



The Castle Genie

NEWSLETTER OF THE GENEALOGY CLUB

Passaic County Historical Society, Lambert Castle, Valley Road, Paterson, New Jersey 07503

“MISSION ACCOMPLISHED!” Family Members of Hawthorne WWII Vet KIA FOUND!

Sixty years after his plane was shot down over Europe, a World War II tail gunner completes a personal mission – finding the family of his pilot who didn’t come home.

About the last thing Bob Hedges, 79, expected when he and his wife went to Lowe’s Home Improvement Store on a Saturday afternoon was that he would come one step closer to the fulfillment of a quest that began in November of 1944.

About the last thing I, a military historian, expected on some now forgotten errand to Lowe’s, was that I would take on a project involving my passion, World War II history.

I was walking down the aisle and noticed a “vintage” gentleman wearing a ball cap that proclaimed an association with the 100th Bomb Group. You only have to spend about fifteen minutes reading about the air war in Europe before you become acquainted with the history of that particular outfit. Their nickname was “The Bloody

Hundredth.” I introduced myself and asked the man what he did in the Hundredth.”

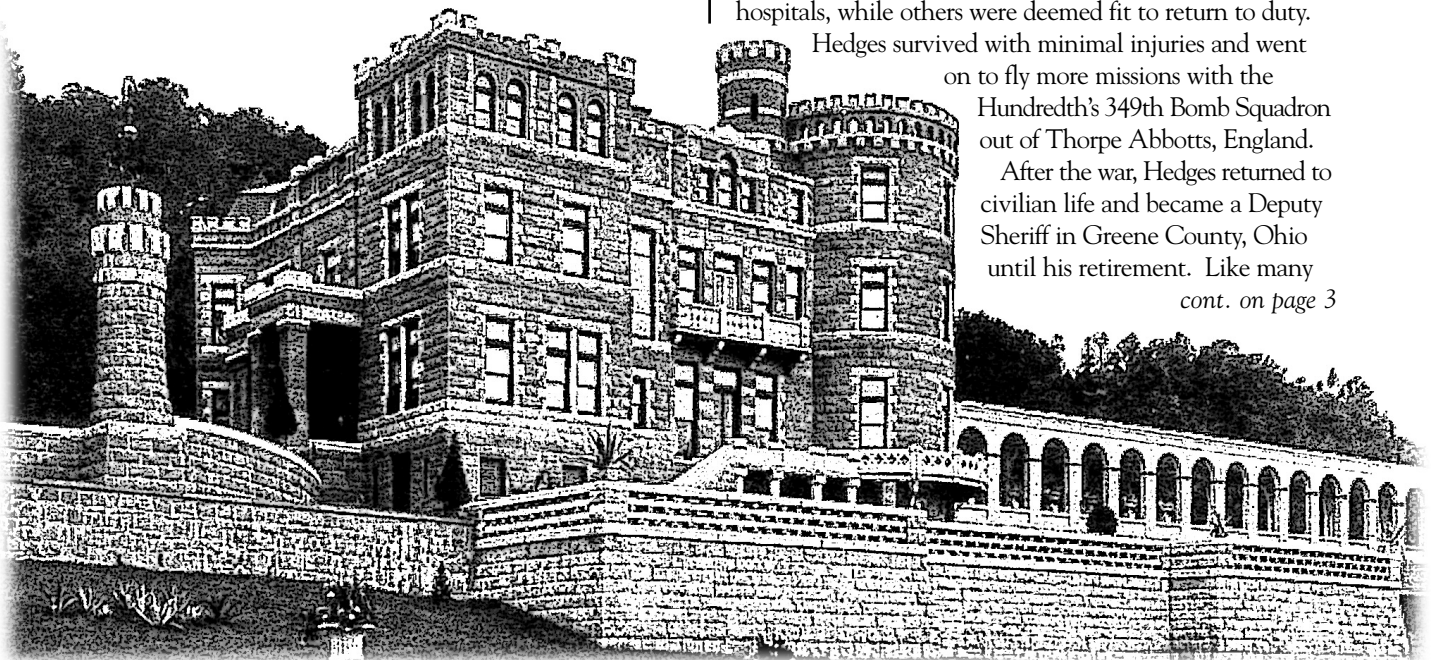
Hedges explained that he had been a tail gunner on B-17s during the war and went on to recount the story of how he and his crew were shot down over Luxembourg on their fourth mission on November 9, 1944.

Hedges told me how his plane, nicknamed Boomerang, was hit by flak from German fighters and critically damaged. The pilot gave the bail out signal and everybody was able to jump clear of the plane... except the pilot, Lieutenant Lewis C. Williams. When Lewis jumped, his parachute got caught on the tail of the bomber, and he went down with the plane. The Boomerang crashed near the little town of Perle, Luxembourg, only a few miles from the Belgium border. The surviving nine members of the crew were fortunate to find themselves in Allied occupied territory and were quickly returned to friendly hands. A few crewmembers were pretty banged up and went into hospitals, while others were deemed fit to return to duty.

Hedges survived with minimal injuries and went on to fly more missions with the Hundredth’s 349th Bomb Squadron out of Thorpe Abbots, England.

After the war, Hedges returned to civilian life and became a Deputy Sheriff in Greene County, Ohio until his retirement. Like many

cont. on page 3



Club News

The Passaic County Historical Society Genealogy Club holds meetings 10:00 a.m. at Lambert Castle Museum on the second Saturday of the month from September through May (unless otherwise specified). Meeting dates for the 2005-2006 year are as follows and programs will be announced as they become known:

Saturday, September 10, 2005

Saturday, October 8, 2005

Saturday, November 12, 2005:

Due to Holiday House Boutique at Lambert Castle Museum, meeting to be held at Louis Bay Memorial Library, 315 Lafayette Avenue, Hawthorne, NJ

Saturday, December 10, 2005:

Due to Holiday House Boutique at Lambert Castle Museum, meeting to be held at Louis Bay Memorial Library, 315 Lafayette Avenue, Hawthorne, NJ

Saturday, January 14, 2006

Saturday, February 11, 2006

Saturday, March 11, 2006

Saturday, April 8, 2006

Saturday, May 13, 2006

Mark Your Calendar

GENEALOGICAL SEMINAR – FALL 2005

“Crossing the Boundaries”

Saturday, October 29, 2005 • 9:30am - 5:00pm

at the Salvation Army School for Officer Training
201 Lafayette Avenue, Suffern, NY

A full-day genealogy seminar will be held in Suffern, NY. It will be co-sponsored by libraries and genealogy organizations from New York and New Jersey, including the New City Library, NYGB, PCHS, Bergen County, Orange County, and Rockland County. Our Passaic County speaker will be Mr. Giacomo DiStefano, Director of the Paterson Museum, who will speak on industrial development in this area and how it influenced immigration to the area and beyond.

SEMINAR TOPICS:

- Loyalists Research Documents, & N.Y. - N.J Counterfeiting during the American Revolution.
- They Went (Digitally) That-a-Way: Internet Resources for Tracking Ancestors' Migrations.
- From Italy to New Jersey: A Case Study in Group Migration
- Cruising Long Island Sound: Tracing its Early Families with a Regional View
- Crossing Water Boundaries: Tracking Immigrants and New Citizens
- Whose Secret is it Anyway? An Archivist's Perspective.
- Mended Fences: The N.J./N.Y. Boundary Dispute
- The Orphan Train Era

Cost: includes catered buffet lunch
\$60: Member of a participating society.
\$90: Non-member.

For more information and Registration Form
go to: www.crossingtheboundaries.org

Out of the Mailbag

Rockville Maryland member Bill Serchak writes about the importance of obtaining a good understanding of an ancestral village. He email reads part:

“I’m planning to write about both Czarna Gora where my grandfather was born and about Nowa Biala where his wife, my grandmother Mary KOLODZIEJ was born. These ‘Village Stories’ will be an essential part of the JEZIERCZAK FAMILY HISTORY. I think that without a good understanding of the history and geography of the region, Spis, and the individual villages, anyone reading the family history would miss a great deal of the flavor...the life and times...of our ancestor.

“For that reason, I also will include articles about Austria-Hungary and its colorful history plus another concentrating on the tangled tale of Spis-part of A-H, then Slovak, then Polish. Those 14 villages that passed back and forth during the past two centuries have to be appreciated in the larger context of the fragmentation and virtual disappearance of Poland itself for around 100+ years or until 1920.

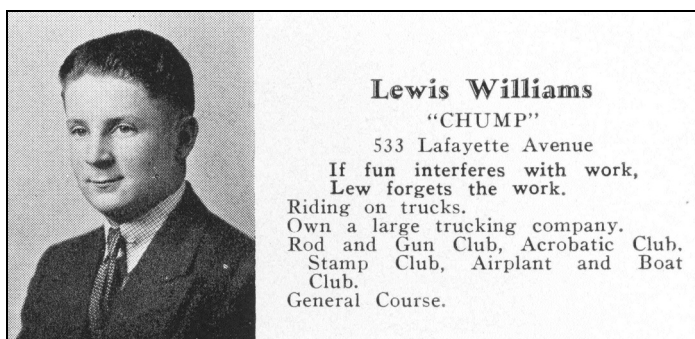
“I used the time in California to good advantage and was able to complete another large portion of grandfather Andrew’s years in Passaic. Now I will be fielding the sections out to all my cousins and asking them for comment, correction and additional input in the form of documents and photos. There will always be gaps and possibly a ‘brick wall’ or two but I intend to make this family history as complete and accurate as I know how.”

Mission Accomplished *cont. from page 1*

WWII veterans, he tried to put the war behind him as he moved on with his life. But as the years went by, he had a desire to reconnect with his old Group and Squadron mates. Together they would recall the good times they had together, and in quieter moments, reflect on the missions they had flown and friends they had lost.

In 1999, Hedges returned to Europe to revisit the places of his wartime service. Stops included his old base at Thorpe Abbots in East Anglia and Perle, Luxembourg, where his plane had crashed. He was amazed by the reception he received in Perle. The city had erected a memorial to his plane that specifically noted the loss of the pilot, Lt. Lewis C. Williams. Upon learning of Hedges's impending visit, the city fathers arranged a special dedication ceremony in his honor. At the ceremony, they presented Hedges with the flag that flew over the memorial.

Hedges was honored to receive the flag on behalf of my crewmates but ever since that day had always believed that the people who deserved to have it were the family of Lewis Williams. Hedges subsequently spent the next six years in a fruitless search for the family. He indicated meeting me at the store was the luckiest thing that could have happened, because his search had pretty much reached a dead end.



Lewis Williams

"CHUMP"

533 Lafayette Avenue

If fun interferes with work,
Lew forgets the work.
Riding on trucks.
Own a large trucking company.
Rod and Gun Club, Acrobatic Club,
Stamp Club, Airplant and Boat
Club.
General Course.

2nd Lt. Lewis C. Williams as he appeared in Hawthorne High's Class of 1939 yearbook.

I am a military historian who specializes in World War II subjects, with the history of paratroopers and of the Army Air Forces particular favorites. I have studied various units in detail for over thirty years and have helped numerous veterans and families reconnect with their own, or a loved one's, military past. When Bob Hedges told me about his search for the pilot's family, all thoughts of weekend home improvement projects were soon forgotten. We swapped phone numbers and details, and I immediately began my own search.

Dipping into my archival databases, I discovered key information about Lewis Williams that would help in the search. Within two days, I sent Hedges an email with far more information than he had found in six years of looking.

I learned that Williams, like most pilots, entered the service as an enlisted man. From that information, I went on to verify the year he was born, that he was from New Jersey, where he had entered the service, and that he was not married when he enlisted. I often find that when researching an historical event that I have to 'back up' in order to move forward. While the events of November 9th, 1944 were crystal clear in Bob's memory, the facts of the event were something that I have to place in their proper perspective. So I began to gather information on the members of

the crew and backtrack the history of the plane itself. In gathering this information from various resources, it's important to understand that WWII records are subject to human error as the data was manually transcribed. As it so happened, a simple transcription error sent me off on a wild goose chase right at the start.

I went looking for Lewis C. Williams, age about 8, in the 1930 Census for New Jersey. It was almost too easy. I found a family in south central New Jersey with a son Lewis C. and spent about a week trying to locate information about them. Every bit of detail I turned up did not fit the story as I understood it.

I turned to what I knew would be a long and involved process – searching the Casualty Lists of the New York Times for mention of his name. These lists ran three or four times a week and listed war casualties from the New York and New Jersey area. Experience told me that the names of the casualties usually appeared several weeks or even months after the report of their loss. I finally found Lewis C. Williams listed in February of 1945, and it gave his next-of-kin's name as Mrs. Emelie Williams of Hawthorne, New Jersey.

Actually it was the errors that moved the search forward. After hitting so many roadblocks with that one family I had keyed on, I applied the Times information to my search but could not find a Lewis or Emelie Williams in Hawthorne, New Jersey. After reading page after page of names, I noticed something very strange... the family of Louris and Emilie Williams, with a son named LORRIS, age 8. I went to the hand written records and what do you know? The transcriber had typed exactly what he could see, and he had completely mangled the names. I found the family of Louis, Emilie, and their son Lewis C., living on Lafayette Avenue, in Hawthorne, in 1930. This provided two new names to search for past the date of his loss in 1944. Things began to move forward again.

At this point I wrote to the Passaic County Historical Society, and my request reached the desk of Society President Maryjane Proctor, who was much taken with Bob Hedges desire to return the flag to the Williams family if they could be found. Proctor searched the city directories and discovered the same Williams family living at Lafayette Avenue from the early 1930s all the way into the 1960's. With the knowledge that Lewis Williams grew up locally, she determined what year he must have graduated from high school and soon was able to provide Bob Hedges and me with his class photo from 1939.

"It was incredible," said Hedges, "that after 60 years there was a photograph of my pilot from his high school annual. Dave and Ms. Proctor are first class detectives!"

Maryjane Proctor did have to deliver some bad news. The trail of the Williams family abruptly ceased in Hawthorne in 1967.

I found Emilie Williams again – or at least someone who could possibly be her – in all places – California. I knew roughly her date of birth, so as I consulted different resources I keyed on that. I also discovered that our pilot's father had died in 1967. This was when Emilie dropped from the records in New Jersey. I discovered an Emilie Williams deceased in Encino, California, in 1985. Much as I was glad to be moving forward with the search, having covered 41 years since the date of Lewis Williams' loss, I feared that the trail might soon run out.

At this point, I posed a question to myself. Why would a woman then in her 70s pick up and move all the way across the country to California? It must be that she had some relatives or at least a very close friend there. I backed up again – all the way

cont. on page 4

Mission Accomplished *cont. from page 3*

to the 1910 Census – and started a search for Emilie Williams family based on her mother and father's last names. Simultaneously, I enlisted the help of a WW2 veteran friend who lived near Encino, to find some local information on Emilie. My acquaintance in California – a World War II paratrooper – made visits to local libraries, newspapers, and funeral homes and soon found that the person Berry had identified as pilot Williams' mother, was in fact the right person. She had made her own arrangements and requested that when she passed that she be returned to New Jersey to be buried with her husband Louis in Fair Lawn Cemetery, very close to Hawthorne.

But that wasn't the end of the trail that I feared all along. Mrs. Williams had left the name of "a nephew" Charles Williams who lived in California. There was an address but no phone number, so the process began anew, and I did yet another genealogical search for this new name. The nephew was also named Williams, so I realized that this meant that Louis Williams had a brother, and this nephew was his son, and a first cousin to Lewis the pilot.

I found a Charles Williams in the same town that had been noted on the records for Emilie Williams and soon learned that he had passed away in 1999. The end of the trail loomed large. A check of the 1994 telephone books showed that the person he was seeking corresponded with the address found by his paratrooper associate, and this regrettably proved that Charles Williams had passed on.

Summarizing all of this material, I sent an email report to Bob Hedges on a Saturday morning, holding out hope that the children of Charles Williams could still be found and that Hedges would still have a direct kin of Lewis Williams to present his flag to. I made a few calls to funeral homes near to where Charles Williams had lived, and one suggested that I contact the Long Beach Press-Telegraph, a paper which served Bellflower, California. On a whim, I made the call on a Saturday afternoon, and the news desk phone was answered by reporter Chris Hanson, who was intrigued by the story of the return of the flag and checked the papers archives. No obituary had been published. But he looked in the phone book that was handy, and told me that the person at the address he had been given was still good for 2003! The next day I called that number, and the phone was answered by Marianne Teague – who just happened to be the daughter of Charles Williams, and therefore the 'first cousin-once removed' of pilot Lewis Williams.

Marianne was well acquainted with the family history as it related to Lewis Williams. She was amazed at the extent to which I had gone to find her family. Only a few days before she and her mother had been going through some boxes and had come across some of "Aunt Emilie's" papers and material relating to Lewis. Marianne told me that she had Lewis' Purple Heart Medal that was presented to the family after his loss, and she had been given a ring that once belonged to him.

Tying up some loose ends and still seeking to qualify all of his research, I asked Marianne if I was correct that Emilie had moved to California after Lewis' father had passed away to be closer to her relatives? Now it was time for me to be amazed.

Marianne told me that Aunt Emilie had actually traveled to Europe to visit the grave of her son at Henri-Chapelle Cemetery in

Belgium. While there she met a 'Marraine de Guerre' – a Godmother of War – one of the local Belgian civilians who adopt the graves of American servicemen, leaving floral tributes on special holidays and generally tending to the grave beyond that provided by the American Battle Monuments Commission. The lady Emilie Williams met there was actually the person who had adopted her son's grave, and a close friendship naturally followed. Later this Belgian lady moved to the United States and settled in California. When Louis Williams passed away in 1967, Emilie Williams left New Jersey and moved to Encino, California, to be near the woman who had tended her son's grave. It was after that that Charles Williams family moved from New Jersey to Bellflower, California, returning to Marianne's mother's hometown. Marianne filled me in on the family details and confirmed all of his research, even telling me that her brother still lived in Hawthorne and that his middle name was Lewis, in honor of his cousin the pilot.

"When Dave called our house on Sunday afternoon I knew that something big had come up," said Bob Hedges. "Usually he sent emails, and they were always exciting to read – but when he said, 'Bob, I hope you're sitting down' I got my wife on the phone so I wouldn't miss anything – and boy did he have a story to tell! I was stunned!"

Shortly thereafter Bob Hedges was on the phone with Marianne Teague, his pilot's cousin.



*Handsome and youthful looking,
Tailgunner Robert HEDGES, circa 1942.*

Arrangements are underway for a method whereby the flag can be properly presented to the Williams family. This search involved people on both coasts and right here in the middle, too. We just have to figure out how we're going to do it. Somehow I never thought that would be the hard part! The Hedges' and Williams' families have heaped a lot of praise on me, but I have to give thanks and credit where it is due. Maryjane Proctor at the Passaic County Historical Society in New Jersey qualified all the information I was able to discover on that end, and my good paratrooper friend Bob Sechrist, ran the ball for us in California. If not for them, this story wouldn't have reached its conclusion. I hope that we are able

to put together a proper presentation ceremony that they all will be able to attend.

Come that day, Mr. Bob Hedges will have completed his personal mission by presenting the U.S. Flag flown over Lewis Williams' memorial in Luxembourg to his pilot's family.



*Pathfinder Historian David Berry
of Dayton, Ohio*

BIOGRAPHY OF JOHN CORNELIUS BOGERT

1839 – 1865

Joyce R. Svendsen

John Cornelius Bogert, born 1839 in Paterson, New Jersey, was my great-great grandfather. He resided on Morton Street in Paterson with his wife and two children when he enlisted as a Sergeant on December 18, 1863 in Paterson. Bogert joined 3rd New Jersey Volunteer Cavalry Company F.

3rd NJ Volunteer Cavalry Regiment

The 3rd New Jersey Cavalry Volunteer Regiment (39th New Jersey Volunteers) was organized at Camp Bayard, Trenton, New Jersey and mustered in by Companies as follows:

- Company A, January 26, 1864
- Company C, January 22, 1864
- Company E, January 4, 1864
- Company F, January 12, 1864
- Companies G, and H, January 6, 1864
- Company D, December 2, 1863
- Company B, January 29, 1864
- Companies I, K, L, and M, March 24, 1864
 - March to Annapolis, Md., April 5-7, 1864.
 - Guard Orange & Alexandria Railroad April 29-May 5.
 - Attached to Cavalry, 9th Army Corps, Army of the Potomac to May, 1864.
 - 1st Brigade, 3rd Division, Cavalry Corps, Army of the Potomac and Middle Military Division, to June, 1865.
 - Defenses of Washington, D.C. to August, 1865.

Service

- Campaign from the Rapidan to the James May 3-June 12, 1864.
- Wilderness May 5-7. Near Germanin Ford May 5. Picket on the Rapidan, May 6. Guard pontoons May 7.
- Expedition to Fredericksburg, May 8-9.
- Spottsylvania, May 9-12.
- Spottsylvania Court House, May 12-21. United States Ford May 19.
- North Anna River, May 23-26.
- On line of the Pamunkey, May 26-28.
- Totopotomoy, May 28-31.
- Mechump's Creek, May 31.
- Ashland Station, June 1.
- Cold Harbor, June 1-12.
- Totopotomoy, Gaines' Mill, Salem Church, Hawes' Shop, June 2.
- Hawes' Shop, June 3.
- Bethesda Church, June 11.
- White Oak Swamp, June 13.
- Smith's Store, near St. Mary's Church, June 15.
- Weldon Railroad, June 20.
- Jerusalem Plank Road, June 22-23.
- Milford Station, June 27.
- Picket duty at City Point until July 16.
- Duty at Light House Point, July 16-25.
- Before Petersburg, July 25.
- Mine Explosion, Petersburg, July 30 (Cos. A and E).
- Sheridan's Shenandoah Valley Campaign: August 7-November 28.
- Winchester, August 17.
- Summit Point, August 21.
- Middleway, August 21.
- Near Kearneysville, August 25.
- Abraham's Creek, near Winchester, September 13.

- Battle of Winchester, September 19.
- Near Cedarville, September 20.
- Front Royal, September 21.
- Milford, September 22.
- Waynesboro, September 29.
- Bridgewater, October 2.
- Tom's Brook (Woodstock Races), October 8-9.
- Picket at Cedar Creek until October 13.
- Cedar Creek, October 13.
- Battle of Cedar Creek, October 19.
- Newtown (or Middletown), November 12.
- Rude's Hill, near Mr. Jackson, November 22.
- Expedition from Kernstown to Lacey's Springs, December 19-22.
- Lacey's Springs, December 21.
- Sheridan's Raid from Winchester, February 27-March 24, 1865.
- Occupation of Staunton, March 2 - Location: Amelia County
- Appomattox Campaign (March-April 1865)
- April 3, 1865 - Namozine Church. Church still stands where cavalry clashed on this date. The building was headquarters and hospital after fighting.
- Principal Commanders were Maj. Gen. George A. Custer [US] and Maj. Gen. Fitzhugh Lee [CS].
- Brigade Forces were engaged, estimated casualties were 75.
- In a rearguard cavalry action, a brigade of Union cavalry under Col. William Well's (Custer's Division) attacked Fitzhugh Lee's cavalry near Namozine Church on April 3.
- Confederate Gen. Rufus Barringer was captured nearby. (CWSAC Reference #VA124)
- Sailor's Creek April 6, 1865
- Appomattox Station April 8, 1865
- Appomattox Court House April 9, 1865. Surrender of Lee and his army.
- Expedition to Danville and South Boston April 23-27, 1865
- March to Washington. D.C., May, 1865
- Grand Review May 23, 1865
- Mustered out at Washington, D. C., August 1, 1865.

During their service, losses to the 3rd New Jersey Volunteer Cavalry Regiment were three Officers and 47 Enlisted men killed, two Officers mortally wounded, and 105 Enlisted men lost by disease. Losses totaled 157 servicemen.

My great-great Grandfather John C. Bogert was killed in action at Sweat House Creek (Taylor's Plantation), Virginia on April 3, 1865. He left behind his wife Matilda, his son George S. Bogert, and his daughter Nellie Bogert (who never married). His remains were returned to Paterson by train, and he was buried there in Sandy Hill Cemetery.

When Sandy Hill Cemetery was abandoned, John C. Bogert's body was removed to Cedar Lawn Cemetery (Paterson) where he lies today next to his wife Matilda and daughter Nellie, in a plot behind Ralph Sultan.

His ultimate sacrifice has been memorialized on The Soldiers and Sailors Monument, Eastside Park, Paterson, New Jersey which bears his name.

Sources used by Historical Data Systems, Inc.:

- Register of Officers and Men of New Jersey in the Civil War 1861-65
- (c) Historical Data Systems, Inc. at: www.civilwardata.com

THE JERSEY DUTCH LANGUAGE

In an old (PCHS) query addressed to Mr. Jack D. Quackenbush dated April 10th, 1969 concerning the Jersey Dutch language, Mr. Van Cleef BACHMAN of West Concord, Massachusetts writes:

Dear Mr. Quackenbush,

For many years I have been interested in the Low Dutch or Jersey Dutch language of the Hudson River area – the language of my mother's people. I have been fortunate in being able to collect a certain amount of written and oral information about it which encouraged me to try to put together a careful dictionary of the dialect.

Mr. George O. Zabriskie of Honolulu suggested that you might be able to help me in my project. If you remember even one Jersey Dutch rhyme, phrase, or work (or anything which just seems not "according to Webster"), I would greatly appreciate hearing of it. Often the one thing a given person remembers is something which has not previously been recorded. Or it may have an interesting pronunciation or meaning. Also, if you could suggest anyone else who might be able to help a bit, I would much appreciate learning that persons name and address.

A final comment. These words are like potatoes; you've got to dig a bit to remember them. I recall one man I talked with not long ago who regretted his being unable to remember a single word of his grandparent's had used. So we dropped the subject and started to talk about farming in the old days. As we talked, he began to remember (and spontaneously use) a number of Dutch words his grandfather has once used on his farm.

Hoping very much to hear from you, I am

Very truly yours, Van Cleef Bachman

John D. Quackenbush replies to Van Cleef Bachman via letter dated April 19th, 1968. He writes:

Dear Sir,

In reply to your letter requesting information about the Jersey Dutch language. My grandmother could speak it if she desired, and as a child I would tease her to say things in Dutch. I picked up a bit of it in this way, and we also used a few words and sayings in my parent's home. However, that was many years ago, and I'm afraid I have forgotten most of it.

Here is one saying I recall with a rough translation:

"Mox nix ouse, hans der deutsal sox en de ouste playse, mit der kogelspielen en der Dutchman's huis." (Makes no difference than the turtle splash in the outside pond makes on the endless talk in the Dutchman's house.)

All this nonsense was merely to tell a person that what they were doing or saying did not amount to anything.

I like the word "Kogelspielen." A Kogel was a ball or circle, and a circle has no ending. So Kogelspielen was circle talk or endless chatter.

From the same source was "Kojeltje." This was the half-round piece of crusty bread cut from the end of the loaf.

Also in the bread line was "Panne." This was a little ball of left over

dough that was put in the corner of the pan and baked hard and brown as a treat for the children.

A "Slink" or "Slank" was an arm of still water backed up because of flooding – it had no current.

When someone was going through a dark room, I often heard grandmother say, "Kike ver you slaut." (Watch out where you go through).

Also, when a meal was made up of leftovers, we were getting "Appe stetta mit betta en brooden." (Monkey meat with butter and bread.)

Please bear in mind that most of this is memory of about fifty years ago. I have no idea of the correct spelling. What I learned was entirely by hearing what was said.

Sincerely, J.D.Q.

In a book titled "The American Language," published in 1921, author H.L. Mencken writes on the Jersey Dutch language:

The Dutch language in the United States is differentiated from the original Dutch of Holland by the influence of American-English. The so-called Jersey, or Bergen County Dutch, which is spoken by the descendants of seventeenth century Dutch settlers in Bergen and Passaic counties, New Jersey. In New York, the Dutch completely disappeared many years ago, but in these Jersey counties it still survives, though apparently obsolescent, and it is spoken by many persons who are not of Dutch blood, including a few Negro's.

The dialect was originally the South Holland or Flemish language that became mixed with and partially influenced by English. It also borrowed a few plant and animal names from the Mindi (Lenâpe-Delaware) Indian language. This Dutch has not suffered from modern Holland or Flemish immigration, although Paterson (the county seat of Passaic County) has at present a large Netherlands population. The old county people hold themselves strictly aloof from these foreigners and when questioned on the difference between the idioms they reply, "Onze tal äz lex däuts en hoelliz äs Holläns; kwait dääfrent." (Our language is low Dutch, and theirs is Holland Dutch; quite different). An intelligent Fleming or South Hollander with a knowledge of English can follow a conversation in this Americanized Dutch, but the converse is not true.

The vocabulary shows many signs of English influence, with a large number of words in daily use borrowed bodily – bottle, town, railroad, cider, smoke, potato, match, good-bye. Others have been borrowed with changes – säns (since), määm (ma'm), belange (belong), boddere (bother), bääznäs (business), orek (earache).

In other cases, English is also apparent, as in blaubäase, a literal translation of blueberry (the standard Dutch word is heidebes), in mep'lbom (= maple tree; Dutch, ahoornboom), and in njeuspampir (= newspaper; Dutch, nieuwsblad).

THE VOYAGE OF THE MARION; Winter 1839

... is the story of the journey of the founders of the Silk Industry in Paterson, New Jersey, John Ryle and James Mayers, who traveled from Macclesfield, England to Paterson, New Jersey in 1839.

Written by: Robert A. Mayers, great-grandson of James Mayers and Sarah Allison

Two young men climbed 108 steps alongside a medieval cathedral to reach the higher ground of the ancient Cheshire town of Macclesfield, England. They emerged into a bustling marketplace, the social and business center of the town since the middle ages. The first Anglo-Saxon settlement was on this site since by the steps, a steep drop down to the River below provided a natural defense.

The looming presence of St. Michael's Cathedral had dominated the market square since 1278. In the center of the market was an ancient Celtic stone cross. Proclamations were made to the peasant population from this spot, and early traders had set up their stalls around the cross. Here all business transactions were made in time before the written word. All deals made within the shadow of the cross were considered binding. Tudor timber frame buildings lined the square housed the town hall, guildhalls, and inns. Butchers, fishmongers, and merchants boisterously hawking cattle, sheep, wool, iron pots, cloth, and corn filled other stalls in front of the buildings. Farmers from surrounding villages brought their produce here by the horse load.

From the high ground, the two looked down on "Waters Green," the lower town. In earlier time, this was "The Gutters," a slum area where slaughterhouses, tallow chandlers, and other unsavory activities were located. Open drainage flowed past squalid dwellings into the river Bollin. This part of town was savaged, far beyond other sections of the town by the Plague of 1603.

By 1839, evidence of a new age was apparent everywhere in the valley below. The "Green" was now a conglomeration of mills,

houses, inns, dye works on the river, graveyards, and even a school. But Macclesfield was not typical of small English country villages of that time. Spawned by the industrial revolution and impacted by events in the outside world, over the past 100 years the bucolic feudal village had transformed into a thriving commercial town. A canal completed just eight years before in 1831, served the mills by providing a conduit for the textiles manufactured in the town to be transported to the large city of Manchester in the north, as well as other major cities and ports.

The home of one of the young men could be seen on the opposite bank of the river in the suburb of Sutton. It was one of a long row of stone garret houses, usually with three stories and long windows to admit light. Weavers could work handlooms on the top floor and live below. Further up the bank was the mill where it is likely both were employed. It was owned by the older brothers of one of the youths. The river flowing past furnished its power.

Silk was the business of Macclesfield. It was the hub of that industry in England. The young men, James Mayers and John Ryle, were silk weavers as were generations of their families back to the middle 1700s.

These were time of great distress in the silk industry. After the boom years of the 1820s, reduced tariffs were causing competition with imports. But even worse, the introduction of power looms was causing high unemployment among the handloom weavers. Jobs had declined by sixty percent and many silk workers, reduced to poverty, were returning to surrounding villages. Workers vented their rage by destroying the new machinery. There were frequent riots, and the windows of many mills had been smashed.

James and John talked about their future and agreed that it held little promise for them. As skilled weavers, they were better off than most but with an excess of available workers in their trade,

cont. on page 8



Workers in a Macclesfield Silk Mill

The Marion *cont. from page 7*

their talents had little value. The opportunity to improve the quality of their lives and to advance their prospects in the world did not appear to exist in this setting. They faced a lifetime of insecurity and the drudgery of fourteen-hour days.

Yet, they knew there was a place in the world where their abilities might be valued and where they could improve their chances; a classless land where their skills were still considered high-tech and where they heard that opportunity was limited only by lack of resourcefulness. But America did not have a silk industry and nobody from Macclesfield had even considered going there earlier.

Even for two optimistic and adventurous young men with little to lose, leaving was a daunting decision. But at the same time, with America needing to import all of its silk, bringing their skills here would be the greatest challenge of their lives. James Mayers, age 19, would leave a large family. His father was a silk carter and all eight of his siblings worked in the mills. John Ryle, age 21, had started work as a bobbin boy at the astonishing age of five. Like hundreds of other mill children, both had gained a rudimentary education at a "Sabbath School" which they attended for 10 hours each Sunday, their one day off. (The works of Charles Dickens graphically depict life in England at this time.)

Coming from a family of mill owners, John was better off of the two. It is likely that his brothers were willing contributors to the modest expenses of a voyage. They, too, envisioned extending their business interests in the new land through these young emissaries.

Despite uncertain prospects for employment and the ominous prospects of an ocean crossing fraught with peril, they decided to embark on a voyage from which few ever returned. Winter crossing of the North Atlantic were best avoided. They would have to book passage from Liverpool to sail as early as possible in the spring.

It was a poignant time as the young men took a final look at their ancestral home and said farewell to their families and friends. This scene was repeated endless times as nine million immigrants left the British Isles through the Port of Liverpool for America during the 1800s.

Tim Boddington, a Cheshire area historian, describes the details of a journey that the two young men would take to reach Liverpool in 1839. The first leg of the trip, before the railroad had reached Macclesfield, would be by stagecoach, north to Manchester, a distance of about fifteen miles. The coach left from the Bull Inn in Macclesfield, opposite the Town Hall. The inn remains open to this day. They would ride all day through the stark wintry landscape of the Cheshire Peak Country.

"At Manchester, they would board the Manchester-Liverpool Railway, the first public passenger train in the world, for a 30-mile ride. Liverpool Road Station still exists in Manchester and is part of a very popular technology museum there."

Upon arrive in the port city of Liverpool, tickets for the trip to America were purchased at the ship owner's office on the waterfront. They would sail on a packet. These ships carried both freight and

passengers on a fixed route. These were the first vessels to cross the Atlantic on a regular schedule and for many years, were the only means of communication between the two continents.

Amid the forest of masts, they found their ship – The Marion. She was small for a transatlantic crossing, only 112 feet long and 27 feet at her widest. But this was the average size for an immigrant packet of this time. Built in St. John, Canada in 1836, the Marion was a wooden, square-rigged vessel with a "burthen" (carrying capacity) of 427 tons. She was typical of the hundreds of ships in this service until about 1860 when steamships began replacing sail.

Liverpool to New York was by far the most common route for the packets. At that time, there were about twenty making the run.

The Marion carried 71 passengers on this trip to New York. Passage was booked for a little as ten dollars per person. Tickets provided for minimum space, typically 10 feet for each passenger and their luggage. A water ration of six pints for drinking, washing, and cooking, and one pound of food per day were provided. This usually consisted of bread or biscuit, rice, oatmeal, or potatoes. When the time at sea exceed the predicted length of the trip, these meager rations were reduced. To supplement this bare subsistence diet, people often brought some of their own provisions which soon spoiled

or were consumed a short time into the trip.

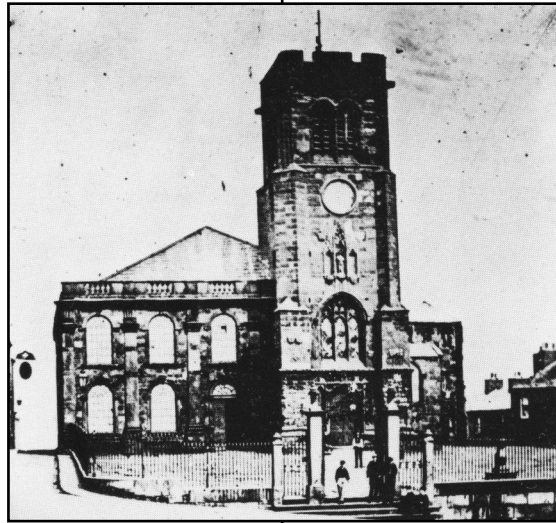
Captain William Bonnyman was her master. Time was needed to unload her cargo of lumber from Canada and install accommodations her new human cargo. As usual, many of the immigrants brought more baggage than allowed, and it was not permitted on board. It must have been painful to see dock scavengers eagerly snatch up the beloved possessions carefully selected for the trip.

As the young men ascended the gangway and stepped aboard for the first time, they were in the midst of great activity. A roll call was being taken and a doctor inspected the passengers as shop owners could be fined for carrying the sick or disabled. Immigrants were warned that by law they were under the same disciplinary rules as the crew and could even be charged with mutiny for disruptive behavior.

The bewildered passengers were herded below. Bunks, four tiers high, were assigned and baggage was stowed. To prevent future disagreements, a schedule was set up for turns the the firebox. Cooking could be done on desk, if the weather permitted. Voices with an Irish brogue were heard everywhere and such Gaelic sounding names as Milligan, Malloy, McKeon, and Fitzpatrick were detected above the din. This was the start of the vast wave of Irish migration caused by the potato famine. This exodus would peak over the next decade.

A few days after the two arrived, they sailed on the first day of March, 1839. Orders shouted from the helm alerted sailors to scamper up the rigging. Lines to the dock were singled up and then quickly cast off in order to catch the morning tide. Most of the first day the Marior cruised down the Mersey and its estuaries and then across the Irish Sea. Often the last land sighted was the

cont. on page 9



Parish of St. Michaels, Chartered in 1278

The Marion *cont. from page 8*

coast of Ireland that the more naïve often mistook for an early arrival in America. Before breaking out into the open sea, everyone came on the deck to take his last glimpse of land. Few would ever see their homeland, families, or friends again.

Captain Bonnyman set the course for New York, sails bellied out and the ship plunged into the first surge of the open North Atlantic. A wave of nausea swept through the passengers. The Captain, a seasoned mariner, would exert every seamanship skill to shorten the trip. Under ideal conditions, the trip had been made in as few as 20 days. But March still brought freezing weather, strong gales, and icebergs. This was to be a hard voyage; the Marion would be at sea for 50 days.

The winter of 1839 had been very severe. Even before leaving home, the two young men had learned that in a storm in January, just two month before the departure of the Marion, two immigrant packets had gone missing and a third was driven ashore with the loss of all hands. Forty packets were lost over this 30-year period that marked the height of their use.

During the spring, icebergs broke loose and a longer southerly course was necessary. Even on this southerly route, the ship often had to slow down in fog and take temperature readings of the water to see if ice was near. Ice sank many packets in these years, and many were last seen heading into the ice fields. Seventy-three years later, in April of 1912, the Titanic would be lost in this same area, as the same time as the Marion passed through.

A list of all passengers was drawn up at sea as soon as everyone had settled into a daily routine. It would be required immediately on arrival. The list provided the names, ages, occupations, and county of origin of all 71 passengers. All were from Great Britain or Ireland. It showed the name of the ship, its date of departure from Liverpool and arrival in New York, its tonnage, and the captain's name. So frequent were deaths during these voyages that the printed form had a separate column "Died on Voyage." On this trip, there were no entries here, attesting to the skills of Captain Bonnyman. On most ships, names listed in this column were those of small children.

Who were the forty-two men, twenty-three women, and six children on this perilous trip? Most were young; forty-two were in their twenties and sixteen teenagers. Only two people were over forty. Hugh SCOTT and Mary GANNON, both aged forty, appear together on the list. Does this suggest an onboard romance, or would Hugh later send for his family and Mary be greeted by a husband on arrival?

Strangely, there were no married couples aboard. All the women are listed as "spinsters" or "laborers." There are several brother and sister combinations, usually an older sibling in charge of younger children. James COX, age twenty, was accompanied by his sister Bridget, 20, and three younger brothers. The sisters, Mary and Ann FITZPATRICK traveled together. Were they orphans, or would they later send for their parents as conditions worsened in

the old world? Only one single parent, Mary MC KEON, age thirty, was aboard with her three-year-old son. Was Mary a widow, or did her husband await her in the new world? Many were alone. Would anyone be there to greet them in the new land?

Few among the travelers had any skills or a trade. Other than our silk weavers, James Mayers and John Ryle, there was a tanner, a saddler, and a baker; all other passengers are identified as laborers. Yet, these young people – all ready to work – would dig the canals, build the railroads, and provide all the muscle and talent that would propel America into a leading world power in just a few decades. And their descendents would provide much of the leadership that would, in less than a century, create the greatest nation on earth.

With so many young, unmarried people meeting for the first time and being confined in close quarters, we can only imagine that many relationships that may have developed. How many love affairs, future marriages, and lasting friendships occurred? Or how much disagreement and animosity arose in the cramped quarters? At first a festive party atmosphere would prevail, but this was short lived, and as private caches of food and beverages dwindled, most settled into the monotonous daily routine.

Passengers were allowed above decks in small groups to wash clothes and to attempt to bathe. There was a chance to cook any unspoiled food they brought. Most of the trip would be through bad weather with rough seas. Everyone would stay below in their cold wet bunks in complete darkness. As weather worsened, sails were shortened and hatchways secured. Pitching and rolling as heavy seas spilled over the main deck, and the ship labored westward for the next seven weeks.

About the time everyone despaired of the journey never ending, a lookout on the top spar of the main mast cried out, "Land Ho!" As if in a dream, James and John were able to see a small fringe of land backed by high hills on the horizon. This was Sandy Hook,

New Jersey and the Highlands of the Navesink River. This landfall looks the same today and for that matter, as it did in 1609 when first sighted by Hendrick Hudson. A lighthouse gradually became visible on the high land. This was the predecessor of the Twin Lights that can be seen today.

As the Marion sailed closer to the approach to New York Bay, she was approached by a fleet of small, fast cutters. These were the boats of the Sandy Hook Pilots who competed for the job of guiding ships into the port. With a pilot aboard, Captain Bonnyman could now step back from the wheel as a skilled seaman

with the local knowledge of inland waters conned the ship vast shoals. They mosed down Ambose Channel and through the Narrows, now spanned by the Verrazano Bridge. Everyone experienced an uncanny sense of stillness. The pitching, rolling, and groaning of the ships timbers which everyone had grown accustomed to suddenly stopped as the ship entered calm waters of New York Harbor.

There was no Statue of Liberty to lift her lamp beside the golden door greeting the weary but eager people who now crowded the



Robert A. Mayers and John Ryle at Rogers Locomotive Works, Paterson, NJ 1979

cont. on page 10

The Marion *cont. from page 9*

main deck. No immigrant processing center would exist until 1855 when Castle Garden opened in the Battery in 1855. There would be no Ellis Island for another fifty-five years.

The young men viewed a city where other than a few church steeples, there were only a few buildings over four stories high. The Marion glided a short distance up the East River until she was nudged by a side-wheeler tug to the dockside at South Street. On the 19th of April 1839, the ship was motionless for the first time in 50 days. James Mayers, my great-grandfather and the progenitor of our family, had arrived in America.

The teeming wharf swarmed with dockhands, hustlers, food carts, and ticket sellers. Many would go on to other destinations. The first people to climb aboard were immigration officers. Captain Bonnyman presented the ships passenger list before anyone was allowed to disembark. Little time was spent verifying the information as the immigration staff was usually overwhelmed with the traffic. As many as ten ships arrived in a single day. So amid chaos and confusion, the Marion's passengers and crew swarmed ashore and bid hasty but heartfelt farewells to their friends. Their values and ethnic traditions would blend into the American character that today in so many ways shapes the way we think.

No immigration records have ever been found for James Mayers and John Ryle. Few exist for many of the millions of new Americans who arrived before Ellis Island opened in 1892. The arrival of the Marion in New York is not even noted in the "Shipping and Commercial List for the Port of New York."

In their new land, the two young men married, became citizens, and remained friends for business associates for life. History records their achievement in America's emerging industrial economy. Their successes and prosperity would go far beyond the wildest imaginations of the two apprehensive young men who stepped ashore at the South Street Seaport on the 19th day of April 1839.

They started their silk manufacturing operations in the abandoned Colt Gun Mill. John Ryle would soon own the first and one of the

largest silk mills in Paterson and eventually become mayor of the city. His efforts in Washington representing the industry, resulted in the passage of a tariff that restricted importing foreign silk – a tremendous stimulus to American manufacturing. He would forever be known as the Father of the American Silk Industry.

James Mayers would direct his friend's dyeing operation at the Gun Mill before opening the first successful silk dyeing business in America. In Paterson, he married Sarah ALLISON whose roots can be traced to 15th century Yorkshire and the 1632 Winthrop Puritan Fleet. Today, there are about one hundred descendents of James Mayers and Sarah Allison living in the U.S. Many are still in New Jersey and have parents and grandparents who lived all their lives in Paterson.

As years passed, many from Macclesfield followed Mayers and Ryle to Paterson where it was possible to rise from weaver to affluent entrepreneur in a short time. Many fortunes were made here by Macclesfield weavers – LAMBERT, STRANGE, DOUGHERTY, WADSWORTH, GRIMSHAW, CREWE, and HENSHALL – all rose from the loom to become wealthy and prominent.

By 1900, there were 3,000 Macclesfield people living in Paterson. "The Paterson Call" published the births, deaths, and marriages column from the "Macclesfield Courier." In their travels about the city and business dealings, James and John met so many old friends that it often seemed like they were back atop the 108 steps in the marketplace in the shadow of St. Michael's. I wonder how many appreciated their role as the pioneers who helped make Paterson the Industrial Cradle of America.

The Marion would continue to sail to the U.S. and Canada on future transatlantic voyages – passengers outbound and with lumber back on her return trip – but not under the command of Captain Bonnyman, whose fate is unknown. In 1844, her homeport was changed to Cork, a more convenient embarkation point for the flood of Irish emigrants. Shown in Lloyds Register at various times in Quebec, Halifax, New Orleans, Boston, and New York, she disappears from the records in 1851.

THE HOUSE OF ASMAN

A brief by David Ian Asman

The House of Asman is an English house because the first official Grant of Arms to an ASMAN was by the College of Arms, London, which is the legal authority in England. Such a person is called the Head of the House.

In Scotland, the family is called a Clan. The person who is first granted Arms is the Chief of the Clan. The Legal Authority in Scotland is the Court of the Lord Lyon.

An Englishman who has Scottish connections is one whose collateral ancestors would have married Scottish Lassies. Most persons of British ancestry probably have a Scottish name in their family tree.

Any armigerous person with a legal Grant of Arms can have a Tartan designed and registered in his name.



Some years ago, being the first Grantee of the Asman Coat of Arms, I was invited by the local Highland Gathering organizers to have my "House of Asman Tent" at the local gatherings. I have participated in these Gatherings each year since. Many of the established Scottish Clans have their Clan represented at such events. English, Welsh, and Irish organizations are represented, too. These Highland events attract people to their surname, and talking to the people at any of the Clan tents can be very enlightening.

Head of the House of Asman, Mr. David I. Asman in his colorful Tartan.

POMPTON REFORMED CHURCH

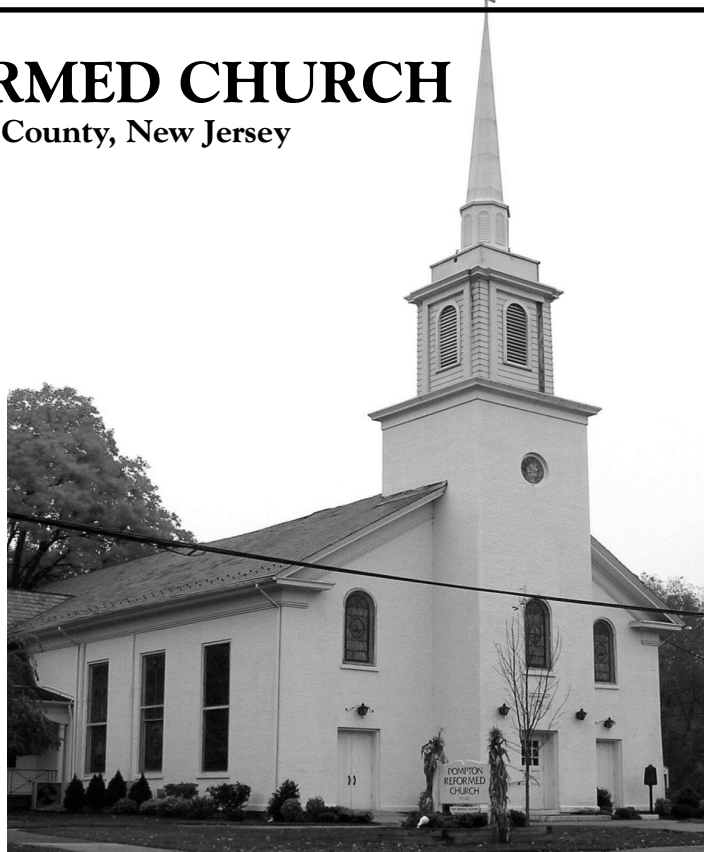
Pompton Lakes, Passaic County, New Jersey

The Pompton Reformed Church is the oldest existing church in Pompton Lakes. Founded in 1812, its first meeting of organizers was held on February 20th of that year. The church was built and dedicated in 1814 on land donated by Martin RYERSON, owner of the Pompton Ironworks. Noted author Albert Payson TERHUNE (1872-1942) was a long time member of the congregation.

The Pompton Reformed Church, located at 59 Hamburg Turnpike, was declared a local historic landmark in 2001.

This segment concludes the marriages listing occurring between 1816 and 1864 at Pompton Reformed as copied by John D. Quackenbush, Jr. in 1967. Of note, items in parentheses have been added to the original date.

Birth listings from Pompton Reformed Church listings will commence in the next issue of "The Castle Genie".



Pompton Reformed Church Marriages 1816-1864

DATE	GROOM	BRIDE	REMARKS
1845 Feb 12	MILLER, Samuel	BROWN, Hannah	Colored
1845 Apr 17	CARMAN, Barney	SMITH, Ann Maria	
1845 Apr 30	HAYCOCK, Jedediah	MICKENS, Ann M	
1845 May 25	MESSINGER, John I.	WINTERS, Hester	
1845 July 12	BAILEY, Martin	GORMLEY, Ellen	
1845 Aug 12	ARNOLD, Daniel	QUACKENBUSH, Mary Ann	
1845 Sept 13	FOX, David I.	YEOMANS, Elizabeth	
1846 Jan 1	BERRY, Henry C.	FREELAND, Sophia	
1846 June 25	MORGAN, John C	SYTHOFF, Margareta	
1846 July 15	PIER, Francis	FRANCISCO, Catharine	
1846 Aug 26	WILL, John	GADDUS, Johanna	
1846 Sept 17	REEVE, William F.	HANNION, Sophronia	
1846 Oct 4	SMITH, Henry G.	BARTOLPH, Jane	
1846 Oct 24	WILSOH, Thomas	CONKLIN, Sarah Jane	
1846 Oct 31	HILL, Napoleon B.	LUKE, Gelenia	
1846 Dec 10	LINES, Joseph Beam	BERRY, Elizabeth	
1846 Dec 17	BABCOCK, David J.	RODGERS, Harriet	
1846 Dec 24	JONES, Thomas	DEBOW, Elizabeth	
1847 Jan 20	JOHNSON, Charles	BOARD, Joanna	
1847 Feb 7	WILLING, Elisha D.	SYTHOFF, Susan E.	
1847 May 20	MILLER, James	SISCO, Nancy J.	
1847 July 29	VAN NESS, John Henry	MEAD, Belinda M.	
1847 Nov 25	HAYCOCK, Peter	COOK, Jane	
1847 Dec 2	TINKER, James	ROMEYN, Susan	
1847 Dec 22	COLFAX, Richard	SCHUYLER, Catharine	
1848 June 22	SIGLER, Charles	BEAM, Margaret Ann	
1848 Dec 7	DEKAY, Samuel S.	WRIGHT, Amanda	

DATE	GROOM	BRIDE	REMARKS
1849 Jan 1	DEBOW, Gilliam	TICE, Caroline	
1849 Jan 21	HUBBS, David J.	SISCO, Abigail	
1849 Apr 3	ZEEK, Anthony	MICHENS, Amy	
1849 June 2	BLOWERS, John	MANDEVILLE, Rachel	
1849 June 3	LOSEE, William W.	DEBOW, Mary	
1849 Sept 19	DEBOW, Henry	TICE, Sarah Jane	
1849 Oct 25	TAPPAN, William C.	DOYLE, Sophia	
1849 Nov 8	BROWN, Peter H.	BLAUVELT, Sophia	
1849 Dec 6	DECKER, Isaac D.	SISCO, Martha	
1849 Dec 31	BROWN, Peter H.	FREELAND, Mary Jane	
1850 May 15	MILLINGTON, John	HOUGHAY, Ann	
1850 May 15	COLFAX, Richard	POWNS, Frances D.	
1850 July 3	COOK, Peter	WHITEHEAD, Jane	
1850 Sept 14	PIERSON, Charles Miller	JACOBUS, Phebe	
1850 Dec 25	MCKINNEY, Paul	FREELAND, Charlotte A.	
1851 Apr 20	STILES, George H.	CARMAN, Elizabeth	
1851 May 5	HAYCOCK, Abraham	HENNION, Ann Elizabeth	
1851 Oct 2	BOARD, John F.	VAN HOUTEN, Sophia	
1851 Nov 20	DARLINGTON, William	MEAD, Rebecca Ann	
1852 Nov 3	POOL, Huston	DEBAUN, Margaret	Bloomingtonale
1852 Nov 6	GERLACK, Henry	SUFFIELD, Margaret	Pompton
1852 Dec 22	MCKINNEY, Nathan	BROWN, Mary E.	Boardville
1853 Jan 22	TISE, Henry	BEAM, Catherine Ann	Boardville
1853 Jan 26	BERTOLF, John	BEAM, Rebecca	Boardville
1853 Mar 24	BUSH, John	WHEELER, Sarah	Colored, Pompton

cont. on page 10

Pompton Reformed Church Marriages 1816-1864

DATE	GROOM	BRIDE	REMARKS	DATE	GROOM	BRIDE	REMARKS
1853 Apr 10	DREW, Uriah	HAYCOCK, Ann Maria	(Nee MICKENS, wid. Of Jedediah HAYCOCK) Pompton	1858 Feb 2	BISHOFFSBERGER, Englehart	SOMERKORN, Tetora	Pompton
1853 May 8	LEWIS, Nathaniel	COOK, Julia Ann	Pompton	1858 May 16	HAND, Albert	COMER, Catherine	Bloomingtondale
1853 June 30	THOMSON, Francis	ROOME, Jane	Pompton	1858 July 3	SMITH, Garret C.	SANDERS, Elizabeth N.	Bloomingtondale
1853 July 3	DECKER, John	HULSTER, Julia C.	(SEHULSTER?) West Milford	1858 July 5	SHAW, George	SMITH, Elizabeth	Rockaway
1853 Sept 21	CLARK, William	TOWNSEND, Sophronia	Hopewell, NJ	1858 ___	HENNION, Joseph W.	SCHUYLER, Sarah	Pine Brook
1853 Nov 7	DEGRAW, Cornelius	GORDEN, Susan	Pompton	1858 Sept 9	BROWN, Jacob	RHINESMITH, Elizabeth	Bloomingtondale
1853 Nov 19	BLAUVELT, John	JACOBUS, Martha	Montville	1858 Sept 14	BERNART, James E.	BOARD, Elizabeth	Boardville
1853 Dec 31	ZINDLE, Herman	BEATY, Sophronia	Wynaque	1858 Nov 2	RHINESMITH, Godfrey	JONES, Levenia	Wynaque
1854 Jan 12	RYERSON, Jno. A.	BROWN, Rachel Ann	Wynaque	1859 Mar 16	REEVE, Israel C.	WOODWARD, Mary F.	Bloomingtondale
1854 Jan 29	GARTEY, John	FEARLEY, Mary Ann	Pompton Plains	1859 Mar 19	WHITTAKER, Joseph		Preakness
1854 Mar 26	GURNEE, Francis W.	MEAD, Margaret E.	Bloomingtondale	1859 Mar 26	COE, Oscar S.	MILLER, Perina	Bloomfield
1854 July 4	BROWN, George	VAN ORDEN, Harriet	Wynaque	1859 Mar 31	LINES, John H.	RHINESMITH, Abby Jane	Wynaque
1854 July 4	BABCOCK, Robert M.	OLDEN, Jane	New Foundland	1859 Apr 9	DOCKERTY, William	LAYTON, Susan A.	Montville
1854 Oct 8	DESMOND, John	CONKLIN, Sarah Jane	Wynaque	1859 May 29	JACOBUS, Cyrus F.	MARLEY, Mary	Cedar Grove
1854 Oct 19	LOGAN, John	SANFORD, Matilda	Bloomingtondale	1859 Oct 13	COLFAX, William	RHINESMITH, Maria	Bloomfield
1854 Nov 18	WINTERS, Abraham	COLE, Mary E.	Ponds	1859 Nov 5	GORDEN, William	DAVENPORT, Emily	Pompton
1855 Jan 1	HETSEL, Frederick	ERIKENSENA, Mary	Pompton	1859 Dec 3	HAYCOCK, Andrew	LEWES, Jane Frances	Pompton
1855 Jan 2	LUKE, John	VANDEBUSH, Margaret Ann	Wynaque	1859 Dec 8	ROMAINE, Lambert S.	CARD, Sarah C.	Pompton
1855 Jan 6	WYMAN, John	CHAMBERLAIN, Fanny	Wynaque	1859 Dec 29	EMMANS, Thomson	SMITH, Jane	Wantage
1855 Feb 3	SISCO, David E.	LUKE, Hester Jane	Wynaque	1860 Jan 2	BARKER, Marenus L.	GORDEN, Eliza	Pompton
1855 May 29	BEATY, Abraham	VAN ORDEN, Eliza	Wynaque	1860 Mar 15	DECKER, John	GORMLEY, Mary	Pompton Plains
1855 June 27	RHINESMITH, Albert	VREELAND, Maria	West Milford	1860 Apr 18	BUSH, Henry D.	DEMAREST, Bridget Matilda	Bloomingtondale
1855 Aug 18	DOHERTY, William J.	DEGRAW, Nancy Ellen	Wynaque	1860 May 2	VAN WAGONER, Cornelius	RHINESMITH, Phoeby	Wynaque
1855 Nov 21	BLAUVELT, Peter	MEAD, Ellen Ann	Pompton	1860 May 10	ADAMS, Henry	MOFFAT, Eliza	Bloomingtondale
1855 Dec 15	VREELAND, John Henry	GORMLEY, Mary	Stonybrook	1860 June 5	ROOME, Francis	COLFAX, Frances D.	Pompton Plains
1855 ___	DESMOND, Dennis	CONKLIN, Eliza	New York	1860 Oct 28	BERRY, Alfred	TISE, Sarah E.	Wynaque
1856 Apr 17	BROWN, Jacob	DEBOW, Sarah E.	Pompton	1860 Nov 10	LARUE, Chilion	TERHUNE, Carrie	West Milford
1856 May 29	POST, James	MEAD, Sarah J.	Ponds	1860 Dec 22	SLOAT, Andrew	SISCO, Sarah Ann	Wynaque
1856 May 29	DREW, Henry J.	Miller, Sarah Ann	Pompton	1860 Dec 22	DREW, Martin	SLOAT, Sarah Jane	Wynaque
1856 June 27	DOCHART, Alexander	DOWLING, Sarah	Pompton	1861 Jan 19	YOUNG, Gaven	JONES, Mary Jane	Boonton
1856 June 27	TURNER, Thomas	MAUGHAN, Sarah	Pompton	1861 Jan 19	VAN ORDEN, Joseph	DEGRAW, Mary	Wynaque
1856 July 3	ESTER, John	COLE, Sarah Ann	Mead's Basin	1861 Apr 15	BIRD, Aaron D.	VAN ORDEN, Lydia	Huntsville
1856 July 8	THOMPSON, William	WATTERS, Eliza	Bloomingtondale	1861 May 16	HUDDLESON, John Henry	VREELAND, Mary	Jersey City
1856 July 23	GASTON, William	CONKLIN, Annie E.	Richmond, Va	1861 May 22	GOODSPEED, William	SCHUYLER, Mary Jane	NY City
1856 Nov 13	BROWN, John J.	COOPER, Ann B.	Pompton	1861 June 9	STANSFIELD, Aaron	SPEER, Ann Elizabeth	Haledon
1856 Dec 3	DORRAPAUL, John J.	KUSSE, Elizabeth S.	Bloomingtondale	1861 July 4	LINES, Daniel	WHITTY, Jane	Bloomingtondale
1856 Dec 6	TISE, John	SLOAT, Rachel	Wynaque	1861 Oct 26	VAN HOUTEN, James	GARRETSON, Elizabeth	Colored - Ponds
1857 Jan 7	SCHUYLER, Philip	BERTOLF, Mary E.	Pompton	1861 Dec 31	TISE, Peter Jr.	STORMS, Margaret Ann	Wynaque
1857 Jan 12	POST, Peter S.	SLOAT, Maria	Wynaque	1862 Apr 16	MERSELIS, Edo	NORTON, Emma C.	Preakness
1857 Feb 14	MUNN, James	GORDON, Charlotte	Pompton	1862 Apr 23	TITUS, Martin	BATEY, Harriet	Wynaque
1857 Apr 4	CAYWOOD, William	TITUS, Maria	Boardville	1862 May 7	SEARCH, Edward	ANTERMAN, Emma	Hamburgh
1857 ___	UTTER, Simeon	RYERSON, Ellen	West Milford	1862 July 15	WEATHERWALKS, James	ZEEK, Mary Elizabeth	Wynaque
1857 July 11	HENNION, John H.	DODD, Lea M.	Beavertown	1862 July 20	HOYT, Conkling	SPEER, Susan	NY City
1857 Aug 14	BUCKBEE, Henry	CARRIGAN, Susan		1863 July 22	PRICE, Isaac S.	VAN HOUTEN, Abby E.	Newark
1857 Dec 31	MEAD, Robert H.	MABEY, Sarah Emeline	Pompton	1863 Sept 27	GRAY, Charles N.	BEAM, Cornelia M.	Pompton
1858 Jan 14	VAN ORDEN, David	BERRY, Mary	Newark	1864 Jan 3	TITUS, Tunis	WINTERS, Mary Jane	Pompton
1858 Feb 2	WRIGHT, Peter	BERRY, Ann	Pompton	1864 Mar 1	OSMUS, Edward	MASKELL, Elizabeth	Cincinnati, OH

This ends the marriages.

Birth listings from Pompton Reformed Church listings will commence in the next issue of "The Castle Genie".

FROM INQUIRER TO RELATIVE

Ruth Bauer, PCHS Library Research Chair and Research Volunteer

During a recent stint as a volunteer, a woman from the state of Washington visited the PCHS Library at Lambert Castle Museum. She stated her research was from information on an Archibald IRWIN. After pondering this for a few minutes, I recalled just that morning I had been holding a photo of a relative who is buried at Midvale, New Jersey. The tombstone read "Fannie F. RHUDE, wife of Archibald IRWIN." Fannie, whose correct name was Emma Francis, was a sister to my great-grandmother Mary Elizabeth RHUDE, spouse of William Henry VAN NATTA.

When I mentioned it to the researcher, her answer was that Archibald was married to Anna VAN RIPER. Now I already knew my relative appeared in later census's as a widower with a daughter Sarah residing, but my information stopped there. Just one of those bits of information you set aside for later research...

Yes, you may have already guessed the answer. Anna was the second wife, and Archibald was the same man! From this change meeting I have learned more about my relatives – husband Archie and daughter Sarah. From the obituary of the second wife, I learned the name of Sarah's husband and son.

Research is rewarding. Don't ignore surnames that pop up in the same house on the census reports.



Library Research Chair, Ruth Bauer assists library patron.

FOLK FINDER

Ruth Braddock

The Folk Finder Column is devoted to helping genealogical researchers locate Northern New Jersey ancestors/descendants. We invite researchers to submit requests for help, inquiries about family names, or queries concerning the exchange of information. Inquiries may be e-mailed to <pchsgc@yahoo.com>. Queries by mail should be sent to "Folk Finder," Passaic County Historical Society, Lambert Castle Museum, Valley Road, Paterson, New Jersey 07503.

If you can help any of our submitters, please contact them directly.

1. CORBY (CORLEY): Looking for any information on the family of Hiram and Sarah **CORBY**. They resided in Passaic and Bergen Counties in NJ and Kings County in NYC in the early to late 1800's. Variant surname spelling includes **CORLEY**. Thank you. Evelyn MULLEN, Geeg29@comcast.net

2. VAN PUTTEN: I am researching my father's side of the family who resided in Passaic County for many years. The **VANPUTTEN**'s did not move from Passaic County, however, I cannot find information on them prior to my great grandparents, and I believe this to be due to some divorce issues in the family. The members on the paternal side of my family are now deceased.

My great-grandmother Grace (maiden name unknown) was born about 1896 in New Jersey. She married the first time to Howard **VALTER**. Their marriage produced a son Edward. It is unknown how long the marriage lasted. By the 1930 census, Grace had married a second time to my grandfather, Walter **VANPUTTEN** (born about 1893 in Germany). They had two children together, a daughter Audrey and a second daughter Grace, who is my paternal grandmother. At that time, the family was living on Totowa Avenue, Paterson where Walter was employed as a trolley operator. I do not have census information prior to 1930. My grandmother Grace **VANPUTTEN** (my father's mother) married Louis **SILVESTRO**.

I have had tremendous success with my mom. Her maiden name is **MASTO** (short for **MASTROPIETRO**), and her entire family came from Essex County.

I would truly appreciate any information on this family including birth information, military information, parental information, or cemetery information – anything that could give me more than what I have now. Thank you so much.

Lauren SILVESTRO lbsilvestro@hotmail.com



Passaic County Historical Society Genealogy Club
 Lambert Castle, Valley Road,
 Paterson, New Jersey 07503



Passaic County Historical Society Genealogy Club
 Lambert Castle, Valley Road,
 Paterson, New Jersey 07503
 (973) 247-0085 • FAX (973) 881-9434
 Web Site: www.rootsweb.com/~njpchsgc

All Members are invited and encouraged to submit material for publication in *The Castle Genie*. We will try to publish at least a portion of everything we receive. Information is published as submitted and has not been verified. Usually articles are not retyped or edited. Material will be printed as space permits. (*The Castle Genie* is limited to six pages because of printing and postage costs.) When information is extracted from another publication, please give proper credit. Send material to: Maryjane Proctor, 210 Church Lane, Wayne, NJ 07470, Ph: 973-872-0589, E-Mail address: mj13@optonline.net

PCHS Genealogy Club meetings are held on the second Saturday of the month (September through May). For Membership information, please contact the PCHS at 973-247-0085.

Back issues of *The Castle Genie* are available at \$2.00 per issue.

**Passaic County Historical Society
 Genealogy Club**

President Bill Ware

Vice President

Recording Secretary

Pat Van Steyn

Treasurer Ruth Braddock

Corresponding Secretary

Dorothy Decker

Committee Chairs

Hospitality Dorothy Decker

Membership Elaine Barbieri

Ways & Means Ruth Braddock

Newsletter/PR Maryjane Proctor

Library Research Ruth Bauer