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**ARCHAEOLOGICAL DOCUMENTARY STUDY  
BLOCK 74, PART OF LOT 20  
CORNER OF SOUTH AND JOHN STREETS  
BOROUGH OF MANHATTAN  
CITY OF NEW YORK**

**by  
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**Submitted To:  
THE SOUTH STREET SEAPORT MUSEUM**

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## I. INTRODUCTION

### A. Background and Site Description

The South Street Seaport Museum is planning to construct a new six-story building on a parcel of land located at the corner of South and John Streets in lower Manhattan. This archaeological documentary study of the proposed building site is being conducted as a result of a review of the project by the New York City Landmarks Commission. The study objectives are to detail the history of the site, determine its sensitivity for the presence of potentially significant archaeological resources, determine the probable type, extent and significance of any such resources, and recommend any future archaeological field investigations which may be appropriate.

The project site (also referenced in this report as the "study area") extends for approximately 90 feet along John Street and 60 feet along South Street in the Borough of Manhattan (see Figure 1). It constitutes a portion of the tract now designated as Block 74, lot 20. However, it comprised four separate lots prior to the 1956 demolition of the structures which stood on this property (see Figures 15-26). Three of these fronted on South Street. The corner lot, designated as lot 6, extended for 21.2 feet along South Street and 69.1 feet along John Street, the easternmost portion of which was formerly known as Burling Slip. The building on this lot was numbered 88 South Street. However, there was a separate store at the rear of this building which fronted on Burling Slip and was numbered 39 Burling Slip (and later 175 John Street). Proceeding along South Street, the lot adjacent to the corner lot, designated as lot 5, was the site of a building numbered 89 South Street, with a frontage of 19.3 feet along South Street. The third South Street building lot, designated as lot 4, extended along South Street for an additional 20.4 feet. The building which stood here was numbered 90 South Street. The fourth property within the study area, designated as lot 7, had a 20.7 foot frontage along on Burling Slip and extended northward for 62.4 feet, immediately to the rear of the three lots fronting on South Street. The building which stood on this lot was numbered 37 Burling Slip (and later 173 John Street).

The site is now a vacant lot with an asphalt or concrete surface. The western portion (former lot 7) is used as a driveway and the remainder of the site serves as a storage yard for boats and other equipment (see Plates 1 and 2).

It should be noted that South Street extends along the East River with an approximately southeast-northwest orientation (see Figure 1). The modern convention is to refer to South Street as extending north-south and John Street (Burling Slip) east-west. However, records dating to the 18th and early 19th centuries adopted the opposite convention. That is, Burling Slip was referenced as extending along a north-south axis with South and Front Streets along an east-west axis. In this report, except when quoting from the records, we will follow the modern practice (i.e. South Street extending north-south and John Street east-west).

The study area forms the southeastern corner of what has come to be known as the Schermerhorn Row block. This block was designated as a New York City Landmark by the New York City Landmarks Preservation Commission in October 1968, and was approved for listing on the National Register of Historic Places in February 1967. The block was also included within a larger South Street Seaport Historic District which was listed on the National Register of Historic Places in October 1972 and designated as a New York City Historic Landmark by the Landmarks Preservation Commission in May 1977 (Pokorny 1990).

## B. Previous Studies and Presentation of Data

In 1974 the New York State Office of Parks and Recreation, Division for Historic Preservation prepared an extensive report on the Schermerhorn Row block historic structures. The authors of that report examined many of the primary documents pertaining to the history of the block. In addition, the files of the South Street Seaport Museum library and the office of the South Street Museum historian contain transcriptions of primary sources (see References Cited section). The present study focuses on four specific lots on which historic structures were no longer standing at the time the 1974 report was prepared. In addition, data relevant to archaeological issues may not have been recorded by the prior researchers. Therefore, we have re-examined many of the primary sources investigated by the previous researchers, as well as additional maps and primary documents.

The results of the review of primary documents are presented in a series of appendices to this report. Appendix A1 includes copies of the water lot grants relevant to the study area. Appendix A2 includes a list of land conveyances and leases affecting block 74, lots 4-7, transcribed from the block indexes in the Manhattan office of the City Register. The files of the South Street Museum library contain transcriptions of the first set of indexes which include those registered through 1917. We re-examined this index as well as the indices including the subsequent years. We also examined the texts of selected deeds and leases. Those containing data of particular relevance are discussed in the text.

Appendix B contains a listing of the occupants of the study area buildings as determined by an examination of tax assessments, city directories and other documents. Unless noted in this Appendix, identification of building occupants are based on the directory listings. Prior to the early 1840's, tax assessments listed a building's occupants rather than the owner. Occupants determined based only on these assessments or on other primary documents, without confirmation obtained from an examination of the directories, are noted in the Appendix. Where the identification of occupants is based solely on the data contained in the historic structures report or in transcriptions of primary documents prepared by prior researchers, without consulting the primary sources, this is also indicated in Appendix B.

Appendix D contains transcriptions of data from census records. We examined the records of the Federal census of 1880, 1900, 1910 and 1920 and recorded data pertaining to the occupants of study area buildings. The records of the 1905, 1915, and 1925 New York State censuses were previously transcribed, and are included in the files of the South Street Seaport Museum Historian. Copies of these transcriptions are included in Appendix C.

Archaeological investigations on the Schermerhorn Row block were conducted in connection with the renovation of the buildings on this block in the late 1970's and early 1980's. In the first project, conducted in 1977 (Larrabee and Kardas 1979) the archaeologists recorded seven test pits which were excavated by a foundation contractor. Soil removed from the excavations by the contractor was screened and artifacts recovered. None of the 1977 excavations were located within the study area.

The second archaeological project was conducted intermittently between 1981 and 1983, but the report was not completed until 1991 (Kardas and Larrabee 1991). During this project a number of units were excavated by the archaeologists in various portions of the block. Other units were excavated by the construction contractors and could only be recorded by the archaeologists after excavation. Although the map included in this second report (see Figure 44) indicates that two units were excavated within the present study area, they are not discussed in the report. However, we have obtained the field records for these units from the New York State Department of Parks Recreation, and Historic Preservation, Bureau of Historic Sites. They are included in this report as Appendix F.

### C. Acknowledgments

We would like to take this opportunity to thank the staff of the South Street Museum; especially Steve Jaffe, Historian, Norman Brower, Librarian, Diane Dallal, senior archaeologist at the Museum's New York Unearthed facility and Steve Kloepfer, Executive Vice-President and General Counsel for their assistance during the course of the research for this project. Our thanks also to Paul Huey of the New York State Department of Parks Recreation and Historic Preservation's Historic Sites Bureau for helping us to locate the missing excavation records, Geologist Mike Greenman of New York City's Department of Design and Construction for providing us with logs of borings conducted in the vicinity of the project site, and to archaeologists Diana Wall and Wendy Harris for their advice and assistance.

## II. STUDY AREA HISTORY PRIOR TO 1811

### A. History Prior To Landfilling

During the period extending from the late 17th century through the beginning of the 19th century New York City expanded outward on landfill deposited in the East and Hudson Rivers. Prior to the initial landfilling, the East River shoreline in the lower portion of Manhattan extended along what is now Pearl Street. At that time the study area was located some 800 feet east of the shoreline and was covered by the waters of the East River.

By 1722, landfilling west of the study area had reached Water Street. To provide for the docking of ships two public slips extending into the landfill from the River were created in this area; Beekman Slip, located at the present location of Fulton Street, and Burling Slip, at the present location of John Street (Balliet 1982). Burling Slip at that time was known as Rodman's, Lyon's or VanClyff's Slip (Jaffe 1995). The block bounded by these two slips and by Water and Front streets has been referred to in recent years as the "Telco" Block, and archaeological excavations were conducted there in the early 1981. As we will see, aspects of the study area's history are associated with the history of the Telco block.

By 1755 the Telco block had been partially filled in to a point indicated by documentary sources as approximately 130 feet beyond Water Street. Following the usual practice, owners of property along the waterfront had the rights of first refusal on the grants from the City of New York to lands under water extending outward from their River frontage (Harris 1980; New York State Office of Parks and Recreation, Division for Historic Preservation, Preservation and Restoration Bureau, [hereafter referenced as NYSOPR] 1974:50). Since the new waterfront property created by this process was extremely valuable, this right was usually exercised. Thus this practice tended to perpetuate the ownership of the waterfront by the members of the elite families which had obtained possession of such property early in the City's history.

Prior to 1756 two lots on the Telco block were held by Evert Byvanck with adjacent lots owned by Margaret Bowne (Rockman et al. 1982). In 1756 these property owners, as well as the owner of the lots north of Margaret Bowne's property, obtained water lot grants permitting filling into the East River for an additional 70 feet, including 40 feet in which Front Street was to be made (Rockman et al. 1982).

Examination of the 1767 Ratzer Map (Figure 2) suggests that the filling authorized by the 1756 grants had not yet taken place, as it shows that the block did not yet extend to Front Street. At this time this map was drawn, however, Front Street, then known as Burnets Key was in existence south of Rodman's (i.e. Burling) slip. The map indicates that a pier had been constructed which extended into the East River from the center of the Telco block to a point somewhat past the line of Front Street. According to Rockman

et al. (1982:47), the location of this pier would place it along the line separating lots 26 and 25 on the Telco Block, owned at that time by Evert Byvanck and Margaret Bowne, respectively. This pier is referenced by Rockman et al. as the "Bowne/Byvanck wharf." It should be noted that historical documents, as well as some contemporary sources use the term "wharf" to reference structures extending outward into the River, as well as bulkheaded portions of the shoreline alongside which ships can be moored and unloaded. However, the former type of structures are more properly referenced as "piers" (see e.g. Raber et al. 1984).

The collections of the New York Public Library include an annotated version of the 1767 Ratzer map (see Figure 3). Although the date of the annotations is uncertain they were apparently made during the Revolution or shortly thereafter. Under the list of references as given by Ratzer, the map bears the notation "the part of the town colored red, was destroyed by the Fire on the night of 21 Sept. 1776" and the inscription "F. Walden. Fecit". It also shows a list of "additional references" to Revolutionary War fortifications not included on the 1767 Ratzer map. More relevant to this study, it shows anchorages for two British ships of war, the *Phoenix* and the *Asia*. The latter ship is shown anchored off Rodman's (Burling) slip a short distance east of the Bowne/Byvanck pier. Although the map scale is too small to permit precise measurements, the eastern side of the ship as shown would have been situated immediately west of the western boundary of the study area.

The collections of the South Street Seaport Museum Library contain a microfilmed copy of British naval records which include a portion of the journal of the *Asia*'s Captain, George Vandeput, covering the period from July 1775 through November 1776. The entry for December 21, 1775 is as follows:

PM Weighed and came to sail, run into the East River and Moor'd AM Unbent the sails of ... [illegible]... and the running Rigging, when moored the old English Church WNW, the Battery WSW 1/2 w Long Island ferry SE.

The Long Island ferry at that time ran from the present location of Maiden Lane (see Figures 2 and 3). The description as given by the Captain would approximately accord with the location of the ship as shown on the map discussed above.

The *Asia* remained moored at this location for two months, until February 20, 1776, when the Captain's journal entry indicates "Bedlows Island WNW, Governors Island ENE, Old English Church NEbN" indicating that the ship had moved to a mooring position in Upper New York Bay probably near the entrance to the East River.

During the two winter months that the *Asia* was moored near Burling Slip, the Captain's journal on several occasions indicates that the ships crew was "employed breaking up the ice with Iron Ballast" (journal entries December 29, January 26, January 29 and February 7). On the latter occasion the Captain noted "lost three pigs of Iron ballast breaking the



ice". Apparently the practice was to drop iron weights off the ship to break up the surrounding ice and prevent the ship from being damaged by ice forming around the hull.

The *Asia* was apparently a large ship. A document listing British ships deployed in North America, included in the Admiralty records, indicates that as of August 1776 it had a complement of 500 men.

Although the Walden/Ratzer map (Figure 3) shows that the eastern portion of the Telco block remained unfilled, another map dated to 1776 (see Figure 4) indicates that it had been filled-in to Front Street. Since the latter map appears to show the Bowne/Byvanck wharf surrounded by fill it is possible that this map reflects planned land filling. In any event, the 1782 Hills map (see Figure 5) indicates that by this time the Telco block had, in fact, been filled-in to Front Street, and that the Bowne/Byvanck wharf had been extended from Front Street further into the East River.

On August 26, 1788, the minutes of the New York City Common Council (Minutes of the Common Council, 1784-1831 [hereafter referenced as MCC] I:64) record

a Petition of George Bowne and John Byvanck praying a farther Grant of the Soil under Water in the East River opposite to their respective Lots between Beekmans and Burlings Slips and also that in the mean time they may be permitted immediately to sink a Block in front & adjoining their present Wharf which in the course of the late War is become out of Repair and altogether useless

This entry suggests that the Bowne/Byvanck wharf was of block and bridge construction as discussed further below. The council approved the sinking of the block but no action was taken on the request for the water lot grant.

By April 1793 the council had drafted a water lot grant to George Bowne, at which time it was noted that "the Water Lots between Burlings & Beekmans Slips" extended various lengths into the River (MCC II:3).

Although landfilling east of Front Street prior to the beginning of the 19th century is not securely documented, it is apparent from maps of the period that prior to the end of the 18th century some landfilling had taken place at the western end of the Schermerhorn Row block. The 1797 Taylor-Roberts map (Figure 6) shows what is now the Schermerhorn Row block as partially filled, with the Bowne/Byvanck pier, labeled "Bowns Wharf," extending eastward from the filled-in area. The Bowne/Byvanck pier and landfilling east of Front Street are also shown on the 1798 Valentine-Seaman map (Figure 7) which was drawn to show the location of yellow fever cases in the city.

The 1803 Goerck-Mangin plan (see Figure 8), which depicts New York City as it was in 1799 (Stokes 1915 I:454) shows the planned landfilling of the block and the future location of South Street. The fact that the Bowne/Byvanck pier (labeled "Schermerhorne & Bownes Wharf") is still shown on this map indicates that the map is showing planned



landfilling rather than that already completed. The Goerck-Mangin map indicates that the pier extended almost to the location of South Street, and that buildings were already standing along the eastern side of Front Street.

The most detailed depiction of the Bowne/Byvanck pier is shown on a map drawn by Thomas Mangin in 1799. The original map was included in a book of land maps formerly in the Office of the City Register. These books have been microfilmed and we were not able to locate the map in the microfilmed records. However, a 1969 tracing (see Figure 9) is included in the files of the South Street Museum Library. The pier shown on this map would appear to be the Bowne/Byvanck pier, although it should be noted that L. Simond and E. Stevens, indicated as the owners of lots west of Front Street, do not appear on the list of Telco block property owners compiled by Rockman *et al.* (1982).

The location of the Bowne/Byvanck pier as shown on this 1799 map is consistent with its position as indicated on the smaller scale maps noted above (Figures 5-8). It indicates a distance of some 270 feet from the west side of Front Street to the eastern end of the pier. This measurement places the eastern end of the Bowne/Byvanck pier approximately 25 feet west of the present location of South Street.

The 1799 map (Figure 9) indicates that the eastern end of the wharf widened out into a T-shaped configuration. The Goerck-Mangin map (Figure 8) also shows a widened eastern end, although the latter map shows an L-shaped configuration.

#### B. Landfilling and Wharf Construction

George Codwise, Jr., who was responsible for constructing wharves and filling-in the study area, was born on May 26, 1765 and married Maria Byvanck, daughter of John Byvanck, in 1790. His great grandfather, John Conrad Codwise had emigrated to America prior to 1705 (Academy of Genealogy 1966).

George Codwise Jr. was one of eight children of George Codwise, a "prominent New York ship owner," who also served in the Revolutionary War. George Codwise, Jr. and Mary Byvanck had eleven children. He died on August 16, 1816 at the age of 61, surviving his father, who died in 1814 at the age of approximately 82 years, by only two years (Academy of Genealogy 1966).

On July 24, 1799 the executors of John Byvanck's estate deeded to Mary Codwise "one of the children of John Byvanck and wife of George Codwise Jr." a tract of land, including the wharf and buildings which it contained. The property extended 37' 9" along the east side of Front Street and was bounded northeast by ground of George Bowne, on the southwest by ground of John Riker and "in depth from Front Street into the River the extent of the grant from the Corporation of the City of New York with the right to further grants from said Corporation" (New York County Deeds, Liber 56:531).

The Byvanck family, as noted above, had obtained a water lot grant in 1756 permitting the filling in of the eastern portion of the Telco Block. It would appear that the filling which occurred under this grant actually extended east of Front Street and resulted in the creation of a strip of land along its eastern side shown on the late 18th and early 19th century maps (see Figures 6-8). By virtue of his marriage to Mary Codwise and her ownership of this property, George Codwise Jr. eventually obtained the water lot grant which encompassed the study area. He also obtained part ownership of the pier known as the "Bowne/Byvanck wharf."

George Codwise Jr. obtained this water lot grant in 1803 after the Common Council considered conflicting claims. On April 25, 1803 the minutes of the Council considered the following Comptroller's report:

the Comptroller to whom was referred the petition of George Codwise junr requesting a grant of the soil under water on the east side of Burling Slip. Reports that the Corporation for more than ten years past have been desirous of making improvements on the east side of Burling Slip for which purpose they have by repeated resolutions required Simeon and Rem Remsen and John Riker who are entitled to the preemption right of the Water to take out the grant and make piers so that the slip might be completed on the Eastern side. These persons have refused or delayed, and do continue to refuse and delay taking out the grant and making the improvements agreeable to the orders of the Board. From the past conduct of Messieurs Remsen & Riker it appears improbable they will make the improvements required but that they may not have the least shadow of complaint if they should be deprived of the grant It is recommended that the Clerk serve them with a notice requiring them to give answer before the ..... May to the Comptroller and entering satisfactory Security that they will take out the grant and complete improvements by the 1 November next agreeable to the order of the board on the 9 June 1792 or they will ever after be deprived of the grant, that in case Messrs Remsen & Riker do not comply with the terms offered that the Comptroller be authorized to make the grant to George Codwise junr of his Lot upon Condition of his making a street of 20 feet wide in front of his Lot along side of the Slip the whole extent of the grant relinquishing the right of wharfrage inside of the Slip. (MCC III:270).

After rejecting a compromise which would have given the grant to Remsen and Riker and George Codwise Jr. as tenants in common (MCC III: 313-316) the Council on June 20, 1803 resolved that the grant should be given to George Codwise Jr. and his wife, "that Burling Slip from Front Street to South Street be extended to one hundred feet in breadth, and that the Street on the east side of the said Slip be twenty five feet wide" (MCC III:316).

A map in the collection of the New York Historical Society drawn by Rem Remsen and dated June 22, 1805 (see Figure 11) indicates that Riker had a blacksmith's shop and Remsen a wharf immediately west of a lot owned by George Codwise Jr. on the east side

of Front Street. The decision of the Common Council noted above meant that the slip would be wider than had previously been planned and the landfill block narrower, with Codwise owning what would, as a result, be the corner lot at Front Street and Burling Slip. If Remsen and Riker had obtained the grant and filled in the ground in front of their property, the slip would have been narrower. The location of the Remsen and Riker properties eventually became the location of the Street along Burling Slip, requiring the demolition of Riker's shop.

The actual water lot grant was made to George Codwise Junior and Mary (Byvanck) his wife on July 11, 1803 (Grants of Land Under Water Liber E:57). The boundaries of the grant were

Northerly in Front by Front Street, Southerly by the new Street of Seventy feet in breadth lately laid out and called South Street, Easterly by a certain water lot granted or to be granted to George Bowne and Westerly by Burling Slip. Containing southerly in breadth along the new street called South Street thirty seven feet, northerly in breadth along the said Front Street thirty seven feet, Westerly along Burling Slip aforesaid in length from Front Street to the said new street lately laid out called South Street, about two hundred and forty seven feet and Easterly along the said water lot granted or to be granted to George Bowne as aforesaid from Front Street to South Street as aforesaid two hundred and forty seven feet or thereabouts.

The text (see Appendix A1) specifically references the fact that the grant is for land in front of the property which John Byvanck had owned on the Telco block as discussed above. The map attached to this grant is shown here as Figure 10. The terms of the grant include the requirement that Codwise make by December 1, 1803

a good sufficient & firm wharf or street of at least twenty five feet in breadth along and adjoining the western side of the premises and also another wharf or street of seventy feet in breadth along the East river in front of and contiguous to the premises hereby granted and also in front of and contiguous to the southern end of the said wharf or street of twenty five feet in breadth to be made along the western side of the premises hereby granted as aforesaid, the whole length of such part of the said wharf or street of seventy feet in breadth called South Street ..... being sixty-two feet (Grants of Land Under Water Liber E:57).

The sixty two foot portion of South Street specified in the grant consisted of the thirty seven foot frontage of the granted water lot and the additional twenty five foot width of the street along Burling Slip which Codwise was also required to make.

As the riverfront was expanded outward on landfill, the inner portions of the various slips along the East River were filled in and new portions of the slips constructed between the newly made blocks of landfill. Front Street had been built and paved, and Burling Slip west of Front street had been nearly completely filled-in by 1797 (Balliet 1892:26).

Therefore, when the water lot grants were made east of Front Street they included a provision for the continuation of the Slip into the new landfill.

On January 16, 1804, George Bowne obtained a grant for the water lot which adjoined Codwise's grant on its northeastern side (Grants of Land Under Water Liber E:91). Bowne's grant extended for 50 feet along Front Street and for 48 feet along South Street and was bounded on its northeasterly side by a water lot grant made to Peter Schermerhorn (see Appendix A1).

Although these water lot grants, as specified, extended from Front to South Streets, as noted above the western portion of the area covered by the grants had already been filled-in. On February 18th, 1804 shortly after obtaining his water lot grant, George Bowne conveyed to William Cooper of Cooperstown a portion of this formerly filled land extending along Front street for a distance of 50 feet and extending 85 feet easterly from Front Street (New York County Deeds Liber 66:277), a distance which apparently represented the extent of the previous landfilling east of Front Street. However, the deed reserves a right of passage to

a certain cartway now being open and in use of the width of eleven feet on said premises from Front Street to a Certain Wharf now owed by said George Bowne and by George Codwise Junior and which was built by said George Bowne and John Byvanck and from the said wharf to Front Street which said cartway shall be maintained and kept open by the said William Cooper his heirs and assigns for the purposes aforesaid till that part of South Street opposite said wharf shall be so built as to make said wharf accessible from said South Street.

On March 29, 1804 Cooper conveyed to George Codwise this same strip of land "which said strip of ground is now used as a Cartway to the wharf of the said George Bowne and the said George Codwise Junior." The strip is described bounded southwesterly by "a lot of ground granted by the Mayor, Aldermen and Commonality to the said George Codwise Junior" (Deeds Liber 66:419).

The "cartway" cited in the above deeds apparently connected Front Street with the head of the Bowne/Byvanck pier. George Codwise had obtained part ownership of the pier, as well as the water lot, through his marriage to John Byvanck's daughter (we will, however, continue to reference this structure as the "Bowne/Byvanck pier"). The location of the cartway as noted in the deeds cited above supports the conclusions concerning the location of the Bowne/Byvanck pier drawn from examination of the various maps as well as the results of the archaeological investigations discussed in Chapter IV of this report.

As can be seen by reference to the 1805 Remsen map (Figure 11) the 11 foot strip of vacant land conveyed from Bowne to Cooper and then to George Codwise Jr. represented the northern half of a vacant lot which was, prior to these transactions, partly on the land of George Bowne and partly on the Codwise tract. The actual "cartway" leading from Front Street to the pier apparently constituted both halves of this lot. The center of the

cartway and pier would be at the northern boundary of the Codwise water lot grant. If the pier was the same width as the cartway it would approximate the width shown on the 1799 Mangin map (Figure 9).

An extension of the alignment of the pier eastward from the location of the cartway toward South Street for the distance indicated on the maps discussed above would place its easternmost portion within the present study area (see also Figure 48 and discussion in Chapter IV).

George Bowne was apparently not interested in filling-in his water lot grant and on May 28, 1804 (Deeds Liber 66:528) he sold the southernmost half of the water lot to George Codwise, Jr., excepting the portion adjacent to Front Street which Bowne had previously conveyed to William Cooper and which had actually been filled-in prior to the receipt of the water lot grants. Bowne sold the northern portion of his water lot to Peter Schermerhorn.

The 1806 Stillwell map (Figure 12) shows the division of the easterly portion of the Bowne grant between Codwise and Schermerhorn. The 37 foot width of the water lot obtained from the City of New York by George Codwise Jr., added to Codwise's half of the 48 foot width of the Bowne lot along South Street, totals 61 feet. This approximates the total South Street frontage of study area lots 4, 5 and 6 (88 - 90 South Street) as shown on late 19th and 20th century maps (see Figures 15 - 27).

As part of the conditions imposed by the Common Council, when Codwise received his water lot grant he was to pay \$3000 to John Riker and Simeon and Rem Remsen in return for their relinquishing the property at the head of Burling slip (MCC III:323), which included Riker's blacksmith's shop. However these terms were apparently not agreeable to the latter parties. On March 18, 1805 the council noted that it had sued to force them to accede to these conditions but the Council had lost the suit. The council noted in addition that

Mr. Codwise has complied with the condition of his grant by docking out said slip; but the aforesaid shop prevents the Inhabitants and the Corporation from reaping the advantages of that regulation; unless they pass through Mr. Codwise's private property to get to the end of the wharf. He wishes to build upon his ground, but is willing to accommodate the Public with a communication to the wharf until the street can be opened by legal measures (MCC III:709-710).

It would appear, therefore, that by March 1805 Codwise had constructed a wharf along Burling Slip. However, other evidence (discussed below) indicates that the water lot had not been completely filled-in at this time. The access to the wharf would have been through the vacant lot along Front Street (i.e. the "cartway") and the land at the rear of Codwise's adjacent store, as shown on the 1805 Remsen map (Figure 11).

It would appear that a settlement of the dispute noted in 1805 was eventually reached and that \$3000 was in fact paid to Remsen and another \$3000 to Riker. Half of this was paid by George Codwise and the other half raised by public assessment. (MCC V: 419-420).

Construction of a wharf along Burling Slip by the middle of 1805, as noted in the above cited Council minutes is confirmed by the Remsen map (Figure 11) drawn in June of that year. It shows that a wharf had been "lately built" along Burling slip, extending some 325 feet into the East River from a point 32 feet east of Front Street. As shown on this map, the face of the wharf bows outward to the south. The map shows the distance at various points that the wharf deviates from the position necessary for Burling Slip to have the 100 foot width specified by the Common Council. An 1816 map in the collection of the New York Historical Society (Poppleton 1816) indicates that the Burling Slip wharf apparently had not been straightened, as it still is shown with the "bowed" shape depicted on the 1805 Remsen map.

While Remsen's map shows a pier which had been constructed by Peter Schermerhorn west of Beekman Slip, it does not show the Bowne/Byvanck pier. This may indicate that by June 1805, George Codwise Jr., in addition to constructing the wharf along Burling Slip, had undertaken some landfilling. However, the map shows the boundary of the water lot grants and South Street with dotted lines, suggesting that the latter street had not yet been constructed.

On July 21, 1806 a report to the Common Council stated that

The Street Commissioner has been applied to by Mr. George Codwise Jr. to state to the board the propriety of sinking the Bulkhead at Beekman Slip as soon as possible, which will give it time to settle previous to the filling in with earth. Mr. Codwise is peculiarly situated in this particular as he [is] anxious to fill in & improve his premises to inable him to build Stores thereon to let in February next, And he cannot fill up his ground until Schermerhorn fills his - which Mr. Schermerhorn will not do until the Bulkhead is sunk as it will be washed into the River.

The sum that will in this case be Charged to the Corporation will be above 8 or 900 dollars. the Dock builders will wait for it until next May, if desired, & without Interest. The Street Commissioner under these circumstances, is of opinion the Bulkhead ought to be sunk without delay (MCC IV:250-251 - original spelling, punctuation and brackets).

This indicates that more than a year after construction of the Burling Slip wharf Codwise had not completed the filling of his lots. The Council minutes also suggest that although Codwise was responsible for building the wharf along Burling slip, the Beekman Slip wharf was built at public expense.



The filling of Codwise's water lot was apparently completed by 1807. In that year he was assessed for three vacant lots on Burling Slip and three vacant lots on South Street (see Appendix C) as well as a wharf and pier.

George Codwise Jr. and Peter Schermerhorn wanted to build a pier extending outward from South Street at the center of the filled-in ground on the Schermerhorn Row block (MCC IV:449). However the Common Council desired that two piers be built closer to the ends of Beekman and Burling Slips, respectively. As specified by the Common Council on June 15, 1807, the Burling Slip pier was to be located "set back 30 feet from the present range of the Slip" (MCC IV:466).

On June 22, 1807, the Common council specified that

a good and substantial pier composed of four Blocks and four Bridges, each forty feet wide at top and bottom, making a distance of two hundred and fifty feet, be sunk from the South line of South Street into the East River on the east side of Burling Slip opposite the property of George Codwise Junr, and in such manner that the westerly side of said pier be on a line thirty feet easterly from the east line of the said Slip and that the said pier be commenced on or before the third day of August next and finished without delay (MCC IV:471-472).

Codwise and Schermerhorn apparently complied with the Council's order as the pier was included in the 1807 tax assessments as noted above. The filled-in land and the two piers are shown on the 1808 Longworth map (see Figure 13). Although the pier extending into the River from the east side of South Street would not have been located within the study area its specifications, requiring block and bridge construction are of interest as discussed in Chapter IV.

In 1808, 1809, and 1810, George Codwise continued to be assessed for six vacant lots, three on Burling Slip and three on South Street (see Appendix C). In addition, on August 14th, 1809, the Common Council minutes indicated that Codwise's "ground is still vacant" (MCC V:638).

The water lot grant to George Codwise Jr. specified a 25 wide street along Burling Slip. However, as indicated by the 1805 Remsen map (Figure 11), the north side of the slip was not constructed in a straight line. This may have been the reason that Codwise, on April 9, 1810 advised the Common Council that he was "about to build" on his water lot at Burling Slip but that "he could not draw a straight line from the South West corner of South Street & Burling Slip to Front Street, so as to obtain his compliment of ground" (MCC VI:153).

Codwise must have begun construction on the study area property immediately thereafter since on April 16, 1810 the Common Council, on examining the property along South Street noted that George Codwise had already laid "the foundation to his store at the corner of Burling Slip and South Street" (MCC VI:168). Apparently at this time Peter Schermerhorn had already constructed a building at the corner of Beekman Slip and

South Street. The Council's survey found that on leaving the prescribed 25 foot street width along Burling Slip and the prescribed width of Beekman Slip (which had already been filled-in) George Codwise had an additional eight inches along South Street beyond the 37 feet specified in his water lot grant.

Consistent with Codwise's 1810 request and the subsequent Common Council survey noted above, on February 21 1812 George Codwise was granted a triangular strip of land alongside of Burling Slip measuring eight inches along South Street and extending in a straight line parallel to Burling Slip so that the end of the strip along Fulton Street was five feet eight inches in width (Grants of Land Under Water Liber F:94). A map accompanying the grant showing the triangular strip is included here as Figure 14.

On July 29, 1811 the Common Council minutes recorded "A memorial from George Codwise junr & Peter Schermerhorn ..... stating that the wharf on the East side of Burling Slip was overflowed by the tides & praying that the same might be raised" (MCC VI:662). There is no documentation, however, that this additional construction actually took place.



### III. STUDY AREA HISTORY: 1811 - CA. 1970'S

#### A. Property Ownership

The New York City tax assessment records and directories both indicate that by 1811 buildings constructed on all four of the study area lots were being occupied by tenants. George Codwise Jr. never occupied any of these buildings. However, his descendants continued to own these properties through the first half of the twentieth century.

It would appear that after the death of George Codwise Jr. in 1816 his family actively managed the study area properties through the early 19th century. According to the authors of the Historic Structures Report, after her husband's death Mary Codwise "carried on in control of the property for another thirty-three years" (NYSOPR 1974 52).

On March 10, 1817 (MCC IX:42-43) and June 7, 1822 (MCC XII: 176-177) the New York City Common Council minutes note an "ordinance of Correction of Nuisances" on the study area properties as shown in Table 1, as well as on other properties within the Codwise portion of the Schermerhorn Row block. In all of the 1817 citations the "Agent" for the property is listed as D. Codwise. While George Codwise Jr. had a son named David, he was born in 1802 and would have been only 15 years old in 1817. It is more likely that the D. Codwise involved in managing the Codwise properties was George Codwise Jr.'s brother, David Codwise, who was born in 1780 and would thus have been 37 years old in 1817. He was a lawyer and served as "Master in Chancery" in New York City (Academy of Genealogy 1966). Since David Codwise was named as an executor of George Codwise Jr.'s estate (referenced in New York County Deed Liber 215:209) it is likely that this individual is, in fact, his brother rather than his son who would have been a minor when George Codwise Jr. made his will in 1816.

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**TABLE 1 - RECORDS OF "NUISANCES" IN STUDY AREA**

Year	No.	Listing	Address	
1817	8.	D. Codwise Agent. Barden (sic) & Chase Occupts	89 South Street	A Privy
1817	10	D. Codwise Agent. Lott & Henderson Occupts	90 South Street	"
1817	14	D. Codwise Agent. Loomis & Learnard (sic) Occupts	37 Burling Slip	"
1822	1	Waterbury & Coles Occupant	89 South Street	"
1822	9	H. Hobert (sic) Occupant	39 Burling Slip	"

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Another son of George Codwise Jr., John Byvanck Codwise, was in partnership with two merchants who occupied study area buildings during the early 1820's (see below ). He was the only member of the Codwise family to actually occupy the property.

Upon the death of Mary Codwise ca. 1848 the study area properties passed into the families of two of George Codwise Junior's children. Cornelia J. Codwise, born in 1810, married John Cullen Van Rensselaer and as a result lots 5-7 passed into the Van Rensselaer family. Anna Maria Codwise, in 1808, "married a Mr. Dickinson of Ohio" (Academy of Genealogy 1966). However, by 1848 when her mother died Anna Maria Dickinson was also deceased and as a result of a court decision lot 4 (90 South Street) was deeded to her infant children (Deed Liber 504:270).

By the end of the 19th century lots 5-7 had come into the ownership of Cornelia Codwise Van Rensselaer's two daughters, Nina Van Rensselaer Vail and Susan Cullen Van Rensselaer Strong (Deed Liber 8:123; Liber 28:37). The Dickinson family retained ownership of lot 4 until 1919, when they deeded it to Nina van Rensselaer Vail and Susan Cullen Van Rensselaer Strong (Deed Liber 3073:466; Liber 3078:170; Liber 3073:466). Therefore, after 1919 all of the study area property was held by the Van Rensselaer family.

By 1949 both of George Codwise Jr.'s granddaughters were deceased, and their heirs sold the study area property to the Soreb Service Corporation (Liber 4642:9). By 1950 it had been transferred to another Corporation (the Broadway Estates Corp) which sold it in the latter year to Isaac Alper (Liber 4655:640). In 1955 Alper sold the property to Wain Service Co., owned by Maurice Widman, who continued to own the property until its transfer to the South Front Holding Corporation in 1968 (Deed Reel 160:205). In 1974, the study area property, together with the remainder of the Schermerhorn Row block, was purchased by the State of New York (New York City Landmarks Preservation Commission [hereafter referenced as NYCLPC] 1977).

Thus the property remained in the possession of the heirs of George Codwise for more than 140 years, which probably reflected the value of this waterfront tract rather than any sentimental attachment to the property, as it eventually became a part of the extensive real estate holdings of the Van Rensselaer family (NYSOPR 1975:4).

#### B. Building Construction and Configuration

It would appear that with the exception of relatively minor alterations, the original Codwise buildings constructed in 1810 remained on the property until their demolition in 1956.

The earliest depiction of the Codwise buildings is an 1849 Currier lithograph (Figure 30). The buildings shown in this print apparently represent the original structures built ca. 1810 by Peter Schermerhorn and George Codwise Jr. which were "identical in design, scale and materials of construction" (Stewart *et al.* 1981:23). The 1849 print also illustrates Stewart *et al.*'s observation that the Codwise and Schermerhorn buildings "appeared as one monumental complex rather than the assemblage of individual units that they actually were .... Urban developments of this type and magnitude were

previously uncommon in New York ..... [the] South Street warehouses can be considered among new York's earliest and largest entrepreneurial developments (1981 2; 5; see also Jaffe 1995:3).

The similarities noted raise the question as to whether Codwise and Schermerhorn cooperated in the hiring of an architect and/or builders.

As constructed these buildings were apparently of the type known as the "counting house." The merchant who was the principal occupant of the building would typically have his office in the front portion of the ground floor, but these offices could also take up the entire floor. Additional offices were sometimes on the second floor and were typically reached by iron stairs on the exterior of the building. These were often rented to a separate firm from that occupying the first floor (NYCLPC 1977:6; Rosebrock 1975:29). However, based on their examination of the Schermerhorn Row buildings Stewart *et al.* (1981:66) conclude that in these structures clerk's offices were at the front of the second floor rather than the rear of the first floor. One reason for this conclusion is that the rear areas were poorly lighted and adjacent to the privies located in the rear courtyards.

The upper floors in these counting houses would be used for the storage of wares. When not required for this usage these floors were rented to "blockmakers, sailmakers, and other craft-industries that served the shipping" (Rosebrock 1975:31).

Other photographs show the study area buildings in the second half of the 19th century (see Figures 31 - 32 ) and there are a large number of photographs showing them during the second quarter of the twentieth century, some of which are included here as Figures (33 - 38). Comparison of the Currier print with these later photographs confirms that the original Codwise structures constructed ca. 1810 by George Codwise Jr. within the study area remained standing through the first half of the 20th century.

One factor leading to the absence of additional construction phases during the early 19th century was the brick construction of the Schermerhorn Row block structures. Other blocks in lower Manhattan contained many wooden buildings, making them susceptible to destruction by fire. The Schermerhorn Row block was not effected by the fire which consumed a large portion of Lower Manhattan in 1835 (Stewart *et al.* 1981:77). The study area also remained unaffected by major fires on the adjacent blocks. One such fire destroyed or heavily damaged most of the buildings on the Telco block in December 1816 (Rockman *et al.* 1982). Another major fire occurred in the 175 Water Street Block (bounded by Front, Water, John, and Fletcher Street) in 1839 (Geismar 1983).

The study area buildings also do not appear to have undergone major alterations. The greatest change was the addition of the dormers on 90 South Street (see Figure 38). This apparently occurred in 1885. Department of Buildings alteration docket 1885/584 filed in that year indicates that exterior and interior alterations were made at this time, apparently associated with the planned use of the building as a "hotel and boarding house." The

records indicate that the roof peak was to be “built upon” apparently referring to the addition of the dormers.

The first map to show the study area buildings in detail is included in the 1852 Perris atlas (Figure 15). While this map does not indicate building heights, later maps, tax and building records describe them as either 4 or 4 1/2 story brick structures. The photographs indicate that they had four full stories with the additional “1/2 story” comprising an “attic” beneath the sloping roof.

The 1852 Perris map indicates that 90 South Street had a rear extension which appears to comprise two sections. The rear yard at 89 South Street had an extension only on the northern portion of the property, with the southern portion remaining uncovered. Later atlases, and the tax assessments dating after 1860, which include lot and building dimensions, indicate that the main portion of the buildings at 89 and 90 South Street extended for 59 feet from their South Street frontage. The rear area at 90 South Street extended for an additional 10 feet 8 inches to the lot boundary while that at 89 South Street measured 10 feet 9 inches. It is uncertain whether the brick extensions were part of the original 1810 construction at 89 and 90 South Street, or whether they were added later.

On the 1852 map the rear portion of the building at 88 South Street is numbered 39 Burling Slip. The map shows this portion of the structure as connecting with the main section which fronted on South Street. The tax assessments after 1860 describe the entire 69 foot length of 88 South street as comprising the main portion of the structure, with no extensions indicated. A ca 1860's photograph of the Burling Slip facade of the study area buildings (Figure 31) does not suggest that the westernmost portion of the 4 1/2 story structure at 88 South Street represents a later addition to the original structure. This is also suggested by the fact that the rear portion of the building (i.e. 39 Burling Slip) is indicated as a separate structure in tax assessment records and directories starting immediately after the construction of the building.

The 1852 map shows a common rear brick addition shared by the buildings at 37 Burling Slip and 4 Fulton Street. The Historic Structures Report (NYSOPR 1974) indicates that this extension was shown on as a one-story structure on an 1884 map but was raised to two stories by 1894. It is shown as having two stories on the Sanborn map of the latter year (Figure 19) and continues to be shown at this height on a 1950 Sanborn map (Figure 26). However the Ullitz maps published by Belcher Hyde in 1913 and 1950 (Figures 22 and 25) continue to show this as a one-story extension.

The Historic Structures Report indicates that 37 Burling Slip was utilized for kitchen facilities for the Rogers Dining Saloon beginning in 1850, with the buildings connecting through the shared extension. It is possible that the extension was constructed at the time that the Rogers Restaurant began operation. This inference is supported by the description contained in a 1910 boundary agreement between the owners of 4 Fulton Street and Nina Van Rensselaer Vail and Susan Cullen Van Rensselaer Strong,

granddaughters of George Codwise, Jr. and owners of the 37 Burling Slip, as well as 88 and 89 South Street, at that time. The agreement (Deed Liber 128:367) notes that

an extension building appears to have been erected connecting the four story buildings now standing on the respective properties ..... which said extension building stands partly over each of said above described properties and contains no wall or partition dividing the same or indicating the boundary or division line between the said premises.

This description suggests construction of the extension at a time when the two buildings had a common tenant. As discussed below, there is no indication that this occurred prior to the utilization of 37 Burling Slip by the Rogers restaurant.

The configuration of the study area buildings shown on the 1857 edition of the Perris map (Figure 16) differs slightly from that shown in 1852. The southern portion of 90 South Street, shown as a covered extension in 1852, is depicted as being open on the later edition of the map. Conversely, the open area in the southern portion of the 89 South Street rear section shown on the earlier map is indicated as being covered by an extension in 1857. The later map also shows a second interior division in the store at 39 Burling Slip, and it does not show the shared extension between 37 Burling Slip and 4 Fulton Street, although it does depict the two buildings as being connected. Later maps indicate, however, that the extension did, in fact, continue to constitute a portion of these two structures.

The Sanborn maps examined for this study dating to 1894, 1923, and 1950, (Figures 19, 23 and 26), the 1932 edition of the Bromley map (Figure 26), and the Ullitz/Belcher Hyde maps dating to 1913 and 1950 (Figures 22 and 25 ) provide details of the building extensions. They indicate that one story brick extensions at 89 and 90 South Street and the brick extension connecting 37 Burling Slip and 4 South Street continued to stand until the buildings were demolished in 1956. Evidence for the continuing presence of the one-story brick extension at 90 South Street is also provided by the boundary description noted in the 1949 deed which transferred ownership of the study area lots out of the hands of the descendants of George Codwise (Deed Liber 4692:9) which references the "party wall of the one story extensions between 90 and 91 South Street."

The Sanborn maps, in addition, continue to show the division of the yard area at the rear of 89 South Street and a connection of the southern portion of this extension to 39 Burling Slip. The Historic Structures Report indicates that the connection between 39 Burling Slip and the rear extension of 89 South Street existed by 1867 (NYSOPR 1974:85). The Sanborn maps also show a connection between the two portions of the extension at the rear of 89 South Street.

It is uncertain whether all of the study area buildings included basements. Stewart *et al.* (1981: 38) note that "there is neither architectural nor archaeological evidence that cellars were incorporated" into the Schermerhorn Row buildings when they were built ca.

1810. They cite the construction of these buildings with the ground floor “only one small step above the sidewalk pavement” as evidence that they were not constructed with basements (Stewart *et al.* 1981:89). Based on the results of the Schermerhorn Row block archaeological projects, Kardas and Larrabee (1991:52) state that “there is no evidence for cellars at the east end of the block” (see, however, discussion of units 47 and 48 in Chapter IV of this report). However, Stewart *et al.* (1981:72) note that, combining the results of the 1977 archaeological excavations and oral history, there is evidence that cellars were present later in the 19th century in #2 and #4 Fulton Street which were subsequently filled-in.

Many of the atlases examined for this project indicate whether structures have basements. Most of these do not indicate the presence of basements in the study area buildings. The 1895 LeFebvre real estate atlas (Figure 20), however, does indicate the presence of basements in all of these structures. This may have been an error, since the atlas also shows basements beneath all of the other structures on the eastern portion of Block 74.

Among the four study area buildings, the presence of a basement can be securely documented only for 88 South Street. The assignment of a lease to 88 South Street in 1921 (Deed Liber 3227:69) refers to the leased property as “a corner store and cellar underneath store situate at 88 South Street.” Leases to 90 South Street, however, do not reference a cellar (Deed Liber 3119:143; 3122:103).

### 1. Gasoline Station

The buildings constructed in 1810 by George Codwise stood until 1956, when they were demolished (Buildings Department Demolition Records) prior to construction of an automobile service station on the property. The construction of the station was completed by March 1957 (Buildings Department Certificate of Occupancy) and the service station stood on the lot until its demolition in the late 1970's, subsequent to the purchase of the property by New York State.

The gasoline station was constructed by a corporation owned by Maurice Widman, and it was subsequently leased to the Mobil Oil Company. The lease agreement (Liber 5009:675) refers to the business as the John Street Service Center and a 1968 photograph of the station (Figure 39) shows this name. However later photographs (Figures 40 and 41) indicate that it was subsequently operated as the Katz Service Center. The facility is shown on maps dating to this period (see Figures 28 and 29) as including a one-story brick service building located on the northwestern portion of the site. These maps and the Buildings Department records indicate that the building extended 65 feet east-west and 30 feet north-south. The photographs of the gas station indicate that gasoline pumps were initially located along both the Burling Slip and South Street sides of the gas station (see Figure 39). It would appear that the South Street pump was subsequently removed (see Figure 41).



## C. History of Building Occupation

### 1. Overview of Occupation

The results of documentary research indicate that for nearly 150 years the utilization of the study area properties was in one way or another connected with the Seaport. The occupants of these buildings and the activities conducted represent a microcosm of the changing activities at the Seaport.

By the end of the 18th century New York had become the leading port in the United States. With a brief interruption caused by the 1807 embargo and the war of 1812, the port continued to enjoy prosperity throughout the first half of the 19th century (NYSOPR 1974, Jaffe 1995, NYCLPC 1977). When South Street was created it naturally became the new focus of waterfront activities. Thus there was a ready market for the office and warehouse space required by merchants who handled the goods coming into and out of the port.

In 1828 it was reported that "South-street, in its whole extent, is exclusively occupied by the merchants owning the shipping, and by those connected with that line of business, and it forms a range of warehouses, four and five stories in height, extending from the Battery to Roosevelt-street, facing the East river" (Stokes V:1673). In 1832 it was noted that "in South Street the wholesale merchants transact their business" (Stokes V:1707). The activities described in these contemporary accounts are those conducted in the study area buildings during the first half of the 19th century.

Most of the study area occupants during this period are described in the directories as merchants, commission merchants and grocers. While the early 19th century study area merchants may have in part been importers and exporters of goods shipped between New York and foreign ports, they apparently also did a large portion of their business in goods shipped to and from other American ports. In 1813 it was noted that 'the proprietors of ground in the vicinity of Burling Slip...almost exclusively enjoy...a very extensive and profitable coasting Trade with the principal seaports of the United States (MCC VII:648 cited in NYSOPR 1974: 2).

Merchants apparently purchased goods for resale. Commission merchants, on the other hand, "did not own the goods with which they dealt. Instead, they served as an owner's agent for which they received a commission, usually ranging from 2 to 5 per cent." They often advanced their clients a portion of the value of the goods which they handled. Such merchants represented foreign firms or those located in other American cities which were too small to have their own exclusive agents (NYSOPR 1974:2). The commission merchant has been called probably "the most important figure in the foreign trade organization of both the United States and Great Britain' in the period from 1800 to 1850" (Buck: 1925:16, cited in NYSOPR 1974:2-3). The grocers listed as occupying these buildings in the first portion of the 19th century, were "not retailers of perishable

goods .... their primary clients were shopkeepers to whom they sold imported 'tea, sugar, spices, coffee, fruits, etc.'" (NYSOPR 1974:1).

A major stimulus to the prosperity of the Seaport began in 1818 when the Black Ball line initiated regular service to England utilizing square rigged sailing ships. (NYCLPC 1977). This was rapidly followed during the 1820's by the inauguration of packet service to southern United States ports. The first such service was the Charleston Packet's Ship Line, operated by Anson Phelps, which inaugurated service to that city in 1822, operating from a Front Street office on the Schermerhorn Row block (Stewart et al. 1981). One of this lines original captains was George Sutton, who later took over its operation (Albion 1961: 108). George Sutton had his office at 88 South Street from 1834 through 1845 and it is likely that he took over the space previously occupied by E. K. Collins, who is discussed below.

Shortly after the establishment of Phelps' line a rival packet service to Charleston was established, the Charleston Packets, Union Line (Stewart 1981:8). Dudley and Cowing, who had their offices at 90 South Street, were the agents for this line (NYSOPR 1974: 4).

In the 1820's, also, several companies inaugurated packet service to New Orleans. The major packet line servicing this city was the Louisiana and New York Line which began operations in 1831, but which came into prominence through its subsequent management by Edward Knight Collins. The *Shakespeare* built for Collins in 1835 was, at 741 tons, larger than any ocean packet of its time. Collins later, in 1837, organized the 'Dramatic Line, to compete with the other companies on the Liverpool run". In the late 1840's and 1850's, he also organized the United States Mail Steamship Company, known as the "Collins Line." At this time he was the "outstanding figure in shipping circles" (Albion 1961:325). Collins, a major figure in the development of the New York shipping industry, was born at Truro, on Cape Cod and joined his father in business in New York (Albion 1961:250). Collins began his career as a shipping operator "with a line of fast, armed packets to Vera Cruz in 1827. Outward bound, they carried heterogeneous cargoes; on their return, the shipping news usually mentioned simply 'specie and cochineal'" (Albion 1961:190). During this early period of his career, between 1823 and 1832, Edward Knight Collins' office was at 88 South Street. He was initially in business at this address with his father, who died in 1830 (Barrett 1968:141).

The New York City directories indicate that Edward Knight Collins' father, J. G. Collins, began his business in New York ca. 1819 and that he moved it to 88 South Street in 1823. The following year his son joined him and in 1824 and 1825 the business is listed as J. G. Collins & Son. The following year his father is no longer listed and Edward K. Collins is listed alone at 88 South Street. As well as operating the packet service to Mexico from this location, Collins apparently began operation of the Louisiana and New York Line while he was still at 88 South Street (Jaffe 1995:7).

Although Collins' Vera Cruz packets, the Charleston Packet's Ship Line managed by Sutton, and the Union Line packets represented by Dudley and Cowing were the first



shipping lines to operate from offices in the study area buildings, others followed in the 1840's and 1850's. Thomas Wardle, who was at 88 South Street from 1842 though 1853, was the owner or partial owner of four ships constructed between 1849 and 1854. George Bulkley, at 88 South Street from 1836 though 1858 was an agent of the Union Line and had the *Mary Ogden* constructed in 1854 (NYSOPR 1974:5). Between 1842 and 1851 Joseph Havens, agent for the Regular Propeller and Independent Propeller Lines, which operated steamships between New York City and Norwich and New London, Connecticut had his office at 39 Burling Slip (NYSOPR 1974:5).

The shipping company owners and agents whose offices were located in the study area buildings during the first half of the 19th century were also often described in the directories as merchants or commission merchants. It is likely that they purchased goods for shipping which may have been stored in the upper floors of the study area buildings.

The "notaries" who occupied 39 and 37 Burling Slip between 1845 and 1870 most likely did a major portion of their business with the shipping companies which occupied the study area buildings as well as other nearby structures in the Seaport area, and at least some of these individuals were also directly involved in the shipping industry.

During the first half of the 19th century seaport manufacturing activities were represented in the study area buildings by sailmakers who occupied space at 39 Burling Slip between 1812 and 1836. Sailmakers again occupied 88 South Street/39 Burling Slip between 1847 and 1860.

During the second half of the 19th century steamships replaced the earlier square riggers and clipper ships. They were larger than the earlier sailing ships, and the wider and deeper channels on the Hudson River more readily accommodated these steam powered vessels. In addition the development of railway facilities on Manhattan's west side meant that goods could be more readily delivered to and from the piers on the Hudson River than those on the East River (Balliet 1982). As a result, the wholesale merchants and shipping agents who formerly occupied buildings on the east side of the City shifted their offices to the west side. Although some wholesale merchants, most notably John Stow, a fruit dealer remained in the study area buildings, in the latter decades of the 19th century and the beginning of the 20th century, much of the space in these buildings was apparently occupied by saloons and boarding house/hotels which largely catered to sailors and dock workers, as well as stores selling marine clothing and supplies.

## 2. Residential Occupation

Jaffe (1995:3) notes that the structures constructed on Block 74 by George Codwise Jr. and Peter Schermerhorn "embodied a crucial social innovation. Previously, New York merchants and artisans and their families had dwelled in the same buildings in which they worked. Schermerhorn and Codwise defined their rows exclusively as commercial buildings." Wall (1994) notes that the trend toward separation of home and workplace began after the Revolution and continued until the middle of the 19th century.

We considered the possibility that the study area structures may have also served as residences for at least some of their commercial occupants during the first half of the 19th century. This was examined by noting the form of the directory listings for the various occupants of these buildings. The directory listings note both work and home addresses. Where only a single listing is given, the possibility was considered that the address served as both home and workplace. However, it was noted that in many cases the absence of a separate residential listing was apparently erroneous. This could be seen by the fact that in the years bracketing the single listing separate commercial and residential addresses were provided. In these cases we considered that the single listing was erroneous. For example, Thomas J. Chew was listed with his commercial address at 89 South Street between 1833 and 1840. In some years his home address was listed as being in Brooklyn and in others, including 1837-1840 no separate home address was given. We examined the index for the 1840 census which indicated that Thomas J. Chew was in fact resident in Brooklyn in this year, suggesting that the separate directory listings for the previous years were most likely also erroneous.

However, a similar procedure suggested that one of the commercial occupants of the study area, was most likely also resident there for a period of time. The directory listings for John M. Park indicate that he conducted his grocery business at 88 South Street from 1826 through 1841. From 1833 onward, the listings indicate that Park's residence was in Brooklyn. However, between 1826 and 1832, no separate home address was given for Park. The 1830 census index does not include a listing for John M. Park in New York's Second Ward, in which the study area was located (there were listings for a John Park in the 12th Ward and a J. Park in the First Ward). However the census index does include a listing for John M. Parks in the Second Ward. Since the census listings for the years prior to 1880 do not provide street addresses, we noted the names of the individuals immediately preceding and following those of John M. Parks in the census listings, since in general census takers appeared to proceed from one address to the next. We then examined the listings for these persons in the 1830 New York City directory.

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**TABLE 2 - 1830 RESIDENCE OF JOHN M. PARK**

<b>1830 Census Listing</b>	<b>1830 Directory</b>
Reuben Ayres	grocer, 32 Burling Slip
Daniel Robinson	not listed
John M. Parks	89 South Street
M.S. Conklin	Moses S., Steamboat Hotel, 91 South
S. Hendrickson	Steven H., merchant 92 South, h. 57 Fulton
V, N Clarke	not listed
David Wood	grocer, 6 Fulton (1 of 7 with this name)

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The results given in the above table suggest that the "John M Parks" listed in the census

records was in fact the individual listed in the directories at 88 South Street and that Parks was also residing at this address in 1830. Examination of the census records indicate that in 1830 John M. Parks lived alone and was between 30 and 40 years of age.

With this exception there is no indication of residential use of the study area buildings until Henry Walton began operation of a hotel at 89 South Street in 1847 which continued through 1852. This period also saw the beginning of the eventual incorporation of the building at 37 Burling Slip into the restaurant/hotel at 4 Fulton Street.

Another attempt to operate a hotel/boarding house in the study area buildings occurred during the early 1870's and by the end of that decade, Peter Muller had begun operation of his hotel/boarding house and saloon at 88 and 89 South Street with another such institution being established at 90 South Street by the end of the century

### 3. Individual Building Occupation Histories

Appendix B to this report summarizes the history of occupation of each study area building, based on an examination of directories, tax records, and other documents. As can be seen, these four story buildings often had more than one occupant. In addition, the same occupant sometimes moved from one of the study area buildings to another. In the latter portion of the 19th century, some businesses and/or individuals occupied more than one building.

In Appendix B and in the discussion which follows, 39 Burling Slip is discussed as a separate location from 88 South Street, although these addresses actually refer to different portions of the same structure.

#### a. 88 South Street

The initial occupants of 88 South Street were two merchants, Neil McNeill and Ralph Bulkley. McNeill apparently occupied the building in 1811 immediately after its construction and stayed for three years. Bulkley was first listed in this building in 1812 and only occupied it for two years.

In 1814, E. D. Comstock, a grocer, occupied 88 South Street and remained a tenant until 1821, either alone or in partnership with others. The firm is listed in the directories either as merchants or grocers. Comstock was initially in business with Jonathan Kellog and Samuel Healy, but beginning in 1815, only with Kellog. In 1818, Kellog apparently left the firm and in 1819 and 1820 E. D. Comstock was in partnership with John B. Codwise, operating as the firm of Comstock and Codwise. John Byvanck Codwise, born in 1796, was one of the sons of George Codwise, Jr. (Academy of Genealogy 1966), and was the only member of the Codwise family to occupy the study area buildings.

From 1822 to 1825 Richard C. Willis was listed at 88 South Street, initially as a member of the firm of Willis and Drake. In 1822, the firm of Waterbury and Coles is listed in the

City directory at 88 South Street. However, as discussed below, it is likely that listing is erroneous and that the firm was actually at 89 South Street during this year.

John M. Park, a grocer, followed Richard Willis at 88 South Street in 1926 and remained at this address for 15 years, through 1841. In 1840 he was listed with Rufus Park at this address. As discussed above, it would appear that Park also resided in a portion of the building between 1826 and 1832.

In 1823 J. G. Collins is listed as a merchant at 88 South Street. His son, E. K. Collins, was apparently in business with his father at this address in 1823 and 1824, and continued the business under his own name in 1825, remaining at this address until 1832. Although listed in the directories as a merchant, Collins was a major figure in the development of the shipping industry in New York City as discussed above. In 1833 he was replaced at this address by George Sutton, also listed as a merchant, who was another notable participant in the shipping industry. Sutton remained at 88 South Street through 1845. Another shipping agent, George Bulkley, was listed at 88 South Street beginning in 1836 and he remained at this address through 1858, a period of 23 years.

After J. M. Park left the building, in 1841, Thomas Wardle, another shipping operator discussed above, began his operations at 88 South Street, remaining here until 1853.

Benjamin Flanders, a sailmaker, was listed at 88 South Street from 1847 through 1851 by himself, and after 1851 with G. W. Gerau. Flanders remained in the building until 1860 but in the latter portion of this period he is listed in the directories at 39 Burling Slip. In 1851 Flanders and Gerau were listed at both 88 South Street and 41 Burling Slip suggesting that there may have been a store fronting on Burling Slip at the corner of South Street at this time. J. V. Cole may have been manufacturing bags out of the canvas also used to manufacture sails, as he is listed at 41 Burling with Flanders in 1851.

While the occupants of 88 South Street between 1860 and 1875 have not been determined it is possible that Adam Pentz, who occupied 39 Burling Slip until 1870, was also utilizing the 88 South Street portion of the building.

From 1876 through 1878 Charles Offerman apparently operated a saloon and boarding house at 88 South Street. Buildings Department alterations docket 1876/550 indicates that in 1876 the building was being used as a "hotel and boarding house." The directories list "C.F. Offerman & Co. liquors" at this address as well as at 1 West Street.

In 1879 the operation of the saloon and boarding house facility was taken over by Peter G. Muller, who continued to operate a saloon and hotel/boarding house through 1893. His business is listed as "liquors" and his business address as 88 South Street in the City directories for these years. However, the 1880 census records (see Appendix D) indicate that Muller was living at 89 South Street, his occupation being listed as a "hotel keeper" (see discussion of 89 South Street below).

It would appear that after 1885, the saloon, hotel and boarding house occupied both 88 South Street and 39 Burling Slip. After 1885 Peter G. Muller's residence is given in the directories at the latter address, with a business listing ("liquors") at 88 South Street. It is uncertain whether the boarding house also continued to occupy 89 South Street at this time. In 1890, Muller was operating the saloon with Julius W. Buttner and in this year both men were living at 39 Burling Slip.

In 1892, Peter G. Muller obtained a five year lease to 88 South Street from the heirs of Cornelia J. Van Rensselaer, George Codwise Jr.'s daughter (Deed Liber Section 1, 9:242). The leased property excepted the "rear portion of the first floor of said store and lot at present occupied and in the possession of Kamp and Baeker." This apparently refers to the first floor of 39 Burling slip, as the latter firm is listed at this address in the directories (see following section).

The 1893 City directory lists Muller and Buttner as continuing to operate the saloon (listed as "liquors") and apparently also the boarding house. Buttner is still listed as resident at 39 Burling Slip, while Muller's residence is once again listed in Brooklyn.

By 1900, Julius W. Buttner is listed as sole operator of the saloon, and he was also residing in Brooklyn at this time. The boarding house was apparently being operated by Emma Bader (see discussion of 39 Burling Slip below).

In 1904, Deidrich Meyer obtained a five year lease to 88 South Street (Deed Liber 88:6), with Kamp and Baeker still indicated as occupying the rear of the building. (see discussion of 39 Burling Slip). The 1905 New York State census lists Meyer as a "saloonkeeper" resident at 88 south street with his wife, Mary, and a cousin. There were 25 boarders in the boarding house at this time, Four of these persons apparently worked in the boardinghouse/saloon. Most of the other boarders were either seamen, ship's officers, or dock workers (see Appendix D).

Deidrich Meyer obtained a lease extension in 1909 (Deed Liber 122:12), but in 1910 he assigned the lease to Mary McAleer who, in turn assigned it to the Excelsior Brewing Company (Deed Liber 127: 60; 62).

Despite assigning the lease, Mary and James McAleer were apparently engaged in the operation of the saloon and boarding house at 88 South Street in 1910 and continuing through 1920. They are listed as resident at 88 South Street in the Federal Census of 1910 and 1920 and the New York State Census of 1915. James McAleer's occupation is listed as "saloonkeeper/hotel" in 1910, "cafe" in 1915 and "manager, liquor store" in 1920. Only a few lodgers were listed in the 1910 and 1915 census records, while 13 were listed in 1920. One of the latter was apparently the cook in the boardinghouse while the others included 10 sailors and one dock worker (see Appendix C).

Although the Historic Structures Report indicates that "Mary McAleer continued to operate a restaurant...[at 88 South Street]...until at least 1940" (NYSOPR 1974:86) this

may be inaccurate. In 1921 James McAleer transferred the lease to “the corner store at 88 South Street, and the cellar underneath the store”, to Harry Belcher and Philip Jureval “to be used and occupied exclusively as a restaurant and lunchroom” (Deed Liber 3227:69).

The 1925 New York state census lists John Walsh and his wife as resident at 88 South Street/39 Burling Slip. There were 16 other boarders at this time, including five seaman and two “engineers” who also may have been employed aboard ship. It is unclear whether Walsh was in charge of the boarding house at this time as his occupation is given as “seaman.”

Other researchers (Schermerhorn Row Occupants, Abstract 1993) have noted that in 1929, “Jack Davis, Candy and Tobacco” and “Koenigsberg & Bravo, Restaurant” were noted at 88 South Street, and that M. Franz was listed here from 1945 through 1950, possibly as a resident.

#### b. 39 Burling Slip

Although Neil McNeill, the 1811 occupant of the building at the corner of South Street and Burling Slip, was listed at 39 Burling Slip in 1811, he may actually have utilized the front part of the building (88 South Street) since he was subsequently listed at the latter address.

From 1812 through 1823 William Bakewell, a sailmaker occupied 39 Burling Slip, the first of three occupants of the building who practiced this trade. In 1817 and 1818 Levi Hubble, a merchant, was also listed at this address. The 1817 directory also lists the merchant Abijah Weston at this address. However, this is probably an error, since he was listed at 37 Burling Slip in later and earlier years.

In 1822 Henry Hobert (sic) was assessed for a privy nuisance at 39 Burling Slip (MCC XII: 177). He is listed in the directory for that year at 35 Burling Slip. The latter may be an erroneous listing, or he may have been at 39 Burling Slip for a short period of time during that year. He was not listed at either of these addresses in 1821 or 1823. In 1824 and 1825 Samuel B. Whitlock operated a business at 39 Burling Slip.

In 1826 Edward Arrowsmith, another sailmaker, began operations at this address, continuing in business here until 1836. In the latter portion of this period he was in partnership in the sailmaking business with John Hennigar. In 1837, Arrowsmith is no longer listed and the business listing for Hennigar is only given as “South”. However this is most likely an error since in 1838 Richard Hennigar continued the operation of the sailmaking business at 39 Burling Slip in partnership with John Richards. Neither Hennigar nor Richards continued at this address in 1839.

The occupants of 39 Burling Slip between 1837 and 1841 are uncertain. It is possible that the occupants of 88 South Street during this period, John M. Park, George Sutton and George Bulkley also occupied the 39 Burling Slip portion of the building.



In 1842 Joseph H. Havens is listed as a commission merchant at Burling Slip. However, he also operated a coastal packet line as noted above. He remained at this address until 1852.

In 1845 William Poole and Adam Pentz, notaries, opened an office at 39 Burling Slip. Pentz remained at this address for 25 years, until 1870, initially in partnership with Poole and later with J. W. Goin until 1865, after which he maintained the business alone. Pentz and his partners are listed in the directories as shippers as well as notaries. Pentz is also listed in the 1866 directory as a lawyer. A ca. 1860's photograph of the 39 Burling Slip facade (Figure 31) shows a sign for Pentz' shipping office. In 1851 C. C. Hubbard, a "broker" is also listed at 39 Burling Slip in the City directory.

Between 1855 and 1860 another sailmaker, Benjamin Flanders, is listed in the directories at 39 Burling Slip. He was previously listed in the 88 South Street portion of the building as noted above. He was in partnership with G. W. Gerau for a portion of his tenure in the building.

Between 1859 and 1861, George Bulkley, formerly in the front portion of the building at 88 South Street (see above) was listed at 39 Burling Slip.

John E. Stow had a wholesale fruit business at 89 and 90 South Street between 1860 and 1886 (see those sections). For the latter portion of this period, 1875 through 1885, Stow also operated out of 39 Burling Slip. It is possible that Stow sold fruit on a retail basis from the store at 39 Burling Slip while maintaining a wholesale business at 89 South Street. Movement of produce between the two buildings would be facilitated by the connection between 39 Burling Slip and the rear extension to 89 South Street.

As noted in the discussion of 88 South Street, after 1885 the operators of the boarding house at that address apparently resided in the 39 Burling Slip portion of the building and by 1900 its upper floors were apparently utilized for the operation of the boarding house. Emma Bader, who apparently ran the boarding house at this time is listed in the 1900 Census as resident at 39 Burling Slip with her two sons and a daughter and three men who are described as "help," as well as eight male lodgers, six of whom are listed as "seaman." Emma Bader's occupation is given in the census as "janitoress." It is possible that she had recently taken over operation of the boarding house.

Beginning in 1889 Michael Kamp began the manufacture of water proof oil clothing at 89 South Street, and also occupied the store front at 39 South Street, where he apparently sold the factory products. Although it was listed as "Kamp and Engleman" in 1889, from 1890 onwards Kamp operated the business in partnership with John Baeker.

c. 89 South Street.

Two tenants initially occupied 89 South Street in 1811 following construction of the building. Borden Chase, a commission merchant remained at this address for more than eight years. In 1817 Chase was cited for a privy nuisance at 89 South Street (MCC IX:42). Although he is listed in the 1819 tax assessments at this address, the City directory for this year lists Chase at 214 Front Street, suggesting that he left 89 South Street during 1819.

C.C. Cambreling, a merchant, occupied the building from 1811 through 1813, for the first two years in partnership with Albert Chrystie as the firm of Cambreling & Chrystie. According to Barrett (1968 III: 115-116), Chrystie was the son of James Chrystie, who operated a glass and china store in lower Manhattan. Albert Chrystie took Cambreling into partnership after the latter arrived in New York from North Carolina and the firm reportedly was able to generate business through Cambreling's North Carolina contacts. The partnership was apparently dissolved when Albert Chrystie went into partnership with his brother, accounting for Cambreling being listed alone in 1813. Cambreling subsequently went into partnership with Isaac Pearson and left the 89 South Street building. In the 1820's and 1830's Cambreling served as a member of Congress.

In 1820, after Borden Chase left the building, it was occupied by the firm of Jones and Magrath as well as by James Lovett, both listed in the City directory as merchants. These occupants only stayed at 89 South Street for one year. In 1821 it was occupied by the firm of Blount and Jackson who remained at this address until 1823. In 1821, the building was also occupied by the flour store of Noah Waterbury and Jordan Coles, which was presumably located on the first floor. The Waterbury and Coles store appears to have remained at 89 South Street through 1823. Waterbury and Coles were cited for a privy nuisance at this address in 1822 (MCC XII: 176), and they are also listed in the 1823 directory at 89 South Street. However the 1822 directory lists Waterbury and Coles at 88 South Street, which is most likely an erroneous listing.

Beginning in 1822, John Nexsen a grocer, previously at 90 South Street, moved his business next door to 89 South Street. He is listed at the latter address through 1832, in which year the directory lists him at "89 South, upstairs." John Nexsen was apparently a merchant and one of the children of Elias Nexsen, a merchant and ship owner who had been engaged in the China trade in the latter portion of the 18th century (Barrett 1968 IV:165-169).

In 1828 a second tenant, William Jacques, a merchant, opened a business at 89 South Street, remaining at this address through 1832, in which year he was joined in the business by Francis Jacques, apparently his son or brother. In the following year Francis Jacques continues to be listed at 89 South Street, while William Jacques is listed at 90 South Street. In 1834 both are listed at the latter address.



In 1833 the firm of Chew and Demarest, grocers, succeeded John Nexsen at 89 South Street. Thomas Chew continued at this address until 1840. In 1837 a second grocer, R. A. Johnson, also occupied the building, after 1842 in partnership with Oscar Johnson. This firm remained at 89 South Street until 1844.

The occupants of the building between 1845 and 1847 are unknown. However, in 1848 the firm of Woodward and Ryberg, notaries, are listed at this address. They remained here until about 1852. In 1851 year Joseph Pentz was a member of this firm. He may have been related to Adam Pentz who was a long time occupant of 39 Burling Slip.

Henry A. Walton, previously in business as a grocer at 37 Burling Slip, opened a hotel at 89 South Street in 1847 which continued in operation through 1852. He apparently operated the hotel with Henry Stevens in 1850 and 1851. Since neither Stevens nor Walton resided in the hotel we could not locate its occupants in the 1850 census records, which does not list street addresses. While the 1851 reverse directory lists H. L. Gilson at 89 South Street, possibly a hotel resident, his name does not appear in the index to the 1850 census, nor could we locate his name in the 1850 directories.

The occupants of 89 South Street between 1852 and 1880 have not been determined. In the latter year, however, John E. Stow moved his wholesale fruit business from 90 South Street to 89 South Street (see also discussion of 90 South Street and 39 Burling Slip). The docket for interior alterations at 89 South Street in 1884 (1884/1646) describe the "owner" as John E. Stow and the premises as a "store for fruit." Stow apparently died in 1885 or 1886 since the directory for the latter year lists the business at this address as "estate John E. Stow."

As noted in the discussion of 88 South Street, portions of the building at 89 South Street were apparently utilized as a part of a hotel/boarding house which operated in both buildings ca. 1880. A physical connection between the two buildings was noted in the Historic Structures Report (NYSOPR 1974:85). The 1880 census records indicate that Peter G. Muller, the operator of the boarding house, was resident at 89 South Street. Ten male lodgers are also listed at this address. Four of the lodgers were sailors (one a "ship captain") while three others (a painter and two machinists) could have been employed aboard ship. The bartender may have been employed in the Muller saloon at 88 South Street. John Stow apparently operated his fruit store on the first floor of 89 South Street in 1880 while the upper floors were utilized as part of the boarding house.

In 1889 Michael Kamp began the manufacture of waterproofed oil clothing at 89 South Street. While in the latter year the business is listed as Kamp and Engleman, beginning in the following year Kamp began his partnership with John Baeker. As noted above Kamp and Baeker also occupied the first floor of 39 Burling Slip. Sailors were probably the primary customers for Kamp and Baeker's waterproof clothing. As with the Stow fruit business, manufactured goods from the factory could be transferred to the 39 Burling Slip store through the connection between the latter store and the rear extension of 89 South Street. Kamp and Baeker continued in business at 89 South Street through 1904.

However, in the latter year they are no longer listed in the city directory at 39 Burling Slip.

The Historic Structures Report notes the presence of the Fulton Supply Company, suppliers of "foul weather gear," at 89 South Street between 1929 and 1956 (NYSOPR 1974:84). Photographs of the store (see e.g. Figure 38) indicate that it sold "fisherman's and seamen's supplies."

#### d. 90 South Street

The initial occupants of 90 South Street, the firm of Marquand, Harris and Company only remained at this address for one year. They were succeeded by Nathan and Ephraim Starr, commission merchants who stayed for three years, through 1814.

Also in 1814, the firm of Lawton and Smith, grocers, began operations at 90 South Street. After 1815, Smith left the firm and Charles Lawton was joined by John Nexen. In 1816 and 1817 the firm operated as Lawton and Nexsen. This marked the beginning of 17 years during which John Nexsen occupied the study area buildings. After 1817, Charles Lawton left the firm and from 1818 through 1821 Nexsen ran the business by himself. In 1822, John Nexsen moved his business operation next door to 89 South Street where he remained through 1832.

In 1817 the firm of Lott and Henderson was listed for a privy nuisance at 90 South Street (MCC IX: 42). However, the directories for 1816 through 1818 contain no listings for this firm.

The tax assessments indicate W. H. Bleecker at 90 South Street in 1822 and the firm of Jewett and Codwise here in 1823. However, the City directories for the respective years do not include listings for Bleecker or Jewett and Codwise. The latter firm is listed at a Pearl Street address in 1822 and 1824, and it may have occupied 90 South Street during a portion of 1823. As noted above John B. Codwise, a son of George Codwise Jr., had been in business with E. D. Comstock at 88 South Street in 1819 and 1820.

In 1824, William Cowing, a merchant was listed at 90 South Street. He continues to be listed by himself at this address through 1826, and as a member of the firm of Dudley and Cowing in 1827. As noted previously, Dudley and Cowing acted as agents for the Union Line, which operated packet ships to Charleston. In 1828, Cowing apparently left the firm, which continued in operation at 90 South Street through 1831 as Dudley and Stuyvesant. Between 1824 and 1826, the office of John M. Catlin, a merchant, was also at 90 South Street. In 1825, the City Weigher, William Onderdonk Jr. also had his office here.

In 1832 John W. Walker is listed at 90 South Street, followed by the firm of Sprague and Robinson, merchants, in 1835 and 1836.

In 1833 William Jacques, formerly in business at 89 South Street, moved to 90 South Street, in partnership with Francis Jacques as W & F. Jacques, merchants. As noted above, Francis Jacques was listed in the 1833 City directory at 89 South Street, suggesting that for a time they utilized space in both buildings. In 1834, however, the business is listed only at 90 South Street, continuing here through 1836, after which the business relocated to 87 South Street.

William Beall, a grocer, was 90 South Street for a single year in 1839. Aziriah D. Hall, another merchant was at this address between 1840 and 1842.

From 1840 through 1852 the firm of Thomas M. Clark was in business at 90 South Street. Clark is listed in the City directories as a notary, but his firm is also listed as commission merchants in 1840 and as a shipping office from 1850 through 1852. From 1845 through 1855, the directories also list Morris Reynolds, clothing, at this address. Reynolds also had a hardware business at 13 Cortlandt Street.

Beginning in 1860 John E. Stow operated a fruit business at 90 South Street. Prior to moving to 90 South Street he had been operating the business at 92 South Street. Stow remained at 90 South Street until 1875, when he moved his business next door to 89 South Street, and at the same time opened a store at 39 Burling Slip (see discussion above). As noted by Jaffe 1995:5, "Burling slip was a principal site for the unloading of fruit ships." It is possible that Stow operated a wholesale business at 90 South Street and later 89 South Street, with an associated retail business in the store at 39 Burling Slip.

The occupants of 90 South Street between 1875 and 1894 are uncertain. In 1882 John Schroder was listed in the Buildings department alterations dockets as undertaking alterations at 90 South Street which were subsequently abandoned. However, John Schroder is not listed in the 1882 directory.

In 1891, Richard Cuddihy obtained a lease to 90 South Street from its owner, George Dickinson. Although he renewed the lease in 1893, in the following year he transferred it to Israel Salzman. The leases from Dickinson to Cuddihy were apparently not filed with the office of the City Register but they are referenced in the 1894 Salzman lease (Deed Liber 24:446). Cuddihy, a brewer is not listed in the directories at 90 South Street. However, in 1894, the directory does include a listing at this address for "Israel Salzman, liquors." Salzman was most likely operating a saloon here. However, in 1894, Salzman transferred the lease to James Everard and 1895 Salzman is listed in the directory at 85 South Street. However, neither the 1894 nor 1895 directories list James Everard at 90 South Street.

During the turn-of-the-century period, 90 South Street was operated as a hotel/boarding house. The 1900 census indicates that the hotel was most likely under the supervision of Anna Spigler, who lived at 90 South Street with her two children and her mother. The hotel also had a cook who lived in the building. The 1900 census indicates the presence of seven lodgers, four of whom most likely worked aboard ships (see Appendix D).

In 1905, Anna Spigler's position was taken by Juda Golden, who lived at the hotel with his wife and daughter. The records of the New York State Census for this year indicate that the hotel had twelve lodgers at this time, all listed as longshoremen.

Unlike the residents of the boarding house at 88 South Street/39 Burling Slip and those resident at 90 South Street in 1900, who were all white males, nine of the twelve male lodgers at the latter address in 1905 were black. An additional married longshoreman and his wife who both lived in the boardinghouse were also black.

In 1910 Harry Juris, who apparently ran the saloon/boardinghouse at this time lived in the building with his wife and three sons. Three of the lodgers at this time were apparently employees of the hotel who also lived there. The four other lodgers who were living in the building at the time of the census, including a sailor, two ships cooks and a longshoreman, were all black.

The 1915 census suggests that 90 South Street at this time may no longer have operated as a boarding house but only as a restaurant and bar. The operator of this establishment, Ike Ginsburg, lived in the building with his wife and three sons, two of whom were listed as bartenders and may have worked in the "cafe" operated by their father.

Between about 1914 and 1943 Juan A. Lopez operated the La Cosmopolita hotel, which catered to Spanish-speaking sailors, at 91 South Street (Jaffe 1998:5). It is possible that Lopez operated 90 South Street for a time as part of the adjacent La Cosmopolita since he was apparently leasing the building. While the original lease obtained by Lopez from the building's owners was apparently not recorded, in 1919 Lopez leased the store at 90 South Street to Samuel and Isadore Zelin and Irving H. Greenman (Deed Liber 3119:343). Several months later the Zelins and Greenman leased 90 South Street to Harry and Sophie Fish and Louis Tunick (Deed Liber 3122:143). The lease was for the store in the building, which was to be used and occupied as a "restaurant and lunch room." The Fish's and Tunick apparently resided on the building's upper floors at this time since they are described in the lease as "all residing at 90 South Street." They apparently only operated the restaurant and lunchroom for a short period of time since they are not listed at this address in the 1920 census, and in 1921 they surrendered the lease to the Zelins and Greenman (Deed Liber 3230:381).

According to the Historic Structures Report (NYSOPR 1974:90) the ground floor restaurant at 90 South Street was operated in 1925 by J. Krynsky and by John Russo in 1935. Prior to the demolition of the building in 1956 the ground floor was occupied by a store selling rope and nets.

#### e. 37 Burling Slip

The merchants who first occupied 37 Burling Slip after construction of the building were Bowen and Robbins, who only occupied the building for one year. However, the next

merchant to occupy 37 Burling Slip, Abijah Weston, remained in this building for nine years, through 1820, although he may have moved next door to 39 Burling Slip for a time in 1817. In the latter year, James Harris, a commission merchant, is listed at 37 Burling Slip in the City directory and the tax assessment records while Weston is listed in the City directory at 39 Burling Slip.

In 1815 through 1817 the building was also the location of the merchant firm of Loomis and Learned, with Horace Learned continuing at 37 Burling Slip in 1818. In 1817 Loomis & Learned were cited for a privy nuisance at this address (MCC IX:42). Although the directory for 1817 gives the address for Loomis and Learned as 47 South Street this would appear to be an error in the directory listing.

Samuel S. Newman, merchant, replaced Horace Learned at 37 Burling Slip in 1819 and remained there for four years, through 1823. In 1824, George Dodd, another merchant, began his tenancy in this building. Freeman Dodd joined him by 1830 and by 1835 only Freeman Dodd was operating the business. He remained at 37 Burling Slip through 1838, after which he is listed at 29 Burling Slip.

The occupants of 37 Burling Slip between 1838 and 1844 are undetermined. However, in 1845 three tenants are listed in this building. Thomas H. O'Brien is listed as a clerk in that year, and subsequently as a grocer. In 1851 he is listed as an agent for the Black Star Line which operated packets to Liverpool and New Orleans. In 1852 the City directory indicates that he was operating a "liquor" business at 37 Burling Slip as well as at 153 South Street. It is uncertain whether this was a saloon or a wholesale (or retail) liquor business. In view of the fact that a number of hotels and restaurants were opening in the vicinity at this time, the former is more likely. In 1853, which was his last year at 37 Burling Slip, O'Brien continued the "liquor" business at this address while also operating a packet office at 153 South Street.

Another occupant of 37 Burling Slip in 1845 and 1846 was Henry A. Walton, listed as a grocer. In 1847 he apparently abandoned the grocery business to began operation of the hotel at 89 South Street (see above).

The third tenant at 37 South Street in 1845 was the firm of Clark and Dean, notaries. They were also listed as "shippers" in 1851. By 1855, both Thomas O'Brien and Clarke and Deane had left 37 Burling Slip.

As noted previously, by 1850 a portion of 37 Burling Slip was being utilized as service quarters for the Rogers Dining Saloon, which was located in the building at 4 Fulton Street. According to the Historic Structures Report the second and third floors of 37 Burling Slip were used for this purpose (NYSOPR 1974:82) in addition to the space in the shared extension of the two buildings. According to an 1850 description cited in the Historic Structures Report

From this floor [second floor of 4 Fulton] a passage leads to the large kitchen in which the cooking is done by a steam boiler 8 feet in height, which also warms the building. Here is an extra large range and oven for roasts, pastry, etc. Over this is another room reaching as far back, part of which is divided into pastry rooms, and the remainder is devoted to washing by steam (NYSOPR 1974:82).

It would appear that after the three tenants discussed above left the building in the early 1850's, 37 Burling Slip was utilized solely as an adjunct to the hotel located at 4 Fulton Street for the remainder of the 19th century and the first decades of the twentieth century. After Rogers, the hotel was operated between 1860 and 1864 by Charles Hicks and Carlyle T. Weeks. The utilization of the building for this purpose is reflected in a ca. 1860's photograph (see Figure 31) which shows the name of this establishment prominently displayed on the facade of 37 Burling Slip. Abraham Sweet took over the operation of the hotel in the 1860's and the business was continued by his sons until 1917 (NYSOPR 1974). An 1882 buildings department docket (1882/83) for alterations which were eventually abandoned describe the premises as a "hotel and boarding house."

An 1899 alterations docket for 37 Burling Slip (1899/802) describes the premises as a "restaurant and laundry." It was apparently still functioning as an adjunct to the 4 Fulton Street hotel at this time. After 1917 the hotel/restaurant continued to be operated by James Lake for a short time but by the end of the 1920's 4 Fulton Street was no longer used for this purpose (NYSOPR 1974).

According to the Historic Structures Report (NYSOPR 1974:83) Joseph A. Ptacek, a shipsmith and blacksmith, began his business at 37 Burling Slip in 1929 and remained at that address until after 1945. His signage on the buildings facade can be seen on photographs of the building from this period (see Figures 34 and 35).



## IV. ARCHAEOLOGICAL RESOURCES

### A. Site Stratigraphy - Analysis of Borings

In association with the archaeological work conducted on the Schermerhorn Row block in the late 1970's and early 1980's, Kardas and Larrabee examined the logs of geotechnical borings. They indicate that the landfill deposits on the eastern end of the block are "as much as 20 feet thick... [underlain by ] ...a deposit of dark grey organic silt which varies from 10 feet to 30 feet in thickness," representing material deposited on the floor of the East River. Underlying the river bottom silts are deposits of glacial sands, 200 to 300 feet thick, overlying bedrock (Larrabee 1982:3; Kardas and Larrabee 1991). However, these investigators did not include the boring logs or boring location maps in their reports.

Buildings Department records examined at the New York City municipal archives indicated that a boring was taken within the study area in 1956 in conjunction with the construction of the automobile service station. Unfortunately the log of this boring is not included in the records available at the New York City Municipal Archives or the Buildings Department. However, we were able to obtain logs of borings conducted in South Street in the vicinity of the study area from the New York City Department of Design and Construction's Subsurface Exploration Section.

The two borings closest to the study area were taken for a South Street sewer construction project (#7 and #8). Four other less detailed rock data borings, numbered 351-354, were also located in this area. The location plans and logs of these borings are included here as Appendix E.

Sewer boring #7 was located on the western sidewalk of South Street, approximately 45 feet south of the intersection of South and John Streets. Boring #8 was located on the eastern side of the South Street pavement approximately 40 feet north of the intersection of South and John Streets and 55-60 feet east of the property line on the west side of South Street. Borings #351 and #353 were also located on the western portion of South Street approximately 60 feet east of the property line, and #352 and #354 were taken some 100 feet east of the property line.

The basic stratigraphic sequence on the project site is most likely approximated by the log of sewer boring #7. This log indicates the presence of 24 feet of fill deposits (including the pavement, which was at an elevation of 3.2 feet), followed by nine feet of dark gray organic silt representing the river bottom deposits, which are underlain by glacial sands. Boring #354 indicates 28.5 feet of fill underlying the pavement, followed by eight feet of river bottom silts. Since the pre-landfilling river bottom would have sloped downward toward the east, greater depths of landfill would be expected in this boring as compared with boring #7, which is further to the west. Within the study area,

all of the strata noted in these borings would underlie deposits representing the period of occupation of the property after completion of landfilling.

The results of borings #8 and #351-#353 differ somewhat from those discussed above. The fill deposits in the latter three borings are described in the logs as "miscellaneous timber and fill, while in boring #8 these deposits are described as "fill with boulders." Beneath this fill, borings #352 and #353 encountered the organic river bottom silts and timbers while the organic silts were not noted in borings #8 and #354. While the timbers and boulders could represent material deposited with the landfill, the descriptions given in the logs, together with the absence of the river bottom silts, suggest the possibility that these borings may have been made at the location of wharves/landfill retaining structures.

## B. Potential Archaeological Resources

Based on the documentary research, the results of the archaeological investigations conducted on the Schermerhorn row block in 1977 and in 1981-83, and the results of excavations conducted on other blocks in lower Manhattan, we can distinguish four general types of archaeological resources which may be present within the study area.

### 1. River Bottom Deposits

These archaeological resources would have been deposited prior to the landfilling which occurred ca. 1805-1807. They would consist of materials deposited in the East River from the shoreline and/or from ships tied up to the wharves and slips which existed prior to the landfilling of the study area or moored in the River immediately offshore.

Documentary sources indicate that Burling Slip was a repository for refuse. Minutes of the Common Council indicate that the Slip had to be dredged at least four times between 1766 and 1772. The amount of refuse was possibly increased by the presence of a refuse drain at Burling Slip which the Council minutes indicate was installed in 1761 (Geismar 1983:679). The foul nature of the water in the slips was recognized as a cause of the epidemics of yellow fever. A contemporary description of conditions at Burling Slip in 1797 are worth noting:

Burling Slip is at present in a state of alarming nuisance; and that from the constant accumulation of dead animals, offals, and other perishable substances, which lie putrifying on the mud and stagnant water within the Bulk-head, is hourly becoming more so (Bayley 1799:51, cited in Geismar 1983:680).

Despite the stagnation noted, it is likely that over time at least some of the material deposited in the slips was washed out by the tides and spread along the river bottom adjacent to the slip entrance, in addition to other material which may have been deposited directly in the River from the wharves that lined the shoreline.

In addition, refuse and other material would have been deposited directly in the River from ships moored along the shoreline. Especially notable is the documented mooring of the British war ship *Asia* in immediately proximity to study area during the Revolution (see Chapter II). Refuse from the ship would have been deposited in the River along with other materials such as the iron ballast dropped from the ship to break up the river ice.

While some of the refuse deposited in the River from the sources noted above would probably have been transported away from the immediate area by tidal action, much material would undoubtedly have sunk into the river bottom silts.

None of the excavations conducted in the late 1970's and early 1980's at the Schermerhorn Row block penetrated into the River bottom silts. At the Assay site, in the block bounded by Front and South Streets, Gouverneur Lane and Old Slip, archaeologists were able to sample the river bottom silts after the dewatering of two shored trenches and subsequent dewatering of the entire site during the construction process. In addition to the material recovered by the archaeologists, two intact cannon and parts of five others were retrieved from the River bottom by construction workers after the completion of the archaeological excavations.

Some river bottom materials were also sampled during archaeological excavations on the blocks situated between Water and Front Streets (the Telco and 175 Water Street Blocks) and between Pearl and Front Street (the 7 Hanover Square Block). However, the river bottom deposits on these sites were closer to the modern surface than at the Assay and Schermerhorn Row blocks, which lie farther east of the original shoreline at Pearl Street.

The River bottom samples obtained during the excavations at the above sites confirm the presence of artifact deposits in the River bottom silts.

## 2. Landfill Deposits

The landfill deposited at the eastern end of the Schermerhorn Row block represents the final episode of landfilling associated with the outward expansion of lower Manhattan along the East River shoreline. Based on the archaeological work conducted in 1977 and 1981-1983, Kardas and Larrabee (1991) present a reconstruction of the land-filling stratigraphy and process. It should be noted however, that because the location of the tests and testing procedures used during these archaeological projects were necessarily limited by the nature of the construction activity, these tests represented isolated units placed at various locations within the block where construction was planned or was on-going. In addition, even the deepest of the excavations conducted by the archaeologists or observed during construction only penetrated the upper portion of the landfill. The maximum depth reached was only some eight feet below street grade with most units terminating above this elevation.

Based on the results of the Schermerhorn Row block excavations Kardas and Larrabee suggest that a deposit of "primary" landfill, reaching the approximate elevation of mean

sea level, was overlain by a stratum of "secondary" fill one to three feet thick consisting of fine to coarse sand ranging from light to dark brown in color. Their analysis suggests that the "secondary fill, which must post-date the creation of primary landfill, was probably being spread when stone foundation and brick walls were under construction." (Kardas and Larrabee 1991:279). This landfill was overlain by either "cellar fill" (in buildings where basements were present) or by "building floors or yard pavings."

George Codwise Jr.'s 1811 request that the Burling Slip wharf be raised lends support to the presence of a secondary fill deposit. The documentary research and excavation results of the 175 Water Street project, involving excavations in the block bounded by Water, Front, John and Fletcher Streets, also suggest that additional fill was added when buildings were to be constructed (Geismar 1983:685).

Since the units excavated at the Schermerhorn Row block were restricted to the upper portion of the landfill, most of the material recovered would be associated with these secondary landfills.

In all of the units excavated during the 1977 excavations and some of those excavated in 1981-1983, the archaeologists were able to screen soil only after it had been excavated by construction crews. Therefore, many of the artifacts recovered could not be associated with particular archaeological strata. In addition, a primary objective of these excavations was to examine building foundations. Although the 1991 report discusses the stratigraphy encountered in each test, in nearly all cases artifacts are tabulated and discussed for each unit as a whole, ignoring the stratigraphic differences. Thus it is not possible to assess the differences in artifact content, if any, between the secondary and primary landfill deposits.

The landfill deposits sampled by Kardas and Larrabee yielded a large number of artifacts, with more than 25,000 artifacts recovered during the 1981-1983 project (Kardas and Larrabee 1991:220). While the analysis of the artifacts obtained from these excavations enabled the archaeologists to draw some broad conclusions, including those concerning the relative popularity of various ceramic types (Kardas and Larrabee 1991:284), the limitations concerning the location of units and conditions under which material could be recovered imposed on the archaeologists during project construction limited the analytical usefulness of the sample obtained.

Questions pertaining to the source of landfill and the process of deposition can be addressed through archaeological excavation and analysis. The nature of the previous excavations on the Schermerhorn Row block, however, permit these questions to be addressed in only the most general manner. Investigation of the process through which the study area was filled-in can be addressed by examining stratigraphic profiles. Observation of the direction of slope of the landfill deposits at the Assay site, for example, suggested that fill was deposited from two east-west oriented "wharfs" extending into the river on either side of the excavated area (Cohen *et al.* 1990). The study area could have been filled outward from the prior shoreline located immediately

east of Front Street, from the Bowne/Byvanck pier (see below) or from the wharf along Burling Slip. Examination of the slope of landfill deposits in long trenches excavated across the site could answer such questions. It is difficult to address this issue, however, based on the excavation of widely separated individual units such as were excavated during the previous Schermerhorn Row block projects.

### 3. Piers, Wharves and Bulkheads

Another type of archaeological resource which may be present in the study area consists of wooden structures embedded within the fill deposits. It is important, however, to distinguish between two types of structures. The first consists of piers which projected outward from the shoreline into the River prior to the landfilling. In the study area this type of resource would be represented by the Bowne/Byvanck pier.

#### a. Bowne/Byvanck Pier

The Bowne/Byvanck pier was initially constructed prior to 1767 when the shoreline was near Water Street. Both documentary research and the results of the previous Telco and Schermerhorn Row block excavations indicate that as landfilling moved the East River shoreline eastward this pier was extended. Documentary research indicates that it extended into the study area by 1782.

The location of the pier is indicated on several 18th and early 19th century maps (Figures 5-9) and by its relationship to the "cartway" referenced in early 19th century deeds and shown on an 1805 map (see discussion in Chapter II). This documentary evidence is consistent with the results of the archaeological excavations on the Telco and Schermerhorn Row blocks.

The Telco block excavations exposed a portion of the Bowne/Byvanck pier straddling the boundary between lots 25 and 26 on the Telco block. These lots correspond to 192 and 190 Water Street, respectively. The relative positions of these lots and those on the Schermerhorn Row block can be seen on the Sanborn maps included here as Figures 19 and 26. The Telco archaeological site map (see Figure 42) indicates that a majority of the pier's width was located on the southern side of the lot boundary. As observed in the excavations the pier was some 20 feet in width, which approximates the width of the early 19th century cartway at the head of the pier, and the pier's depiction on a 1799 map (Figure 9). The authors of the Telco Report indicate that cribbing encountered by the 1977 archaeological project on the Schermerhorn Row block "may actually represent the eastward extension of the Bowne/Byvanck wharf" (Rockman et al 1982). Our analysis supports this conclusion.

The map showing the location of the 1977 excavation units (see Figure 43) indicates that cribbing was encountered in unit 6, along the southern boundary of lot 11 on the Schermerhorn Row block (189 Front Street). This location is approximately aligned with the southern edge of the wharf encountered in the Telco Block excavations. Cribbing was

also encountered in unit three at 165 John Street. This unit would be approximately aligned with the northern side of the wharf as exposed in the Telco excavations. Furthermore, the units excavated during the later 1981-1983 project in the northern portion of the extension to 189 Front Street also encountered cribbing and stones which may represent the fill within the cribbing. The latter units are designated units 41 and 42 on the 1981-1983 site map (Figure 44). These units were located some 15-20 feet north of the line of 1977 unit 6 and are therefore in the proper location to represent a portion of the "Bowne/Byvanck" pier.

By extending the line of the Bowne/Byvanck pier as indicated by the documentary and archaeological data further to the east as indicated on the 1799 map (Figure 9) we have estimated its location within the study area. This approximate location is shown on the archaeological resources map included in this report as Figure 48.

The documentary and archaeological sources also suggest that the Bowne/Byvanck pier was of block and bridge construction. As noted in chapter, George Bowne and John Byvanck petitioned the Common Council for permission to sink a new block in front of the pier. In addition, the Common Council's specifications for the pier which George Codwise and Peter Schermerhorn were to extend outward from South Street also specified this type of construction (see Chapter II).

The Assay site archaeological excavations exposed a portion of Bache's "Wharf," actually a pier which extended outward from the north-south wharf constructed along the shoreline. This pier was constructed with the block and bridge method. The excavations exposed one of the "blocks" and a portion of another. These "blocks" consist of heavy timber cribs, floated into position, weighted with stones and other fill material and sunk into place. This accounts for the references in the records to the "sinking" of these blocks. The complete "block" portion of Bache's wharf exposed in the excavations was approximately 30 feet long and 16 feet in height. The authors of the report believe that the original bridge sections of the wharf, "probably constructed of planking," had been removed. The manner in which the planked over bridge sections were supported is unclear. From historical reports of wharf building techniques it is known that pilings were sometimes used for this purpose. Another technique was to lay "long sturdy timbers from one block to another .... with planks laid over these." The portion of the structure encountered on either side of the "block" section of Bache's wharf consisted of horizontal timbers eight feet in height "consisting of both alternating courses of roughly hewn timbers and rounded logs." They were notched along the top to accommodate logs on the interior of the structure inserted perpendicular to the timber "face" of the structure to provide cross-bracing. The timber face "was also supported by vertical guideposts near either end of the structure." The authors believe that these horizontal sections were landfill retaining structures added after the original bridge sections were removed. (Cohen *et al.* 1990 IV-25; 29-30).

Although the report does not discuss the stratigraphy adjacent to the wharf it is assumed that the base of the 16 foot high "block" section would rest on or within the river bottom



silts. It is uncertain whether the base of the eight foot high "timber face" section reached the bottom of the landfill deposits. However, for this to have been the case, the crib "block" section would have had to have sunk eight feet into the river bottom. If the horizontal section did not reach the base of the fill deposits, its utility as a retaining structure would be called into question, since water would then be able to wash out the fill from beneath this section. It would appear possible that this horizontal section in fact served as support for the surface planking of the "bridge." This support structure would have made it possible for the structure to bear heavy loads perhaps associated with the process of unloading vessels moored to the "wharf."

Figure 45 shows Bache's wharf as exposed at the Assay site, with the cribbing section in the center of the photograph and the horizontal timber face sections on either side. The structure at the right in the photograph is a north-south wharf which cut through the earlier "Bache's" wharf structure and which is discussed further below.

The Telco excavations exposed only the uppermost 2 1/2 feet of the Bowne/Byvanck wharf. This consisted of two north-south oriented "stretcher logs" underlain by east-west oriented "headers." The two ends of the header course of the structure were notched and a vertical post inserted through the southernmost notch was visible. Large cobbles were noted within the structure, which was observed to continue to the east beyond the excavated area. The structure was thought to be a "cobb wharf" (Rockman et al 1982). However, the senior author of the Telco report now believes the excavated structure, as well as a second such structure excavated at the Telco block, to be "block" sections of block and bridge wharves such as the one exposed at the Assay office site (Wall, personal communication, March 1999).

On the Schermerhorn Row block the two units excavated in 1977 (units 6 and 3 - see Figure 43), which were approximately aligned with the Bowne/Byvanck pier section exposed in the Telco block excavations encountered cribbing structures. Profiles included in the excavation report (Kardas and Larrabee 1977) indicate that only the uppermost foot of the cribbing was exposed in unit 6 and approximately the uppermost 2 - 2.5 feet in unit 3. The top of the cribbing exposed in both of these units as well as the top of the structure uncovered in the Telco block was at approximately the elevation of mean sea level.

It should be noted that the location of unit 5 as shown on the 1977 Schermerhorn Row site map (Figure 43) is also along the approximate alignment of the Bowne/Byvanck pier. However, excavation of this unit terminated when a stone wall was exposed and the unit's base was above the mean sea level elevation at which the cribbing was encountered at the other locations noted.

The tests in the backyard area of 189 John Street which were conducted in 1981-83 are also along the alignment of the Bowne/Byvanck pier. Test 41 (see Figure 44) encountered the uppermost portion of a row of wooden beams running north-south across the test. These were encountered approximately nine feet below the floor of the building at 189

John Street. However, the authors of the report do not provide the information necessary to determine the corresponding elevation above mean sea level. Therefore, the relationship of the elevation of these planks to that at which cribbing was encountered in the other units noted above cannot be determined. In addition, the authors of the report note that test 41 was excavated by construction workers (Kardas and Larrabee 1991), and these construction excavations may have removed a part of the structure. Test 42 encountered large stones at the elevation of the base of the wooden beams encountered in test 42. These may have constituted a portion of the fill within the cribbing structure.

Although the extent of exposure of the features encountered during the Telco and Schermerhorn Row block excavations was limited, as was the amount of information provided about the latter, the results would be consistent with the interpretation of these features as the "block" portions of a block and bridge pier.

#### b. Wharves and Landfill Retaining Structures

In addition to the Bowne/Byvanck pier, which was constructed prior to the landfilling, the landfilling process itself would have required the construction of a number of landfill retaining structures. In some cases such structures served the dual purpose of retaining the landfill and providing wharves for shipping, either along the shoreline or along the sides of the slips which extended inland from the shoreline. George Codwise Jr. was required under the terms of his water lot grant to construct such wharves along the easterly and southerly boundaries of his water lot at South Street and the northern side of Burling Slip.

The documentary evidence indicates that Codwise constructed the wharf along Burling Slip prior to beginning the landfilling. Construction of the wharf along South Street at this time would also have been required to prevent the landfill from being washed away as it was being deposited.

The need for such structures to prevent tidal action from washing away the landfill is also reflected in George Codwise's 1806 notice to the Common Council that he could not complete his landfilling until a wharf structure had been built along Beekman Slip which would enable Peter Schermerhorn to fill in the western portion of the block. The latter wharf construction and filling by Schermerhorn would, in turn, have prevented landfill within the boundaries of Codwise's water lot on the southern portion of the block from being washed away along its northern boundary. This suggests, in turn, that a landfill retaining structure would not have been constructed along the boundary between George Codwise's and Peter Schermerhorn's water lot grants.

Documentary sources as well as the results of archaeological excavations at the Assay Office, Telco, and 175 Water Street sites indicate that wharves and landfill retaining structures can be constructed in various ways.

Dewatering of the Assay site enabled a large segment of a 15 foot high north-south wharf to be uncovered at the western end of the block, paralleling Front Street. This type of wharf, is known as a "cobb wharf" and is similar in construction to the "block" section of the block and bridge Bache's wharf discussed above. The north-south cobb wharf can be seen at the right in Figure 45. Such wharves are "generally made of heavy timber frameworks, with logs laid on top of each other in rows of headers and stretchers, filled with cobbles, cobblestone, ballast, and/or fill" (Heintzelman-Muego 1983, cited in Cohen *et al.* 1990:IV-30).

The timber framework of the Assay site wharf formed "a series of four to eight foot cells". One section of the wharf was one cell wide while the second was two cells wide, these sections measuring approximately eight 8 and 11 feet in width, respectively. Vertical guideposts were attached to the wharf sections with iron fasteners.

A layer of wooden faggots was placed between the upper three courses of stretchers in order to create a floored cell in which to contain the stone fill.... Smaller, split logs were used between the lower two courses of stretchers, possibly to redistribute the weight of the cobble fill. The layers of split logs and faggots did not extend thorough the width of the structure (Boros *et al.* 1985 cited in Cohen *et al.* 1990: IV-31).

A large cribbing structure also constituted the wharf constructed on the western (Water Street) side of the 175 Water Street block (Geismar 1983:706).

Numerous variations in the construction of such wooden wharf structures have been noted in the literature (see Morin 1990; 1991). While the cobb type wharf such as that at the Assay site consists of an open cribwork of alternating header and stretcher logs, the solid crib-type wharf has sides formed of immediately overlying notched wooden beams supported by cross bracing. This construction permits filling with earth or other finer materials, while the open work cobb wharf requires filling with stone or other large objects. Within these two basic types there are additional variations in the manner of construction. Both types of construction can be used to form larger structures composed of smaller cells.

Other landfill retaining structures noted at lower Manhattan archaeological sites include bulkheads consisting of planks or beams stacked one above the other and supported by vertical posts. At the Telco block the archaeological excavations exposed two plank bulkheads extending to the north and south from either side of the east-west oriented Bowne/Byvanck wharf. These bulkheads "were made of wooden planks ca. 12-14 inches wide by 1.75 in. thick which were laid horizontally on their sides, one above the other. The planks were supported on the east, or water side, by a series of upright beams which measured ca. 4-6 in. by 6-8 in. in cross section, and on the west, or land side, by a series of upright planks" (Rockman *et al.* 1982:68). Only the upper portion of these bulkheads were exposed during the archaeological excavations, to an elevation of approximately two feet below mean sea level, and they continued downward below this point. These

bulkheads are interpreted as representing structures built to retain the fill deposited during the first episode of filling on the Telco block which extended from Water Street to a point west of Front Street (Rockman *et al.* 1982:82). It is possible that this type of structure was utilized at this location, rather than the more substantial cobb wharves, in anticipation of the subsequent, and poorly documented, filling episode which extended the shoreline to a point east of Front Street prior to 1797. East-west oriented bulkheads were also noted at the Telco and Assay sites. These may have served to separate individual water lots which may have been filled-in at different times.

During the monitoring of contractor's excavations at the Schermerhorn Row block, a portion of a cribbing structure was noted at the "extreme southeast corner of the block" at South and John Streets. The contractor's excavation in August 1982 to install a "buried concrete box", extended approximately eight feet north-south by 20 feet east west. Apparently, the entire extent of the excavated area contained a portion of a larger cribbing structure. The structure consisted of "round logs laid in an open box fashion, creating spaces six feet square within the grid." The diameter of the timbers was estimated to vary from 9 to 12 inches (Kardas and Larrabee 1991: 201). The top of the timber crib-work was five feet below the surface at this location and three layers of timber were exposed to a depth of approximately 10 feet, with the structure continuing below this depth. The structure appeared to be filled with "large rocks, cobbles and boulders." The elevations in the vicinity of the intersection of South and John Streets as given on the logs of nearby borings and on the various New York City atlases indicate that the exposed top of this structure was at approximately the elevation of mean sea level.

The description and sketch of this excavation (see Figure 46) suggest that the exposed structure was a portion of either a cobb type wharf, or the "block" section of a block and bridge structure.

The exact location of the excavation which exposed this feature is not certain. According to the site map included in the site report (see Figure 44) it would extend into the study area, approximately 4 1/2 feet north and 11 feet west of the building lines along John and South Street respectively.

In addition to the large excavation at the corner of John Street noted above, four construction trenches were excavated in a north-south direction across the northern portion of John Street during the 1981-1983 archaeological project. All of these trenches encountered a wooden bulkheading structure at distances between 24 and 32 feet south of the building line. As observed in one of the trenches this structure

consisted of two or three vertically stacked large (10 to 14 inch diameter) round timbers running east-west .... At a depth of about five feet [which marked the base of these trenches] these rested on a pair of side-by-side large squared timbers also running east-west ....[in another trench].... all timbers were square, with a vertical piling in front of them on the south side, facing the slip. A horizontal timber

extended north 7 feet as a sleeper or deadman to anchor the sea-wall (Kardas and Larrabee 1991:200).

The varying distances of this bulkhead from the John Street (Burling Slip) building line is consistent with its configuration as shown on the early 19th century map (Figure 11) discussed in Chapter II.

This type of bulkhead construction may have comprised the southern face of the “wharf” which George Codwise Jr. was required to construct along the north side of Burling Slip by the terms of his water lot grant. The trenches encountering this structure only reached a depth of five feet, which was about the level of the surface of the cribbing structure encountered in the excavation at the corner of South and John Street. This latter structure may represent a portion of a cobb wharf which extended along the entire length of Burling Slip below the depth of the trenches excavated across John Street. The documentary evidence indicates that the sides of the Slip may have been subsequently raised, which could account for the bulkhead walls extending upward for several feet from the tops of the cribbing structure. Another possibility is that cribbing “blocks” were constructed to support the bulkhead walls at intervals along the Slip, with the bulkhead wall fastened to these structures.

The cribbing structure encountered at the corner of South and John Streets would be southeast of the reconstructed location of the Bowne/Byvanck pier (see Figure 48 and above discussion). However, necessary limitations in the accuracy of this reconstruction suggest the possibility that the pier could have extended further to the southeast, in which case the cribbing at the corner of South and John Street could represent a portion of this structure.

### c. Derelict Ships

Derelict ships have been utilized as portions of landfill retaining structures and one such ship, located along the west side of Front Street, was encountered during the 175 Water Street archaeological excavations. The ship was supported by staggered vertical pilings and “was also tied into horizontally planked north-south running bulkhead off the stern and an east-west system off the bow” (Geismar 1983:692). While it is possible that this was a fortuitously located derelict ship incorporated into a landfill retaining/wharf structure, its location at the eastern end of the water lots west of Front Street suggests that the ship was purposely sunk at this location for incorporation into the structure.

Another ship was encountered in 1978 and 1980 during construction excavations at 207 and 209 Water Street, located on the south side of Water Street, a short distance north of Fulton Street (Henn 1980, Brower 1980). The ship extended east-west, perpendicular to Water Street. This ship is apparently the derelict vessel noted in Common Council minutes in the 1780’s. The ship was located partly in Beekman Slip and partly “on the ground where the street [adjacent to the slip] is to be made.” Since the Council determined that this ship could not be removed, William Malcom, who owned the first

water lot and wharf north of Beekman Slip, was “granted an additional four and a half feet of property, and permitted to fill over the ship ‘level with the street’” (Brower 1980:22). Brower suggests that this derelict was the ship encountered in the 207/209 Water Street excavations.

It is interesting to note that two of the four construction trenches extended across John Street in the early 1980’s, which apparently encountered the northern bulkhead wall of Burling Slip, also encountered additional wooden structural elements further to the south which were also interpreted by the project archaeologists as “bulkheads.” In one trench the second structure was observed 10 feet south of the one interpreted as the north wall of the slip, and in a second trench 44 feet to the south. This latter “bulkhead” was interpreted by the archaeologists as the south wall of the slip (Kardas and Larrabee 1991:200). However, the maps and other documentary sources noted in Chapter II indicate Burling Slip as being 100 feet in width. Although the Schermerhorn Row excavation report does not provide details, it is possible that these additional “bulkheads” could actually represent portions of a derelict ship within Burling Slip covered by fill when the Slip was filled-in ca. 1835.

#### d. Summary - Possible Study Area Wharves

The construction of landfill retaining structures/wharves in association with the filling-in of the Codwise and Schermerhorn water lots was specified in the water lot grants . One such wharf would have been constructed along the north side of Burling Slip and the other along the east side of South Street. The cribbing structure noted at the corner of John and South Streets in 1982 by Kardas and Larrabee may represent a portion of the former structure. If so, the portion exposed would represent the northern edge of this wharf, which is specified in the water lot grants as being 25 feet in width. This structure would be considerably wider than the wharf exposed at the Assay site.

It is unlikely that the wharf which George Codwise Jr. constructed along South Street would have extended across the entire extent of the 70 foot wide street specified in the grants. A wharf would have been constructed on the eastern side of the Street and the remainder of the street would have been constructed on the landfill deposited behind it. Borings taken in the eastern portion of South Street encountered timbers and rock fill. While this could represent material incorporated into the landfill, it is possible that these borings encountered the wharf constructed here during the first decade of the nineteenth century. It is unlikely that this construction, whether consisting of cribbing structures, bulkheading or deliberately sunk ships, would have extended westward into the study area. The construction of the wharf along Burling Slip is also unlikely to have incorporated deliberately sunken ships, considering the observations of cribbing and bulkheading made during the 1991-1993 archaeological projects as discussed above. If any such ships were present they would have to be more than 25 feet wide to extend from the bulkhead wall encountered in the 1982 trenches into the study area.



On the other hand, the presence of derelict ships within the study area is possible. Such vessels could have been present alongside the Bowne/Byvanck wharf and incorporated into the landfill in similar manner as the ship incorporated into the landfill north of Beekman Slip. However, the presence of such ships at this location has not been documented.

During the 1981 -1983 Schermerhorn Row block archaeological project, probing beneath the base of unit 16, located at 91 South Street immediately north of the study area (see Figure 44) indicated the presence of wood at a depth of approximately six feet below street grade (Kardas and Larrabee 1991:52). This could represent material deposited with the landfill or an undocumented wooden structure.

#### D. Occupational Deposits

##### 1. Backyard Features

Occupational deposits on urban sites are usually found in backyard areas, most frequently within subsurface "features" such as cisterns, wells and privies. Such deposits have been found on properties utilized solely for commercial purposes as well as others utilized for residential and/or joint residential/commercial purposes. On commercially occupied sites recovered artifacts often represent the types of materials dealt with by the occupants of the lot.

At least three of the four buildings within the study area had rear yards which were totally or partially covered by brick extensions by 1852, but which most likely were open or covered by wooden extensions when the buildings were constructed in 1810. The presence of privies behind these buildings has been documented, as privy nuisances were recorded here in 1817 and 1822. While most 18th century privies were of stone construction, a 1808 New York City ordinance permitted the construction of wooden privies (Stewart *et al.* 1981:37). Therefore, privies constructed at the time the Codwise buildings were erected in 1810 could have been lined with either stone or wood.

While a privy nuisance was recorded for 39 Burling Slip, which was actually the rear portion of 88 South Street, it is unlikely that this building had a backyard area. By 1852, the entire lot was covered by the footprint of the 4 1/2 story building and there is no indication that it had been extended during the first half of the 19th century. Records dating to the initial occupation of the building in 1811 indicate that the rear portion of 88 South Street was referenced as 39 Burling Slip and separately occupied. Since the building extended only some 20 feet south of Burling Slip, there would not appear to have been space for a yard area at the rear of 39 Burling Slip. Furthermore, if such a yard had existed when the building was constructed, a major reconstruction would have been necessary prior to 1852 since by that year the entire building was apparently 4 1/2 stories in height.

It is possible that the privy referenced in the 1822 record for 39 Burling Slip was actually located at the rear of 89 South Street, the adjacent building. A connection between 39 Burling slip and the rear area of 89 South Street was documented in later in the 19th century and could have existed earlier. Thus the yard area of 89 South Street could have been the location of two privies, one utilized by the occupants of that structure and the other by the occupants of 39 Burling Slip/88 South Street.

The excavations conducted during the 1981-83 Schermerhorn Row block archaeological project did not involve the complete exposure of backyard areas. However, the excavations did encounter features in the backyard of #8 Fulton Street. One of these was apparently a cistern and the other a wooden barrel of uncertain function. The cistern yielded whiteware and ironstone ceramics assigned a mean ceramic date of 1855 by the authors of the site report (Kardas and Larrabee 1991:85). Another feature of similar construction to the #8 Fulton Street cistern was uncovered by construction workers in the courtyard area located on the western portion of the block.

Cisterns were utilized to store water, and such features could have been located on some of the study area properties. However, a water supply was available in this portion of lower Manhattan after the Manhattan Water Company began operations in 1799. The Company laid wooden water pipes along Broadway and such pipes also extended along the lateral streets to both rivers (Jones 1978). Information in the files of the South Street Seaport Museum compiled by previous researchers include the results of an examination of the Manhattan Company's records, now in the archives of the Chase Manhattan Bank. These records indicate that in 1820 and 1821, Comstock and Codwise and E. D. Comstock, respectively, at 88 South Street were subscribers to the Manhattan Company's service. John Nexsen, at 90 South Street, is also listed in the Company's records in 1820. It is uncertain whether this service would have been provided to these buildings at the time of their initial occupation in 1811. If not, cisterns could also be present in some of the study area backyard areas.

The Manhattan Company continued to provide water to lower Manhattan until after the opening of the opening of the Croton system's reservoir at 42nd street in 1842. Croton system water pipes had been laid in Burling Slip from Pearl to South Street, as well as in South Street from Whitehall to Roosevelt Street by the beginning of 1849 (Valentine 1850).

Even if all of the study area properties were receiving water from the Manhattan Company prior to the opening of the Croton system, the lack of public sewers would have necessitated privies in the backyards of these lots. Such features would need to be utilized until after public sewers had been installed in the adjacent streets. After buildings were connected to the sewers the privies could be filled-in. However, even after sewers were constructed, it was the responsibility of the building owner to provide connections to the public sewers. Thus while the dates of sewer construction, in general, mark the earliest time that a privy could be abandoned and filled-in, the actual abandonment could date substantially after sewer construction.

A report made to the Common Council in 1856 lists all of the sewers in the City which had been installed prior to that time (City of New York, Croton Aqueduct Department 1856). Apparently some sewers had been installed by the Street Department prior to the opening of the Croton Reservoir; including one in Burling Slip. The contract for this sewer was dated August 1839. The 5 foot diameter sewer extended 315 feet between Front Street and the East River bulkhead. The distance noted corresponds with the distance between the building lines on Front and South Street plus the 70 foot width of the latter Street as it existed at that time. The 1839 date indicates that this sewer would have been installed shortly after Burling Slip was filled-in. It would presumably have been available for connection to the buildings along Burling Slip. Waste could have been washed into the sewer prior to 1842 using water supplied by the Manhattan Company, and between 1842 and 1849 by either the Manhattan Company or New York City's Croton system.

Although the sewer ran along Burling Slip, since all the buildings within the study area were still owned by the Codwise family, connection to this sewer could have been made from the backyard areas of 88 and 89 South street through 88 South Street. Thus it is possible that the privies located in the backyard areas of these buildings, as well as 37 Burling Slip, could have been abandoned and filled-in as early as the early 1840's.

Although the building owners could have delayed connecting these buildings to available sewers, examination of the documentary record lends some support to the inference that at least some of the study area privies would have been abandoned during the 1840's. It is likely that the two-story brick extension which connected the building at 37 Burling Slip with 4 Fulton Street was constructed when the Rogers Dining Saloon was opened ca. 1850. This would have necessitated the abandonment at this time of the privy recorded at 37 Burling Slip in 1817.

While the brick extensions noted at 89 and 90 South Streets could have housed privies it is more likely that the privies were in open yard areas, which would have provided better ventilation, and that the extensions were constructed after abandonment of the privies.

As indicated by the results of excavations such as those on the Telco block, privies could also be abandoned prior to the availability of sewers as the result of fires, or the division of lots and subsequent construction of new buildings. However, the documentary evidence indicates that neither of these events occurred in the study area.

## 2. Basement Deposits

Another source of occupational deposits could be material overlying basement floors. Such deposits, associated with commercial occupations, were recovered at both the Telco and Assay sites. At the former site, a basement floor associated with occupation by a coffee dealer yielded thousands of coffee beans and at the latter site excavation of a basement floor led to the recovery of artifacts associated with a grocer's warehouse. In

both cases these materials were deposited on wooden basement floors prior to fires which burned these buildings in 1816 and 1835 respectively. In both cases deposits overlying the floors had been abandoned and sealed under later floors associated with buildings which were subsequently constructed at these sites. There have been no documented fires in the study area buildings and the situations leading to the deposition of these types of deposits would not have occurred here.

Within the study area the presence of a basement has been documented only at 88 South Street and it is uncertain whether this was part of the initial construction of the building or excavated at a later time. The results of 1983 archaeological recording of construction excavations at the locations of 89 and 90 South Street suggests the possibility that these buildings may have been constructed with shallow basements or crawl spaces beneath the ground floor which may have been filled-in during the latter portion of the 19th century (see below).

The possibility exists that early basement floors could have been overlain by those subsequently constructed in one or more of these buildings, although no such floors were noted in the apparently hastily drawn 1983 archaeological profiles in the main portions of 89 and 90 South Street (see below). Although the large quantities of material abandoned after a fire are not likely to be found as a result of normal floor reconstruction, some materials associated with the use of the building prior to the reconstruction could remain on such earlier floors.

#### E. Building Foundations

The 1977 and 1981-1983 excavations on the Schermerhorn Row block permitted the foundations of many of the buildings to be exposed. These were all constructed on spread footer planks, a typical means used at locations where construction took place on landfill in order to distribute building weight over a wider area. Construction excavations within the study area in 1983 indicated the presence of spread footer planks beneath the study area buildings as well. Similar spread footers were noted on the other archaeologically excavated landfill blocks in lower Manhattan.

#### F. Results of 1983 Excavations Within the Study Area

As noted in the Introduction, the 1981-1983 Schermerhorn Row block archaeological project site report includes a map (see Figure 44) showing the presence of two excavation units within the study area, designated as units 47 and 48, which are not discussed in the report. We have obtained the field notes and drawings for these units from the New York State Office of Parks, Recreation and Historic Preservation, Bureau of Historic Sites. These records are included in Appendix F to this report.

## 1. Unit 47

In January 1983 a construction contractor excavated an area for the installation of a concrete "box" which was to contain a large cooling unit. According to the archaeologists' progress report (see Appendix F) "this excavation which had been dug before we were called in had removed two old walls down to the spread footers. An adjacent trench was dug with a front loader so we could see the stratigraphy." The field log notes the removal of "at least one old wall running parallel to South Street for which the footer is still in situ."

The two trenches shown on the site map and collectively designated as unit 47 apparently are the two trenches excavated on the east and west sides of the construction excavation so that the archaeologists could draw the profiles included in Appendix F. Although the field sketches do not specifically indicate the depth of disturbance caused by the construction excavation, it can be assumed that it would be approximately equal to the 4 - 4 1/2 foot depth below the surface indicated as the base of the two profiles. The location of the construction excavation as shown on the field sketches, and as replotted on Figure 48 according to the dimensions shown on the field sketch, indicate that the area affected by this excavation included the location of the backyard 90 South Street and the northern portion of the backyard of 89 South Street.

The location of the construction excavation suggests that the one of the "old walls" removed by the contractors would represent the rear wall of the buildings at 89 and 90 South Street. The other "old wall" would most likely represent the wall separating the two buildings.

The location of the western profile of the excavation as given in the field notes would place it at the location of the eastern wall of 37 Burling Slip. However, the profile indicates the presence of a concrete wall at the base of the profile, overlain by modern fill. It is possible that this represents an interior wall or other type of support associated with the 1956 gasoline station.

The archaeologists' notes indicate that a two by two foot unit was excavated at the bottom of the trench immediately adjacent to the northeastern corner of the concrete "box" installed by the contractors. This unit exposed a large piece of wood at a depth of 64 inches below the surface. A second piece of wood was noted immediately to the west of, and some four inches below, the first piece. Wood was not noted in the small space between these two pieces of wood and the eastern side of the trench.

The location of the wood encountered in this test is immediately adjacent to the approximate location of the eastern end of the Bowne/Byvanck pier, as shown on Figure 48. Since the location of the pier as shown can only be considered approximate it is likely that this wood is associated with the pier structure. The five foot depth of the wood

encountered in unit 47 is approximately the same as the depth of the cribbing noted at the corner of John and South Street in the 1991 report. Relative to the surface elevation of three feet as indicated in the field notes, the wood in unit forty seven would be at an elevation of -2.3 feet. However, the reference datum for these elevations is not given. The field records suggest that the elevations were provided by the contractor. If the datum elevation used for these measurements was the Manhattan Borough Datum, which is +2.7 feet relative to mean sea level at Sandy Hook, the wood would be approximately at mean sea level, which is the elevation of the other remains assumed to be those of the Bowne/Byvanck pier exposed in the Telco and 1977 Schermerhorn Row block excavations, as noted above.

The eastern profile of "unit 47" would have been located within the main portion of the buildings located at 89 and 90 South Street. The deposits noted in the uppermost three feet of this profile are not described as containing the demolition rubble to be expected if these structures had basements or crawl spaces beneath the first floor when the structures were demolished in 1956. Unfortunately, the field notes do not indicate whether the "artifacts and garbage" noted in these deposits were of recent origin. If modern materials were not included, these deposits could represent the "secondary landfill" deposited at the time of building construction in 1810, or material deposited at some later time to fill in a crawl space under the first floor of the building, as suggested by the results of unit 48 (see below). The intrusive "pit" shown on the profile drawing containing "modern concrete rubble" was most likely deposited during the construction or demolition of the gas station.

## 2. Unit 48

The construction contractor apparently excavated another shallow trench measuring some eight by 18 feet in an area which would be within the main portion of 89 South Street. This area is indicated as unit 48 on the site map. The excavation reached only 40 inches below the surface, which is indicated on the field notes as being at an elevation of approximately three feet. The eastern side of this excavation was adjacent to a ca. four foot thick "concrete pad," which would also appear to be associated with the gasoline station building. The archaeologists placed a shovel test adjacent to this pad. The field records suggest that the test extended from the base of the trench at ca. 40 inches below the surface to ca. 49 inches where it encountered a stratum containing large rocks. The artifacts recovered from this test would appear to be those recorded in the excavation records as lot 232 (see Appendix F), which included three bottles with embossed names.

We examined selected New York City and Brooklyn directories to determine the approximate dates of manufacture for these bottles. The results are summarized in the following table:



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**TABLE 3 - 1983 EXCAVATIONS: LOT 232 BOTTLES**

Excavation Records	A. Koch 455 1st Ave, N.Y.	D.(sic) F. O'Neill United Bottling Co., 185 Franklin St., N.Y.	South Brooklyn Bottling Co.
1880 Directory	Andrew Koch, beer, 455 1st Av	not listed	-
1890 Directory	Andrew Koch, brewer 455 1st Ave.	Paul F. O'Neill, bottler 185 Franklin St.	South Brooklyn Bottling Co. 1864 4th Ave. (Bklyn)
1895 Directory	Andrew Koch, brewer Andrew Koch & Son, brewer 455 1st Ave.	Paul F. O'Neill, bottler 508 Greenwich	-
1900	Andrew Koch's Son, brewer 455 1st Avenue	-	not listed
1905	-	Paul F. O'Neill 508 Greenwich United Bottling Co. 508 Greenwich	-

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The data suggest that these bottles were manufactured ca. 1890. Since artifacts were not systematically collected and other dateable artifacts from these deposits were not recorded by the archaeologists it is not known if they also contain more recent materials. However, the possibility of deposition ca. 1890 is suggested by the manufacturing dates of these bottles

The stratigraphic provenience of these bottles is also not given in the records. If they derive from the same upper fill deposits noted in the eastern profile of the "unit 47" trench, and these bottles were not mixed with modern debris, it would suggest that this fill may have been deposited within a basement or crawl space which was filled-in at some time subsequent to the date of manufacture of these bottles, possibly toward the end of the 19th century.

#### F. Disturbance of Deposits

Since there was no subsequent building phase within the study area between the construction of the 1810 buildings and their demolition in 1956, it is likely that the

potential archaeological resources present on the site would have remained substantially unaltered prior to the latter year.

The one-story brick extensions constructed behind 89 and 90 South Street, probably in the mid-19th century period would most likely have involved little or no excavation below any previous backyard surface. The extension at the rear of 37 Burling Slip, which was probably two stories in height, may have resulted in some truncation of existing features but deposits in these features would have remained largely intact.

Some disturbance to archaeological resources on the site may have occurred as a result of the construction of the automobile service station in 1956-1957 as well as the subsequent building renovation work conducted in the early 1980's.

### 1. Automobile Service Station Construction Impacts

To assess any potential impacts of the construction of the automobile service station on the archaeological resources which could be present within the study area, we examined Buildings Department records, which are now housed in the New York City municipal archives. The records indicate that the one-story service station building was constructed on a foundation supported on wooden piles. In addition, construction involved the installation of eight 550 gallon gasoline tanks and an additional 550 gallon tank containing fuel oil for the station's heating equipment. The Buildings Department applications and permits included in these records reference plans for the tank installations and foundation construction. However, the files in the possession of the municipal archives do not include these plans. We also examined the available microfilm records located at the Buildings Department, which also did not include these plans. We were informed that the original copies of large scale plan sheets for block 74, as well as other blocks in lower Manhattan have been discarded.

Therefore, the number and location of the piles which would have been required to support the foundation of the service station building is uncertain. However, it would not seem that a large number would be required to support the one story (16 feet high) gas station structure. Piles were not noted in the records of the 1983 excavations at this location.

The size and location of the excavation required to install the fuel tanks also remains unknown. However, calculations indicate that a 550 gallon tank would take up approximately 73.5 cubic feet. Thus, eight such tanks could be contained within a space measuring approximately 10 by 16 feet and extending 4 - 5 feet below the surface. The New York City fire code in effect as of 1979 specified that the tanks be covered by "a structurally supported reinforced concrete slab and placed over a coverage of clean sand or clean earth fill" (New York City Fire Department 1979). As noted in Chapter III, photographs indicate that when first built the gas station had pumps along both South and Front Streets. It is considered that the most likely location for the gasoline tanks would be

in the area located between the two sets of pumps. This would place them in the eastern portions of lots 5 and/or 6 (88 and 89 South Street).

If the assumptions made above are correct, installation of these tanks would not have affected any of the features located at the rear of the Codwise buildings or the cribbing encountered at the corner of South and John Streets in 1982.

The above discussion of the 1983 field notes suggests that additional disturbance within the study area would have been caused by the construction of other support structures for the service station.

## 2. Impacts of 1980's Building Renovation Project

The 1983 archaeologists' field notes indicate that the building renovation project conducted in the early 1980's involved additional disturbance within the study area. The installation of a concrete "box" to serve as a base for a cooling system apparently affected the backyard area of 90 South Street and the northern portion of the backyard of 89 South Street. The excavation reached a depth of approximately 4 - 4 1/2 feet below the present ground surface. Privies or other features would have been truncated to this depth. However, since privies are usually deeper than this, a portion of any deposits within such features should remain intact beneath the concrete structure installed in 1983. It should be noted that the "concrete box" was apparently installed prior to the archaeologists arrival on the site, since it is shown on the plan drawing of unit 48 (see Appendix F ). Therefore, any privies or other features encountered during the installation of the structure would not have been recorded.

The disturbance caused by the 1983 construction excavation would not have reached a sufficient depth to have substantially impacted remains of the Bowne/Byvanck pier, and the wood noted below the base of this excavation in the unit excavated by the archaeologists could be associated with such remains.

## G. Impacts of Proposed Construction

Information provided by the structural engineers for the project (Elsasser, personal communication, March 25, 1999) indicates that deep disturbance caused by construction of the proposed new building will be limited to auguring for the installation of 60 or more eight inch diameter poured concrete pilings which will support the building. These auger pilings will reach approximate depths of 25 feet. However, extensive excavations above the water table will occur on the site. These excavations would occur around the circumference of the site to install the building foundation walls, and at the location of each of the piles in order to install the pile caps.

The cross section drawing of the proposed structure (see Figure 47) indicates that an area in the center of the building would also be excavated in order to provide space for an

exhibit of a portion of the ship encountered during the excavations at the 175 Water Street block.

## V. CONCLUSIONS AND RECOMMENDATIONS

### A. Summary of Possible Archaeological Resources

The results of this archaeological documentary study indicate that archaeological resources are likely to be present at the site of the proposed new building to be constructed at the northwestern corner of South and John Streets in the Borough of Manhattan. These resources could be associated with the periods prior to, during and after the deposition of landfill on this block ca. 1805 -1807.

Specific resources which could be present include:

1. Remains of the Bowne/Byvanck pier - This structure was initially constructed prior to 1767, and was extended into the study area between 1776 and 1782. The approximate location of the pier, based on available documentary sources and the results of prior archaeological investigations, is shown on Figure 48. Wood was encountered immediately adjacent to this location during archaeological testing in 1983.
2. Artifacts deposited in the East River prior to landfilling. Such material would be contained within deposits of River bottom silts immediately underlying the landfill. Such artifacts could have been deposited from the shoreline or from ships moored adjacent to it. Documentary evidence indicates that a British war ship was moored in the immediate vicinity of the project site from December 1775 - February 1776. The quantity, location and nature of any river bottom deposits cannot be determined from documentary sources.
3. Possible archaeological resources associated with landfilling activities. Such resources would consist of a) artifacts contained within the landfill deposits b) various types of wooden structures built to retain the landfill and to create wharfage, including ships which may have been incorporated into such structures c) Derelict ships embedded in the landfill.
  - a) Large quantities of artifacts are known to be contained within the upper portion of the landfill deposits on the Schermerhorn Row block as a result of the test excavations conducted during the late 1970's and early 1980's. These excavations were unable to sample the lower portion of the landfill.
  - b) Landfill retaining structures/wharves would have been constructed alongside Burling Slip and the eastern side of South Street. While an analysis of the landfilling process and the documentary evidence suggest that these structures would not have extended into the study area, archaeological monitoring in 1982 indicated the presence of a cribbing structure at the corner of South and John Streets, which apparently extended into the area of proposed construction. The presence of this structure may indicate that the Burling Slip and/or South Street wharves were wider than assumed based on the results of the documentary

research and previous archaeological excavations in lower Manhattan. Alternatively this structure could have been associated with the Bowne/Byvanck pier. In this case, the end of this pier would have been located slightly further to the southeast than predicted.

c) Documentary sources do not record the presence of derelict ships within the study area. However, the presence of such ships is considered to be possible.

4. Deposits of artifacts associated with the occupation of four structures built within the study area in 1810 after completion of the landfilling. Such deposits would most likely be located within subsurface features (e.g. privies, cisterns) located in the rear yard areas of 89 and 90 South Streets and 37 Burling Slip. The building configurations suggest that features utilized by occupants of 88 South Street would have been located in the adjacent backyard of 89 South Street.

The presence of privies on these properties ca. 1817-1822 has been documented. Such features often contain refuse deposited after the privy was no longer in use, and sometimes material associated with their period of use. Abandonment of privies most frequently occurred after public water lines and sewers became available on the adjacent Streets. Documentary evidence indicates that such services would have been available to occupants of these buildings by the early 1840's. Actual connection to sewage facilities sometimes occurred long after such public facilities were available. However, consideration of possible building extension construction in the study area suggests that the privies may, in fact, have been abandoned prior to 1850. Artifacts present in such features may therefore be associated with the commercial operations conducted in the study area buildings by merchants, shipping owners and sailmakers who occupied the buildings during the early 19th century. Since these buildings were apparently also used for the storage of goods, deposits associated with these commercial activities could be located within study area features. Artifacts used by the occupants of the buildings could also be included (e.g. coffee/tea service, beer or soda bottles, food remains). In addition there is evidence that an occupant of one of the buildings (88 South Street) may have also resided here ca. 1830. The presence of cisterns in the yard areas is also possible. If so these may have been abandoned early in the history of the buildings as there are records of service to two of them (88 and 90 South Street) by the Manhattan Water Company in 1820.

The location of the yard areas where privies could have been located is shown on Figure 48. While the backyard area of 90 South Street and a portion of the 89 South Street backyard were impacted by excavation for installation of a concrete cooling unit housing in 1983, truncated portions of features could be located beneath the concrete housing. Any features in the southern portion of the backyard area of 89 South Street and the backyard area of 37 Burling Slip may remain substantially intact.

Artifact deposits have also been recovered from basement floors. The presence of such deposits in at least some of the study area buildings is possible. However, it is considered



less likely that primary artifact deposits would be found in these portions of the lots than in the backyard areas. The 1983 excavations exposed what appear to be fill deposits containing artifacts manufactured in the late 19th century in the main portions of 89 and 90 South Street. This material may have been deposited to fill-in shallow basements or crawl spaces in these structures.

## B. Archaeological Significance

It is the practice of most public agencies to follow the Federal standards which define significant archaeological resources as those which meet the eligibility criteria for listing on the National Register of Historic Places. According to these criteria (Federal Register 1981):

The quality of significance in American history, architecture, archaeology, engineering and culture is present in districts, sites, buildings, structures and objects that possess integrity of location, design, setting, materials, workmanship, feeling and association and:

- (a) That are associated with events that have made a significant contribution to the broad patterns of our history; or
- (b) That are associated with the lives of persons significant in our past; or
- (c) That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- (d) That have yielded, or may be likely to yield, information important in prehistory, or history.

The South Street Seaport Historic District is listed on the National Register of Historic Places. It is our opinion that possible archaeological remains of the types noted above would contribute to the National Register significance of the site under criteria a) and c).

The economic expansion of New York City at the turn of the 19th century was associated with the final stage of land-making along the East River and the creation of South Street, which housed the commercial activities of the early 19th century Seaport's merchants and ship owners.

The New York City Landmarks Commission's South Street Seaport Historic District designation report effectively summarizes the history of the seaport and its importance in the development and growth of New York City. The report specifically discusses the role of the "counting houses" such as those built within the study area, which represented a new building type introduced at the beginning of the 19th century "to satisfy the demands of expanding trade" (NYCLPC 1977). For nearly 150 years the occupants of the study area buildings were directly involved in the changing activities within the South Street

Seaport. These occupants include Edward Knight Collins and others prominent in the development of the City's shipping industry.

The activities which occurred within the study area, both before, during, and after the creation of the land in the early 19th century by George Codwise, Jr., a New York City merchant, encapsulate the development, creation, and subsequent history of the South Street Seaport. Archaeological remains which may be located here could be utilized in several areas of investigation related to these events, where were significant in the history of New York City and the commercial history of the United States.

Such areas of investigation could include:

Construction of waterfront structures and landfilling by the merchants who owned the land in the 18th and early 19th centuries. This could include the 18th century Bowne/Byvanck pier and landfill retaining structures constructed during the first decade of the 19th century.

Investigation of landfill retaining structures and landfill deposits could provide information on the process of landfilling as conducted in the early 19th century by George Codwise Jr. The cribbing structure noted in 1982 at the corner of South and John Streets suggests that the process may not have been conducted exactly as indicated by the documents. The investigation of construction methods used in the creation of piers, wharves and landfill retaining structures as a means of addressing broader research questions has been addressed by several researchers (see Henn *et al.* and Morin 1990; 1991).

Investigation of landfill stratigraphy could suggest how the actual process of landfilling was conducted. Artifacts recovered from landfill as well as river bottom deposits can be utilized inductively to answer site specific questions. In several cases the content of specific landfill deposits have been utilized to address possible sources of the fill (e.g. see Janowitz and Gordon 1983; Rothschild and Pickman 1990). Recovery of river bottom deposits could answer specific questions about the utilization of the mooring space along the East River shoreline prior to the landfilling.

Artifact deposits present in backyard features or other deposits associated with the merchants who occupied the site in the early 19th century could provide a record of the nature of the goods handled by these merchants, and possibly their manner of living while conducting their commercial activities on the site.

In addition to providing material to address such areas of research, the presence within the study area of archaeological resources of the types noted above would provide the South Street Seaport Museum with a unique opportunity to communicate the Seaport's history to the public. The success of the Museum is, in itself, a testimony to the power of actual physical remains to communicate the Seaport's history to visitors in a manner which could not be achieved through the use of written materials alone. Remains present

on the Codwise site at the corner of South and John Streets could serve to directly connect the physical fabric of the South Street Seaport Museum to the Seaport's history. This could occur through several possible mechanisms including observation of archaeological excavations at the site by the public, public participation in such excavations and/or associated laboratory activities, the display in the Museum of features and/or artifacts recovered from archaeological excavations, or incorporation of features found at the site into the fabric of the new building.

### C. Recommendations

In view of the considerations noted above, we recommend that exploratory archaeological field work be conducted at the proposed construction site. The primary objective of this initial phase of field work would be to determine the presence or absence of archaeological features and structures of the types discussed above. This stage of archaeological investigation would involve the use of power equipment to remove the paved surface of the lot. The backyard areas would then be cleared using appropriate manual and mechanically aided techniques to determine whether completely intact and/or truncated features are present in these portions of the site. This would also involve removal of the concrete housing for the cooling unit.

Backhoe trenching would also be conducted across other portions of the site. A major purpose of these trenches would be to locate any remains of the Bowne/Byvanck pier and to determine whether any landfill retaining structures located along Burling Slip extend into the site. This trenching would include investigation of the area adjacent to the concrete housing in which wood was exposed in 1983 and the area in the vicinity of the cribbing exposed near the southeastern corner of the site in 1982. Analysis suggests that such resources would be encountered approximately 4-5 feet below the present ground surface.

The exploratory field work would also investigate site stratigraphy and determine whether any basement floors are present. This phase of investigation could also include the excavation of a limited number of small manual excavation units. One purpose would be to provide a stratigraphic control for deposits overlying backyard features. These units could also provide a sample of the upper portion of the landfill on the Codwise lots.

Depending on the results of the exploratory excavations, a further stage of archaeological investigation to mitigate impacts of the project on any resources encountered may be appropriate. The extent and nature of such excavations would be determined after completion of the exploratory field work.

It is anticipated that excavations on this site will encounter a high water table. Water levels observed in the units excavated during the 1981-1983 archaeological project ranged from 28 to 83 inches below the local ground surface (Kardas and Larrabee 1991:283). Wellpoint observations at the corner of South and Wall Streets taken in

conjunction with a series of sewer borings over a nine day period in March 1982 indicated tidally influenced water levels ranging from 4.3 to 9.2 feet below the local ground surface, which approximates the elevation of the ground surface at the corner of South and John Streets.

As noted above, excavation of a sample of the entire landfill stratigraphic column, obtaining samples of the river bottom material, and exposure of an extensive profile of the landfill deposits would be of substantial archaeological interest. However, the depths of these deposits on the site would require excavation to more than 25 feet below the present ground surface in order to accomplish these objectives. The required excavation depth and the presence of a high water table present substantial problems in excavation methodology.

The Assay site represents the only New York City archaeological project where excavations were conducted under similar conditions. Testing of the landfill and river bottom deposits was accomplished by driving metal sheet piling, shored with metal beams, on all four sides of two 14 by 60 foot areas (see Figure 49). Backhoe assisted and manual excavations were conducted within these sheeted areas with constant pumping necessary to dewater the trenches. Exposure of the large wharves at the Assay site was made possible only by the fact that construction on this location was accomplished by building a "slurry wall" around the entire site and dewatering it.

The methods used to construct the proposed study area building will result in disturbance of the lower portion of the landfill and the River bottom deposits only as a result of auguring for the installation of poured concrete piles. Therefore, the great expense required to obtain an archaeologically excavated sample of these deposits may not be warranted. However, it may be possible to obtain small stratigraphically controlled samples in conjunction with the auguring activities at the time of construction. This should be explored further prior to the beginning of construction.

The evaluation of archaeological resources included in this report has been restricted to the actual construction site. It should be noted, however, that trenching would most likely take place to connect the proposed building to utilities located in John and/or South Streets. Construction trenching in John Street monitored during the 1981-1983 archaeological project encountered what appeared to be part of a wooden bulkhead representing the interior facing of the wharf constructed along Burling Slip by George Codwise Jr., as well as portions of other wooden structures further to the south. Archaeological investigations in conjunction with utilities trenching in John Street, which could include monitoring and/or archaeological excavations, may be appropriate depending on the location and depth of any such trenching.

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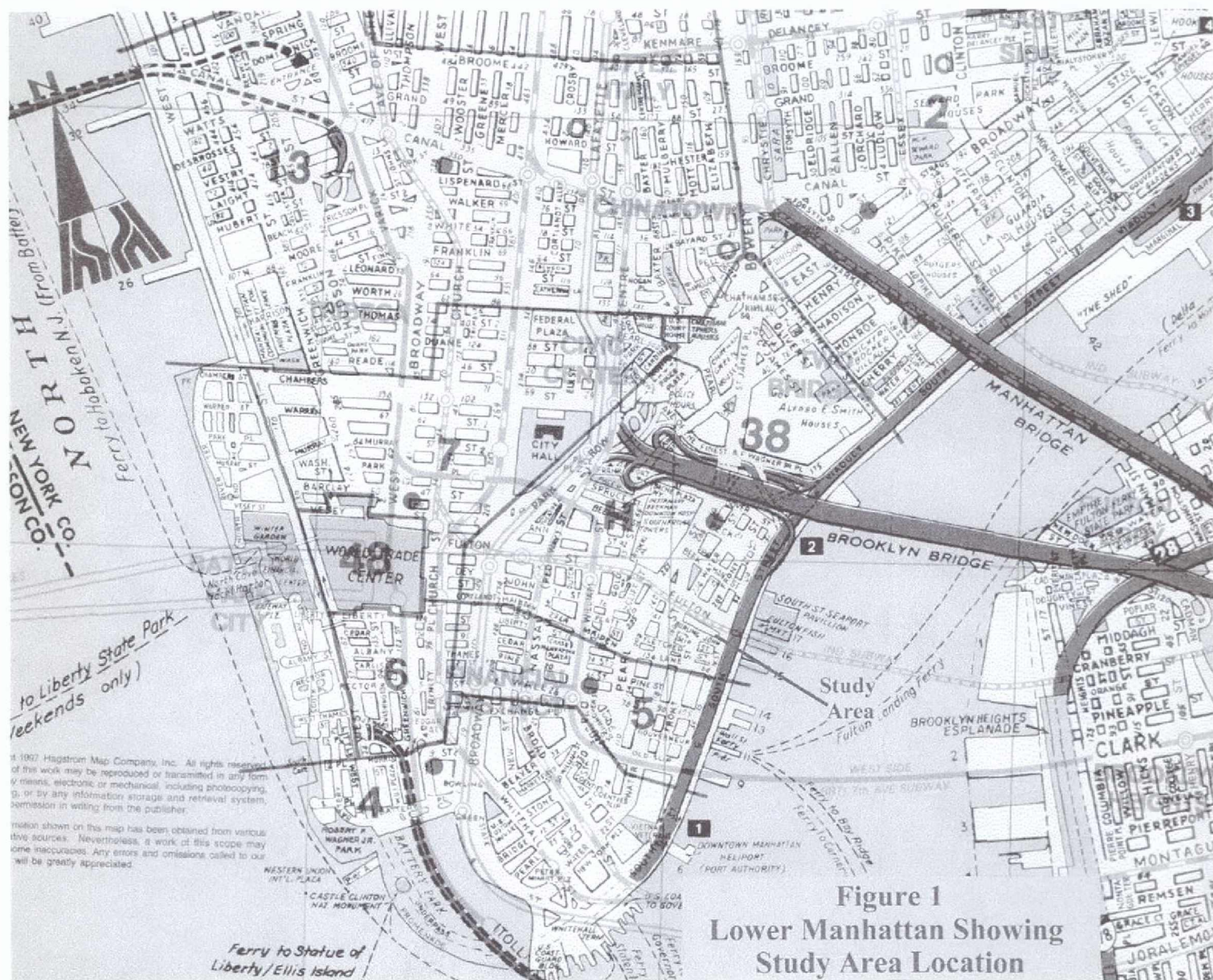
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## FIGURES





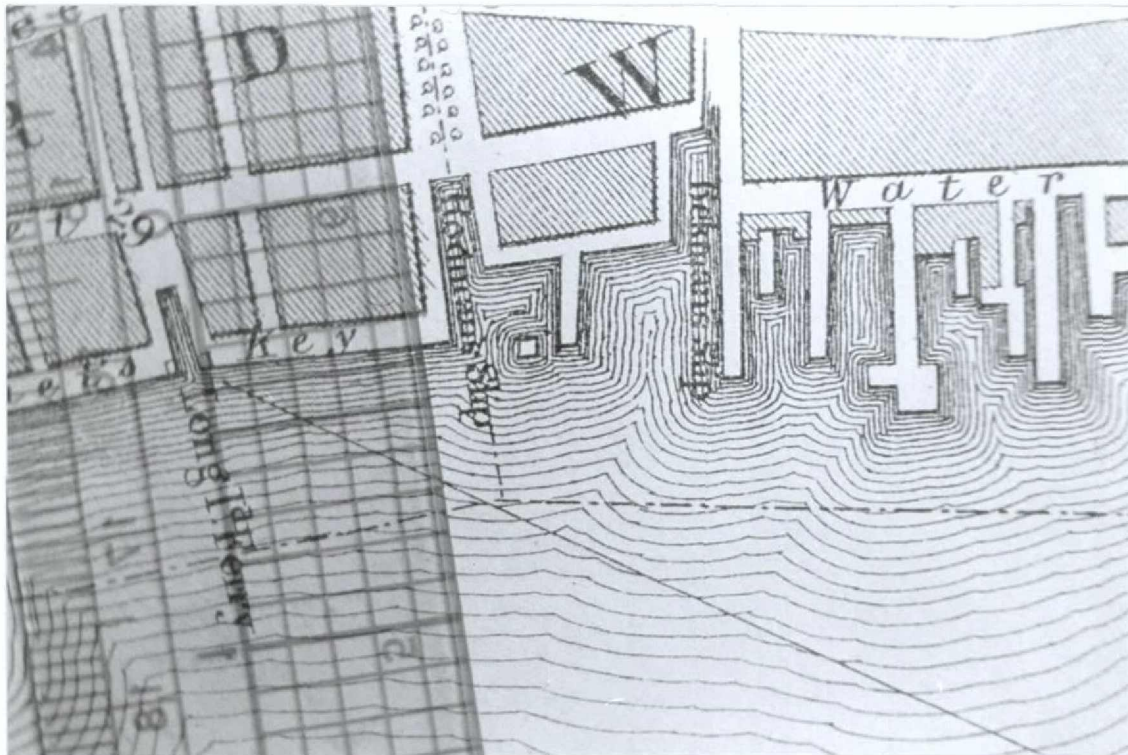


Figure 2  
1767 Ratzer Map  
Scale of Original:  $1 \frac{1}{2}'' = 800'$





Figure 3  
Walden/Ratzer Map  
Ratzer Map Probably Annotated ca. 1776

Staaten I<sup>d</sup> Ferry



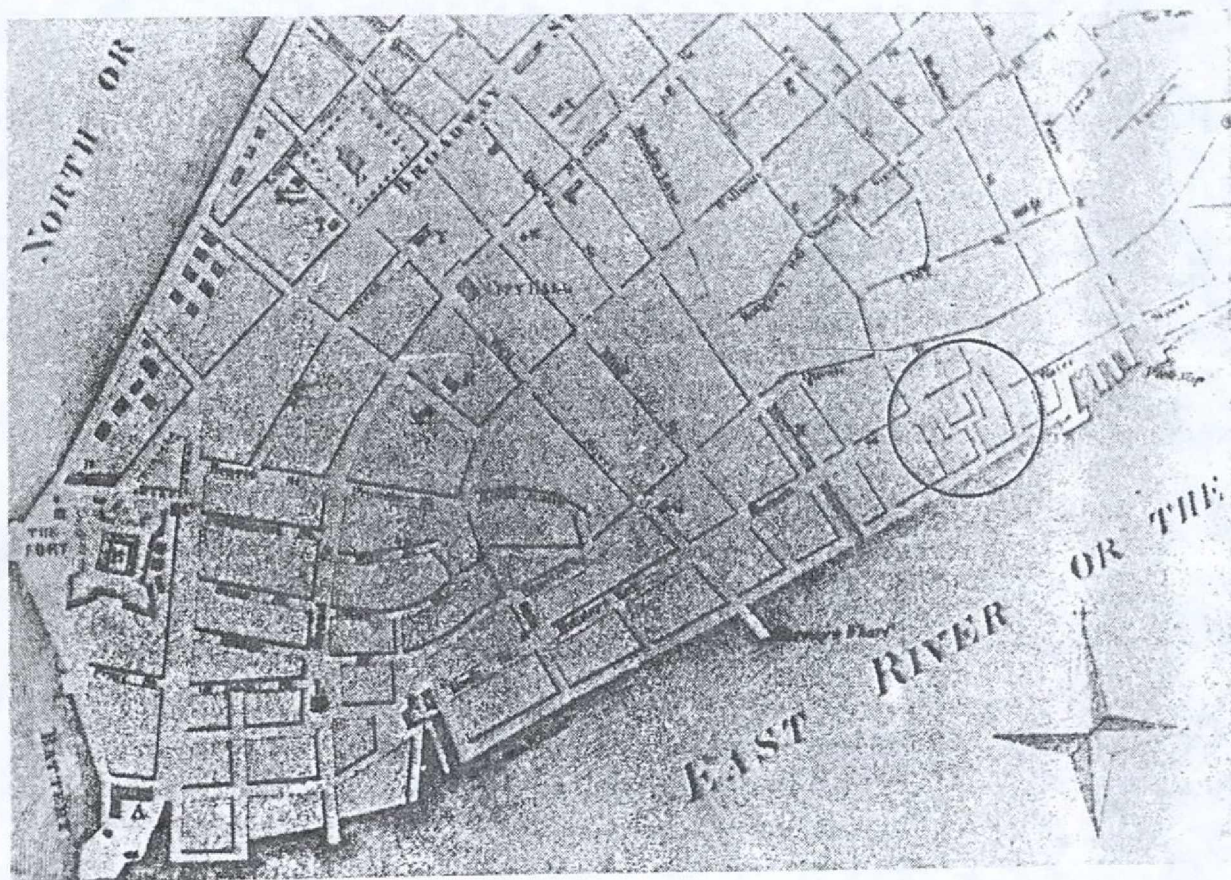


Figure 4  
1776 Holland Map  
Copy from Rockman *et al.* (1982:23)  
(Circle indicates location of Telco block)



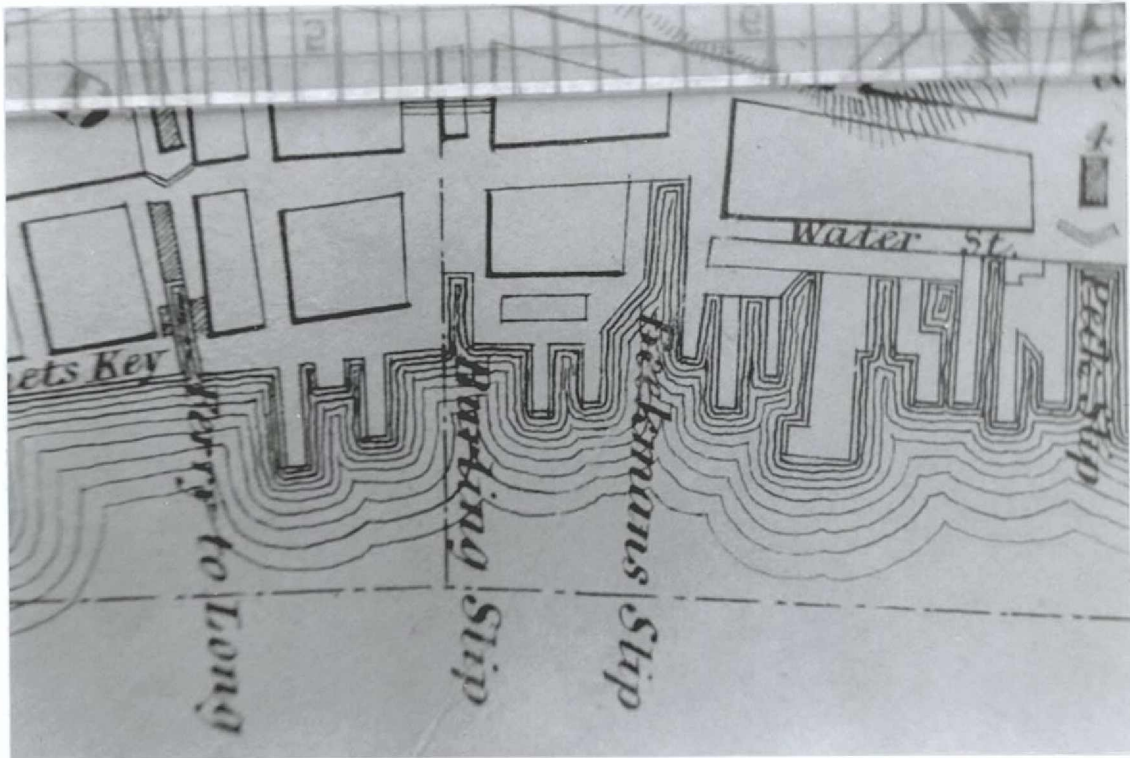


Figure 5  
1782 Hills Map

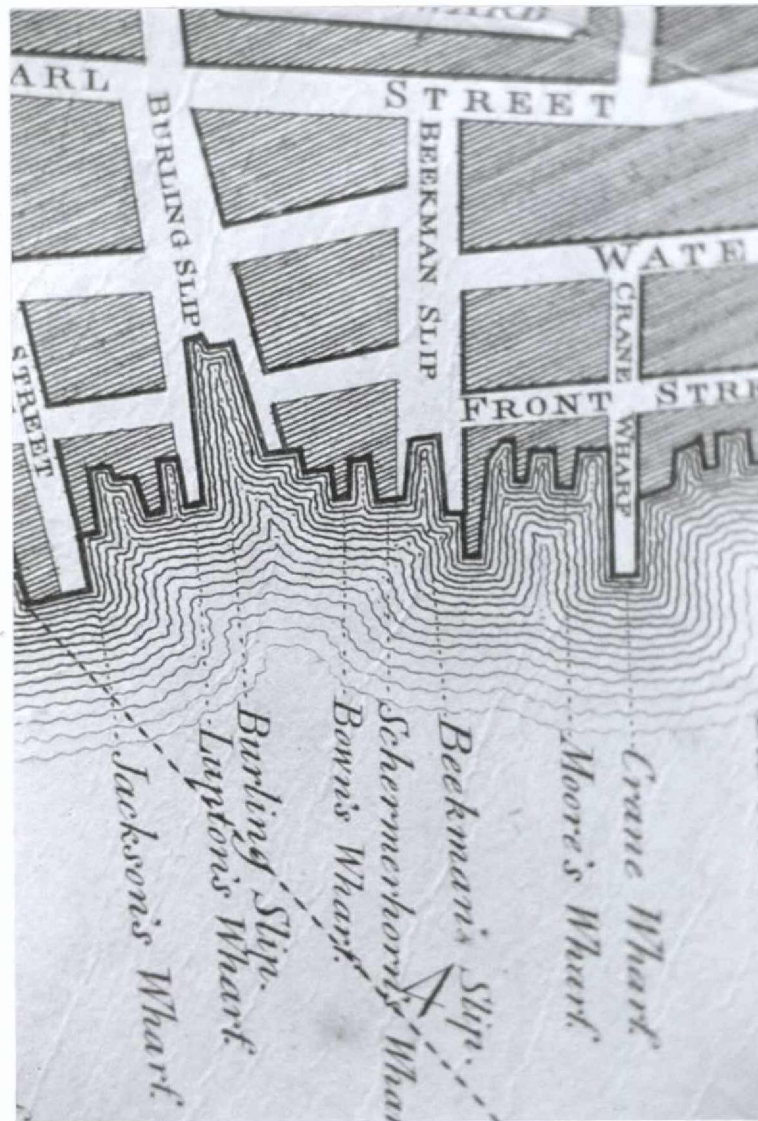


Figure 6  
1797 Taylor/Roberts Map





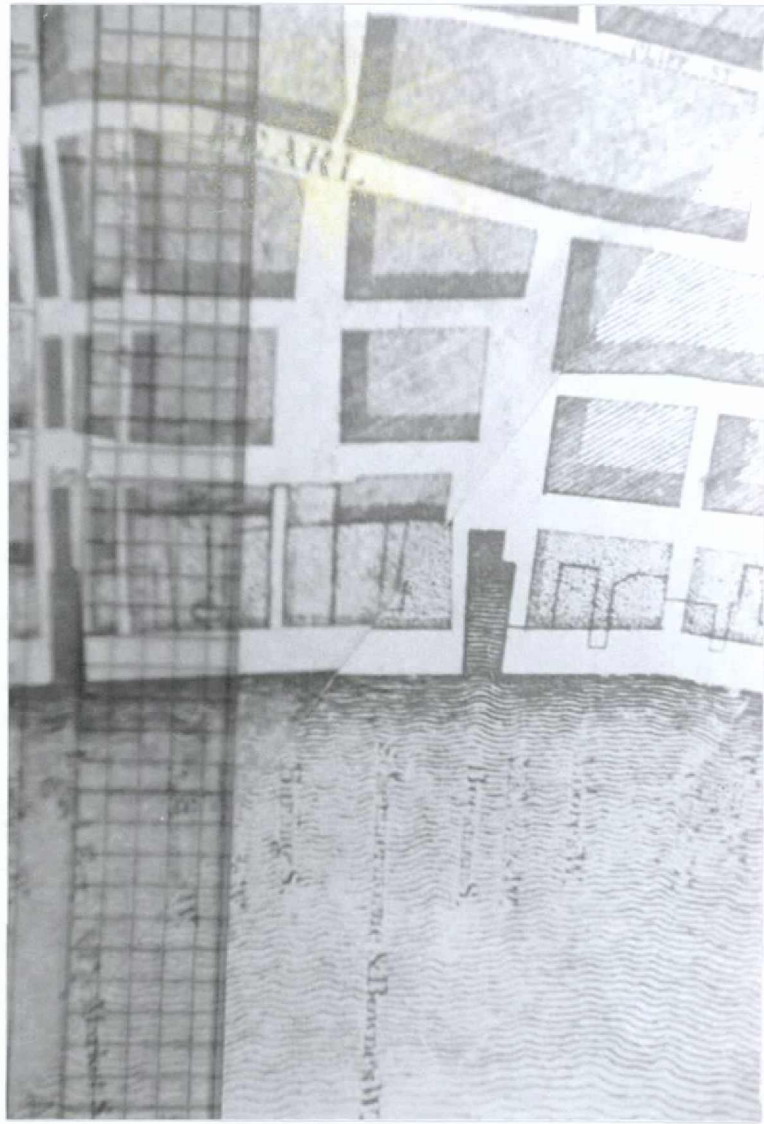


Figure 8  
1803 Goerck-Mangin Plan

Block  
74 E

Block  
74 W

BURLING SLIP

BEEKMAN SLIP

SOUTH

STREET

FRONT STREET

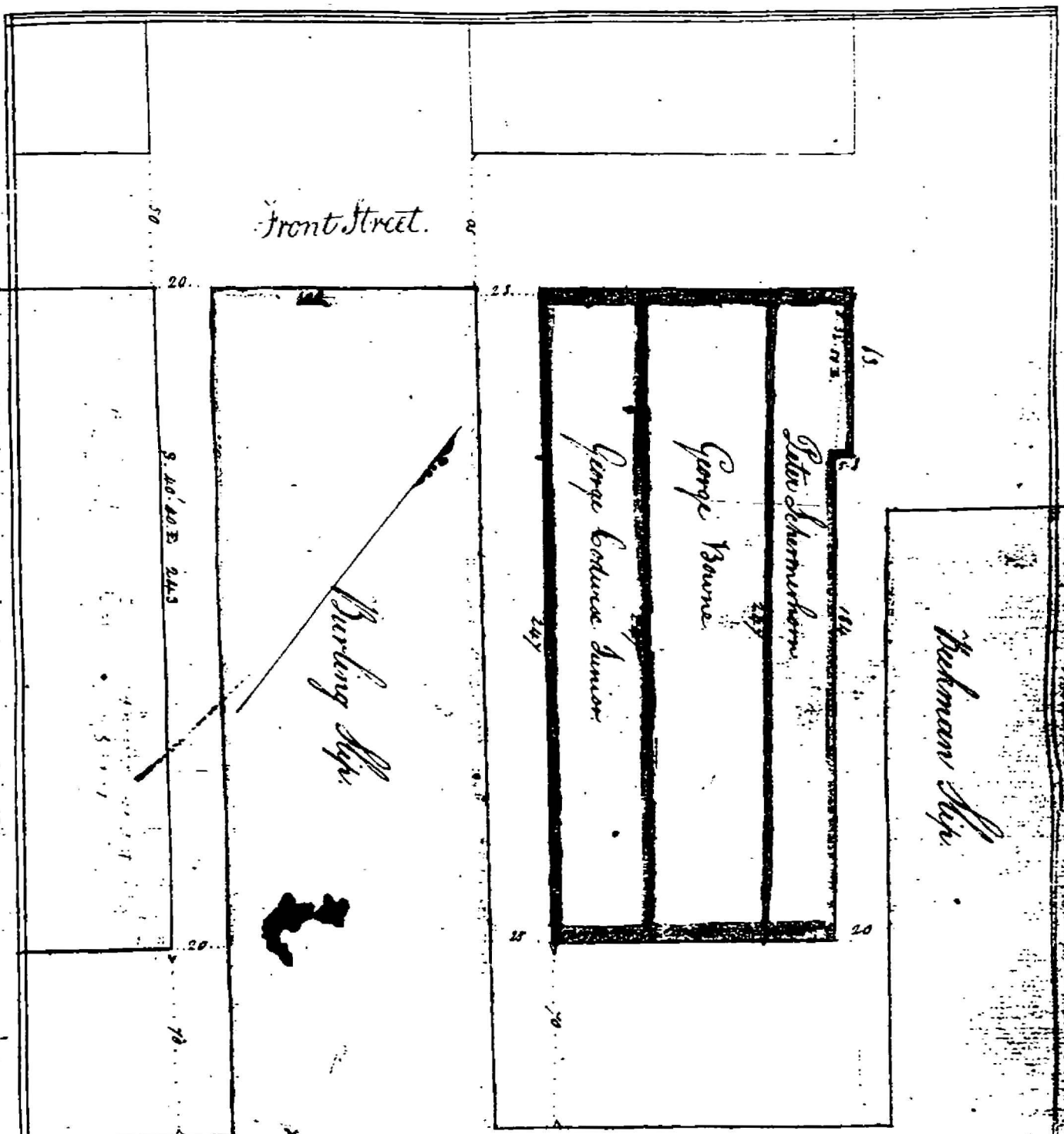
WATER STREET

25'	L. SIMOND	25'
25' 3"	E. STEVENS	25'
25'	P. SCHERMERHORN	25'
25' 2"	P. SCHERMERHORN	25'

Plan of 8 lots of ground belonging to  
L. SIMOND, E. C. STEVENS and P. Schermerhorn  
situated between Water and Front  
streets. Surveyed the 6 April 1799  
by Joseph F. Mangin

Figure 9  
1799 Mangin Map  
Scale 1" = 40'

Copy of Tracing From Files of the  
South Street Seaport Museum Library



*East river.*

Figure 10  
 Map From 1803 Codwise Water Lot Grant  
 Showing Codwise, Bowne and  
 Schermerhorn Water Lots  
 Grants of Land Under Water Liber E: 61

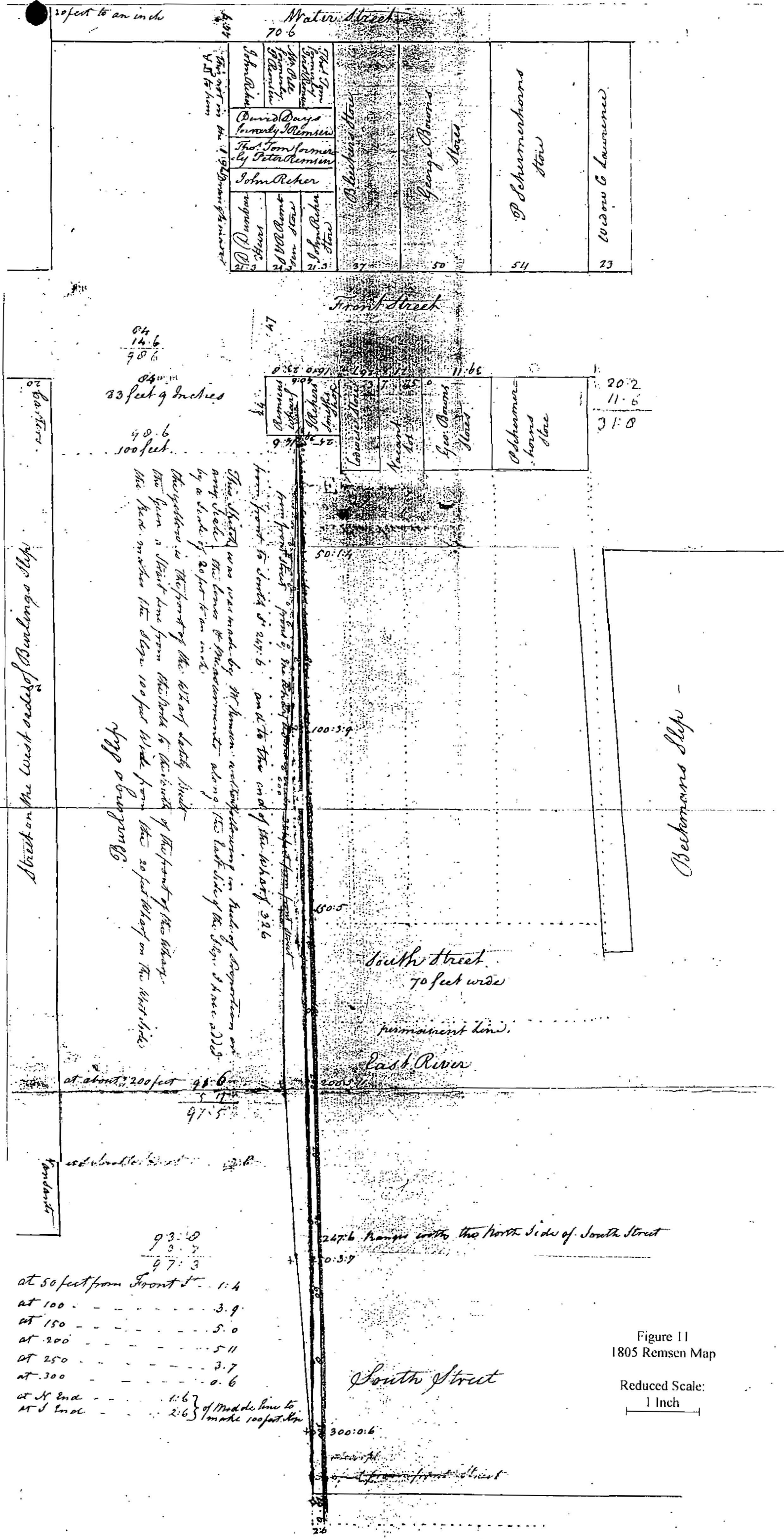


Figure 11  
1805 Remsen Map

Reduced Scale:  
1 Inch



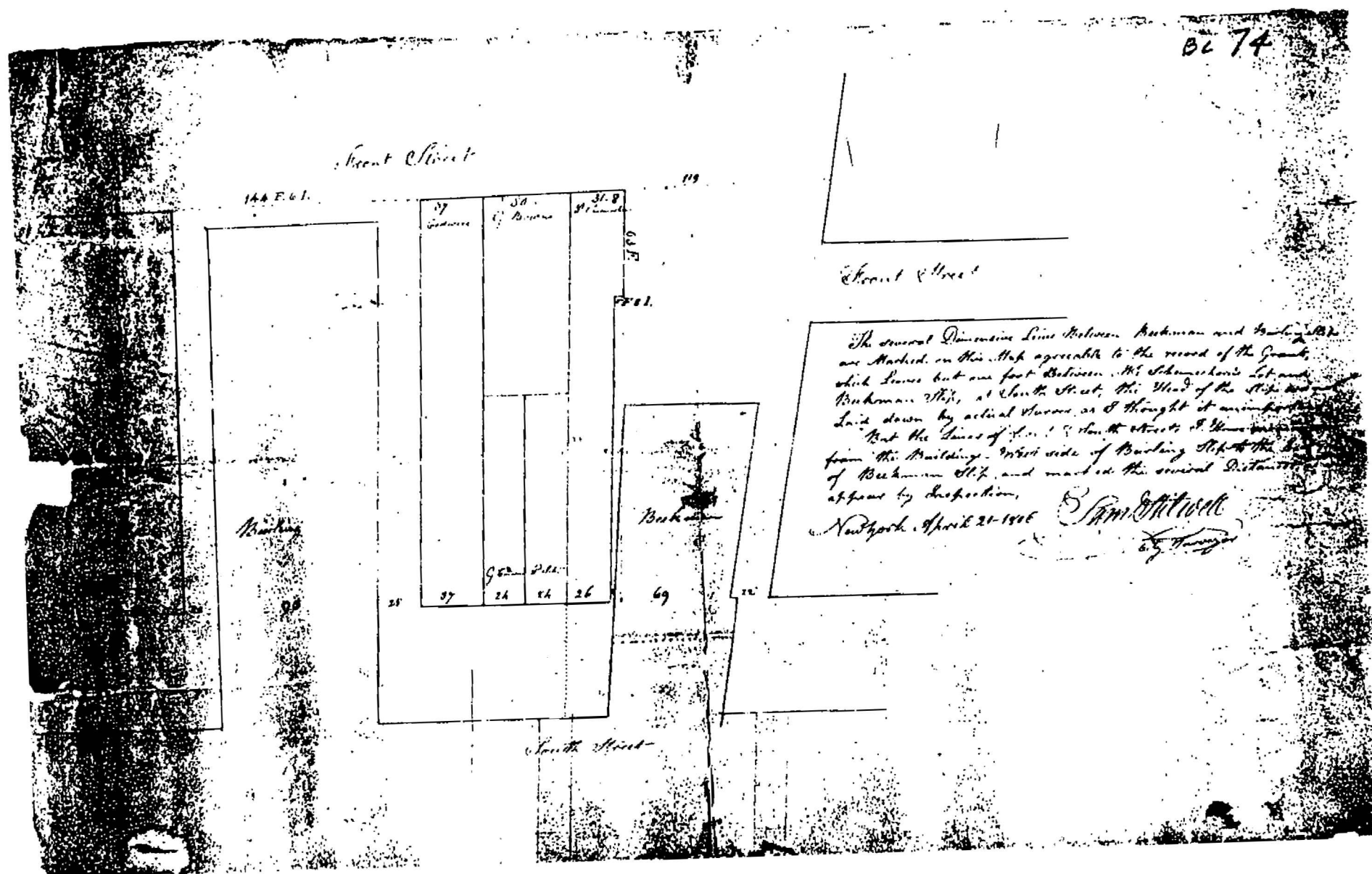


Figure 12  
 1806 Stillwell Map of Water Lots Between Beekman and Burling Slip  
 Copy from NYSOPR 1975:4

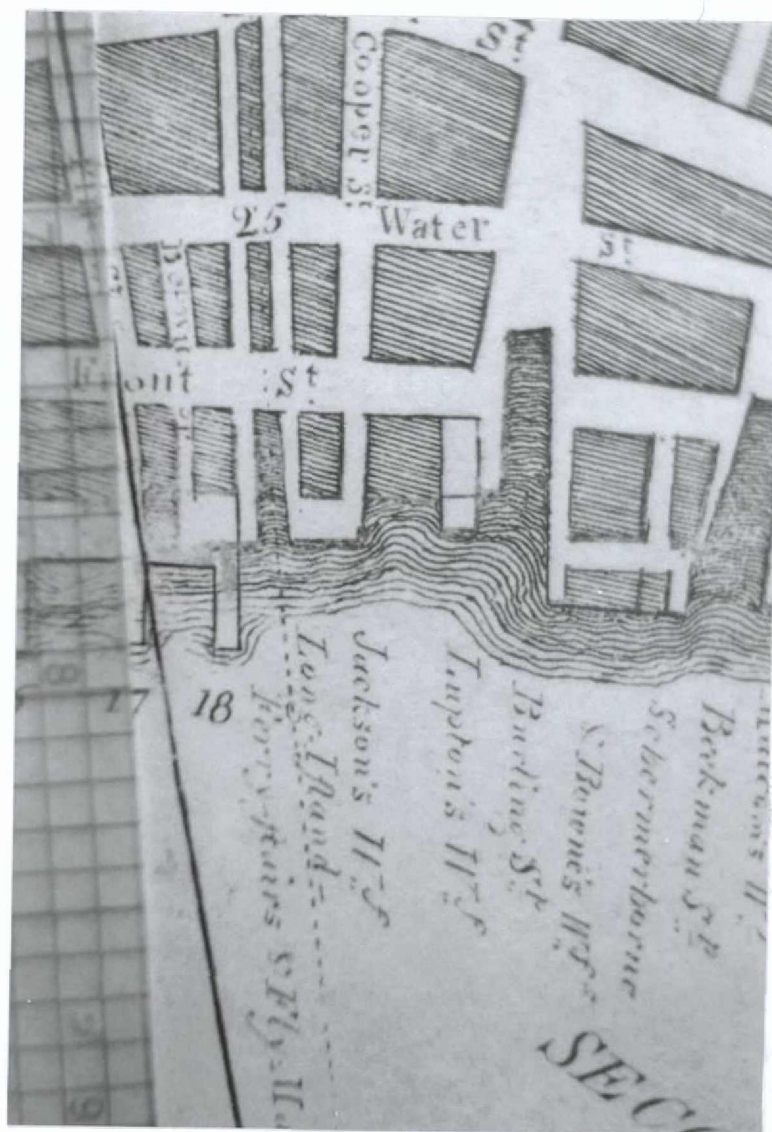


Figure 13  
 1808 Longworth Map  
 Scale: 1" = approximately 615'



FRONT STREET

Property of George Codwise Junr

Burling Slip

Boat

Map

Showing the Grounds Sold  
George Codwise Junr by the  
Corporation of the City of  
NEW YORK  
on the Easterly side of  
Burling Slip.  
between Front & South Street

Drawn by R. Graves  
City Surveyor

SOUTH STREET

Figure 14  
Map from 1812 Codwise Grant  
Grants of Land Under Water Liber F:96

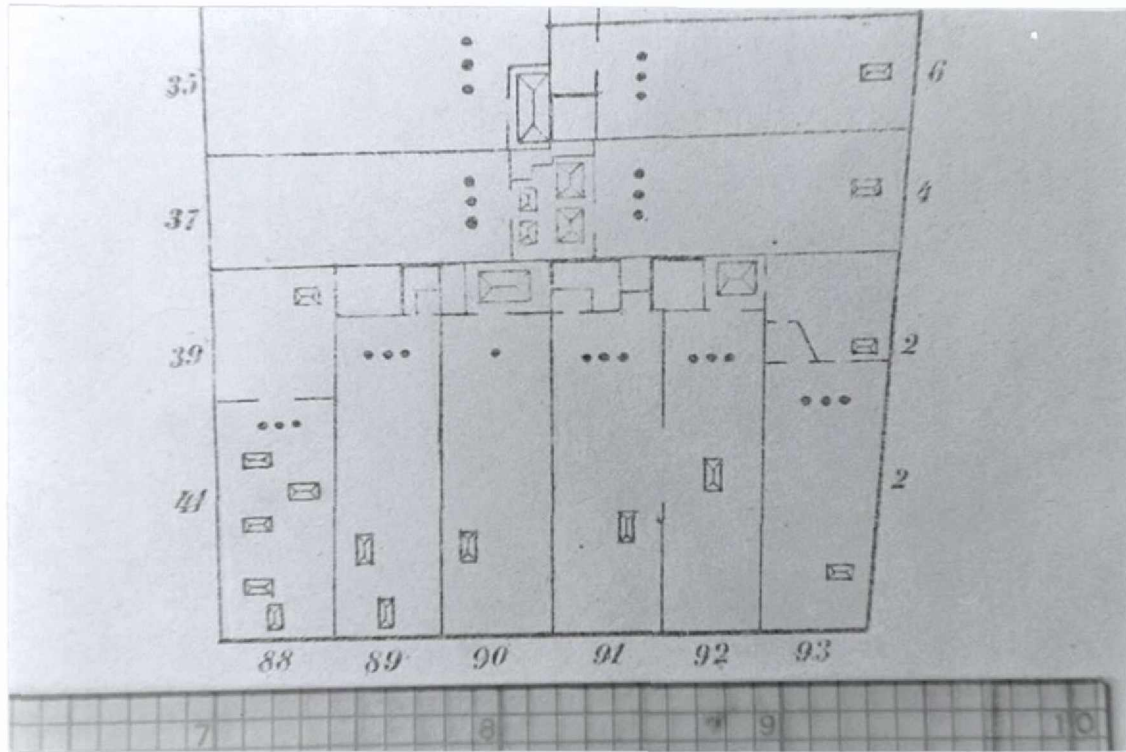


Figure 15

1852 Perris Map (Vol. I: 5)

Scale of Original: 1" = 50'

Note: South Street at Bottom; Burling Slip at Left



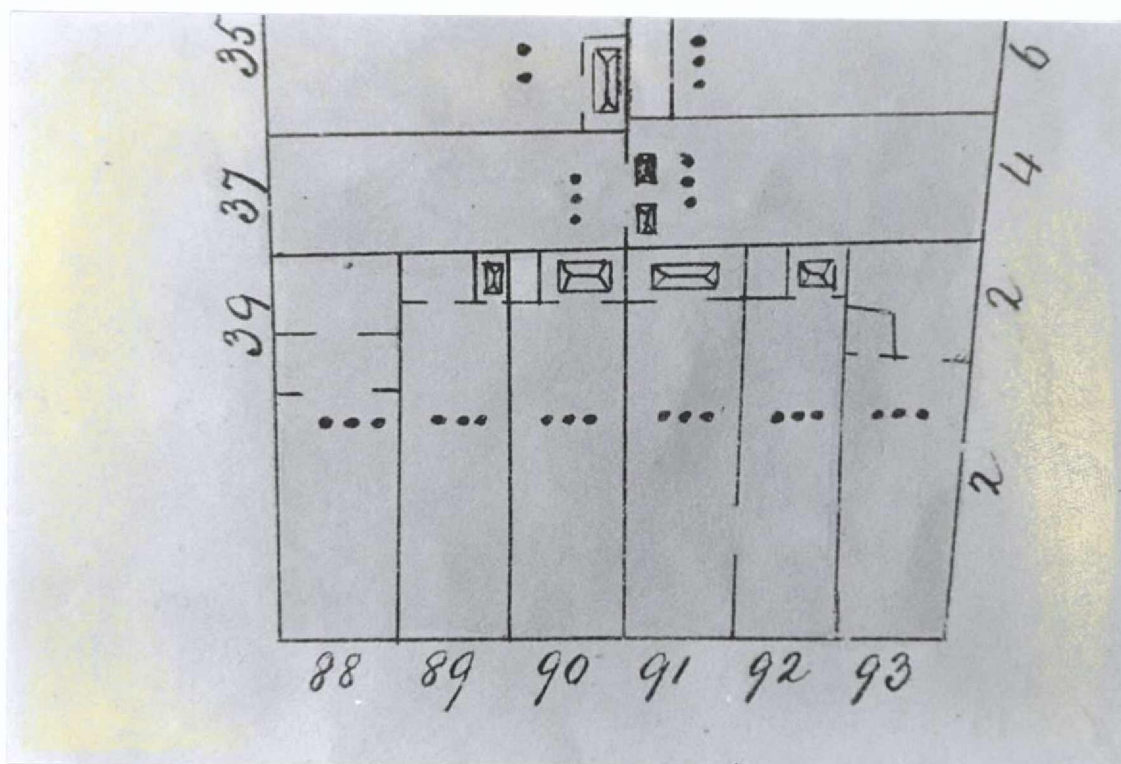


Figure 16  
 1857 Perris Map (Vol. I: 5)  
 Scale of Original: 1" = 50'  
 Note: South Street at Bottom; Burling Slip at Left

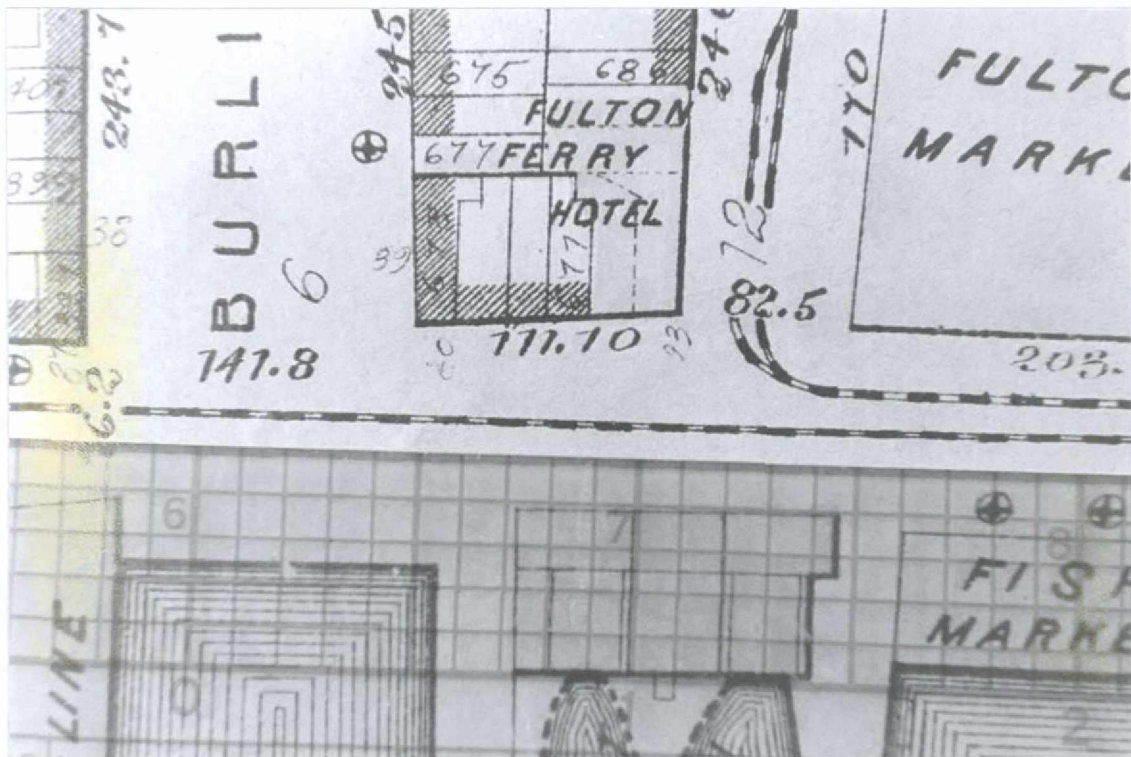


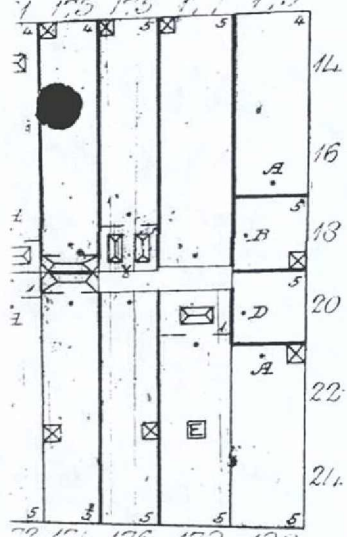
Figure 17  
 1879 Bromley Map (Pl. 2)  
 (Scale of Original: 1" = 200')  
 Note: South Street at Bottom; Burling Slip at Left



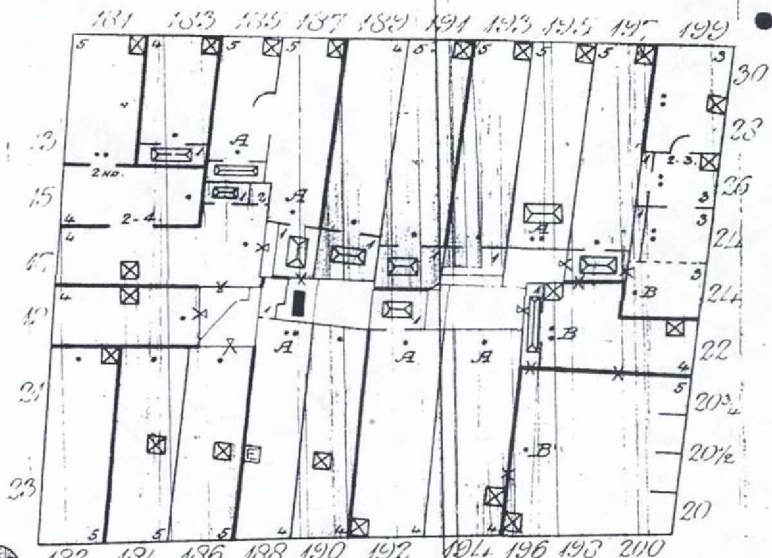
170 172 174 176 178 180

**STREET**

171 173 175 177 179

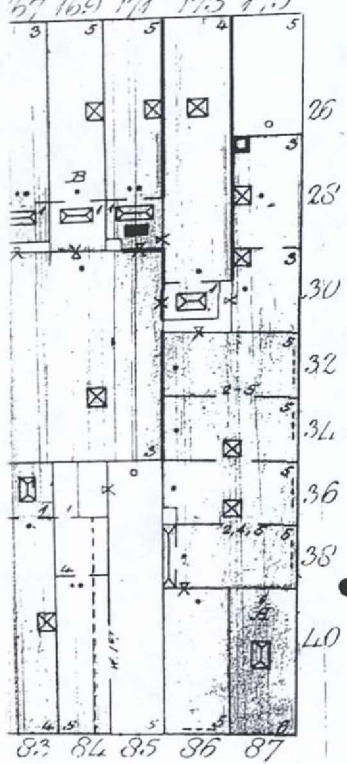


**SLIP**

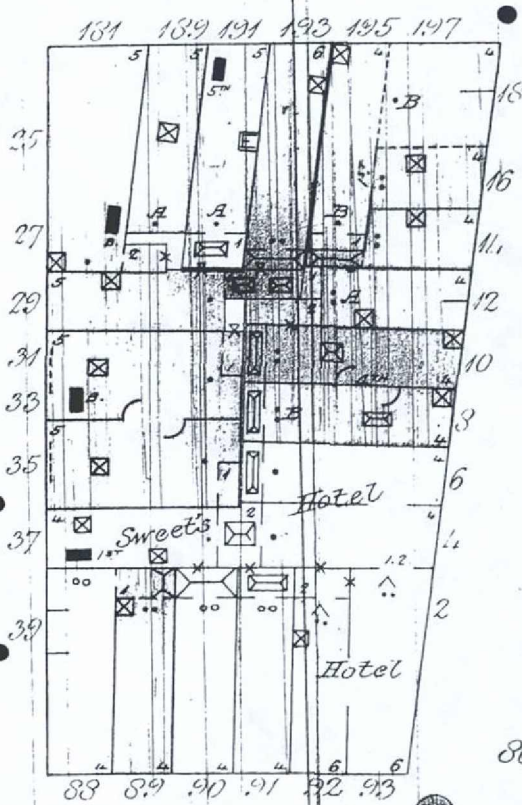


**STREET**

167 169 171 173 175

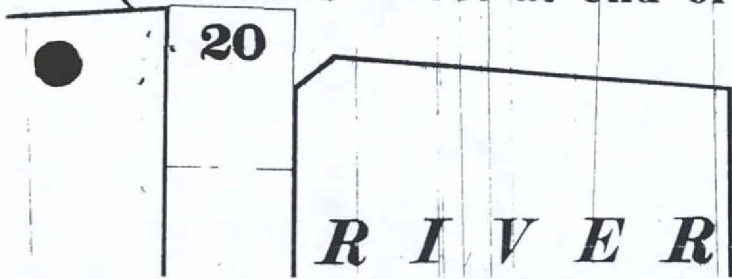


**BURLING**



**SOUTH**

(See Pier-Sheet at end of Volume)



**21**

Figure 19

1894 Sanborn-Perris Map (Vol. I: 5)

Scale of 100

100 80 60 40 20 0

**FULTON**

**FULTON**

**FULTON**

**STREET**



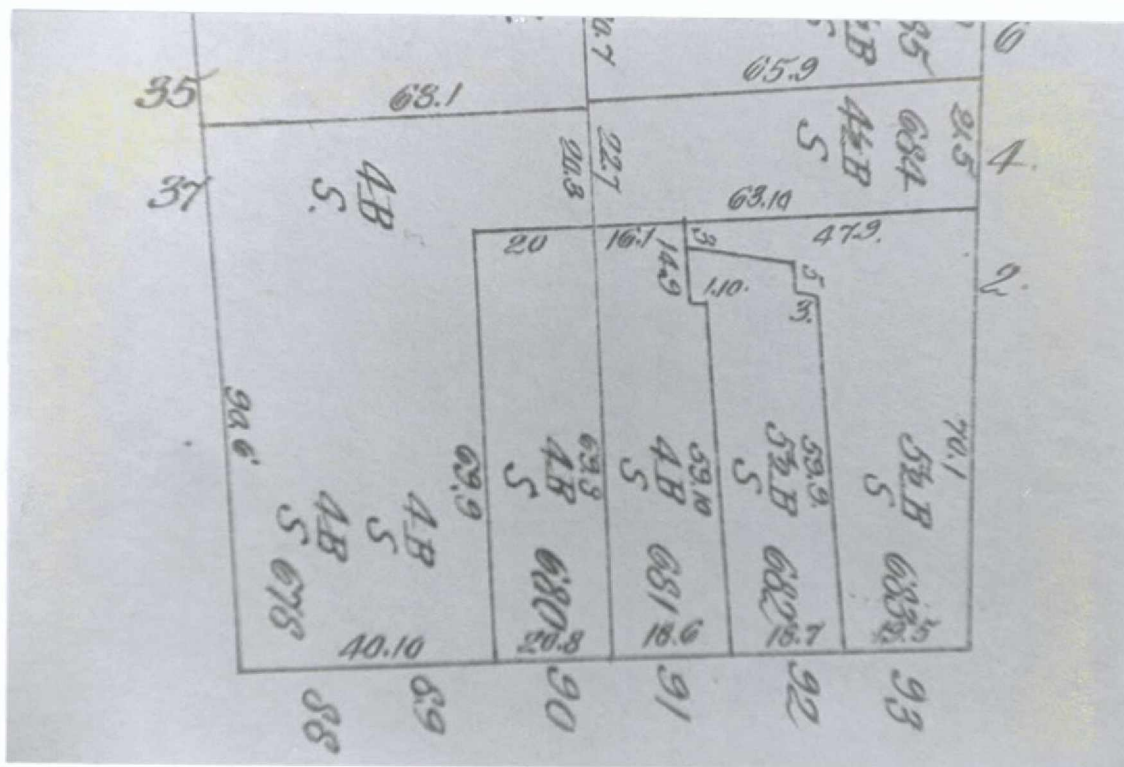


Figure 20

1895 LeFevre Map (Vol. I: 10)

Note: South Street at Bottom; Burling Slip at Left

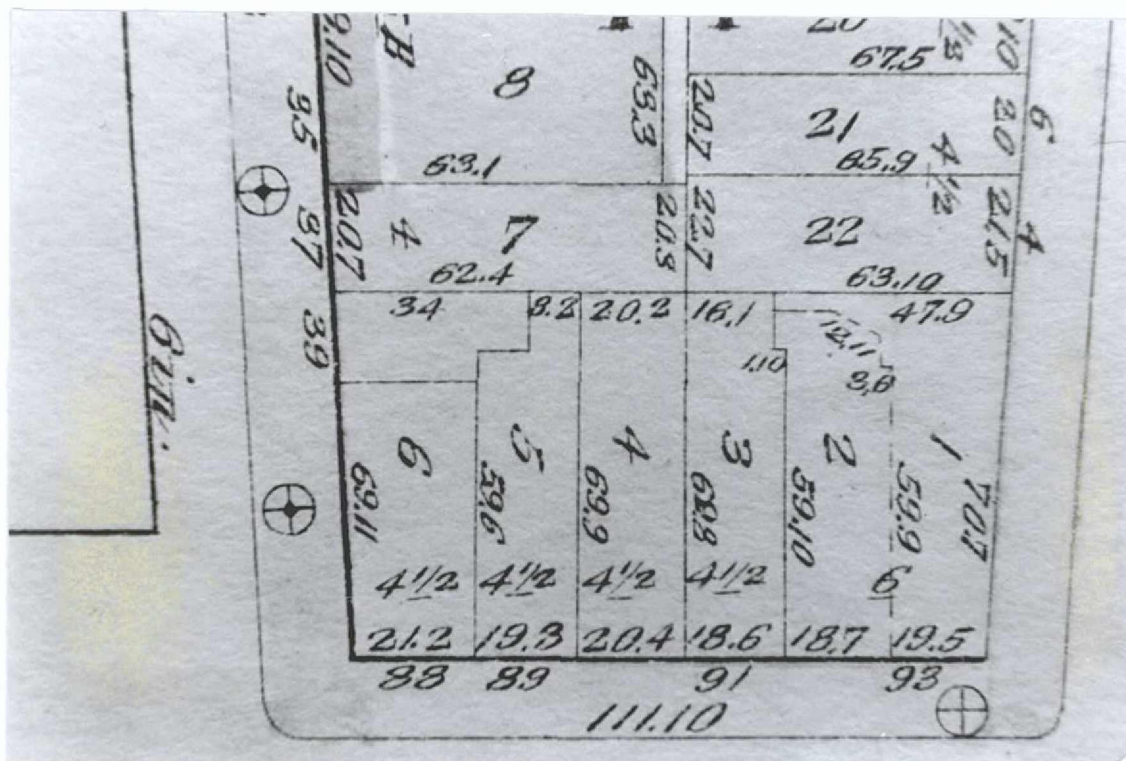


Figure 21  
 1902 Bromley Map (Vol. I: 4)  
 Note: South Street at Bottom; Burling Slip at Left

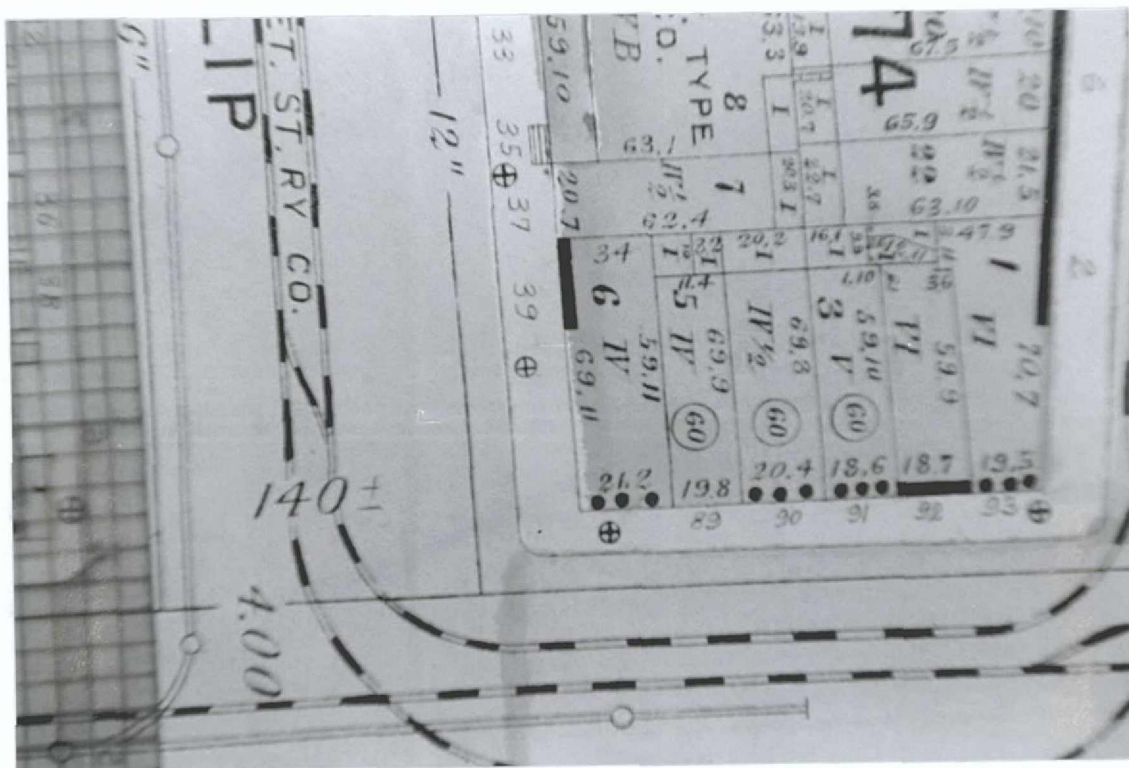


Figure 22  
 1913 Ullitz Map (Vol. I: 4)  
 Note: South Street at Bottom; Burling Slip at Left



12" W.P.F.  
16" H.P.W.F.



12<sup>th</sup> W. P.  
12<sup>th</sup> H. P. W. P. II



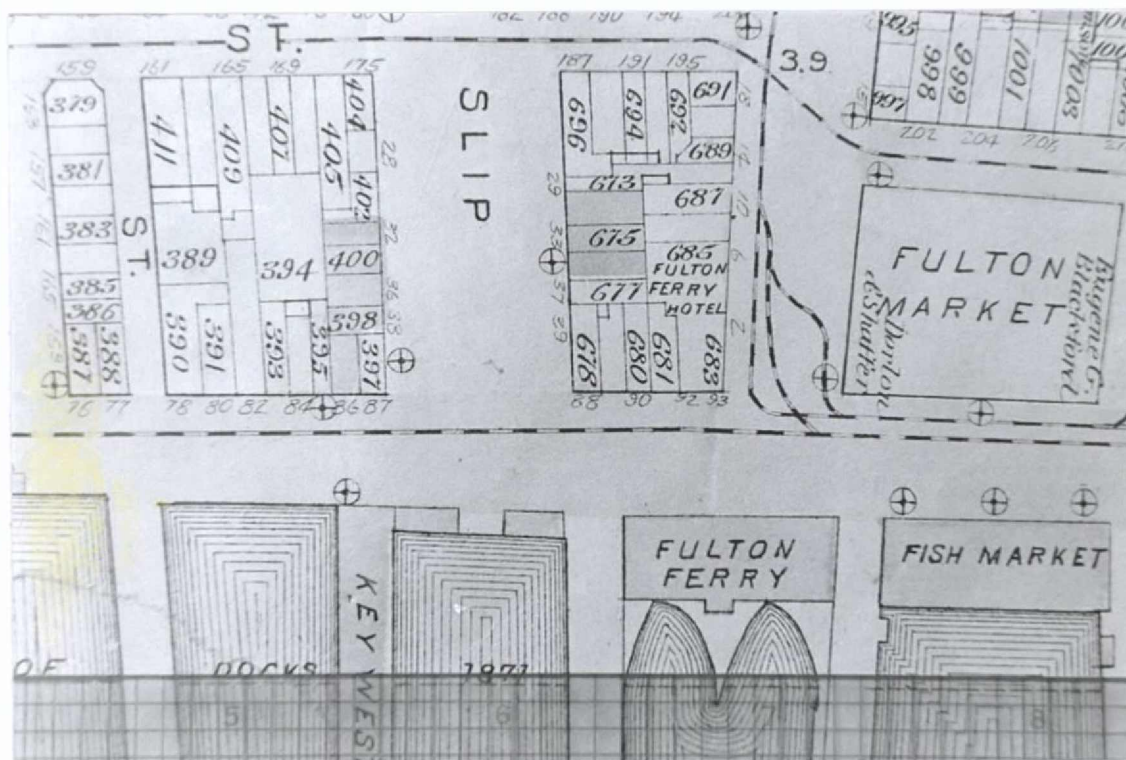


Figure 18  
 1885 Robinson Map (Pl. 1)  
 Scale of Original: 1" = 200'  
 Note: South Street at Bottom; Burling Slip at Left

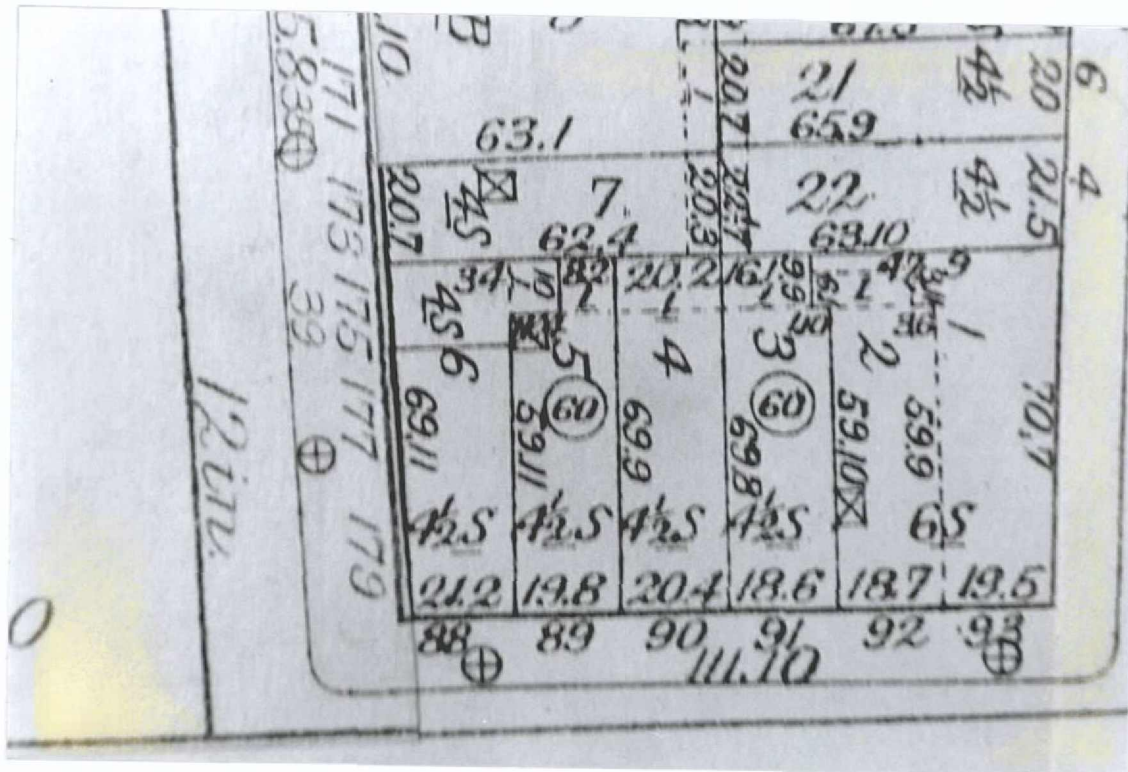


Figure 24  
 1932 Bromley Map (Vol. I: 4)  
 Note: South Street at Bottom; Burling Slip at Left

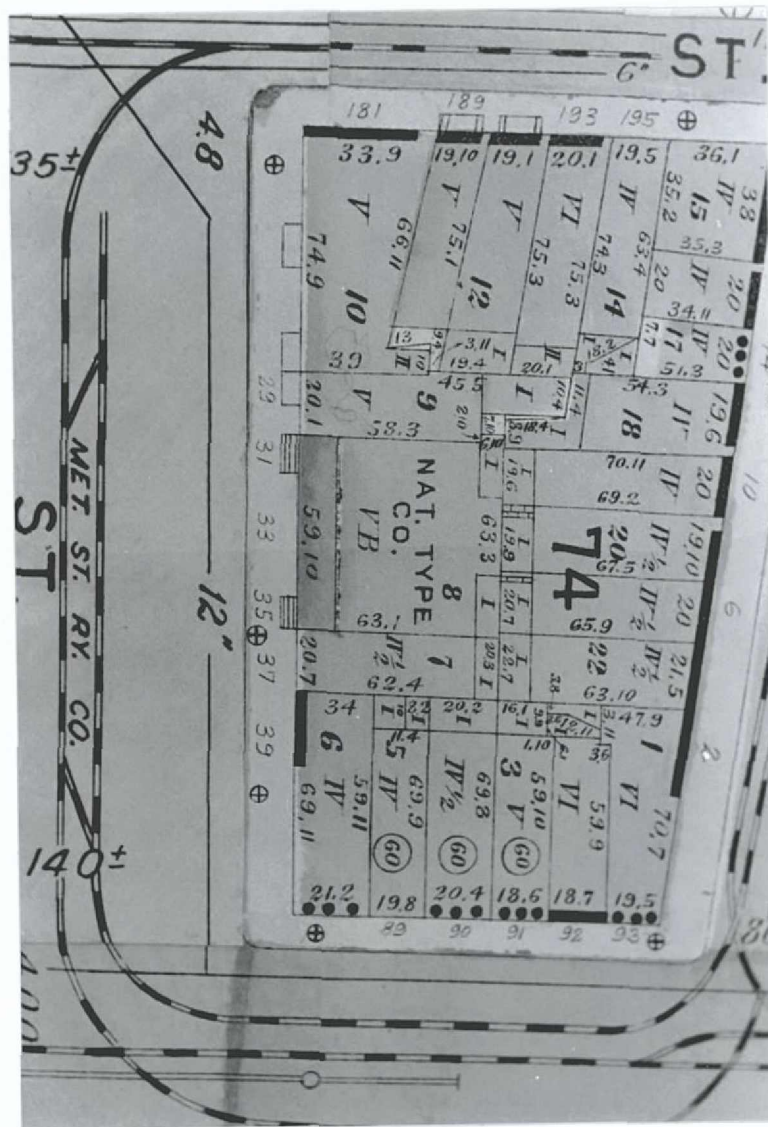
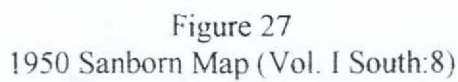


Figure 25

1950 Ullitz Map (Vol. I: 4)

Note: South Street at Bottom; Burling Slip at Left





1950 Sanborn Map (Vol. I South:8)









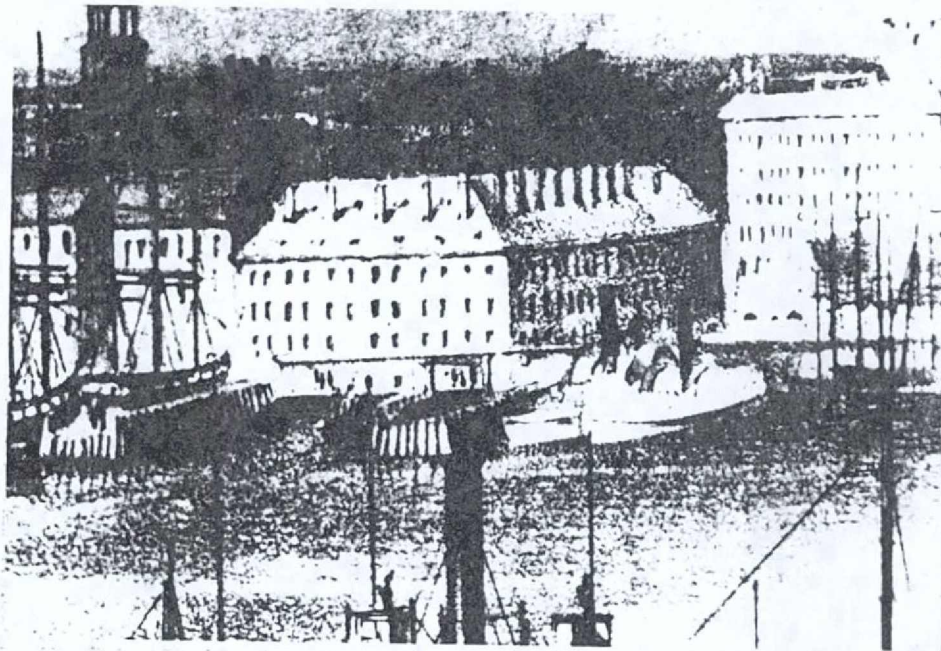


Figure 30  
Detail from "View of New York from Brooklyn Heights"  
Showing Schermerhorn Row Block with 88 - 90 South Street at Left  
Published by Nathaniel Currier, 1849  
Eno Collection, Art, Prints and Photographs Division  
New York Public Library  
Copy from Stewart et al. (1981:6)





Figure 31  
Early 1860's Photograph "31 Burling Slip"  
Collection of the Museum of the City of New York  
Copy from Stewart et al. (1981:76)  
(#37 and Portion of #39 Burling Slip Shown at Right)



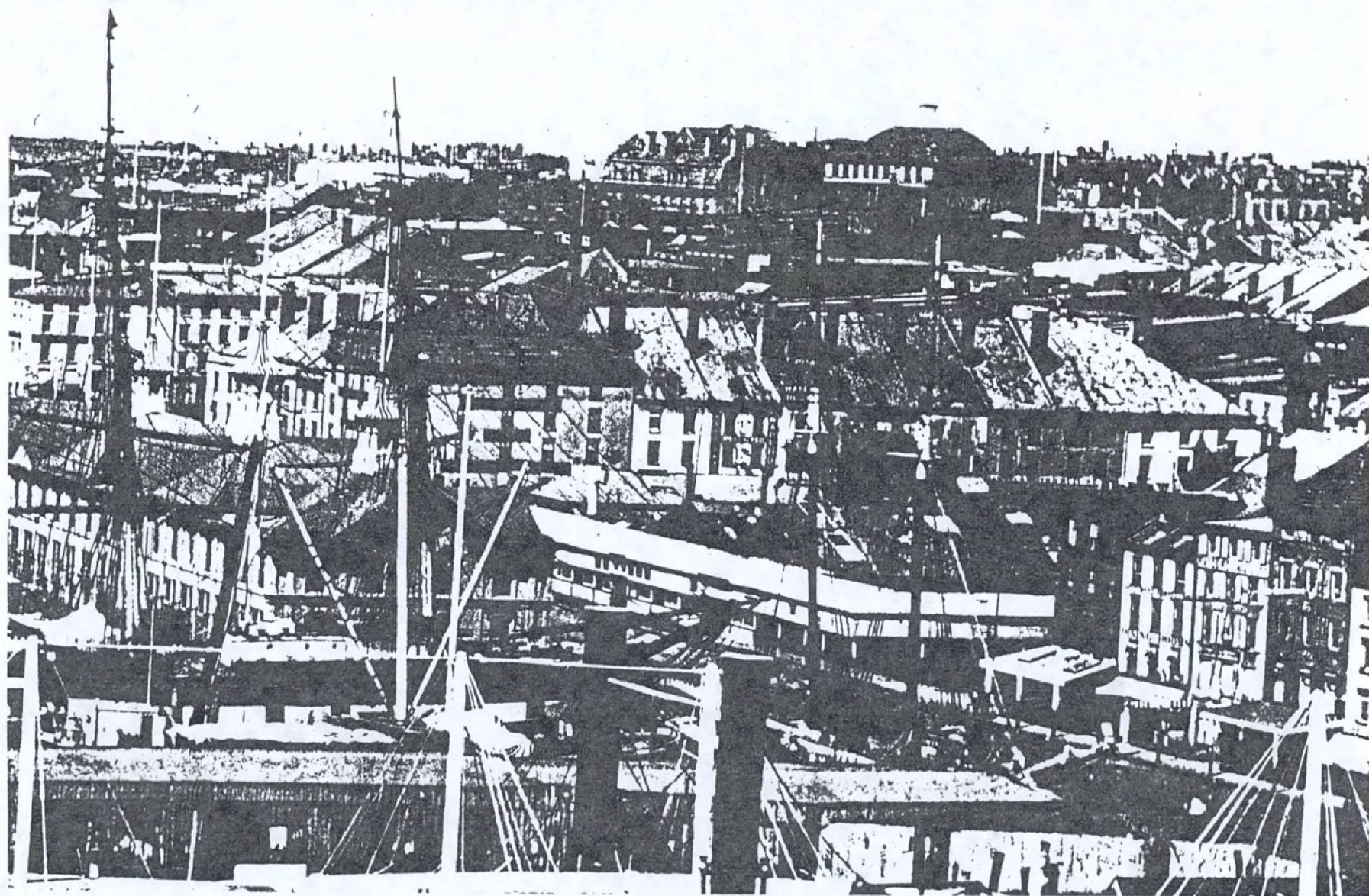


Figure 32  
View of South Street from the Brooklyn Bridge Ca. 1875 - 1880  
Study Area Buildings At Left Center  
Photograph in the Files of the South Street Seaport Museum Historian



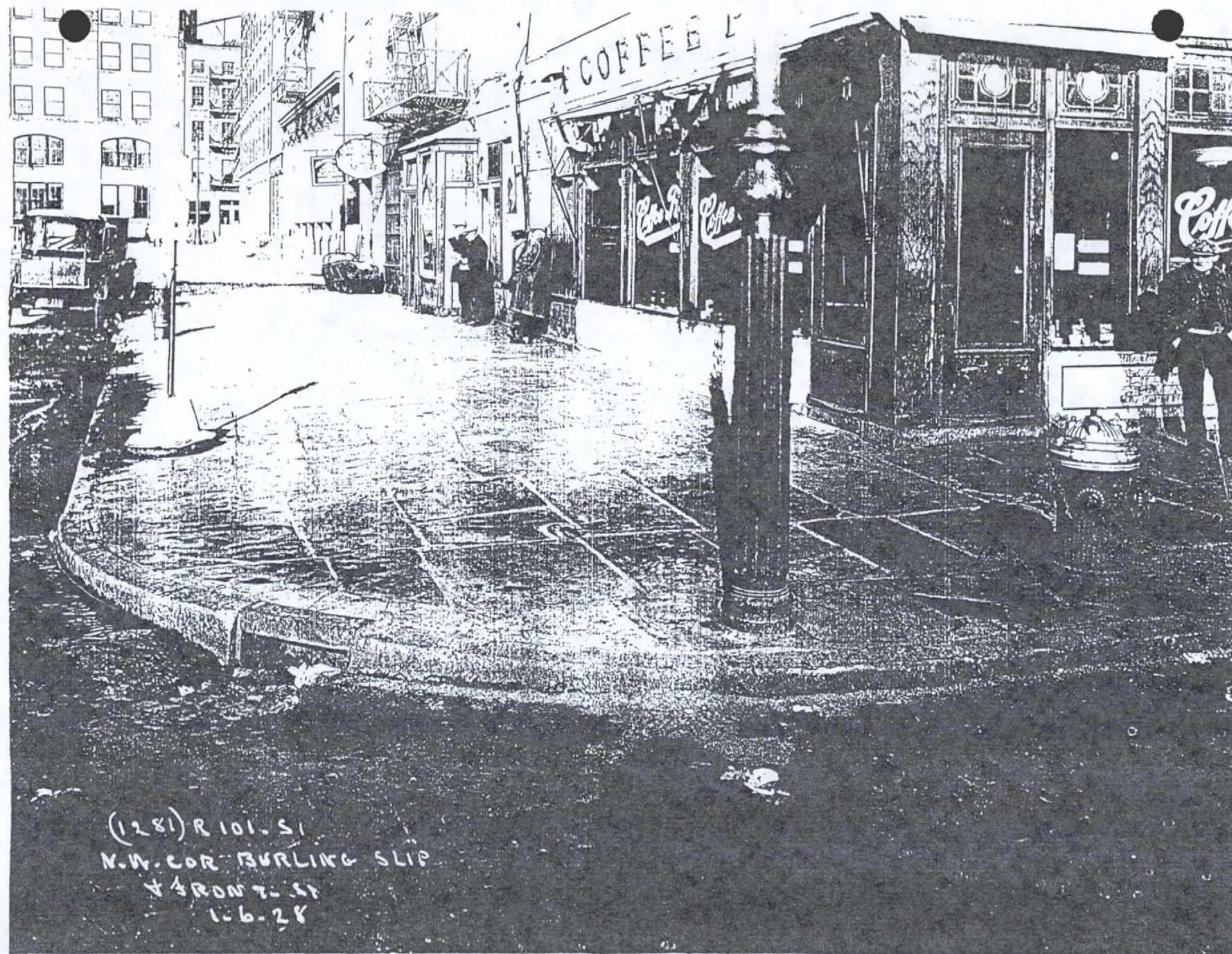


Figure 33

1928 Photograph Showing View Northwest From Corner of South Street and Burling Strip  
Photograph From Collection of the New York Historical Society in Files of the South Street Seaport Historian



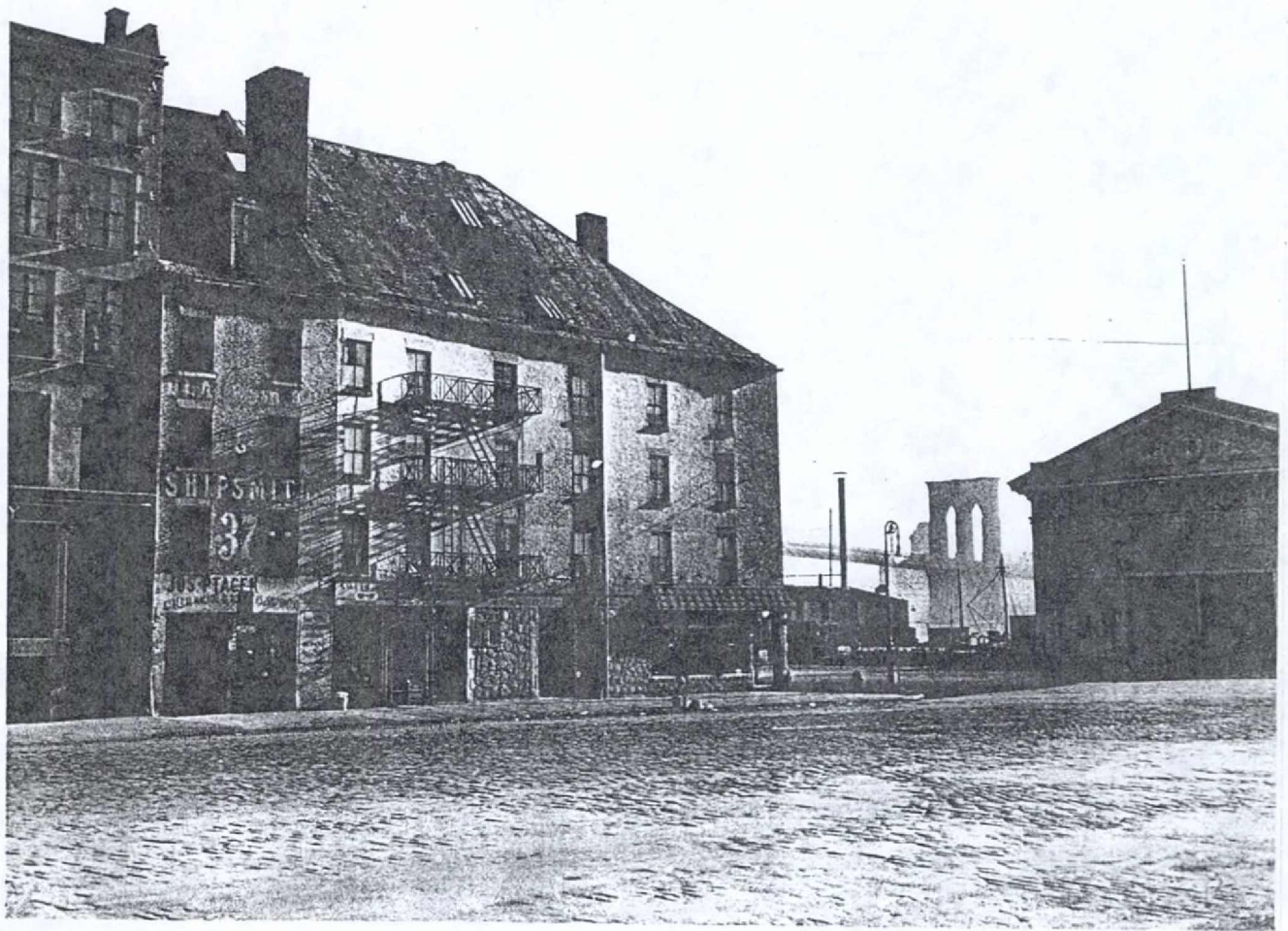


Figure 34  
John Street Looking Toward South Street, c. 1936  
Photograph in Collection of Anthony J. Lanza  
Copy from Stewart et al. (1981:16)



Figure 35  
1939 Photograph of 37 Burling Slip  
Collection of the New York City Municipal Archives





Figure 36  
1939 Photograph of 88 South Street  
Collection of the New York City Municipal Archives





Figure 37  
1939 Photograph of 89 South Street  
Collection of the New York City Municipal Archives





Figure 38  
1939 Photograph of 90 South Street  
Collection of the New York City Municipal Archives





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PPER PAINT CO.**

WHEN ITS AN  
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BATT  
**JOHN ST. SERVICENT**  
UP - AUTO REPAIRS

**Mobil**

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**Mobil**

**Mobil**

**JOHN ST. SERVICENT**  
**WHEEL ALIGNME**  
**and BALANCE**  
**BRAKES**

**PLAID  
STAMPS**

**PLAID  
STAM**

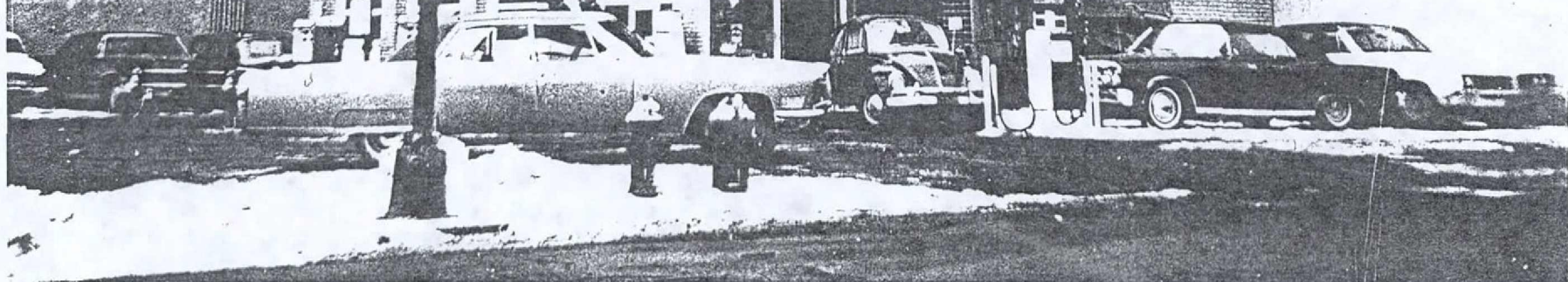


Figure 39

View of Gas Station Looking Northwest, November 11, 1968  
Collection of the South Street Seaport Museum Library



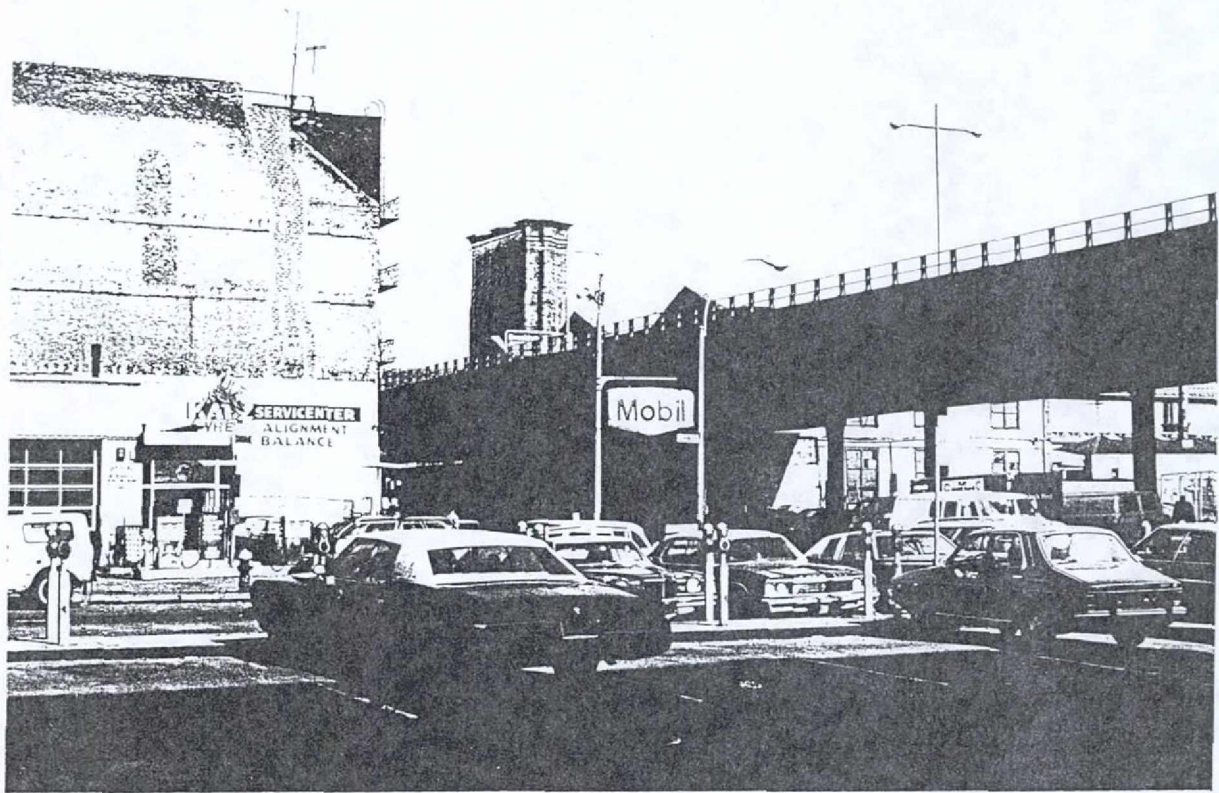


Figure 40  
View of Gas Station Looking Northeast From John Street  
Photograph Taken by Susan Stephenson, March 1975  
Collection of the South Street Seaport Museum Library



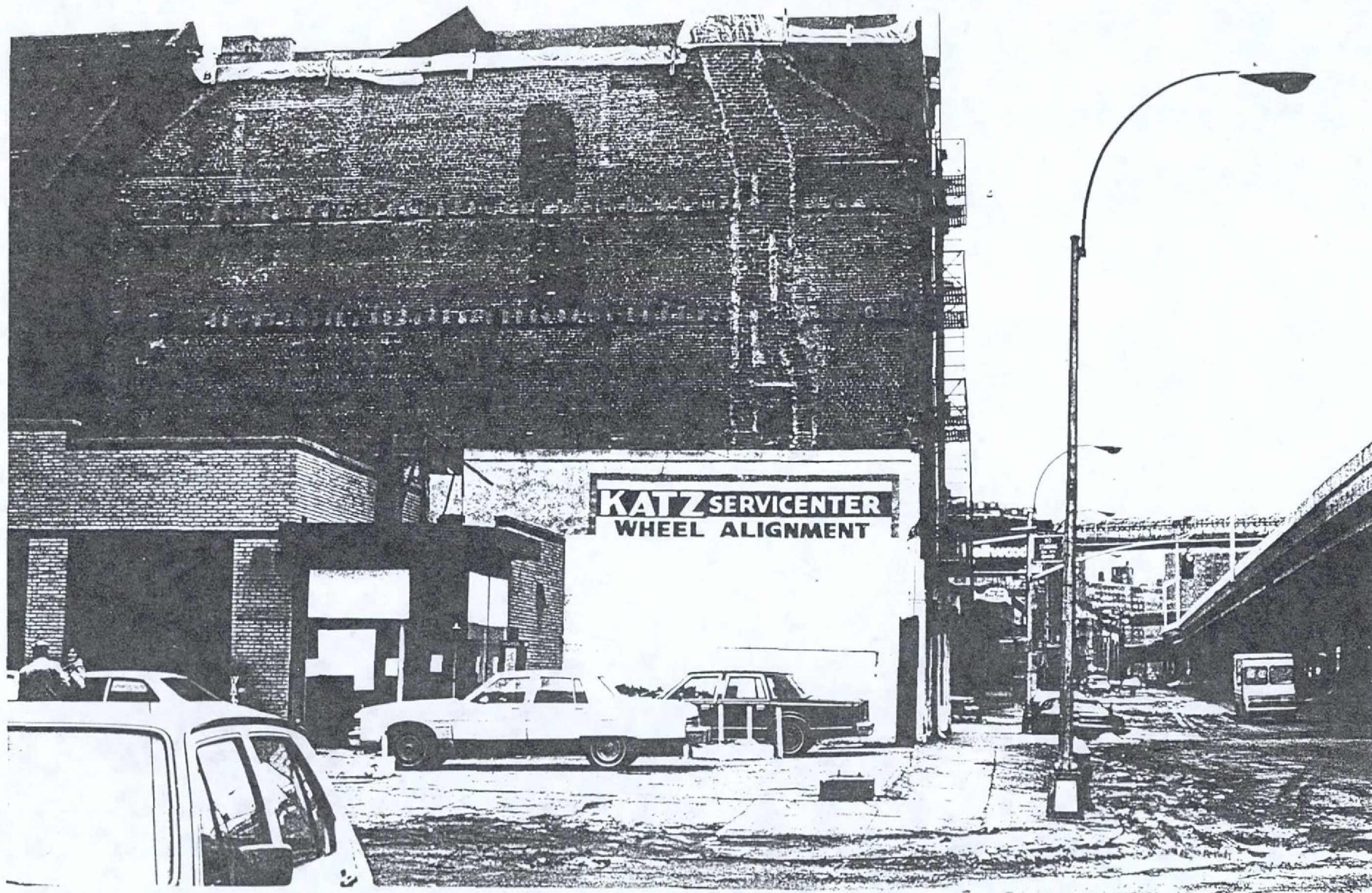


Figure 41  
View of Gas Station Looking Northwest, Undated Photograph  
Collection of the South Street Seaport Museum Library



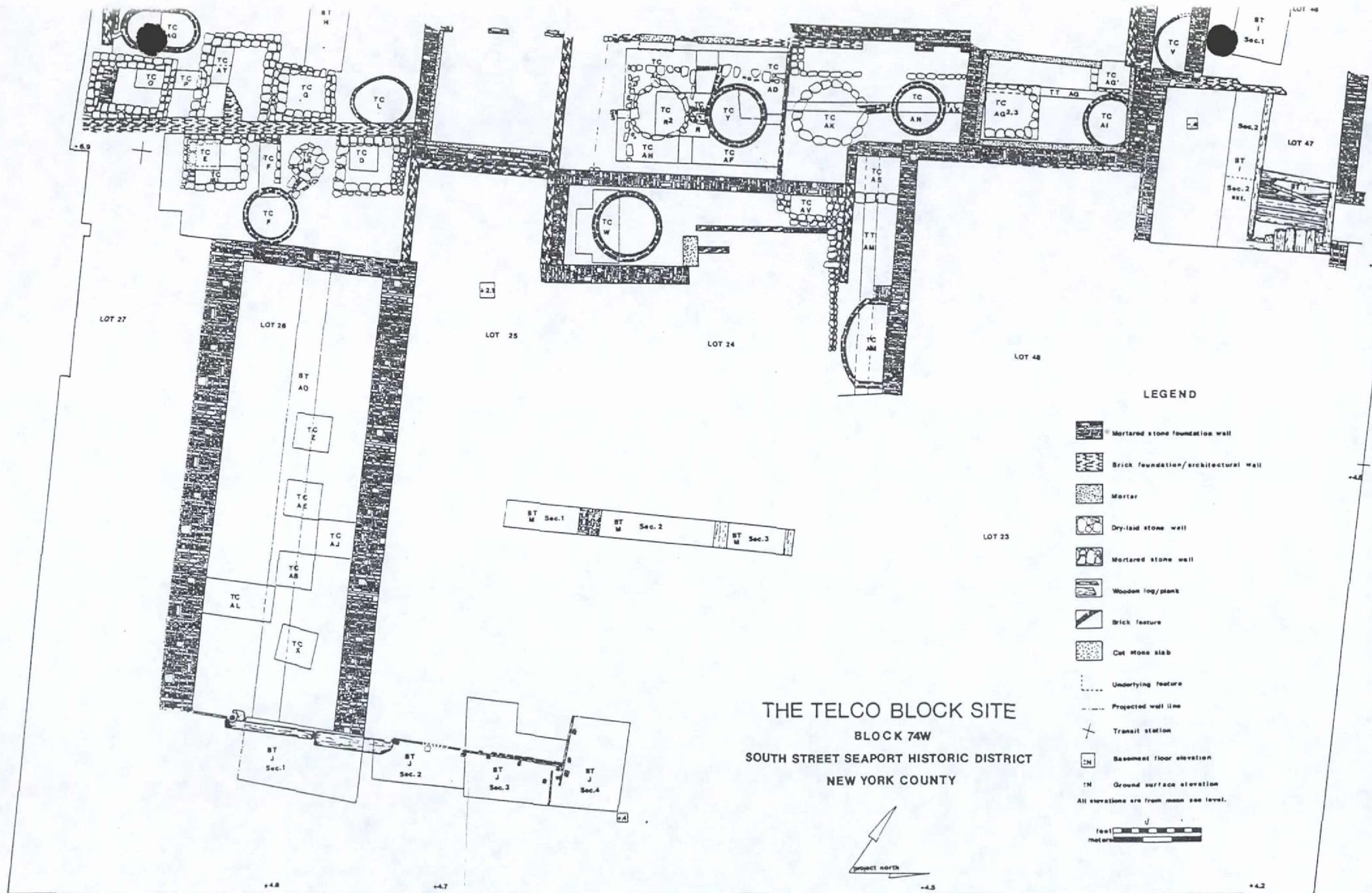


Figure 42  
Telco Block Archaeological Site Map (southern portion)  
Remains of Bowne/Byvanck Wharf exposed in BT J (Secs. 1 and 2) in Lots 26 and 25  
Map from Rockman *et al.* 1982



FRONT St.

JOHN St.

FULTON St.

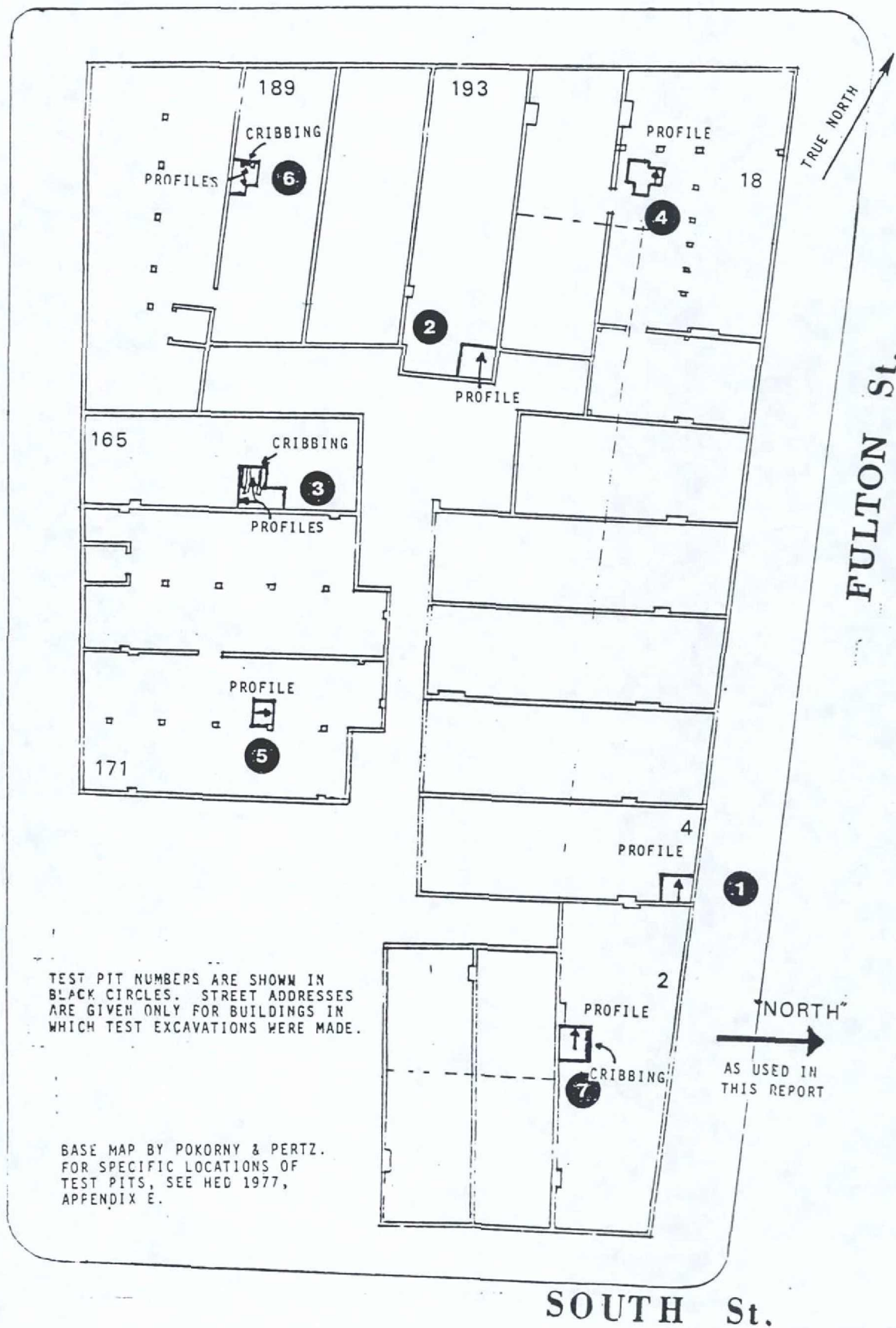


Figure 43  
1977 Schermerhorn Row Block Archaeological Site Map  
From Larrabee and Kardas (1979)

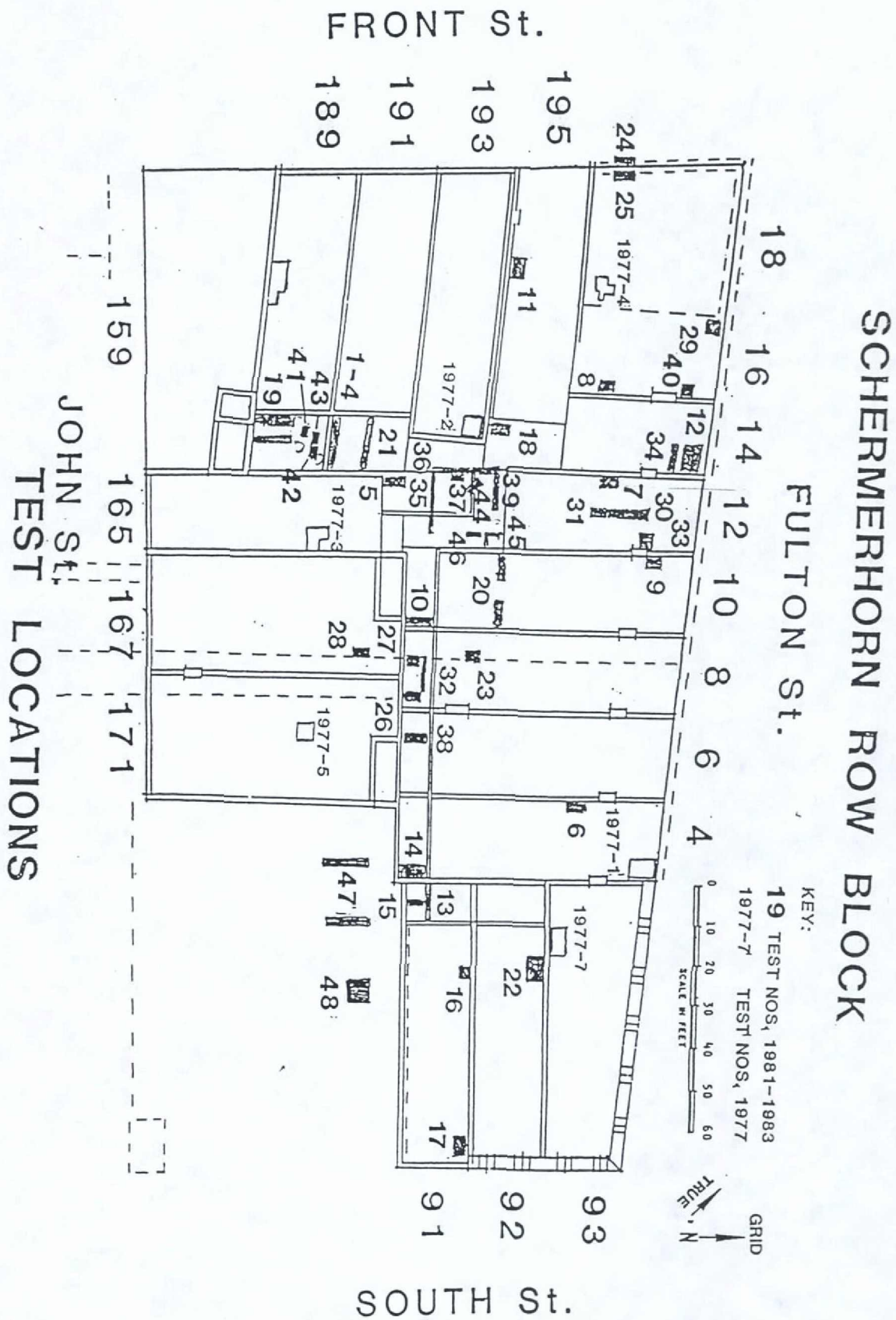


Figure 44  
 1981-1983 Schermerhorn Row Block Archaeological Site Map  
 From Kardas and Larrabee (1991:15)



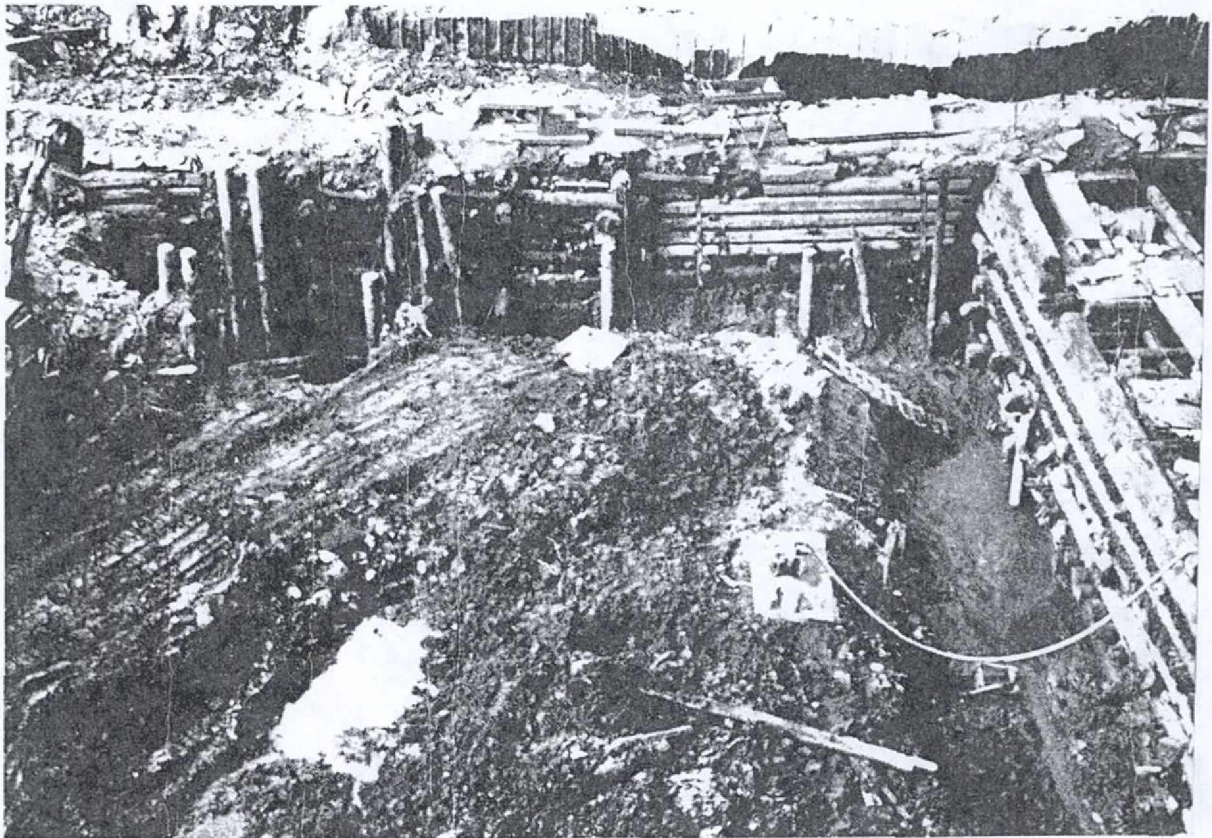
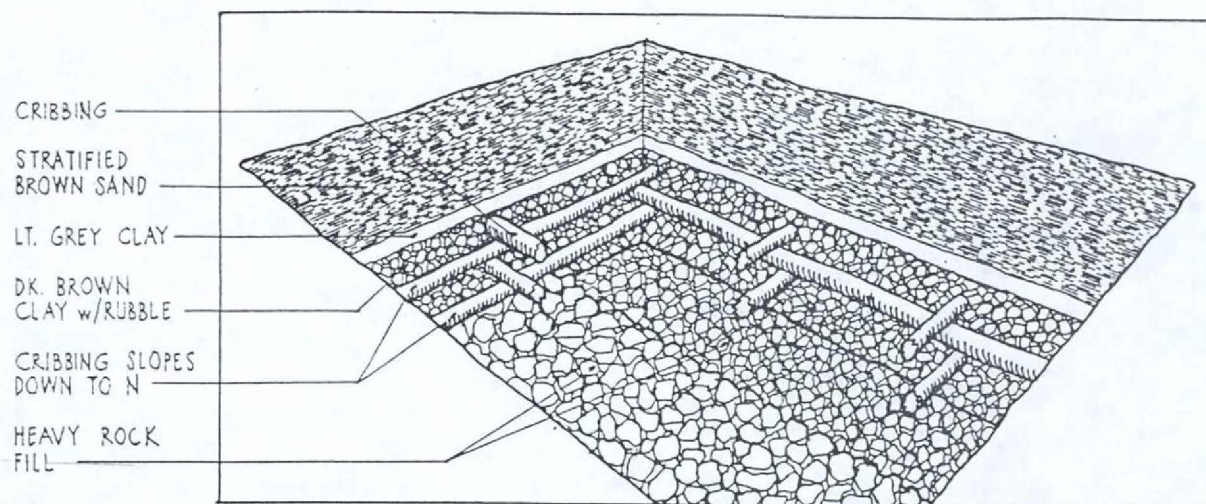


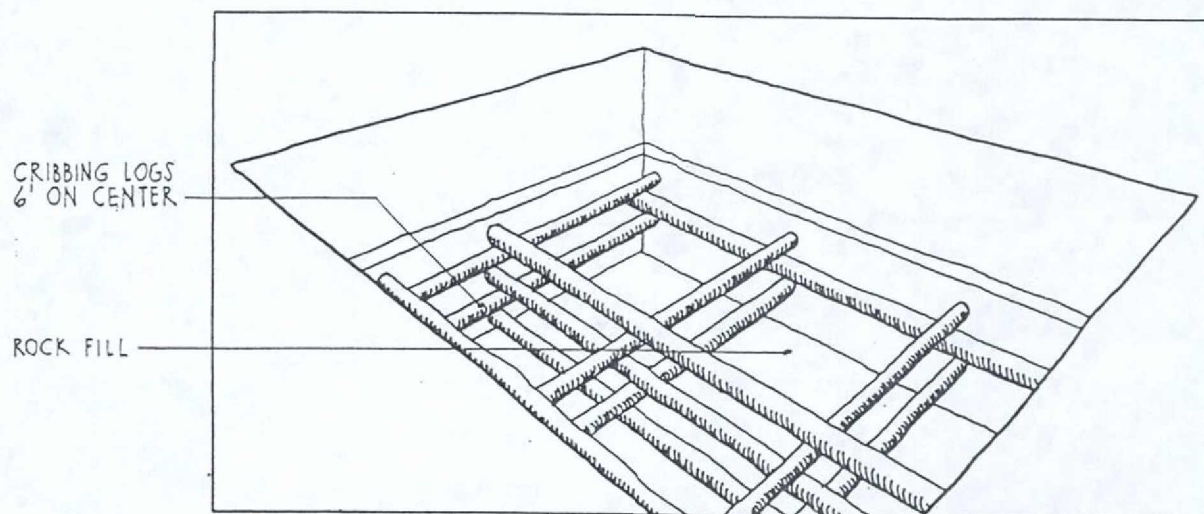
Figure 45  
Assay Site  
View North Showing Bache's Wharf at Top of Photograph  
North-South Wharf at Right  
Photograph from Cohen et al. (1990:IV-27)





**CRIBBING AS EXPOSED AT SOUTHEAST CORNER OF BLOCK (PLUMBERS' TRENCH J)**

*FIELD SKETCH MADE 20 AUG. 1982*



**RECONSTRUCTED SKETCH OF CRIBBING**

Figure 46

Sketches of Cribbing Exposed During 1981-1983 Schermerhorn Row Block Archaeological Project  
From Kardas and Larrabee (1991:203)

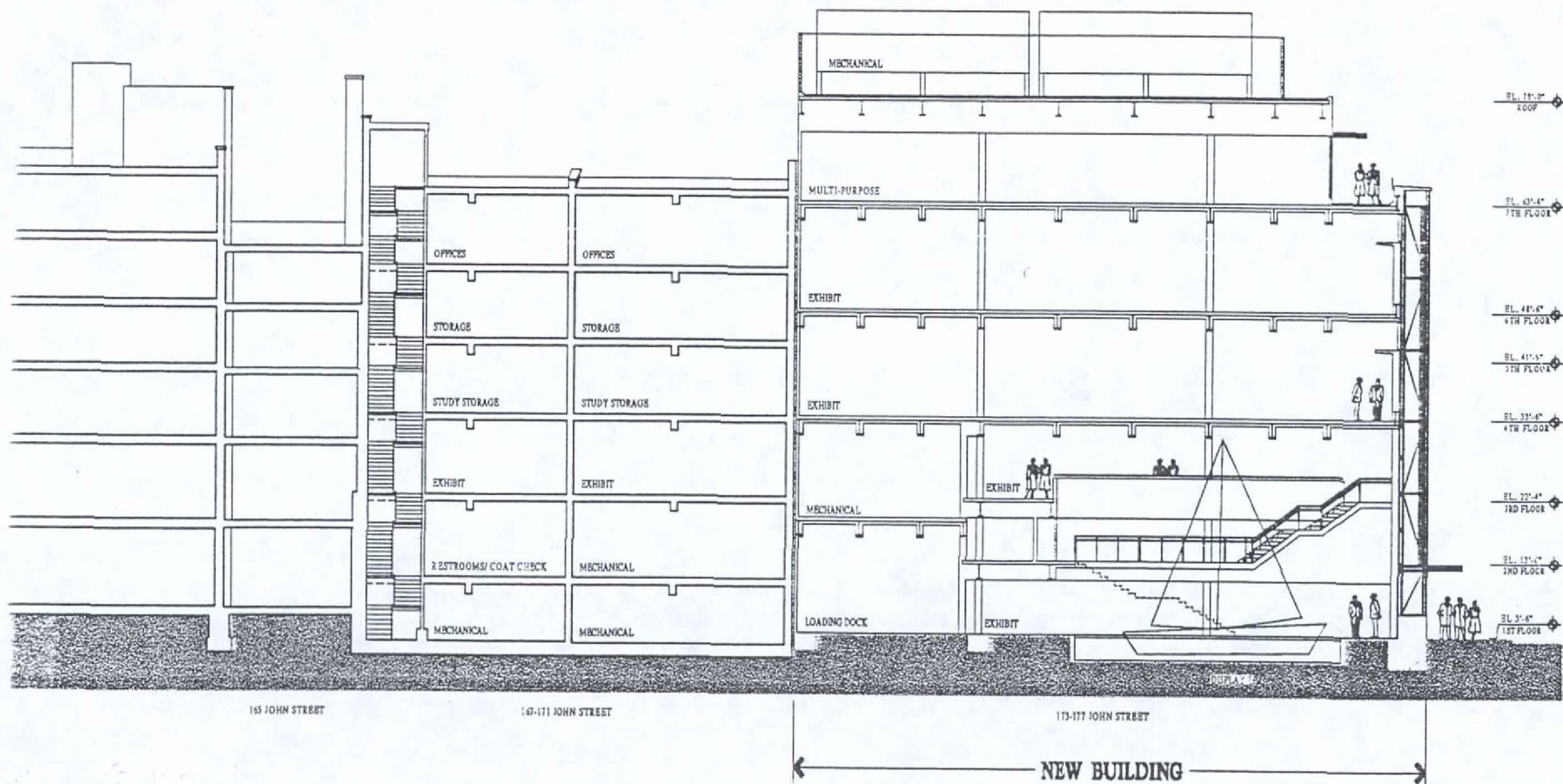
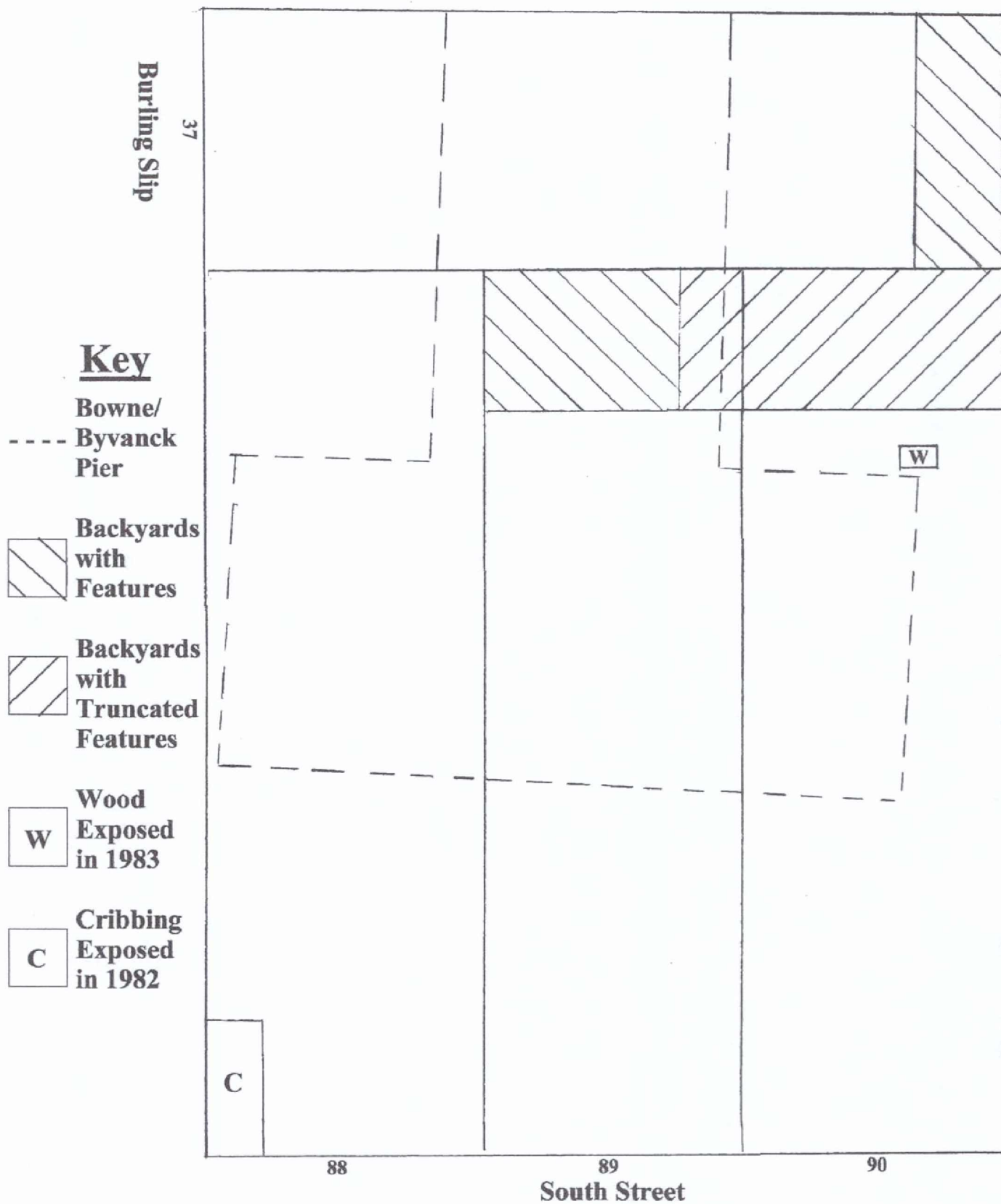


Figure 47  
Cross-Section of Proposed Building Looking North  
Beyer Blinder Belle et al. (1998)



**Figure 48**  
**Location of Possible Archaeological Resources**

Scale: 1" = Approximately 10.5'



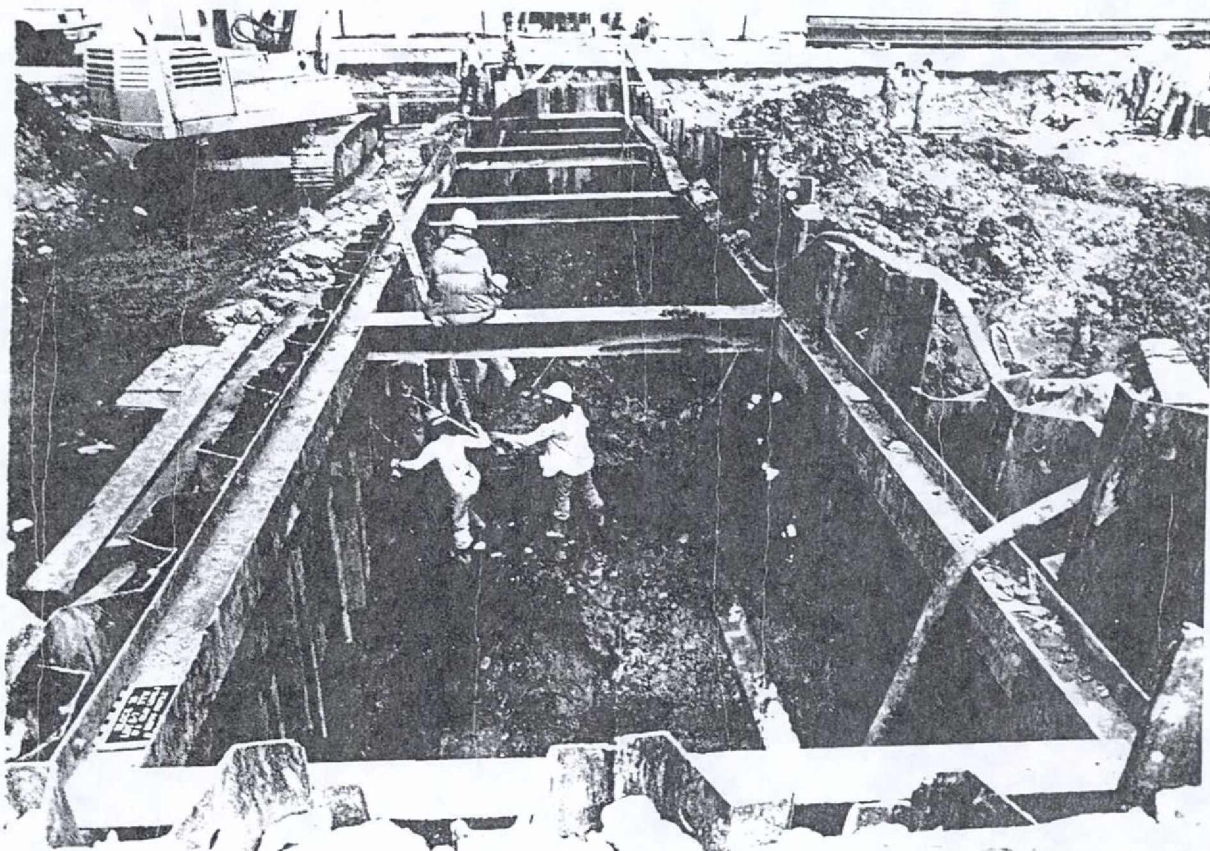


Figure 49  
Sheet Metal Shored Trench at Assay Site  
Photograph from Cohen et al. (1990:IV-15)

## PLATES



Plate 1  
View of Study Area Looking Northwest  
Photograph by A. Pickman, March 23, 1999





Plate 2  
Westernmost Portion of Study Area  
(Former Location of 37 Burling Slip)  
View North  
Photograph by A. Pickman, March 23, 1999

## **APPENDIX A1**

### **STUDY AREA GRANTS OF LAND UNDER WATER**

#### **Grants To:**

George Codwise Jr., and Mary Codwise, July 11, 1803 - Liber E: 57

George Bowne, January 16, 1804 - Liber E: 91

George Codwise Jr., February 21, 1812 - Liber F: 95

Counterpart of a grant of a water lot in the  
third ward of the City of New York to George Codwise Jun<sup>r</sup>  
and Mary his wife.

This Indenture made the eleventh day of July in the year of our Lord One  
thousand eight hundred and three Between the Mayor, Aldermen and Commonalty  
of the City of New York of the first part, and George Codwise Jun<sup>r</sup> of the township  
of Jamaica, in Queens County, and state of New York gentleman, and Mary  
his wife of the second part. Whereas John Byranch lately of the said City, died seized  
in fee, among other lands, tenements, and hereditaments, of a certain lot situate in the  
third ward of the said City, and bounded as follows to wit, Northerly, by Water Street  
Southerly, by Front Street, Easterly, by land belonging to George Browne and  
Westerly, by land belonging to John Piker, And Whereas upon a partition of the estate  
of the said John Byranch among his heirs in due form of law made, the rights  
privilege, and advantage of petitioning receiving and holding from and under  
the said parties of the first part a grant or grants of the soil under water in  
the East river in front of and adjoining to the lot of land above described,  
was by deed of partition duly executed by the said heirs respectively, released,  
granted and confirmed to the said Mary one of the said parties of the second  
part, being one of the heirs of the said John Byranch above mentioned.

And Whereas George Codwise Jun<sup>r</sup> one of the said parties of the second  
part by his petition presented to the said parties of the first part in Common  
Council convened, hath prayed in the right of his said wife, a grant of the water  
lot or soil under water in the East river in front of the lot of land above described  
and of the breadth thereof from Front Street out to the street lately laid out  
along the said river called South Street; and the said parties of the first part  
in common council convened, having resolved to grant the prayer of the said  
petition. Now therefore this indenture witnesseth that the said parties of the  
first part for and in consideration of the rents, covenants, conditions, payments, &c.  
articles and agreements herein after mentioned on the part and behalf of the  
parties of the second part to be paid, performed <sup>kept</sup> and observed according to the  
tenor and the true intent and meaning of these presents have granted  
bargained, sold, aliened, released, and confirmed and by these presents as for  
themselves and their successors, grant, bargain, alien, release, sell and convey  
unto the said parties of the second part their heirs and assigns ~~all~~  
certain water lot or piece of land under water in the East river  
in the third ward of the said City, in front of and adjoining to the



59  
above particularly described, and bounded Northerly on Front by Front Street,  
Southerly by the new street of seventy feet in breadth lately laid out, and called South  
Street, Easterly by a certain <sup>water</sup> lot granted or to be granted to George Thorne and his heirs  
by Burling slip, containing southerly in breadth, along the new street called  
South Street thirty seven feet, Northerly in breadth along the said Front Street  
thirty seven feet, Westerly along Burling slip aforesaid in length from Front  
Street to the said new street lately laid out called South Street, about two  
hundred and forty seven feet and Easterly along the said water lot granted or  
to be granted to George Thorne as aforesaid from Front Street to South Street  
as aforesaid two hundred and forty seven feet or thereabouts, according  
as the same is particularly described in a map or survey thereof to these  
present annexed, Together with all and singular the hereditaments and appur-  
tenances to the said water lot or piece of land under water, hereby granted  
belonging or in any wise appertaining, and the reversion and reversions, remainders  
and remainders, rents issues and profits thereof and also all the estate, right  
title, interest, property, possession, claim and demand of them the said parties  
of the first part of, in and to, the premises hereby granted and every part  
thereof To have and to hold the said premises hereby granted and  
every part and parcel thereof with the appurtenances unto the said parties of  
the first part their heirs and assigns to their own proper use, benefit and  
enjoyment forever Yielding, rendering and paying therefor yearly, and  
in every year for ever hereafter on the twenty fifth day of March in every  
year unto the said parties of the first part, their successors or assigns  
the sum of forty five Dollars and fifty cents of lawful money of the State of  
New York in full satisfaction of all other rents, services, dues, and demands  
which shall be due for the said premises hereby granted, without any deduction,  
exemption or abatement for or in respect of any manner of taxes, rate  
charges, assessments, impositions or duties whatsoever; and if it shall  
happen that the said yearly rent above mentioned shall be behind or  
unpaid by the space of ten days next after any day of payment  
in which it ought to be paid as aforesaid (being lawfully demanded)  
that then it shall and may be lawful for the said parties of the first part  
their successors and assigns, unto all the said premises hereby granted  
and every and every part thereof to enter and distrain and the distress  
therein to be taken to bear, lead, drive and carry away and the  
distress so taken and hold until the said yearly rents and the arrearages  
thereof shall be paid and every part thereof together with the charges  
of distress or distress shall be fully paid, and satisfied or to sell the  
premises or the payment thereof; and if no distress can be found on the premises  
then the said parties of the first part their heirs and assigns shall and may the same to hold and enjoy again as  
before the same were taken, and if the contrary thereof

29 notwithstanding. And the said George Codwise Senior for himself and the said Mary his wife and their heirs and assigns doth hereby covenant and agree with the said parties of the first part their successors and assigns, that they the said parties of the second part their heirs or assigns or some or one of them shall and will from time to time and at all times hereafter well and truly pay or cause to be paid unto the said parties of the first part their successors and assigns the aforesaid yearly rent on the twenty fifth day of March in every year hereinafter appointed for payment thereof as aforesaid. And the said George Codwise Senior for himself and the said Mary his wife and their heirs and assigns doth hereby further covenant and agree with the said parties of the first part their successors and assigns in manner following; that is to say that they the said parties of the second part, their heirs or assigns or some or one of them shall and will at his her or their own proper costs, charge and expence build, erect and make or cause to be built erected, and made by the first day of December next ensuing the date hereof, a good sufficient & firm wharf or street of at least twenty five feet in breadth along and adjoining the western side of the premises hereby granted, the whole extent thereof of Two hundred and forty seven feet as aforesaid, and also another wharf or street of seventy feet in breadth along the East river in front of and contiguous to the premises hereby granted, and also ~~another wharf~~ in front of and contiguous to the southern end of the said wharf or street of twenty five feet in breadth to be made along the western side of the premises hereby granted, as aforesaid; the whole length of such parts of the said wharf or street of seventy feet in breadth called South Street, as is hereby covenanted to be erected and made as aforesaid being sixty two feet, the aggregate of the breadth of the premises hereby granted and of the street or wharf covenanted as aforesaid to be erected and made on the western side of the premises hereby granted; and also that the said street of seventy feet in breadth and the said street of twenty five feet in breadth as to be erected and made as aforesaid shall be maintained and upholden in good order and repair and shall for ever be and remain public streets or ways for the inhabitants of the said City and all others passing and re-passing through or by the same in like manner as all the other public streets or ways in the said City now are or lawfully might to be. And the said parties of the first part for themselves and their successors do covenant, grant and agree to and with the said parties of the second part their heirs or assigns in manner following; that is to say that they the said parties of the first part, their heirs or assigns paying the said yearly rent as aforesaid, shall do, observe, fulfill and perform

singular the payments, covenants, articles, conditions and agreements herein before contained on their parts and behalf to be done and observed, fulfilled and kept shall and lawfully may peaceably and quietly have, hold, use, occupy, possess and enjoy the premises hereby granted with the appurtenances to them the said parties of the second part their heirs and assigns forever without any let, suit, vexation, demand or interruption of or by the said parties of the first part or any persons whomsoever, and then the said <sup>parties</sup> of the second part, their heirs and assigns in consideration of his her and their upholding and maintaining in good and sufficient order and repair the streets and wharves above mentioned shall and lawfully may from time to time and at all times for ever hereafter fully have, use, take, enjoy to his her and their own proper use and benefit all and all manner of cramage, wharfage, profits and benefits, advantages and emoluments, growing, arising, or accruing by or from <sup>such part of</sup> the said wharf or street of seventy feet in breadth hereby covenanted to be created and made as aforesaid <sup>as will be in front of the premises hereby granted</sup> or by or from any part thereof; but the cramage, wharfage and every kind of advantage and emolument to grow, arise, or accrue from the wharf or street of seventy feet in breadth <sup>as will be in front of the premises hereby granted</sup> shall never

be taken, used, and enjoyed by the parties of the first part, their heirs or assigns at all times hereafter to their proper use and benefit, any thing herein contained to the contrary thereof notwithstanding **PROVIDED** always and it is the true intents and meaning of these presents, that this present grant ~~by~~ words or thing therein contained shall not be construed, deemed or adjudged to be a covenant or covenants on the part of the said parties of the first part passing purpose whatsoever but only to pass the estate, right, title or interest which they may lawfully grant by virtue of their several charters. In testimony whereof to one part of this indenture remaining with the said parties of the first part, the said George Codrington Junior and Mary his wife the said parties of second part have set their hands and seals and to the other part remaining with the said parties of the second part, the said parties of the first part have caused their common seal to be affixed. Witness Edward Livingston Esquire Mayor of the said City.

The day and year first above written

Read and Delivered in presence of  
 the undersigned a list of in page 57, the words "into"  
 in page 58, the words "parties" each part of  
 as will be in front of the premises hereby granted  
 and also from that part of South Street which  
 shall be in front of the end of the said street of  
 seventy feet in page 58, interlined  
 in page 58, first in page 58 with an arrow

George Codrington Jr



Counterpart of a Grant of a Water Lot to George Bowne

*This Indenture* made this first day of January in the year of our Lord one Thousand Eight hundred and four Between the Mayor Aldermen and (occasionally) of the City of New York of the first part and George Bowne of the said City Merchant of the second part. Witnesseth that the said parties of the first part for and in consideration of the rents, payments, conditions and agreements herein after made by the said party and behalf of the said party of the second part: his heirs and assigns well and truly to be performed and kept according to the true intent and meaning of these presents Have granted bargained sold and confirmed unto by these presents Let us bargain, sell and confirm unto the said party of the second part his heirs and assigns forever All that certain vacant ground, Water Lot on said water to be made into one garden out of the East river situated and lying between Front and South Streets in the second ward of the City of New York bounded Northwesterly by Front Street Northeastly by another lot of ground granted or to be granted to Peter Schuermaker Southwesterly by South Street and Southwesterly by a lot of ground granted to George Goddard Junior and Mary his Wife. Containing in breadth on Front Street Fifty feet on breadth on South Street Forty eight feet and in length on each side about Two hundred and forty seven feet by the same more or less, as by a map thereof made by Joseph T. Mangin City Surveyor and faithfully copied page sixty one will more fully appear Together with all and singular the privileges, advantages, hereditaments and appurtenances to the same belonging or in any wise appertaining With the reversion and reversions remainder and remainders of all and singular the premises aforesaid with the appurtenances. And all the estate, right, title, Interest, property, claim and demand whatsoever of the said parties of the first part and their successors of in or to the said premises and to every part and parcel thereof To have and to hold the said premises hereby granted with the appurtenances unto the said party of the second part his heirs and assigns forever yielding rendering and paying therefor yearly and every year forever hereafter on the first day of May in every year unto the said parties of the first part their successors or assigns the rent of Sixty Dollars and Fifty cents of current money of the United States in full satisfaction for all other rents dues services and demands whatsoever for the said premises without any deduction abatement or delay for or in respect of any manner of taxes rates assessments impositions or duties whatsoever And if it shall so happen that the said yearly rent of Sixty Dollars and fifty cents shall be in arrears in part or in all for the space of Ten Days next after any day of payment in which it ought to be paid then it shall and may be lawfull for the said parties of the first part and their successors into and every part of the said hereby granted premises to enter and detain and the distress and distresses there taken or found to bear lead drive and carry away and the same to detain untill the said yearly rent of Sixty Dollars and fifty cents and the arrears thereof (if any there be) and every part thereof together with the costs and charges of such distress and distresses be fully paid and satisfied or to sell the same for payment thereof Or that it shall and may be lawfull to and for the said parties

of the first part and their successors into all and every part of the said hereby granted premises wholly to renter, repossess and enjoy the same as their own. And the said party of the second part for himself his heirs and assigns doth covenant and agree to and with the said parties of the first part and their successors that he the said party of the second part his heirs and assigns shall and will well and truly pay or cause to be paid to the said parties of the first part and their successors the said yearly rent of Sixty Dollars and fifty cents on the first day of May in every year appointed for the payment thereof as aforesaid. And it is the said party of the second part for himself his heirs and assigns doth further covenant and agree to and with the said parties of the first part and their successors that he the said party of the second part his heirs and assigns or some or one of them shall and will at his her or their own proper costs and charges, build, erect, make and finish or cause to be built, erected, made and finished within three months after he or they shall be thereto required by the said parties of the first part or their successors, a good sufficient and firm wharf or street of seventy feet in breadth to be called South Street, aforesaid, in part of <sup>part</sup> contiguous to the South Easterly end or part of the said premises hereby granted, the whole breadth thereof fronting on the east river aforesaid. And that he the said party of the second part his heirs and assigns or some or one of them at his her or their own proper costs charges and expences shall and will uphold, sustain and keep in good order and repair the said wharf or street of seventy feet in breadth called South Street aforesaid, and that the said wharf or street of seventy feet in breadth called South Street shall be and remain a public street or highway for the inhabitants of the said City and others passing and re-passing through or by the same, in like manner as the other public streets of the said City now are or lawfully ought to be. And the said parties of the first part for themselves and their successors do covenant and agree to and with the said party of the second part his heirs and assigns that the said party of the second part his heirs and assigns paying the yearly rent of Sixty Dollars and fifty cents of lawful money aforesaid and doing, fulfilling and keeping all and singular the payments covenants and agreements herein before contained according to the true intent and meaning of their presents shall and lawfully may have time to time and at all times forever hereafter fully have, use, enjoy, take and hold to his or their own proper use all manner of wharfage, crantage, advantage and emoluments growing or accruing by or from the said wharf or street of seventy feet in breadth called South Street fronting on the east river aforesaid to the said premises hereby granted and every part thereof. And lastly, it is hereby covenanted and agreed upon by and between all the said parties to these presents and to the true intent and meaning hereof aforesaid and it is hereby so declared that this present grant or any words or anything in the same contained shall not be deemed construed or taken to be a covenant or covenants on the part and behalf of the said parties of the first part or their successors but only so far as to pass the Estate, right, title and Interest they have or may lawfully claim by virtue of their several charters; he the said party of the second part his heirs and assigns notwithstanding paying observing performing and keeping all and singular the covenants, covenants and agreements herein recited and contained in his and their presents each of them parts to be paid done performed and kept. For Testimony whereof the said party of the first part remaining with the said parties of the first part the said party of the second part hath set his hand and seal. And to the other part thereof the said parties of the first part have caused the common seal of the said City

To be affixed Witness De Witt Clinton Esquire Mayor of the said city the day and year above written

The Mayor and Aldermen and Commonalty of the City of New York

John B. Bonn

Sealed and delivered in presence of Selah Strong Wm. H. Strong

Counterpart of a grant of a Water Lot to the Byranch

This Indenture made the third Day of January in the year of our Lord One Thousand eight hundred and four Between the Mayor Aldermen and Commonalty of the City of New York of the first part and two Byranches of the said City widow of the second part With respect to that the said parties of the first part for and in consideration of the covenants and agreements hereinafter mentioned on the part and behalf of the said party of the second part her heirs and assigns well and truly to be performed and kept according to the true intent and meaning of these presents Have granted bargained sold and conveyed and by these presents Do grant bargain sell and convey unto the said party of the second part her heirs and assigns forever all that certain Water Lot vacant ground or soil under Water to be made land and quined out of the East River situate and being between Front Street and South Street in the second ward of the City of New York Bounded North westerly by Front Street Southwesterly by another Lot of ground granted or to be granted to South easterly by South Street and North easterly by another Water Lot granted or to be granted to Benjamin Thompson containing in breadth on Front Street and South Street Fifty feet each and in depth from Front Street to South Street on the North easterly side thereof one hundred and forty six feet Nine Inches and on the Southwesterly side thereof from Front Street to South Street one hundred and forty seven feet one inch be the same more or less as by a map of the Block or lots of ground between Braham and Pick Steps and Front and South Streets Surveyed July 26 1803 by Joseph F. Mangin City Surveyor and Sheriff's Court page 55 will more fully appear Together with all and singular the privileges advantages hereditaments and appurtenances to the same belonging or in any wise appertaining and the reversion and remainder remainder and remainders of all and singular the premises shew said with the appurtenances And all the estate right title interest property claim and demand whatsoever of the said parties of the first part or their successors of in or to the said premises and to every part and parcel thereof To have and to hold the said premises heretofore granted with the appurtenances unto the said party of the second part her heirs and assigns forever Holding rendering and paying thereon the first day of May next

Recorded in City of New York in the Office of the Recorder of Deeds on the 12th day of May 1831



This Indenture made the Twenty-first day of February in the year  
of our Lord one thousand eight hundred and Twelve between the Mayor Alder-  
men and Commonalty of the City of New York of the first part and  
George Clinton Esq. of the town of New York and County of Queens  
the second part Witnesseth that the said party of the  
first part for and in consideration of the sum of Six hundred  
and Eighteen Dollars and Eighty five Cents lawful money of the  
United States of America to them in hand paid at and before the  
making and delivery of these presents by the said party of the second  
part the receipt whereof is hereby acknowledged have granted sold  
conveyed and released and conveyed and confirmed and by these  
present do for them selves and their Successors grant bargain  
sell release convey and confirm to the said party of the second  
part and to his heirs executors Administrators and Assigns  
All that certain gone or piece of Ground in the Second Ward of  
the said City on the West side of Bowling Shop Lane and North side  
of Street about five feet eight inches in width the West side being the  
Bowling Shop Lane and about fifty five feet East side by ground  
belonging to the said party of the second part one hundred and eighty  
feet and terminating at South Street being Eighty feet in width  
the Division to a map or survey thereof heretofore made  
together with all and singular the Liberties Tenements and Appurtenances  
unto the said gone or piece of Ground belonging or appertaining  
and the same with the same Liberties Tenements and Appurtenances  
to have and possess them and every part and parcel thereof  
to have and to hold the said gone or piece of Ground hereby  
granted and conveyed unto the said party of the second part  
his heirs and Assigns forever And the said party of the first  
part for themselves and their Successors do hereby Covenant  
warrant and Assign as follows that is to say that they the  
said party of the first part are the true and lawful owners and  
proprietors of the said gone or piece of ground hereby granted and  
conveyed that they have good right and lawful authority to grant  
and release the same in manner aforesaid that the said  
party of the first part and their Successors the said gone or piece of  
ground with the Appurtenances unto the said party of the second part  
his heirs and Assigns forever against all persons whomsoever  
claiming or claiming to be entitled by these presents In testimony  
whereof the said party of the first part have caused the Common Seal  
of the City to be hereunto Affixed Witness our hands and the  
hands of the said City Clerk the day and year first above written

**APPENDIX A2**

**INDEX OF STUDY AREA LAND CONVEYANCES AND LEASES**

# STUDY AREA LAND CONVEYENCES

RECORD DATE	GRANTOR	GRANTEE	LIBER:PAGE	COMMENTS
7/1/1803	City of New York.	George Codwise, Jr.	Water Lot Grants E:57	Western Portion
1/16/1804	City of New York	George Bowne	Water Lot	Eastern Portion
5/28/1804	George Bowne	George Codwise Jr.	66:528	Eastern portion
2/21/1812	City of New York	George Codwise Jr.	Water Lot Grants F:94	Strip Along Burling Slip
7/27/1827	Charles F. Codwise	Mary Codwise	223:490	Lots 4 - 9
11/29/1845	Mary Codwise	John C. Van Rensselaer	469:291	Lots 5-6
8/1/1848	John C. Van Rensselaer & Cornelia J. Van R.	Charles Dickinson Jr. George C. Dickinson Edward T. Dickinson	504:270 504:273	Lot 4 Lot 4
8/1/1848	Mary Codwise John B. " Elizabeth " Martha J. " John C. Van Rensselaer Cornelia J. " Charles F. Codwise	Charles Dickinson Jr. George C. Dickinson Edward T. "		
8/14/1848	Charles F. Codwise Martha-Jane "	Mary Codwise	509:97	Lot 4
11/20/1849	John C. Van Rensselaer Cornelia J. "	Charles Dickinson Jr. George C. " Edward T. "	530:220	Lot 4
11/21/1849	Charles Dickinson	John C. Van Rensselaer Mary Codwise	529:309	Lot 4
11/10/1858	Edward T. Dickinson	George C. Dickinson	766:352	Lot 4
2/23/1892	Cogswell Cullen Van Rensselaer	Cornelia J. Van Rensselaer (executors/trustees of) Nina Van Rensselaer Vail John McLean Nash Susan Cullen Van Rensselaer (trustees of)	8:123	Lots 5-7



3/21/1895	Cornelia J. Van Rensselaer (executors/trustees of) Nina Van Rensselaer Vail Susan Cullen Van Renselaer Strong John McLean Nash (trustees of)	Nina Van Rensselaer Vail Susan Cullen Van Renselaer Strong	28:317	Lots 5-7
6/21/1910	Katherine T. Mead Charles W. " Dorothea J. "  Nina Van R. Vail Susan Van R. Strong	Boundary Agreement Mary L. Akney	128:367	Lots 5-7
3/21/1919	J. Byvanck Dickinson Helena R. "	Nina Van R. Vail Susan Van R. Strong	3073:466	Lot 4 - 1/3 Interest
3/21/1919	Thomas G. Dickinson Helen P. "	Nina Van R. Vail Susan Van R. Strong	3078:170	Lot 4 - 1/3 Interest
3/21/1919	Charles E. Dickinson (Guardian Of)	Nina Van R. Vail Susan Van R. Strong	3073:168	Lot 4 - 1/3 Interest
3/21/1919	Alice K.T.D. Hall	Nina Van R. Vail Susan Van R. Strong	3073:466	Lot 4 - Release of Dower
8/13/1940	Susan de LC. Van Rensselaer Strong (executors of)	Cornelia Van Van Rensselaer Dearth (executors of)	4072:240	Lots 4 - 7 1/2 interest
10/13/1949	Anna M. Vail (trustees, will of) Nina V. R. Vail Anna M Vail Cornelia D. Sarasin	Soreb Service Corp.	4642:9	Lots 4-7
1/17/1950	Broadway Estates Corp	Isaac Alper	4655:640	Lots 4-7
2/1/1954	Isaac Alper	I.A. Dress Co. Inc	4867:47	Lots 4-7
4/2/1954	I.A. Dress Co. Inc.	Isaac Alper	4874:309	Lots 4-7
1/10/1955	Isaac Alper	Wain Service Inc.	4906:467	Lots 4-7
1/8/1957	Wain Service Inc.	Maurice Widman Helen "	4989:468	Lots 4-7
4/12/1957	Maurice Widman Helen "	Wain Service Incl.	5000:260	Lots 4-7
4/26/1957	Wain Service, Inc.	Maurice Widman Helen "	5001:255	Lots 4-7
10/11/1968	Maurice Widman Helen "	South Front Holding Corp.	Reel 160:205	Lots 4-7

# STUDY AREA LEASES

DATE	GRANTOR	GRANTEE	LIBER:PAGE	COMMENTS
2/18/1892	Cornelia J. Van Rensselaer (executors/trustees of) Nina Van Rensselaer Vail Susan Cullen Van Rensselaer Strong John McLean Nash (trustees of)	Peter G. Muller Susan Cullen Van Rensselaer Strong	9:242	Lot 6 - Lease
3/16/1894	Richard Cuddihy	Israel Salzman	22:446	Lot 4 - Lease Assignment*
3/16/1894	Israel Salzman	James Everard	22:447	Lot 4 - Lease Assignment
6/2/1904	Nina V. Rensselaer Vail Susan Cullen V. R. Strong	Diedrich Meyer	88:6	Lot 6 - Lease
6/2/1909	Nina V. Rensselaer Vail Susan Cullen V. R. Strong	Diedrich Meyer	122:12	Lot 6 - Lease Extension
2/10/1910	Diedrich Meyer	Mary McAleer	127:60	Lot 6 - Lease Assignment
2/10/1910	Mary McAleer	Excelsior Brewing Co.	127:62	Lot 6 - Lease Assignment
12/19/1919	Juan A. Lopez	Samuel Zelin Isidore Zelin Irving H. Greenman (firm of Zelin Bros. & Greenman)	3119:143	Lot 4 - Lease/Store
12/19/1919	Samuel Zelin Isidore Zelin Irving H. Greenman	Harry Fish Sophie Fish Louis Tunick	3122:103	Lot 4 - Lease/ Store (90 South)
6/2/1921	James J. McAleer	Harry Blacker Philip Juvenal	3227:69	Lots 5-7 (88 South) - Lease (ref store/cellar/restaurant)
9/30/1921	Harry Fish Sophie Fish	Irving H Greenman Samuel Zelin Irving Zelin	3230:381	Lot 4 - surrender of lease
9/6/1956	Wain Service Inc.	Mobil Oil Co., Inc.	4976:473	Lots 4-7 - 3 year lease
5/13/1957	Wain Service Inc. Socony Mobil Oil Co. Inc.	-	5003:113	Lots 4-7 - Agreement
7/29/1957	Wain Service Inc. Socony Mobil Oil Co. Maurice Widman Helen "	-	5009:675	Lots 4-7 - Agreement re start date of 3 year lease (ref John St. Serv. Ctr) (Widman pres)

\* Refers to leases to 90 South St. dated 10/31/1891 and 11/4/1893 from George Dickinson to Richard Cuddihy. These were apparently never recorded and do not appear in the block index for Block 94

**APPENDIX B**  
**STUDY AREA BUILDING OCCUPATION**

Listings of Business Addresses from New York City Directories Unless Noted

Abbreviations:

mer - merchant

comm mer - commission merchant

h.- residential address (where h is not included only one address is given in directories)

“ - records not examined for this year; continuing occupation assumed based on listings in previous and succeeding years

PN - Privy Nuisance, Minutes of the Common Council

TA - Tax Assessment Records

ALT - Buildings Department Alterations Dockets

OR - Records transcribed by other researchers as noted in References Cited Section

----- Records for intervening years not examined or occupants could not be determined for these years



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1811	see 39 Burling(Mcneill)	
1812	Neil McNeil, mer	Ralph Bulkley (41 Burling), h. 94 Pearl
1813	Neil McNeil,merchant,h261 Pearl	Ralph Bulkley, h294 Pearl
1814	Kellog Healy&Comstock,merchants Johnathan Kellog, merchant,h101 Chambers Samuel Healy merchant, h 148 Cherry	
1815	Kellog& Comstock (TA)	
1816	Kellog & Comstock (TA)	
1817	Kellog & Comstock (TA)	
1818	E.D. Comstock	
1819	Comstock & Codwise John B. Codwise h331 Pearl	
1820	Comstock & Codwise,grocers 88 South John B. Codwise, 88 South E.D. Comstock, h.331 Pearl	
1821	E.D. Comstock merchant, h. 40 Ann	
1822	Willis & Drake, grocers	Waterbury & Coles, flour st? Noah Waterbury, flour st (see 89S.)
1823	R..C. Willis, merchant	J. G. Collins, mer, h.39 Walker
1824	"	Collins & Son, J.G. merchant , h. Canal
1825	Richard C. Willis (TA)	Collins & Son, J.G. merchant , h. Canal
1826	John M. Park (no separate h)	Edward K. Collins, mer, h110 Greene
1827	J.M. Park (TA - OR)	"
1828	J.M. Park (TA)	Edward K. Collins, mer, h. 92 Spring
1829	J.M. Park (TA - OR)	Edward K. Collins, mer, h. 92 Spring
1830	John M. Park,grocer (no separate h)	Edward K. Collins, mer, h.120Houston
1831	J.M. Park (TA - OR)	Edward K. Collins, mer,h120Houston
1832	John M. Park,grocer (no separate h)	Edward K. Collins, mer,h.120Houston
1833	John M. Park, grocer, h35 Vandewater	George Sutton, mer, h214 Bowery
1834	John M. Park, grocer, h35 Vandewater	George Sutton (OR)
1835	John M. Park, grocer, h35 Vandewater	George Sutton (OR)

1836	J.M. Park (TA - OR)	George Sutton, mer, h535 Bowery	George Bulkely,agent (OR)
1837	J.M. Park (TA - OR)	George Sutton (OR)	"
1838	J.M. Park (TA - OR)	George Sutton, mer, h Mount Vernon	"
1839	J.M. Park (TA - OR)	George Sutton, mer, h Mount Vernon	"
1840	John M. Park, grocer, h35 Vandewater Rufus Park grocer, (no sep add) J.M&R park, grocer	George Sutton, mer,h Mount Vernon	George Bulkley, agent
1841	J.M. Park (TA - OR)		George Bulkely, agent (OR)
1842	Thomas Wardle, shipp agt (OR)		"
1843	"		"
1844	"		"
1845	Thomas Wardle, shipp agt, h.63 Rivington	George Sutton, merchant, Mt. Vernon	George Bulkley, agnt, h.201 Mdsn
1846	Thomas Wardle, shipp agt (OR)		George Bulkley, agent (OR)
1847	"	Benjamin Flanders, sail duck (OR)	"
1848	"	"	"
1850	"	"	George Bulkley agent,h212 Mdsn
1851	Thomas Wardle, agent	Flanders & Gerau,sailmakers Benjamin Flanders (41 Burling) Benjamin Flanders,canvas J..V. Cole, bags	George Bulkley agent (41 Burling)
1852	Thomas Wardle, shipp agt (OR)	Flanders & Gerau, sailmakers Benjamin Flanders G. W. Gerau	George Bulkley, agent (OR)
1853	Thomas Wardle, shipp agt (OR)		"
1854			"
1855	?		"
1856			"
1857			"
1858			George Bulkley, agent (OR)
-----			
1876	C.F. Offerman & Co.,liquors [hotel & boarding house (ALT) ] Charles F. Offerman, liquors, h 1 West		
1877	C.F. Offerman & Co.,liquors Charles F. Offerman, liquors, h 1 West		

1878	C.F. Offerman & Co.,liquors Charles F. Offerman, liquors, & 1 West, h 1 West	
1879	Peter G. Muller, Liquors	
1880	Peter G. Muller, Liquors (also hotel keeper,census)	
1881	Peter G. Muller, Liquors	
1882	"	
1883	"	
1884	"	
1885	Peter G Muller, liquors, h 39 Burling Slip	
1886-88	"	
1889	Peter G. Muller & Buttner, liquors Peter G. Muller, liquors, h. Bklyn Julius W. Buttner, liquors , h 39 Burling	
1890	Muller & Buttner, liquors Peter G. Muller, liquors h 39 Burling Julius W. Buttner, liquors , h 39 Burling	
1891	"	
1892	Peter G. Muller (lease)	Kamp & Baeker - rear (lease)
1893	Muller & Buttner, liquors Peter G. Muller, liquors, h Brooklyn Julius W. Buttner, liquors	"
-----		
1900	Julius W. Buttner, liquors, h Bklyn	
-----		
1904	Dederich Meyer, liquors (lease)	Kamp&Baeker - rear (lease)
1905	Dederich Meyer, liquors (+lodgers, census)	
-----		
1910	James J McAlleer, saloon/hotel/res +lodgers (census)	
-----		
1915	James McAllen (sic - +lodgers census OR)	
1916-1919	"	
1920	James Mcalleer, liquor store (manager) (census)	
1921	Harry Belcher/Philip Jurevel, restaurant (lease)	
-----		
1925	John Walsh (+lodgers - census OR)	



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1811	Neil McNeil, mer, h108Liberty(see 88S 1812)	
1812	William Bakewell, sail (2 other addresses listed) h. 94	Pearl
1813	William Bakewell, sailmaker h19	Gold
1814	Wm Bakewell, sailmaker, h93	Fair
1815	Wm Bakewell, sailmaker, h 93	Fair
1816	"	Levi Hubble, mer, h Beekman
1817	Wm. Bakewell, sailmaker, h 30 Vandewater	Abijah Weston, h 19 State
1818	"	Levi Hubble, mer, h 16 Beekman
1819	Wm Bakewell (TA)	
1820	Wm Bakewell (TA)	
1821	Wm Bakewell, sail loft	
1822	Wm Bakewell (TA)	H. Hobert (PN)
1823	Wm Bakewell (TA)	
1824		Samuel B. Whitlock 39 Burling & 171 Fulton
1825	Edward Arrowsmith, sailmaker, h. 67 Orange	Samuel B. Whitlock 39 Burling, h. 171 Fulton
1826	Edward Arrowsmith, h 55 Orange	
1827	Edward Arrowsmith, h 521 Water	
1828	Edward Arrowsmith, h 521 Water	
1829	Edward Arrowsmith, sailmaker, h 7 Roosevelt	
1830	Edward Arrowsmith, sailmaker, h 110 Essex	
1831	"	
1832	"	
1833	"	
1834	"	
1835	Arrowsmith & Hennigar, sailmakers John Hennigar, sailmaker, h/ 67 Orange	
1836	Arrowsmith & Hennigar, sailmakers John Hennigar, sailmaker, h.222 Bowery	
1837	(John Hennigar, sailmaker South h 222 Bowery)?	

1838	Hennigar & Richards, sailmakers John, Hennigar, sailmaker, h 222 1/2 Bowery John Richards, sailmaker	
1839		
1840		
1841		
1842	Joseph H. Havens, packet office	
1843	"	
1844	"	
1845	Joseph A. Havens, comm mer, h 209 Henry	William Poole, Notary, h Bklyn Adam P. Pentz, notary, h 46 E. Bway
1846	"	"
1847	"	Poole, Pentz & Goin, notaries (OR)
1848	"	Poole, Pentz & Goin, notaries (OR)
1849	"	Poole, Pentz & Goin, notaries (OR)
1850	"	Adam P. Pentz, notary, h213 10th
1851	J.H. Havens,merchant      C.C. Hubbard, broker	Poole, Penz & Goin,shippers William Poole A.D. Pentz J.W. Goin
1852	Joseph H. Havens, h. Bklyn	
1853		
1855	Flanders & Gerau, sailmakers	Poole, Pentz & Goin, shipping Adam P. Pentz, Notary, h213 Tenth
1856-1858	"	
1859	George Bulkley, agent (OR)      "	"
1860	George Bulkley, agent (OR) George B. Flanders,sailmaker,h Bklyn	Adam P. Pentz, notary, h Westchester John W. Goin, notary, h. Bklyn
1861	George Bulkley, agent (OR)	
1865		Pentz & Co. notaries Adam P. Pentz, notary, h E 14th
1866		Pentz & Co. lawyers Adam P. Pentz, lawyer, h E 14th
1867-1869		"

1870

Pentz & Co., shipping  
Adam P. Pentz, notary, h E 14th

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1875

John E. Stow fruit (also 90 s)

1876-1879

“

1880

John E. Stow fruit (also 89 s)

1881-1883

“

1883

John E. Stow fruit (also 89 s)

1884

John E. Stow fruit (also 89 s)

1885 Peter G. Muller h (see 88 S)

John E. Stow fruit (also 89 s)

1886-1889 “ (see 88 S)

1889 Julius W. Buttner h (see 88 S)

Kamp & Engلمان (see 89S)

1890 Julius W. Buttner h (see 88 S)  
Peter G. Muller, h. (see 88 S.)

Kamp & Baeker (see 89S)

1893

Kamp & Baeker (see 89S)

1894-1899

“

1900 Emma Bader, family & lodgers  
(census)

Kamp & Baeker (see 89S)



89 South Street

1811	Borden Chase, com mer,h.70 Frankfort	Cambreling&Chrystie,mer	
1812	Borden Chase, com mer,h.70 Frankfort	Cambreling&Chrystie,mer	
1813	Borden Chase, com mer,h37 Vandewater	C.C. Cambreleng, mer	
1814	Borden Chase, com mer,h37 Vandewater		
1815	Borden Chase (TA)		
1816	Borden Chase (TA)		
1817	Borden Chase (TA) (PN)		
1818	Borden Chase, mer, h 37 Vandewater		
1819	Borden Chase (TA)		
1820	Jones & Magrath, merchants Perez Jones, merchant, h. 9 Cortlandt	James Lovett, mer, h. 41 Dey	
1821		Waterbury & Coles, flour st Jordan Coles, flour st. Noah Waterbury, flour st	Blount & Jackson , merchants Joseph Blount, mer H. H. Jackson, mer Samuel Jackson, mer, h. Bklyn
1822	John Nexsen, h. 40 Cherry	Waterbury & Coles (PN)	Blount & Jackson , merchants Joseph Blount, mer H. H. Jackson, mer Samuel Jackson, mer, h. Bklyn
1823	John Nexsen (TA)	Waterbury & Coles, flour st Noah Waterbury, flour st	Blount & Jackson, mer
1824	John Nexsen (TA/OR)		
1825	John Nexsen (TA)		
1826	John Nexsen (TA/OR)		
1827	"		
1828	"	William Jacques, merchant	
1829	"	William Jacques, mer h. 64 Crosby	
1830	John Nexsen, h. 214 William	William Jacques, mer h. 64 Crosby	
1831	John Nexsen, h Bklyn	William Jacques, mer h. Grand	
1832	John Nexsen (89 South, upstairs), h Bklyn	W & F. Jacques, mer William Jacques, h. 181 Grand	

1833	Chew & Demarest, grocers Simon S. Demarest, h 31 ?	Francis Jacques, mer (see also 90 South St.)
1834	(Thomas J. Chew, h. Brooklyn)	
1835	Chew & Demarest, grocers Thomas I. Chew Simon Demarest, h. Brooklyn	
1836	Chew & Demarest Thomas I. Chew Simon S. Demarest, h Bklyn	
1837	Thomas I. Chew, h Brooklyn	R.A.S Johnson, grocer, h Brooklyn
1838	Thomas I. Chew	Richard A. Johnson, grocer, h Bklyn
1839	Thomas I. Chew	Richard A.S. Johnson, h. Bklyn
1840	Thomas I. Chew	Richard A.S. Johnson, grocer, h. 145 Hudson
1841		R.A.S. Johnson (TA)
1842		O. & R.A.S. Johnson, grocers Oscar Johnson, h Bklyn Richard A.S. Johnson, grocer, h. 145 Hudson
1843		"
1844		Johnson, O. & R.A.S. Johnson, merchants
1845		
1846		
1847		Henry A. Walton, hotel, h. Bklyn
1848	Woodward & Ryberg, notaries (OR)	"
1849	Woodward & Ryberg, notaries (OR)	"
1850	Woodward & Ryberg, notaries (OR)	Henry A. Walton, hotel, h. Bklyn Henry Stevens, hotel, h 395 Broome
1851	Woodward, Ryberg & Pentz, Notaries Joseph Woodward, Notary, h. Prspct, Bklyn Charles J. Ryberg, Notary, h 11 Willoughby, Bklyn Joseph Pentz	H.A. Walton & Co., Hotel A.H. Stevens Harris L. Gilson 89 S
1852	Joseph Woodward, notary, h Bklyn Charles J. Ryberg notary, h. Bklyn	Henry A. Walton hotel, h. 48?
<hr/>		
1880	John E. Stow, fruit (& 39 Burling), h Bklyn	Peter G. Miller (sic) (census)

- 1883 John E. Stow, fruit (&39 Burling), h Bklyn
- 1884 John E. Stow, fruit (&39 Burling),h Bklyn (also ALT)
- 1885 “
- 1886 Estate John E. Stow, fruit, (&39 Burling)
- 
- 1889 Kamp & Engelman, clothing (&39 Burling)  
Michael Kamp, clothing, h Bklyn
- 1890 Kamp& Baeker, manufacturers of oil clothing (also 39 Burling)  
Michael Kamp, clothing h. Bklyn
- 1892 “
- 1893 Kamp& Baeker, manufacturers of water proofed  
oil clothing (also 39 Burling)  
Michael Kamp, clothing h. Bklyn
- 1894-1899 “
- 1900 Kamp& Baeker, manufacturers of water proofed oil clothing (also 39 Burling)  
Michael Kamp, clothing h. Bklyn  
John Baeker, clothing, h. Bklyn
- 1901-1903 “
- 1904 Kamp & Baeker, clothing



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1811	Marquand, Harris & Co		
1812		N & W Starr, com mer	
1813		N & W Starr, com mer Nathan Starr, com mer	
1814	Lawton & Smith (TA) Charles Lawton, mer, h42 Cherry	N & W Starr, com mer Nathan Starr, com mer Ephraim Starr, h. 294 Bway	
1815	Lawton & Smith, grocers Charles Lawton, merchant, h 40 Cherry John Smith, Grocer, h 50 Cherry		
1816	Lawton & Nexsen, grocers		
1817	Lawton & Nexsen, grocers John Nexsen, h 43 Cherry	Lott & Henderson (PN)	
1818	John Nexsen, h43 Cherry		
1819	John Nexsen, h43 Cherry		
1820	John Nexsen, h43 Cherry		
1821	John Nexsen, h43 Cherry		
1822	W.H.Bleecker (TA)		
1823	Jewett & Codwise (TA)		
1824	Wm. Cowing, merchant, h. 18 Franklin	John M. Catlin, mer, h 33 Chambers	
1825	Wm. Cowing, merchant, h. "	John M. Catlin, mer, h "	Wm. Onderdonk, Jr. City Weigher, h Grand
1826	Wm. Cowing, merchant, h. 18 Franklin	John M. Catlin, mer, h 33 Chambers	
1827	Dudley & Cowing		
1828	Dudley & Stuyvesant, merchants N.W. Stuyvesant, h 324 Bway		
1829	"		
1830	Dudley & Stuyvesant, mer Nicholas W. Stuyvesant Jr., h 705 Bway		
1831	Dudley & Stuyvesant, mer		
1832	John W. Walker, h 214 Bway		
1833	John W. Walker, h 214 Bway	W & F. Jacques, mer William Jacques, mer, h. 181 Grand	

1834	Sprague & Robinson & Co. Roswell Sprague, mer, h 20 Vestry	W & F. Jacques, mer William Jacques, mer, h.181 Grand Francis Jacques, mer
1835	Sprague & Robinson, merchant	W & F. Jacques, mer William Jacques, mer, h.181 Grand Francis Jacques, mer, h. 181 Grand
1836	Sprague & Robinson & Co. Roswell Sprague, mer, h 20 Vestry	W & F. Jacques, mer William Jacques, mer, h.181 Grand Francis Jacques, mer,
1837		
1838		
1839	William S., Beall, grocer	
1840	Clark & Co, com mer Thomas M. Clark, notary, h. 7 Dover	Aziriah D. Hall mer, h123 Hudson
1841	Thomas. M. Clark, notary h. 7 Dover	Aziriah D. Hall, mer h. 123 Hudson
1842	"	Aziriah D. Hall, mer h. 123 Hudson
1843	"	
1844	"	
1845	Clark & Co, shipping office	Morris Reynolds, clothier h Bklyn
1846	"	"
1847	"	"
1848	"	"
1850	Thomas M. Clark, Shipping Office, h. Williamsburgh	Morris Reynolds, clothier, h Bklyn
1851	Clark & Co, shipping office T.M. Clark J N. Clark	Morris Reynolds, clothing, h232 Clinton (also hardware 13 cortlandt)
1852	Clark & Co, shipping office Jonah A. Clark, grates Jonah N. Clark, Notary Public, h 232 Clinton	Morris Reynolds, clothing, h232 Clinton (also hardware 13 cortlandt)
1853-1854		"
1855		Morris Reynolds, clothing h Bklyn (also hardware 13 cortlandt)
1860	John E. Stow, fruit, h. W 26th	
1860-1864	"	

1865 John E. Stow, fruit, h. Bklyn

1866-1869 “

1870 John E. Stow, h. Bklyn

1871-1874 “

1875 John E. Stow, fruit (&39 Burling) h. Bklyn

1882

John Schroder (ALT)

1891-1893 Richard Cuddihy (LEASE)

1894 Isreal Salzman, liquors, h. Bklyn

1900 Anna Spigler, hotel/res +lodgers (census)

1905 Juda Golden, janitor +lodgers (census)

1910 Harry Juris, liquors/saloonkeeper/res + lodgers(census)

1915 Ike Ginsberg, cafe + lodgers (census - OR)

1921 Harry Fish, Louis Tunick, Sophie Fish, restaurant/lunchroom/residence (lease)

1925 J. Krynsky, restaurant (OR)

1935 John Russo, restaurant (OR)

ca. 1952-1956 Rope & Net Store



1811	Bowen&Robins, mer	
1812	Abijah Weston Jr.	
1813	Abijah Weston, mer	
1814	Abijah Weston,mer, h255Pearl	
1815	Abijah Weston, mer, h. Bway	Loomis & Learned, mer Lebbeus Loomis, mer, h 104 Liberty Horace Learned, mer
1816	Abijah Weston, merchant h. Bway	Loomis & Learned, mer Lebbeus Loomis, mer, h 109 Liberty Horace Learned, mer
1817	James Harris Jr., comm mer	Loomis & Learnard (PN) (dir 47 S -sic)
1818	Abijah Weston , mer h. 19 State (&TA)	Horace Learned merc h. 37 Dey
1819	Abijah Weston, merchant, h. 19 State	Samuel S. Newman, mer
1820	Abijah Weston, merchant, h. 19 State	Samuel S. Newman, mer
1821		
1822		Samuel S. Newman, mer, h. Bklyn
1823		Samuel S. Newman, mer, h. Bklyn
1824	George Dodd, mer, h 15 N. Moore	
1825	George Dodd (TA)	
1826	"	
1827	"	
1828	"	
1829	"	
1830	George Dodd, mer, h.31 Dominick Freeman Dodd (TA)	
1831	"	
1832	"	
1833	"	
1834	"	
1835	Freeman Dodd, mer, h12 N.Moore	

1836 Freeman Dodd, mer, h12 N.Moore  
 1837 Freeman Dodd, mer, h12 N.Moore  
 1838 Freeman Dodd, mer, h. 12 N.Moore

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1845	Thomas H. O'Brien, clerk, h24 Oliver	Clark & Deane, notary public Wm Y. Clarke, notary public David Deane, notary public, h. Bklyn	Henry A. Walton, grocer, h 24 Oliver
1846	"	"	Henry A. Walton, grocer, h. 24 Oliver (also at 226 Fulton & see 89 South)
1847	Thomas O'Brien (OR)	Clark & Dean, notaries public (OR)	
1848	Thomas O'Brien (OR)	Clark & Dean, notaries public (OR)	
1849	Thomas O'Brien (OR)	Clark & Dean, notaries public (OR)	
1850	Thomas H. O'Brien, grocer h.Bklyn	Clark & Deane, notaries public David Deane, notary public, h. Bklyn Wm Y. Dean (sic), notary public, h. 1 Amity	Rogers Dining Saloon (service-OR)
1851	T.H. O'Brien ,agent (Black Star)	Clarke & Deane, shippers W.Y. Clarke David Deane	
1852	Thomas O'Brien, 37 Burling & 153 S., liquors, h. Bklyn		
1853	Thomas H. O'Brien, packet office 153 S . & liquors 37 Burling h. Bklyn		
1854 - ?			Rogers Dining Saloon (OR)
1860 -1864			Charles Hicks & Carlyle T. Weekes (OR)
ca 1865 - 1817			Sweet & Son (OR)
1818 - ?			James Lake (OR)
1929-1945+	Joseph Ptacek, shipsmith (OR)		

**APPENDIX C**

**STUDY AREA TAX ASSESSMENTS 1807 - 1810**

South Street

1807 George Codwise	Wharf \$1700 & 3 vacant lots (also wharf & pier 17 no name \$1700)
1808 Geo Codwise Jr.	Wharf & Bulkhead \$3000 & 3 vacant lots
1809 Schermerhorn&Codwise	17 Wharf&Pier
1810 Geo Codwise	3 vacant lots \$4000

Burling Slip

1807 Geo Codwise	3 vacant lots
1808 Geo Codwise	3 vacant lots
1809 Geo Codwise	3 vacant lots \$3000
1810 Geo Codwise	3 vacant lots \$3000



**APPENDIX D**  
**TRANSCRIPTION OF CENSUS RECORDS**

39 Burling Slip - 1900 Census  
2nd Ward, ED 16, p. 7A-B

Name	Relation	Age	Marital Status	Birth Place	Year Immigrated	Occupation
Bader, Emma	Head	44	M	Germany	1891	Janitoress
Bader, Hanna	Daughter	13	S	England	1891	At School
Bader, Alvin	Son	8	S	New York	-	At School
Bader, Paul	Son	4	S	New York	-	-
Muller, Richard M	Help	33	S	Germany	1882	Bartender
Erouschek, Wencil	Lodger	46	S	Austria	1871	Baker Bread
Cermak, Anthony	Help	36	S	Austria	1893	Bartender
Wilc, Bemana	Help	32	S	Germany	1896	Lunch Man
Potts, Robert H.	Lodger	51	M	New York	-	Watchman Private
Brown, Charles	Lodger	57	S	Germany	1860	Seaman
Horgan, Daniel	Lodger	41	M	New York	-	Caterer
Seifert, Frederick	Lodger	54	S	Germany	1826	Steward
Connelly, Thomas A	Lodger	52	Wid	England	1857	Seaman
Leonard, L. Rodgers	Lodger	36	M	Connecticut	-	Seaman
Robins, Frederick G.	Lodger	36	S	England	1879	Seaman

Schermerhorn Row Data

AD 2, ED 3, p 3&4, 88 South, 1905

NAME	RELATION	COLOR SEX AGE	BIRTH PLACE	YEARS IN US	CIT/ ALIEN	OCCUP.	NOTES/ SOURCES
Meyer, Diedricht	head	wm31	Germany	14	c	saloonkpr	Eurp.c
" Mary	wife	wf29	Germany	7	c	housewrk	c
Miller, Diedricht	cousin	wm35	Germany	18	c	barkeep	W,c
Tayler, Samuel	boarder	wm60	US		c	barkeep	W,c
Cermack, Tony	boarder	wm40	Austria	12	c	lunchman	W,c
Greller, Annie	servant	wf19	Hungary	1	a	housework	W,c
Fagen, Chas.	boarder	wm56	US		c	stoves	W,c
Sweighart, Ear...?	boarder	wm38	Germany	3	a	longshore	W,c
Fuehe?, George	boarder	wm43	Germany	15	c	sailor	W,c
Kennedy, John	boarder	wm56	England	30	c		W,c
McNamara, Frank	boarder	wm35	US		c	engineer	W,c
Shea, Walter	boarder	wm40	US		c	sail mkr.	W,c
Powers, Edw.	boarder	wm30	Ireland	10	c	longshore	W,c
Christie, Chas.	boarder	wm65	Scot.	9	a	oiler	W,c
Booker, John	boarder	wm40	US		c	oiler	W,c
Hill, Fred	boarder	wm42	US		c	SS steward	
Switzler, John	boarder	wm45	US		c	sail capt.	
Strong, Chas.	boarder	wm35	Sweden	15	c	engineer	W,c
Brady, John J.	boarder	wm40	US		c	operator	W,c
Brady, John J.J.	boarder	wm19	US		c	operator	W,c
Bull, Wm.	boarder	wm45	Sweden	20	c	SS oiler	W,c
Mullen, Pat	boarder	wm35	Ireland	20	c	seaman	W,c

Schermerhorn Row Data

AD 2, ED 3, p 3&4, 88 South, 1905, cont.

NAME	RELATION	COLOR SEX AGE	BIRTH PLACE	YEARS IN US	CIT/ ALIEN	OCCUP.	NOTES/ SOURCES
Hass, George	boarder	wm30	Germany	15	c	seaman	W,c
Udenberg?,Herbert	boarder	wm28	West Indies	8	c	seaman	W,c
Horn, Michael	boarder	wm45	Ireland	20	c	seaman	W,c
McIntre, Philip	boarder	wm38	Ireland	18	c	oiler	W,c
Atkins, Chester	boarder	wm32	US		c	seaman	W,c
Keith, Arthie	boarder	wm48	Scot.	28	c	seaman	W,c



88 South Street - 1910 Census  
2nd Ward, ED 11, p. 5B

Name	Relation	Age	Marital Status	Birth Place	Year Immigrated	Occupation	Other Data
McAlleer, James J.	Head	37	M	New York	-	Saloonkeeper/Hotel	Rentor/Employer
McAlleer, Mary	Wife	26	M	New York	-	-	
Cassley, William	Brother	24	S	New York	-	Teamster/Truck	
Cassley, Thomas	Brother	19	S	New York	-	Helper/Express	
Fuhrer, Geo M.?	Lodger	45	S	Germany	1890	Seaman/Ships	
Schweickhost, Ernst	Lodger	43	S	Germany	1883	Bookkeeper/Saloon	

Schermerhorn Row Data

AD 2, ED 2, p 19, 88 South, 1915

NAME	RELATION	COLOR SEX AGE	BIRTH PLACE	YEARS IN US	CIT/ ALIEN	OCCUP.	NOTES/ SOURCES
McAllen, James	head	wm40	US		c	cafe	OH,c
" Mary	wife	wf32	US		c	housework	c
Cassey, Thomas	lodger	wm24	US		c	bookkeeper	
Hammond, Wm.	lodger	wm67	US		c	unempl.	c

88 South Street - 1920 Census  
2nd Ward, ED 57, p. 2A

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McAleer, James	Head	46	M	New York	-	Manager/Liquor Store (Rentor/Worker)
McAleer, Mary	Wife	36	M	New York	-	Housework
Smith, Carl	Lodger	67	S	Denmark	1892	Cook/Resturant
Schultz, Charles	Lodger	49	S	Germany	1890	Laborer/Ship
Jacobson, Bernard	Lodger	59	S	Sweden	1874	Seaman/Ship
Danillson, John	Lodger	67	Wid	Finland	1910	Sailor/Ship
Gregory, George	Lodger	55	Wid	England	1910	Sailor/Ship
Keyes, George	Lodger	57	S	Ireland	1909	Steward/Ship
Anderson, Thomas	Lodger	48	M	Ireland	1911	Sailor/Ships
Toner, Thomas	Lodger	71	S	Norway	1868	Sailor/Ships
Warran, John	Lodger	59	M	New York	-	Laborer/Docks
Schmidt, Charles	Lodger	48	M	Germany	1890	Seaman/Ships
Roffer, William	Lodger	70	Wid	Jersey City	-	Laborer/Store
Coyle, Edward	Lodger	38	S	Ireland	1905	Laborer/Ship
Bauers, William	Lodger	76	S	Germany	1890	Carpenter/Ship

Schermerhorn Row Data

88 South (39 Burling Slip), 1925

NAME	RELATION	COLOR SEX AGE	BIRTH PLACE	YEARS IN US	CIT/ ALIEN	OCCUP.	NOTES/ SOURCES
Walsh, John	head	wm40	Ireland	14	c	seaman	W,c
John (their mistake)	wife	wf38	US		c	housewife	c
Smith, Herbert	boarder	wm25	US		c	fireman	W,c
McCarthy, Ned	boarder	wm42	England	11	c	cook	W,c
Brown, John	boarder	wm76	Ireland	50	c	porter	W,c
Price, Chas.	boarder	wm44	England	13	a	soda dispenser	W,c
Weber, Conrad	boarder	wm52	US		c	watchman	W,c
Tricker, James	boarder	wm42	England	10	c	seaman	W,c
Sands, William	boarder	wm24	US		c	seaman	W,c
Thompson, Robt.	boarder	wm47	Scotland	30	c	engineer	W,c
Bright, Brad	boarder	wm40	US		c	ice dealer	
Bright, Wm.	boarder	wm38	US		c	ice dealer	W,c
Mauro, John	boarder	wm36	US		c	seaman	W,c
Harang?, Clarence	boarder	wm34	US		c	truck driver	
Finely, Luke	boarder	wm60	US		c	seaman	W,c
Smith, Thomas	boarder	wm63	Ireland			engineer	W,c
Anderson, Wm.	boarder	wm61	US		c	seaman	W,c
Fleming, John	boarder	wm62	US		c	watchman	W,c



89 South Street - 1880 Census  
2nd Ward, AD 1, ED 10, p 7

NAME	RELATION	COLOR/ SEX/AGE	BIRTH PLACE	OCCUP.	MARITAL STATUS
Miller[sic], Peter G	head	wm36	US	hotel kpr.	single
Connolly, Andrew	lodger	wm40	NY,US	machinist	widowed
Crocker, Spleir?	lodger	wm28	NY, US	painter	married
Iron, John	lodger	wm40	MA, US	ship capt.	widowed
Furman, John	lodger	wm50	NY, US	sailor	single
Doscher, Christopher	lodger	wm24	Germany	bartender	single
Munich, George	lodger	wm40	Germany	painter	single
Logan, Daniel	lodger	wm30	US	machinist	single
Pope, August	lodger	wm40	Germany	sailor	single
Anderson, John	lodger	wm40	MA,US	seaman	single
Muldoon, William	lodger	wm50	Ireland	cigar mkr.	single

90 South St. - 1900 Census  
2nd Ward, ED 16, p.7B

Name	Relation	Age	Marital Status	Birth Place	Year Immigrated	Occupation
Spigler, Anna	Head	27	M	Romania	1882	Janitoress (Hotel)
Spigler, Freda	Daughter	9	S	Illinois	-	At School
Spigler, Emalia	Daughter	3	S	New York	-	-
Lechner, Reppi	Mother?	62	Wid	Romania	1885	-
Kealy, Edward A.	Lodger	57	Wid	New Jersey	-	Cooper
Franasen, Jens	Lodger	34	M	Denmark	1890	Seaman
Casey, Michael	Lodger	24	S	Ireland	1884	Laborer (Bldg)
Cruse, Patrick	Lodger	26	S	Ireland	1890	Laborer (Bldg)
Powers, Edward	Lodger	35	S	New York	-	Longshoreman
Graham, Simon	Lodger	58	S	England	1861	Engine Man?
Griffen, Cornelius	Lodger	32	S	Ireland	1885	Longshoreman
Lynch, Patrick J.	Help	52	S	Massachusetts	-	Cook

Schermerhorn Row Data

A.D 2, Ed. 3, p. 2, 90 South, 1905

NAME	RELATION	COLOR SEX AGE	BIRTH PLACE	YEARS IN US	CIT/ ALIEN	OCCUP.	NOTES/ SOURCES
Golden, Juda	head	wm60	Austria	7	a	janitor	W,c
" Dora	wife	wf55	Austria	7	a	house wrk.	
" Sarah	daughter	wf14	Austria	7	a	house wrk.	
Harden, George	head	bm31	US		c	lngshrmn.	
" Mary	wife	bf28	US		c	house wrk.	
Johnson, Sidney	boarder	bm21	US		c	lngshrmn.	
?, Raliff?	boarder	wm28	Sweden	6	c	lngshrmn.	W,c
Realy, John	boarder	wm60	US		c	lngshrmn.	W,c
Daly, John	boarder	wm40	US		c	lngshrmn.	W,c
Titus, Wm.	boarder	bm50	US		c	lngshrmn.	W,c
Borden, David	boarder	bm30	US		c	lngshrmn.	W,c
Chapman, Wm.	boarder	bm35	US		c	lngshrmn.	W,c
Sidnay, Wm.	boarder	bm32	US		c	lngshrmn.	W,c
Manning, Thms. D.	boarder	bm28	US		c	lngshrmn.	W,c
Davis, Geo.	boarder	bm40	US		c	lngshrmn.	W,c
Arthur, James	boarder	bm24	US		c	lngshrmn.	W,c
Smith, Sam.	boarder	bm19	US		c	lngshrmn.	W,c

90 South Street - 1910 Census  
2nd Ward, ED 11, p.2B

Name	Relation	Age	Marital Status	Birth Place	Year Immigrated	Occupation	Other Data
Juris, Harry	Head	35	M	Russia	1894	Saloonkeeper	Rentor/Employer
Juris, Dora	Wife	25	M	Russia	1891	-	
Juris, Max	Son	5	S	New York	-		-
Juris, Sidney	Son	3	S	New York	-	-	
Juris, Herman	Son	3/4	S	New York	-	-	
Lifshitz, Samuel	Bartender	22	S	Russia	1907	Bartender/Saloon	
Lukashomitz, Michael	Employee	23	S	Russia	1907	Porter/Saloon	
Montail, Patrick	Employee	28	S	Russia	1906	Porter/Saloon	
Flourney, John	Lodger	28	S	Virginia	-	Longshorman/Docks	Black
Westan, Isaac	Lodger	30	S	S. Carolina	-	Sailor/Ship	Black
Brown, John	Lodger	27	S	Virginia	-	Cook/Ship	Black
Jones, George	Lodger	23	S	Arkansas	-	Cook/Ship	Black



Schermerhorn Row Data

A.D. 2, Ed. 3, p. 5, 90 South, 1915

NAME	RELATION	COLOR SEX AGE	BIRTH PLACE	YEARS IN US	CIT/ ALIEN	OCCUP.	NOTES/ SOURCES
Ginsberg, Ike	head	wm60	Russia	18	c	cafe	c
" Fannie	wife	wf58	Russia	18	c	house wrk.	
" Paul	son	wm30	Russia	15	a	tailor	W,c
" Samuel	son	wm25	Russia	15	a	bartend.	W,c
" Harry	son	wm21	Russia	15	a	bartend.	W,c

**APPENDIX E**  
**LOCATION PLANS AND LOGS OF SOUTH STREET BORINGS**

MARGINAL

fence

JOHN ST

SOUTH

curb

gas station

property line -

curb

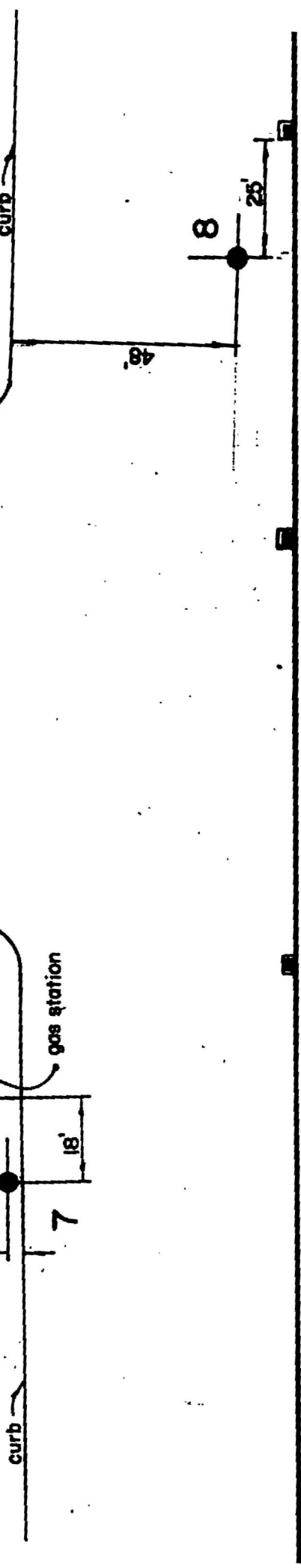
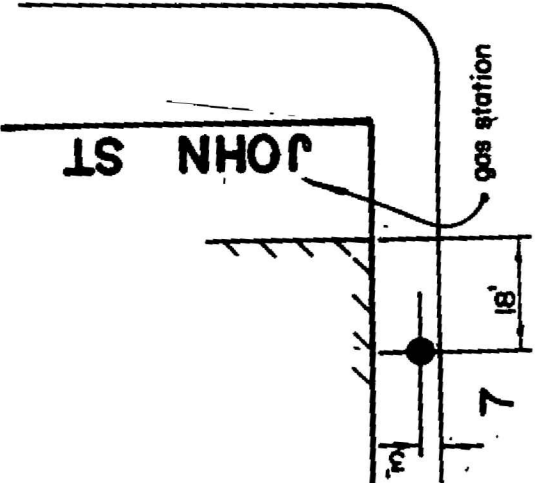
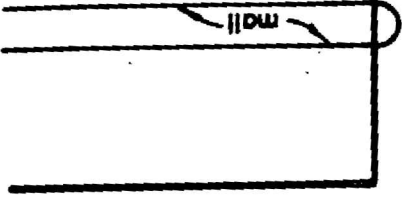
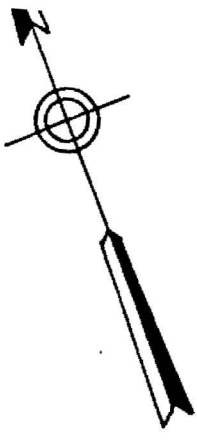
46'

8

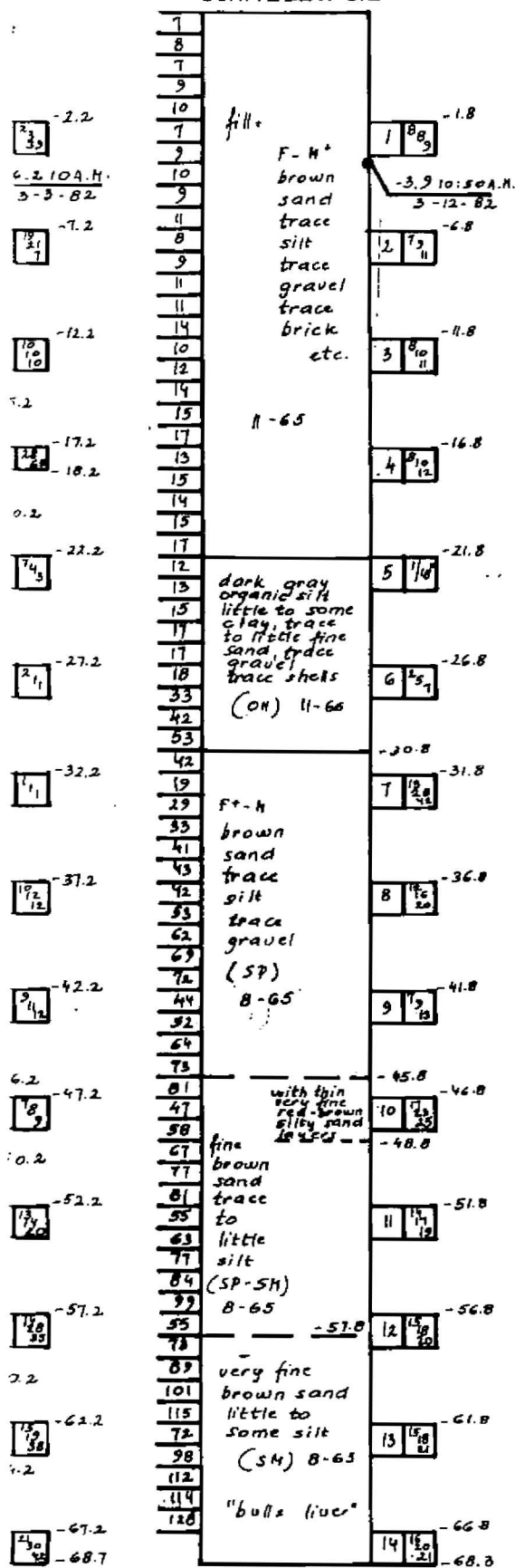
25'

7

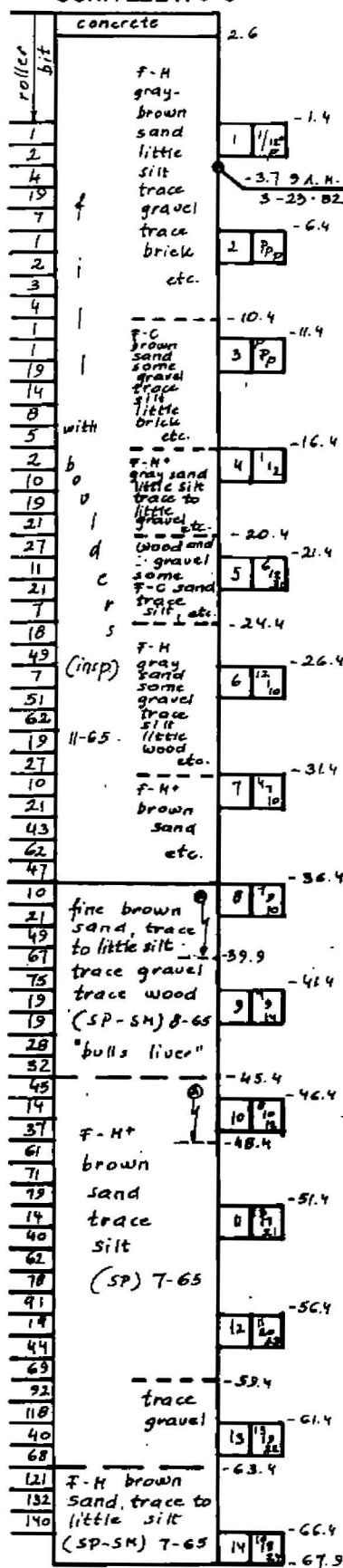
18'



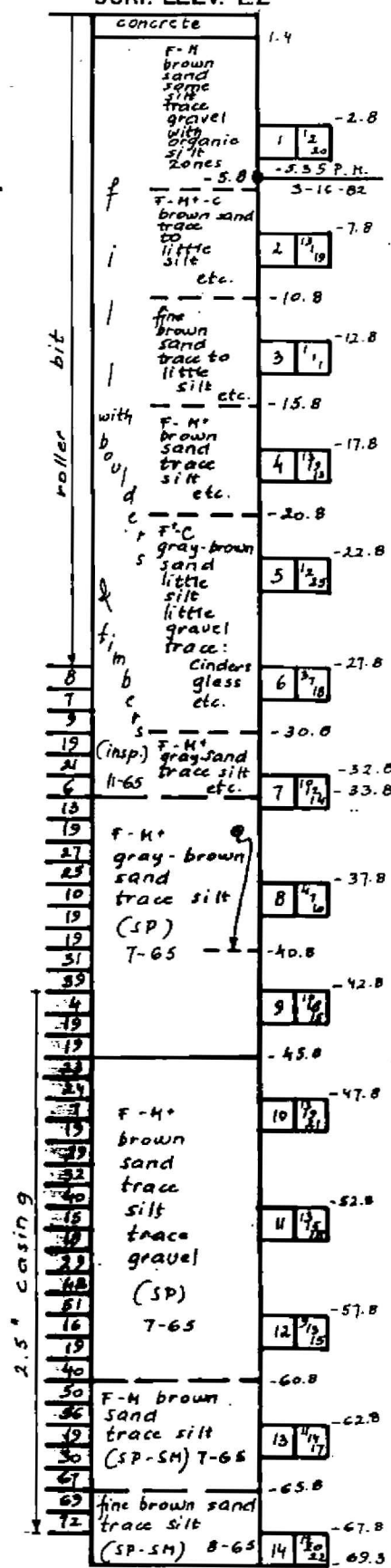
## SURF. ELEV. 3.2



## SURF. ELEV. 3.6

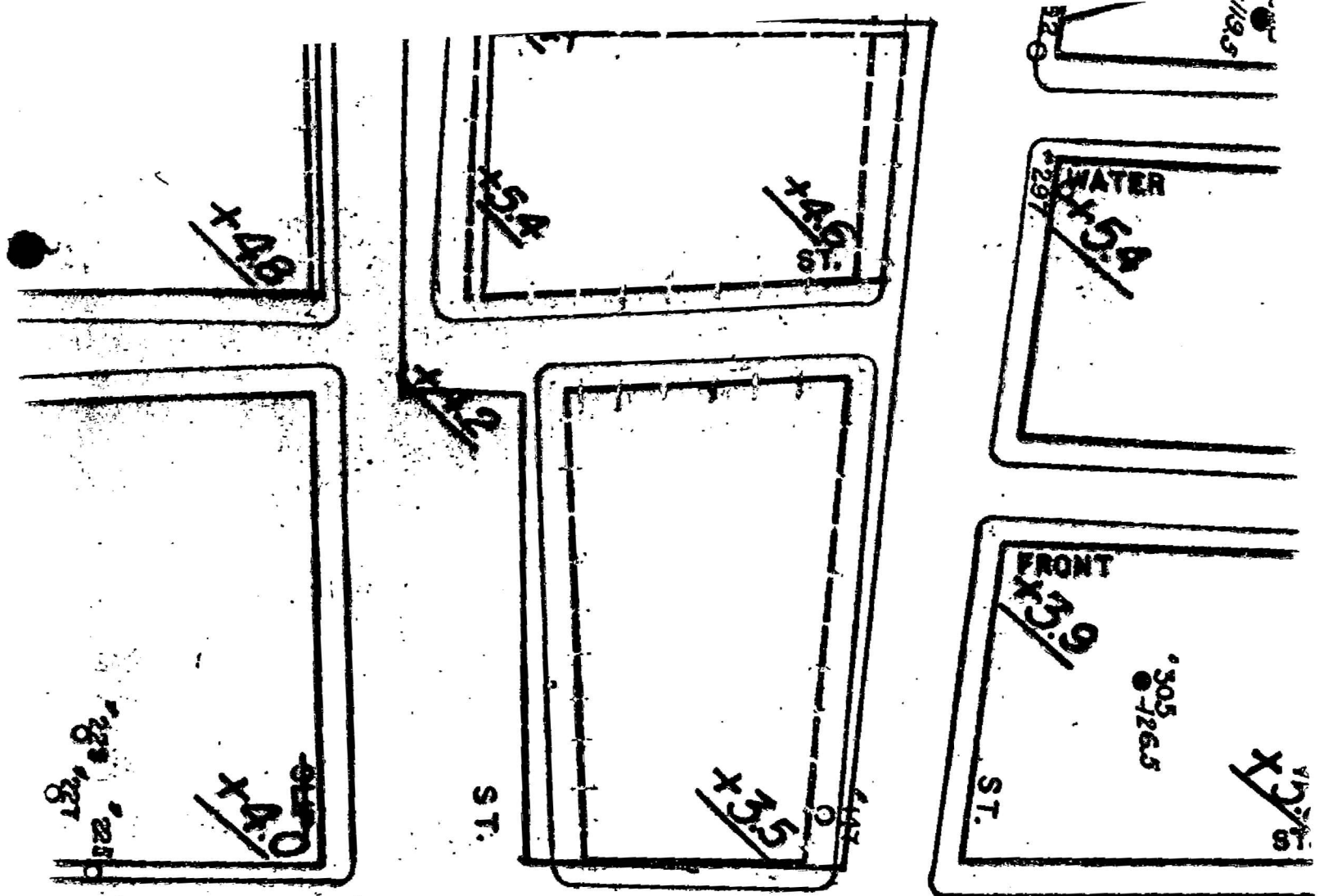


## SURF. ELEV. 2.2

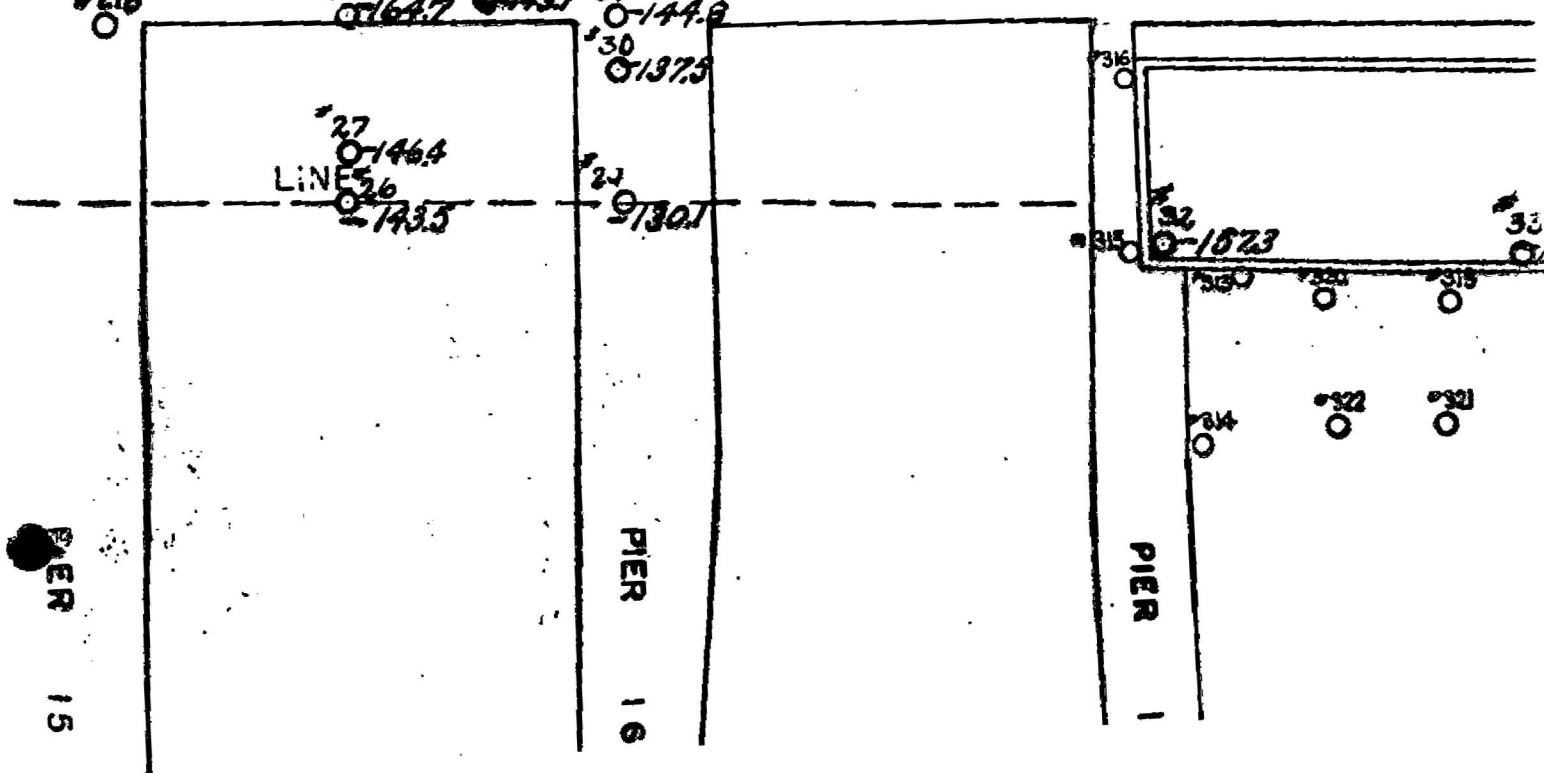


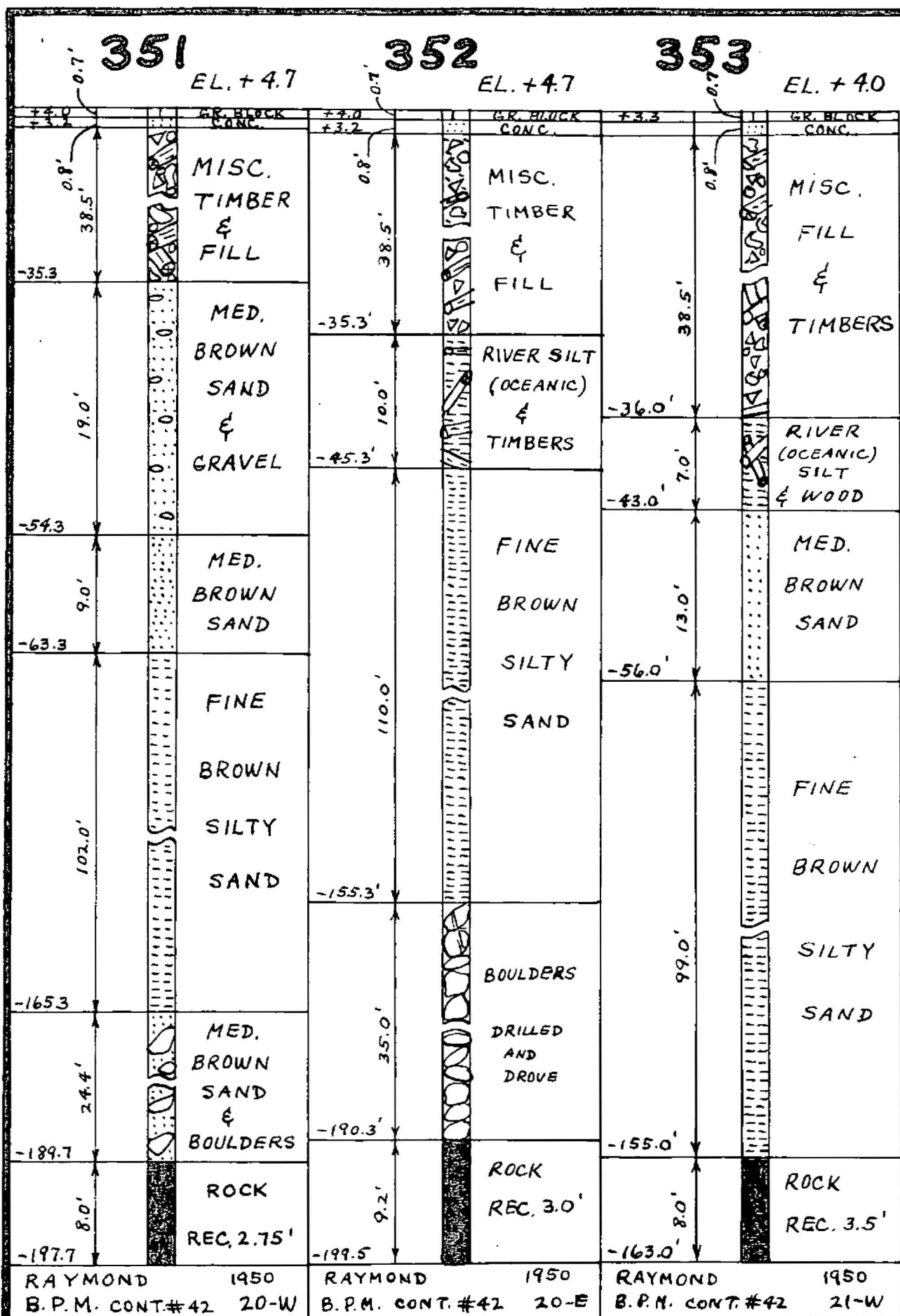
2.5" casing

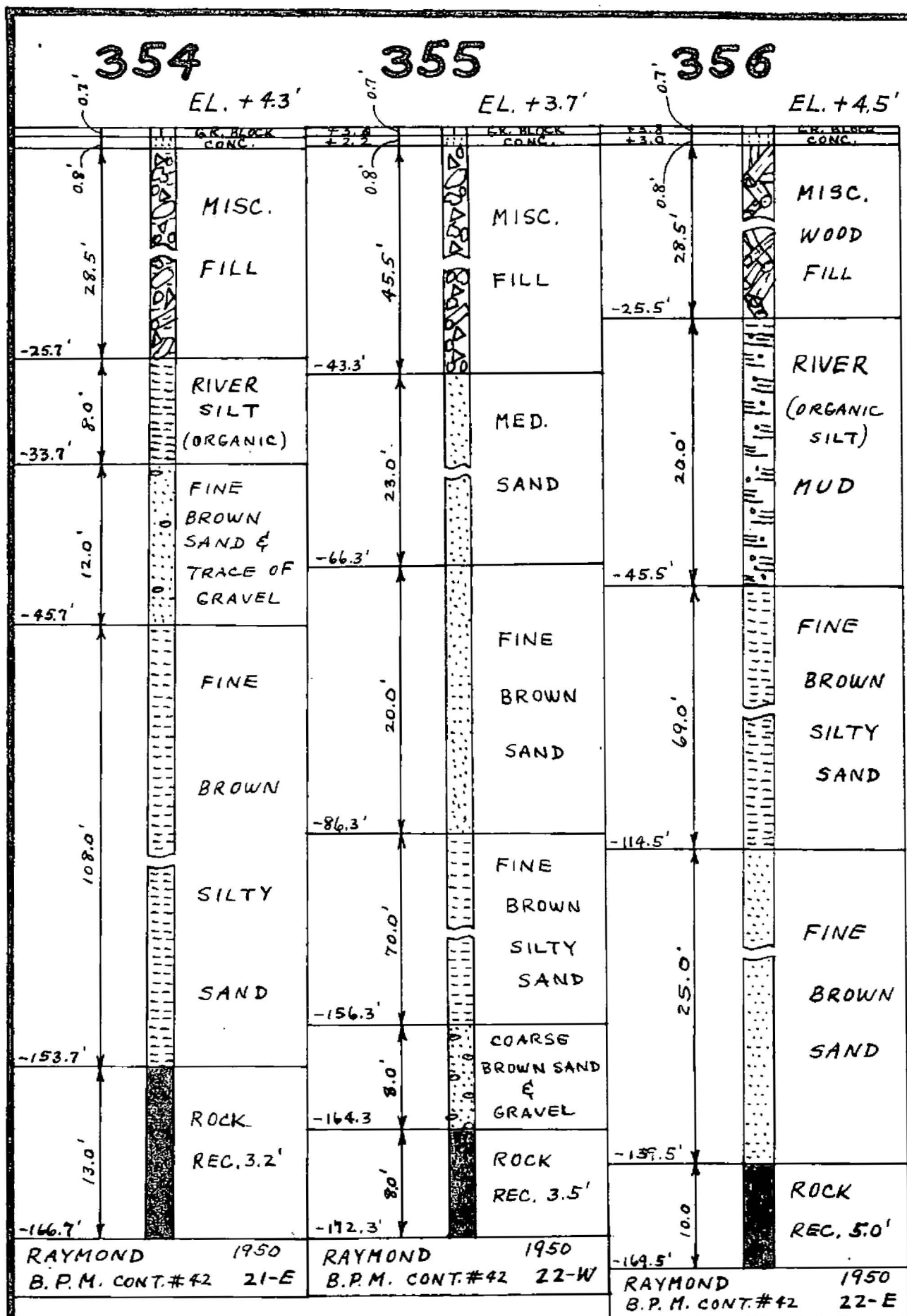




- |               |                 |                 |                 |                 |                 |                 |                 |
|---------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| 45<br>-193.0' | #347<br>-186.4' | #349<br>-193.3' | #351<br>-185.7' | #353<br>-185.0' | #355<br>-164.3' | #357<br>-165.7' | #359<br>-170.6' |
| 46<br>179.2'  | #348<br>-201.6' | #350<br>-205.9' | #352<br>-190.2' | #354<br>-153.7' | #356<br>-159.5' | #358<br>-171.2' | #360<br>-175.0' |







**APPENDIX F**

**1983 FIELD RECORDS  
SCHERMERHORN ROW BLOCK UNITS 47 AND 48**

Records from Files of New York State Office of Parks, Recreation and Historic  
Preservation, Bureau of Historic Sites



PROGRESS REPORT  
ARCHAEOLOGICAL TESTING, SCHERMERHORN ROW  
NOVEMBER, DECEMBER, 1982, JANUARY 1983

Since the last progress report, four days have been spent working on-site at Schermerhorn Row on Category II work. On November 10th we began tests 41, 42, and 43 in the courtyard area behind No. 189. This section had all the building walls removed, and also the upper land fill under the walls. We have previously tested in this area in higher strata. The surface had been levelled and covered with sand. These two tests were excavated about 2 feet in depth. Test 41 was stopped by large wooden planking; and test 42 by interlocking stones. This appears to be a wooden deck planking and a levelled solid stone pier surface predating the Schermerhorn Row block landfilling of about 1810.

Near the end of the day, the foundation engineers ordered that a backhoe trench be dug in the one remaining undisturbed section of the courtyard (Trench 44). We were unable to effectively screen the volume of soil in the remaining hour of the day, however, we did record the overall stratigraphy and screen a sample of it. Upon our arrival on the 10th we noted that once again our field lab had been entered and left open.

On November 17th we were called in to record three trenches in the courtyard area. However, none of them had been excavated when we arrived, nor were they started during the day. Our time was spent digging tests 45 and 46 at the back of Nos. 10 and 12 Fulton in the edge of the courtyard.

On December 1st we finished the trenching and recording in the courtyard. It rained heavily in the afternoon. At the end of December we were told by Mr. Robert Gitlan to stop all on-site work.

On January 4, 1983, we were called back to make a recording of the large cooling unit excavation which had been dug into the area where the gas station had stood. This excavation which had been dug before we were called in had removed two old walls down to the spread footers. An adjacent trench was dug with a front loader so we could see the stratigraphy. At this time we packed several large items for delivery to the New York State Parks Archaeology Laboratory at Waterford, and removed all the remaining material from our field lab as instructed by UDC.

# HISTORIC SITES RESEARCH ARCHAEOLOGICAL FIELD LOG

PROJECT: SCHERMERHORN ROW 19823

DATE: January 4  
1983

WEATHER CONDITIONS cold - 20's sunny

## PERSONAL PRESENT:

E. Lammie, S. Karlos, P. Premeaux, C. Bello

## VISITORS:

## TASKS ACCOMPLISHED:

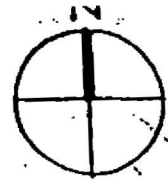
TASK 1 Record location of poured cement cooling unit  
in area of gas station which was dug without any  
archaeological marking. This has removed at least one red  
wall opening parallel to South Street for which the footer  
is still in situ.

TASK 2 Move remaining material + supplies out of "field  
office" and take it back to Kington.

TASK 3 Pack large Hyatts to be shipped by Hornell to Albany  
and leave screens in case we are called back. This  
was arranged in the morning with John

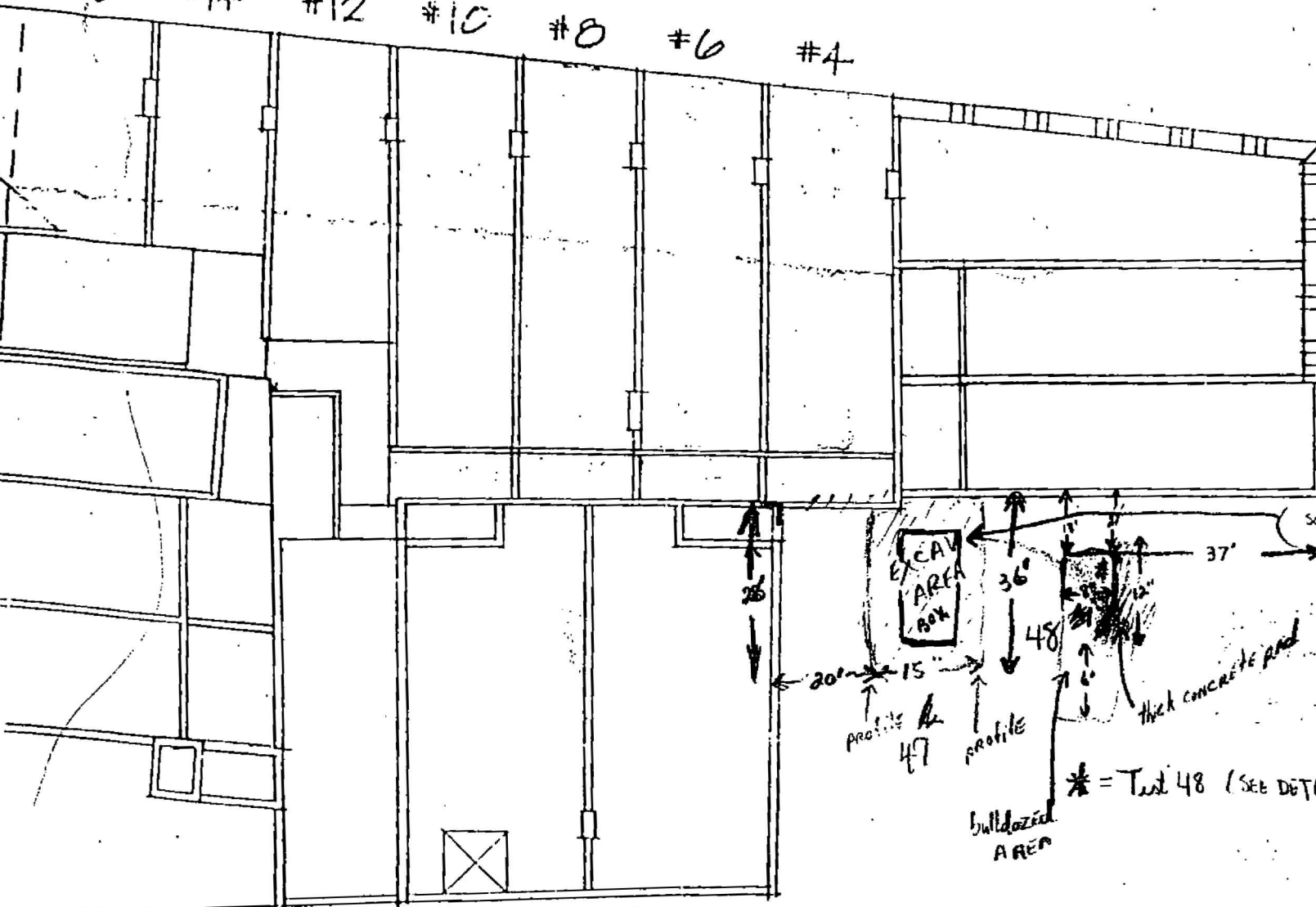
PM - backhoe dug another trench in gas station area  
so we could see the strata.

4 JAN 83  
CB, PPR



#16 #14 #12 #10 #8 #6 #4

#93  
#92  
#91



#159 #165 #167 #171

NOTE: Concrete box in EXCAV AREA

# SCHERMERHORN ROW BLOCK STABILIZATION & RESTORATION

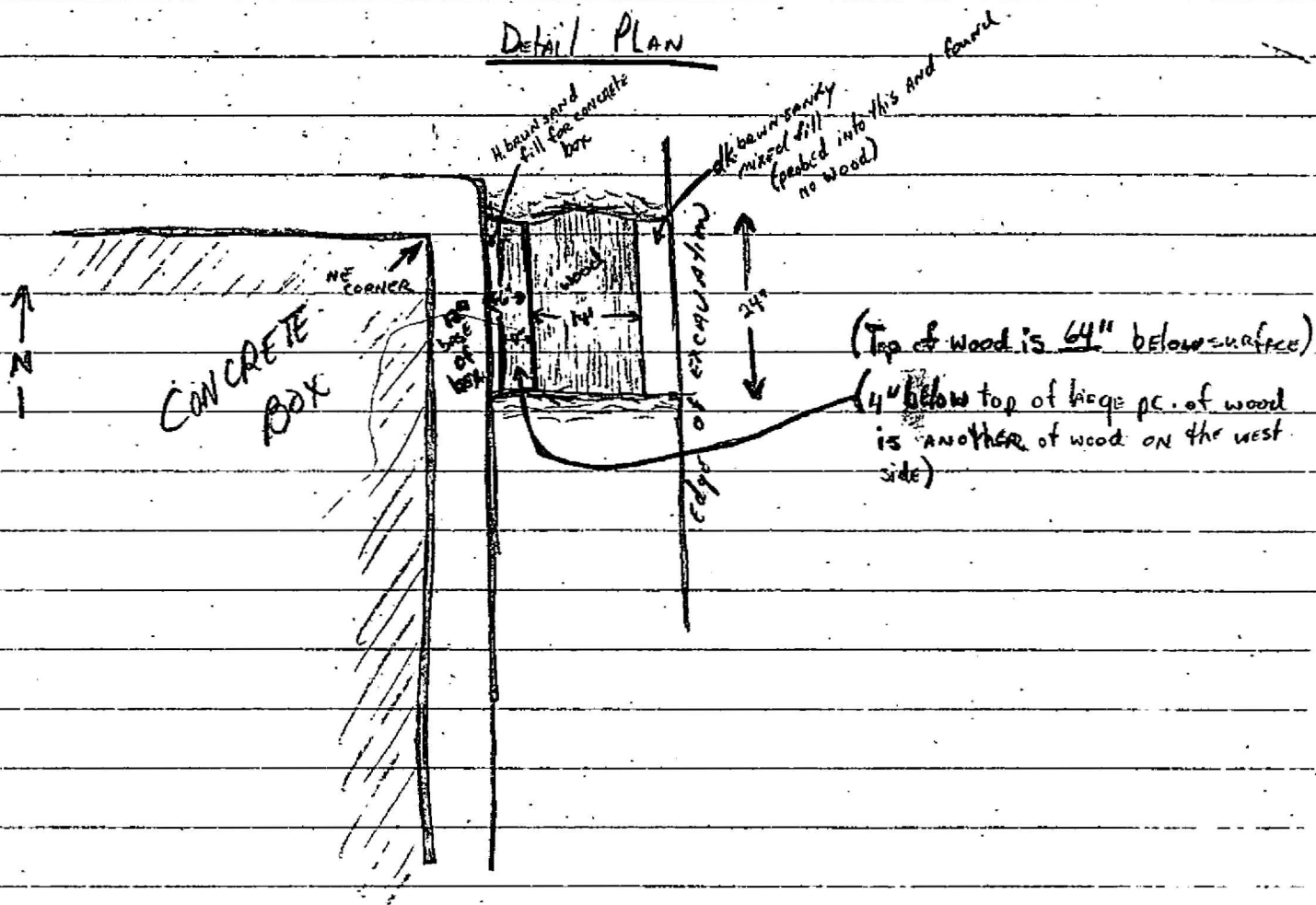
Jan Hird Pokorny - Archts. & Planners

Dec. 29, 1978

# TEST 47

4 JAN 83  
CB PPA  
OPEN LOT

Note: At bottom of excavation for the concrete box we put a small 2x2 by the NE corner of the box. Wood was hit at 64" below surface.





PROFILE (Facing East)

(1 in. = 2 ft.)  
SCALE

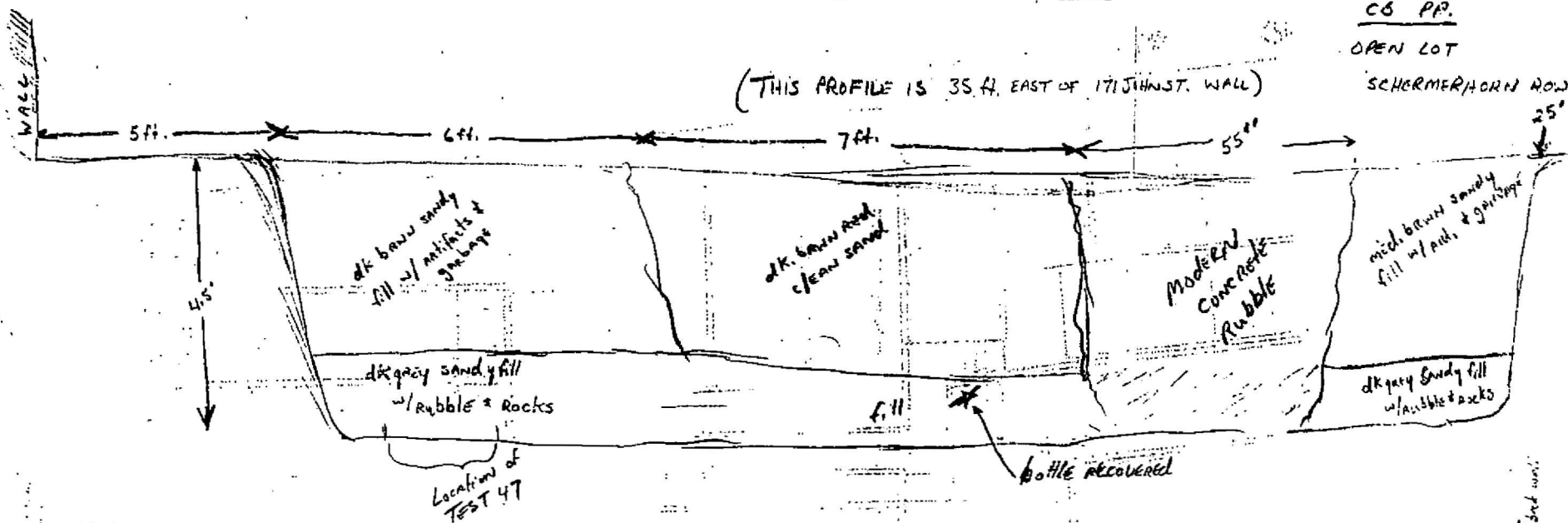
4 JAN 88

CB PP.

OPEN LOT

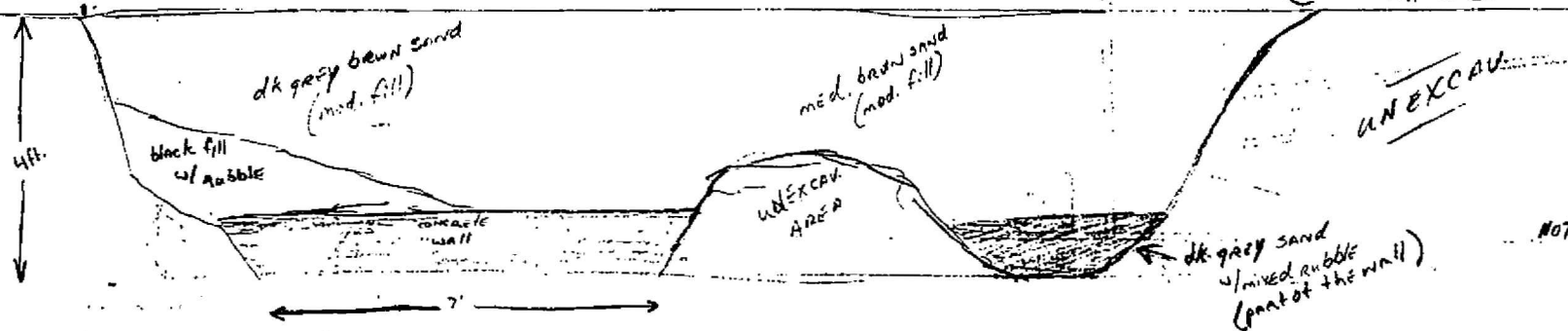
SCHERMERHORN ROW

(THIS PROFILE IS 35 ft. EAST OF 171 JHN ST. WALL)



PROFILE (Facing West)

(THIS PROFILE IS 20' EAST 171 JOHN ST. WALL)



NOTE: TOP OF CONCRETE CGV IS 3.6 ft. ELEV, which is APPROX. 6" ABOVE SURFACE ON THE PROFILES (Info from D. Robinson)

# TEST 48 (OPEN LOT)

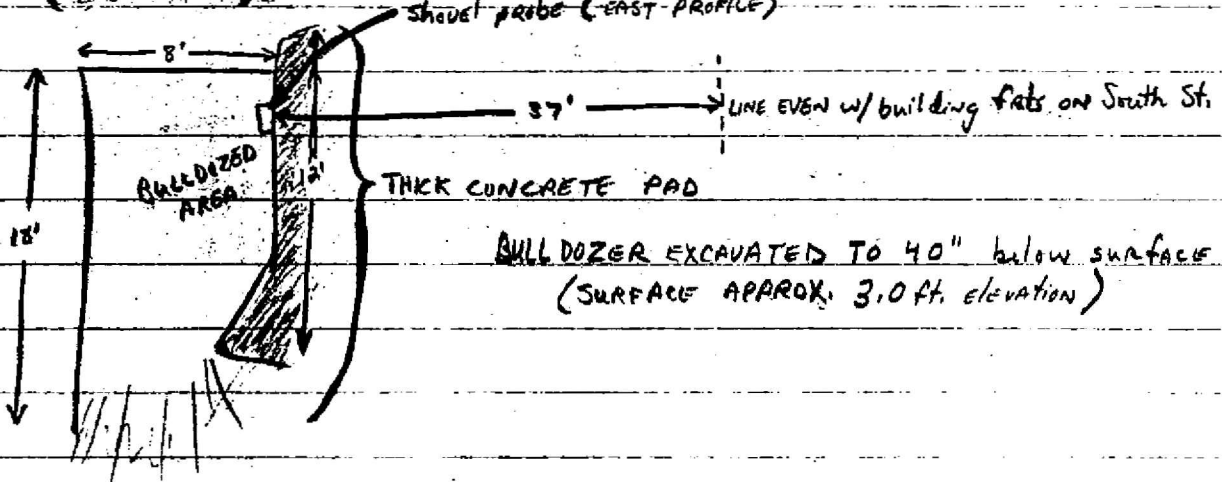
- in bulldozer trench

4 JAN 82

SCHERMERHORN

CB, PA

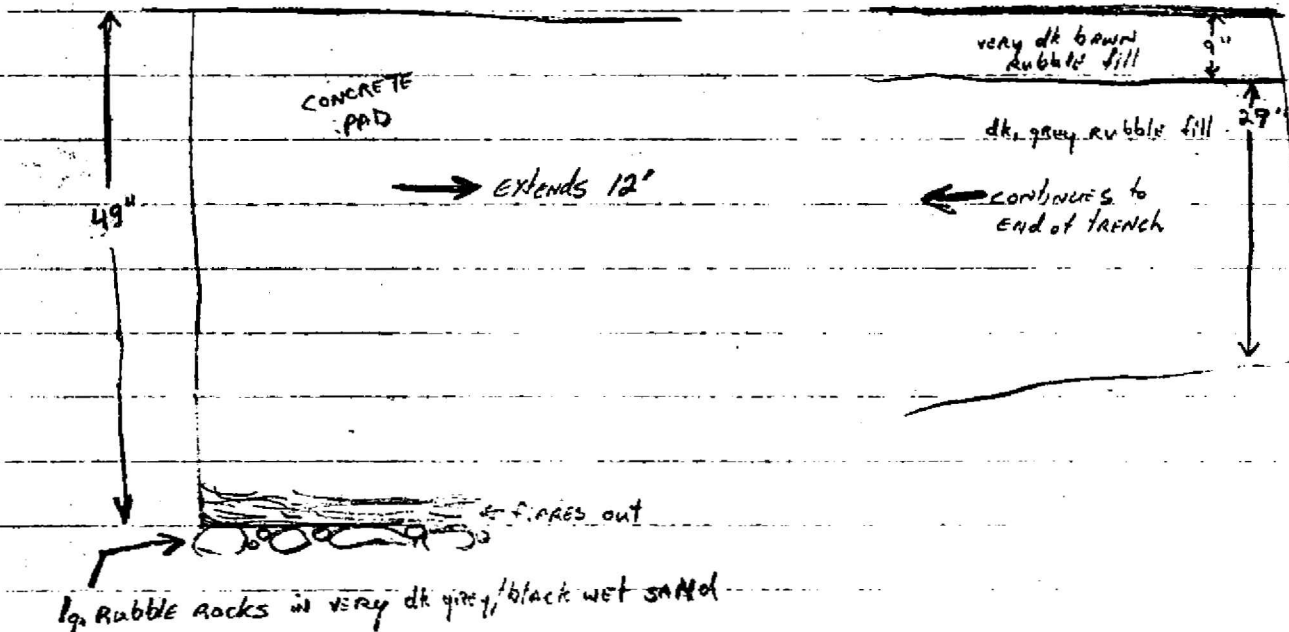
DETAIL  
(PLAN)



BULLDOZER EXCAVATED TO 40" below surface  
(SURFACE APPROX. 3.0 ft. elevation)

(EAST PROFILE)

(WEST PROFILE)



FIELD SPECIMEN INVENTORY RECORD  
CHAEOLGY - MARITIME MUSEUM  
SCHERMERNORN ROW BLOCK

TEST ADDRESS GAS STATION  
TEST NO. (48)

NO. A.M.M. 1982

LOTS: 232

SAMPLE DEPTH

LOT	CODE	DESCRIPTION	QUANTITY
232	01	CERAMIC, SW, BOWL, BRISTOL SLIP	1
232	3A	GLASS, BOTTLE, CLEAR, BASE	1
232	3A	GLASS, BOTTLE, DK GR	2
232	3A	GLASS, BOTTLE, LT BL, BROKEN AT NECK *2	1
232	3A	GLASS, BOTTLE, LT BL, INTACT *1	1
232	3A	GLASS, BOTTLE, LT BL, INTACT *3	1
232	3C	GLASS, WINDOW, THICK	1 8

#1 LOT 232 - SOUTH BROOKLYN BOTTLING CO.

#2 LOT 232 - A. KOCH, 455 1ST AVE, NY

#3 LOT 232 - UNITED BOTTLING CO., D.F. O'NEILL, 185 FRANKLIN ST., NY