

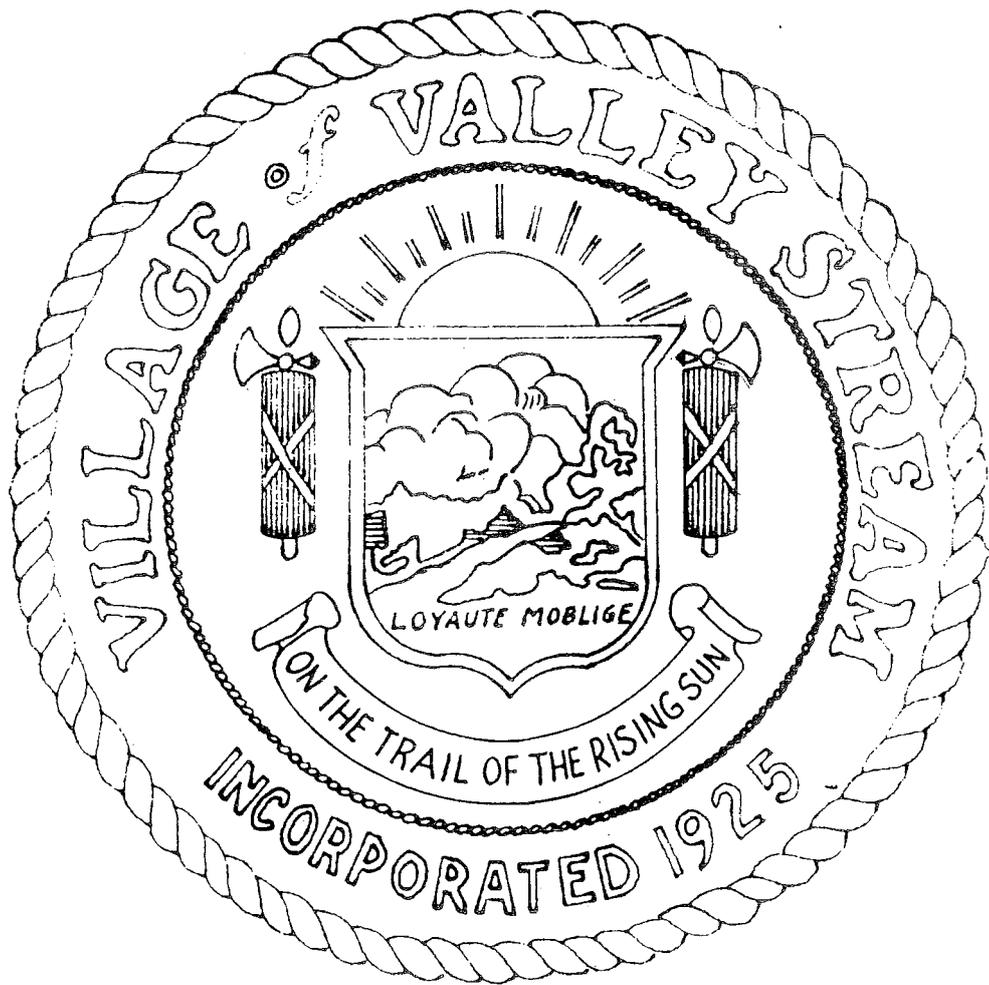
Appendix VIII

GIBSON

AT A GLANCE



1965 EDITION





GIBSON

AT A GLANCE



1965 EDITION

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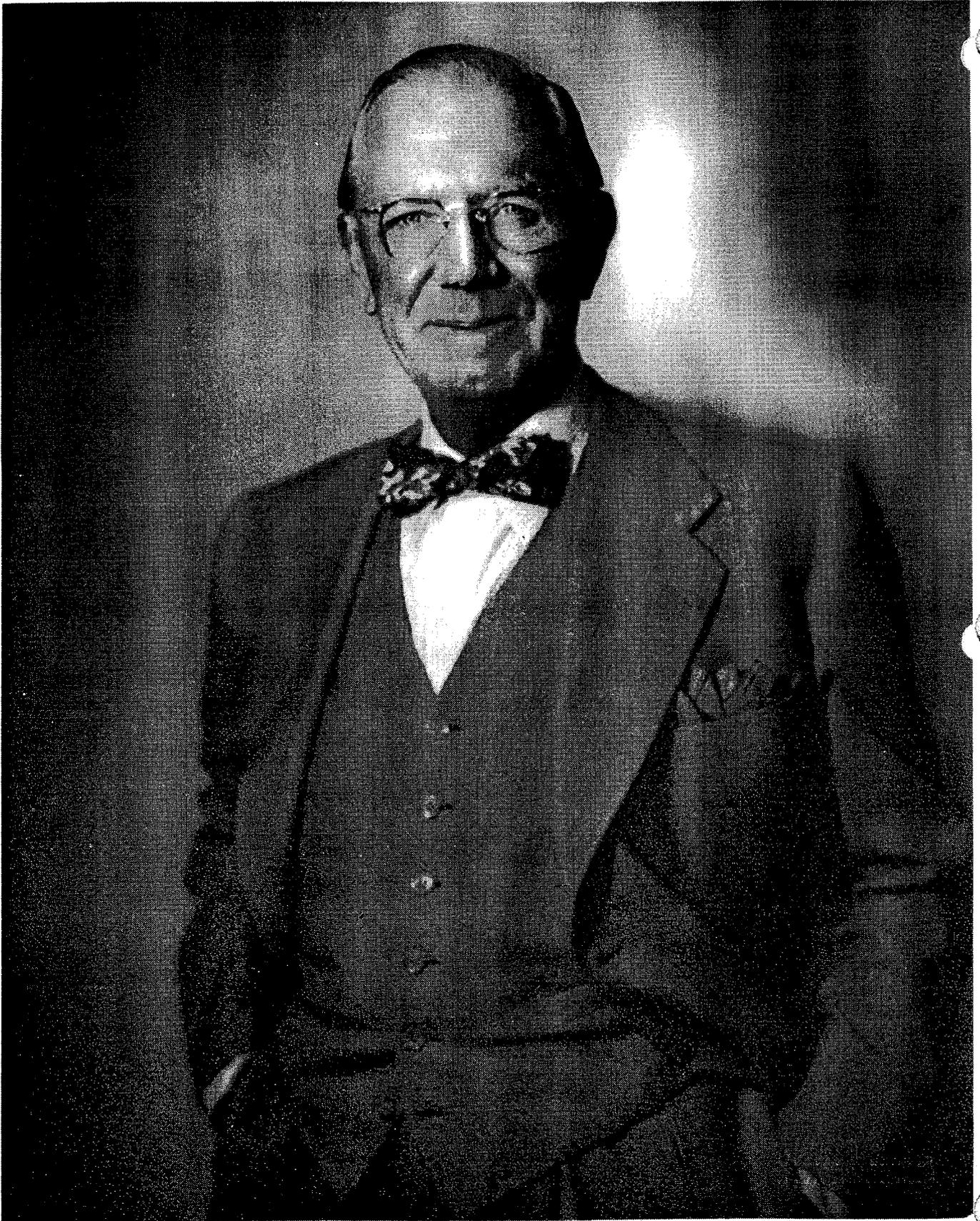
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OUR COVER: The Gibson Civic Association has been so pleased with its community that it felt impelled to honor Mr. Gibson this 19th day of September, 1965. The cover illustration is an on-the-spot pen and wash drawing of the railroad station William Gibson constructed at his own expense to provide the community with a tasteful, well constructed building for the use of the commuters.



William R. Gibson
(1880-1964)

Thanks, Mr. Gibson

by the Reverend William F. Donahue

The November, 1948 issue of the Long Island Builder said this of William R. Gibson:

It is something more than noteworthy when any man can approach his 50th year in the building industry and look back through good years and bad; at booms, depression, two wars, government controlled economy, at material and labor prices virtually out of this world, and realize that he has created living space for nearly 10,000 families, sold it to them at fair prices, and has created one community alone of over 10,000 population . . . all without government subsidy, or without halting his operations whenever the going got rough to wait for a favorable economic climate and a sellers' market.

William R. Gibson built 68 apartment buildings and 2500 homes in Ridgewood, Richmond Hill, Elmhurst, before coming to the Gibson area in 1922. In that year he built homes on Roosevelt Avenue and on the side streets on Avondale, Berkley, Cambridge, etc.

The original Gibson land comprised 500 acres. More acreage was bought in 1927 and homes of all sizes and types were erected including a few rows of attached residences on Cochran Place and Dartmouth Street. Almost all of the new families included at least one commuter, so Mr. Gibson planned a railroad station for his community. After several years of legal negotiations, the Long Island Railroad agreed to have trains stop at Gibson morning and night, if the builder would erect his own station. This was done at a cost of \$55,000, and on May 29, 1929, the new building was officially opened with a day-long program of parades, speeches, concerts, fireworks, and refreshments. By 1934 nearly 700 commuters were using the station daily.

To those in our community who had to visit the Gibson Corporation Office regularly to pay for their homes, William R. Gibson may have appeared as a hard-hearted business man. But did you know that every year he awarded prizes for the most beautiful and well-kept gardens and lawns in our area? Did you know that he started the custom of carol-singing around a Christmas tree of the Gibson Station, provided the Santa Claus and bought candy for all the children who attended? Did you know that in 1931 (in the midst of the depression) Mr. Gibson was given a citation by the American Legion in Valley Stream for permitting our residents to cut down trees for fuel? Coal was expensive in those days! Did you know that he provided employment for hundreds of people when a job was at a premium? Did you know that he had plans for a Recreation Center opposite the railroad station on Gibson Boulevard. A center that was to include bowling alleys and meeting rooms for various organizations? The Depression halted these community-minded plans. Did you know that Mr. Gibson, in a whimsical mood, named some of our streets after well-known liquors, Haig Road, DuBonnet Road, Carstairs Road, Gordon Road, Wilson Road?

At one period during Gibson's development 733 houses were sold in 738 days. During the depression years Mr. Gibson pioneered the cellarless house . . . the so-called Nantucket model . . . which sold in 1939 for \$3890. These homes, comparable to an average four-room apartment won the award of the New York Chapter of the American Institute of Architects for "excellence in design and construction."

Unfortunately, tributes, plaques and testimonials are often given when the recipients cannot enjoy them. Too frequently we delay our expressions of appreciation and gratitude until it is too late. We are certain, however, that William R. Gibson knew that the residents in this community were truly grateful that he had the vision, the ability, and the foresight to establish the Gibson section of Valley Stream not only as a business venture, but as a place where thousands established their homes and raised their families. We are certain that Mr. Gibson's son, William R. Gibson Jr., his daughter, Mrs. Mildred Heidorf, and his brother, Frederick Gibson, are pleased that we Gibsonites honor a man who made our community a good place in which to live.

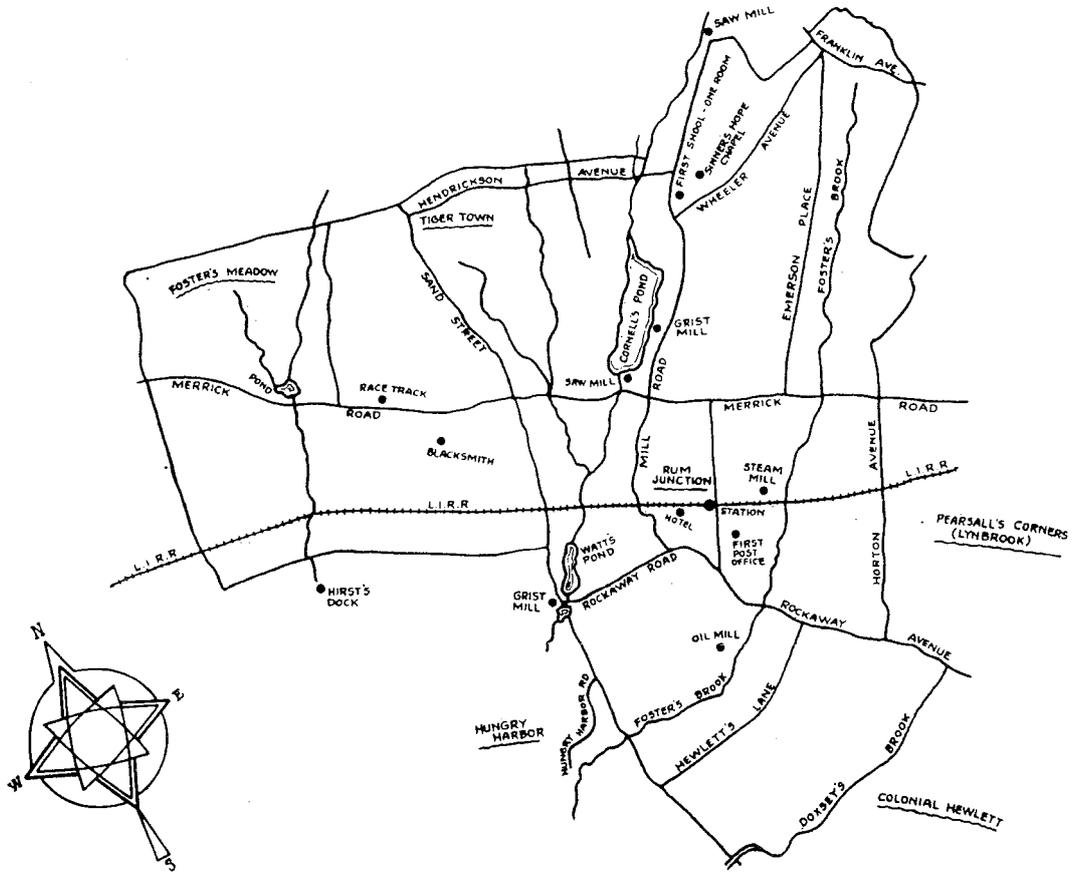
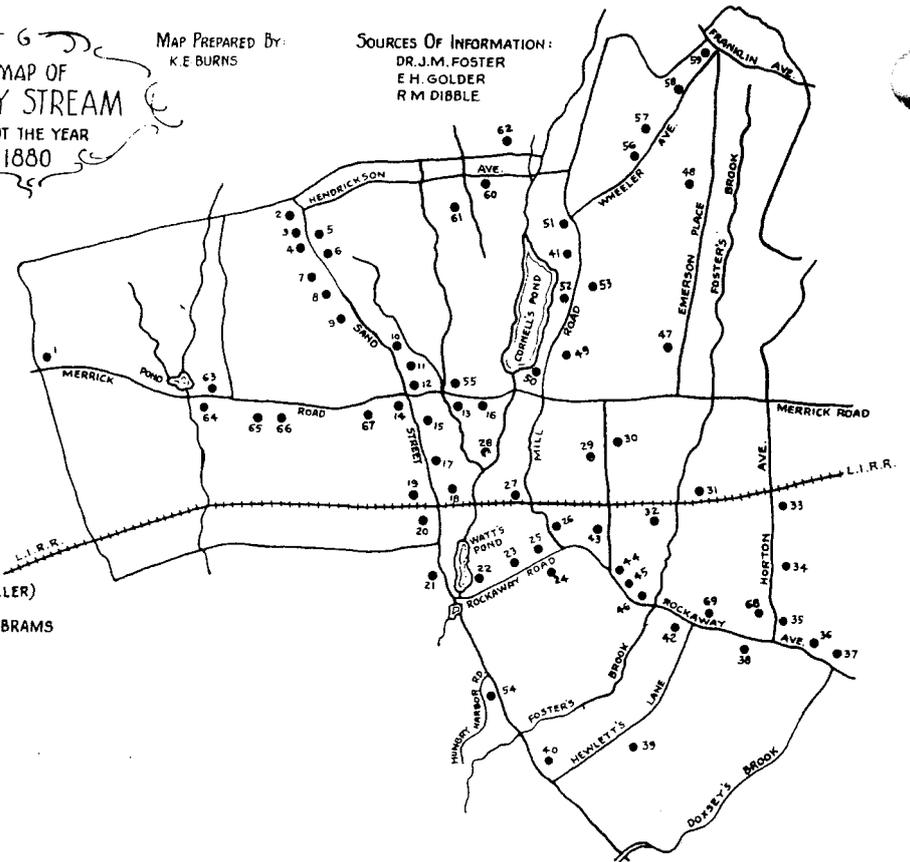
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A MAP OF
VALLEY STREAM
ABOUT THE YEAR
1880

MAP PREPARED BY:
K.E. BURNS

SOURCES OF INFORMATION:
DR. J.M. FOSTER
E.H. GOLDBER
R.M. DIBBLE

FAMILIES LIVING IN VALLEY
STREAM ABOUT THE YEAR 1880

- | | |
|----------------------|---------------------------------|
| 1 JOS. ROECKEL | 35 R. SHAW |
| 2 J. ALBERT | 36 L. SCHREIBER |
| 3 GRANGER | 37 R. DOXSEY |
| 4 R. EDWARDS | 38 S. WILSON |
| 5 C. GOELZENLEUCHTER | 39 A. REISING |
| 6 ANTON BRUNS | 40 C. SCHILLING |
| 7 LANGDON COMBES | 41 JIM HALL |
| 8 SILAS SHAW | 42 D. HEWLETT |
| 9 GARRETT NOSTRAND | 43 RILEY'S |
| 10 M. BING | 44 S. NUBUC |
| 11 JACOB PFLUG | 45 P. KARL |
| 12 FLETCHER'S STORE | 46 A. FOSTER |
| 13 T. CORNELL | 47 E. V. HALL |
| 14 J. WEST | 48 S.A. CARMAN |
| 15 HENDRICKSON | 49 M. KELLER |
| 16 P. BOWERS | 50 CORNELL |
| 17 GEO. WATTS | 51 MCKINLEY |
| 18 H. WALTERS | 52 Wm. HALL |
| 19 JAS. CORNELL | 53 JONAS HALL |
| 20 BECKER AND MILLER | 54 HOPE HENDRICKSON |
| 21 J.H. WATTS | 55 O. CRONNELIN (HATTIE MILLER) |
| 22 SUMPTER | 56 E. LANGDON |
| 23 DORLAND | 57 S. WRIGHT |
| 24 A. RICH | 58 E. GRANGER |
| 25 VANNOSTRAND | 59 L. WRIGHT |
| 26 M. O'LOUGHLIN | 60 FLETCHER |
| 27 JOS. S. WRIGHT | 61 WILSON |
| 28 NEWBOLD | 62 Wm. FLETCHER |
| 29 OLMSTEAD | 63 HOUSMAN |
| 30 I. THOMAS | 64 GALLAGHER |
| 31 RUD REYNOLDS | 65 ROSWEILLER |
| 32 A.M. CRAWFORD | 66 Wm. SMITH |
| 33 COOK | 67 JOS. GOLDBER |
| 34 G. DOXSEY | 68 W.P. HORTON |
| | 69 J. ABRAMS |



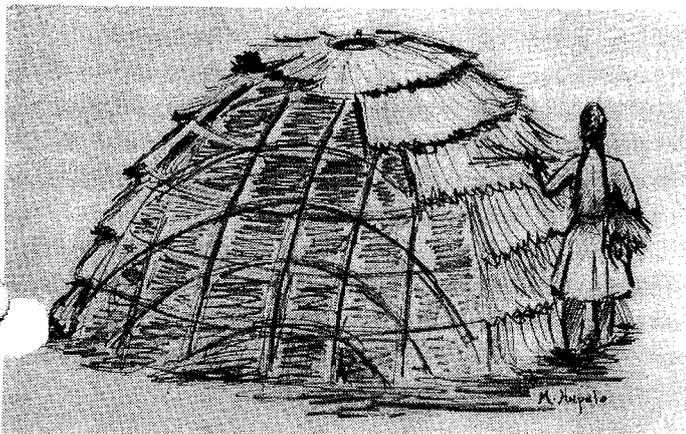
Our Community in its Yesteryear

Louise Le Jeune

As we busily ride, for few of us today walk through the streets of Valley Stream, little can we imagine that a group of Indians once lived in the same area as we; little do we realize that British soldiers of the Revolutionary War were being attacked by the colonial rebels hiding in the tall willowy swamps on our southern shores. As you see, the vicinity of Valley Stream has a long and interesting history which each of the many inhabitants has in some way helped to nurture. It is provocative that there have always been influential leaders who have in most every way tried to develop Valley Stream into a place in which we want to live and raise our families.



The first early settlers to make this section of Long Island their home were some Indians of Algonquian stock. All of Long Island was a land of full and plenty, a veritable Garden of Eden. There were fish in the nearby waters, shell fish were easily gotten not too far from the sandy shore; and many deer, rabbits, water fowl and other birds, lived off the lush-laden land. Even the Indian homes were built of the materials supplied from the surroundings. The igloo-shaped wigwams were constructed of sturdy branches of elm trees and swamp grasses bound together and placed over the birdcage-like frame to keep out the rain and protect against other climatic changes.

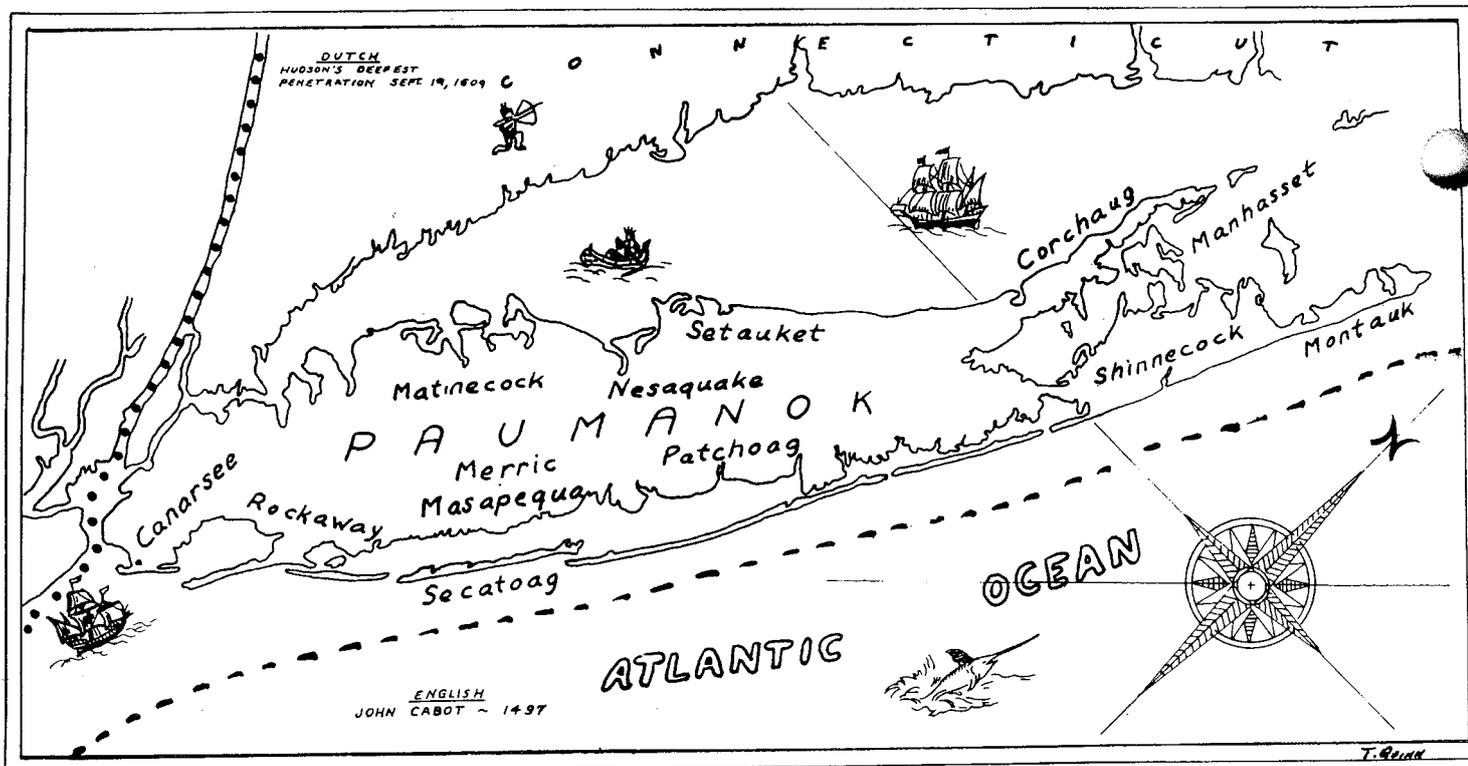


The area was not only a good provider of food, clothing and shelter, but also furnished the Indians of the eastern coast with their medium of exchange — wampum. Wampum was made from the periwinkle or quohague shells that were strung and used for ornaments as well as "money." The Long Island tribes could be considered the "Wall Street Men" of their time, while the North Atlantic seaboard could be classified as the "wampum mint." These Indians were the master craftsmen for producing the much prized wampum. The less than eager Algonquian warriors would use the wampum in exchange for a peaceful co-existence with the warlike Iroquois. The island received its name "Paumanok," meaning "land of tribute," because of this satisfactory arrangement between the two Indian nations.

On Paumanok alone there were thirteen tribes under Chief Tackapausha. Perhaps you can readily recognize some of these Indian tribe names as places on the island: Canarsie, Merrick, Massapequa, Montauk, Manhasset, Patchogue, Shinnecock, Nissequogue, Seatauket, Corchaug, and Rockaway. The Rockaway Indians seemed to feel that the Valley Stream area was as inviting to them, as it is to us at present, since they chose this someday-to-be Valley Stream site for their camp. There have been evidences of an Indian encampment found in the Brooklyn Avenue School yard as late as 1963. Pupils during their lunch hour became amateur archeologists, discovering small pointed stones which, upon careful examination, were found to be Indian arrowheads.

How long these thirteen tribes benefited from the island is not possible to ascertain; however, we do know that toward the end of the Fifteenth Century the white man started trespassing the shores of Paumanok.

It was in 1497 that John Cabot, seeking a water route to the East, as was Columbus in 1492, sailed around the island. If it wasn't for the financial backing of Queen Isabella for Columbus' expedition, Cabot perhaps would have been the first to stumble



upon the new continent, since there was merely five years difference between these two explorers. Although Cabot hadn't landed, the English established their claim to Long Island through his expedition, which was to play a part in the early history of Long Island.

It was strange that Henry Hudson, another English mariner, should establish the Dutch claim to Manhattan and the Western end of the island. He landed to bury a dead crew member in the vicinity of Coney Island, while he was employed by the Dutch to find a water route to the East in 1609. Five years after Hudson's landing, Adrian Block came to set up fur trading posts in New Amsterdam and develop the Dutch claim to the land. It wasn't until 1623 that the Dutch farmers who lived in New Amsterdam began to migrate across to "Land Eylandt" looking for more land to till. The land was purchased from Chief Tackapausha. The tract of land involved extended as far east as the present Oyster Bay. Throughout the purchasing and selling of land, this tract of land was sold many times by Tackapausha. Was he a shrewd business man or was it the Indian concept of the use of "God's land" as only temporary, since the earth itself could not be sold? The Indians were accustomed to utilizing the land for their needs, then to move on to another desirable place, leaving the land free for the next user.

The Dutch West India Company was given absolute control, by the Dutch government, over any land it could claim. As soon as the company learned

of the great esteem the Indians had for the wampum of the island it would overtax the wampum-making Indians in its desire to monopolize as much profit as possible. All taxes were paid in wampum, which the Dutch in turn used to purchase beaver skins from the Iroquois. In this way, Adrian Block satisfied the Dutch with a good supply of fur from his trading post in New Amsterdam.

Meanwhile, a small group of English Puritans who had left England to attain religious freedom, found unrest and new religious restrictions placed upon them by the Presbyterian worshippers in Stamford, Connecticut. Realizing that they could not be content in Stamford, Reverend Richard Denton sent two emissaries, Reverend Robert Fordham and his son-in-law, John Carman, to investigate the land across the Long Island Sound. They were interested in buying land cheap and in living in a place where their flock could worship as it pleased. The Hempstead plains seemed to be the answer.

In some way the small band of English colonists persuaded the Dutch Governor, William Kieft, to grant them a land patent so that they could establish a settlement near the Hempstead plains. Since Governor Kieft felt the land the Englishmen wanted was too remote for his Dutch farmers anyway, he gave the land grant to them without any difficulty.

Even though there was much unrest in the western part of the island between the Dutch and the badly abused Indians, the English colonists settled the new land in 1644 without any qualms. When the Tackapausha saw the new settlers he immediately

sold them a part of the tract of land previously sold to the Dutch in 1636. Already the plot thickens, with Taskapausha stirring the miseries by selling the same tract of land over and over.

John Smith, John Smith, Jr., Ambros Sutton and Richard Elloson, were members of the English group that followed Reverend Denton to Hempstead. They wanted to establish their homestead in the southern part of the island and purchased the land in the vicinity of Valley Stream proper. It seems strange that these men should come to this salt meadow marshland near the creeks and bays, since there were better farming lands elsewhere. These settlers had

been meandering about for more than ten years and were probably pleased with the other many advantages of the south edge section of the island. As the Indians had found earlier, there was an abundance of firewood, fish, fowl and water.

We can see by the town records, that Rock Smith (John Smith, Jr.) was doing very well in the area referred to as "Hungry Harbor." By 1661 he bought Ambros Sutton's land and then, in 1676, bought a parcel of land from his other contemporary, Richard Elloson. Notice the boundary markers used on the Richard Elloson bill of sale which has been included herewith.

Know all men by these presents that I Richard Elloson Senor of Hempstead in the North Riding of New York Shier Aaron Long Island for divers good causes hereunto movinge mee haue and by these presents doe bargain Allinate sell and setouer for mee my heirs Executors and Administrators or Assignes Unto John Smith Roc Senor of the Towne and County Afore said to him the sd Smith his heirs Executors Administrators or assignes so haue and to hold for ever all that my Allottment off Meadow Living and being a pon the North Side off the Neck called Rockaway ajacentt to a place called hungry harbore butted and bounde in Mannor as folloeth viz: bounded one the Northwest by a bay that partts Hempstead and Jamaica one ye E east by Assartaine Creek that partts the Meadow that was M John Hicckes lake off hempstead on the South South west with woods one ye west southwest by A sartaine parsell of Meadow belonging to Mathanill persall I say I have sold and by these presents doe sell the above lott off meadow as affore butted and bounded with all and singular the proffitts benefitts immunitys hereditiments anywhere unto belonging or pertaing as any off the rest of the lotts off the sayd Neck

have or hereafter shall have hereby by this my bill off sale doe warrant and warrantise this my act and deed to bee good and lawfull against all persons or person that shall lay any justt Claime titell or entrust thereunto hereby warranting the same right of up land to the above sayd lott off meadow thatt in John hick ise otund Nathaniil persons hath preprov

tionably: and I the above Richard Elloson doe by tthese presents Acknoidge to have receive full satisfaction for the Land affor say d of witness my hand and sealle this tenth day of february 1676.

Signed Sealed and Delivered
Thomas Hicks Sr
In presents of VS

Jonathan Smith
Richard Elloson
Jameson Elloson

shall haue hereby by this my bill off sale doe warrant and warrantise this my act and deed to bee good and lawfull against all persons or person that shall lay any justt Claime titell or entrust thereunto hereby warranting the same right of up land to the above sayd lott of meadow thatt in John hick ise otund Nathaniil persons hath preprov tionably: and I the above Richard Elloson doe by tthese presents Acknoidge to have receive full satisfaction for the Land affor say d of witness my hand and sealle this tenth day of february 1676

Signed Sealed and Delivered
In presents of VS
Jonathan Smith

Richard Elloson
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Jameson Elloson

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Since the earlier settlers seemed to be doing well on the Hempstead tract of land obtained from the Dutch governor, other Englishmen soon followed. Meanwhile the Indians were losing their land and lives because of the influx of the white man. Since the Indians were basically not warriors, the white man could easily terrify them and drive them from their lands. Some of these Indians settled into the white man's way of life. Others were forced into slavery, while others died during the smallpox epidemic.

The Indians were not a direct problem to the inhabitants of the Hempstead lands. But the Dutch, due to the property agreement made with Tackapausha, felt the Englishmen should be paying taxes to them as the Indians had done. This meant a new kind of tribute was to be paid by the Englishmen to the Dutchmen. How right was that Indian name, "Paumanok"! The tax agreement was one-tenth of their farm products. Although the Dutch permitted the Englishmen to govern themselves, the English felt they should not continue to pay a heavy burdensome tax without something in return. They decided to revolt.

In 1664, the problem was resolved when the Duke of York captured New Amsterdam and took all the Dutch possessions in the New World. All of the land east of Hempstead was purely English, as very few Dutch ever migrated that far east. All of the Isle of Nassau was now English and the Dutch name of "Lange Eylandt" was soon forgotten. English traditions and customs prevailed, so did English taxation. Long Island was then divided into Kings, Queens and Suffolk Counties. There was no Nassau County—that was all included in Queens County until 1898.

After the French and Indian War there was even more restlessness among the English colonists due to the heavy taxes now imposed upon them because of the great cost of that war. Boston may have had the famous tea party but so did Long Island. The Long Islanders did not dress up as they did in Boston and they not only threw the tea overboard, but sent the crew in after it. The island had its Loyalists, its Rebels and the "In-betweeners." British soldiers of the Revolutionary War were frequently attacked by some rebels hiding in the swamplands on the southern shore. There were the Loyalists who had made primitive huts of brush and leaves wherever available and hid from the rebels waiting for the British to win the war. Unsuspected mill owners watched the entrances to these swamplands and ambushed any unfamiliar intruders. Even Colonel Birdsall with his American militiamen was unsuccessful in roust-

ing out the well protected Loyalist. Contraband was transported from the British ships off the southern coast by Loyalist sloops. It was Captain Richard Hewlett who organized the Loyalists of this area. They were so strong, an agent was sent by the provisional Congress of New York to quell the "Loyalist Army." However, when Congress sent in troops to disarm them, the Congressional troops met with little or no opposition. Later that year, in June, Minutemen were sent from Jamaica to get information concerning another group of Loyalists on the island. They marched safely through the towns along Merrick Road until they came to Rockville Centre where Loyalists fired on their opponents, wounding one and taking several captive. This was the first Revolutionary bloodshed to be recorded to occur on Long Island. The Battle of Long Island was one of the true deciding factors in the Revolutionary War, while the more noted Battle of Bunker Hill was considered by some simply a skirmish. After the Americans were defeated, with a loss of more than fifteen hundred men, and the capture of twelve hundred others, New York and Long Island were kept as a stronghold for the British Troops. Queens County, which at this time also included Valley Stream, became an encampment of British soldiers. The farmers of the Island provided the food, hay and fuel for the camp. The colonists remained under the British control until the American Revolution was won.

For a time after the Revolutionary War, the farmers in the hamlet known as Kent or sometimes designated as "near" Rockaway, raised cattle, pigs, vegetables, and other food produce in peaceful surroundings. For some, the area they had chosen for their farm was suitable for good crops, while the squatters of the southeast found their farms were not too productive.

This area of scattered farms was sandwiched between the organized community of Hempstead and the New York's elite summer vacation land, Near Rockaway.

It was interesting to note that some of the well-to-do residents of Long Island had negro and Indian slaves until 1825. However, the price of an able bodied slave was between \$100 and \$300; since the farms of Long Island were not large enough to make it a profitable venture, slavery soon died out.

When Preacher Robert Pagan, the Dibbles not too far removed ancestor, came to Kent in 1782, he found a hamlet that had to depend upon Hempstead or Jamaica for its staples and supplies.

The General Assembly of the New York Colony in 1693 had established a public market at Jamaica

The public open market was held each Thursday and goods were bartered or sold from eight in the morning to sunset without toll. The farmers came from miles around to this common meeting place and from that time, Jamaica was recognized as the largest shopping place.

Main roads were scarce, therefore all businesses were carried on in Jamaica and Hempstead because of the poor transportation in the other areas. The main road connecting the two was the Hempstead Plank Road. All mail was to be picked up at Hempstead, since there was no post office in what was known as "near" New Rockaway, or Kent. Robert Pagan felt strongly about traveling over the bumpy mud trails to Hempstead and decided to see what could be done about organizing a local post office. A group of the neighborhood people was called together and it was decided that the post office could be nicely located in his general store. Robert Pagan wrote to the United States Post Office requesting a permit for sending and receiving mail for his town. The thought of a good name for its southern part was inspirational to him. "Valley Stream" seemed to please him more than any other combination even though one's imagination might have to be stretched to see a valley on this southern flat plain. Valley Stream would be the name he would send to represent "near" Near Rockaway.

Names seemed to affect Robert Pagan very much, for his own name had needed a letter change to satisfy his wife, friends and parishioners. He was born Robert Pagan, but how could a pastor possibly continue using an irreligious name like pagan; so he became Pastor Payan.

The main industries of the town were a saw mill, flour mill, grist mill, tavern and a general store. The general store, as did most general stores of that time, carried on the business for the town. This store was operated by Robert Pagan. The one church in town was started in the Pagan home. This chapel was sometimes referred to as "Sinners' Hope." Previously, people had to go to church either into Pear-sall's Corner, Lynbrook, or Hempstead.

The village's next important addition was a one-room school house but as the village grew there were more saloons than any other business in the center of town. It wasn't long before the name of "Rum Junction" took hold. There were those who practiced temperance and others who did not. The latter of course kept this type of business flourishing.

At this time it was said that there was an epidemic among the pigs of this section, that cost many lives. Since so many dead pigs were available, a soap factory was established by two men in Hungry Harbor.

As soon as the epidemic was over, the soap factory could no longer make a profit and so had to close.

Whenever the people wished to go to Jamaica they would take the Plank Road, which was put through around 1853. The road was planked only where there was a sandy or muddy spot. Since it was only wide enough for one team of horses to go through at a time, the team with the lightest load, or the driver with the better nature, moved to the side. However, it was not unusual to see the drivers whip the horses to try to get out of hub-deep sand. The road was used to bring the worshippers from all over to the summer religious camp meetings at Merrick. Tents were pitched for those who came a distance. A large tent served as the prayer meeting house. Although the road was not the best, there was a toll. The toll was 1¾ cents per mile. The entire trip cost twenty-seven cents.

Isaac Higbie was a toll keeper who had his problem with "those boys from Valley Stream." Since most people were trustworthy, Mr. Higbie used to go into the toll house with the gate up and rest on the job. People would get his attention one way or another. If they weren't successful, they would leave the toll, but the boys from Valley Stream would try to beat paying the toll by starting their horses galloping from Central Avenue so that Mr. Higbie could not get the gate post down in time . . . but when they were coming back from Jamaica, he would lay in wait for them. No one was going to get the best of Isaac Higbie.

A stage coach travelled from Babylon to New York every other day. The trip took about five hours. Therefore, when one went to the city he usually spent the night there before travelling home, since the trip was so very long.

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United States Mail
STAGE THROUGH LONG IS-
LAND. The above line of stages
leave Brooklyn, (Wood's) Mondays, Wednesdays, and
Fridays, at 8 o'clock, A. M., passing through the pleasant
Villages of Jamaica, Hempstead, South Oysterbay, Bab-
ylon, Islip, Patchogue, to Moriches, the first night, (75
miles.) Leave Moriches next morning, passing through
Speunk, Quogue, Goodground, Southampton, Bridgham-
ton, Sag Harbor, and arrive at Easthampton in the after-
noon. Returning, leave Easthampton, (Parson's) Mo-
days, Wednesdays, and Fridays, and arrive at Patchogue
the same evening. Leave Patchogue Tuesdays, Thurs-
days and Saturdays, in the morning, and arrive at Brook-
lyn at half past 1, P. M.

All business entrusted to the driver will be punct-
ually attended to. E. DODD & CO.

N. B. A Stage will run a DAILY LINE, leaving
BROOKLYN each day at 8 o'clock, A. M. Leaving
JAMAICA (Henry Van Cott's) at 12 M., and back to
Brooklyn, half past 1 P. M.

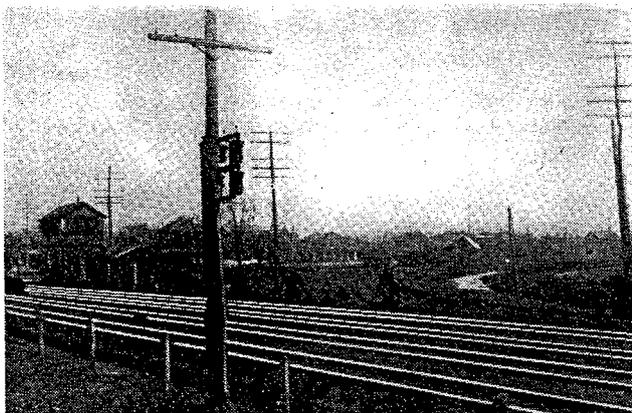
SEATS taken at James Wood's Fulton Hotel, No. 12
Fulton street, Brooklyn; R. S. Williams, New York.
Fare to Patchogue, \$1.75. Way passengers in proportion.
September, 13, 1837--if

Portrait of Rev. E. M. Johnson,
Pastor of the Church of the Holy Trinity, New York.

The Long Island Rail Road opened a branch to service the southern villages of the island, but there was no station. At Valley Stream the train would stop if a signal or arm was waved in time. The railroad first came to Long Island in the 1830's not as a service for Long Islanders at the time, but rather to connect New York City with Boston.

The terrain of Connecticut was much too irregular to build a railroad, while the plains of Long Island were ideal. A ferry from Greenport to Stonington continued the link between the two cities. This was by far, less expensive to establish and maintain.

In 1869 Valley Stream became the junction for the branches of Far Rockaway and Mineola. Valley Stream's business on Rockaway Avenue built up due to the poor connections of the trains. Therefore, the passengers would spend their time shopping. Many who stopped between trains saw the advantage of living in our village. When Colonel Stark bought the Long Island Rail Road, he immediately reduced the rates to fifty cents round trip, encouraging increased commutation. However, the freight rates were extremely high, but the road were so poor that it was too much of a gamble to trust the high possibility of damaging the articles.



THE JUNCTION, Valley Stream, L. I.

The first hotel was built in 1873. This was a necessity since one never really knew when the train might arrive.

It was a great day for the new village that began to develop around 1880, when the first railroad station was built in 1886.

The bicycling craze in the 1890's seemed to bring more New York City residents to Valley Stream and its picnic area which was then located on Central Avenue and Merrick Road. Perhaps because many people were being introduced to the area, the Royal Land Company began to speculate and purchased quite a bit of property in the northern section of Valley Stream. Along with several other real estate

companies, the Valley Stream Corporation and the Windsor Land Company divided their lands and sold them on the installment plan to the New York City visitors, who decided they might like to make their home in this locale. For a while it did not seem too unusual to see miles of sidewalk and a few homes peppered about. Since many of the installment buyers did not obtain the title to the land there was no developing and building of homes but rather, some buyers felt they could make money from a later resale.

Certainly Valley Stream appeared to be going really modern, when a "new fangled" telephone was connected in 1896 by the local telephone company. Residents of Valley Stream must have enjoyed "lending an ear" on the phone because there was a merger with the New York Telephone Company and the switchboard was later located in Valley Stream.

It was 11:20 a.m. on the beautiful Decoration Day morning when there was a blowing of horns, much commotion; but Arthur Hendrickson, a toddler of five years old at the time, was not permitted to "run out and see."

The following account of the disaster was taken from the *South Side Signal* of Babylon, dated June 5th, 1897:

On Monday afternoon a tally-ho coach drawn by horses loaded with a party of young people from Brooklyn, was struck by a Long Island Railroad Train at the Valley Stream crossing. Five persons were killed and thirteen others injured, several seriously. The approach to the crossing is through a piece of woods, and a clear view of the track in either direction is not to be had. An electric bell was there to give warning of the approach of the trains. It was claimed that the bell did not ring on Monday and the engineer did not sound whistle or bell before reaching the crossing. Others assert, however, that the bell was heard and the locomotive whistle was blown in time for the driver of the coach to avert the collision. The driver claims to have heard nothing but the blowing of horns and the clatter of those in the coach. This is probably true, but the driver, Harry McCormach, had two assistants with him and it was his plain duty before reaching the crossing to stop the coach and send an assistant ahead to see if the track was clear.

Soon after the tragedy, a nearby roadhouse adopted the name of Tally-Ho Inn. This was a grim reminder of the accident and the loss of many lives.

The next year the western part of Queens County had voted to consolidate with New York City. "The fathers of Hempstead, North Hempstead and Oyster Bay, gathered at Allen's Hotel in Mineola and drew up a bill declaring their towns an independent county." The name of the new county was chosen in honor of King William III of England, son of King William of Nassau and Prince of Orange. When the

County of Nassau was formed, a flag was chosen. It was the flag of the House of Orange. A golden lion rampant on an azure blue field encircled by seven golden bars became the symbol that still lives with the County.

It was in this year the local men met together in the Golder general store to establish a much needed organized fire department. The group of men collected \$150 to buy a hand-drawn bucket truck from a Canarsie Company Charter. Elbert E. Golder was the first fireman.



With progress came the trolley in 1903, which ran right through town and connected Jamaica and Freeport. The school children who previously had to walk to Rockville Centre High School were pleased to have a means of riding back and forth daily. However, it rarely got the children to school on time. Mrs. John Chalmers remembers her children's faces when, on graduation day, they received a small trolley car along with their well-deserved diplomas.

All of Valley Stream was not progressing. There was that area known as Tigertown, which was comprised of a group of squatters' residences. These were the 'hill-billies' who were eager for a fight and were tough as nails. The townspeople were overjoyed when they heard that Christopher Schriber and Joseph T. Hall had bought the place at a recent sale of land. However, these hillbillies were not giving up their "happy homes" too easily. Finally the unwelcome squatters were physically dispossessed but a family of squatters dug a cave in a nearby railroad embankment and made their home there living "like animals in a burrow, until expelled by the authorities."

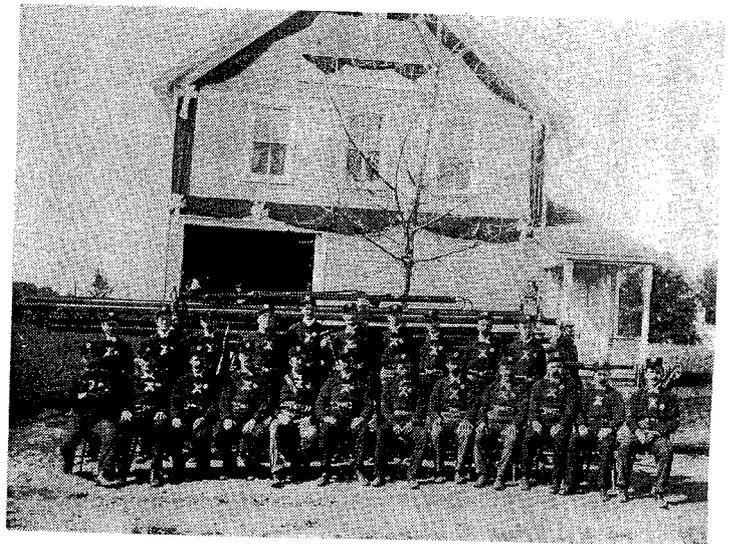
The next year the village had become a member of the newly formed county and its people decided that they needed a place for the business of the community. A site which was previously a bake shop was chosen for the village hall.

Due to a growing increase in the population, the school facilities in District 24 no longer met the needs of the community in 1907. The Valley Stream area had begun with a one-room school in District 13 which was abandoned for a much needed four-room, one-story, flat frame building which was later supplemented by a two-story frame school house in



a newly formed district, number 24. However, the next school house was an eight-room brick building. The farmers felt that school taxes were running wild. The *Register*, which was the only known newspaper at the time, enjoyed editorializing school affairs.

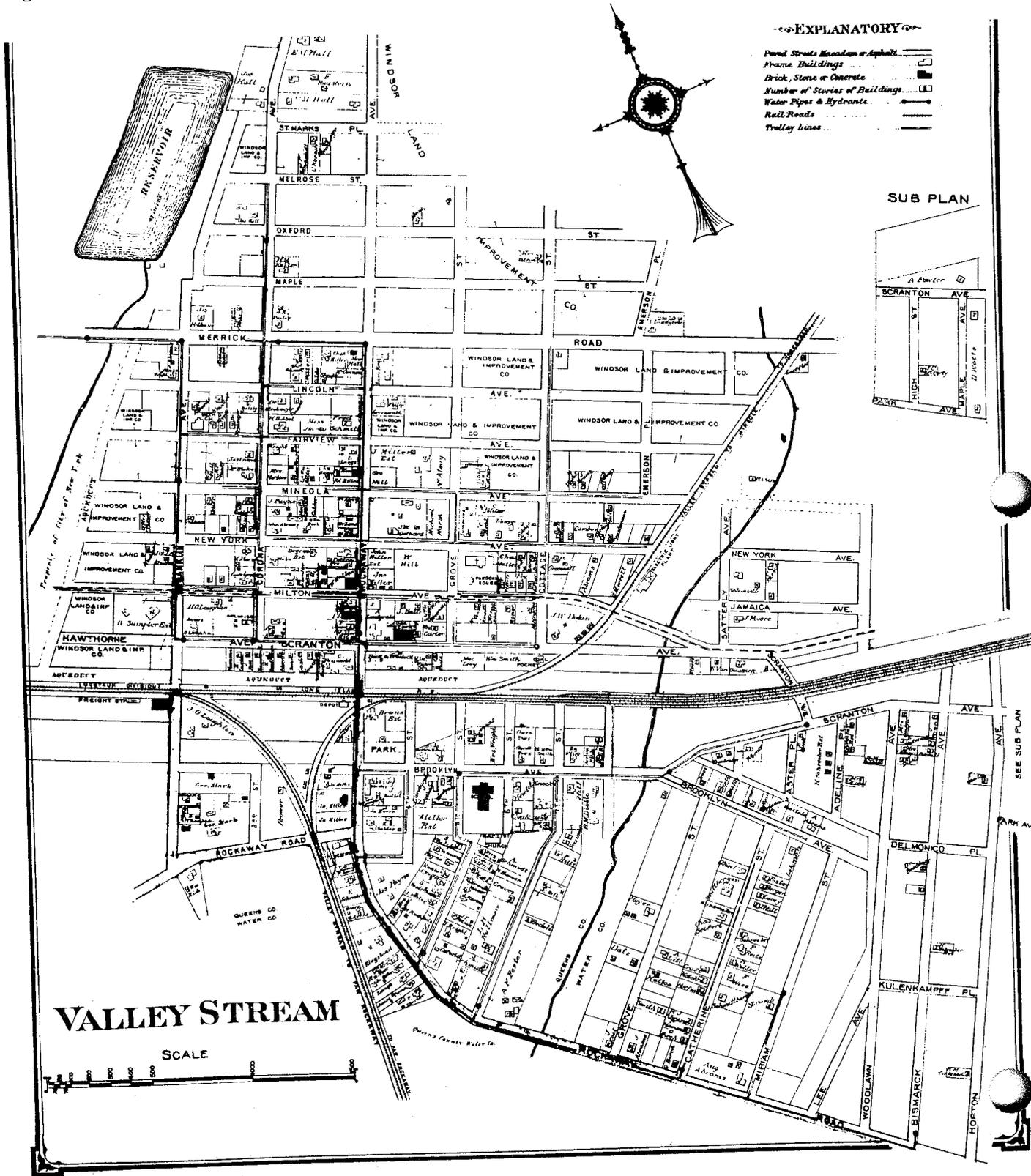
Not only were the educational needs foremost in people's minds, but also there was an urgent desire to protect their homes from fires. However, it was not until 1908 the Village of Valley Stream formed Engine Company #1 which was formerly the privately sponsored Nassau Hook and Ladder Company. The fire apparatus at that time was no longer hand-drawn as previously, but was a horse-drawn vehicle. It must have been nerve-wracking to see the "Bucket Brigade" getting water from a nearby brook to put out the fire, especially if it were your house!



The school bell was the alarm used to signal all the volunteers to come and fight the fire. When the Fire Department began to use the horse-drawn apparatus, the first man to hitch his horse to the wagon received five dollars for this feat.

Valley Stream and the other villages to the east began to see more and more traffic coming its way.

In order to accommodate the Sunday drivers, Sunrise Highway (a dual lane concrete highway) was built in 1914. With the coming of still more automobiles a forced "modernization" of Merrick Road was needed since Sunrise Highway was certainly not ample for this holiday traffic.



As soon as the First World War was over the Valley Stream slow pace of life started to change. There was a need for additional firefighters due to the number of increased houses. The fire company also realized the need for Engine Company #1 to become mechanized so that they could cover the



areas then under construction by Robert M. Dibble and Arthur J. McDermott north of Merrick Road between Rockaway and Cornell Avenues. Valley Stream was developing in all directions because of the popularity of the homesites which were eye appealing to the homey type resident who wanted to provide a suburban way of life for his family and not be too far from his office job.



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Daily Long Island Farmer Print, Jamaica, N. Y.

It was in 1922 that W. R. Gibson, a former carpenter, decided that the 700 acres of land south of this developed community would provide ideal homes for the many white collar city workers if he could provide them with transportation. He began to design a community that would have a country flavor, but also have the convenient city advantages. First he purchased land from the Norumbega Real Estate Company and the Queens County Water Company. This area was considered good nearby hunting grounds for many of the "city hunters" because of the wild game finding refuge there and the isolation of the forest area from any residents.

Three years after Gibson had broken ground, 725 houses had been built. In order to maintain a community of distinction there were fifteen different designs of houses in all. The plans had been so arranged that no two homes stood closer than four houses away from each other, which placed only two houses of the same type to one side of any block. The Gibson Corporation built an average of a house every other day or 150 to 175 houses in a year. W. R. Gibson knew that his community must have transportation so on March 21, 1927 a petition was filed with the signatures of 158 residents requesting the establishment of a new railroad station of the Far Rockaway Branch at Du Bois Avenue. The Long Island Rail Road was reluctant to establish a station within this area for the following reasons: the present railroad policy was not to have stations less than one mile apart; another station would interfere with the railroad operations and, lastly, it would inconvenience the other patrons on the line.

For a time there had been discussion of moving the Hewlett Station closer, but the residents of Hewlett immediately objected vigorously to having to be inconvenienced, and rightly so, as their seven point outline to the State Public Service Commission attested. A personal inspection of the situation made by the Commissioner forced the conclusion that the convenience of the public is better served at this time by the present Hewlett station than by its relocation, as suggested by the railroad.

Mr. Gibson won the railroad station because he was able to satisfy the railroad's objections with the following rebuttal:

1. The railroad undoubtedly did not want to become a rapid transit line, but since the island was growing so rapidly the railroad has no other choice but to provide service to the increased population.
2. The schedule of time would only affect the timetable two or three minutes, not creating any great inconvenience to the 2,007 winter commuters and the 2,345 commuters of the summer.
3. With a new development of 1,600 houses there would probably be as many as 3,000 persons served by this proposed station.

Perhaps the best argument for the station was that the Gibson Corporation offered to build a station on the proposed site, donate the ground, and turn it over to the railroad company. After the hearing at the State Public Service Commission, the builder had a station designed that would architecturally match the Gibson Homes. The station was built at a cost of \$54,000 to the Gibson Corporation. Realizing the railroad station was not enough, Gibson made an arrangement between the railroad and the corporation that every passenger train on the Far Rockaway line would stop at the new Gibson Station. Ninety-two trains service the Gibson Station daily. This made Gibson only thirty-two minutes away from the Pennsylvania Station and also within reach of the Long Island beaches.

Not only had Gibson provided excellent commuter service for the new residents, but he also built a community eighteen-hole miniature golf course to the east of his newly acquired railroad station. As an added incentive he established a shopping section of about twenty-five stores, one of which became the temporary home for Pastor Donahue and his newly established Lutheran Church of Our Saviour.

The young community was annexed to the village on September 10, 1928 which provided them with the benefits of police, school and health department facilities, plus sewers paved streets, electricity and water. The results — a well-planned community named for himself . . . Gibson, which will last.

Meanwhile, the Valley Stream Hamlet had become the Village of Valley Stream with the Honorable Henry Waldinger becoming the president of the newly incorporated village in 1925. The title of president was soon changed to mayor in 1927, has been retained throughout the ensuing years along with the man Henry Waldinger. Mayor Waldinger had been in and out of the office during many years for an interim that was filled by Arthur Hendrickson, John Carey and Henry Hendrickson.

The population of Valley Stream has grown so much that there is little land left for any future building, except for a sporadic house, filling lots or larger home plots which are presently being broken up.



Acknowledgements



Louise Le Jeune, when not serving as a member of the District #30 faculty, spends much of her time as Director of the Valley Stream Museum. "Our Community In Its Yesteryear" is an excerpt from the volumes of research she has gathered concerning the area. Personal interviews with Mabel Ackerly, Hattie Miller, Arthur Hendrickson, A. Richard Howe, Edythe Sanchez and many others have provided much of the information not available in usual library sources.



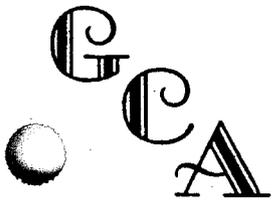
George Woodbridge is a rare blend of artist and historian. When Life Magazine ran its Civil War series some years back, George was called to serve as special consultant because of his extensive knowledge of the period. Naturally, when Life decided to have military plates drawn for the article, George was once again called, this time as illustrator. A five year project dealing with uniforms, arms, etc. of the Civil War are illustrated by himself and written by Col. F. Todd of the West Point Museum is current on the presses of Hastings House Publishers.

I would also like to thank the following for their assistance and cooperation in helping GIBSON AT A GLANCE evolve from an idea to reality:

Leonard Brenner
Donald Buckley
Jerry De Fuccio
Pastor Donahue
Meredith Hupalo
Katherine Kraidich
Lucille Meglin

John Putnam
Terrance Quinn
Howard Ruehl
Mr. & Mrs. L. Skeen
and
Mr. & Mrs. A. Striffolino

Nick Meglin



Review Star, Sept. 17, 1946

"NEW CIVIC GROUP IN COUNTY"

One of the largest civic organizations in Nassau County had begun functioning today following its organization meeting last night at the Hewlett school. With 565 active members, the Gibson Civic Association intends to aid residents in solving local problems and to act on matters of civic nature.

Donald E. Tutschulte, temporary chairman, explained that a group of eight men had been meeting informally at his home for several weeks. Out of these meetings was conceived the new association. The men are Gabriel C. DeCosterd, Richard Hurry, Arthur B. Lindstrand, George W. Middleton, Richard A. Stewart, Kenneth J. Wallace, Alexander J. Voageley and Tutschulte.

... and so the Gibson Civic Association was organized as the result of the work and determination of these men. It grew to nearly 1000 members, the largest civic association of its kind in the country. Donald E. Tutschulte went on to become its first president for the first two years.

The purposes for which it was formed were: to encourage, foster, strive and effect public and private improvements which concern directly or indirectly the community of Gibson of the Incorporated Village of Valley Stream, to deal only with governmental, civic and social problems, specifically excluding political or religious matters; to inquire into civic abuses and to urge and obtain reforms thereof; to promote the improvement and advancement of the community and to protect the homes and property of its members; to take active interest in the affairs of the Village of Valley Stream, the township of Hempstead, the county of Nassau and the state of New York.

The accomplishments of the Gibson Civic Association through the years are evident in Gibson today. Better bus transportation, additional street lights, added police protection, improvement of roads and more efficient transportation service.

In addition to Civic matters the Association has sponsored baseball teams, Cub Scouts, Boy Scouts and Explorer units and the Christmas festival of carols we still enjoy today along with little gifts for the children at Christmas time. Awards are given out each year for inspirational and attractive Christmas home decorations.

Since February, 1947 the Association has printed a newspaper "The Chatter" which is distributed to all Gibson residents covering some 2000 families. It presents meeting reports and news of community and village affairs.

We have members representing our Association at Village Board meetings, Citizens Advisory Committee of Central High School District #1, Decent Literature meetings and Board of Education meetings covering our district. All findings are reported back to our general meeting, discussed and acted upon if necessary.

Our social functions also include an annual dinner and dance held in October and a community picnic held in July.

"Keeping Gibson a nice place to live" was the motto set up when the Association was founded back in 1946 and it is still our motto today.

Anthony Striffolino, Jr.
G.C.A. President, 1964-65

THE BATTLE OF LONG ISLAND

Excerpt from the book "Father Knickerbocker Rebels" by
Thomas Jefferson Wertenbaker

In preparation for the defence of Long Island, the Americans had taken what seemed to be an exceedingly strong position. Stretching from near Gowanus Bay northeast lay the thickly wooded Guana Heights, which were almost impassable save where cut by four roads—the Narrows Road near the shore, the Flatbush-Brooklyn Road, the Flatbush-Bedford Road and, far out to the east, the Jamaica-Bedford Road. Had all of these passes been strongly garrisoned, General Howe might well have been balked in his attempt to reach the left bank of the East River. But the American commanders contented themselves with posting Lord Stirling at the Narrows Road, and General Sullivan at the passes leading to Brooklyn and Bedford, leaving the Jamaica Road almost completely undefended.

At dawn on August 22, Colonel Hand's riflemen, who were posted near Denyce's Ferry at the Narrows, saw the *Phoenix*, the *Rose*, the *Greyhound* and other warships move into Gravesend Bay close to the shore. Behind them, from the Staten Island side, followed a flotilla of flatboats, bateaux, and galleys, each crowded with redcoats. As they approached, Hand's little band, eyeing the frigates' long rows of guns pointing out over the beach, decided that resistance would be useless, and beat a hasty retreat. So the boats ran in to shore, where the men jumped into the surf and waded to the beach—four battalions of light infantry, the light dragoons, and Colonel von Donop's Hessian grenadiers and jägers. This done, back went the flotilla to Staten Island. The next trip brought over 5,000 more troops and the next an equal number. As evening fell on that eventful day, 15,000 British and Germans were encamped near the ferry or on the road from New Utrecht to Flatlands.

On August 23, Howe feinted at the Flatbush and Bedford Passes, with De Heister's Hessian division. But it was a feint only, and when they encountered sharp resistance from Sullivan's men, they retired.

At nine o'clock on the night of August 26, General Howe dispatched a column of 10,000 men under General Henry Clinton and Lord Cornwallis from Flatlands, with orders to surprise the undefended Jamaica Pass and then swing west so as to get in the rear of the main American positions. Led by three Tories, the light dragoons, regiment after regiment of infantry, four battalions of grenadiers, a regiment of Highlanders and fourteen pieces of artillery moved on in the dark past the quaint houses and waving fields of the Dutch farmers. Arriving at the pass early in the morning, Clinton captured five American look-outs, and then after his men had filed through, halted for breakfast.

As this threatening cloud hung over the left flank and rear of the American line, De Heister at the Flatbush Pass and General James Grant on the Narrows Road, advanced to attack Sullivan and Stirling and pin them to their positions. The result was disastrous. An American scout far out to the left, while watching the sun rise "red and

angry," was amazed to see a long column of British, like a red ribbon on the horizon, advancing down the Bedford Road. As the news spread along the heights to one post after another, the American line began to fold back to avoid capture. Soon 2,000 men "were hurrying through the woods, down the slopes and across the fields, some singly, some in groups, some keeping together in companies, some in battalions, all aiming" to reach the forts and redoubts which protected the American camp at Brooklyn.

This uncovered Stirling's flank and left him exposed, not only to Grant's attack from the south, but to a crushing blow by Cornwallis in his rear. Between him and the camp was Gowanus Creek, two large mill ponds and a wide expanse of marsh. It seemed that nothing could prevent the destruction or capture of the entire brigade. But Stirling acted with promptness and heroism. With a handful of men he advanced to attack Cornwallis and for half an hour kept up a stubborn fight, while the rest of his men plunged into the swamps.

The defeat on Long Island was a telling blow to the American cause. Stirling, Sullivan, and other high officers were taken; hundreds of the men had been killed, other hundreds captured; discouragement spread through the army. The only consolation was that Howe had not turned his victorious regiments against the American camp, swept over the redoubts and destroyed Putnam's entire army. In fact the grenadiers and the 33rd Regiment had pursued some of the fleeing Americans up to their very redoubts, in defiance of the blast they received from small arms and cannon. But Howe ordered them back, not wishing to lose men in a frontal assault when it seemed certain that the camp would be taken "at a very cheap rate by regular approaches." So his men retired, leaving the wounded to limp, crying with pain, into the American redoubts.

For several days the armies faced each other across the line from Gowanus Creek to Wallabout Bay. But the position of the Americans was perilous in the extreme. With a vastly superior force facing them with a great river at their backs, with Lord Howe's frigates threatening to cut off their retreat, disaster seemed imminent. So Washington had no alternative save to abandon his positions and attempt to ferry his troops over to New York. On the night of August 29, the men shod their luggage in the midst of a drenching rain and waded through ankle-deep mud to the water's edge. There they found a "Dunk fleet" awaiting them—rowboats, flatboats, whaleboats, large dug canoes, sloops—and climbing in shoved out into the inky darkness of the river. As day broke the last boats were leaving the Long Island side, and a few minutes later the entire force was assembled on Manhattan.



Private Soldier, First Regiment of New York Line
1776

This "smart" looking uniform of 1776; cocked hat, blue coat faced with red, white waistcoat and breeches, yarn stockings and good equipments was to rapidly suffer the fate of all such dress in the strenuous campaigns of the Revolution. It would be years before the regiment would again receive anything like an adequate supply of good clothing — not to mention food, equipment and the ever elusive pay. Nonetheless, this regiment served with distinction and gained for itself an excellent reputation on successive battlefields during our war of Independence.



Sergeant, 42nd Regiment of Foot, 1776
(Royal Highland Regiment)

The dress shown is that of formal parade order for this famous fighting organization, "The Black Watch." In addition to his jacket of blue-faced red, the Highland soldier of the 42nd wore the distinctive bonnet, belted plaid (16 feet by 5) which also served as tent, blanket and overcoat, sporran, diced hose and the classic weapons of the Scottish soldier; heavy "basket" hilted broadsword, all metal pistol, dirk, and of course, a cal .75 British infantry musket known as the "Brown Bess." When on campaign, however, the regiment laid aside most of its distinctive features of dress and accouterment, substituting breeches or overalls for the plaid, the former having been proved more suitable for the then wilderness quality of most of America.

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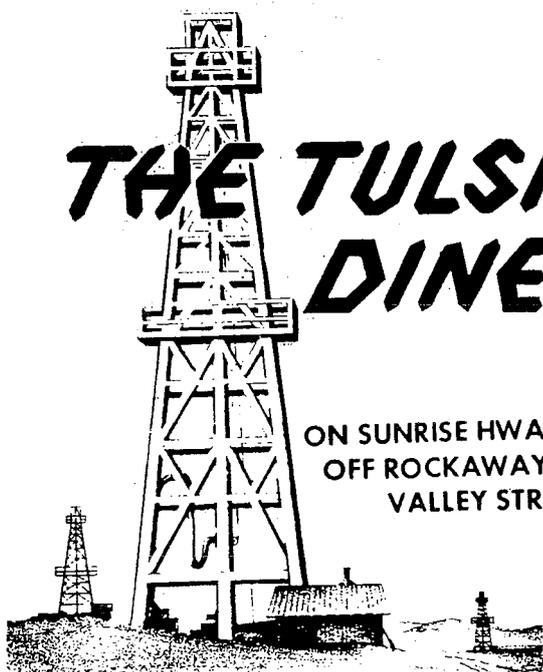
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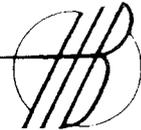
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VA 5-9376

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VALLEY STREAM 5-2900

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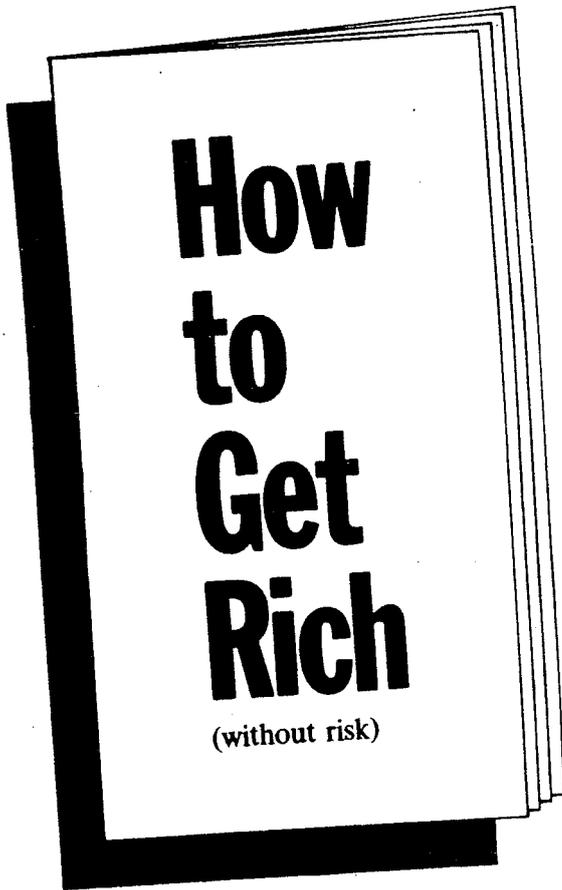
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NASSAU COUNTY, NEW YORK
VA 5-4200

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in celebrating Founders Day

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GIBSON CIVIC ASSOCIATION
Valley Stream 75th Anniversary
Registry



Business/Organization/Institution Page

Name of Business/Organization/Institution GIBSON CIVIC ASSOCIATION
 Address P.O. Box 3, Valley Stream, NY 11582
 Year of Establishment 1946 Founder Donald Tutschulte

2001 marks the 55th year of continuous community service by the Gibson Civic Association which was incorporated on 1946. Donald Tutschulte was its first President. Its newsletter, the CHATTER, which carries monthly meeting announcements and Village and community items also will celebrate 55 years of publication -possibly a record for a newsletter of this type.

The Gibson area was named for real estate developer William R. Gibson, who built most of the homes in the area. He was also instrumental in arranging for the LIRR to stop at Gibson by building the station and donating it and the land on which it stood to the LIRR.

In the early days, street paving, curbs, street lights and sanitation were of concern to residents. In recent times, the Association has supported or challenged various local issues as they have been presented.

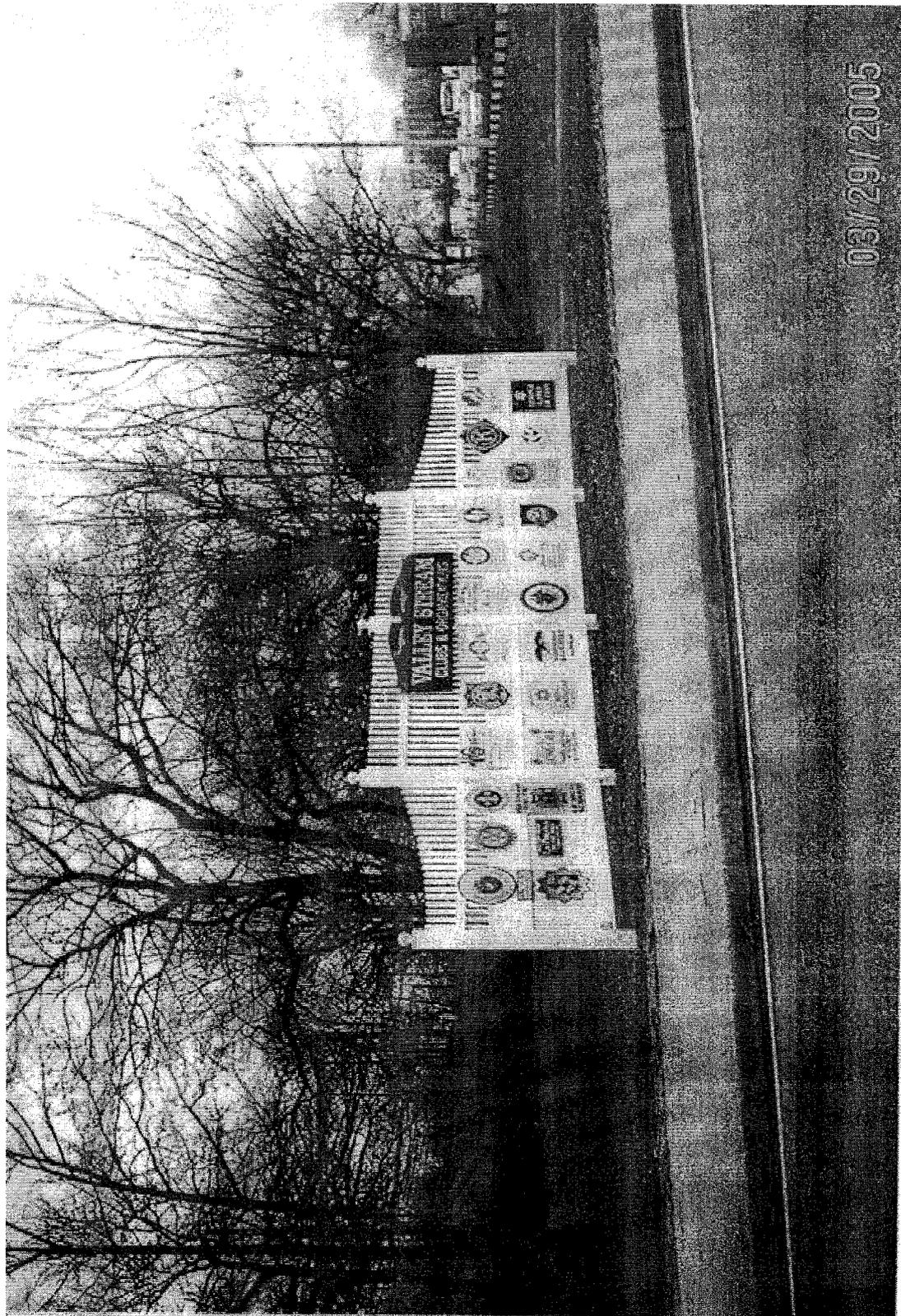
Gibson is now an established community - The Association keeps its collective eyes on matters affecting the life style of the community. To that end, members of the GCA Board of Trustees attend open meetings of the Village Board on a regular basis.

In past years, GCA sponsored affairs such as community breakfasts, card parties, family picnics and dinner-dances. WE continue to hold an annual dinner at a local restaurant or a friendly get-together in a relaxed atmosphere.

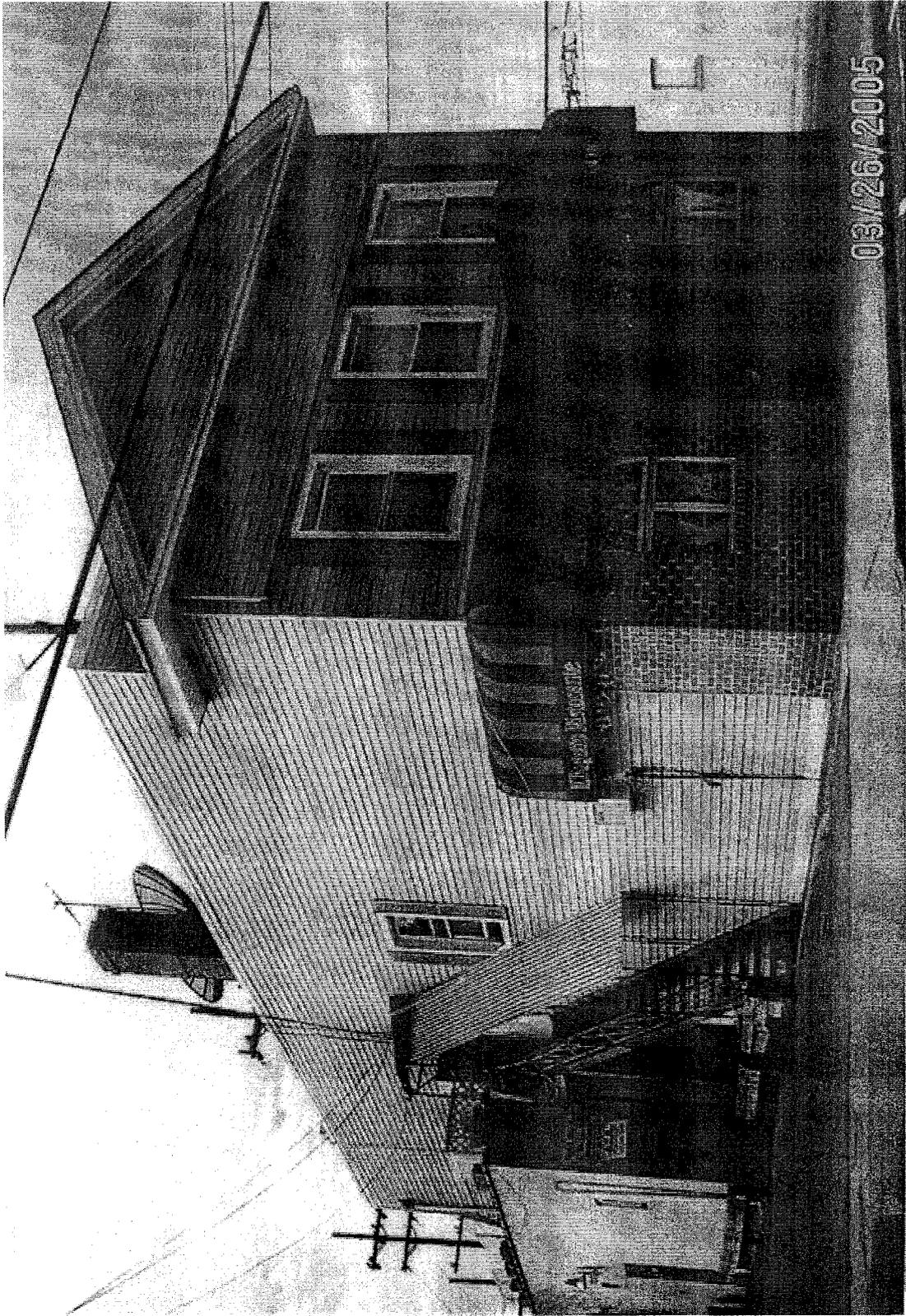
One happy tradition that continues today is the annual Christmas Holiday party for the children. It features the arrival of Santa Claus, distribution of candy to the children while parents snap pictures of their children with Santa. There is no charge for the affair - it is happily provided as a community service.

Mention has been made of GCA's first President. Down through the years, many other men and women have served in that capacity, as well as members of the Board of Trustees or as committee members - all volunteers, without compensation. It is these dedicated individuals to whom the Gibson Civic Association owes its longevity and its thanks.

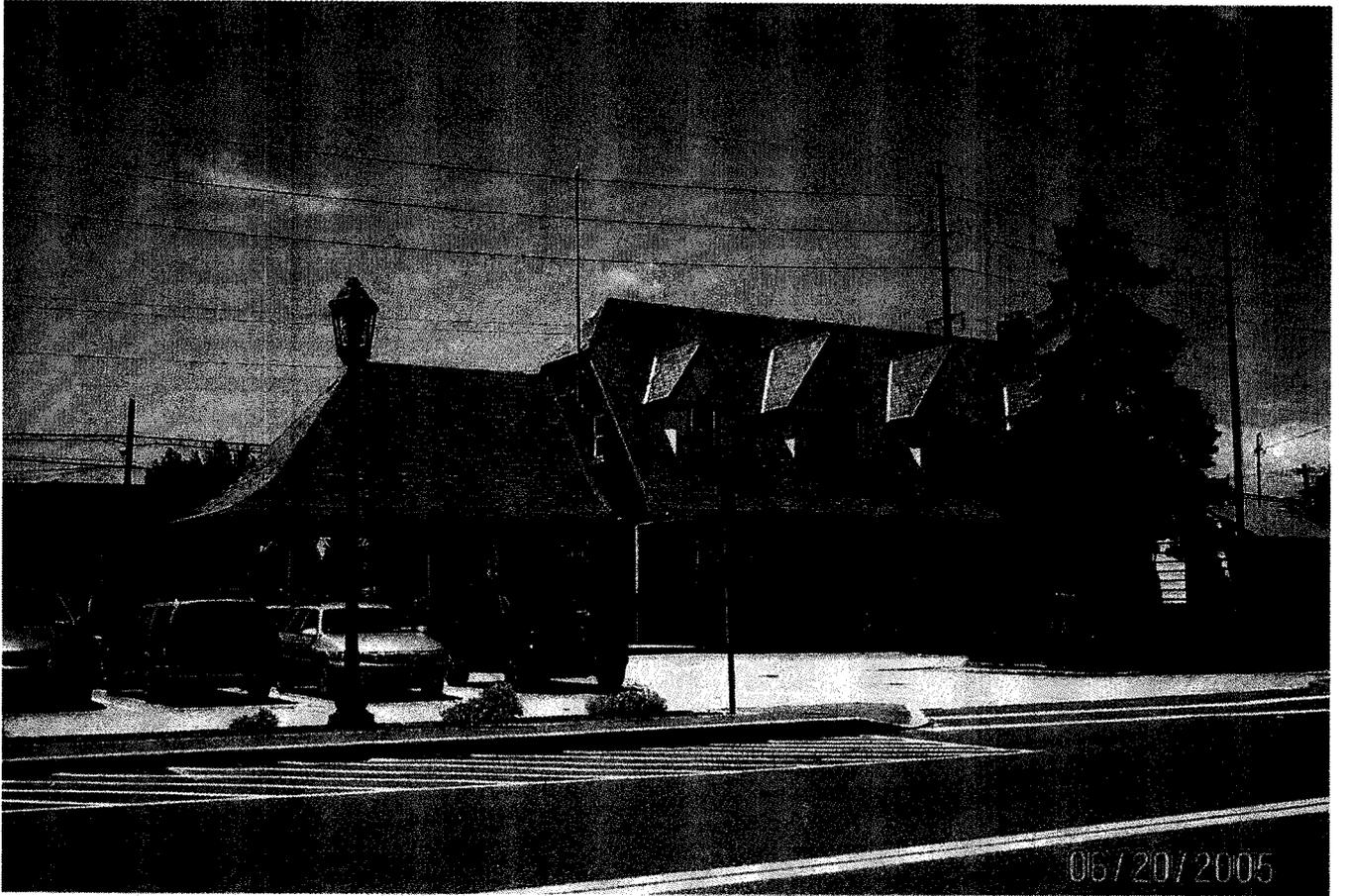
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Sunrise Highway and South Central Avenue
Looking North



First Office of the Gibson Association
410 Rockaway Avenue, Valley Stream



Gibson Train Station



Gibson Train Station