Part 3

EARLY SUBURBAN & VILLAGE DEVELOPMENT, 1840-1890

The opening of the Hudson River Rail Road in 1848 transformed Greenburgh’s western shoreline. In 1850 Washington Irving published a miscellany titled “Sleepy Hollow” in Knickerbocker Magazine, imagining Geoffrey Crayon on a return visit to Tarrytown.¹¹

I believe it was the very peculiarity of its name, and the idea of something mystic and dreamy connected with it, that first led me, in my boyish ramblings, into Sleepy Hollow. The character of the valley seemed to answer to the name: the slumber of past ages apparently reigned over it; it had not awakened to the stir of improvement, which had put all the rest of the world in a bustle. Here reigned good old long-forgotten fashions: the men were in homespun garbs, evidently the product of their own farms, and the manufacture of their own wives; the women were in primitive short gowns and petticoats, with the venerable sunbonnets of Dutch origin. The lower part of the valley was cut up into small farms: each consisting of a little meadow and cornfield; an orchard of sprawling, gnarled apple-trees; and a garden where the rose, the marigold, and the hollyhock were permitted to skirt the domains of the capacious cabbage, the aspiring pea, and the portly pumpkin. Each had its prolific little mansion, teeming with children: with an old hat nailed against the wall for the house-keeping wren; a motherly hen under a coop on the grass-plot, clucking to keep around her brood of vagrant chickens; a cool stone well, with the moss-covered bucket suspended to the long balancing-pole, according to the antediluvian idea of hydraulics; and its spinning-wheel humming within doors, the patriarchal music of home manufacture.

…I learned the appalling revolution that was taking place throughout the neighborhood… The spirit of speculation and improvement had seized even upon that once quiet and unambitious little dorp. The whole neighborhood was laid out into town lots. Instead of the little tavern below the hill, where the farmers used to loiter on market-days, and indulge in cider and gingerbread, an ambitious hotel, with cupola and verandas, now crested the summit, among churches built in the Grecian and Gothic styles, showing the great increase in piety and polite taste in the neighborhood. As to Dutch dresses and sunbonnets, they were no longer tolerated, or even thought of; not a farmer’s daughter but now went to town for the fashions; nay, a city milliner had recently set up in the village, who threatened to reform the heads of the whole neighborhood… [A] bank is about to be established in the aspiring little port… The fate of the neighborhood is, therefore, sealed. I see no hope of averting it. The golden mean is at an end. The country is suddenly to be deluged with wealth. The late simple farmers are to become bank directors, and drink claret and champagne; and their wives and daughters to figure in French hats and feathers; for French wines and French fashions commonly keep pace with paper money… In a little while I fear the slumber of ages will be at an end; the strum of the piano will succeed the hum of the spinning wheel; the thrill of the Italian opera to the nasal quaver of Ichabod Crane; and the antiquarian visitor to the Hollow, in the petulance of his disappointment, may pronounce all that I have recorded of that once spell-bound region a fable.

¹¹ Reviews and Miscellanies (NY: G.P.Putnam’s Sons, 1897), 172-191.
Suburban seats with large stylish houses and spacious and picturesque landscapes filled the hillsides overlooking the Hudson years before the railroad was opened. The river side of the town had long been the domain of New York’s wealthy merchants and professionals who commuted to the city by boat or carriage. Transportation improvements opened up the area to more people—those of lesser means—and to more intensive real estate development. Irving’s renowned home, Sunnyside, was one of many estates that were adversely affected by the railroad, which surely contributed to his disappointment with the changes it brought. Other landowners welcomed opportunities to capitalize on the increased demand for suburban homes. Initially, growth was concentrated at the landings (Justus Dearman laid out a plan of lots south of Sunnyside in 1850) and over the next twenty years these “sleepy hollows” became bona fide villages with residential, commercial and industrial components, and they split off from the town.¹²

![Image of Ardsley, Residence of Cyrus W. Field, Irvington-on-Hudson. Scharf, II, facing 191.](image)

Some of the finest examples of early large-scale suburban architecture were built in the “river towns” during this period. The entire catalog of Romantic English architecture as defined and promoted by Andrew Jackson Downing and his peers can still be found here from the modest Gothic cottages to full-blown picturesque villas of every description, of which Lyndhurst, with its exceptional Gothic-style architecture and furnishings designed by Alexander Jackson Davis and Downing-designed landscape, is a prime example. As the period wore on, the homes of the wealthy grew larger, more opulent and encrusted with ornament in Baroque manifestations of the Hudson River style. One manifestation that was especially popular in Westchester towns was the French Renaissance style with its mansard roof, perhaps the result of Irving’s observation of people’s fascination of all things French (FIG.20). The appeal of Romantic styles was extensive, and it filtered down to the lowliest dwellings as well as to commercial and industrial buildings

¹² The Village of Tarrytown was incorporated in 1870, and the Dearman plot became the center of the larger Village of Irvington in 1872. The villages of Dobbs Ferry and Hastings-on-Hudson were incorporated in 1873 and 1879, respectively.
creating an exceptional built environment that remains compelling even today. It also shows how much new construction occurred in this period as the villages came into their own.

Precious little of this elegant suburban design made it over the eastern horizon and into the rural landscape comprising what was left of the Town of Greenburgh, and even fewer examples have survived. The only property in Greenburgh illustrated by Scharf in 1886 (he also provided accounts of the Odell and Romer-Van Tassell houses) was Lakeside in Hartsdale (FIG.21). The caption identifies the Second Empire-style mansion as the residence of Joseph Staples, Jr., of who no further mention was made. (It seems Staples was an anonymous subscriber of the publication.) The New York and Harlem Railroad had been extended to White Plains in 1844, although it did not spur suburban development nearly to the degree witnessed along the Hudson River line. It hugged the east or Greenburgh side of the Bronx River from Scarsdale to White Plains with a station at Hartsdale, previously known as Hart’s Corners. More local farm produce was transported by the Harlem than by the Hudson line, and Scarsdale and White Plains gradually developed into commuter centers. While there was some spill-over of related development into Hartsdale, eastern Greenburgh remained predominantly rural into the 20th century.

![FIG.21: Lakeside, Residence of Joseph Staples, Jr., Hartsdale. Scharf, II, facing 273.](image)

The two-story house had a rectangular form and bi-axial plan (FIG.21). Its primary stylistic elements were its slate mansard roof, full front piazza and roof-top observation tower that likely provided distant views of Long Island Sound. A central front entrance was concealed within the piazza but was distinguished by a broad set of stairs, a large, arched central dormer and the tower. A two-story service ell can be seen behind trees on the left side of the house; its scale represented the extent to which servants played in the household. However, its conventional form and plan associates it as much with the local farmhouse tradition as with the modern design taste it displays. As such, Lakeside is a valuable example of the high-style architecture expressed in a more mainstream manner. That being the case, Lakeside also served as a more
attainable design model for the construction or renovation of more middling farm and suburban houses (FIGS. 22 & 23).


FIG. 23: House at 265 Worthington Road, Greenburgh, c.1875. Like the Hammond House, French mansard style features have been grafted to an otherwise traditional two-story, three-bay with ell form. Photo: LFA, 2006.

FIG. 24: House at 161 Fort Hill Road, Greenville. A front-facing gable roof, pointed window heads, bracketed cornice and full piazza are all characteristics components of the mature Gothic Revival style. Photo: LFA, 2006.

The view of the Staples house includes a carriage house designed in the Gothic style. In spite of the explosion of styles in this period, the Gothic taste persisted strongly in the region, and remained the most popular form of embellishment in the vernacular realm. One small suburban cottage is located on Fort Hill Road in Greenville, but no other farm or suburban houses (or barns) of the period survive to represent this distinctive architectural style (FIG. 24). The limited number of farm houses with later 19th-century decoration that remain do not have the characteristic pointed Gothic dormer centrally placed in the front of the roof. Rather, they retain the clean, rectilinear lines of the Greek Revival or have deep eaves with scroll-sawn brackets providing more of an Italianate look (FIGS. 25 & 26). In both instances, broad front piazzas were
the norm, which provided another opportunity to apply roof-line brackets. The use of brackets was so common in every style, including Gothic, that they all became to be known as “Hudson River Bracketed.”

![Figure 25: House at 51 Grasslands Rd., c.1880. This house with its flat roof and arched door and window heads looks to be in original condition. Those features, together with the arcaded porch and heavy bracketed cornices, are distinctive to the Italianate style. Photo: LFA, 2006.](image)

![Figure 26: House at 190 Old Army Road., c.1800 and later. The incongruence of the window spacing of the five-bay first story and the three-bay second story suggests that the upper story was added when the later 19th-century decoration was added. Photo: LFA, 2006.](image)

**East Tarrytown (East View)**

When the eastern boundary lines were drawn for the Hudson River villages, outlying parts of them were severed and left, either wholly or partially, contained within the Town of Greenburgh. Three are worth noting here. East Tarrytown (formerly Knapp’s Corners and later Eastview) and Glenville had both been parts of Tarrytown. East Irvington had been a part of Irvington until it incorporated in 1872. Nestled in the hills east of the village, they were home to working class families associated with the villages.¹³ Tarrytown’s eastern boundary was straight and arbitrary, and those who drew it evidently were not concerned over ceding these communities to the town. East Tarrytown was further separated from the village by two reservoirs constructed sometime before the time of incorporation. The lakes may have flooded what were once inhabited areas and left a small concentration of dwellings at the intersection of Old White Plains Road and Nepperhan Avenue coming out of Tarrytown and Lower Cross Road, which follows the boundary between the towns of Greenburgh and North Castle. In addition to straddling the town line, East Tarrytown was also in the midst of the lands of the County House, which had been in that location since 1828.¹⁴ When the New York and Northern Railroad established a stop there for the County House in 1879, it was renamed Eastview. The settlement was all but obliterated when John D. Rockefeller bought all the property there in 1929 and rerouted the New York and

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¹³ The 1880 U.S. Census enumerates people identified with both East Tarrytown and Glenville. They were universally white and largely natives of New York (there were a few people of Irish birth). Occupations in the building trades were the most often cited, and there were a number of stone cutters and stone masons residing in Glenville where a quarry was located. Other heads were employed as blacksmiths, gardeners, milk dealers, butchers, and laborers.

¹⁴ Scharf, II, 312.
Northern Railroad through it to distance the line from his home in Pocantico Hills.\textsuperscript{15} The area was further compromised with the construction of the Saw Mill River Parkway in 1954.

\textbf{FIG.27:} House at 24 Spring St., Glenville, c.1840. The three-bay plan form of the original house is visible within the additions. Except for modern differences in construction materials and methods and in decorative finishes, this house type is virtually identical to an 18\textsuperscript{th}-century tenant farm house. Photo: LFA, 2006.

\textbf{Glenville}

Glenville remains more intact at the triangle formed by Benedict Avenue, the main easterly route from the Village of Tarrytown, and White Plains Road. Located on a main route, later the trolley line from Tarrytown to White Plains, Glenville was far less isolated than Eastview, and it endured as a thriving community of working families. That the village boundary was not configured to include all of Glenville shows the low status placed on the people who lived there. The 1867 map of Greenburgh depicts no more than ten dwellings at the intersection of Benedict Avenue and White Plains Road. Maple Street appears on the map, but without any buildings shown along it. Within the next 10 years Spring Street had been added and small lots with frontages measuring 25 to 50 feet were platted by some unknown landowner. This was typical of the development of fringe communities where initial residents established homesteads as tenants or squatters on relatively undesirable land and, later, once a critical mass of families was achieved, more formal measures were imposed with small lots surveyed for lease or sale. Unlike Ashford (later Ardsley), a Dobbs Ferry fringe community, Glenville was bypassed by the railroad and did not evolve into a suburban center, but it was not wiped out as an expendable obstacle in the ever-expanding suburban transportation corridors as were East Tarrytown and

\textsuperscript{15} Greenburgh, 130.
other small workers colonies. Improvements to the White Plains-Tarrytown Road fortunately bypassed the hamlet.

Because of its physical and social isolation, Glenville contains a large concentration of the town’s depleted supply of 19th-century architecture, and due to the economic circumstances of its early residents, important examples of small vernacular dwellings. Some of them replicate the house forms and living patterns established more than a century earlier. Tenant houses built in 1850 had not progressed much from tenant houses built in 1750. Multi-story three-bay- façade houses of various sizes and proportions can be found ranging in age from c.1850 to c.1900 (FIGS.27-29). Earlier houses retain elements from the Greek Revival style, such as the half-story windows visible in FIG.27, while later houses incorporate Gothic and Italianate features. One house on Spring Street has a mansard roof. Three houses on Benedict Avenue with Gothic dormers on their front facades were once identical suggesting that the owner of the plot or an owner of the three lots built them for speculation (FIG.29). Typical of small 19th-century vernacular dwellings that have survived in the suburban environment, all of Glenville’s houses have are preserved within a series of added rooms to make them more functional in today’s lifestyle.

Numerous house carpenters, masons and stone cutters were enumerated in the town in 1880. Nearly all families were native-born; only a few people were born in Ireland, and there were no African American residents. While these craftsmen were largely employed in construction work in the town and surrounding villages, it is likely that they were involved in the construction of many of the dwellings in which they lived. With a quarry nearby, stone was used for basements long after brick was introduced. In general, stone was used for basements throughout the town and mountainous center of Westchester County longer than usual because of its easy availability and the habits of local builders. It is notable that stone was seldom used as a building material above the basement. (There are only a handful of stone dwellings and outbuildings dating in the 18th and 19th centuries.) Dutch areas in the Hudson Valley all have stone building traditions, and
the absence of it in this section of Westchester County suggests that the building standards set by
the Philipse for their tenants in the 18th century had a role to play in the predilection for wood
frame construction. It is worth pointing out that the two Philipse homes in Yonkers and Sleepy
Hollow, as well as the Van Cortlandt Manor house in Croton were built of stone, a status
evidently reserved for the landlords only.

![House at 49 Mountain Rd., c.1850. Photo: LFA, 2006.](image)

**East Irvington**

East Irvington was another hill community on the eastern fringe of the Village of Irvington that
was left outside the village limits and within the Town of Greenburgh. In this case, the boundary
was more unusual as it followed the looping course of Mountain Road on the south, leaving one
side of the road in the village and the other in the town, and excised a quarry and the captured
only part of the Mountain-Taxter roads intersection in the center of the hamlet. Also known as
“Little Dublin,” East Irvington differed from the Tarrytown hill areas in that it was known for its
Irish population. Like Glenville, East Irvington had built up around a quarry and was home to
mechanics and laborers in the construction trades. (The 1880 census did not break out East
Irvington the way it did East Tarrytown and Glenville.) A New York Times article about an
accidental poisoning incident in East Tarrytown referred to “the cottage of a comfortable laborer
Terrence McCaul… among a group of peasants’ dwellings upon the brow of a rugged acclivity
several hundred feet above the Hudson.”16 Although it is more urban at its core where Taxter
and Mountain roads intersected, its architecture is similar to Glenville’s, as would be expected.
Multi-story, three-bay houses are common there in many variations of the type, and the Gothic
style is incorporated into a number of houses (FIGS.30-32).

There is greater architectural range and diversity in East Irvington than in the smaller community
of Glenville. House designs from later 19th-century periods are present there; however, they
mostly are further adaptations of the traditional multi-story, three-bay house type. The two

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16 19 May 1878, 2.
pictured above can also be identified in the mainstream villages and show that some of Little Dublin’s residents prospered and participated in an economic sphere that transcended the community. The Gothic remained a popular taste and the front gable house with a side bay and wrap-around porch is a pattern-book village house type for people of moderate means that can be seen throughout the Hudson Valley (FIG.33). The front gable is ornamented with a modest vestige of the Gothic verge board, and the attenuated porch posts and corner bracing are also residual Gothic elements. The flat-roofed house shows both that house design was responding to more urban influences and that the Gothic was losing its fix on the local building tradition (FIG.34).

FIG.32: House at 67 Mountain Rd., c.1850 with Gothic-style features added c.1870. It appears that this house was also enlarged from three to four bays when the Gothic dormer was added to the façade creating the imbalanced fenestration. Photo: LFA, 2006.

Hart’s Corners, Greenville & White Plains
Hamlet development on the east side of the town continued at two major intersections, Hart’s Corners at the junction of what today are known as Hartsdale and Washington roads, and Greenville where Fort Hill, Old Army and Underhill roads meet. These were not fringe worker communities like those described above; rather, they originated as farm centers. Unlike the mountainous terrain occupied by Glenville and East Irvington, Hart’s Corners and Greenville were located in a productive agricultural zone along the Bronx River. Also, both these eastern communities had been established much earlier with families who could trace their histories back before the Revolution. Yet, during last half of the 19th century, suburban house types were introduced, in marked contrast to the traditional farmhouse architecture that existed there (FIGS.35 & 36). The higher-end, Gothic-style vernacular village house that appear in East Irvington are more prevalent in Hart’s Corners and Greenville, reflecting the design taste and middle-class economic level in those communities, as they grew and evolved with the spread of
suburbanization up the Harlem Line. Initially, the smaller-scale, plainer dwellings of the working class would have been mixed in with these new houses—farm and domestic laborers were important components of the local population—but they have not survived as they have in the western part of the town.

FIG.34: House at 71 Taxter Road, East Irvington. c.1890. Photo: LFA, 2006.

FIG.35: 227 Old Army Road, Greenville, c. 1880. Photo: LFA, 2006.

The 1880 U.S. Census did not split out Hart’s Corners or Greenville as hamlets, as it did with East Tarrytown and Glenville, but “White Plains in Greenburgh” was given a separate enumeration. Its inclusion of this triangular parcel west of the Bronx river and north of Hartsdale in the Town of Greenburgh is odd except that, by evidence of the enumeration, it was still an agricultural district (i.e., heads of households listed as “farmers”) and more like the rural
town than the village of White Plains. Two Saw Mill Valley crossroads centers: Hall’s Corners, on the Tarrytown-White Plains Road, and Ashford, on the Dobbs Ferry Road were also part of the Town of Greenburgh in this period. In the next stage of suburban development, the former became Elmsford and the latter, Ardsley, both transformed as commuter centers on the New York City and Northern Railroad. They are now separate incorporated entities, and although they share an early history with Greenburgh (Ashford was another fringe area severed from Dobbs Ferry when it was incorporated in 1873), they have not been surveyed, nor will they be considered here.

![Commercial building. Taxter Road, East Irvington, c.1890. Photo: LFA, 2006.](image)

**Commercial Architecture**
With most of its historic village and crossroads areas excised, Greenburgh retains few 19th-century commercial areas. Those that remain have experienced significant changes in the 20th century as suburban growth led to a redefinition and reformulation of commercial enterprise focused first on railroad commuting and then on the automobile. Old commercial buildings are now rare and special. One prominent example is located in East Irvington reflects the brick urban construction that was occurring on the main streets of the river towns (FIG.37). Small hotels were another commercial building type that was common in Greenburgh’s early
crossroads communities (FIG.38). Transportation improvements allowed city people to come to the country for the day or longer. The Harlem Line made eastern Greenburgh a rural tourist destination. A picnic ground in Glenville was a very popular mountain retreat for locals, and when the New York City and Northern Railroad opened, it attracted day-trippers from the city, including inmates of children homes.\textsuperscript{17}

\textbf{FIG.38: Hotel, Old Army Road, Greenville, c. 1860. Photo: LFA, 2006.}

\textsuperscript{17} Greenburg, 125.
The country back of Hastings and Dobbs Ferry, about a mile or less east of the Hudson River, is called the Sawmill River Valley. After long years of little or no change in its appearance, it is now being rapidly transformed into a bustling, busy place. Within the past few weeks a large shoe factory has been built which gives employment to many of the young people of the vicinity. A large number of little and comfortable cottages for the operatives, as well as others, have been built, and as fast as they are completed find waiting occupants.

Some distance north, where the villa park of Chauncey has been located by a syndicate, a tapestry factory has sprung up. Back of Dobbs Ferry, at Ardsley, a number of new houses are in course of completion, and a large force of men are at work opening roads at the west side of the tracks of the New-York and Northern Railroad. The Teachers’ Land and Improvement Company is building houses, laying out streets and subdividing a track [sic] near the Aqueduct Station. Elmsford is another place presenting a similar scene of activity. Streets are being opened, swamps drained and houses built.

The New-York and Northern Railway Company, whose track traverses this inland territory, has responded to the new life exhibited by giving the inhabitants twelve trains daily each way instead of five as heretofore. The Ardsley Company has been reorganized, and has recently purchased 765 acres of the land which was conveyed by Cyrus W. Field to Charles H. Butler of Yonkers for $842,700, which is a little over $1,100 and acre.¹

The New York & Northern Railway started providing service to Greenburgh in 1881, and it spurred suburban development along its route, particularly in Ardsley and Elmsford where it intersected major roads. By 1889, the White Plains Board of Village of Trustees had granted a contract to the Port Chester, White Plains and Tarrytown Railway Company to build a railway from Elmsford to White Plains to connect the New York & Northern with the New-York and Harlem Railroad at White Plains. Further plans involved extending the trolley line from west to Tarrytown and east to Port Chester, thus connecting with two more railroads: the New-York Central and Hudson River and the New-York, New-Haven and Hartford.² It was reported that “The cars are to be built in New-York. They are to be finished in mahogany and lighted by electricity. The motive power comes from electric motors, the motors taking the electricity from wires stretched on poles. The company was given a contract for a stone and brick building 130 feet long, 85 feet deep, and two stories high. It is to contain offices, two 80 horse power engines, two 80 horse power boilers, two 80 horse power dynamos, and storage room for 25 cars.”³

² NYT. 14 December 1888, 2.
³ NYT. 10 March 1889, 2.
The Ardsley Company incorporated in the summer of 1890 and announced that a map of the first subdivision of the property was ready for distribution. The company controlled 670 acres it had acquired from Cyrus W. Field of Irvington, and the development took its name from his estate (FIG.20). Charles Henry Butler, a New York City lawyer and Yonkers resident had made the purchase for the company.⁴ Lots at Ardsley sold briskly for an average of $175 for what were probably 25 ft. by 100 ft. lots, with similar lots situated along the other northern suburban lines costing up to three times as much. The Ardsley sale “opened the eyes of the public to the beauties of suburban districts along the main line of the New-York and Northern Railway… The railroad management is doing everything in its power to attract people from the crowded city to the district... There can be little doubt that Ardsley will soon become an attractive suburban village, and that those who purchase lots at present prices will be able to realize a handsome profit.”⁵

FIG.39: Elmsford advertisement, c.1890. Source: Greenburgh, 25.

⁴ NYT, 31 August 1890, 9 and 18 October 1890, 5. Butler was born in Yonkers in 1859 and was the grandson of Benjamin Franklin Butler, U.S. Attorney General in the Jackson and Van Buren administrations. He was an authority in international law, publishing a number of books, including The Treaty-Making Power of the United States. In 1902 he was appointed the ninth Reporter of the U.S. Supreme Court. [NYT, 5 December 1902, 5.]
⁵ NYT, 14 November 1890, 8.
The Elmsford Improvement Company was formed about the same time and purchased land around the Elmsford station, which it partitioned for sale. As with Ardsley and other stations along its route, the New-York & Northern Railway helped promote real estate sales by printing advertisements in their train schedules. One flyer pictured a charming Shingle Style cottage and stated “Ten years rent pays for your home at Elmsford” (FIG.39). The sponsor was S. Van Winkle & Co., agents for the Elmsford Real Estate Company, with offices in Manhattan, Harlem and Elmsford. Lots ranged in price from $150 to $350 and could be purchased with 10 percent down and payments of $5 to $10 monthly. Buyers were promised that lots would quickly double in value. The house pictured was valued at $4,750 and could be bought (not including the lot) for $475 down and monthly payments of $47.50 or less.6 In October 1893, at the Fifth Avenue Hall on West 42nd Street in Manhattan, auctioneer Bryan L. Kennelly sold 35 Elmsford lots at prices ranging from $75 to $200 each. A reporter complained that “The buyers were drawn to the place by an elaborate system of personal solicitation. Had the property been properly advertised, there is no doubt that three times the number would have been sold, as the demand for cheap lots is known to be quite well maintained.”7

FIG.40: Modernized farm house, 14 Scarsdale Farm Rd. Photo: LFA, 2006.

The 1891 Hudson Valley Atlas, which includes only the western half of Greenburgh, shows that area still dominated by farms, although there is an indication that some of these had become the rural retreats of wealthy New Yorkers. Most of them are betrayed by the inclusion of Romantic property names. Shipbuilder William H. Webb’s “Waldheim” straddled the Tarrytown-Greenburgh boundary just north of Glenville (now the location of Hackley School). Railroad magnate Jay Gould’s local holdings included a number of farm parcels south of Glenville and north of East Irvington. Henry Rossiter Worthington purchased a farm along the Saw Mill River Road east of Irvington, apparently for his daughter. (The Worthington “Homestead” was located on the Hudson in the village.) Three years after Worthington died in 1890, his widow built a

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6 Greenburgh, 25.
7 NYT, 1 November 1893, 7.
memorial chapel on the Greenburgh estate, now the Church of St. Joseph of Arimathaea. General H.L. Viele’s large estate “Fort Hill” was located at the southern end of the town. Upon his death, the property was conveyed to the Church of the Holy Communion. “Mount Minturn,” an estate east of Elmsford owned by Hastings philanthropist Robert B. Minturn, was donated to the Sheltering Arms and other Episcopal residences for boys. The Westchester County House property in Mount Pleasant overlapped into northern Greenburgh just north of there.

Farming became a recreational activity for wealthy suburbanites, who devoted most of their time to their Greenburgh retreats during the summers. More of them adopted and adapted existing farm houses and buildings than created extravagant country houses and landscapes [FIG.X40. The Westchester County Fair set up permanent residence on the White Plains Road in Greenburgh in 1886. Within a few years, the fair program began to reflect the interests of the county’s growing list of “weekend farmers.”

The Westchester County Fair this year promises to be of more than local importance. That county has become so closely identified with New-York County, better known as New-York City, through the existing propensity of residents of the latter, to seek suburban retreats in the former, that is has been decided this year to make the fair as much of an event to them as it is to Westchesterites proper. The Fair Association concluded that if it was to do this it must interest what is termed “society” in the exhibition which is to open… Sept. 29… The women of the most prominent families of Yonkers, Hastings, Dobbs Ferry, Irvington, Tarrytown, Scarborough, Sing-Sing, Pocantico Hills, White Plains, Bedford, Elmsford, Westchester, New-Rochelle, Mamaroneck, Rye and Portchester [sic], most of whom are as well known in this city as they are in Westchester County, have agreed to serve as a Committee on Women’s Exhibits, and that covers a large field. They promise to interest their New-York friends in their undertaking and have already reported great progress in doing so.9

Knollwood Country Club
The northern part of the town, perhaps because it connected to the rural parts of other towns surrounding it, began to be gentrified. It became the country playground for people not only from New York City but from Yonkers and the new villages along the Hudson. The White Plains Gun Club held its competitions in the town. In 1892 the Westchester County Hop was held at St. Jon’s Hall in White Plains to close the “summer colony’s season.”10 This status was further achieved when a group of prominent New York men selected the Sniffen farm east of Elmsford for the site of a country club. The Knollwood Country Club was envisioned to be the centerpiece of an exclusive Tuxedo-like colony in the Westchester hills between White Plains and Tarrytown. It was conceived as a country retreat for New York men and their families with facilities for sports, social events and entertainments, but by the time it was completed, the main interest of the members was golf.11

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8 NYT, 14 May 1893, 17; 24 May 1893, 12.
9 NYT, 28 August 1891, 8.
10 NYT, 4 November 1892, 16. The gun club meet was announced in NYT, 14 April 1892, 2.
11 Golf Clubs of the MGA, 230.
On 14 February 1892, an article appeared on page two of the New York Times was headlined: “A New Westchester Club / Prominent New-Yorkers Will Have A Pleasant Place of Resort.”

A number of New-Yorkers whose Summer homes are in Westchester County are interested in starting a country club at Elmsford, on the line of New-York and Northern Railroad. Although no organization has been effected and as yet comparatively few gentlemen have subscribed, those interested in this club have so much faith in its success that they have had plans prepared by their architects, Messrs. Berg and Clark, and work has already begun on the building. This new club will be known as the “Knollwood Country Club,” and among those who have subscribed and who will become members are William C. Whitney, Augustus T. Gillender, Robert Sewell, Charles Henry Butler, Charles T. Barney, Sherman Evarts, J. Adriance Bush, William M. Kingsland, Charles F. McLean, Charles Stewart Davison, Oliver H. Payne.

These gentlemen think that this club has been needed for a long time. The clubhouse when completed will be only an hour and five minutes from Rector Street, and will be very accessible to the members. The land on which the building will stand formed a part of the old Brewster estate, and there are about five acres of it. The building will be of the old colonial style with a tower at one end. It will contain every convenience and will be a most delightful place for those living in Westchester County to meet and pass the Summer days most charmingly. The wives and daughters of the members will use the club as freely as the men, and a portion of the club will be reserved for their use, and men will not be allowed in that part of it. It will also be built in some respects according to the wishes of the ladies. There will be a large ballroom where dances can be given and provision will be made that theatrical and all kinds of amateur performances can be given in this ballroom.
The grounds are so large that the members expect to have trap shooting, a ground for baseball, and a lawn tennis field. There will also be room enough for other sports should the members wish to indulge in them. Everything will be done to make the Knollwood Country Club particularly attractive. The architects have spent a good deal of time on the plans of the new club and have studied the houses of similar clubs before they decided on this building, which will be a model of its kind when it is ready for occupancy. The members expect to enjoy themselves in it the coming Summer, as the architects and builders have promised that it shall be completed by June 1.

The Knollwood clubhouse was opened for the 1894 season (FIG.41).12 By one account, the golf course was laid out in 1895 by charter member Lawrence Van Etten, an amateur golfer (as most American golfers were in those years).13 The Times reported that year that the Knollwood course had been “very materially improved during the Summer months, and it has been the subject of much favorable comment from visitors from other golf clubs. There is certainly no more picturesque [a] course in the country….14 By 1897, the paper stated that “The Knollwood Club is chiefly known for its golf links. It is fortunate in being one of the few organizations in the United States which has a full eighteen-hole course. This course was no outgrowth of a smaller one, but was originally laid out on its present extensive plan by Willie Park, the ex-champion of Scotland and England, who made his first visit to America last year. He had the advantage of excellent natural facilities, which contributed to make a very fine course, containing several decidedly characteristic features of its own.”15

FIG.42: St. Andrew’s Golf Club clubhouse, 1897. Photo: Golf Clubs of the MGA, 211.

12 NYT, 19 May 1895.
13 Golf Clubs of the MGA, 230.
14 24 September 1895, 6.
15 22 March 1897, 25. The course achieved a certain renown, and it seems the club resisted updating, it in spite of improvements in golfing equipment, until two adjacent land parcels became available. Golf course architect A.W. Tillinghast planned a new course, which Seth Raynor revised after Tillinghast resigned, including Knollwood’s famous 19th hole when he found the 18th hole finished about 200 yards from the clubhouse. Raynor died unexpectedly in January 1926 and Charles Banks finished building the course, with minor modifications, which opened in 1927. [Golf Clubs of the MGA, 230.]
St. Andrew’s Golf Club
By the end of 1895, the St. Andrew’s Golf Club of Yonkers announced its purchase of the Lawrence Farm near Mount Hope in Greenburgh where they intended to lay out a new course. (They had rejected a proposal to consolidate with the Knollwood Country Club.) “It consists of 155 acres and has been in the possession of the Lawrence family for nearly 175 years. The old house is still in excellent condition, and looks eminently fitted to weather the storms of several score more winters. Unless torn down to make way for something more modern, this unpretentious but very interesting old homestead will remain as an historic landmark for a long time to come. The golfers have no intention of leveling it to the ground, as the site of their new clubhouse is quite a little distance back of it, and, besides, it is all the more interesting to have something of pre-Revolutionary days standing on the grounds.”16 The golf club claimed to be first established in the United States. It started when New York businessmen John Reid and Robert Lockhart organized a golf game on three holes they had laid out in a pasture near Reid’s home on Lake Avenue in Yonkers.17 St. Andrew’s new links opened during the summer of 1897. It had a total length of over 5,000 yards; the “colonial style” clubhouse was designed by architect R.H. Robertson, “an old St Andrew’s and Shinnecock golfer (FIG.42).”18

![FIG.43: Clubhouse, Scarsdale Golf Club, 1922. Photo: American Architecture: Westchester County, 908.](image)

Scarsdale Golf Club
The Scarsdale Golf Club was in the works in 1897. Taylor L. Park was reported to have purchased 200 acres of land between Hartsdale and Scarsdale for the purpose of laying out an eighteen-hole golf course and building a clubhouse.19 A nine-hole course opened the following year, laid out by Willie Dunn, another Scotsman who had laid out the links at the Ardsley Casino in 1896.20 Carl Fox, the club’s first professional, expanded the course to 18 holes in 1900, and a

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16 NYT, 24 November 1895, 21.
17 Golf Clubs of the MGA, 208.
18 NYT, 29 August 1897, 4. The course was redesigned by Jack Nicklaus in 1985 after more land was purchased. A golfing community was built bordering the course. Golf Clubs of the MGA, 211.
19 NYT, 19 December 1897, 16.
20 NYT, 28 August 1898, 3.
The clubhouse was built but was twice destroyed by fire. The present building was constructed in 1922 (FIG.43). At the same time, A.W. Tillinghast redesigned the course, including laying out 10 new holes, using new land the club purchased.  

**Metropolis Country Club**

The Century Country Club was established in 1898 on the south side of Dobbs Ferry Road. The fourth golf course constructed in Greenburgh in the 1890s, its clubhouse was in an old farmhouse that had been embellished with a colonnade and marble terrace. When the Metropolis City Club of New York acquired the facility in 1922, it inherited an 18-hole course designed by Herbert Strong. Within a few years the new owner hired A.W. Tillinghast to improve the layout. The golf course has remained essentially unchanged since then, but the historic clubhouse was destroyed by fire in 1969. 

Most of the country clubs’ membership came from the growing number of affluent people moving into the surrounding suburban villages; fewer maintained farms and country estates. This pattern of village community development was extended into Greenburgh with the creation of suburban park developments. Like the Ardsley and Elmsford land companies, speculators created dense urban subdivisions with grid plans and small lots with 25 and 50 frontages in numerous locations, again mostly concentrated in the northern part of the town. The developers did not necessarily intend to spawn little cities with attached houses as the plats suggest. Rather, it was a cheap, standardized method of partitioning parcels with the expectation that buyers would select multiple lots based on an actual on-site selection. In many cases, these lots were overlaid on a hilly terrain that made the lot pattern senseless other than for area and cost computations. The method was a democratic one, however. People of lesser means could buy one or two lots at a reasonable cost, while a wealthier buyer could assemble as many as they desired.

**Residential Parks and Subdivisions**

More than 20 subdivisions are platted on the 1901 map of Greenburgh. Some are associated with the spreading development of Ardsley and Elmsford, but there are others along Saw Mill River Road, such as Prospect Heights, in the triangle between Dobbs Ferry Road and Park Avenue, and Spring Park just to the north. (Remnants of the former plan survive.) Most of the plans are strung out along Tarrytown-White Plains Road, with a particular concentration around the county fairgrounds at the corner of Hillside Avenue. Much of the Fairview plan, located south of Dobbs Ferry Road, is extant today. Columbia Heights was platted on the hill south of Fairview. Manhattan Park, situated west of the fairgrounds, has been redeveloped. Boulevard Terrace was a large subdivision planned on the White Plains border. North White Plains (where the Parkway Homes subdivision is now located) and North White Plains Heights were mapped in the northeastern corner of the town along the Bronx River. Another group of plans were concentrated around Hartsdale, such as Hartsdale Heights on the southern end of Washington Avenue, and the Bassford and Ogden subdivisions. By the time the town map was republished in 1911, most of the remaining proposed subdivisions had disappeared, although a few new ones were added.

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21 Golf Clubs of the MGA, 273. The course remained basically unchanged until 1962 when Geoffrey Cornish made significant improvements.

22 Golf Clubs of the MGA, 232. NYT, 30 April 1922, 31.
Water
As the 19th century came to a close, a number of infrastructure issues confronted the town and its growing population. In January 1893 a commission appointed by the County Court of Westchester County issued a report directing that wetlands in the Saw Mill River Valley east of Elmsford be drained for the benefit of public health.23 Later that year, the town signed a contract to construct a water main along the Tarrytown-White Plains Road from Central Park Avenue to Elmsford. A Times article stated, “The new main will pass near several of the new parks, the owners of which will be able to give a great boom to their property by telling prospective buyers that they have ample supply of pure and wholesome water.”24 (This is consistent with the numerous subdivisions depicted along the road on 1901 and 1911 maps.) Residential development was so successful that the trustees of the Elmsford School District voted in 1894 to construct a new and larger school house. Elmsford did not incorporate as a village until 1910, and this proposal ran into the opposition of “wealthy residents, who claim it will be a detriment to their property.”25 The matter went to court.

Having an adequate supply of drinking water was a planning concern ever since New York City established its first reservoir in Westchester’s Croton River. The first aqueduct, which cut through Greenburgh’s river towns, began delivering water in 1848. That reservoir quickly became inadequate, and the city began spreading out deeper into the county’s watersheds. Other Westchester villages and cities began looking after their own interests. For example, the City of Yonkers dammed the Sprain Brook for a reservoir in 1877. The upper section of the Bronx River was also targeted as a water source. The river was dammed at Kensico (along with the Byram River in Rye) to create another reservoir, the water from which was conducted to the city through a 48-inch pipe that in Greenburgh was buried under Central Park Avenue and Pipe Line Road. Completed in 1884, the construction of the pipeline was substandard, and leaks created standing pools of stagnant water causing a malaria epidemic in the Hartsdale section of town.26 This was by no means the end of pipeline construction in Greenburgh. The “New Croton Aqueduct,” a larger conduit built to handle the additional water coming from the expanded Croton Reservoir, was built in 1885-1893 along the boundary between Greenburgh and its severed western villages. In 1914 another aqueduct was constructed to bring water down out of the Catskills watershed. It comes through the center of the town east of the Sprain Brook. Work began to bury the most recent pipeline in Greenburgh, a portion of the Delaware Aqueduct in 1937, which was routed through the eastern side of the town, crossing Central Park Avenue just south of Greenville.27

Other than cleared rights-of-way, earthen berms covering above-ground sections of pipeline, and a siphon house near Elmsford, there is little visible evidence of the aqueducts or its construction history within the existing town boundaries (FIG.44). Built features associated with the first Croton Aqueduct, which is no longer used, have been preserved and are interpreted as part of a

23 NYT, 31 January 1893, 2.
24 3 April 1893, 9.
25 NYT, 6 June 1894, 9.
26 A History of Greenville/Edgemont, 53-54. Scarsdale and several neighboring towns later bought this pipe line and refurbished it for their own water supplies.
27 Ibid., 78-79.
recreational trail. The New Croton Aqueduct is subterranean, although a stone pump house is located in Glenville. This area was also the scene of a temporary colony of construction workers, but there is no vestige of that except what has been recorded from some people’s memories. Materials from quarries in Glenville and East Irvington may have been used. A powder house surviving from the construction of the Catskill Aqueduct is located off High Point Road near Greenville. In the same vicinity there were barracks for laborers and police headquarters for their supervision of which nothing remains. A quarry and sand bank reputedly used in the construction of the structure have been identified on the hill.\footnote{Ibid., 79.} No features associated with the Delaware Aqueduct have been registered.

\begin{figure}[h]
\centering
\includegraphics[width=0.5\textwidth]{catskill_aqueduct_siphon_house}
\caption{Catskill Aqueduct and siphon house near Elmsford, 1914. Photo: American Architecture: Westchester County, 495.}
\end{figure}

The pollution of the Bronx River was a controversial issue. Hartsdale residents, as well as those in many communities down stream, registered complaints over the odors and health threats of sewage released in the river from the Village of White Plains’s treatment plant. One Times writer voiced the concern of the afflicted that “there does not appear to be any remedy for the evil which offends the nose, disfigures a stream that should beautify the country through which it flows, renders the waters unfit for any domestic purpose, and deters those who might build beside it or invest in real estate in its neighborhood.”\footnote{12 August 1900,13.} The first court action was brought in 1897 on behalf of the Hartsdale Board of Health. Charles Butler, the president of New York University, who had a summer residence there, was the principal plaintiff.\footnote{Ibid. Butler had paid for the construction of a “handsome iron bridge across the Bronx River” connecting Hartsdale and Scarsdale in 1893. [NYT, 11 June 1983, 2.] He was then in his 93rd year; he died during the court proceedings over the pollution issue and was succeeded by his daughter, Emily Ogden Butler.} The court ruled against the complainants, in part, because “the waters of the Bronx River as made unfit for domestic and agricultural uses by other pollutions before they receive the effluent from the defendant’s works; that such effluent [only] adds to the discoloration and pollution of the waters of the stream.”\footnote{Ibid.} A trunk sewer line connecting to Long Island Sound was introduced as a
solution. The outcome of this proposal is not known, and the battle for cleaning up the Bronx River would take another 20 years to be won.

![Image](image.jpg)

**FIG.45:** Fort Hill Road looking north from Longview Road, c.1900. Photo: Greenburgh, 34.

**Highways & Roads**

At the town election in 1894, voters approved two resolutions to the voters. One for the appropriation of $12,000 for the repairing of the Tarrytown-White Plains Road (this road was in such bad condition that a supreme court judge brought it before a grand jury), and the other for a $4,000 appropriation for improvements to Saw Mill River Road.\(^2\) As the automobile began to play an increasing role in the suburban lifestyle, the condition of highways and roads attracted more attention at town, county and state levels. In 1900 the “Good Roads Movement” was getting in full swing.

There is every reason to believe that Westchester County will shortly have sixty miles of macadamized boulevards extending through the entire length of the county to the Putnam line. One of the boulevards will be built through the Bronx River Valley, while the other will follow the Saw Mill River, and each will pass through a very picturesque section. The Good Roads Committee of the Westchester County Board of Supervisors… will endeavor to have a bill passed by the Legislature appropriating about $250,000, with

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\(^2\) *NYT*, 8 April 1894, 20. In the fall, later that year, the Manhattan Bicycle Club scheduled a circuit through lower Westchester County that ran through Rye, White Plains, Elmsford and along the Hudson River back to New York. It is not known if the Tarrytown-White Plains Road had been repaired by that time. *NYT*, 14 October 1894, 14.
which they propose to carry on the work of building roads. The work has already been started on the boulevard extending from Hastings to Elmsford, while about seven miles have been constructed in Scarsdale and Newcastle. The new roads will be greatly used by coaching parties and automobilists, and many Westchester millionaires are behind the good roads movement. As soon as the Legislature is in session the Good Roads Committee and a large delegation of taxpayers will go to Albany and urge the passage of a general good roads bill which will provide for new highways throughout the state. There is a plan on foot to extend one of the new boulevards through Putnam and Dutchess Counties, and from there direct to Albany, making a through line for automobiles and bicycles to the State capital.33

The boulevard in the Bronx River Valley refers to Central Park Avenue, a plan to extend Central Park West from Manhattan into White Plains hatched by William Marcy (Boss) Tweed while he was a member of the New York State Senate; the goal was to eventually carry the road to Albany. (This was a later vision shared by the county’s Good Roads Committee.) Typical of Tweed, the project was plagued by graft and mismanagement. Property owners adjoining the route were assessed a tax to help pay for the inflated construction costs. Completed in 1871, the boulevard’s right-of-way measured 100 feet, although for many years the roadway was no more than 16 feet wide. Promised commercial development was slow to materialize. Central Park Avenue was not paved until 1906, but it was a very early and unusual example of road-based transportation planning in the region. It would not be until automobile use became common in the 1920s that the road began to live up to expectations. It never became the regional thoroughfare it was intended to be in large part because of the subsequent parkway plan.34

In another example of the shift in transportation modalities, the State Public Service Commission granted permission to the New York, Westchester & Boston Railway Company in 1910 to abandon the part of its proposed route connecting White Plains and Elmsford. The company reasoned that there would not be enough business to justify the $3 million expenditure.35

Promoting Suburbanization
White Plains, with its neighboring railroad villages, Scarsdale and Hartsdale, comprised an important suburban center. Each had a more modern village atmosphere than the older, more urban Hudson River villages, and it promoted itself accordingly. White Plains village president, John J. Brown extolled its benefits in a 1903 article about the county seat that claimed it to be unequalled among the suburbs of the city. Baldly termed “The Birthplace of New York State,” White Plains was “an ideal home site and a paradise for children.”36 Its selling points applied to any of the affluent residential parks planned in the pastoral Bronx River Valley.

- Improvements of every nature, unsurpassed by any center of population of its size (11,000) in the state.
- Tax rate of less than 2 per cent.
- Accessibility through adequate railroad and trolley facilities

33 NYT, 21 November 1900, 1.
34 A History of Green ville/Edgemont, 51, 62.
35 NYT, 29 May 1910, 8.
36 NYT, 3 May 1903, 31.
- Purity and abundance of water supply [fortunately provided by wells and not the Bronx River!].
- Wide and well-paced and well-kept and tree-shaded streets and flagged sidewalks.
- Business prosperity that makes the affairs of a State bank and a National bank and a savings bank profitable.
- Many historical associations, the chief centered on the battle of Chatterton Hill, Oct. 28, 1776.
- Ample protection of life and property by police and fire organizations.
- No “race suicide.” Children welcome, not proscribed. All that tends to the proper bringing up of a family—churches, schools, libraries
- Good roads, absence of factories, residential population, and a law-abiding community

As the list progressed some of the anti-urban and nativist social agendas of suburban development were made surprisingly explicit. This mono-cultural prejudice would surface at other points of the town’s history. It was reported that 150 houses of all classes were built in White Plains in the previous year (1902) with more than 750 lots, from those “in the poorer or outlying districts” averaging 50 by 100 feet with prices ranging from $250 to $400, to larger lots in “select districts” of 5,000 to 20,000 square feet priced up to $5,000. Most of the houses built were in the $5,000 to $15,000 class on lots averaging 75 by 100 feet, but several mansions also were under construction.  

Ten years later, there were still articles about Westchester’s “promise” as a suburban Utopia. Clearly, population was increasing but not at the rate to tip the balance or satisfy real estate speculators. In 1913 Collin Armstrong, Chairman of the Westchester Chamber of Commerce’s Publicity Committee, was still making the underdog’s pitch.

Successive generations have gradually sought to utilize what nature gave to Westchester. Not only have farms succeeded forests, but towns and villages and even cities have supplanted wigwams and stately manor houses, and around and between them there have been developed thousands of charming suburban homes. Yet all this progress in the direction of human happiness and comfort is still in its infancy, but it now bids fair to outgrow that stage. Grand, historic Westchester is waking up—the somnolent days of Sleepy Hollow are numbered. And what is more important than the awakening of the county is the growing realization beyond its borders that within them there is something well worth looking for and possessing.  

Within the last ten years large areas of land in the less densely settled portions of the county have more than trebled in value, and are holding firm at the advanced valuations, even though actual taking up of the acreage has not yet begun on an extensive scale. There has been no booming or wild speculation in real estate except possibly in minor cases, which have no bearing on the general proposition. The improvement of values, though perhaps more rapid within the generally accepted ratio, has been constant, and the result of buying far-seeing financially responsible operators and by home-seekers who desire comparatively large estates as well as by those whose means limit them to more modest homes.

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37 Ibid.
38 NYT, 13 April 1913, XX6.
Armstrong credited the electrification of the Hudson and Harlem lines and the new Grand Central Terminal in New York as far-reaching achievements in the spread of suburbanization in the county. He also praised the county and state’s efforts in improving the extent and condition of Westchester’s highways, including new plans for cleaning up the Bronx River and constructing a new parkway. In response to continued agitation, the county created a Bronx River Parkway Commission in 1907. The trunk line to the Sound plan was scrapped and a sewer line was constructed along the river instead. This was put into operation in 1911, and the construction of the parkway was begun until work was stopped for World War I.

Hartsdale
Hartsdale was the part of Greenburgh where 20th-century residential subdivisions first appeared. It had been popular as a summer resort train-line in the late 1800s. In the hills west of the Bronx River (and villages of White Plains and Scarsdale), it was considered “one of the most attractive Westchester villages,” and its population was swelled by “transient sojourners” during the summer months. In 1898 J.H. Carpenter advertised his Ridge Farm could accommodate a “few select guests.” Many old farmhouses doubled as summer boarding houses to augment the owners’ income. Over the next twenty years and more, sale notices for houses in Hartsdale were routinely posted by New York real estate agents in the Times, and it became a key place name in the classifieds along with White Plains, Yonkers, Mount Vernon, Larchmont, New Rochelle and Mamaroneck. Entries cover old farm houses, new suburban houses, land for conversion into estates or subdivisions, and commercial properties. There were also advertisements for rentals and summer boarding. A few examples follow.

AT HARTSDALE,
A mile south of White Plains, 26 acres, nearly all high land, and finely wooded; near golf grounds; admirably adapted for erection of gentleman’s residence. Has farmhouse and outbuildings. Price asked $18,500. Full particulars, Ogden & Clarkson, 7 Pine St. 127 Fifth Av.

NEAR WHITE PLAINS, A plot of three and a half acres Central Av., between White Plains and Hartsdale Stations; nearly all level land, facing east; admirably adapted for florist or erection of dwelling. Reasonable price. Full particulars, Ogden & Clarkson, 7 Pine St. 127 Fifth Av.

A SUMMER BARGAIN, Hartsdale, 40 minutes out; 10 rooms and bath, all improvements, hardwood trim, decorated; grounds, 125x115; lawn, garden, fruit; stable, hennery; sell for $6,500. G. Peterson & Co., 187 Broadway, New York.

For sale at Hartsdale, a big bargain, 12 rooms; all improvements steam heat; stable; 40 minutes Harlem Railroad; $5,500. Walker, 120 East 50th St.

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39 NYT, 9 May 1897, 24.
40 NYT, 19 June 1898, 11.
41 NYT, 12 April 1889, 9.
42 Ibid.
43 NYT, 4 July 1901, 11.
House—10 rooms, bath, butler’s pantry, steam heated; improvements: windmill, stable; about ¾ of acre; near depot; price $8,500; terms easy. Lander & Hammond, Hartsdale, N.Y. 45

AT HARTSDALE—Beautiful tract of 50 acres, suitable for gentleman’s estate or subdivision into building lots; property surrounding for sale for $1,000 an acre. As I wish to settle an estate, will sell this property at $800 per acre; free and clear. Thomas J. O’Reilly, Broker, Broadway and 109th Street. 46

BELOW WHITE PLAINS, (HARTSDALE) A home you would like; new and attractive design; hardwood all three stories; paneled work in dining room; plate rail. OVERLOOKS GOLF COURSE and miles of Westchester hills, still right near station; price $6,750; cash required $1,750. Cooley & West Inc. White Plains. 47


The final example suggests that the house was located in one of the residential subdivisions platted around the Hartsdale station. Development between 1901 and 1911 focused on Wilson Street (J.W. Wilson had a house on the corner of Hartsdale Avenue), Columbia Street (Bassford Subdivision), and Lawton and Lakeview avenues (Lakeside). Commuters homes were generally modest, two story buildings with the enduring front-gable village forms, although they were updated with shingle siding and Craftsman-, Queen Anne- and Colonial-style details (FIG.46) Occasionally, advertisements began including names of developments, such as, “At Hartsdale Park.—New 12-room house, just out of the builder’s hands, and at cost; overlooking two golf links [Scarsdale and Overlook (later Sunningdale)]; 500 feet elevation; ¾ mile from Hartsdale

44 NYT, 21 July 1902, 14.  
45 NYT, 3 August 1904, 10.  
46 NYT, 12 February 1911, XX4.  
47 NYT, 9 February 1907, 15.
Station; all modern improvements; artesian well, garage.”⁴⁸ (Hartsdale Park is depicted on maps on the west side of Central Park Avenue opposite the golf course and, in 1913 would have had a view of it.)

There is a conspicuous gap in advertisements and news items for the decade between 1913 and 1923. According to real estate specialist George Howe, reporting in the Times on 27 April 1924, “Speculative builders of suburban homes have been encouraged to go ahead with projects, [which] has been a most helpful and salutary occurrence, as the housing shortage has been very acute and the homes offered for sale have been growing fewer and fewer in number… due to the high cost of building that followed as a result of war conditions.”⁴⁹ With the resurgence, a new model for suburban architecture was introduced: the Colonial Revival house. And within a short time, the English style became popular as development plans and house designs became more professional to address the increased demand of middle-class home-seekers. Before long, Scarsdale, White Plains and Hartsdale were setting the standard for suburban living.

![Photo](image.png)

FIG.47: House on 204 Old Colony Road, Greenridge Section, Scarsdale Estates, c. 1923.

One of the first projects to emerge was the Scarsdale Estates Greenridge development located on Old Colony Road between the Scarsdale Golf Club and the Bronx River in Hartsdale, which was termed “new” in a 1923 advertisement.⁵⁰ Scarsdale Estates was a realty company that had been

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⁴⁸ NYT, 4 September 1913, 18.
⁴⁹ p. RE1.
created by 1901 to manage what remained of the Morris-Popham estate of Scarsdale. Part of their holding crossed the Bronx River into Greenburgh south of Hartsdale. The grounds of the Scarsdale Golf Club and other land situated between Central Park Avenue and the river were in their control. Robert E. Farley, a lawyer and real estate developer, became the principal agent of subdivisions developed by Scarsdale Estates, as well as other projects in the Hartsdale-Greenville (Edgemont) area. A distinctive group of custom-designed Colonial Revival houses were constructed overlooking the golf course (FIG.47).

FIG.48: Display advertisement for auction of Hartsdale Manor lots. NYT, 28 September 1924.

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52 A History of Greenville/Edgemont, 77.
Hartsdale Manor
On 28 September 1924, auctioneer William Kennelly announced in a large display advertisement in the Times that “500 choice home sites” in a new subdivision called Hartsdale Manor would go on the block the following month (FIG.48). It was located on the L-shaped Robert Caterson Tract that wrapped around Columbia and Lakeview avenues; the south end touched on East Hartsdale Avenue and the west end fronted on Central Park Avenue. Buyers were invited to come “to the attractive countryside and build your home. From every point of view, whether you are a homeseeker or investor or both, Hartsdale now presents you with the biggest offer in its history of steady progressiveness… [All] Hartsdale has been developed leaving these many exclusive acres of delightful wooded and modernly improved property open for the offer now made… These exceptional homesites will be made available to the man of moderate means.”

Lots on Caterson Terrace, Holland Place, and Mercer, Charlotte and Findlay avenues apparently were the first to be developed, and distinctive custom-designed homes were constructed, most of them in variations of what was known as the English style (often called Tudor Revival), which was all the rage in the Westchester County’s new suburban developments (FIG.49). However, a few Colonial Revival residences were also built, consistent with the photograph published in the auction advertisement as an example of “One of the many types of residences on adjoining properties” (FIG.50).

FIG.49: English-style house at 58 Mercer Avenue, Hartsdale Manor, c. 1925. Photo: LFA, 2006

FIG.50: Colonial-style house at 54 Findlay Avenue, Hartsdale Manor, c. 1925. Photo: LFa, 2006

In 1927 Hartsdale Manor was annexed into Hartsdale Fells, a new residential community on Battle Hill just south of boundary of the segment of White Plains west of the Bronx River formed the year before. Hartsdale Fells was planned for smaller homes in the $15,000 to $25,000 range on plots on lots of 5,000 to 12,000 square feet. As in most subdivisions created in this period, there were deed restrictions limiting building area, setbacks and house design. Maurice A. Goodman, managing director of the “A” Holding Corporation, which owned the developments announced that the new section of Hartsdale Fells would be known as the “Manor” and what was formerly Hartsdale Manor would be distinguished as the “Ridge” section. He

53 p. RE3.
54 NYT, 30 October 1927, RE1.
55 NYT, 21 November 1926, RE11.
promised that the new section would be “fully improved in keeping with the development already carried out in the older section of the Fells,” but that did not really occur. It appears that sales were interrupted by the economic troubles leading up to the Depression. Today, the houses in the Fells, or Manor, section indicate that development did not progress as planned and that most construction occurred after the Second World War.

**Scarsdale-Longview**
An announcement appeared in the Times on 21 April 1926 by the Moorland Development Company regarding the opening of 400 residential plots on a 67-acre parcel on Fort Hill “one mile west of Scarsdale.” The property had been in the Sherwood family for generations and was held by the Islip Corporation at the time of purchase. House lots measured 100 by 100 feet. Ten houses were already under construction by the Worthing Construction Company for a total cost of $200,000 or $20,000 a unit. A display advertisement appeared a few days later (FIG.51).

![Display Advertisement, Scarsdale-Longview Development](image)

FIG.51: Display Advertisement, Scarsdale-Longview Development

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56 NYT, 30 October 1927, RE1. The owner syndicate was composed of A.H. Levy, Edward S. Schwartz and Sigmund Solomon; they paid more than $5,000 an acre. NYT, 7 January 1927, 45.
57 p. 43. The property is indicated as having been owned by John Sherwood on the 1901 map of the town and by Islip Corp. on the 1911 map.
58 Ibid. NYT, 14 April 1926, 39.
The Scarsdale-Longview development was back in the news the following year when Milton J. Gordon, President of the Broadway Estates Foundation, returned from Europe with plans of English and Italian one-family houses to build at Scarsdale-Longview and Croton-on-Hudson.\textsuperscript{60} The Foundation was committed to building model affordable housing for “moderately incomed men of the educated classes.” According to Gordon, the United States was the only country where projects were under way to house “white collar” workers in single-family homes. Much was being done in Germany, England and Austria to provide model homes for working families; however, it was entirely in multi-family houses. A model German house was planned for a colony of New York college professors and high school teachers in Briarcliff for the price of $7,000. These dwellings were designed with “artistic scientific compactness.”\textsuperscript{61} According to building statistics, these people were not building homes of their own in as large numbers as the laboring man or the man with a large assured capital.\textsuperscript{62}

The class of business men and those in the professions, as represented by high school teachers, college professors, junior executives, staff officers and artists, are, in groups of thousands, paying large rents in the city, though there are many opportunities offered them to provide their families with ideal, well-constructed homes within commuting distance of the city... The stumbling block in the pathway that has presented many parents with growing children from assuming the responsibility of building a home has frequently been their inability to give a security, or financial credit, amounting to $1,000 in capital. The incessant demand on their purse for education, clothing, recreation, and the promotion of good health, often bars the accumulation of even a lesser capital.

A new foundation, functioning as a building and loan service and serving in the capacity of a civic movement more than a commercial organization, has been organized to offer expert counsel and 100 per cent financing to this type of home seeker... A $10,000,000 fund has been made available by a group of New York financiers, headed by B.F. Yoakum, to permit an immediate and complete financing to home builders of the educated classes... The Foundation is able to build $10,000 to $20,000 homes at the lowest practical cost, of high quality construction, on acreage averaging 50 by 100 feet, to permit individuality, privacy and comfort.\textsuperscript{63}

The Foundation had applications for 300 of 500 home sites at Scarsdale-Longview. Their plans included a community clubhouse, tennis courts, swimming pool and children’s playground. Ground was broken on 9 July 1927 for the home of Sietsie Bernard Koopman, assistant department head at the Theodore Roosevelt High School in The Bronx, and lecturer on accounting at Columbia University. He was the first of a group of 47 professors and teachers to have his application and home plans officially accepted by the Foundation. More than 20 new residences were planned to start in the coming weeks.\textsuperscript{64} The model house and plan pictured below was reputedly erected in 1927; however while many similar examples are extant, an exact

\textsuperscript{60} NYT, 25 September 1927, W23.
\textsuperscript{61} Ibid.
\textsuperscript{62} NYT, 4 December 1927, RE2
\textsuperscript{63} Ibid. Benjamin F. Yoakum (1850–1929) was a railroad magnate, advocate for government support for farmers, and an otherwise colorful Texan personality who lived in New York for more than 20 years. He visited the Scarsdale-Longview site on at least two occasions. NYT, 23 October 1927, RE1 & 20 November 1927, W17; also obituary, 28 November 1929, 27.
\textsuperscript{64} NYT, 10 July 1927, RE1.
replica was not located (FIGS.52 & 53). On 9 May 1928 it was reported that ten new homes had been started in the development within the past few days. “Willard Vanderveer of the Paramount News and Joseph Porter will occupy six-room stucco dwellings… begun by the Home Foundation, Inc. This organization is also financing a modified Colonial house to be erected for Hugh C. Eaton of the United States Rubber Company.”


By 1929, news articles about construction projects in Scarsdale-Longview no longer mentioned the Home Foundation Company or the Broadway Estates Foundation; searches for either foundation came up empty after this date suggesting that the visionary plan had failed. In one

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65 NYT, 48.
instance it was reported that the Fleetwood Corporation had bought three plots in Scarsdale-Longview with plans to construct “three English-type houses to sell for about $20,000.”66 Less than a month later, the DeKay Construction Company also bought three lots on Beverly Road from Broadway Estates with the intention to build English-type houses.67 The reference to “English-type” houses hints that a change in design, back to higher-end Scarsdale houses, was occurring. There were 50 houses depicted in the subdivision on the 1930 map of the town.

Hartsdale Lawns
The next project to appear in the papers was named Hartsdale Lawns. The Hartsdale Realty Company sold a 42-acre parcel known as Sprain Brook-Hartsdale on Secor Road west of Hartsdale in 1928 to Robert E. Pendergrast, “who for the past twenty-five years has been developing properties in various sections of the county.” The parcel would be divided into about 500 lots measuring 25 by 100 feet in the traditional manner.68 Hartsdale Lawns would be known for its streets named after renowned literary figures, such as Chaucer and Poe streets and Keats and Stevenson avenues. It seems that this project also was stalled by the precipitous decline in home construction in the Depression Era. In the spring of 1931 Pendergrast informed the Times that several house sites had been sold, with “most” of the buyers planning to build homes. The newspaper entry also mentioned a Hartsdale Manor development. When Hartsdale Fells absorbed the original subdivision of that name, it apparently freed it for Pendergrast to use it for an expansion of his Secor Road holdings.69 The “manor” appellation was used repeatedly in the names of Westchester County residential developments because of its associations with the region’s early land history.

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66 NYT, 24 February 1929, 50.
67 NYT, 11 March 1929, 51.
68 NYT, 20 June 1928, 48.
69 NYT, 24 May 1931, N10.
Knollwood Manor
Another subdivision was laid out on Knollwood Road in the late 1920s just north of the country club and named, appropriately, Knollwood Manor. It was located on the site of a small suburban estate owned by a Dr. Houghton in 1911 (previously part of the Brown Farm) and the first effort to bring moderately-priced suburban homes into the “Tuxedo Park-like” Knollwood section. Still, its proximity to the Knollwood Country Club was intended to confer a certain status on the community. A number of English and Colonial style dwellings were built there before and during the Depression. The 1 May 1930 edition of the Times included a notice that “William R. Fichter of the Taylor-Fichter Steel Construction Company of New York, has bought a nine-room and four bath Colonial type brick house just completed at Pineridge Road and Calvin Court, Knollwood Manor (FIG. 56). He bought also six adjoining lots, giving him control of the block of one and one-half acres bounded by Knollwood Road, Pineridge Road and Calvin Court.” In 1937 a photograph of a house on Buena Vista Drive, designed by architect Theodore Richards, was published in the Times, captioned “One of large new residences in Westchester County” (FIG. 57). 71

FIG.56: House at 2 Pineridge Road, 1930. Photo: LFA, 2006


70 p. 57.
71 NYT, 6 June 1937, 92.
Give us an hour of your time...

TOMORROW, Sun., Sept. 8
HARMON NATIONAL invites you to
share in Westchester’s Abounding Prosperity

We will give you...
1. An opportunity to make money out of the great movement in Westchester real estate.
2. An opportunity to obtain one of the finest home locations in Westchester at the lowest price in the county for comparable land. Or a business location in an exclusive business section.
3. An opportunity to obtain a bonus of stock (non-assessable) in a local building company to be managed by the successful Harmon National.

This Sunday we reach a peak in our valuable series of “21 tracts of Harmon land.” To mark this date as an outstanding occasion we will make it possible for a limited number of investors to share in what we believe to be the greatest profit opportunity in our history.

Close talk to us at Orchard Hill this Sunday—we’ll make it worth your while. Here are the facts—

In the 41 years of successful operation the Harmon organization has created more than 30,000 harmonious communities in the larger cities, with resulting profits in hundreds running into thousands of millions. It has been only right with an enterprise a better one than the investor’s point of view. With the objectives of making the Harmons’ dream a reality, close talk to us on the search that ended at Orchard Hill.

Phone Immediately for FREE Transportation to and from property tomorrow. Get a telephone now and call BEEkman 9260. We will send a special train.

HARMON NATIONAL REAL ESTATE CORPORATION
140 Nassau St., N.Y.C. 1929 — “42 Years of Promises Kept” — Phone BEEkman 9260

Orchard Hill
A Regional Plan Community — in the heart of lower Westchester

An Orchard Hill lot is a real WINNER! Its potential increases during the next few years should be very great.
1. Because Orchard Hill is at the very heart of the neighborhood that has been called the mecca of the New York real estate market.
2. Because Orchard Hill offers a direct route to Donaldson Boulevard and all of the secondary locations to be built adjacent to Parkway systems in Westchester — a development which can be successfully carried out with a more immediate interest in the appeal of property at Orchard Hill.
3. Because Orchard Hill development has not been held back by restrictions to a low price point that gives all the advantages of location.
4. Because Orchard Hill provides the creation, at a cost within reach of the average professional man, of a residential community which in character and character of environment should compare favorably with Scarsdale — one of Westchester’s outstanding residential communities.

Town of Greenburgh Reconnaissance-Level Survey
Orchard Hill
In 1929 it was announced that Arthur Lehman of Lehman Brothers, bankers, sold a 135-acre tract known as the William H. Wickham homestead to the Harmon National Real Estate Corporation, which planned to offer lots for sale to the public immediately. Located on a high plateau and abutting the southern boundary of Elmsford, the development was named Orchard Hill; home sites had frontages of 50 feet or more. The Harmon National Real Estate Corporation had been created and headed by William E. Harmon, who died about a year prior to the launch of the Orchard Hill project. (His son W. Burke Harmon assumed the presidency of the company.) The elder Harmon was recognized as one of the first suburban real estate developers in the United States to sell home lots on the installment plan. He began applying this method of land sales in his native Ohio, and with his initial successes, established offices in Pittsburgh, Boston and other Eastern cities. He opened an office in New York in 1898, where he afterwards made his residence. The Harmon National Real Estate Corporation bought, sold and financed hundreds of house lots in Brooklyn in the real estate rush following the completion of subway extensions. The firm had interests in 36 other cities east of the Mississippi.

William E. Harmon was also known for his philanthropy. He created the Harmon Foundation in 1926 to support urban playgrounds, recreational parks, and deserving individuals in their educational and vocational endeavors. Through its mission, the foundation became notable for its support of African American achievement in music, the visual arts, literature, industry, education, race relations, and science. In 1928, it sponsored the first exhibition of works created exclusively by African-American artists, which later toured the country. The foundation fostered interest in contemporary African art through three series of motion pictures commissioned by the foundation in the 1930's based on native life and tribal customs and the work of Christian missions in Africa. (These films are now preserved in the National Archives.) Recognizing a rare opportunity, African American artists began sending their work to the Foundation's New York offices. In 1944 the Foundation, organized an exhibition "Portraits of Outstanding Americans of Negro Origin," with the express goal of reversing racial intolerance, ignorance and bigotry by illustrating the accomplishments of contemporary African Americans. When it ceased operation in 1967, the Harmon Foundation gave forty-one of these portraits to the National Portrait Gallery.

The Harmon National Real Estate Corporation's plan for Orchard Hill received continuing attention as a model suburban development. The company presented plans consistent with the Regional Plan of New York and Environs. It also paid for a full-page display advertisement in the 7 September 1929 New York Times to invite prospective buyers to the site the next day (FIG.58).

Pointing out that the old type of community layout has been made useless by the advent of the automobile and the new social needs of modern life, the Regional Plan urged that real estate developments be made homogeneous, designed so that the main automobile traffic flows on by, while residents may reach local shopping centers without crossing

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72 NYT, 29 August 1929, 45.
http://www.npg.si.edu/exh/harmon/index.htm. (National Portrait Gallery)
main highways. Local playgrounds for children, located in the same manner, were also recommended as an important need.

Orchard Hill... [is] located between Hartsdale Road [now West Hartsdale Avenue] and the site of the new Sprain Brook Parkway [which would not actually be built for another 30 years], through arteries where Westchester automobile traffic must be expected to increase steadily. In consequence the main streets in Orchard Hill are designed in curves, sacrificing a certain amount of salable land but creating a barrier to any heavy cross-traffic between the main highways... The company has adopted the recommendations of the Regional Plan by creating a small business center in the heart of the property. The local planning commission of Greenburgh, a group of New York business men who serve their community without salary, has shown an appreciation of this approved modern trend by permitting this innovation under the present zoning law... Restrictions will be imposed by the Harmon company to insure the development of attractive architectural designs in the buildings on this business property, so that it will have much of the picturesque air created by the shops in an old English village... In addition there has been set aside in Orchard Hill a site of two acres to serve as a local playground for children.74

Construction of houses was to be done by Mutual Builders of Orchard Hills, Inc., a company formed by the Harmon Corporation, of which half the shares would be held by property owners in the development.

The following summer it was reported that a model home would be built at Orchard Hill. It was the fourth of a group of six prize-winning designs awarded in the New York metropolitan area by the National Better Homes Architectural Competition sponsored by the Home Owners Institute of New York and Chicago and one of 26 designs in 23 cities to receive awards. The Orchard Hill model home was designed by Detroit architect, Rhees Burket, in a design “reminiscent of the cottages of Old England.” It had a stucco exterior and three bedrooms and two and one-half baths on the interior (FIGS 59 & 60). It was intended to set the standard for the building program at Orchard Hill.75

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74 NYT, 8 September 1929, W22. It doesn’t appear th
75 NYT, 8 June 1930, 158.
Referring to the model house, W. Burke Harmon made the following remarks.

There is an increasingly large demand for picturesque and attractive homes in a beautiful semi-rural environment… This accounts for the increase in values in highly restricted and beautifully designed villages like Scarsdale and Bronxville to a point beyond the reach of the average family… Far more people have the tastes, the cultural standards and the desire for an ideal home environment than are able to purchase such an environment in the older established Westchester communities. Extensive surveys recently made have shown conclusively that the sort of homes which today go begging for buyers fall into two categories. First comes the house that is cheap but ugly—the house which is utterly without any architectural father and mother, an orphan which nobody today wants. Second, come the homes which embody every element of beauty and luxury, but which have been built at a cost far beyond the average pocketbook. Everybody would like to own the thing that these houses represent, but few can afford such ownership. At Orchard Hill we plan to prove that beauty can be created at a price within the reach of the many who are eager for it—if they can get it at their price. We are therefore not merely undertaking an experiment; we are demonstrating our faith that the real estate market is essentially sound, if builders and developers will only study the change in trends and the current demands, and create what people really want and are able to buy.’”

FIG.61: House at 93 Barnwell Dr., Orchard Hill, c. 1930. Photo LFA, 2006

FIG.62: House at 2 Pomander Dr., Orchard Hill, c. 1930. Photo: LFA, 2006

The Orchard Hill master model home was opened for public visitation on 5 October 1930 to continuing fanfare in the press. The interior was furnished by the Interior Decorating Department of the John Wanamaker Store. The ceremonies were presided over by Charles D. Millard, “Supervisor and Mayor” of the Town of Greenburgh. He welcomed Mr. & Mrs. Julian Oliver, who purchased the house. 77 By the end of the year, the Harmon National Real Estate Corporation announced the sale of property to 12 individuals. 78 By March of the following year, 30 more sales were reported. 79 If the accounts are accurate, it seems that sales were not at the

76 Ibid.
77 NYT, 12 October 1930, RE11. Also 29 June 1930, 140; 24 August 1930, RE7; 28 September 1930, RE18; 5 October 1930, RE13
78 NYT, 14 December 1930, N6.
79 NYT, 27 February 1931, 39; 6 March 1931, 45.
level anticipated by the developer. Current conditions in the community suggest that, like other large development projects initiated in this period, sales lagged with the Depression and WWII and became quite energetic after the war. However, there are some notable examples of the moderately-priced, well-designed architecture W. Burke Harmon envisioned (FIGS.61 & 62).

**FIG.63:** Display Advertisement for auction of lots at Parkway Gardens, Greenburgh. *NYT*, 29 September 1929, RE3.

**Parkway Gardens**

Parkway Gardens is another development that reflects the growing demand for affordable houses in Greenburgh, and at an even more modest level than proposed at Orchard Hill. The narrow subdivision was strategically situated near an entrance to the new Bronx River Parkway as well as convenient to the North White Plains railroad station. Sales began there in 1927, but on 12 October 1929, the remaining 425 lots (25 or 50 ft. by 100 ft. in dimension) were auctioned by James R. Murphy of New York City (FIG.63). Like the Harmon company, the sellers offered to finance 80% of the sales cost for as little payable as 2% per month.80 Approximately 600 people

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80 *NYT*, 29 September 1929, RE3.
attended the auction, which was held at the site. All the lots sold for a total of $227,725 or an average of $535 a lot. Real estate agents, speculators and investors purchased a large quantity of lots; others were sold to individuals looking for personal home sites. One of the most successful bidders was real estate operator Edith L. Just, who purchased 66 lots for investing clients at a total expenditure of $52,200; some were in areas, like Kensico Road, that were zoned commercial. Wolons & Bull, New Rochelle builders, purchased a total of 98 lots paying $41,550 or an average of $425 per lot. After the sale, they announced they would commence an extensive building program. A Bronx builder, Joseph McCarthy, bought 70 residential lots for $28,000. Seven lots designated for business and apartment construction were sold to Anton A. Anton, a New York City rug merchant. Forty-one other buyers were listed.81

Newspaper notices and classified advertisements document the sales and rentals of homes in Parkway Gardens over the next decade, but like other projects, action slowed significantly during the Depression.82 Many faced foreclosure. The story of Parkway Gardens is continued in Part V.

Greenville
The Fort Hill section of Greenville began to experience some residential development pressure in the late 1920s. Birchwood Knolls, a property on the south side of Ardsley Road at the Catskill Aqueduct containing 30.77 acres, was sold at auction in 1929 by the 218 East Twenty-Sixth Street Corporation for $140,000.83 It does not appear to have been developed at that time. Greenville was still a rural place, and Schmidt’s Farm, on Fort Hill Road at the southern end of the town, was one of its best-known resorts. The house had a horseshoe-shaped bar 65 feet long, one big reason for its popularity during Prohibition. On August 30, 1930, the resort was raided by federal agents who arrested eleven people, including Henry Schmidt, the proprietor, who were in possession of liquor, presumably made on the premises. This was the second time in four months that the establishment had been raided.84

Edgemont & Cotswold Developments
Scarsdale’s Edgemont and Cotswold developments were actually built in Greenburgh and the northern edge of the City of Yonkers on the west side of the Bronx River and Parkway. (Virtually all advertisements and news items associated the projects with Scarsdale; owners there still claim Scarsdale addresses.) Edgemont is first mentioned in the Times in 1920 in a notice of the sale of a half-acre parcel from one neighbor to another; the Cotswold development appears in a 1926 pictorial display of new house designs.85 Both are architecturally distinctive residential communities in what was the “Scarsdale style,” which was experiencing unprecedented levels of home construction. In 1923 it was reported that more than 100 houses representing over $2 million of value were under construction in subdivisions scattered throughout the village. The newspaper account went on to explain the design quality of village developments.

Among the houses erected in Scarsdale during the past few months there is a surprising variety as to character and cost. From large, almost palatial residences to the six-room cottage, there are interesting examples of many distinctive types of architecture. Colonial

81 NYT, 15 October 1929, 62.
82 For example, NYT, 13 November 1930, 49; 22 June 1933, 35; 26 October 1936, 35; 30 September 1937.
83 NYT, 1 December 1929, 187; 13 December 1929, 52.
84 NYT, 31 August 1930, 11.
85 NYT, 13 April 1920, 22; 21 November 1926, RE2.
houses will probably always be particularly popular. There are several unusually good examples of New England and Dutch Colonial houses here, which have sold from $18,000 to $35,000. The English stucco and timber house, sometimes combined with brick or stone, is gaining popularity. This style of architecture lends itself well to the small house, and it is possible to bring the roof lines way down, giving that low, broad effect so much desired. Also the upkeep on this type of house is low.

One of the most satisfactory examples of this type is the so-called “Perfect House,” recently completed by Oliver M. Oake in Edgemont. This house attracted considerable attention during construction and was sold long before it was completed for $20,000. Not only does this house have an unusually charming exterior appearance, but the floor plan is exceptionally good. It contains a large living room with fireplace, and enclosed sun porch opening from both pantry and kitchen arrangements and a maid’s room and bath on the ground floor. On the second floor there are three bedrooms, sleeping porch, two tiled baths and ample closet room. Stairs lead to a spacious open attic. The plans of this house were selected from hundreds of sketches as being the most nearly perfect in design and arrangement.\textsuperscript{86}

The “Perfect House” was pictured with four houses in Colonial, English and Renaissance designs from other Scarsdale neighborhoods, including the abovementioned “six-room cottage (FIG.64). Houses in the Cotswold development were larger and more costly, such as the stone house at Chedworth and Hadden roads, which Leo A. Kane of Bronxville bought in 1928 (FIG.65).\textsuperscript{87} Although it has a Scarsdale address, it is actually located in Greenburgh. The streets of both Edgemont and Cotswold contain a veritable catalog of the finest examples of single-family domestic architecture constructed at the height of suburban residential design in Westchester County.

\textsuperscript{86} NYT, 25 November 1923, RE2.
\textsuperscript{87} NYT, 22 November 1928, 56. The house was pictured in another photo-spread 26 Aug. 1928 with the caption reading, “New residence at the corner of Chadworth and Hadden Roads, Cotswold, Scarsdale.
COUNTRY HOUSES
Greenburgh acquired its share of grand country seats in this period. Although its scenery tended to be more bucolic than wild, its proximity to the city and commuter transportation routes made it desirable. Property along the Hudson and Long Island Sound had long since been developed directing new projects inland where idle farm land was available for reshaping into gentlemen’s estates. One of the major country properties to be developed was Felix M. Warburg’s “farm,” which occupied hundreds of acres between West Hartsdale and Central Park avenues. The main portion of the property, with a large stone mansion and outbuildings constructed c. 1900, was given to the Greenburgh Central School District by Warburg’s widow in 1958. The historic buildings house administrative offices; a new high school complex was built there in recent years.

Felix M. Warburg (1871-1937) was a member the German banking family of the same name. The family’s bank, M.M. Warburg, was founded in Hamburg in 1798. Emigrating to the United States in the 1890s, he became a partner in the investment bank, Kuhn, Loeb & Company. In 1895 Warburg married to Frieda Schiff, the daughter of Kuhn, Loeb senior partner, Jacob Schiff. The Warburgs were generous philanthropists and patrons of the arts, and Felix was a respected political adviser, especially in matters about European Jewry. He served as Chairman of the Joint Distribution Committee of American Funds for Jewish War Sufferers during the First World War. Felix M. Warburg and his family resided at 1109 Fifth Avenue in Manhattan in addition to their country place in Greenburgh. Horses they raised on the farm competed regularly at the Westchester County Fair.88 The Warburgh mansion is a massive stone building

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88 Background information on the Warburg family derived from the New York Times and Ron Chernow, The Warburgs, A Twentieth Century Odyssey of a Remarkable Jewish Family.
reflecting a sense of its builder’s German heritage. Barns and outbuildings sustained the theme. The grounds were lavishly appointed, employing scores of local workmen to maintain them.

The large stone and shingle country house known as Nunataks, an Eskimo word meaning “hill of stone” was constructed for Dr. Lewis Rutherford Morris on a 33-acre tract on Central Park Avenue (FIG.66). Descendant of the prominent Colonial era family of the same name (Lewis Morris was a signer of the Declaration of Independence), Dr. Morris was, among other things, an adventurist who led expeditions to northern Canada and Alaska. He was one of the founders of the New York Zoological Society. C. Grant La Farge was the architect for Morris’s country home, which was completed by 1918. La Farge was the son of renowned glass artist John LaFarge and nephew and partner of George L. Heins, with whom he won the competition for the design if the Cathedral of St. John the Divine in 1891. He was also a founding member of the Zoological Society. La Farge designed a stone chapel in memory of Heins on Mohegan Lake in the Town of Yorktown where his family had a country retreat. In 1973 town residents passed a referendum to authorize a bond issue to purchase the property and create the Greenburgh Nature Center.


John A. Hartford, son of George Huntington Hartford who, along with partner George Francis Gilman founded the Great Atlantic and Pacific Tea Company in 1859, has been credited with creating the chain of A&P grocery stores that made the company widely known in the twentieth century. Under his direction, stores multiplied from 480 in 1912 to 4,500 in 1920 and 15,700 by 1930. Hartford’s elegant stone mansion, designed by the New York City architectural firm of
Mann & MacNeill was built in 1928 at the northern edge of Greenburgh. Like other “gentlemen farmers” in Greenburgh, Hartford raised racing horses on the estate. (Perhaps the proximity of the county fairgrounds played a role in attracting men with an interest in horses to the town.) The 370-acre property contained several stables, riding ring, and blacksmith shop, as well as greenhouses and a nine-hole golf course. Most of these features were removed when the estate was transformed into Westchester Community College after Hartford’s estate sold it to the County in 1957.  

Greenburgh’s estate period did not last long. Pressure for suburban development was strong, and created an environment antithetical to country retreats. As genteel farms became surrounded by intensive commercial and residential development, their owners opted to sell out to land-hungry speculators. As in the previous examples, the death of the estate owner often prompted the sale. On 13 December 1938, a New York Times article announced “Big Hanauer Estate in Westchester Sold.” This refers to the property opposite the Warburg estate on West Hartsdale Avenue.

Crossroads Farms, a sixty-acre estate in the Town of Greenburgh, Westchester County, has been sold by the estate of Jerome Hanauer to a client of Percy M. Bibas, for occupancy. Assessed for $253,500, the property includes a forty-room residence and four other dwellings, as well as greenhouses, stable, garages and other outbuildings. There are also a swimming pool with six bath houses and tennis courts. The tract has frontages on Hartsdale and Landers Road.

The mansion now functions as Maria Regina High School; the stables, facing Dobbs Ferry Road, have been converted to a separate dwelling with a small subdivision of streets in between.

MORE COUNTRY CLUBS
Sunningdale Country Club was established in 1913 by a group of 12 men working in the garment industry in New York City. They began by leasing an existing nine-hole golf course in Mount Vernon, which had been the home of the Siwanoy Country Club. In 1916 the club purchased 149 acres containing the Overlook Golf Course on Underhill Road, formerly the private course of Thomas Simpson. The property is important for its direct association with events of the Revolution as the place where French troops encamped in 1781. The course was redesigned by Australian Walter Travis, who had won three American and one British national amateur championships. The renowned A.W. Tillinghast reworked the Sunningdale course in the early 1930s.  
The stone clubhouse was designed in the style of the country houses of the period. A stone water tower is a distinctive feature of the building.

The Pelhamhurst Golf and Country Club opened on Dobbs Ferry Road in 1923. The nine-hole course was laid out on the W.J. Currie estate and a clubhouse with a wing containing 75 sleeping rooms was built on the premises for the accommodation of its city members. The building was designed by George and Edward Blum, architects, and the course was created by Tom Wells. A second nine was under construction at the time of the opening. Tennis courts and a bridle path

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90 Golf Clubs of the MGA, 276. Details of the purchase of the Overlook Golf Course was reported in NYT, 4 August 1916, 16.
with stables were also constructed. The club had enrolled 285 of a projected limit of 350 members at its inauguration. In 1925 the Elmsford Country Club took over the property, and within a year the course had been renovated to designs provided by A.W. Tillinghast. The club went bankrupt during the Depression and reorganized in 1943 as the Elmwood Country Club. The hilly terrain of the course was “softened” in 1954 by Alfred Tull.91

APARTMENT HOUSES
Suburban centers like Scarsdale, White Plains, New Rochelle and Mount Vernon began to reach a level of population where more intensive land development was necessary and profitable. A model of 1920s high-rise apartment block architecture was constructed in Hartsdale in 1928 (FIG.67) Hartsdale Gardens is a six-story brick elevator building in an English style design that contained 68 suites of three, four and five rooms when built, as well as 25 maids’ rooms and 42 private garages.92 Tenants had the option to buy stock in the building, and within ten years, own their apartment. Children’s playgrounds and tennis courts were planned.

![Hartsdale Gardens, Central Park Avenue, 1928. Greenburgh, 58.](image)

Apartment construction was concentrated along East Hartsdale Avenue near the railroad station. A Greenburgh project was included with a number new buildings described in an article in the 11 March 1928 issue of the New York Times titled “Westchester Draws Apartment Builders.

[The] Greenburgh Town Board approved plans of the Brouchoux Construction Company of Scarsdale for the erection of the first of a three-unit project on land overlooking the Scarsdale Golf Club at Hartsdale. The three units will house 235 families. Otto M. Kritz of New York is the architect.

Country Club Apartments on East Hartsdale Avenue with its distinctive Tudor-style brick and half-timber exterior is another important example of this period of apartment construction.

91 Golf Clubs of the MGA, 256. Details about the Pelhamhurst Gold and Country Club was reported in NYT, 8 April 1923, RE2.
92 NYT, 30 September 1928, 166.
SCHOOLS
Like in other towns across the region, public education in Greenburgh was provided in scattered rural school districts, each with a one-room schoolhouse, until the 20th century. The old brick school house at the junction of Knollwood and Old Lander roads, long since converted to a dwelling, is the last remaining relic of this era. It was replaced by a succession of larger and better facilities. In 1919 a new school was built at the intersection of West Hartsdale and North Washington Avenue at the core of the old Harts village. It was designed to meet the needs of Hartsdale and reflects the higher expectations of the emerging suburban community. Farther south in Greenville, where new residential subdivisions were also filling in, the eight-room Seely Place School was constructed in 1922. This school was enlarged adding with more classrooms, library and gymnasium in 1928. A kindergarten was built the following year, and an auditorium and second story for more classrooms was constructed in 1930. It became known as the Edgemont School in deference to the suburban community with which it became associated.

School construction was a state-wide agenda in the 1920s as so many of New York’s old country schools were deemed substandard. Architects were hired by the state to design new junior high, high and central schools, and the Colonial Revival-style brick edifices had a common appearance throughout New York. A high school constructed on Hillside Avenue in Fairview in 1928, is visibly very much a part of this group with its central Classical portico and tall cupola (FIG.68). A new high school was constructed on Central Park Avenue in 1938. Although this building was a Depression-era project and technically outside the time-frame of this period, its Collegiate Gothic design relates to the English-style context of 1920s Hartsdale, a taste that strongly characterized this era.

Greenburgh is home to the first boys prep school in Westchester County. The Hackley School was established in 1900 on the country seat of Mrs. Caleb Brewster Hackley, its benefactor, with additional lands acquired from the adjacent Waldheim estate. The picturesque campus is comprised of academic buildings designed in a range of revivals of historic English styles. The large Neoclassical-style Goodhue Memorial Hall is a visible exception.93 It was designed by architect Philip Johnson, who was an early alumnae of the school. The New York School for the Deaf was organized in 1817 in Manhattan, with its initial 33 enrollees meeting for classes in a back room of New York City Hall. In 1829 the school occupied a building on Fifth Avenue,

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93 American Architecture, Westchester County, 420.
and by 1856 it occupied a 37-acre campus on 161st Street. The school remained in this location for 81 years until the encroachment of the city motivated its administrators to move to Greenburgh in 1938 where a large new campus was constructed. Classical buildings arranged in a formal quadrangle plan reflect the para-military orientation of the school in that period (FIG.69).

CIVIC BUILDINGS
Two new and stylish firehouses were built in the 1920s, a Tudor one located on Central Avenue in Hartsdale (FIG.70) and a Colonial-style one on Rosemont Boulevard in Fairview. Both are still in service, although they are now satellites to much larger, modern fire stations. Another civic building of note that survives from this period is the Hartsdale Railroad Station (FIG.71). Built as a depot on the Harlem Line originating in Grand Central Terminal in Manhattan, the Hartsdale station is part of a group that is distinguished by brick exteriors and hipped roofs. Most of the stations are Classical in design, but the strong Tudor architectural context of Hartsdale and neighboring Scarsdale inspired an English-style building. The New York architectural firm, Warren & Whetmore, who designed the larger depots along this and other regional railroad lines, also designed the Hartsdale depot, which resulted in a more elaborate level of decoration than a small station normally received. (The firm also designed the larger and more complex station at White Plains.)

![FIG.70: Hartsdale Fire Station, Central Park Ave., c. 1925. Photo: LFA, 2006.](image)

![FIG.71: Hartsdale Railroad Station, Warren & Whetmore, architects, 1913. Photo: American Architecture: Westchester County, 469.](image)

COMMERCIAL BUILDINGS
The English-style theme was carried over into the design of commercial buildings, as well. New development along Central Park Avenue strongly reflected the architectural taste of the suburban neighborhoods. At the south end of the boulevard, a two-story commercial block with five contrasting store segments was constructed in 1926, evidently to provide services to the Edgemont neighborhood behind it (FIG.72). A plainer block was built about the same time at the intersection of Central Park and Hartsdale avenues, but it has since been demolished. In addition to stores, the building contained a bowling alley and Town of Greenburgh offices.95

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94 Greenburgh, 96.
95 There a photograph in Greenburgh, 61.
Another string of smaller stores is located east of the intersection on East Hartsdale Avenue. More development occurred near the train station and, like the depot itself, sustained the English-style. Plans for a store block opposite the station were announced in the New York Times.

Everett and I. Randolph Jacobs, operators, of this city, were the buyers in Westchester. They bought from Robert E. Farley a plot of land fronting 530 feet on the Hartsdale Station Plaza at Hartsdale. It has a depth of 200 feet and will be improved with store buildings to care for motor shopping. The buyers announced that they planned to deed to the town of Greenburgh a part of the plot just purchased immediately in front of Hartsdale station for expansion of the plaza.\footnote{“Operators Buy in Westchester,” 8 September 1932, 37.}

A small bank building in the Classical Revival style was constructed next door; it now houses a branch of Bank of America. Commercial development also occurred on the Tarrytown-White Plains Road in a plainer English style with brick facades and simplified Tudor decoration; however most of these buildings fall within the confines of Elmsford. In general, the design strain was typical of urban and suburban commercial buildings constructed throughout Westchester County in this period.

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{figures/72.png}
\caption{Commercial block, 734-760 Central Park Ave., 1926. Photo: LFA, 2006.}
\end{figure}

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{figures/73.png}
\caption{Commercial block, 212-218 East hartsdale Ave., 1938. Photo: LFA, 2006.}
\end{figure}

CEMETERIES
Mt. Hope Cemetery on Saw Mill Road at the southern edge of the town opened in 1889 on 200 acres acquired from the Odell family. Many plots were acquired by New York City churches, labor unions and fraternal organizations for the internment of their members.\footnote{Greenburgh, 103.} Over the years it has evolved into a large landscape with many artistic monuments and mausoleums (FIG. 74). Another large and important burial place established in Greenburgh in this period is Mt. Calvary Cemetery on Hillside Avenue in the northeastern corner of the town. Ironically, what is perhaps Greenburgh’s best known final resting place is the Hartsdale Pet Cemetery, which was founded in 1896 by a compassionate veterinarian. Originating as a canine cemetery, it now contains the remains and often amusing grave markers of all kinds of domestic pets (FIG.75).
Greenburgh’s early 20th-century subdivision period went out like a lion with the Town of Greenburgh recording eight new proposals between June and September of 1929.98 (Some obviously did not make it through the Depression or were revised then. Those mentioned above have some remaining evidence of development in this period.) Yet, despite this growth, only three square miles of the total unincorporated 16.6 square-mile area of the town had been taken up by subdivisions.99 There was still a lot of territory for the future to claim.

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98 NYT, 8 September 1929, RE6.
99 Ibid.