

# DOWNLOAD PDF PALISADES AND SNEDENS LANDING FROM THE BEGINNING OF HISTORY TO THE TURN OF THE TWENTIETH CENTURY

## Chapter 1 : Palisades, New York Explained

*Palisades and Snedens Landing from the beginning of history to the turn of the twentieth century [Alice Munro Haagensen] on calendrierdelascience.com \*FREE\* shipping on qualifying offers.*

The specific problem is: Sections need organizing, more citations, neutrality. Please help improve this article if you can. The hamlet has no mayor, nor any official legislative bodies. It does, however, have its own library, and post office with the zip code and served by the exchange in Area Code. It is almost entirely residential with the exception of a small industrial area section on the Tappan border. The area commonly referred to as Snedens Landing is located within the eastern portion of Palisades between U. Route 9W and the Hudson River. In the ensuing 20 years the land would change hands twice. By there were two houses with 14 people, eight being slaves. It placed Palisades just inside of New York. Loyalties were split more than normally in such a conflict, because the area marked the dividing line between American and British combatants. She and most of her sons were Tories, but her son John was a Patriot. He was allowed to keep the family ferry operating across the Hudson River to Dobbs Ferry during the Revolution. An action by Mollie Sneden during this period illustrates the close interaction of British and patriots in this vicinity. The story goes that a British soldier was pursued down the gully by some patriots; she hid him in her house in a large chest on which she set pans of cream to rise, and when the patriots arrived she misinformed them; they were tired and asked for refreshment, and she offered them all the milk she had, but told them not to disturb the pans of cream which she had just set out. In the evening she is said to have ferried the soldier across the river. His natural disembarkation would have been Snedens Landing, directly across the river; but a force of patriots armed with four cannon and a howitzer at Snedens Landing caused the British to reroute their crossing to Closter, farther south. According to tradition Washington and his troops used a small spring bordering this thoroughfare as source of refreshment. Rising from the west bank of the Hudson River, the Palisades Cliff forms an obstacle to transport seeking access to the river. A break in the terrain occurs at Palisades, still known as Snedens Landing in the early 19th century, where the landscape is rugged but not precipitous. It afforded New Jersey farmers the opportunity to bring their produce down Washington Springs Road to the river, where they could ship it across to the east side of the Hudson and continue down to New York City. Also, at this time the city created a demand for quarried stones for use in paving streets and building houses. The town became so busy that a foot pier was constructed. The Sneden family, which continued to ferry passengers and goods across to Dobbs Ferry, also communicated with steamboat traffic, which could not dock in the shallow water at the shore, mid-river. Its foot pier was abandoned and disintegrated. The once thriving river port transformed to an agriculture-based economy depending upon orchards, vineyards and farms. Not only did these new-comers promote the economy by employing local workers on their estates, they enriched community affairs, establishing a library and the Presbyterian church. Modern conveniences arrived, such as piped water in and electricity in. Access by car was facilitated in by the construction of Route 9W, the George Washington Bridge connecting the east and west sides of the Hudson, and the Palisades Parkway in. It is also mentioned in the Woody Allen film Manhattan. In the radio drama version the location was changed to New York City and the murder site was The Palisades.

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## Chapter 2 : Palisades,\_New\_York-KNOWPIA

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## Chapter 3 : Palisades, New York Facts for Kids

*Palisades and Snedens Landing: From the Beginning of History.*

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## Chapter 5 : This secret New York suburb is teeming with celebrities

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Transportation Earliest recorded history In Dr. In the ensuing 20 years the land would change hands twice. By there were two houses with 14 people, eight being slaves. During this period the land was claimed by both New York and New Jersey. It placed Palisades just inside of New York. Loyalties were split more than normally in such a conflict, because the area marked the dividing line between American and British combatants. This situation is demonstrated within the family of Mollie Sneden, a legendary resident whose family name was given to Snedens Landing, as Palisades was known at that time. She and most of her sons were Tories , but her son John was a Patriot. He was allowed to keep the family ferry operating across the Hudson River to Dobbs Ferry during the Revolution. An action by Mollie Sneden during this period illustrates the close interaction of British and patriots in this vicinity. The story goes that a British soldier was pursued down the gully by some patriots; she hid him in her house in a large chest on which she set pans of cream to rise, and when the patriots arrived she misinformed them; they were tired and asked for refreshment, and she offered them all the milk she had, but told them not to disturb the pans of cream which she had just set out. In the evening she is said to have ferried the soldier across the river. His natural disembarkation would have been Snedens Landing, directly across the river; but a force of patriots armed with four cannon and a howitzer at Snedens Landing caused the British to reroute their crossing to Closter , farther south. In George Washington ordered a blockhouse to be built at Snedens Landing to serve as a guard for the ferry service, an intelligence center and a means of communication. The General is known to have passed through the area and visited the blockhouse a number of times, and the road descending to the site of the ferry is named Washington Springs Road. According to tradition Washington and his troops used a small spring bordering this thoroughfare as source of refreshment. This vicinity is also associated with Benedict Arnold , who was seen by an American soldier lurking in the woods during the period he was attempting to betray West Point. He is also known to have spent a day at the blockhouse avoiding patrol boats along the Hudson. The early 19th century In the population of Palisades was Because of the local topography the town was well suited to become a river center. Rising from the west bank of the Hudson River, the Palisades Cliff forms an obstacle to transport seeking access to the river. A break in the terrain occurs at Palisades, still known as Snedens Landing in the early 19th century, where the landscape is rugged but not precipitous. It afforded New Jersey farmers the opportunity to bring their produce down Washington Springs Road to the river, where they could ship it across to the east side of the Hudson and continue down to New York City. Also, at this time the city created a demand for quarried stones for use in paving streets and building houses. Snedens Landing provided these farmers and quarrymen with the first access for a stretch of about 13 miles above Burdetts Landing, or roughly the spot where the George Washington Bridge connects New Jersey and New York today. The town became so busy that a foot pier was constructed. In the first half of the 19th century steamboats began plying the Hudson. The Sneden family, which continued to ferry passengers and goods across to Dobbs Ferry, also communicated with steamboat traffic, which could not dock in the shallow water at the shore, mid-river. The latter 19th century In the midth century the Erie and Northern railroads arrived and drew off much of the transportation which had earlier depended upon river shipping. Its foot pier was abandoned and disintegrated. The once thriving river port transformed to an agriculture-based economy depending upon orchards, vineyards and farms. By the s railroad travel enabled wealthy New Yorkers to build seasonal homes in Palisades. Not only did these new-comers promote the economy by employing local workers on their estates, they enriched community affairs, establishing a library and the Presbyterian church. Highlights of the 20th century At the turn of the century the population of Palisades was almost Modern conveniences arrived, such as piped water

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## Chapter 8 : Palisades, New York | Revolv

*Palisades, formerly known as Sneden's Landing, (pronounced SNEE-dens) is a hamlet in the Town of Orangetown in Rockland County, New York, United States, located north of Rockleigh and Alpine, New Jersey; east of Tappan; south of Sparkill; and west of the Hudson River.*

Portions of the content on this web page were adapted from a copy of the original nomination document.

**Description** The Washington Spring Road-Woods Road Historic District includes 42 properties of which 34 are contributing that constitute the historic core of the riparian community of the unincorporated hamlet of Palisades, New York. Characterized by a rough and hilly terrain, the district incorporates the length of Washington Spring Road aka River Road – a central thoroughfare that winds down from the upland plateau on the west to the Hudson River on the east – and two smaller, secondary lanes – Woods Road and Dirt Lane, which branch off from Washington Spring Road. The southern, northern and western boundaries partition the district from these non-contributing properties. Route 9W – a major north-south arterial that is the visual, geo-physical, and historic terminus of the riparian community – is located to the west of the historic district. Within the boundaries of the Washington Spring Road-Woods Road Historic District are a total of 59 features; of these 59 features, 36 are contributing buildings 33 residences, 1 church, and 2 outbuildings and 22 are non-contributing buildings 8 residences and 14 outbuildings , and one is an unevaluated site. The Washington Spring Road-Woods Road Historic District contains residential and religious properties of architectural and historic significance dating from the eighteenth century to the first third of the twentieth century. Numerous eclectic and vernacular adaptations survive as well. Buildings are executed in brick, stone, and wood. North of Washington Spring Road, the land rises in a series of hills and ridges. Dwellings located along Woods Road and Dirt Lane – narrow country lanes – occupy modest sized, heavily wooded lots and most were erected during the first third of the twentieth century. These buildings are generally two stories in height and exhibit a high level of craftsmanship. Stone and brick construction predominate. Woods Road is characterized by a concentration of Craftsman style residences Thatched House and Adams House , constructed of local materials, set on a high ridge overlooking the valley and commanding expansive views of the Hudson River. A large pile of stones, the unevaluated remains of a Revolutionary War era block house are also evident. These country seats, visually and geographically separated from the Washington Spring Road-Woods Road Historic District are nominated as individual components of the multiple resource area. Set on large lots, often elaborately landscaped, these estate houses and their outbuildings were built between and circa and are sophisticated and elaborate examples of Gothic Revival, High Victorian Gothic, Flemish Colonial Revival, and Neo-Colonial styles. The Washington Spring Road-Woods Road Historic District is unified visually by the similar size and scale of its resources as well as by their placement in the landscape. A majority of the buildings were built as medium sized, freestanding single-family residences two stories in height. Although the styles of the buildings vary, together they illustrate the progression of American architectural styles popular in the Hudson River Valley from the mid-eighteenth century to the first third of the twentieth century as well as their vernacular adaptations by local builders. The Washington Spring Road-Woods Road Historic District as a whole is unified by the high quality of workmanship and design, as well as by similarities in details and materials. Most of the buildings are of frame construction, although many are built of locally quarried stone, and feature wide verandahs, architectural moldings and details that articulate their facades, and nineteenth-century picturesque qualities that contribute to the visual cohesiveness and architectural quality of the area. Despite some minor alterations and additions to a few of the buildings, an overwhelming majority have been well preserved and the district retains the scale and character of a rural river settlement. Today, this distinctive residential community retains its rural character while most of the surrounding area has witnessed extensive twentieth-century suburban intrusion.

**Significance** The Washington Spring Road-Woods Road Historic District contains a significant

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collection of intact residential and religious properties which together reflect the evolution of vernacular architecture in the riparian community of Palisades in Rockland County, New York. This concentration is also significant as an intact example of a Hudson River waterfront community that retains architectural and spatial characteristics which illustrate changing living patterns as the surrounding area developed from a small agrarian port into a fashionable suburban retreat. A majority of the buildings are vernacular adaptations of popular contemporary styles and many illustrate the impact the nineteenth-century romantic revival styles and picturesque conceptions had on traditional buildings in the Hudson River Valley. The relatively level terrain which characterizes the upland region and the intersection of two major historic thoroughfares, Closter Road and Oak Tree Road, established it as a farming and crossroads community. The riparian section – traditionally known as Snedens Landing in reference to the family that operated the landing in the eighteenth century – as the first portage area north of the Palisades escarpment, became a small transportation and transshipment center which prospered throughout the first half of the nineteenth century. In the second half of the nineteenth century, the gradual demise of river sloop traffic and the advent of the railroad began the transformation of the hamlet into a suburban retreat for wealthy New Yorkers. Moving in the highest artistic circles of the period, she attracted to it cultural luminaries such as Bertram Goodhue, Carl Sandburg, Pare Lorentz, John Steinbeck, among others. As early as or a ferry service was in operation between Palisades and the eastern bank of the Hudson River. At the western end of Washington Spring Road, the commencement of the upland plateau, stands one of the few remaining eighteenth-century farmhouses in the multiple resource area – the circa Mann House. All of these dwellings embody the distinctive hallmarks of the eighteenth-century regional ethnic Dutch vernacular building tradition, specifically a one-and-one-half story, gabled roof form with a linear plan featuring multiple entrances that characterize areas of the Hudson River Valley initially settled by the Dutch. These Anglo-American houses are characterized by a one-and-one-half story, three-bay-wide elevation of frame construction as opposed to the traditional Dutch one-and-one-half story, five-bay elevation. Furthermore, in contrast to the linear distribution of rooms in the Dutch vernacular model, the Anglo-American form assembled rooms vertically with a side entrance hall and often elevated the basement to ground level or left it exposed on hillside sites. This distinctive form, most popular in areas of the Hudson River Valley where Anglo-American populations settled and particularly prevalent in river slope communities, soon became the dominant architectural expression of the Palisades area. The older Dutch tradition, however, continued to exert its influence, as can be witnessed at the circa William Sneden House, whose finely executed stone walls, paneled shutters, and well-crafted molded trim distinguishes it as a product of a more affluent period when the hamlet was transformed into a locally important transshipment center. Typical of the development of Hudson River Valley transshipment centers, the landing area and the upland plateau were initially settled. The prosperity of the community in the nineteenth century is borne witness to by the number of dwellings built along the road during the period. For the most part, these dwellings retained the basic Anglo-American form which had already become well established. Dwellings such as the Southerman and Stansbury Houses were constructed in the s and s and incorporate characteristics of the Greek Revival style. Buildings erected in the Greek Revival style, therefore, tend to be vernacular interpretations of the mode, lacking much of the decorative detailing that is associated with high-style residences. Instead, local builders relied upon a rather simple, easily producible decorative vocabulary whose forms suggested the salient elements of classical architecture. By the second half of the nineteenth century, especially after the opening of the Piermont and Hudson River railroads in and , respectively, the community lost its importance as a transportation center. The rough terrain of the riparian area restricted much of this growth to Washington Spring Road, especially as land to the north and south of the thoroughfare was bought up for estates. These changes in the local economy coincided with the ascendancy of the picturesque movement in American architecture. Although Palisades had lost its importance as a transportation center, the arrival of new settlers in the hamlet, especially wealthy New Yorkers who were more conscious of recent architectural development in urban areas, was instrumental in introducing the new styles to the hamlet. Initially, local builders simply

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applied the hallmarks of the picturesque aesthetic to the basic Anglo-American form, such as the Henry Dobbs and Henry Dobbs Jr. Houses, whose sloped soffits embellished with brackets, high pitched roofs, and robustly carved moldings are applied to the traditional Anglo-American building form. Increasingly, however, houses began to evince the form and details associated with the picturesque. The Coates House, for example, utilizes an "L" shaped plan to lend it an irregular air and the Presbyterian Parsonage and Savage House employ prominent central gables to break up their main frame. The gradual transformation that Palisades had witnessed in the second half of the nineteenth century into a suburban retreat for wealthy New Yorkers reached its apogee in the district by the first third of the twentieth century. By , Mary L. Tonetti â€” a member of the locally prominent Lawrence family â€” owned most of the riparian area. Tonetti also stamped the community with a unique character, often adding to older dwellings details culled from a number of eclectic sources. Newcomers to the area built dwellings, like the Dutch Colonial Breure House, whose designs were inspired by the early architectural traditions of the Hudson River Valley. Unlike the older buildings of the Washington Spring Road-Woods Road Historic District, whose traditional placement along Washington Spring Road reflected the growth of the community as a transshipment center, these later houses reflect the suburbanization of the community. Sited on small, winding roads branching off from the main thoroughfare, these dwellings were conceived as small, independent estates set relatively far back from the street frontage.

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## Chapter 9 : Palisades, New York - Infogalactic: the planetary knowledge core

*Palisades and Snedens Landing, from the Beginning of History to the Turn of the cal formation of the Palisades to the turn of the twentieth century. At every.*

Edit In Dr. In the ensuing 20 years the land would change hands twice. By there were two houses with 14 people, eight being slaves. It placed Palisades just inside of New York. Loyalties were split more than normally in such a conflict, because the area marked the dividing line between American and British combatants. She and most of her sons were Tories , but her son John was a Patriot. He was allowed to keep the family ferry operating across the Hudson River to Dobbs Ferry during the Revolution. An action by Mollie Sneden during this period illustrates the close interaction of British and patriots in this vicinity. The story goes that a British soldier was pursued down the gully by some patriots; she hid him in her house in a large chest on which she set pans of cream to rise, and when the patriots arrived she misinformed them; they were tired and asked for refreshment, and she offered them all the milk she had, but told them not to disturb the pans of cream which she had just set out. In the evening she is said to have ferried the soldier across the river. His natural disembarkation would have been Snedens Landing, directly across the river; but a force of patriots armed with four cannon and a howitzer at Snedens Landing caused the British to reroute their crossing to Closter , farther south. According to tradition Washington and his troops used a small spring bordering this thoroughfare as source of refreshment. Rising from the west bank of the Hudson River, the Palisades Cliff forms an obstacle to transport seeking access to the river. A break in the terrain occurs at Palisades, still known as Snedens Landing in the early s, where the landscape is rugged but not precipitous. It afforded New Jersey farmers the opportunity to bring their produce down Washington Springs Road to the river, where they could ship it across to the east side of the Hudson and continue down to New York City. Also, at this time the city created a demand for quarried stones for use in paving streets and building houses. The town became so busy that a foot pier was constructed. The Sneden family, which continued to ferry passengers and goods across to Dobbs Ferry, also communicated with steamboat traffic, which could not dock in the shallow water at the shore, mid-river. Its foot pier was abandoned and disintegrated. The once thriving river port transformed to an agriculture-based economy depending upon orchards, vineyards and farms. Not only did these new-comers promote the economy by employing local workers on their estates, they enriched community affairs, establishing a library and the Presbyterian church. Modern conveniences arrived, such as piped water in and electricity in Access by car was facilitated in by the construction of Route 9W, the George Washington Bridge connecting the east and west sides of the Hudson , and the Palisades Parkway in It is also mentioned in the Woody Allen film Manhattan.