

Think February Blizzard Was Bad, Eh? Well, They Had One Back In 1888

Even if the great storm of foot at Clinton avenue. As there was 1934 accomplished nothing, it is no other way to make the journey, at least enabled young folks to they began walking through im-

The snow began shortly after daylight on March 12. Long Island Railroad trains had their troubles in those days also. It seems, too, at about eight o'clock the railroad faced a tie-up of traffic. Highways soon became blocked. The blizzard continued for about three days.

Despite its severity the '88 storm probably tied up business less than last year's. People had little work to do in the winter then, as Bay Shore was largely a summer resort and farming community, so the cold months found them prepared for "isolation" from the world. Crops had been brought in from the farms, pigs raised by nearly all families had been converted into salt pork, and wood had been chopped to serve as fuel, since coal was used very little because of its high price on Long Island.

Edger S. Clock of Islip tells about a trip he took from his home village two days after the blizzard, with William Brody. The pair had left their horses in Bay Shore near the

ing wind and snow, interspersed with hail.

Selah Clock resided then on Second avenue, in the house now occupied by John Strong. He had just moved there with his family. Drifts covered the doors to their tops, while a short distance away the ground was bare. Fortunately, the coachman, maintained outside in those times, was entirely clear.

On March 17 Captain Clock left for New York to pilot a boatload of oysters and clams, as was his custom, to the city from Egg Harbor, N. J. He rode on the railroad to Long Island City. After reaching his boat, which lay at West 14th street, he started on the voyage. A towboat pulled his vessel out the gap the ice into the middle of the Hudson River, where it set out on the journey equipped with no engine of any kind, but merely with sails. The river was full of ice and snow, heavy enough to discourage all except Captain Clock's sailboat and one smack, so far as he could see. After many trying experiences among the ice floes the boat arrived at Little Egg Harbor and returned, all within about ten days.

Clinton E. Metz, Journal, Bay Shore, N. Y.

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3 STORES HANDLED ALL TRADE DURING MID-19th CENTURY

T. O. Smith, William Robbins and Seth Clock
Blazed Trail for Later Merchants.

If Treadwell O. Smith, William Robbins or Seth Clock saw Main street today, they would probably ask the first stranger if this was Chicago or some other city. The owners of Bay Shore's early stores would find hardly a single building that lined the old Country road as they knew it in 1870.

About 45 years ago Islip and Babylon were much busier places than the little hamlet between them. A great portion of trading was done at Islip, where Hallett and Nathaniel Clock had a department store on the main road nearly opposite Grant avenue. Still primarily a fishing and agricultural community, Bay Shore stood at the threshold of a new era when summer residents were to cause a great transformation and then, pleased with their surroundings, settle here all year round. Railroad service played an important role in this change, but it is safe to say that the enterprise and industry of civic leaders, either directly or indirectly, laid the foundation for a modern shopping center.

Let us go back, in imagination, to T. O. Smith's general store which stood on the present site of the First National Bank. The business was founded about 1850 by Mr. Smith, whose farm extended from Bay avenue on the west to the brook next to King Kullen's market, and from Main street to the bay.

Mr. Smith was a versatile, energetic character. In addition to being a highly successful merchant he operated a farm, was a contractor for clearing land, served as agent for the Marine Underwriters, and had a surf boat and had an expedient crew headed by "Bill" James to save boats wrecked on Fire Island Beach. He was village banker, extracted teeth, and was a friend in need to many a deserving citizen who wanted credit or funds to acquire a home, or a boat with which to earn his livelihood. The stagecoach to Thompson's station used his store as a terminus. For several years the post office was located there, besides the Western Union telegraph office.

The store set well back from the street, with residence adjoining. On the corner was a large "Liberty Pole," while on the other side of Ocean avenue was a set of hay scales. During these years the firm of Smith and Brewster (Henry D. Brewster married the daughter of T. O. Smith and became one of the firm in 1863) had their vessels to bring in store freight which was landed at their own dock at the foot of Ocean avenue.

Enlarged considerably, the building was torn down about five years ago, when Harry M. Brewster, grandson of the original proprietor, sold the property to the First National Bank. In its 80-year career the establishment was known successively as T. O. Smith's, Smith & Brewster, Brewster & Sons, and H. M. Brewster & Company.

Robbins' Store a Pioneer
William Robbins, grandfather of Attorney William H. Robbins and Dr. E. J. Robbins, owned the general store for eastern Bay Shore at a building located where John Sabiston had his hardware store until recently. The proprietor started

SHELL ROADS' DOOM CAUSED BY AUTOS

Except for their dustiness, the roads of Islip Town ranked among the finest anywhere in the horse-and-carriage era. Favored with a bountiful supply of shellfish, the highway builders maintained roadbeds of oysters and clam shells which surpassed ordinary dirt roads in hardness, especially during wet weather.

If a driver's horse was slow, he had to travel through the dust raised by faster steeds in dry weather. Sprinkling of the highways kept them fairly satisfactory for carriages, but when automobiles came their increased speed stirred up the dust to an alarming degree. Oil proved inadequate, as it settled down a few inches and stayed there, loosening the shells. Wheels picked up bits of the road and formed holes which grew in size.

Gradually concrete replaced oyster shells as the chief material. A concrete road on Montauk highway from Babylon to Bay Shore was one of the first of its kind in the entire United States. People traveled hundreds of miles to look at it.

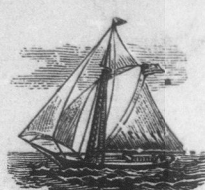
Martin Anderson was long the only photographer in this section. Originally a resident of Patchogue, he had a one-story building in Bay Shore at the southwest corner of Main street and Maple avenue. Later his studio was on the north side of Main street, near where Park avenue runs today. In the final years of his career Mr. Anderson's studio was on Third avenue. He served as Tax Receiver of Islip Town.

CHURCHES

(Continued from Page 6)

ing the early years. Many candidates applied for baptism. D. W. Herold, the first pastor, Deacons Meyhew and Harris, Lillian May Thomas, Sadie Wood, Mary Hicks, Louise Taylor, Alice Harris, Mrs. Leudester Simms, Mrs. Minnie Griffen, Eli Hicks, and Mrs. Carrie Mills organized the church, meeting first at Deacon Meyhew's house, where gatherings continued until the purchase of a site for the church. Ground was broken for the building on July 4, 1922.

The Rev. J. L. Middleton has been pastor during the past two years. The deacons are William H. Meyhew, Ernest Harris and William H. Wood, while Lillian May Thomas, Mrs. Leslie Middleton and William H. Wood are trustees.



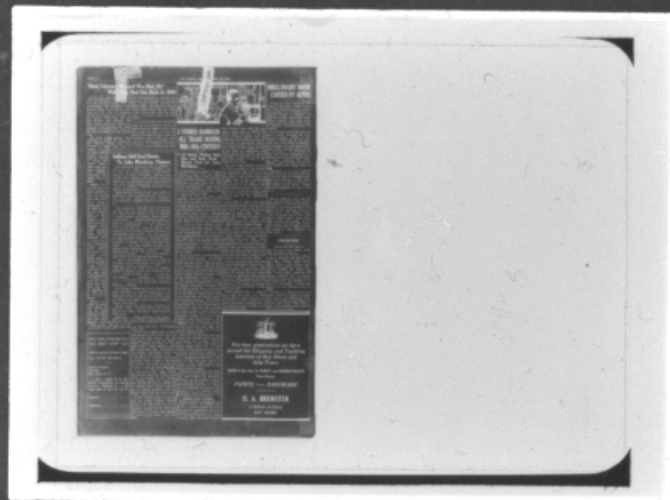
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