



# The Ferryman

*Fostering an awareness and appreciation for the history of Dobbs Ferry and all the people, noted and humble, who transmitted the good things of the past to the present and the future.*

**The well -to-do in Dobbs Ferry**

*It's not hard to imagine that some of the homes located in our area once belonged to the rich and wealthy of a by gone era. But did you know how many lived here?*

**Page 1**

**Elizabeth Bradley Bystrom**



*Did you know one of the first female MDs in the US designed and built Ogden Park. here in Dobbs Ferry?*

**Page 4 & 5**

**The fascinating history of how Frederick Philipse - an accused U.S. traitor- lost his land**

*How did a lucky few become the recipients of the land that became the village of Dobbs Ferry?*

**Pages 1 & 2**



**The Mead House**

*Our beautiful Mead House is available for you to host your next meeting or event.*

**Page 7**

**Join us for our annual Egnog Party**

*Come celebrate in the new year, and visit with friends old and new at this popular community event*

**Page 8**



**CLUSTER OF MILLIONAIRES.**

SIXTY-THREE OF THEM BETWEEN DOBBS FERRY AND TARRYTOWN.

In the territory between Dobbs Ferry and Tarrytown, a distance of only six miles, there reside at the present time sixty-three millionaires, and it is doubtful if any such cluster of rich persons can be found in a similarly small suburban territory in any other part of the world. Several of these persons have fortunes so gigantic as to have attracted the attention of the entire world. Among the number are men who are in charge of some of the largest railroads, telegraph companies, banks, and trust companies of the Nation. These sixty-three persons are, upon careful computations, estimated to be worth more than \$500,000,000 in the aggregate.

The names of these wealthy individuals are John Jacob Astor, Edward S. Jaffrey, John D. Archibold, Eugene Jones, Dr. John C. Barron, William E. Kingsland, Mrs. William Barton, Mrs. George Lewis, Jr., Mrs. James H. Banker, George D. Morgan, Arthur L. Barney, Caroline L. Maoy, Mrs. Clara Russell Bacon, F. Otto Mattnessen, Edward C. Bull, J. Jennings McComb, Edward B. Cobb, Miss E. T. Minturn, Bainbridge S. Clark, George B. Newton, Henry Chauncey, Mrs. Anson G. Phelps, Mrs. Cornelia L. Chauvet, Mrs. E. S. Paton, Thomas Cochran, Henry Parish, William F. Christie, William Rockefeller, David Dows, Roswell Skoel, Mrs. Henry Draper, George W. Smith, Timothy C. Eastman, Frederick J. Stone, James Frasier, John Sinclair, Cyrus W. Field, James M. Sigafus, Frederick A. Foster, Samuel B. Schieffelin, James C. Fargo, Robert Sewell, Mrs. William Fogg, James D. Sarven, Frederick W. Guiteau, Augustine Smith, Robert Graves, Jr., John T. Terry, Jay Gould, Gen. Samuel C. Thomas, Fletcher Harper, Charles L. Tiffany, Alexander Hamilton, Henry Villard, Mrs. Robert Hoe, Charles C. Worthington, R. E. Hopkins, John G. Wendel, John H. Hall, William H. Webb, Mrs. Annie L. Howard, J. Henry Whitehouse, Mrs. Henry K. Worthington.

**The New York Times**

Published: August 4, 1889

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## A LAND SALE BONANZA: DIVIDING UP FREDERICK PHILIPSE'S CONFISCATED PROPERTY BY MARY DONOVAN

Last spring's Ferryman presented the biography of Frederick Philipse, the last Lord of Philipse Manor. Because of his support of British rule during the Revolution, the New York Provincial Assembly, in the act of attainder of October 22, 1779, listed him among the traitors whose estates were to be forfeited to the state. Philipse and his family fled first to New York City (then under British control) and later to England where they appealed to the Crown for compensation for their American losses. Meanwhile, the Westchester land was placed under the control of Commissioners of Forfeiture who continued to collect rents and oversee disputes on the land until the war was over and a more permanent settlement could be arranged.

Not until May 1784 did the New York legislature pass a comprehensive act authorizing the "speedy sale of the confiscated and forfeited estates." Though only one of many estates offered for sale, Philipse Manor itself was huge: 92,160 acres extending 24 miles along the Hudson from the

Croton River in the North to Spuyten Duyvil Creek, including what is today the 24th ward of New York City, the city of Yonkers, and the towns of Greenburgh, Mount Pleasant and Ossining. The land was rich and fertile: tenant farms dotted the landscape and the wharf at Dobbs Ferry offered a means to transport produce to New York City.

Certain guidelines were established for the sale of the property. The Governor was to appoint seven Commissioners of Forfeiture who could sell the estates in specific geographical areas. The property was first offered at auctions in the counties where the land was located. Six weeks notice of the auction was required. If the bids at auction did not reach the true value of the property (as judged by the Commissioners), the sale could be adjourned to a future day or later sold by private contract. Purchasers had to pay one third of the price immediately and the remainder by June 1, 1785 (a date amended in later legislative acts). They could pay for the land with gold or silver, bills of credit and state certificates.

The last provision was significant. Many of George Washington's soldiers as well as many of the farmers who supplied provisions had been paid with bills of credit or state certificates which were accepted at full value for these land purchases. However, in the financial confusion after the war, some of the soldiers or farmers sold their certificates for far less than the face value. Speculators who bought up the certificates could use them later to buy the land.

The land that makes up today's Dobbs Ferry was divided into tracts that were bought by: Jonathan Odell (463 acres), Daniel Wilsie (329 acres), Jacob Storms (279 acres), Richard Dusenberry (320 acres), George Dieterich (292 acres), Philip Livingston (233 acres), and Thomas and Andrew Storms (108 acres). With the exception of Philip Livingston, all of these men were from families that had been tenants of Frederick Philipse.

The families essentially took possession of land they had already been farming. Over the years, the fertile lands along the Hudson had produced bountiful crops that could be sold to the nearby inhabitants of New York City so local farmers had managed to assemble the cash they needed to purchase the land. Some family members had fought with Washington's forces and guided other soldiers through the area, so they may well have used the credit certificates to make up their purchase price. The families continued to farm the land, their sons and daughters intermarrying and establishing separate homesteads on the family land.

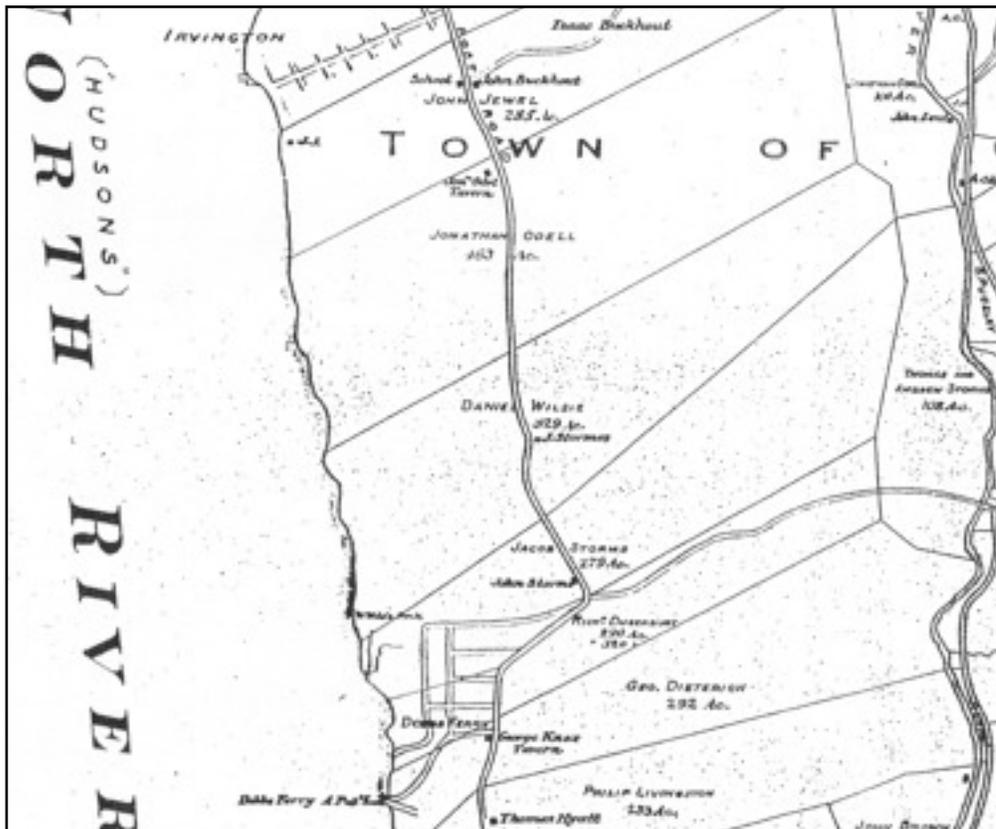
The first U.S. census taken in 1790 gives us some idea of the families living on the newly purchased farms. Listed as heads of households in Greenburgh Town were: Charles Dusenbury whose home included four sons (younger than 16), two women (presumably his wife and a daughter) and one slave, and Henry Dusenbury with three older sons, one younger son and four women; Thomas Storm with three sons older than 16 and one younger son, one woman and three slaves; Austin Wiltsie whose household included two young sons and two women, and Daniel Wiltsie who lived with one older son, three younger sons, three women and one slave. No Jonathan Odell was listed but two Odells are identified as sons of Jonathan: Abraham—with two older sons, two younger sons and three women—and John—with two older sons and two women. Clearly large families were an asset in working the land.

The only newcomer among those who purchased the land was Philip Livingston of a prominent New York family that had deep ties to both sides of the revolutionary struggle. This "Gentleman Phil," as he was familiarly known, had attended King's College (now Columbia) in New York and then studied law at the Temple in London. Back in New York, he served as secretary to the British Colonial Governor, Sir Henry Moore until Moore died in 1769. Though his uncle, Philip Livingston, joined the patriot cause and, as a New York representative to the Second Continental Congress, signed the Declaration of Independence, Gentleman Phil remained a loyalist during the war.

However, by 1785 he was allowed to bid on the confiscated land and purchased the large tract along the southern border of present-day Dobbs Ferry. By that time, he had become an ardent patriot; in 1788 he served in the New York Convention that ratified the federal constitution. Included in his purchase was much of the land that had been farmed by John Dobbs as well as the old farmhouse formerly occupied by Thomas Hyatt (who had signed the Loyalist declaration of 1778, along with Frederick Philipse).

Philip Livingston married Cornelia Van Horne of New York City in 1790 and the couple had four sons. By adding a large western front, they transformed the Hyatt house to an elegant mansion. In 1796, Livingston purchased Richard Dusenbury's adjoining farm, thus nearly doubling his local property. After Philip's death in 1820, the property passed first to his wife and then to his eldest son, Peter Van Brugh Livingston. Ten years later, in 1830, Van Brugh Livingston divided much of his property into small lots that were sold to provide the beginnings of the residential village of Dobbs Ferry.

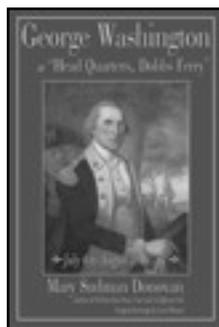
Sources: Harry B. Yoshpe, *The Disposition of Loyalist Estates in the Southern District of the State of New York* (New York: AMS Press, Inc., 1967) and Mary Agnes Parrell, *Profiles of Dobbs Ferry* (Dobbs Ferry: Oceana Publications, Inc., 1976)



*This map showing the portion of the Manor that became Dobbs Ferry is a section from one drawn by M. K. Couzens in 1880 using John Hill's original survey. It is entitled: "Map of [southern] part of the Manor of Philipsburgh...showing the grants from the state of New York in the city of Yonkers and the town of Greenburgh, from the original map of the Manor in 1785, surveyed for Isaac Stoutenburgh and Philip Van Cortlandt by John Hills." The original is available at the Westchester County Historical Society.*

# 10 Reasons to Join or Renew Membership in the Dobbs Ferry Historical Society

September 1 marked the start of the new membership year. We'd like to thank those of you who have already renewed. If you haven't yet joined or renewed, please support us by becoming a member for 2010-2011. Here are some highlights of recent months made possible by the generosity of people like you:



1. *George Washington at Head Quarters, Dobbs Ferry* – Perhaps you were among the standing-room-only crowd at the 2009 Annual Meeting as Historical Society president Mary Sudman Donovan launched her new book, which also features original sketches by trustee Larry Blizard.

2. The Annual Clara Mead Egnog Party – A record number of old and new members met at Mead House in January to celebrate the New Year with lively conversation and a cup of Clara Mead's legendary egnog.

3. The Spring Lecture Series – In our recent scholarly lectures open to the community, we presented two engaging speakers from the New York State Council for the Humanities: Dr. David Oestreicher spoke on the Lenape, and Dr. Firth Fabend shared her knowledge of the Dutch colonial experience.

4. The BrewLaLa – What was brewing in Dobbs Ferry? Through photos drawn from our own archives and commentary by a Biegen descendant, participants at our May fundraiser were introduced to Biegen family members and brewery workers and sampled beer as it might have been brewed 150 years ago.



when five beautiful and historic Dobbs Ferry homes were opened to the public.

5. The 2nd Annual House Tour – People came from as far away as Brooklyn on a May Saturday afternoon,

6. The Dobbs Ferry Schools – We have been building very gratifying links between the Historical Society and our public schools. Several examples:

- Trustee Richard Borkow's talk in 2009 to the entire 4th grade at Springhurst about Dobbs Ferry's Quadracentennial celebration
- A presentation to Dobbs Ferry High School and Middle School social studies teachers about Dobbs Ferry's role at the 1781 encampment of the allied American and French armies

• Participation in the Colonial Day celebration of the Dobbs Ferry Middle School. A historical play, originally written for and performed on Road to Freedom Day 2007, was beautifully performed again by Dobbs Ferry seventh graders.

7. Road to Freedom Walk 2010 – On Sunday, August 1, we commemorated the march made by Washington's troops from Dobbs Ferry to the victory at Yorktown, Virginia that won our independence. Family and friends met at Gould Park for the salute to the thirteen states and walked the route of the Continental Army in 1781. Afterward we met at the Mead House for music, re-enactors, cannon display and refreshments.

8. The 2010 Annual Membership Meeting – On Monday, September 20, 7:30 pm, at Mead House we held the election of officers, a presentation about the archives and a firsthand look at the stunning hand-printed parlor and dining room wallpaper and other improvements that, thanks to member contributions and a handful of hard-working volunteers, have made Mead House a more attractive space. Do note that Mead House can now be used by individuals and community groups – call us for more information.

9. 11th Annual Hudson River Valley Ramble – The Dobbs Ferry Historical Society opened its doors from 11 am to 4 pm on two Saturdays during this annual celebration of Hudson Valley history, culture and natural resources. Along with historical displays, refreshments and relaxing on the veranda, there was an audio-visual presentations at 1 pm: on

Sept. 18, "The Encampment of the American and French Armies, July 4 to August 19, 1781" by Mary Sudman Donovan, and on Sept. 25, "What was brewing in Dobbs Ferry? The Biegen, Anchor, and Anchor-Manilla Breweries" by Larry Blizard.



Still undecided about joining ?

Do you know that...

10. Most of our programs and all of the cost of maintaining Mead House as a home for our activities and archives depend on dues and contributions from members like you. The financial support we receive from the Village only offsets the cost of printing and mailing *The Ferryman*. We must raise money for everything else – including the desperate need to paint the exterior of the house and shore up the side porch's decaying foundation. That's why we must appeal to our members for dues and contributions.

- If you have enjoyed our lectures...
- If you read *The Ferryman* cover to cover...
- If you've ever sought our help to research the history of your home or family...
- If "George Washington" on horseback sparked your child's interest in history...
- Or if you value Mead House as a repository for your local history and a centerpiece of your community...

Please help us continue this important work . Gain your membership via PayPal at our website:  
[www.DobbsFerryHistory.org](http://www.DobbsFerryHistory.org)

# "THAT TERRIBLE EVENING IN 1905..."

BY GARRETT GLASER

*Dobbs Ferry history buffs may already know the story of Elizabeth N. Bradley Bystrom, a New York physician who built a family homestead called Ogden Park from 1903-1905 at what is now the bottom of Chestnut Street. Although the park as originally designed no longer exists, the three stately stone homes Dr. Bradley Bystrom built are still located there.*



Dr. Bradley Bystrom was unusual in several ways. She was born into one of the most prominent political families in Dobbs Ferry (indeed in all of New York). A book on the history of the Bradley family indicates sixty of her ancestors were among the earliest settlers of New England. After extensive study in France she became one of the few female M.D.'s in the United States. According to her *New York Times* 1906 obituary, "Elizabeth, before she was twelve years old, had passed the [New York State] Regents' examinations and in 1875 made up her mind to study medicine."

Dr. Bradley Bystrom's father was a prominent attorney, politician and Dobbs Ferry village president. D. Ogden Bradley owned the Palavista mansion just up the street from her home, where Memorial Park is now located. It was a grand home built in 1865.

In 1892, Elizabeth married Ernest Bystrom, a Swedish pianist. By 1905, she had completed the design and construction of the three homes in Ogden Park. All seemed peaceful. Then, suddenly, at about 8:00 on the evening of July 11th, 1905, Elizabeth

Ogden Bradley Bystrom became a witness to history.

She observed a terrible boating accident on the Hudson River, just down the hill from her home. Three people died in the collision.

The ships involved were a steam-powered yacht known as the *Normandie* (not the grand ill-fated ocean liner of the 1930s) and the "tramp" steamer, *Volund*. A "tramp" steamer was a freight vessel that did not have a regular run. It was hired on a "per trip" basis and took cargo wherever shippers needed.

Five days later, Dr. Bradley Bystrom wrote a letter to the editor of *The New York Times* describing what she had seen. It read in part:

*"The two boats first attracted my attention by being so unusually close to the shore that their outlines were but barely visible over the tops of the lowest trees in our west vista. Inasmuch as I noticed that the boats seemed on the same north and south line, although but a few feet apart, I arose from my chair to obtain a clearer view of them. As I did so there was to be heard an agitated signaling,*

*immediately succeeded by an awful crash and the sounds of breaking timbers. The (tramp steamer) Volund 'hove to' almost instantly, let go her anchor and lowered a boat as the first cry for help pierced the air. Being ignorant of what provision is made by our village (Dobbs Ferry) for such emergencies, I rushed to the telephone and implored the central's employee to call up the requisite assistant for the drowning persons ... I suggested in both cases that the rescue parties pass through my grounds being the shortest way down to the river, and [my husband] Mr. Bystrom, while on its banks, saw quite a number persons running down to it. I likewise proposed to Mr. [Village Police Committee Chairman Paul] Engert that he should ask the people at Besson's dock, situated to the southward of the fatal spot, to render all the assistance in their power.*

Two days later, a county coroner's inquest began in Dobbs Ferry Town Hall. The courtroom was filled. Dr. Bradley Bystrom was called as a witness. According to a series of *New York Times* articles,

"Dr. Bystrom was called as a witness, she having seen the

accident from her piazza with her husband. [The coroner] asked her occupation and was informed that she is a physician. "What kind of a doctor, medical doctor or a horse doctor," asked the Coroner. Flushing, the witness replied that she had been graduated from a medical university in Paris. Her testimony corroborated that given by her husband."

## ROLE OF ALCOHOL

According to the *Times*, the man who had chartered the yacht for the day testified that the boat, on its return down the Hudson, made a stop at Tarrytown, "where three bottles of champagne, two packages of cigarettes and a box of biscuits were put on board... the Coroner did not ask who drunk (sic) the champagne."

Later, a character witness for the *Normandie's* skipper testified, "He was a teetotaler and had been a prohibitionist for over 30 years." His reputation as a sailing master, said the witness, was first class. The *Times* further reported that later in the day, the coroner was overheard telling the (*Volund*) steamer's second officer "although one of the

(Normandie yacht's) guests "might have been drunk, he was not responsible, inasmuch as he was a guest aboard the Normandie and the fact that (the guest)...was drunk was not essential in the case

**THE COURT ISSUES ITS DECISION**

The parties – and their insurance companies- filed a series of lawsuits and counter-lawsuits that were eventually appealed to the U.S. Second Circuit Court of Appeals. Five years after the accident, on July 26, 1910, the court ruled that the tragedy was "due solely to the fault of the (Volund) steamer...  
In attempting to pass to the left under a two-blast signal without having obtained the assent of the (Normandie) yacht.

In not keeping to her own starboard side of the channel.  
In not sounding alarm signals, but keeping on at full speed ..."

It was determined that the Volund's captain did not have a New York mariner's license at the time of the accident, nor had he posted a "competent lookout" at the helm. The final judgment included total payments to the parties in the amount of \$14,500 (about \$330,000 in today's dollars).

An interesting aside: during questioning, the court heard testimony that Dr. Bystrom's husband, Ernst Bystrom, had complained to others on-site at the time of the accident that:

*"...nothing had been done by the Dobbs Ferry officials until the \$3,000 reward was offered for (the body of one of the victims), when the*

*wrecking boat was immediately engaged."*

THE PHOTOGRAPH OF PALAVISTA

The original of this photograph is held in the Iowa Women's Archives at The University of Iowa Libraries in Iowa City.

Photocopies only of this photograph are permitted.

To obtain a digital copy of this photograph, contact the Iowa Women's Archives  
Email: [lib-women@uiowa.edu](mailto:lib-women@uiowa.edu)  
Phone: (319) 355-5068

The Palavista photograph is part of a large collection of Bradley family papers preserved in the Iowa Women's Archives. The papers date from 1811 to 1992 and include

correspondence, diaries, account books and photographs.

See the online description of the Bradley Family Papers on the IWA website  
<http://www.lib.uiowa.edu/iwa/>

THE PHOTOGRAPH OF DR. ELIZABETH BRADLEY

This photo is from The Illustrated American, August 3,1890. Image from the New York Public Library Digital Gallery.

**FOR MORE FASCINATING STORIES VISIT US ON THE WEB AT : [WWW.DOBBSFERRY HISTORY.ORG](http://WWW.DOBBSFERRYHISTORY.ORG)**



*In response to Larry Blizard's article about Dobbs Ferry Hotels, we received the following letter from Chris Saraceni. Perhaps other Villagers would like to try to find the Hotel Bellevue remnants.*

"I enjoyed the article on Dobbs hotels from the past, but thought I could shed a couple of additional notes on one of the hotels mentioned so prominently: The Hotel Bellevue.

The article mentions that the hotel sat halfway up the hill... in fact, it was located at the crest of the hill in what is now the Juhring Estate located between the dead end of Briary road and the dead end of Luzern. The hotel complex seems to have started as a farm (possibly) and is indicated on earlier maps (like the one of all of Greenburgh from 1867) as "J Hillenbrand." Later maps call this same structure the Bellevue Hotel. It's actually a good distance from Ashford, even though it had an Ashford address, and one entered the grounds, as the article indicated, at Briary. Another way to arrive at the hotel was via what is now Cricket Lane and then continuing up what is now a private drive. The road continued up to join the Briary entrance road (somewhere past the current dead end on Luzern) and then continued up the hill inside what is now the Juhring Estate. You can enter the Juhring Estate on Luzern on the white blazed trail which follows the old road bed up to the crest of the hill where a large oak tree marks the center of the carriage circle.

The hotel has not vanished – at least not completely. At the crest of the hill, to the east of the carriage circle, is the foundation of the hotel, several outbuildings and a long flight of stone steps leading down the hill to the north, which would have met up with the road coming in from what is now Cricket Lane. I'm not sure when this structure was originally built, but my son has found a brass window pull stamped 1849 in the foundation ruins.

Here are some additional pointers:

- The hotel foundation is constructed mostly of poured concrete, with some brick, which vegetation has mostly overgrown. The path actually crosses a corner of it, and the rest appears as low tree-covered mounds. If you poke around the perimeter you will see the openings to a few ash-pits that formed the base of chimneys.
- The foundation for the out-building that I think was a stable is harder to find. It's located in the flat area to the south and slightly east of the hotel location, off in the dense brush (maybe 50 yards away). It is a flat concrete cap over brick or stone.
- The small square foundation that is on the north side of the path is immediately adjacent to a large outcrop of rock that should be obvious. The foundation is only about 6' square and made of stone. In the spring, daffodils come up here – remnants of the hotel plantings, I assume.
- If you can't find the stairs right away, head off the path to the north heading a short way down the steep hill that leads to Cricket Lane.

Then, if you walk along the side of the hill, parallel to the slope, you are bound to run into it. The top of the stairs ends near some giant old pines, short of the hill's crest where the path is."

Here is an ad from the May 26, 1895 edition of *The New York Times*. Note the elevation... the truth in advertising laws were less strict then! That said, in the winter, with the leaves off the trees, you can see a bit of what the view would have been like – a commanding expanse of the Wickers Creek valley and the Hudson and Piermont marsh beyond.

**WESTCHESTER COUNTY.**

**HOTEL BELLEVUE, Dobbs Ferry, Westchester County, New York.** Nieman & Miller, managers. Opened May 1, closes about Nov. 1. Accommodates 150 persons. Board, \$3.50 per day; \$15 to \$40 per week. One hour from the Greater New-York. One hour from the New-York Central and Hudson River Railroad and the New-York and Northern Railroad.

Hotel Bellevue, the management announces, has been thoroughly renovated and placed in first-class condition for the reception of guests. The altitude is 800 feet. It is very convenient to the city, being but one hour from Rector Street via the elevated railroad and the New-York and Northern Railroad and New-York Central and Hudson River Railroad. The commutation is \$7.50 per month. The amusements include music morning and evening, a billiard and pool parlor, bowling alleys, and lawn tennis and croquet grounds. The roads are among the best in the State for driving, riding, and bicycling. All roads are lighted by electricity. A stable and carriage house are connected with the hotel; also telephone connection to the finest livery stables. There are fine French and German cuisine and best attendance.

# WANTED:

People celebrating important birthdays and anniversaries who have enough gold watches!

Please ask your guests to contribute to the Dobbs Ferry Historical Society!

**Help support the Historical Society and learn about the rich history of Dobbs Ferry**

**WE ARE PROUD TO OFFER:**

**'GEORGE WASHINGTON at 'Headquarters, Dobbs Ferry' July 4 to August 19, 1781"**

Please ship my book to :

\_\_\_\_\_

\_\_\_\_\_

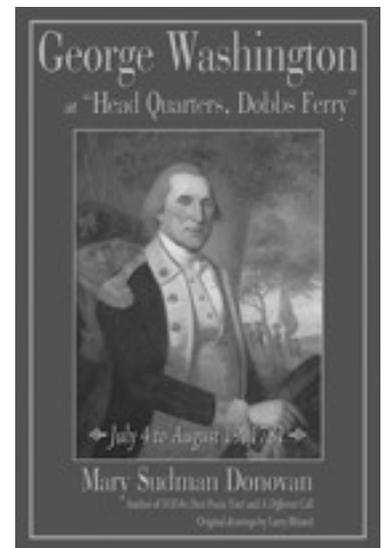
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\$12.95 for Paperback      \$22.95 for Hardcover

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Send this order to:

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 12 Elm St Dobbs Ferry, NY 10522  
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# The Mead House

THE HEADQUARTERS OF THE  
DOBBS FERRY HISTORICAL SOCIETY

12 ELM STREET



DOBBS FERRY, NEW YORK 10522



*Rates:*

Single time use meetings space - \$40  
Social Event (up to 4 hours) - \$250  
Monthly use - \$150 per annum / or  
compensatory arrangement

*For more information contact us at  
(914)-674-1007*

*or visit us on the web at*

[www.DobbsFerryHistory.org](http://www.DobbsFerryHistory.org)

## NEED A PLACE TO HOLD AN EVENT?

The beautiful Mead House home of the Dobbs Ferry Historical Society is available for use for community meetings and private events.

Built in 1865 this historic house is handicap accessible, centrally located in town and offers three spacious rooms, a newly refurbished kitchen and lovely grounds with a turn-of-the-century wraparound porch.

Club meeting, rehearsal space, birthday party, baby shower, anniversary celebration, office holiday party, you name it - the historic Mead House is the perfect place for your next gathering!

With so many complimentary amenities available for your use, it's an easy, affordable place to host your event.

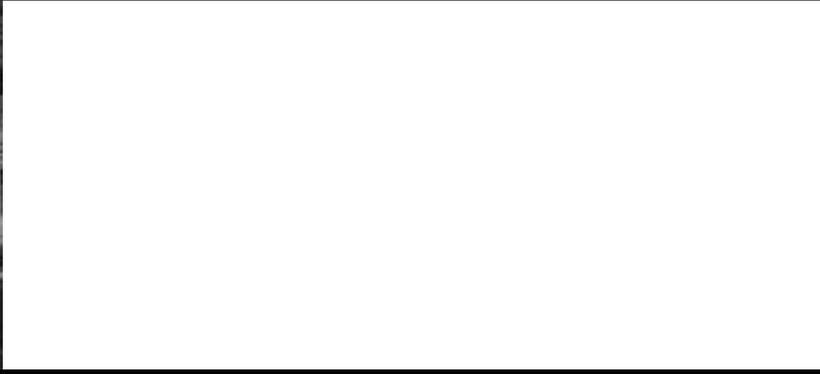
### PLEASE COME SEE HOW MUCH WE HAVE TO OFFER!

- Card tables and folding chairs
- 7- piece china place settings
- 6- piece silverware settings
- Large and small automatic coffee urns
- Punch bowls and punch cups
- Audio/visual equipment
- And much more! Contact us for a full list of our amenities.





THE MEAD HOUSE  
12 ELM STREET  
DOBBS FERRY, NEW YORK 10522



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YOU ARE CORDIALLY INVITED TO  
OUR NEW YEAR'S CLARA MEAD  
EGGNOG PARTY!



SUNDAY, JANUARY 9TH, 2011  
FROM 2-5PM  
AT THE MEAD HOUSE  
12 ELM STREET DOBBS FERRY



Each year the Historical Society hosts a holiday party for its members both old and new in honor of our benefactor Clara Mead, who bequeathed her house to be used as the Historical Society Headquarters.

This year we will gather in January to welcome in the new year. Please join us at the Mead House on January 9th from 2-5pm for an afternoon of hospitality and conversation.

You will be amazed at how beautiful the Mead House is looking! Come meet new friends, enjoy a cup of Clara Mead's famous eggnog (a closely guarded recipe) and nibble on some delightful edibles made from old-fashioned recipes especially for the occasion.

We welcome and encourage all members to attend and urge their guests to join at the door. Everyone is invited. Please bring your friends!

It's a popular village tradition.  
We'll see you there!

