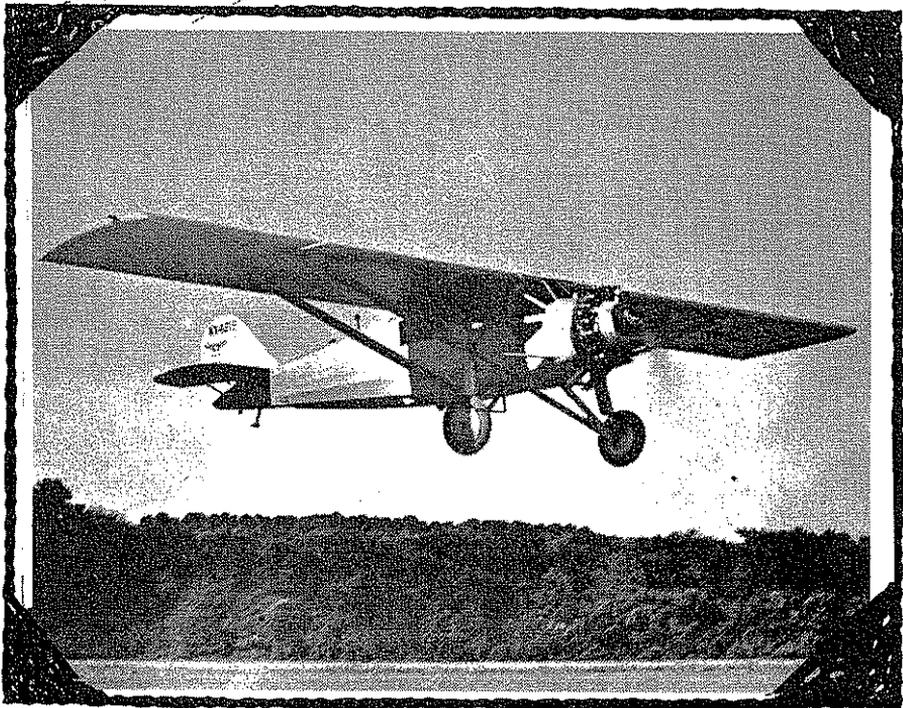


North

Castle

History



Charles Lindbergh landing in Armonk, August 1928
(see back cover)

The North Castle Historical Society

Bedford Road, Armonk, New York 10504

PRESIDENT'S MESSAGE



Dear Friends,

Having completed my first full year as President, I feel great admiration and appreciation for all who participated in the events and accomplishments of the Society. The dedication of many of you made this an outstanding year!

Included in our active schedule at Smith's Tavern was a series of rotating displays. Last spring we featured nineteenth century clothing; in the fall we displayed antique clocks and watches, and the year closed with the popular display of antique dolls and dollhouses. This spring marked the opening of our current exhibit, "The Indians -- Our Native Americans" featuring Indian artifacts from across this township and general area. Over two thousand school children and adults have toured these exhibits and visited the permanent Thorne Collection of early household utensils and farm implements on view upstairs in the Tavern.

Our Christmas Open House and membership programs have been enjoyed by many. Special educational programs have been conducted for grade school, junior high and high school classes at the requests of teachers.

Both our first and second Annual Antique Shows (sponsored each April) were great cultural and financial successes. The Community Garage Sale last October not only produced revenue for the Society but encouraged cleanups of many attics and basements. It will be repeated this October.

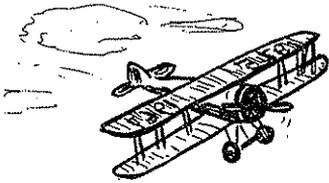
The future offers a great challenge to all of us: the restoration of our beloved headquarters, Historic Smith's Tavern. The Restoration Fund Committee has been appointed to commence the mammoth task of fund raising to enable us to restore several rooms in the Tavern to the period of the 1790's when Capt. John Smith bought his Tavern. Thus, all school children in North Castle and surrounding areas will be able to learn firsthand about the lifestyles of that early period in our history.

As always, we are pleased to present our newest issue of North Castle History, which records and preserves various segments of our township's past. Some of our history has been lost forever, slipping away so easily. Hopefully these present recordings of earlier times and memorable events will arouse or renew appreciation of our heritage, and preserve what we know for future generations.

Only with a strong and enthusiastic membership can we accomplish the many tasks before us. We invite you to be an active part of all that the future holds for The North Castle Historical Society and its headquarters, Historic Smith's Tavern. Thank you.

Sincerely,

Loris Finch Watson
(Mrs. William J. Watson)
President



ARMONK'S ADVENTURE in AVIATION

by Barbara S. Massi

In the early days of aviation a certain breed of men brought to the skies a pioneering spirit of adventure and daring that had not been experienced since the prairie schooners and Conestoga wagons trekked across our western frontier.

Lured by the challenge of conquering the unknown those early aviators took to the skies from any available pasture or flatland that was long enough to act as a runway. Some of those "runways" would eventually become airports -- one of which began in Armonk.

The site of the old Westchester (Armonk) Airport -- now partially covered by the new Route 22, a motel, a stable, and several businesses -- is no longer distinguishable,¹ but in its heyday barnstorming, stunt flying, parachuting, weekend plane rides and flying lessons were some of the activities that attracted pilots and visitors alike to this popular country airport.

The property on which the airport was situated lies opposite MacDonald Avenue along Bedford Road (now Old Bedford Rd.)² Some of the buildings that stood on either side of that quarter-mile stretch are still standing while others, including the hangars, are gone -- victims of the highways that engulfed the area in the 1960's.³

Even before the farmland belonging to Frederick Schmalig⁴ became an airstrip the village of Armonk was a well known landmark passed through by many travelers who would stop at the roadside stands, markets, and such eating places as the Log Cabin.⁵ An excerpt from the North Castle Sun of October 10, 1924 states:

"Last Sunday represented the largest crowd of visitors to this section seen here this year. And the week, too, has witnessed scores of thousands going to the Danbury Fair. In brief Armonk is crucially located and the human herd is certain to increase as the years go by. Mark the prophecy." (Underscoring added.)

- The Beginning -

The era was launched in a field surrounded by an apple orchard and cornfield in 1925 when Clifford Payton,⁶ who was using that flat part of Schmalig's property as a landing strip, began a barnstorming business venture of giving plane rides and lessons in his Curtiss "Jenny" biplane.⁷ Later, in October 1925, the Curtiss was wrecked in a crash in Danbury that did not seriously injure Payton or his passenger, Harry Williams of Armonk,⁸ who, according to the North Castle newspaper, stated that the next time he would "go up above the earth" it would be in his "heavenly nightshirt."

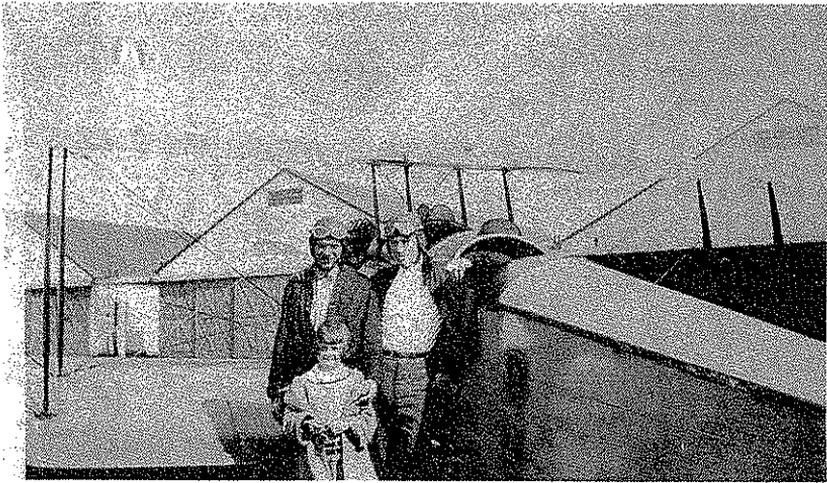
Early in 1926 Payton bought a Waco biplane and resumed his flying business from Schmalig's property landing in fields near various towns to give rides and exhibitions or to deposit and pick up passengers desiring to use this new



The Log Cabin in the early 1930's, from a collection of copies in the possession of The North Castle Historical Society. (Photographer unknown.)

A vegetable stand in the early 1930's located at the intersection of Routes 128 and 22 where the Shell Station and Kent Place are today). From the collection of photographs of Armonk by Constantino Filardi.

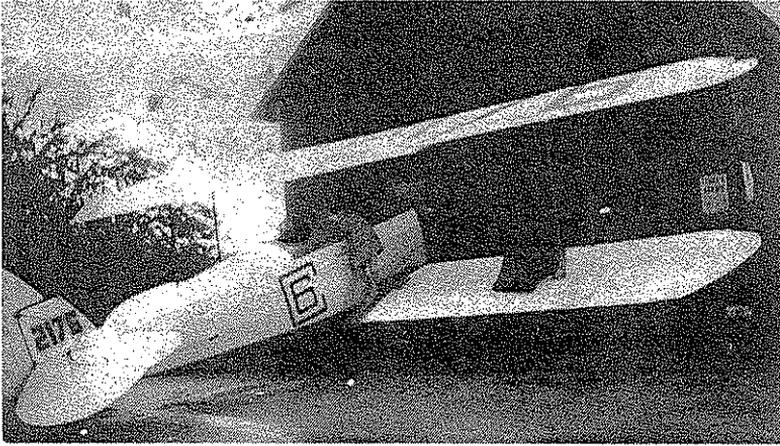




Clifford Payton (right) with his daughter, Irene, in front of Payton's first plane, the Curtiss "Jenny" biplane in 1925, probably taken at Curtiss Field, Mineola, L.I. Stewart Chadwick (left) taught Payton to fly. It is said that in the beginning Payton and others were landing in a pasture in Greenwich (near Armonk). Picture courtesy of Mrs. Russell Carpenter (formerly Mrs. Clifford Payton), of Clearwater, Florida.

Clifford Payton in his second plane, the Waco. Picture on loan from Mrs. Russell Carpenter.





A Waco biplane said to belong to a noted flyer who stopped in Armonk overnight. Although the registration number is clear (2176) only a research trip to Oklahoma City (the F.A.A. records) can tell us who it belonged to (a phone call was insufficient). The picture was taken around 1925-27 by Frances (Mahoney) Bambace, whose family lived on Bedford Rd. Notice the large C6 on the fuselage (Payton had a C9 on his). This was a Connecticut registration number (N.Y. did not register planes at that time). The barn was located near the center of the flat. Hay and apples were stored in it. It was taken down when the airfield was expanded.

mode of transportation. Occasionally pilot friends of Payton's would fly into Armonk for a visit, for the common bond would inevitably bring them together.

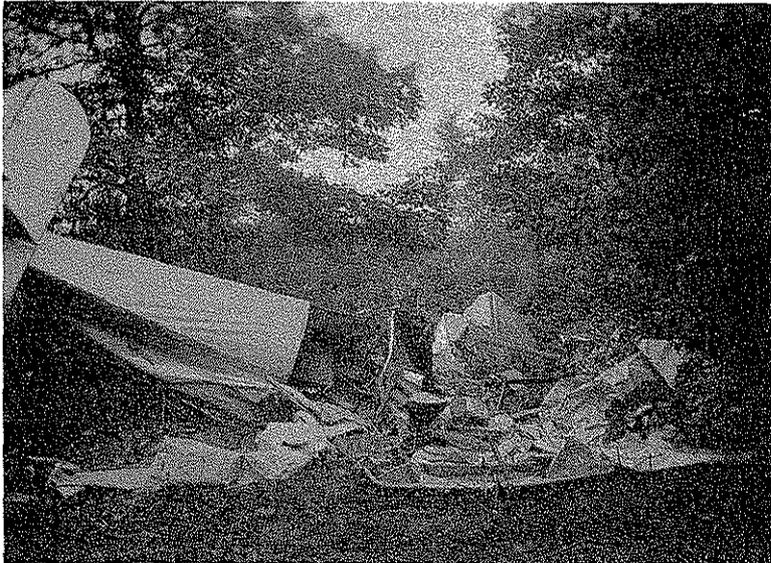
Local residents recall Payton as a very handsome and congenial fellow who could put on quite an impressive performance in the air, his maneuvers and stunts amazing residents and visitors as they watched him soar through the air. And for those who dared venture into the sky with him a plane ride would cost \$5.00 which included, if requested, flying low over a local passenger's home. On those occasions he would forego the stunt flying, unless it was requested.

What is reportedly the first plane crash in Armonk occurred in June, 1927 when Payton's overloaded plane could not gain enough power at take off and crashed in an apple orchard behind the Log Cabin. No one was seriously injured and the plane was only slightly damaged. The passengers -- two parachutists -- were on their way to jump over Central Park as a stunt to enhance Charles Lindbergh's New York City welcome-home celebration, and the heavy parachutes caused the overload.

Clifford Payton's passenger flights and barnstorming days were numbered however, for six weeks later on Tuesday evening, July 26, 1927 while doing loops over Armonk in a Waco biplane belonging to David Peabody of Greenwich, he and his student, Albert Treadwell of White Plains, were killed when, according to witnesses, a wing collapsed at an altitude of about 1,000 feet. The plane began an earthward plunge turning over and over until it nosedived into an area just off Bedford Road not far from the field (in the area of I-684 today). The popular local aviator would have been 28 years of age in ten days. Treadwell



David Peabody's Waco before and after Payton's fatal crash. Pictures courtesy of George Coupe.



would have been 29 in a few months. Dave Peabody witnessed the tragedy and was one of the first to reach the site.⁹ The fatal crash was the first but not the last to occur during the 40 year history of the airport.

- The Airport Grows -

Although Clifford Payton was a pioneer in aviation and the man who created the airport, the enterprise he began by no means ended with his death. By October 1, 1927 Daniel Barrett of Rye, N.Y., who was in the process of buying the property from Schmalig was busy converting the airstrip into an airport as we see in the North Castle Sun of October 7, 1927:

"During the past week three tractors and a large force of men have been

at work leveling another portion of the 65-acre Barrett Airway. Along the Bedford Road a fence has been erected the entire length of the Airway for the purpose of keeping visitors and others off the field while the flying machines are in operation.

"The hangar shipment from Ohio is due to arrive in a few days and when erected about ten planes privately owned by out of town flyers will be housed there.

"The Barrett Airway is becoming widely known throughout the country. Very attractive large board signs have been [placed] in different localities of the county on the leading highways directing its location.

"The Airway is certainly a drawing card for Armonk."

- A Port For Famous Flyers -

The airport, which made its money renting space and giving rides and lessons, soon became quite a sizable one for its time -- impressive enough to attract famous flyers from all over the country, the most noted of whom was Charles Lindbergh who landed in Armonk in August, 1928.

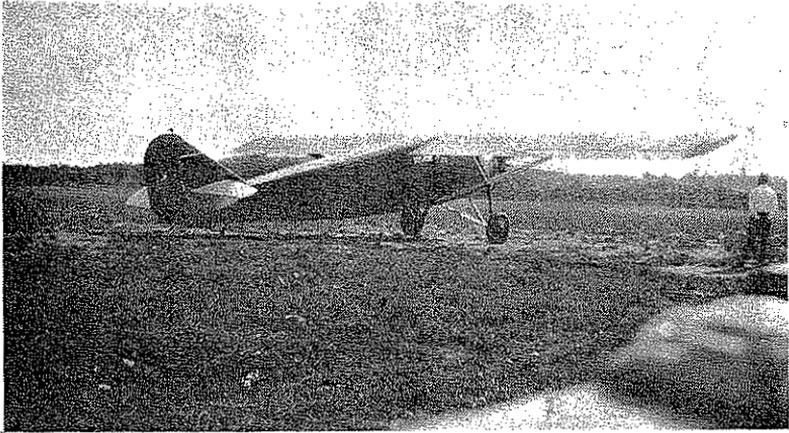
It is said that many other famous personalities, including Eddie Rickenbacker, Howard Hughes and Jean Harlow, trans-Atlantic flyer Clarence Chamberlin, Ruth Nichols, and Col. Patrick J. Hurley, Secretary of War, also landed in Armonk at one time or another.

- Grievances Aired -

Although business was usually quite slow during the week except for an occasional flying lesson, the area came alive on weekends, with private planes taking off and landing, rides, lessons, and various events conjured up to attract the daredevils and fascinate the public. More roadside stands began cropping up along Bedford Road to accommodate the sightseers, and while the money-making enterprise became a livelihood for some residents it became a headache for others. The traffic and noise were bothersome enough, but the tremendous amount of dust churned up by the planes was a constant annoyance to those living in the area. In 1931 about twenty residents brought the Westchester Airport Corporation to court as a public nuisance, the residents and Daniel Barrett squaring off to argue the future of the airport. Barrett's most impressive points in favor of its continuation were its link in the country's airport progress and its location in relation to the Kensico and Croton reservoirs. It was argued that the reservoirs needed protection from possible saboteurs to New York City's water supply. The noted flyer, Clarence Chamberlin, flew into Armonk to appear as a witness for the defense at this trial which was held in White Plains.

Needless to say the airport won the case and although they continued to put oil on the runways to reduce the dust, this did not entirely eliminate the problem nor alleviate the overall annoyance.

In 1932 Barrett put the property up for sale and as Westchester County was looking for an airport site at the time, Armonk was considered a possibility. The Town Board, however, was not interested in rubbing salt into the residents' wounds. The pros and cons went on for years, as they did in other towns that were being considered, Councilman R. Eugene Curry claiming that a County



Charles Lindbergh's plane at Armonk Airport, August 1928. It is said that he stayed overnight and flew out the next day. Picture courtesy of Frances (Mahoney) Bambace.

Charles Lindbergh in Armonk, August 1928. Picture courtesy of Grace MacDonald.



airport would be a "serious detriment" to the district. He felt it unreasonable to eliminate a large tract of land from the Town's assessment rolls and that home development would be seriously impaired, thus depriving North Castle of millions of dollars in needed tax revenue.

Tight money caused by the Great Depression added to the County's delay in deciding on a location, but eventually the problem was solved as will be seen later in this article.

- The Show Goes On.... And On -

Armonk's adventure in aviation continued... and as more and more people bought cars, more and more cars would come -- loaded with tourists anxious to gaze upon the spectacle. On weekends traffic coming into Armonk would sometimes be backed up for miles in all directions as the "human herd" converged on the town, and on one Sunday in May, 1934 the traffic was exceptionally heavy. The North Castle Sun, May 25, 1934:

"With more than 12,000 persons in attendance, a record breaking crowd for Armonk, the first air show of the Westchester Air Pilot's Association¹⁰ was held at the Armonk Airport last Sunday afternoon.

"It was estimated that the show was watched by nearly twice as many persons [than was usual], who gathered on every available promontory for miles around the airport. Thousands of cars jammed highways in this vicinity, and traffic in and near Armonk was at a standstill.

"Business men in the community reported an unprecedented business. Refreshment stands were sold out by nightfall, and those who ran parking spaces were unable to meet the demands of the thousands of motorists who flocked to Armonk for the show.

"The pageant was designed by the Air Pilots Association to arouse interest in aviation throughout the county. The crowds that turned out to witness it more than exceeded the Association's most hopeful expectations."

One cannot help but wonder, how, during that depression period, so many people could afford the luxury of a car and the expense of gas.

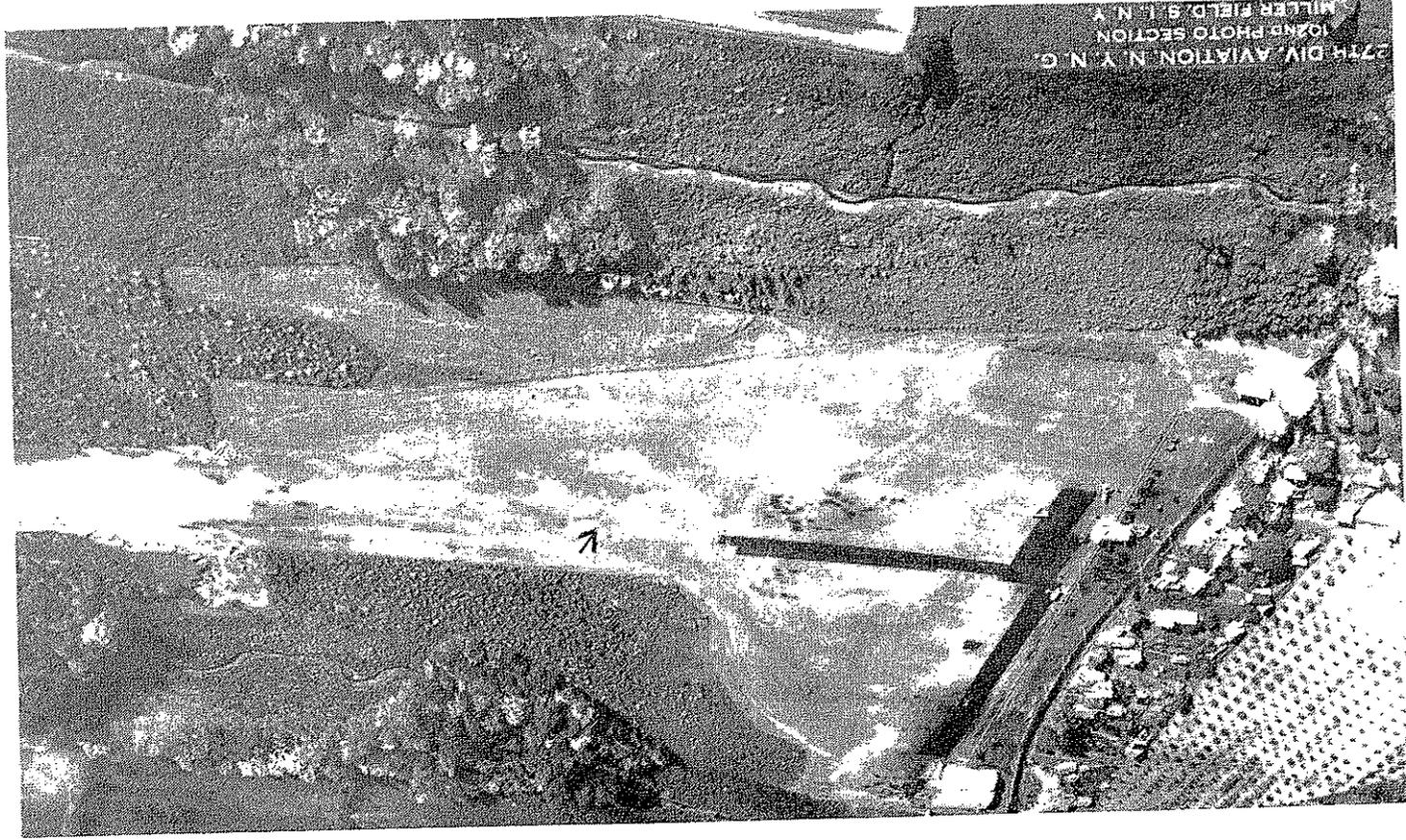
- Popular Attractions -

Professional stunt flying and parachuting were among the most popular attractions at the airport, and to make the jumps more worthwhile for the parachutists, a collection would usually be taken up among the spectators. A large cement circle used as a landing guide for planes was also used as a target by the parachutists, although many of them missed it, some even landing in residents' yards or in trees, at which time the volunteer fire company would come to the rescue.

On one occasion a parachutist plummeted to the ground as we see in the North Castle Sun of July 1, 1937:

"While nearly 2,000 spectators at the Armonk Airport last Sunday afternoon gasped with horror, Waldo Fraser, 32 year old stunt man, made his last parachute leap.

"Stepping out of a monoplane piloted at a height of nearly 2,000 feet by Spencer Leech, head of the airport corporation, Fraser dropped with the speed of a bullet when his parachute failed to open and was dashed to an in-



Armonk Airport probably in the late '30's or early '40's. Arrow points to cement circle. Note the oil on the runways and apple orchard on left, and the Byram River at top and the Wampus River on Bottom of picture. I684 now passes from left to right approximately where the hangars were, and the new Route 22 goes from top to bottom just to the right of the old Route 22. Photo by the 27th Div. Aviation, N.Y. Nat'l Guard, 102 Photo Section, Miller Field, S.I., N.Y.

27TH DIV. AVIATION, N. Y. N. G.
102ND PHOTO SECTION
MILLER FIELD, S. I., N. Y.

stant death in a clump of brush a few hundred yards southeast of the landing field." ... "He was employed during the week as a parachute packer by Crane's Parachute Service at Roosevelt Field, Long Island, and made his home at Westbury, L.I."

According to the paper Fraser had been making parachute jumps on Sundays for two years and was considered to be an expert jumper.

Plane rides were very profitable. Tickets were sold at a booth, or local youngsters were paid to wander through the crowds to sell them. Most of the planes belonged to or were leased by the airport owners or leasers who hired pilots to take customers over the area on short flights.¹¹

- The Crashes -

Although there were many crashes at and around the airport, surprisingly few were fatal, considering the amount and type of flying that was logged over the years. Unfortunately no records could be found and many early North Castle newspapers are missing, but those newspaper articles that were found and residents' memories indicate that the fatal crashes included one in 1929 when pilot Joe Cagnani and two others were killed in the Sterling Ridge area on the Connecticut border, and another in 1938 when four were killed when a plane flown by Dave Houghton crashed and burned near where the I.B.M. driveway is today. (Other fatal crashes in the area were out of another airport.)

Residents recall many daredevil stunts such as standing on the wings of planes, flying under the Rye Lake Bridge (at Kensico) which was even smaller than it is today, and buzzing area landmarks -- stunts that would be against all rules of flying today.

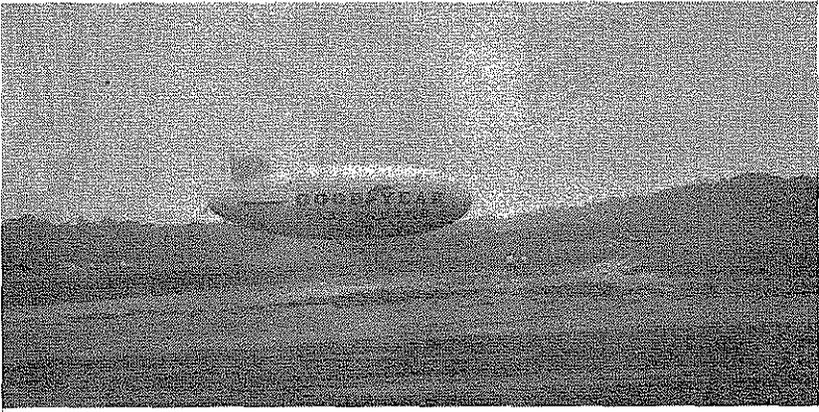
The many non-fatal crashes included a mid-air collision in 1932, and in 1936 Councilman Walter Wohlfeil narrowly escaped death when a plane that was crashing passed about ten feet above his car. No one was seriously injured, but the incident reminded Wohlfeil of his friend Clifford Payton and the fatal crash that he had witnessed nine years before while waiting for Payton to go fishing with him.

It is interesting to note that, with all of this activity, in May, 1937 a herd of deer was seen grazing on the airport property, making their home in the brush nearby, unperturbed by the planes.

- Other Eventful Moments -

In 1938 the airport was host to the Goodyear Blimp, the "Enterprise," which stayed for 15 days to give rides and promote Goodyear tires. That same year Edgar P. Huestis of Armonk was awarded a certificate from James A. Farley, Postmaster General. This was in recognition of his service on May 19, 1938 by participating in the "National Air Mail Week campaign to commemorate the twentieth anniversary of the inauguration of scheduled air mail service by flying a planeload of air mail on a flight sponsored by Town Council of North Castle, N.Y. from Armonk, N.Y. to Floyd Bennett Field, New York."

In 1939 calcium chloride, commonly used on roadways, was spread on the runways to help keep the dust down, and in 1941 three Armonk pilots dismantled and shipped their airplanes to Africa to do ambulance work for General Charles DeGaulle's free French forces.



The Goodyear blimp the "Enterprise" in Armonk, 1938. Picture courtesy of Piers Curry.



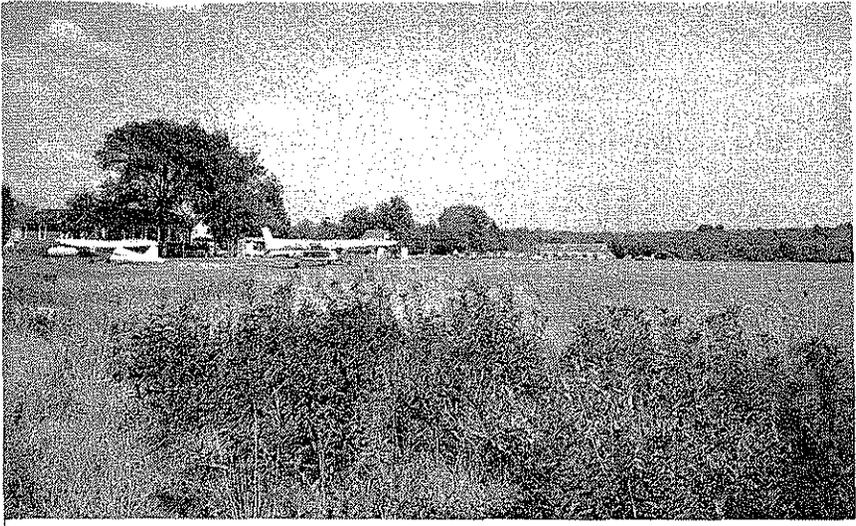
This picture shows the Bedford Road area just before the highways went through. Notice the hangars on the right. The houses on the left were raised for the highways. Picture taken by Constantino Filardi in 1965.

- A Reprieve -

World War II brought a quiet to Armonk that it hadn't had in years. The Department of Commerce closed civilian airports to civilian flying for national defense purposes for the duration of the war. The Armonk Airport, in conjunction with the Somers Airport, housed Squadron 211-3 of the U.S. Army Civil Air Patrol.

After the war the airport resumed its activities in a limited way -- almost as though warfare had been enough excitement for one generation.

Gone were the parachute jumps and performances of air acrobatics that had thrilled spectators of all ages for more than a decade. Although the plane rides remained for a time the airport had seen its day and by the mid-1950's the era was coming to a close. The most excitement at the airport during this



Armonk Airport, 1965. Former operations office can be seen on left, hangars center rear.
Photo by Constantino Filardi.

period was the annual carnival held next to the old St. Patrick's Roman Catholic Church by the Armonk Independent Fire Co., and occasionally traveling circuses would pitch their tents on the airport property.

- The Final Curtain -

Although some private planes still used the facility until the highways went through in the late 1960's, another, more sophisticated airport had entered the scene.

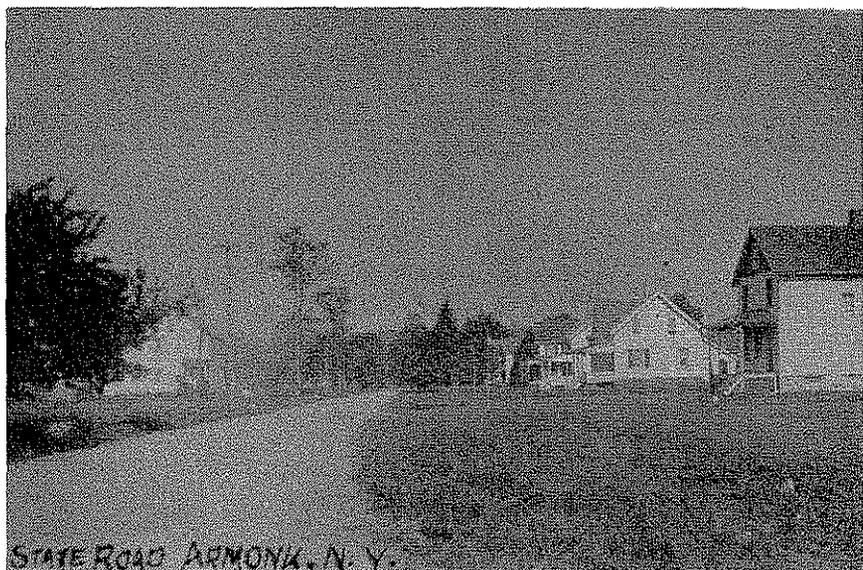
In the early 1940's Westchester County had purchased a large tract of land just south of Armonk for the purpose of establishing an airport. In the beginning only small private planes used the Westchester County Airport. Today it is sizeable enough to accommodate the Air National Guard, the Civil Air Patrol, corporation jets, private planes, a jet airline service, and has hosted presidential jet Air Force One.

...But the airport that still echoes with the laughter and tears of another time is the one that remains etched in the minds and hearts of those who were associated with its thrills and tragedies -- that dynamic little country airport that made Armonk famous!



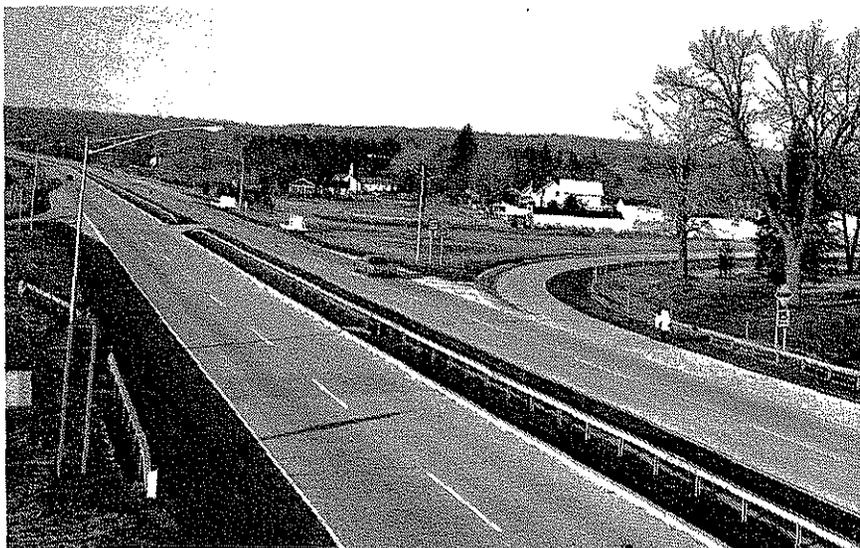
*Like a storm that gathers momentum
Until it has reached its peak
Then fades away
Into a distant rumble
That echoes through the valley
Imploring us not to forget
That it passed this way
In all its glory.*

B.S.M.



This postcard picture of Bedford Road at the Flat was taken by Sellick around 1910. The farmhouse on the left is just about where the operations office would later be (now French's Salvage Store). The front part of the picture is approximately where the deadend is today. From a collection of postcards donated to the Society by Agnes Smith.

A comparison picture: Looking down from the bridge on I684 just about where the hangars were, showing where Bedford Road ended after the highways went through. The new Route 22 goes through where the front part of the airport was. The operation's office (now French's Salvage Store) can be seen in the center with the old church behind it. Picture taken by Constantino Filardi in 1968.



FOOTNOTES:

1. Part of the airport property is still undeveloped but is unrecognizable as a former airport. A large cement circle used as a landing guide and target for parachutists is still located in this area. (Author's note: An ideal place for a monument!)
2. Bedford Road (Route 22) was at one time called the Berkshire Trail because it was the road that went to the Berkshire Mountains in Massachusetts. Niles S. Hopkins, local resident, judge and real estate agent (father of our present distinguished citizens Judge James Hopkins and Marguerite Hopkins Lewis), called North Castle "The Gateway to the Berkshires."
3. The buildings along Bedford Road included on the airport side: St. Patrick's Roman Catholic Church built in 1924 (now a real estate firm), a custard stand (gone for many years -- a new office building now occupies the site), the airport operations office (later the Armonk Diner, various businesses and now French's Salvage Store), and further down the hangars. On the opposite side starting across from the old church were homes, a string of refreshment stands and taverns, more homes and taverns, a vegetable stand, a blacksmith shop, homes and hot dog stands (one with a small zoo in the back). Some of these were: the Take-Off Tavern, the Veteran's Stop, Tice's, Ray's. Behind that side of the street was a large apple orchard, one of many in Armonk (for this was apple country).
4. Frederick Schmalig of Greenwich was the husband of Hettie Webster. The Websters and later the Schmalings were well-known Armonk families who had substantial holdings here. The Log Cabin (see footnote 5) and connected Brookside Farm (which became the Log Cabin Farm in 1923) were family businesses. The future airport property (about 72 acres), was purchased by Schmalig in 1907 from the estate of James Hopkins, for \$17,250.00.
5. The Log Cabin, built by Frank D. Webster (Frederick Schmalig's brother-in-law) on land that was part of his father's farm, was located on Route 22 in the village of Armonk almost opposite today's Armonk Garage. (An engineering firm is presently on the site.) It was a famous roadside stand, restaurant and nightclub where for many years famous bands and entertainers performed.

Frank Webster's nephew, Webster Schmalig, managed the Log Cabin. He was very interested in aviation and was a flyer himself. He was a WWI veteran having served in the aviation division as a motor expert. At one time Webster Schmalig built a plane at the Log Cabin and moved it over to the airport where it had its maiden flight. (Years later he taught cadets for the U.S. Government in Ohio.)

The Log Cabin burned to the ground in December, 1965.
6. Clifford Knowlton Payton was born August 5, 1899, the son of Thomas and Sarah Knowlton Peyton (b.7/16/1864--d.2/22/1909). Although the family name was spelled with an "e" Payton used the "a". On his headstone, however, it is spelled Peyton. He and his sister, Hannah (Dottie), were raised until their mother's death in a house situated on the Armonk-Mt.Kisco Rd. (Route 128) in Mt. Kisco where their father was the Superintendent on a large estate. After their mother's death he and his sister lived with their grandfather, Ingersoll F. Knowlton of Armonk.

Payton married Josephine Mignotte of Southwick, Mass. (near Springfield) and they lived in New London, Conn. where he was a locomotive engineer (fireman). Prior to moving to Armonk they made their home in the Stanwich area of Greenwich where he managed a large farm owned by his grandfather Knowlton. Payton, his wife and daughter, Irene, left the farm and moved to Armonk in November 1924. First they rented on Old Mt. Kisco Road, then built a house on Cox Avenue (presently the home of Mr. and Mrs. Thomas McGrath). A son, Clifford, was born in Armonk.

Grandfather Knowlton (b. 12/7/1840-d.11/22/1929) was a very prominent resident of Armonk. He was a Navy veteran of the Civil War being an officer under Admiral Farragut, and received a gold sword for bravery from the U.S. Congress. At one time he owned Sands' (Wright's) Mills in Armonk. He was interested in aviation and at the age of 84 flew with his grandson.
7. Curtiss "Jenny" (JN4D2) biplanes were surplus World War I training planes. Accord-

ing to his wife Payton had never been in a plane before 1924 and he bought the "Jenny" in 1925 at Curtiss Field in Mineola, Long Island after a friend, Stewart Chadwick, taught him to fly.

8. Harry Williams owned and operated the Westchester Garage on Main Street (where the florist is today). He, William J. Taylor and Harry Jackson started the Armonk Independent Fire Co. in 1930 (see "Three Men and a Fire," in the 1976 issue of this publication)
9. Peabody and Treadwell were friends of Payton's. Peabody had recently purchased the Waco and Payton borrowed it to take Treadwell up. It is said that the plane, though operable, had a damaged and patched wing. *Why, then, would Payton take a chance on stunt flying in it?* Prior to Peabody the plane belonged to Eleanor Smith, one of the first female pilots who had performed many famous exploits in it.
10. One of several flying clubs organized in Westchester over the years.
11. Title to the airport property (or parts thereof) was changed many times over the the years. Besides Daniel Barrett it was owned by various airport and holding corporations until it was purchased by Edward Lashins in 1955. Since the highways went through Mr. Lashins has been selling parcels to businesses. There were many airport managers and leasers over the years, most of whom were flyers. To name a few: Arents (who owned the airport at one time), Leech, Jones, Fingar, King, Matteson.

ACKNOWLEDGEMENTS:

After many interviews and many hours of in-depth research the author would like to thank the following for their time and recollections in helping to make this article possible: Ray Johnson for his recollections and special interest in the airport which kept it from being forgotten; Leonard See (recently deceased) who was a friend of Payton's and often flew with him; Hannah (Dottie) Peyton (Clifford Payton's sister who is now a special friend; Mrs. Russell Carpenter of Florida (formerly the wife of Clifford Payton); Sue and Erling (Bumpy) Taylor; Nellie and Willis Robbins; Frances (Mahoney) Bambace; Goldie Mahoney; Charlie Wago; Goldie Hergenhan; Ken Abrams; Mrs. David Peabody of Greenwich. Also, for their help in looking through old newspapers: Lew Massi, the author's husband, and Ida Beckerman. The author apologizes if anyone has been overlooked, and to those who were not interviewed because they were unavailable at the time of writing.

REFERENCES:

The North Castle Sun and the North Castle Monitor at the North Castle Library, The Daily Recorder at the White Plains Library, the Northern Westchester Times at the Reporter Dispatch office in Mt. Kisco, Westchester County Land Records office, and the records of the Town Clerk, Town of North Castle and Town of Greenwich, and Fairview Cemetery, Chappaqua, N.Y.

The pictures accompanying this article plus several other related pictures have been copied by Lindsay (Pete) Welling for The North Castle Historical Society. They may be viewed on request.

The pictures used in "Armonk's Adventure in Aviation" plus several other related pictures have been copied by Lindsay (Pete) Welling for The North Castle Historical Society. They may be viewed on request.

The Society would like to take this opportunity to thank those who loaned the pictures. Their cooperation is very much appreciated.

The Society welcomes any pictures of North Castle's people, places, and events. Pictures loaned are copied by Pete and the original (plus a copy, if requested) returned to the owner. Occasionally, a picture can lead to a story, such as "Faces From the Past." (See page 29.)

— THE INDIANS OF NORTH CASTLE —
— OUR NATIVE AMERICANS —

by Doris Finch Watson



- First Descriptions of the Indians -

Early in the sixteenth century, as the Late Woodland Period turned to the Historic Period in the Indian culture sequence, white men arriving at these shores from Europe observed and recorded their appraisals of the Indians as the two groups first met.

Giovanni da Verrazano, who entered New York harbor in 1524, wrote that he saw "*Indians rowing thirty of their small boats.*" Verrazano wrote in detail of two Indians who came to his ship, saying they were "*more beautiful in form and stature than can possibly be described; one was about forty years old, the other about twenty four, and they were dressed in the following manner: The oldest had a deer's skin around his body, artificially wrought in figures [painted], his head was without covering, his hair was tied back in various knots; around his neck he wore a large chain [necklace] ornamented with many stones of different colors. They exceed us in size ... their faces are sharp, their hair long and black, upon the adorning of which they bestow great pains; their eyes are black and sharp, their expression mild and pleasant.*"¹

- Early Indians of the North Castle Area -

After detailed study, archeologists have found that prior to the arrival of Europeans and the beginning of recorded history, the Indian inhabitants of this general area had undergone a transition from small nomadic or seminomadic bands of food-gatherers to larger and more or less sedentary village bands of pottery-making agriculturists.²

Supplementing the recorded observations of early explorers are the findings of archeological investigations. Articles of iron and brass unearthed in coastal regions along Long Island Sound and inland across North Castle, signalized unmistakably the dawn of Indian and white contact in the forefront of the seventeenth century.

- Organizational Structure -

As nearly as can be judged from the fragmentary and confusing early records, the Algonkian-speaking groups of our area were loosely organized into confederacies, each under the leadership of one strong band.³ Indians of our North Castle area belonged to the Wappinger Confederacy and were part of the eastern division of the great Algonkian-speaking group, once the most widely distributed linguistic family in North America. Of the several tribes belonging to the Wappinger Confederacy, the Siwanoys were the Indians of the North Castle area. (Perhaps some Sint-Sinks of the Ossining area may have roamed into the section of North Castle which is present day New Castle.)

Although Indian deeds prove the occupancy of the Siwanoy in the North Castle area, it is interesting to note that some historians have placed the Tankitekes here, probably best explained by Historian Scharf when he speaks of the

Tankitekes saying, "these were said by Tienhoven⁴ in 1651, to have extended east to the Sound, but this being in conflict with deLaet's⁵ account of 1624, is believed to be an error."⁶ Historian Bolton calls John deLaet "the earliest and most trustworthy authority on New Netherland history."

In addition, another recognized source agrees that this was Siwanoy country: E. M. Ruttenber, the Indian authority, in describing the territories of the Siwanoy, says, "and there are grounds for supposing that the tract known as the Toquams [which included North Castle land] assigned to the Tankitekes was part of the Siwanoy dominions."⁷

The Siwanoy (sometimes written Sewanoes in early days) comprised one of the largest subdivisions of the Wappinger Confederacy. Siwanoy territory covered the area along the Long Island Sound from Norwalk and its Islands eastward to an area near Hellgate and inland to the valley of the Bronx River across North Castle, New Castle, Bedford, Pound Ridge and Stamford.

The Siwanoy had the "Enchanted Wolf" as their totem (emblem).⁸ Each tribe had a sachem (chief) at the head, and the sachemship of the most powerful prevailed as the supreme source of authority over the others.⁹

- Life Styles, Food, and Implements -

The early accounts of Verrazano, written in 1524, speak of the Indians as follows: "We judge them to be very affectionate and charitable towards their relations, making loud lamentations in their adversity and in their misery calling to mind all their good fortune. At their departure out of life their relations mutually join in weeping, mingled with singing for a long while."¹⁰

Regarding marriage, Adrian Van der Donck wrote, "Great and powerful chiefs frequently have two, three or four wives, of the neatest and handsomest of women, who live together without variance."¹¹ Other men of the tribe generally married one wife, and great affection prevailed for all the children.

The women sowed and harvested the crops of maize (corn), beans and squash. The corn was crushed by mortar and pestle or other stone devices and the course flour was baked or boiled in their cooking pots. The women prepared, dried and stored their crops for cold winters. They collected wild berries and other wild plant foods.

The Siwanoy were peaceful natives, and the men hunted for deer, bear, turkey, waterfowl and assorted other animals to supply meat for their families. Hunting as well as fighting weapons comprised the bow with arrows, the club and the spear. The North Castle hills, with their thick mantle of forest, looked down on the sparkling fresh-water ponds and streams where the Indians found a variety of fish, snakes and frogs. We know, too, that they carried clams, oysters and assorted shellfish from Long Island Sound, for shells from the salt water were found in great abundance at their various campsites.

- Houses and Shelters -

Usually located near the mouth of a stream or along coastal areas, the Indians' main dwellings were made of arched-poles and bark. In 1679 two Dutch travelers, Dankers and Sluyter, wrote about the Indians saying they found ... "twenty-two persons living in a low and long house, about sixty feet long and fourteen or fifteen feet wide. The bottom was earth, the sides and roof were

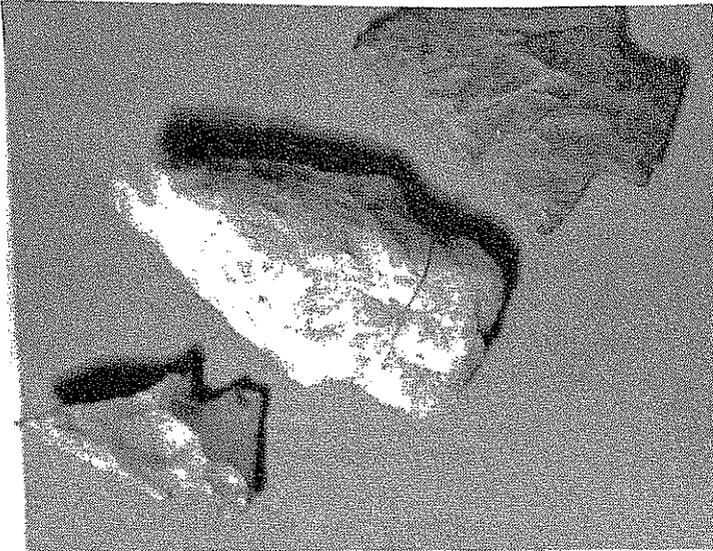


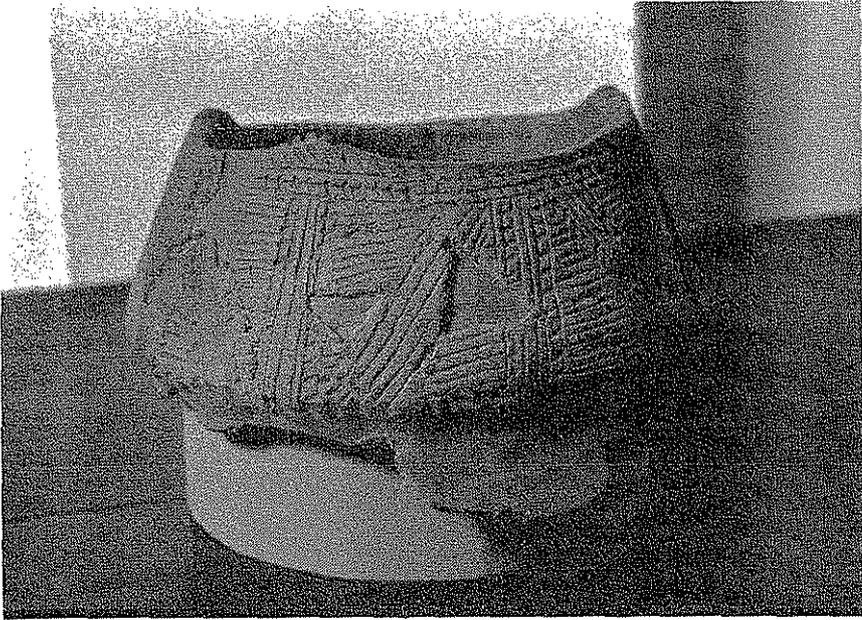
Pieces of an English white clay trade pipe showing the hallmark of T. Grant on the bowl. Found in the upper layer of earth at Finch's Rock House, it proves the arrival of the white man, and Indian contact with him. Welling photo.

Bottom left: Arrow point dug in Banksville near the headwaters of the eastern branch of the Mianus River, on loan from Doris Finch Watson. Welling photo.

Center: Spear point found during dig in lower level of Finch's Rock House - perhaps Early Woodland Period. Loaned by the American Museum of Natural History. Welling photo.

Upper right: Broad arrow point, one of many found in Banksville at Troy's Garden Nurseries. Loaned by John H. Troy, II. Welling photo.





Note the design of this pot rim which was reconstructed from fragments found about twenty feet from Finch's Rock House. On loan from the American Museum of Natural History. Welling photo.

Siwanoy Indian Mortar and Pestle of stone. Found near the Stamford line, it was used to grind corn, berries and other foods. On loan from the Bruce Museum, Greenwich, Conn. Welling photo.



made of reed and bark of Chestnut trees; the columns were tree limbs stuck in the ground, and all fastened together. The top of the roof was open about half a foot wide to let smoke escape, in place of a chimney..."¹²

Some of Henry Hudson's men, on going ashore in 1609 at an Indian village on the banks of the Hudson, reported seeing Indians in "a house well constructed of Oak bark and circular in shape, so that it had the appearance of being built with an arched roof."¹³

Thus we have early descriptions for the longhouse and the dome-shaped wigwam used in this area. The centrally located fires supplied the cooking source, and in winter the Indians slept on their mats with their feet toward the heat.

A third type of dwelling was the rock house, or cave, also used by the North Castle Indians. Finch's Rock House is the best known, and is located east of Bedford Road in Armonk, in what is presently called Windmill Farms. The Finch Family owned large parcels of land¹⁴ and the cave on their property was therefore called Finch's Rock House and continues to carry that name.

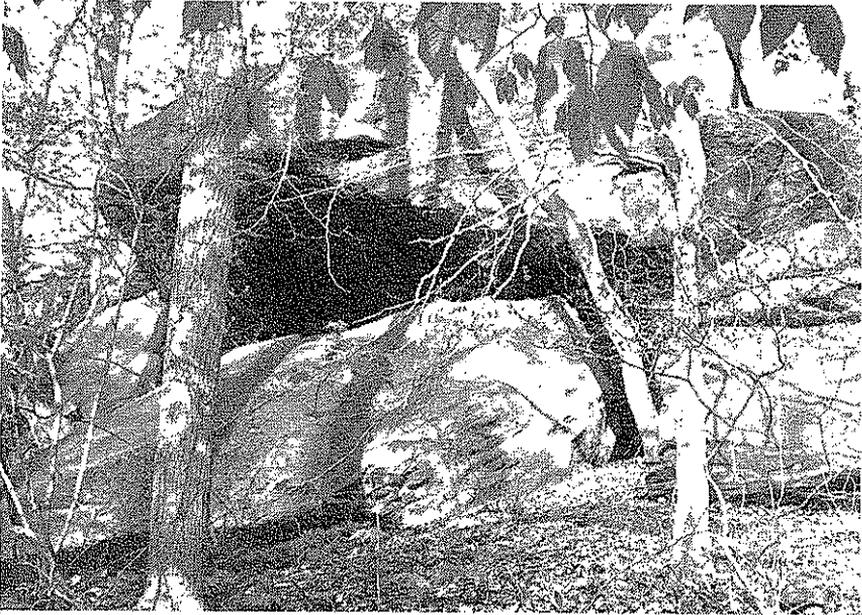
In 1900-1901 The American Museum of Natural History sent Mr. M. R. Harrington to Armonk for the purpose of exploration of North Castle's various caves. Mr. J. Howard Quinby of Armonk, who had for many years collected Indian artifacts across North Castle, acted as the guide and assistant to Mr. Harrington. The caves, which range across the township, yielded layers of treasures during explorative excavations, and many fine Indian pieces and much information were gathered.

For example, it was proven that Finch's Rock House served as Indian housing in two distinct periods. The bottom layer (the last layer dug) of the cave produced very fine arrow points, but the stone tools were crude and there was no pottery. The inhabitants had reached the ground ax and notched banner stone stage, however. Shells of many clams, oysters and scallops from Long Island Sound were found. With them were found well-worn scrapers and battered hammerstones, proving hard work. These implements probably were left from a segment of the Early Woodland Period or before, and their owners never saw the white man. These Indians lived and died -- and the Rock House was empty.

We do not know how long that period of emptiness lasted at the Rock House, but a thick layer of yellowish sand, varying in thickness and containing no relics, covered all evidence of previous use. The sand was the second or middle layer.

Harrington and Quinby had set aside items they found in the top layer (above the sandy middle layer), and these proved that later Indians dwelled there, just as in earlier times. But these Indians had pottery, well made and decorated.

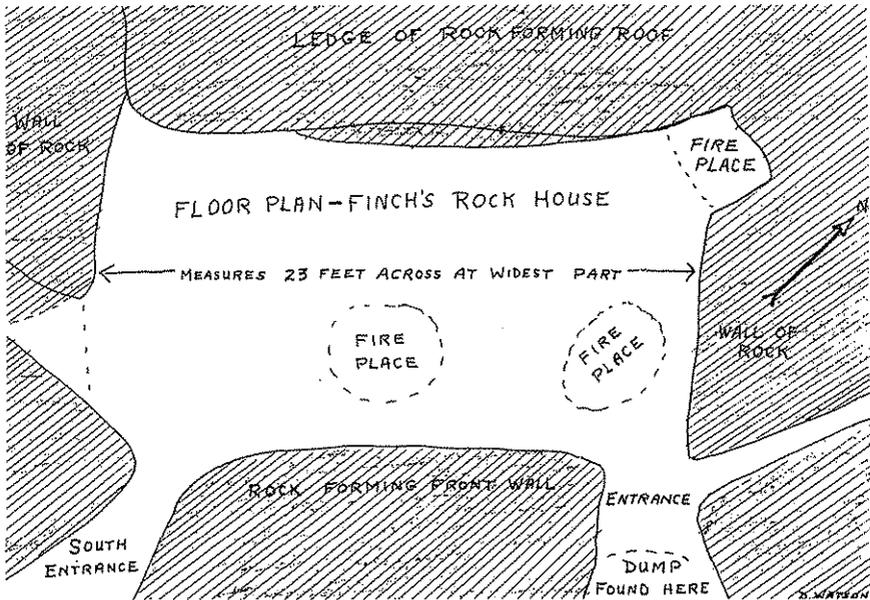
The findings proved that life in the cave began again -- the deer was still hunted and its bones were there; the shells of oysters and other shellfish brought from Long Island Sound were found -- just as in the earlier period. But the white man had come -- for with the Indian pieces were fragments of English clay trade pipes.¹⁵ Thus we know that this second group of Indians lived in



View of Finch's Rock House in early morning. Note leaning tree which partially hides the right entrance. Welling photo.

Interior view of Finch's Rock House, showing early morning light streaming in the east entrance. Evidence proved that the area in the left-hand corner of the photo was used by the Indians for a fireplace (see floor plan). Welling photo.





This floor plan of Finch's Rock House, drawn by the author, shows the two entrances and the areas where remains of fires were found during the dig of 1900-01 by Mr. Harrington. Note that the dump was just outside the entrance, indicating the Indians merely "brushed" garbage out of their way.

what is referred to as the Historic Period of the culture sequence which had its inception about 1600.

The Indians obviously regarded this Rock House as a choice location: It was large, measuring twenty-three feet long,¹⁶ ten feet wide and eleven feet high; it had a back and a front entrance; it had fresh drinking water nearby in a small pond; its location was hidden from passersby, and it was only a short distance to the western branch of the Mianus River.

Some other caves used as Indian shelters included: Nebo Rock, located west of Armonk, Helicker's Cave and Little Helicker's Cave, behind the present bowling alley, and Quartz Quarry Rock Shelter in Middle Patent, north of Banksville. These were all examined by Harrington and Quinby and the artifacts gathered, listed and taken to the American Museum of Natural History in New York City to be catalogued and preserved.

- Deeds to the White Man -

On July 1, 1640 Captain Nathaniel Turner, in behalf of the New Haven Colony, bought from Ponus, sagamore of Toquams, and Wascussue, sagamore of Shippan, lands running eight miles along Long Island Sound and extending sixteen miles into the northwestern wilderness, and was called "The Toquams." It included, in Connecticut, the present town of Stamford as well as Darian and New Canaan and parts of Bedford and Greenwich, and, in Westchester County the towns of Pound Ridge, Bedford and North Castle, either in whole or in part ... thus we know that the sections bordering on Connecticut were first

bought from the Indians not under Dutch but under English auspices.¹⁷

There was great confusion regarding various lands sold by Indian deeds. The Indians believed that the land and rivers were sacred treasures to be used -- they did not understand the term "sold" in the same way as the white man used the word. When the Indians "sold" an area of land, they were granting rights to use it. When they observed it to be unused or unsettled they "sold" it over again. This accounted for multiple claims and confusion as to boundry lines and ownership of land covered by the Indian deeds. This was the case with the Nathaniel Turner deed just described.

To eliminate misunderstandings, in 1655 Turner's bargain of 1640 was reaffirmed by a new deed from the Indians covering the same area as the original deed.¹⁸

Shonnard and Spooner in their History of Westchester County, say, "*There was a second English purchase from the Indians in 1640, which constructively may have included some parts of Westchester County ... Indians of Norwalk agreed to convey to Daniel Patrick of Greenwich all the lands on the west side of Norwake (Norwalk) River as far up in the country as an Indian can go in a day, from sun rising to sun settinge, the consideration being two fathoms wampum, three hatchets, three bows, six glasses, twelve tobacco pipes, three knives, tenn drills, and tenn needles.*"¹⁹

The above description points out another problem with Indian deeds: lack of specifics, for many factors might determine how far an Indian could go in a day. Also it points out those items belonging to the white man which were prized by the Indians of that period.

North Castle's eastern river, the Mianus, was named for the ranking sachem, or high chief, of the Siwanoy Tribe, Myn Mayano.²⁰ Sachem Mayano watched as four of his lesser sachems gathered at the shore of Old Greenwich on July 18, 1640 to deed land over to the white man. The land, bounded by rivers, was roughly that between the Stamford line and the Riverside line and included Monakewago, which the new purchasers called Elizabeth Neck (later called Tod's Point and today Greenwich Point, a town beach). The land was purchased by Robert and Elizabeth Feaks and Daniel Patrick for twenty-five coats, and they had no conception of the mammoth prize for which they had bartered, for the land extended to the north limitlessly by Indian standards.

In his book, E.M. Rutenber says that Pathunck was a Siwanoy Indian.²¹ An Indian deed of 1694 selling North Castle land west of the Byram River and including what is now New Castle, known as Wampus's Land, was signed by Pathunck. Other signers included Sachems Wampus and Coharnith (Coharnus). It is very interesting to note that signatories of this deed included women of the tribe, for after Pathunck and Coharnus came "Betty Pathunk, Willro Coharnus's wife, Wacapo X her mark, Wampus, Indian O his mark, Cornelius S his mark, Roe Roe L his mark."²²

In 1705 Pathunck signed another deed, along with his son, Wapeto Patthunk, Jr., and Panridge, deeding to John Clapp land north of Rye Pond and including Cranberry Pond.²³

Siwanoy Sachem Cokenseko sold land to the white man in the area later

known as Kensico Village (now under Kensico Reservoir). So here are other ties and added proof of our Siwanoy heritage.

Indian camps, strongholds and hunting and fishing areas dotted North Castle. They included: the Siwanoy camp north of Rye Pond -- the Indian "Fort" or "North Castle" on the present IBM hill -- the camp site of Wampus at the pond that bears his name -- the several Rock Houses across the township -- in the western part, the lands of Cokenseko where Kensico Village was -- and in the eastern section the Mianus River, named for Sachem Mayano.

- Troubled Times -

During the years after 1640 troubles between the Dutch at New Netherlands and the Indians grew rapidly. Some of the horrors were described by an eyewitness in O'Callaghan's History of the New Netherlands: "*Eighty Indians were slaughtered at one point, thirty at another some came running having both hands cut off...*" The Indians retaliated, but the Dutch reinforcements drove them back up the coast of the Sound to their Village of Petaquapaen.²⁴

Historians disagree on the location of Petaquapaen, also spelled Petuquapaen. The Historical Society of the Town of Greenwich in their numerous publications, including Before and After 1776, locates the site of Petuquapaen, the main Siwanoy village, just north of Cos Cob, Connecticut,²⁵ not far from the Mianus River. Historian Bolton calls the village Nanichiestawack and locates it near Bedford, New York²⁶ but notes "*some say the village of Petuquepaen.*" Shonnard and Spooner refer to Bolton's description and add "*the picturesque Mianus River flows by the scene.*"²⁷ One thing is certain! Whether the village was Nanichiestawack or Petuquepaen, it was located near the Mianus River, named for the mighty Sachem of the Siwanoy, for the Mianus flows in a southward path from its turning point in Bedford, New York to Cos Cob, Connecticut where it empties into the Long Island Sound.

Tension continued to mount between the whites and the Indians. By September 1643 the Indians were uncontrollable as they sought revenge. They directed a raid on the dwelling of Anne Hutchinson, who had been driven out of New England by the Puritans and had settled near Pelham, New York. She was killed along with her daughter, son-in-law and several others.

During this explosive period, Captain Daniel Patrick (one of the 1640 Greenwich purchasers) was set upon by his former friend, Sachem Mayano. Several historians have recorded that Mayano attacked Patrick and two friends, killing one and injuring the second before Patrick fired his gun and killed Mayano at point-blank range.

- The End Draws Near -

In February 1644 Captain John Underhill was made commander of an attack force sent by boat on orders of William Keift, Governor-General of the New Netherlands, to destroy the Siwanoy Indians at Petuquapaen or Nanichiestawack. One hundred thirty men on three ships landed with Underhill at Greenwich Point and marched northward toward the Mianus River. Crossing it, they charged forward through the snow all day until they heard the Indian voices chanting in the village. After resting, they went on until the village was visible in the moonlight. Shots rang out, killing many Indians. They tried to

fight back, but Underhill ordered the torches lighted and tossed into the dry bark of their huts which were arranged in three rows. Those who tried to run out were met by musket fire and were killed or driven back inside. The flames reached skyward. Finally ashes and a deathly silence were all that remained. Nearly seven hundred Siwanoy men, women and children died that night. It was said that eight men escaped, three of them badly wounded. Historians Shonnard and Spooner wrote, "*This battle, if battle it may be called, was by far the most sanguinary ever fought on Westchester soil.*"²⁸ The trouble with the Indians was over.²⁹

As pressures increased, the Indians of other tribes moved inland. By the very early 1700's the last Indian deeds were signed, and we hear nothing more of the aboriginal proprietors of North Castle. Some crossed the Hudson River and joined the Delawares, some went further west and some went north. A few descendants stayed in the general area, for there are Revolutionary War records showing their services both as scouts and as members of fighting troops.

- Lest We Forget -

Our legacy from the Indians of North Castle included their wooded hills, their fertile valleys, their crystal-clear lakes and streams. We inherited, too, their place names and their chief's names. Sachem Wampus gave his name to Wampus Pond and Brook; Sachem Mayano's name lives on in the Mianus Gorge and the Mianus River; from Sachem Cokenseko comes the name Kensico Village, now beneath Kensico Reservoir; Cohamong became Coman, as in Coman Hill School, and variations of Armonck (the Indian name for the Byram River) undoubtedly gave us Armonk. We inherited treasures which have been found in caves and dug from the ground across our township: arrow points, hammers, axes, mortars and pestiles, shells and scrapers ... the cultural remnants of a mighty people.

As we glance toward the hills and streams of our present township, perhaps we should pause a moment to remember those who lived here first, the "Indians of North Castle -- Our Native Americans."

NOTES:

1. William A. Ritchie, Indian History of New York State - Part III - The Algonkian Tribes, Albany, N.Y., New York State Museum and Science Service, N.D., p. 10.
2. Ibid. p. 8.
3. Ibid. p. 9.
4. Cornelis van Tienhoven was Secretary of the Province of New Netherlands in the period 1650, and his accounts were translated from the original Dutch by E. B. O'Callaghan.
5. John de Laet wrote of his observations of the Indians in 1624 in Dutch and translations were done by George Folsom in 1841, published in The New York Historical Society Collections, Second Series, Vol. I.
6. J. Thomas Scharf, A.M., LL.D., History of Westchester County, N.Y., 2 Vols., Vol. 1, Philadelphia, Pa., 1886, L. E. Preston & Co., p. 34.
7. E.M. Ruttenger, History of the Indian Tribes of Hudson River, Albany, N.Y., J. Munsell, 1872, p. 50.

8. Ibid.
9. William A. Ritchie, p. 17.
10. Ibid., p. 21.
11. Frederick Shonnard and W. W. Spooner, History of Westchester County, New York, The New York History Company, 1900, p. 38.
12. William A. Ritchie, p. 13.
13. Ibid.
14. The Finch holdings included land on the east side of the road which was known as the New York–Danbury Post Road (now Route 22) starting opposite Tripp Lane, northward into Windmill Farm and also along Sniffin Road. Included were several houses and a general store. By the 1840's and 1850's Hiram Finch was operating stage routes, including one to Port Chester, to meet the trains. After the North Castle Post Office closed at Smith's Tavern, it was moved to Hiram Finch's store.
15. E. M. Harrington, Anthropological Papers, American Museum of Natural History, Vol. III, New York, 1901, pp. 125-138.
16. The length of Finch's Rock House was reported in error as "32 feet long" in an article entitled "The Caves of North Castle" in North Castle History, Vol. 2, No. 1, Spring 1975. The correct length was confirmed in a trip to the cave on May 8, 1979.
17. Shonnard and Spooner pp. 86-87.
18. Ibid., p. 87.
19. Ibid.
20. Other spellings of Sachem Mayano's name are found in various early records as Mianos, Mahamess, Mahanus, Mahannes, Mahanos, Maharness, and apparently was spelled by the writer as he thought it sounded, just as with many early names. His first name appears as Mayn as well as Myn.
21. Ruttener, p. 82.
22. Robert Bolton, The History of the Several Towns, Manors, and Patents of the County of Westchester from the First Settlement to the Present Time, Edited by C. W. Bolton, 2 Vols., New York, 1881, p. 703.
23. Ibid., p. 702.
24. Daniel Knapp, Muskets and Mansions - The Greenwich Story, Greenwich, Conn., Fairview Printers, 1966, p. 19.
25. Elizabeth W. Clark, Editor, Before and After 1776, New York, Young Offset Co., 1976, p. 3.
26. Bolton, p. 7 (and see his footnote).
27. Shonnard and Spooner, p. 101.
28. Ibid.
29. Perhaps these questions should be asked as we read of the massacre:

Could Nanichiestowack and Petuquepaen possibly have been the same place (as some historians have ventured) or were they far apart on the upper and lower segments of the Mianus River? Many sources place Nanichiestowack near Bedford on the Mianus and Petuquepaen in Cos Cob not far from the Mianus where it reaches Long Island Sound. Records indicate that Underhill's men arrived at Greenwich Point (now part of Old Greenwich) during a howling February snow storm, and they waited until the following morning to set out, marching all day through the deep snow, arriving near the Indian village at eight that evening. It could easily take that long to reach the Bedford site, but could it possibly take that long to reach Cos Cob from Greenwich Point ... or were they lost in their route? Had those of Petuquepaen in Cos Cob left to join their friends at Nanichiestowack on the banks of the Mianus near Bedford for protection or for a celebration? If the great massacre took place at Nanichiestowack did Underhill and his men, after crossing the Mianus as recorded,

march in North Castle on the West bank of the Mianus River to reach the Bedford site? Perhaps more research will uncover additional facts in the years to come.

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ACKNOWLEDGEMENTS:

A special "thank you" must go to Pete Welling, who met the author at eight in the morning to tramp into the woods to take his marvelous photos of Finch's Rock House. Mr. Welling also photographed the various Indian artifacts for use in this article.

We are grateful to the American Museum of Natural History for allowing us to use the artifacts which are shown in photographs accompanying this article. Also, our thanks to the Bruce Museum and John H. Troy, II, as their Indian pieces are shown in photographs.

Guy Papale became interested in "the Indian Project" when he began designing the Indian exhibit for Smith's Tavern. It was at his request that the author undertook various research projects which then led to development of this article. His enthusiasm was contagious!

Thanks to Barbara Massi for her excellent work in all areas of our publication.

FACES FROM THE PAST

by Richard N. Lander

The picture on the next page, taken in White Plains about 20 years after the Civil War by John Rosch, a local photographer, shows Armonk's *contingent of veterans of the Grand Army of the Republic* after some G.A.R. parade or affair. (the other Armonk veterans were not present). Notice almost all have on their campaign hats and their five pointed star membership medal.

This picture has been preserved in the Farrington family of Mrs. John (Eleanor) Schnoor, Mrs. James (Debbie) Tortlish, and Mrs. George (Marge) Stevenson all of Armonk, by whose gracious permission it is here reproduced. The identification of each person, written long ago by someone who obviously knew, is as follows:

Left to Right, front row: Willet Ackerman, Thomas J. Ackerman, William Mathers, and William B. Williams.

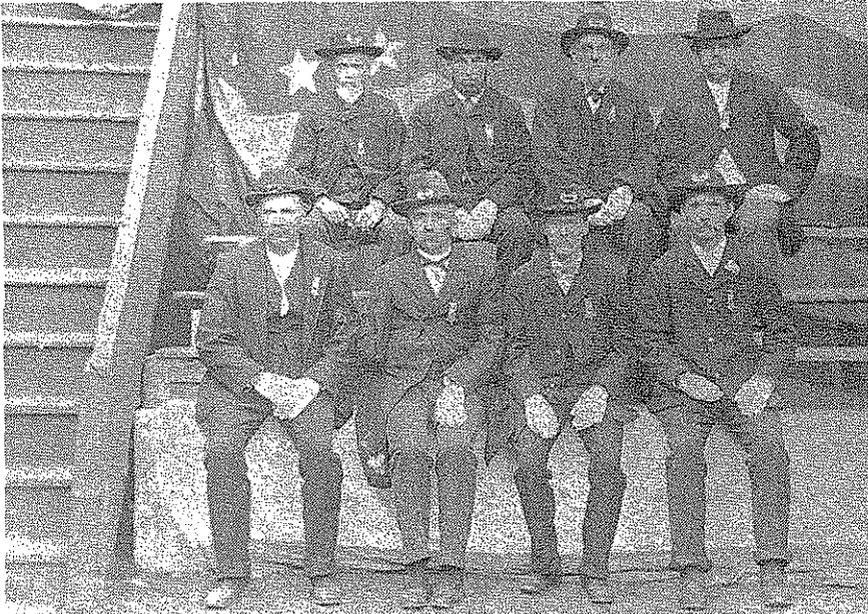
Left to Right, back row: John Palmer, Samuel W. Palmer, Charles Raymond, and Samuel ? P. Tucker.

We have attempted to find out about each person in the picture and in six cases out of eight have been successful.

Left to Right front:

Willet Ackerman we have been unable to find out about.

Thomas Jefferson Ackerman was born at North Castle, December 31, 1838. His parents were Hyatt and Mary Ann (Slagle) Ackerman. He was a farmer. He enlisted at Port Chester, August 15, 1862 and was a private in Co. E, 6th New York Heavy Artillery. He served two years and nine months, lost his arm in combat on October 19, 1864 at the battle of Cedar Creek (General Sheridan's Shenandoah Campaign). He returned home to



Armonk and died at his home on Maple Avenue, February 5, 1908.

William Mathers was born in Brooklyn December 2, 1838, son of William C. and Jane (Craig) Mathers. He enlisted at the beginning of the war in the 17th New York Infantry "Westchester Chasseurs" and served two years. He participated in the battles of Antietam, Fredericksburg, second Bull Run and Chancellorsville. He returned home and later reenlisted in the 5th New York Heavy Artillery on February 15, 1864 and served his term primarily in garrison duty and in Sheridan's Valley Campaign. He was a shoemaker, lived in Armonk, served two terms as Receiver of Taxes, and died December 9, 1899.

William B. Williams was born in North Castle July 24, 1838, son of James and Lydia (Brundage) Williams. He enlisted at Port Chester August 18, 1862 as a private in Co. E, 6th New York Heavy Artillery. He and Ackerman, above, were no doubt buddies and saw the same action. He returned home to Armonk, was a shoemaker. No record could be found of his death.

He is the great grandfather of Mrs. Schnoor, Mrs. Tortlish and Mrs. Stevenson.

Back row:

John Palmer were unable to find any information on.

Samuel W. Palmer, born in North Castle August 8, 1835, son of Samuel and Eliza (Wyckoff) Palmer. He enlisted as a private in Co. E, 1st New York Mounted Rifles, was promoted to sergeant. This was a crack regiment and saw much service with the Army of the Potomac. Mr. Palmer returned home and resided south of Armonk where he farmed. He was a very prominent member and official in the Armonk Methodist Church. He died on November 14, 1911.

Charles Raymond was born at North Castle September 17, 1817, the son of Thomas and Amy (Flewelling) Raymond. He was an older single man when he enlisted at Tarrytown, January 24, 1864. He was a member of Co. H, 5th New York Heavy Artillery. At the end of the war he returned to Armonk. Exceedingly popular, he was a Republican Party leader and served as North Castle Town Clerk 1867-75. He died April 11, 1887.

Samuel Tripp Tucker. This gentleman is simply labeled "Tucker" on the back of the picture but research would indicate Samuel the only person residing near Armonk around 1885 who would fit the Civil War soldier category. Note he is younger than the others and his birthdate substantiates that fact.

He was born in North Castle August 21, 1842, the son of Joseph and Frances (Farrington) Tucker. In September 1862 he enlisted at Tarrytown in Co. I, First New York Mounted Rifles and served as a private until the close of the war. He lived near Armonk until his death January 20, 1900.

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COVER PICTURE

Charles Lindbergh landing his B-IX Brougham at Armonk Airport, August 1928. From the collection of the late Joseph Miller (photographer unknown). The plane was a gift from the B.F. Mahoney Aircraft Corp. (a subsidiary of Ryan Aircraft, who built the "Spirit of St. Louis,") and various other suppliers of equipment for the "Spirit of St. Louis." It was the only B-IX aircraft with a 46' wing span and built especially for Lindbergh in April 1928. Picture identification by Lindsay Welling.