albany and the Erie Canal. One of the most successful canals in the country, the Delaware and Hudson Canal was built to haul coal from Pennsylvania to Kingston. One of the most important long railroads on the continent, the New York and Lake Erie Rail Road, was built to develop the southern counties of New York State.

Although Orange County has seen some significant developments in the air transportation, it is not as important as other form of transportation. The nation's second major limited access highway, the Thomas E. Dewey Thruway, was developed to cut costs and time in commercial mobility. Thus it can be seen that, despite the physical difficulties of its geography, some of the most significant developments in transportation in New York State have been built through Orange County.

A widened outlook for the inhabitants of the county resulted from these new contracts with distant places. The problem of covering long distances with speed and comfort became more important. In other words, there was an increased need for mobility and an increased demand for the transportation facilities that would provide it. “Early roads”

There is a tendency to think that before the advent of modern 20th Century paved highways, roads were pretty much the same. This may have been the case before the Revolution. All through the 19th Century, however, there were continuous improvements in the quality of roads. One can see this reflected in the continuous improvement and lightness of vehicles that were provided with better spring systems.

Because Orange County found itself on the main route of travel between New England and the central and southern states during and after the Revolution, transportation routes changed. This was also emphasized by the westward expansion. This followed the removal of the Indian frontier from the western border of the county, the settlement of the southern tier counties and the extension of roads into that area. Then the development of the Orange County river ports became necessary to accommodate the new traffic from the southern tier. This was accomplished by turnpikes, which were hard surfaced roads with improved drainage built by private companies. These turnpikes increased mobility but at the same time limited it, by requiring the payment of toll charges. Between 1800 and 1828, there were 28 turnpikes started in Orange County. There followed James Clinton's project for a superhighway, “the Appian Way,” through the southern tier to the Hudson River. Economically this would have greatly helped Orange County, but such projects were deferred until the 20th Century brought the construction of the Thomas E. Dewey Thruway and Rt. 17 Quickway, the modern Appian Way.

Occasionally, turnpikes or other transportation routes were built with a specific product in mind. Such was the case with the Mount Hope and Lumberland Turnpike, built in 1812 so that the Goshen men who had invested in Sullivan County woodlands

could transport their lumberjacks and their supplies to the woodlands, where the forest was harvested and rafted down the Delaware River to the market in Philadelphia.

During the 1850's there was a movement to surface all highways by building plank roads and charging tolls for their use. In all, four plank roads were built in Orange County, at a total cost of \$214,000. They ran from Newburgh to Ellenville, Newburgh to Wallkill, Middletown to Bloomingburg, and Middletown to Unionville. Monticello businessmen proposed another plank road, to link their village with the Erie Railroad at Otisville, but decided to extend the Bloomingburg road instead, building entirely in Sullivan County. It was quickly discovered that the planks rotted quickly, and that the repairs were more expensive than the original construction, so the building of plank roads ceased.

One needs only to look at a map of Orange County to note that the roads of the area lead in a fan shape to an apex formed by the New Windsor-Newburgh area. These towns prospered because of their position on the important main north-south route, the Hudson River, and because from here there was a break in the mountains that afforded an easy access to the interior. Even very early in its history Orange County was a wheat supplier to New York City. In the 19th Century milk and butter became the chief products to be loaded on sloops for delivery to the rapidly developing metropolis. This could not have been accomplished without the geographical assistance of the Hudson.

Before about 1800, the Hudson River sloops ran on an irregular schedule. Sometimes they established a "market day" on which they promised to be at announced locations on specific days; at other times, they ran on a "flag stop" schedule, halting at riverside farms whenever a flag or other signal was flying. But around 1800, regular schedules were established for a sloop's entire route. These sloops were known as "packets." While this system was intended primarily for the benefit of potential passengers, it was used for the freight as well.

Sloops continued to sail the Hudson well after Robert Fulton's "Clemont" was introduced in 1807, and indeed competed successfully for about 50 years. They were less expensive than steamboats, and frequently could pass the steamboats on the upriver voyage. In 1830, the steamboats "Baltimore" and "William Young" made Newburgh their homeport.

The steamboats lowered their fares, and improved the regularity of their schedules, winning away most of the passenger traffic. By the time of the Civil War, even the freight traffic was being transferred to barges, a long line of them towed by a single steamboat. This was of great importance in delivering Orange County's dairy products swiftly to New York City, and building up this new agricultural specialty.

Some of the sloop captains tried to prolong the economic life of their boats by converting them to schooners (two masts instead of one, requiring fewer deck hands), but even with this modification, few if any of the working sailing fleet remained on the Hudson by 1900.

Of almost equal importance to Orange County was the cross-Hudson ferry service, particularly from Newburgh and New Windsor to Fishkill Landing. This was started as early as 1743, but received its greatest impetus during the Revolution, when the main routes of travel between the New England states and the other colonies crossed at this point. Once so firmly established, these routes continued to be well traveled even when Boston Post Road was once again opened for American use. Sails or oars propelled

the earliest ferries, but in 1816 a ferry with a water wheel, operated by a team of horses, was launched. Horse boats were replaced with steam ferries, beginning in 1828.

Almost as soon as steamboat transportation began, competition loomed from the newly developing railroads. The advantages of rail transportation were of course speed and year round service. The advantages of steamboat transportation were, on the other hand, cheapness, and ease and luxury of travel. The weapons used in the transportation war were fare cutting and improvement of service: "New York to Albany for a dime!" "Floating Palaces!" As the ruthless cutthroat competition continued, it was clear that the railroads would win.

At the opposite end of the county, the Delaware River was not really navigable for cargo vessels. Such navigation as occurred was by means of lumber rafts. Experiments were made of shipping other cargoes on these rafts, but they proved uniformly unsuccessful, due to both natural and manmade obstructions in the river. So the real freight was the lumber of which the rafts were built. Cut from the forests of Sullivan and Delaware Counties and the adjacent sections of Pennsylvania, these rafts were steered to Philadelphia where they found already market, especially in the shipbuilding industry.

On the inland lakes of Orange County steam pleasure craft were started in the late 1800's. This was particularly true at such places as Greenwood Lake and Monroe.

Although Cadwallader Colden's farm canal of about 1750 has been cited as the first true canal within what is now the United States, it was of no commercial importance, as the products it carried were intended entirely for the same farm from which they came.

James Clinton's project for building the Appian Way led to a conflict with the 19th Century interest in canals, which were an extremely inexpensive mode of transportation in level areas. Orange County naturally opposed the building of the Erie Canal to serve Central New York State, and favored the building of the Appian Way to serve the southern tier. The county's opposition to the Erie Canal ended when traffic from the southern tier declined as the cheaper transportation from western New York brought cheaper goods in large volume to the New York City markets.

To restore the commerce lost through the decline of traffic from the southern tier, a new proposal was made for the "Orange-Sussex Canal," a coal-carrying canal from Pennsylvania to the Orange County waterfront. This project had to be abandoned as a result of the building of the very successful Delaware and Hudson Canal from Honesdale, Pa., through Port Jervis in Orange County to Kingston on the Hudson River in Ulster County. This new canal meant that coal could be hauled by water from Pennsylvania and eventually to New York City but rather unfavorable for Orange County. It brought a commercial recession in the areas of the county not reached by the canal, because the Delaware and Hudson cut across the turnpikes and diverted southern tier traffic to Kingston. This situation was not alleviated until steam railroads replaced canals as the most popular means of transport.

When the southern tier counties failed to accomplish the building of the "Appian Way," leaders proposed the building of an "iron highway" from Lake Erie to the Orange County waterfront on the Hudson. This became the New York and Lake Erie Rail Road, the modern Erie-Lackawanna Railroad, the first long line in the country. It was hoped by the southern counties that they could now more successfully compete commercially with the central counties served by the Erie Canal.

When the problem of locating the Erie Railroad's eastern terminus arose, Newburgh sought to have it established at Newburgh, but the proposal that the road should be built through the Highlands to a point nearer New York City was favored by Goshen and the southern towns of the county that would be by-passed by a route to Newburgh. The ensuing conflict between the river towns and the towns of the interior ended when the terminus was established at Piermont, with the result that eastern Orange County was not by-passed.

A crisis and depression in Orange County's shipping trade resulted from the building of the Erie Railroad. Newburgh fought once again for a branch railroad to Boston that would make this branch a link in a great east-west rail thoroughfare, by-passing New York City. By a "squeeze play" when the Erie was in financial difficulties it obtained a branch line to Greycourt and Chester, later supplemented by another branch to Turner's Station (now Harriman).

The Erie Railroad was to become a competitor of the steamboat lines and at the same time a feeder to them. There were in fact a variety of results from these crosswise and parallel lines of transportation. More and more the Erie tried to control Hudson River transportation. Then came the building of the Hudson River Rail Road, a line parallel to the river route on the east shore. This iron road deliberately went over and closed the mouths of harbors and thus shut out much of the river transportation, creating blighted harbor towns and stagnant railroad-locked inlets. Thus it contributed to present-day Hudson River pollution and aesthetic decay along the waterfront – stagnant water and stagnant waterfront towns.

Communities that had been left off the main line of the Erie felt their economic survival depended on the building of a branch line – and in many cases they were right, this could be accomplished in either of two ways – by persuading the major railroad to build the branch, as Newburgh persuaded the Erie, or by building the branch to the nearest junction with a major line as a community project. The major rail often bought up these branches, or feeders, to save them from bankruptcy a few years later. Or sometimes enough communities joined together to build another major line of their own, such as the New York and Oswego Midland Railroad, later the New York, Ontario, and Western, with one terminus in Middletown. The Lehigh and Hudson, with major facilities in Warwick and Maybrook, was another such rail line in Orange County. From there, local rail lines ranged down to the Southfield Branch Railroad, only one and a half miles in length.

Around the turn of the century, electric railways were built from city to city throughout the eastern United States. Upstate, almost complete transportation systems, from Little Falls west to Erie, Pa., were built, but nothing of that scale was built locally. Only two interurban lines, from Newburgh to Walden and from Middletown to Goshen, were built in Orange County. Notable was the fact that both of these lines ran past what would today be called amusement parks, one at Phillipsburgh on the Wallkill River and one at Orange Lake in the Town of Newburgh.

Had the automobile, with its flexibility of route and destination, not been invented about this time, it is likely that a complete grid of electric railways, or trolleys, would have connected all major communities in New York. As it was, though, they had a short life largely for the same reason that canals did – a new and more desirable form of transportation would replace them.

Air transportation in Orange County has not been as significant as the other methods of mobility.

It is known that by 1907, Maggie Dailey, “the Rocket Balloonist” and “Queen of the Clouds,” soared over Midway Park, Phillipsburgh, in her balloon. On August 1, 1911, less than eight years after the Wright Brother’s historic first flight at Kitty Hawk, N.C., Lincoln Beachey in a Curtis biplane landed at the Newburgh Driving Park. This was probably the first airplane in Orange County.

Businessman Archie Stewart donated the site for the first major airfield in Orange County to the City of Newburgh in the 1930’s. With the rumblings of major warfare growing louder on the European horizon, the American Army decided to provide a program of aviation training for its West Point cadets, and purchased the undeveloped airfield from the city, as no flat areas of adequate size could be found closer to West Point. When the Army Air Corps became a separate service in 1947, Stewart Field was transferred to the newly created American Air Force, which administered the field until it transferred once again to the Metropolitan Transportation Authority in 1969. Orange County Airport in Montgomery was originally developed as an air force field auxiliary to Stewart.

Private airfields were also developed at Goshen, Middletown, Walden, Montgomery, and Warwick.

The development of the interstate highway system fulfills a number of old dreams for Orange County. Rt. 17 Quickway fulfilled James Clinton’s “Appian Way” to the southern tier. The rugged Hudson Highlands are no longer a barrier to a north-south route. Today, the Thomas E. Dewey Thruway on the western side of the river has replaced the Albany Post Road on the eastern side of the river. Finally, the railroad route to New England with a proposed 1876 railroad bridge at Storm King Mountain has been fulfilled by new route Interstate 84 with a bridge at Newburgh.

By 1975 it could no longer be said: “Newburgh has the Thruway, Middletown has the Quickway, but Port Jervis has no way,” since I-84 goes by the county’s third city. Now all major areas of the county can benefit, as opposed to the former situation when only certain areas of the county benefited while other suffered from a major new improvement in transportation.

Economics – Other Infrastructures

- **Communications**
- **Banking**
- **The Clinton's and public schools**
- **Free and compulsory education**
- **Orange County School Rebellion**

Before a nation or a community can profitably produce products for a cash economy, there first must occur a major investment in facilities that do not in themselves produce goods, but are necessary steps either to the production of the marketing of the ultimate products. Many names have been given to these facilities. Henry Clay called it "the American System;" James Monroe and DeWitt Clinton referred to it as internal improvements; Walt W. Rostow uses the term "social overhead capital;" while Raul Prebisch favors the term "infrastructure." All mean essentially the same thing.

Of the components of infrastructure, transportation is only one, if perhaps the most romantic and most frequently written about. Other components are communications, a financial structure, a stable governmental system, and an educational system, as well as sources of energy.

"Communications"

Early communications consisted of such techniques as handbills, newspapers, postal service, and perhaps most important, word-of-mouth. While the first newspaper to be printed in Orange County was the Goshen "Repository" of David Mandeville and David M. Westcott in 1788, it would be scarcely credible to suggest that no newspapers were circulated in the county before that time. Would the voters of Goshen in 1734 have thought to send their letter to John Peter Zenger's New York "Weekly Journal" if they had been unfamiliar with that publication? And during the Revolution, the New York "Packet," thought it wise to evacuate British occupied New York for a safer location in Fishkill – only four miles from Orange County. Surely Orange County was included in both the circulation lists and the news content of that paper.

For many years, newspapers provided their own delivery services, employing men called post-riders to deliver their papers. Since each newspaper then freely copied one another's news stories, it was in each paper's interest to receive the papers of another city on the return trip. Ultimately, these men began carrying personal mail as well as newspapers, and became mail carriers rather than post-riders.

The earliest Orange County post-offices were at Ward's Bridge (now Montgomery) and Newburgh in the 1790's but no exact records of dates are currently available.

Although improvements in transportation had the side effect of improving communications as well, and numerous local newspapers were established in the early 1800's (including, in 1806, the Orange County Republican of Montgomery, now the Goshen Independent-Republican, possibly the oldest continuously-conducted business establishment in Orange County today and certainly the oldest continuously-published

newspaper), the first improvement in the communications industry itself was the invention of the telegraph by Samuel F.B. Morse in 1844. An experimental line was strung from Baltimore to Washington, and then began a struggle for capital to invest in the lines necessary for the new invention to work.

A solution to the right of way problem appeared when the Delaware and Hudson Canal Company offered to donate use of its right of way in Wayne and Pike Counties, Pa., for use by the telegraph lines as well. The idea of using “existing utility corridors,” as they would be called today, was so practical that soon nearly all telegraph lines started to follow the railroad tracks that were crisscrossing the country at the same time. The New York and Lake Erie Rail Road was one of the first railroad lines to be included in the telegraph network, with the result that the first railroad telegraph message in the world was sent and received in Orange County in January of 1851. An Erie Railroad supervisor used the new invention to notify the Goshen stationmaster that his arrival would be delayed because snow drifted across the tracks had stopped his train at Turner’s Station.

Another communications device, the telephone, was introduced in Middletown in October of 1883, or only seven years after its invention. Lines were extended to outside villages, and by 1884 the exchange numbered 50 subscribers. Although G. Fred Fowler installed the first telephones in Walden in 1892, the Walden Telephone Company was not formed until 1910. The Highland Telephone Company was started in Highland Mills in 1900 with \$2,000 in capital and 24 subscribers.

“Banking”

Of great importance to the development of commerce and industry is the availability of banking and monetary systems. Strongly influenced by policies that can be made only at the federal level, the monetary supply expanded and contracted without major reference to local events. But the institutions to handle banking were developed locally. The first local bank was the Bank of Newburgh, incorporated on March 22, 1811 – significantly enough, the same year that the charter of the first Bank of the United States expired. The national bank had been accused of unduly restricting credit, while the state banks of that time granted credit mainly to their own political friends, and then usually in the cities where they were located. While the Napoleonic Wars were causing a rapid inflation in the prices of farm products, there was less need than usual for credit in New York. Later, however, the story would be different, and most rural villages tried to establish banks of their own. Another device was one followed by the Newburgh bank, which operated a branch bank in Ithaca from 1820 to 1830.

Closely following on the heels of the Newburgh bank was the Bank of Orange County in Goshen, incorporated on April 6, 1813. This bank later became known for its issuance of “butter money” – paper currency so named for its yellowish paper and because it was frequently issued to farmers delivering their milk to George Gouge’s first commercial butter factory at Campbell Hall.

The county’s third bank was the Highland Bank of Newburgh, incorporated April 26, 1834, which in 1975 completed a merger with the successor of the Bank of Orange County under the name of the Highland National Bank.

Probably the most distinguished banker to come from Orange County was Monroe native Gates W. McGarrah, whose home stands just north of Goshen. After serving as chairman of the executive committee of the Chase National Bank in 1926 and

1927, McGarrah became the president of the Bank for International Settlements in Basil Switzerland, from 1930 to 1933.

“Governmental stability”

A stable governmental system, to provide protection against foreign invasion, domestic robberies, frequent currency devaluations, and similar events, is also a precondition for economic expansion. The federal and state governments provided most of these benefits, or at least the framework within which the local institutions, such as the sheriff’s office, were run. One particular advantage enjoyed by Orange County, in contrast to its Hudson Valley neighbors, was the avoidance of the anti-rent wars of 1845-46 because most of the county’s farms were worked by resident owners rather than by tenants – the ultimate result of Lord Bellomont’s revocation of the Evans Patent in 1699.

“Education”

Another part of infrastructure is an educational system. At the behest of Governor George Clinton, the state established common schools by law in 1795 – but the law was generally ignored until another, stronger, law was passed in 1812.

Yet, even before these dates, some education was available, at least for some children. The first school in Orange County apparently dates to 1745, in connection with the then-Lutheran church in Newburgh. The new charter granted when the church became Church of England in 1751 provided for the income from the glebe to be used to support a “minister of the Church of England as by law established, and of a schoolmaster to teach and instruct the children of the inhabitants.” These two offices were not usually combined, as two separate lots and two residences were provided, although in 1790 an unsuccessful effort was made to combine the two posts. Another early school was that of Jeremiah VanAuken, who was scalped when Brant’s Mohawk Indians dispersed his class in 1779.

The first secondary education probably was Moffat’s Academy, taught by the Rev. John Moffatt in 1778-81 on the second floor of his house, Stonefield, now on Station Road in the Town of New Windsor. Farmers’ Hall Academy in Goshen had been established in 1773, but it is doubtful if classes actually began until a few years later. By 1782, however, Noah Webster had a full classroom of pupils. Montgomery Academy was established in 1787, and by 1802 the county was ready for its first institution on the college level – the United States Military Academy at West Point.

What were the topics of study in these early schools? First of all, the earliest schools were upgraded, and pupils signed up for whatever classes they choose. The 1804 records for Farmers’ Hall Academy have been preserved, and note that 10 pupils were studying reading and writing, 24 were studying grammar and “cyphering,” while six were taking “dead languages.”

The 1812 law, like that of 1795, did not establish free schools. The law merely required each town to provide schools, which their residents could attend if they paid tuition, and also required school commissioners in each town to examine and license prospective teachers. Many of the commissioners licensed anyone who applied, leading Orange County grand jury in 1829 to propose that all of the town commissioners be placed on trial for violating their oaths of office. Nothing came of this suggestion, however.

During William H. Seward’s administration as governor, the former system of electing school commissioners in each town was replaced with a system of two appointed

superintendents to cover the whole county. Under both systems, the principal function of the two offices was the licensing of schoolteachers. But one of Orange County's superintendents was Jacob Tooker, who had spent several years as the principal of Montgomery Academy. In his first year as superintendent, Tooker turned down 80 percent of the applicants for teaching certificates. Since local school districts now had to seek better-trained teachers, their expenses naturally increased, and there was a general protest.

Dr. Merrit H. Cash, a physician and veterinarian who lived on Rutgers Creek near Johnson, described the county superintendent as an "office considered by 19/20ths of the people as worse than useless." The opposition even led to the formation of a new political party on the local level. As a convention in VanBurenville in 1844, the new party adopted a wide-ranging platform, even urging that the salaries of congressmen be reduced to common laborers' wages. Ultimately the new party's assembly candidates withdrew and the Democratic candidates were endorsed, but not before they pledged to work for school reform. The reform in mind consisted of abolishing the office of State Superintendent of Common Schools, stopping aid to colleges and academies, abolishing the new state normal school or teachers' training institute opened in Albany in 1844, discontinuing school libraries, and discontinuing the District School Journal published by the state – besides returning to the system of town commissioners.

Although Orange County elected its reform assemblymen, the Legislature declined to pass their platform, and as a result petitions were circulated, gathering 3,000 signatures in Orange County alone. In 1845, another ticket of reformers was elected, this one including William L. Benedict of Warwick, who in one speech in the Assembly pondered how he could go about blowing up the normal school with black powder without blowing himself up in the process.

By 1847, the reform movement had made enough headway in other counties that the office of county school superintendent was abolished, and the function of licensing teachers was returned to the individual towns. When only nine years later it was decided to return to county superintendents, they were elected instead of appointed.

An experiment with tuition-free schooling in 1849-51 led to vigorous protests from taxpayers who had no children in school, as well as from businesses generally, and the plan was repealed. Families who could not afford the tuition charge could avoid it by taking a "pauper's oath," but many parents found the oath to be embarrassing and declined to take it. As a result, the so-called Rate Bill was abolished in 1867 and education was henceforth free to all. Compulsory attendance followed in 1874, although this was not firmly enforced, especially for girls, for many years afterwards.

"Energy"

As has already been mentioned, the earliest source of commercial energy was furnished by running or falling water, and mills were invariably located where water-courses either fell directly to a lower elevation or descended by means of rapids, and where the waterpower could be channeled into raceways, often by means of dams.

Another early source of energy was charcoal, produced by the roasting of wood. Since charcoal was then the only practical fuel for the smelting of iron, the woods around the iron mines were rapidly denuded of their forests. One might almost see an early form of crop rotation in the recurrent cycles of cutting for the iron production, new growth combined with a move to new iron mines, followed by reopening of old mines as the

nearer trees grew to maturity. This cycle was broken by transportation – of charcoal produced further from the forges and furnaces, and of coal shipped in by rail. Charcoal was produced in Orange County in temporary sod kilns, which were destroyed at the completion of the process – unlike the permanent stone charcoal kilns, some of them still standing, in Dutchess County and Connecticut.

Use of coal was actively promoted by the Delaware and Hudson Canal Company, and a special dock was built at Port Jervis for unloading coal for Erie Railroad trains to carry to customers along the Erie's route through Orange County.

After the first commercial production of petroleum at Titusville, Pa. In 1859, a great interest was shown in exploration for oil throughout the East. For example, four separate companies for that purpose were formed in Middletown alone in a five-week period in the winter of 1864-65. No oil was ever found, of course, although some of the companies did acquire real estate that proved valuable for other purposes.

Ultimately, electricity came to furnish much of Orange County's energy needs. The second electric generating plant in the nation to supply electricity to an entire city was in Newburgh. With Thomas A. Edison himself supervising its installation.

Economics – Agricultural and Industrial Products

- **Wheat**
- **Dairy**
- **Iron**
- **Glass**

Since about 90 percent of New Yorkers were engaged in agriculture in the 18th Century, the first commercial products of this area were agricultural in nature. (The fur trade, the principal product during the Dutch administration of New York, was always focused on Albany and points north and west, although Gomez the Jew, and probably some of his contemporaries, were fur-traders.

In fact, the colonies of New York, New Jersey, and Pennsylvania – and particularly the Hudson Valley – were known as the “breadbasket of the British Empire.” This occurred particularly because of the Caribbean colonies concentrated so heavily on raising sugar that they were unable to produce enough food for their own use. Another early reason for the preferences for Hudson Valley flour was the stringent legal requirement for bolting – a process of sifting the flour for government inspectors. Since New York City and Albany shared a monopoly of bolting rights, in order to reduce the number of inspectors needed, there was a protest in the Colonial Assembly from the other

counties, and the inspection requirement was repealed in 1695. The quality of New York flour gradually declined, and so did its sales, as it was no longer preferred to flour from other sources.

Farmers' goals were self-sufficiency and the production of a cash crop. The original reason for self-sufficiency was their isolation from trade routes, but after the Revolution another reason was added. It was thought that self-sufficiency was more consistent with the ideals of republicanism and fledgling democracy. A cash crop was always necessary, as there were always needed items that could not be produced on the farm and must be paid for with currency. But as time progressed, the importance of self-sufficiency declined and that of a cash crop increased.

The real importance of this is to show that, while the 18th Century farmer raised a well-balanced program of many crops, by 1850 it was not uncommon for a farmer to concentrate entirely on one crop.

The basic field crop of Orange County was wheat. Even though it was less well adapted to the American climate than corn, it was more familiar to the settlers from Europe, who resisted change to a new basic crop.

Wheat, however, exhausts the soil so rapidly, and is subject to both disease and insect damage. Insect damage practically ended wheat growing on Long Island after the Revolutionary War. Between 1830 and 1849, the midge and the Hessian fly became so destructive that wheat growing became unprofitable throughout all of eastern New York. New varieties were developed, which led to a recovery of wheat from 1840 to 1850, and it was also discovered that rye was immune to the Hessian fly. But the recovery was only temporary, and in the 1850's dairying overtook wheat growing as the principal agricultural occupation.

The principal reason for the increasing importance of dairying was the rapid transportation of dairy products to large urban markets. Factories to produce processed dairy products, particularly butter and cheese factories, were of great importance, too. In the late 1830's, farm produced butter had been stored in a well house until a traveling buyer arrived, once a year to purchase the year's production.

Dairying remained the principal agricultural occupation until recent years, when it was superseded by truck crops, such as onions, lettuce, and celery, because of the gradually increasing drainage of the mucklands from 1890 to 1940.

Other farmers made large investments in promising ideas that did not work, usually because of climatic reasons. During the Napoleonic Wars, a great interest was shown in sheep raising, sending the price of a Merino ram above \$1,000. After export controls were lifted, large numbers of sheep were exported from Spain, some of them probably to Orange County, and by 1815 the price had fallen to one dollar each.

Another "fad" was the growth of mulberry trees and the culture of silk. Particularly identified with this project were James and Alatheia Bingham, of the Town of Wallkill, who won the agricultural society's award for home grown silk for three consecutive years, 1822-24. From their activities the name of Middletown's Mulberry Street is derived. Another champion of the mulberry was John Caldwell of Salisbury Mills. While silk production succeeded for a few years, more severe winters eventually killed the trees and ended the silk business.

An examination of a single Orange County farm, that of William W. Jackson of Hamptonburgh, between 1835 and 1861, also shows evidence of hogs, turkeys, hens,

horses, oxen, buttermilk, corn, oats, buckwheat, potatoes, tomatoes, peppers, cabbage, pears, strawberries, cherries, apples, and hay, but these were rarely the chief crop of a farm.

The earliest important industrial production (1737) in Orange County was the iron industry, located in an area claimed by both New Jersey and New York, and connected with the Jersey iron industry. The earliest references frequently place the New York mines and forges in New Jersey, as well as the ones rightly belonging to that state, apparently because they were usually managed from the New Jersey side of the border.

This industry, like many others, resulted from the presence of abundant natural resources – in this case, iron ore. At first, only pig iron was produced at the New York locations, but by 1766 there are advertisements for ship anchors as well as flat and square bar iron; cart, wagon, chair and sleigh tire-mill spindles; wrines, clanks, and axle trees; cast-mill rounds; and gudgeons, all manufactured at Sterling Forest. Two years later, wagon boxes, teakettles, skillets, pots, and potash were also being produced.

Production continued throughout the 19th Century, with each war causing a spurt of production because of increased demand. Not until 1891 was the last furnace shut down, and the mines were kept open on a declining scale of activity until 1923, when the great purity of iron ore from the Mesabi Range in Minnesota put all of the eastern iron mines out of business.

Another essential military supply was produced in quantity in Orange County – gunpowder. This production appears to have been located in Orange County principally because of the availability of energy, but more important, the residence of person knowledgeable in its manufacture. Henry Wisner apparently owned the powder-mill at Craigville, while his son-in-law, Moses Phillips, owned one at Phillipsburg, in the Town of Wallkill. While these mills were apparently reconverted to civilian production after the Revolution, another powder-mill was started at today's Algonquin Park in the Town of Newburgh in 1796. It was ultimately acquired by the DuPont family and combined their gunpowder works near Wilmington, Delaware.

In 1816, Peter Townsend cast the first workable cannon to be made in New York State on the banks of Quassaick Creek in the Town of New Windsor. Since the War of 1812 had ended, and the nation was not engaged in any major wars for almost 30 years, the cannon foundry proved unprofitable and went out of business long before there was again a need for its product.

Not all of Orange County's manufacturers were military in nature. At the opposite extreme were two piano factories, one in Randallville and one at Orr's Mills in the Town of Cornwall. It appears that such ventures began as general sawmills, adopted a specialization, and then in their declining years adopted a more generalized trade, such as a return to being a sawmill.

Frequently, where waterpower was freely available, seemingly entire villages were devoted to manufacturing. Besides the piano factory, the Cornwall Flouring Mill and the Firth Carpet Company were located near the tiny hamlet of Orr's Mills.

Another example was Craigville, in the Town of Blooming Grove, where industries include a forge, a sawmill, a gristmill, a powder mill, a paper mill, a cotton mill, Hornby's Rolled Oates, and a hub factory.

Because of the energy provided by a waterfall on the Wallkill River, the New York Knife Company of Mattawan moved to Walden in 1856, where it remained for 75

years. Because the company's presence resulted in a large skilled labor force, other companies specializing in knives and similar products also located in Walden. These included the Walden Knife Company, 1870; the Walden File Company, 1880; the Walden Shear Company, 1898; and the Schrade Cutlery Company, 1904.

The high tariffs on manufactured goods in the McKinley Tariff Act of 1890 even led Waldenites to erect a statue of its author, William McKinley.

Blades of another type – saw blades – were the foundation for the prosperity of the Monhagen saw works, later the Clemson Brothers Company in Middletown. Still later, this line was expanded to include lawn mower blades as well.

In the 20th Century, an automobile was designed and manufactured by the Coates Brothers at their plant on Greenwich Avenue in Goshen. Other early factories, most of them in operation around the turn of the century, included the N.M. Mills Cigar Factory in Middletown, Caldwell Lawnmowers in Newburgh, Miller's Sulkies in Goshen, the Newbury Foundry in Goshen, DuPont Chemicals In Newburgh, and the Stroock Woolen Mills in Newburgh.

On the Catskill Plateau, both in the Town of Deerpark and adjacent parts of Sullivan County, bluestone quarrying became an important activity shortly after the Civil War. The flat, easily fractured stones were brought down to ports on the Delaware and Hudson Canal for shipment to New York City – where they were used to build the sidewalks of New York!

Another, slightly earlier, industry in that region was that of tanning hides into leather – a process that requires both the animal hides and the oak or hemlock bark in which that are steeped. The first large commercial tannery was in Sullivan County, but just across the Mongaup River, which serves as the county line, from Orange County. Sometimes finished leather goods were also made in neighboring communities.

At least three glass factories have operated in Orange County. Both the Tuthill Glass Company of Middletown and the J.S. O'Connor Company of Goshen opened their local plants in 1900, although for O'Connor it was simply a move from a 10-year-old plant at the foot of Wallenpaupack Falls in Hawley, Pa. The Tuthill Company soon moved to a new location in Middletown, where it continued for 20 years. In 1912 the Gillinder Brothers of Philadelphia bought the Brox and Ryal flint glass factory in Port Jervis. Of the three, it is not the only one still in business, but specializing in 1975 in manufacturing globes for municipal lighting fixtures, industrial purposes, and laboratories.

National and international recognition was accorded to all three-glass factories. O'Connor glassware won first prize in the Paris Exposition. A Tuthill glass dish was voted "the finest specimen submitted" at the Panama-Pacific Exposition in San Francisco in 1915. And the Gillinder Company had been chosen to build a working glass factory as part of the Centennial Exposition of 1876 in Philadelphia.

Like the bankers of the late 19th Century and George M. Cohan and some of his contemporaries in the first half of the 20th Century, a considerable number of Orange County residents today commute to earn their livelihood in New York City, including some in a business unheard of in Colonial and Revolutionary times, but which has made New York City its world capital – advertising.

Successful advertising men are noted for their resourcefulness, but hopefully not many will go so far as did one of the pioneers in their field, Henry Little of Middletown.

Little, who was also a surveyor and a commissioner of deeds, farmed, ground grain and plaster, sold ice, and invented a successful ice hoist. But he also made a standing offer to donate the wedding invitations for any Middletown couple – so long as the reverse side carried the legend, “Ground plaster may be obtained at Henry Little’s Mill at Middletown!”