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

April 1999
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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 though 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; Beckman 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 NYSOPRJ 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 “Bowen's Wharf,” extending eastward from the filled-in area. The Bowne/Byvanck pier and landfilling east of Front Street are also shown on a 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 wharfage 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 breath 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 enable 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 Beckman 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**

<table>
<thead>
<tr>
<th>Year</th>
<th>No.</th>
<th>Listing</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>1817</td>
<td>8</td>
<td>D. Codwise Agent. Barden (sic) &amp; Chase Occupants</td>
<td>89 South Street A Privy</td>
</tr>
<tr>
<td>1817</td>
<td>10</td>
<td>D. Codwise Agent. Lott &amp; Henderson Occupants</td>
<td>90 South Street &quot;</td>
</tr>
<tr>
<td>1817</td>
<td>14</td>
<td>D. Codwise Agent. Loomis &amp; Learnard (sic) Occupants</td>
<td>37 Burling Slip &quot;</td>
</tr>
<tr>
<td>1822</td>
<td>1</td>
<td>Waterbury &amp; Coles Occupant</td>
<td>89 South Street &quot;</td>
</tr>
<tr>
<td>1822</td>
<td>9</td>
<td>H. Hobert (sic) Occupant</td>
<td>39 Burling Slip &quot;</td>
</tr>
</tbody>
</table>

---

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.

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

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

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 operated 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 Bulpke, 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. Geru. 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 Geru 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, “café” 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 waterproof 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. Carnbreling, a merchant, occupied the building from 1811 through 1813, for the first two years in partnership with Albert Chrystie as the firm of Carnbreling & 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 Carnbreling into partnership after the latter arrived in New York from North Carolina and the firm reportedly was able to generate business through Carnbreling’s North Carolina contacts. The partnership was apparently dissolved when Albert Chrystie went into partnership with his brother, accounting for Carnbreling being listed alone in 1813. Carnbreling subsequently went into partnership with Isaac Pearson and left the 89 South Street building. In the 1820’s and 1830’s Carnbreling 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 though 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).
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, Governor 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 1981-1883 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 Schenmerhorn 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
silt. 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 Schennerhom 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, 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 Bowre/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 Schennerhom 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 Corwise 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 compete 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 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.
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
cement 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:
TABLE 3 - 1983 EXCAVATIONS: LOT 232 BOTTLES

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>1880 Directory</td>
<td>Andrew Koch, beer, 455 1st Ave.</td>
<td>not listed</td>
<td>-</td>
</tr>
<tr>
<td>1890 Directory</td>
<td>Andrew Koch, brewer 455 1st Ave.</td>
<td>Paul F. O’Neill, bottler 185 Franklin St.</td>
<td>South Brooklyn Bottling Co. 1864 4th Ave. (Bklyn)</td>
</tr>
<tr>
<td>1895 Directory</td>
<td>Andrew Koch, brewer Andrew Koch &amp; Son, brewer 455 1st Ave.</td>
<td>Paul F. O’Neill, bottler 508 Greenwich</td>
<td>-</td>
</tr>
<tr>
<td>1900</td>
<td>Andrew Koch’s Son, brewer 455 1st Avenue</td>
<td>-</td>
<td>not listed</td>
</tr>
<tr>
<td>1905</td>
<td>-</td>
<td>Paul F. O’Neill 508 Greenwich United Bottling Co.</td>
<td>-</td>
</tr>
</tbody>
</table>

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 area 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 wharves, 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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Figure 1
Lower Manhattan Showing Study Area Location
Figure 2
1767 Ratzer Map
Scale of Original: 1 1/2" = 800'
Figure 4
1776 Holland Map
Copy from Rockman et al. (1982:23)
(Circle indicates location of Telco block)
Figure 5
1782 Hills Map
Figure 7
1798 Valentine-Seaman Map
Figure 8
1803 Goerck-Mangin Plan
Figure 9
1799 Mangin Map
Scale 1" = 40'
Copy of Tracing From Files of the
South Street Seaport Museum Library
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 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’
Figure 14
Map from 1812 Codwise Grant
Grants of Land Under Water Liber F:96
Figure 15
1852 Perris Map (Vol. 1: 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
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
Figure 23
1923 Sanborn Map (Vol. I South: 8)
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. 1: 4)

Note: South Street at Bottom; Burling Slip at Left
Figure 28
1967 Bromley Map (Vol. 1: 4)
Note: South Street at Bottom; Burling Slip at Left
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
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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 36
1939 Photograph of 88 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
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
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)
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)
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 on the third ward of the city of New York to George Codrington 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 part first, and George Codrington of the township of Ossineek in Queens County and state of New York Gentleman and Mary his wife of the second part, Whereas John Biggarnd lately of the said city, died intestate, 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: northwesterly by water street, southerly by Front Street, easterly by land belonging to George Brown and westerly by land belonging to John Ash and Whereas upon a partition of the estate of the said John Biggarnd among his heirs in an action of assize and holding from and under the said parties of the first part a grant or grants of the soil under water on the east river in front of and adjoining to the lot of land above described was by due 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 Biggarnd above mentioned.

And Whereas George Codrington Junior 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 night of the said confer a grant of the water lot or such water lot as the east river in front of the lot of land abovex and of the breadth thereof from Front street east 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 the indenture is forthwith that the said parties of the first part for and in consideration of the said covenants conditions payments articles and agreements herein before mentioned on the part and behalf of the said parties of the second part to be paid performed 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 do for themselves and their successors, grant, bargain, alien, release, sell and convey the said parties of the second part their heirs and assigns all and every certain water lot or piece of land under water on the east river in the third ward of the said city aforesaid.
above particularly described, and bounded northerly on one by Front Street, 
outherly by the rear street of twenty feet in breadth leading land, and other south 
street, easterly by a certain lot granted to be granted to George Brown, and northerly 
by Burlington slip containing southerly in breadth along the rear street in Old 
South Street thirty seven feet, northerly in breadth along the rear South Street 
thirty seven feet, westerly along Burlington slip abovand an length from front 
next to the said rear street leading land and called Burlington Street about three 
hundred, and forty seven feet, and easterly along the said water lot granted to 
George Brown as aforesaid from Front Street to South Street as aforesaid two 
hundred and forty seven feet on the aforesaid, according to the same is particularly 
described in a map or survey thereof to these 
premises annexed. Togethew with all and singular the heritaments and appurtenances to the said water lot or piece of land under water hereby granted, 
belonging or in any wise appurtenant, and the reversion and reversionary remainders, 
and also the said, right, title, estate, property, possession, claim and demand of them the said parties of the first part, in and to the premises hereby granted and every part thereof, and to hold the said premises hereby granted and 
their issues and parcel thereof with the appurtenances unto the said parties of 
the said premises hereby assigned as herein and aforesaid, to their own proper use, benefit and 
forever. Yielding, receiving and paying therefor yearly, and 
gar for ever hereafter on the twenty fifth day of March in every 
year, as the said parties of the first part, their successors or assigns at the sum of fifty Dollars and fifty cents of lawful money of the State of 
New York, satisfaction of all other rents, services, dues, and demands, 
for the said premises hereby granted, without any deduction, 
action or abatement for or in respect of any manner of tacks, 
charges, impositions or duties whatsoever, and if it should 
appear that the said yearly rent aforesaid shall be behind or 
the space of ten days next after any day of payment 
said to be paid aforesaid (being lawfully demanded), 
then at shall pay or cause to be paid for the said parties of the first part, 
their successors and assigns unto all the said premises hereby granted, 
for any rent or other just rents, issues and disbursements and the costs and 
charges that may be occasioned thereunto, and whereof over and above the 
sum aforesaid shall be fully paid, and satisfied and paid into the 
revenues thereof, and of no estate can be found on the premises 
hereby granted, nor in any manner thereto, to the contrary thereof.
understanding. And the said George C. C.duce, for himself and the said Mary his wife and their heirs and assigns with hereby consent, and agree with the said parties of the first part, the said George C. duce, and with the said parties of the second part, their heirs or assigns or some or any 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 foregoing yearly rent on the twenty-fifth day of March in every year hereafter appointed for payment thereof as aforesaid. And the said George C. duce, for himself and the said Mary his wife and their heirs and assigns with hereby further consent, 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 any of them shall and will, at his her or their own proper costs, charge and expense, build, erect and make or cause to be built, erected, and made, by the first day of December next ensuing the date hereof, a wharf or dock of at least twenty-five feet in breadth along and agreeing the western side of the premises hereby granted, the whole extent thereof, if this hundred and ninety-seven feet as aforesaid, and also another wharf or dock of twenty feet in breadth along the said river in front of and contiguous to the premises hereby granted, and also another wharf or dock 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 dock of twenty feet in breadth called South Street, as is hereby warranted 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 warranting as aforesaid to be erected and made on the western side of the premises hereby granted, and also that the said street of twenty-five 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 upheld 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 other persons lawfully using the same or by the same in the manner as all the other public streets or ways in the said city now are or lawfully ought to be. And the said parties of the first part for themselves and their successors or assigns, do hereby agree to and with the said parties of the second part, their heirs and 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 aforesaid.\n
singu"lar the paymencnts, incum., articles, conditions and agreements here  
before contained in their part and behalf to the other cJomme, justice,  
and right there and lawfully may proceed and quietly, have, hold, use,  
occupy, enjoy and enjoty the premises hereby granted with the appurtena  
cances to them, the said parties of the second part, their heirs and succes  
sors forever without any let, suit, casualty, arrest or interruption of any  
kind, for any of the said parties of the second part, it is intended and agreed in consideration of he  
her and their successors 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 forever hereafter  
fully have, use, take, enjoy to be her and their own proper and inherent  
and all manner of cbanage, wharfage, profits and benefits, advantages,  
and appurtenances appertaining, growing, arising, or occurring by or from  
the said wharf or street or wharfage, feet, yard or breadth hereby granted to be,  
reserved and secured to be enjoyed and made as before mentioned shall never  
be taken, used or enjoyed by the parties of the first party, their  
heirs, or assigns at all times hereafter to their proper use and  
benefit, any thing heretofore contained to the contrary thereof notwithstanding,  
PROVIDED always and it is the true intent and purpose of these present, that the present grant hereby written herein contained shall not be construed, deemed or adjudged to be  
appurtenances on the part of the said parties of the first party  
being perpetual whatsoever but only to pass the estate, right, title, or  
court, which they may lawfully grant by virtue of their several charters. In testimony whereof the four and the said parties of the first party, the said George Colvin, Senior  
and wife his wife, the said parties of second part have set their hands and  
seals and to the other party remaining with the said parties of third  
parties, the said parties of the first party have caused their common seal to be affixed. Witness Edward Livingston Esquire, Mayor of the said City.  
This day and year first above written.  
Public and Delivered in presence of  
Geo. Rutherford, W. 

This Indenture, made the _th_ day of _month_ in the year of our Lord _year_, between __________, of the City of __________, in the State of __________, of the first part, and __________, of the second part, Witnesseth that the said parties of the first part, for a certain consideration of the sum of __________, in lawful money of __________, to the said parties of the second part, have sold and conveyed, and the said parties of the second part, have purchased and taken a certain tract of land, to-wit: __________, in the City of __________, in the State of __________, being bounded on the North west by __________, on the South east by __________, on the South west by __________, and on the North east by __________. Witnesseth that the said tract of land, situate and contained in __________, in the City of __________, in the State of __________, shall and may be used, enjoyed and possessed by the said parties of the second part, their heirs and assigns forever, subject to the condition that the said tract of land shall not be used for any unlawful purpose, and that the said tract of land shall not be used in violation of any law of the State of __________. Witnesseth that the said parties of the second part, their heirs and assigns, shall pay to the said parties of the first part, or their assigns, the sum of __________, in lawful money of __________, at the rate of __________ per year, on or before the __________ day of __________, in each year, for the term of __________ years, commencing on the __________ day of __________, and running to and including the __________ day of __________. Witnesseth that if the said parties of the second part, their heirs and assigns, shall fail to pay the said sum of __________, as aforesaid, the said tract of land shall be and may be sold by the said parties of the first part, their attorneys, or by their representatives, or by their assigns, for __________, and the proceeds thereof shall be and may be applied toward the satisfaction of the said obligation. Witnesseth that the said tract of land shall be and may be used, enjoyed and possessed by the said parties of the second part, their heirs and assigns, forever, subject to the condition that the said tract of land shall not be used for any unlawful purpose, and that the said tract of land shall not be used in violation of any law of the State of __________. Witnesseth that if the said parties of the second part, their heirs and assigns, shall fail to perform their obligations hereunder, the said tract of land shall be and may be sold by the said parties of the first part, their attorneys, or by their representatives, or by their assigns, for __________, and the proceeds thereof shall be and may be applied toward the satisfaction of the said obligation.
of the said parties and their successors into all and every part of the said land and premises forever without reserving or reserving to the said parties or their successors any right, title, or interest in any part thereof, and to the contrary notwithstanding that the said parties of the first part be himself his heirs and assigns, and the said parties of the second part, he and his heirs and assigns, and that the said parties of the first part, his heirs and assigns, shall and may at any time hereafter deed, assign, or otherwise dispose of any part of the said land and premises to whomsoever they may sell or dispose of the same, and that the said parties of the second part, he and his heirs and assigns, shall and may at any time hereafter deed, assign, or otherwise dispose of any part of the said land and premises to whomsoever they may sell or dispose of the same.

In witness whereof the said parties of the first part, the said parties of the second part, the said third party, the said fourth party, the said fifth party, the said sixth party, the said seventh party, the said eighth party, the said ninth party, the said tenth party, and the said eleventh party, have hereunto set their hands and seals this day of the year of our Lord one thousand eight hundred and forty.

[Signatures and seals]

Witnessed by:

[Signatures and seals]
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 in consideration of the sum of five dollars to be paid by the said New York to the said Mayor Aldermen and Commonalty of the City of New York, the second part. To wit: The said Mayor and Aldermen of the City of New York for and in consideration of the sums of money and of the aforesaid consideration and in addition thereto, to be paid by the second party to the first party, do grant, bargain and sell unto the said Mayor and Aldermen the premises of land situated under water, to be made land and gained out of the East River and lying between the lines of South and Front Streets, in the southern ward of the City of New York. And the second party, both jointly and severally by another lot of ground granted or to be granted to

South and South and West and West
By South and West

Front Street and South Street
Front Street and South Street

Front and South Street
Front and South Street

To the same use and for the same purposes and as by a map of the same lot and ground between Bowery and the Ward lane, and the Ward lane and the South and South Streets, described July 25, 1793, by Joseph Fethman, Surveyor, there is described and intended to be sold, all the land, and all the estate, right, title, interest, property and remains, remains, and the appurtenances and annexures and all other and sundry the premises, grant and convey to the said Mayor and Aldermen, for the use and purpose aforesaid, the same lot, all the estate, right, title, interest, property and remains of land, premises and appurtenances and annexures, and all the estate, right, title, interest, property and remains, and all the appurtenances and annexures, and all other and sundry the premises, grant and convey to the said Mayor and Aldermen, for the use and purpose aforesaid, the same lot, all the estate, right, title, interest, property and remains of land, premises and appurtenances and annexures, and all the estate, right, title, interest, property and remains, and all the appurtenances and annexures, and all other and sundry the premises, grant and convey to the said Mayor and Aldermen, for the use and purpose aforesaid, the same lot, all the estate, right, title, interest, property and remains of land, premises and appurtenances and annexures, and all the estate, right, title, interest, property and remains, and all the appurtenances and annexures, and all other and sundry the premises, grant and convey to the said Mayor and Aldermen, for the use and purpose aforesaid, the same lot, all the estate, right, title, interest, property and remaine...
APPENDIX A2

INDEX OF STUDY AREA LAND CONVEYANCES AND LEASES
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<td>Cornelia J. &quot;</td>
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<td>Nina Van Rensselaer Vail 28:317</td>
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<td>Dorothea J.</td>
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<td>Susan Van R. Strong</td>
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<td>Cornelia Van Rensselaer Dearth</td>
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<td>9/6/1956</td>
<td>Wain Service Inc.</td>
<td>Mobil Oil Co., Inc.</td>
<td>4976:473</td>
<td>Lots 4-7 - 3 year lease</td>
</tr>
<tr>
<td>5/13/1957</td>
<td>Wain Service Inc.</td>
<td>-</td>
<td>5003:113</td>
<td>Lots 4-7 - Agreement</td>
</tr>
<tr>
<td></td>
<td>Socony Mobil Oil Co. Inc.</td>
<td></td>
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</tr>
<tr>
<td>7/29/1957</td>
<td>Wain Service Inc.</td>
<td>-</td>
<td>5009:675</td>
<td>Lots 4-7 - Agreement re start date of 3 year lease (ref John St. Serv. Ctr) (Widman pres)</td>
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<tr>
<td></td>
<td>Socony Mobil Oil Co.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Maurice Widman</td>
<td>Helen</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* 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
1811  see 39 Burling (Mcneill)
1812  Neil McNeil, mer  Ralph Bulkley (41 Burling), h. 94 Pearl
1813  Neil McNeil, merchant, h.261 Pearl  Ralph Bulkley, h.294 Pearl
1814  Kellog Healy & Comstock, merchants
  Johnathan Kellog, merchant, h.101 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, h.331 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, h.110 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.120 Houston
1831  J.M. Park (TA - OR)  Edward K. Collins, mer, h.120 Houston
1832  John M. Park, grocer (no separate h)  Edward K. Collins, mer, h.120 Houston
1833  John M. Park, grocer, h.35 Vandewater  George Sutton, mer, h.214 Bowery
1834  John M. Park, grocer, h.35 Vandewater  George Sutton (OR)
1835  John M. Park, grocer, h.35 Vandewater  George Sutton (OR)
<table>
<thead>
<tr>
<th>Year</th>
<th>Name</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1836</td>
<td>J.M. Park (TA - OR)</td>
<td>George Sutton, mer, h535 Bowery</td>
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<tr>
<td></td>
<td></td>
<td>George Bulkely, agent (OR)</td>
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<tr>
<td>1837</td>
<td>J.M. Park (TA - OR)</td>
<td>George Sutton (OR)</td>
</tr>
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<td>&quot;</td>
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<tr>
<td>1838</td>
<td>J.M. Park (TA - OR)</td>
<td>George Sutton, mer, h Mount Vernon</td>
</tr>
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<td>&quot;</td>
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<tr>
<td>1839</td>
<td>J.M. Park (TA - OR)</td>
<td>George Sutton, mer, h Mount Vernon</td>
</tr>
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<td></td>
<td>&quot;</td>
</tr>
<tr>
<td>1840</td>
<td>John M. Park, grocer, h35 Vandewater</td>
<td>George Sutton, mer, h Mount Vernon</td>
</tr>
<tr>
<td></td>
<td>Rufus Park grocer, (no sep add)</td>
<td>George Bulkley, agent</td>
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<tr>
<td></td>
<td>J.M&amp;R park, grocer</td>
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<tr>
<td>1841</td>
<td>J.M. Park (TA - OR)</td>
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<tr>
<td>1842</td>
<td>Thomas Wardle, shipg agt (OR)</td>
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<td>1843</td>
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<td>1844</td>
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<tr>
<td>1845</td>
<td>Thomas Wardle, shipg agt, h63 Rivington</td>
<td>George Sutton, merchant, Mt. Vernon</td>
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<tr>
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<td></td>
<td>George Bulkley, agnt, h201 Mdsn</td>
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<td>1846</td>
<td>Thomas Wardle, shipg agt (OR)</td>
<td>George Bulkley, agent (OR)</td>
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<tr>
<td>1847</td>
<td></td>
<td>Benjamin Flanders, sail duck (OR)</td>
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<tr>
<td>1848</td>
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<td>1849</td>
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<td>1850</td>
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<tr>
<td>1851</td>
<td>Thomas Wardle, agent</td>
<td>Flanders &amp; Gerau, sailmakers</td>
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<tr>
<td></td>
<td></td>
<td>Benjamin Flanders (41 Burling)</td>
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<tr>
<td></td>
<td></td>
<td>Benjamin Flanders, canvas</td>
</tr>
<tr>
<td></td>
<td></td>
<td>J. V. Cole, bags</td>
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<tr>
<td>1852</td>
<td>Thomas Wardle, shipg agt (OR)</td>
<td>Flanders &amp; Gerau, sailmakers</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Benjamin Flanders</td>
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<tr>
<td></td>
<td></td>
<td>G. W. Gerau</td>
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<tr>
<td>1853</td>
<td>Thomas Wardle, shipg agt (OR)</td>
<td>George Bulkley, agent (OR)</td>
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<td>1859</td>
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<td></td>
<td>George Bulkley, agent (OR)</td>
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<tr>
<td>1860</td>
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<td>1875</td>
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<tr>
<td>1876</td>
<td>C.F. Offerman &amp; Co., liquors [hotel &amp; boarding house (ALT)]</td>
<td>Charles F. Offerman, liquors, h 1 West</td>
</tr>
<tr>
<td>1877</td>
<td>C.F. Offerman &amp; Co., liquors</td>
<td>Charles F. Offerman, liquors, h 1 West</td>
</tr>
</tbody>
</table>

B-2
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  
Kamp&Baeker - rear (lease)
1904 Dederich Meyer, liquors (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)
39 Burling Slip

1811 Neil McNeil, mer, h 108 Liberty (see 885 1812)
1812 William Bakewell, sail (2 other addresses listed) h. 94 Pearl
1813 William Bakewell, sailmaker h. 19 Gold
1814 Wm Bakewell, sailmaker, h 93 Fair
1815 Wm Bakewell, sailmaker, h 93 Fair
1816 Wm Bakewell, sailmaker, h 93 Fair
1817 Wm. Bakewell, sailmaker, h 30 Vandewater
1818 Levi Hubble, mer, h 16 Beekman
1819 Wm Bakewell (TA)
1820 Wm Bakewell (TA)
1821 Wm Bakewell, sail loft
1822 Wm Bakewell (TA)
1823 Wm Bakewell (TA)
1824 Edward Arrowsmith, sailmaker, h. 67 Orange
1825 Edward Arrowsmith, sailmaker, h. 67 Orange
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 Edward Arrowsmith, sailmaker, h 110 Essex
1832 Edward Arrowsmith, sailmaker, h 110 Essex
1833 Edward Arrowsmith, sailmaker, h 110 Essex
1834 Edward Arrowsmith, sailmaker, h 110 Essex
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, commer, 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

1854

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

1866

1867-1869
1870

1875

1876-1879

1880

1881-1883

1883

1884

1885  Peter G. Muller h (see 88 S)  

1886-1889  “ (see 88 S)

1889  Julius W. Buttner h (see 88 S)  Kamp & Englman (see 89S)

1890  Julius W. Buttner h (see 88 S)  Kamp & Baeker (see 89S)

1893

1894-1899

1900  Emma Bader, family & lodgers (census)  Kamp & Baeker (see 89S)
<table>
<thead>
<tr>
<th>Year</th>
<th>Name</th>
<th>Address</th>
<th>Occupation</th>
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<tbody>
<tr>
<td>1811</td>
<td>Borden Chase</td>
<td>70 Frankfort</td>
<td>Com, h.</td>
</tr>
<tr>
<td>1812</td>
<td>Borden Chase</td>
<td>70 Frankfort</td>
<td>Com, h.</td>
</tr>
<tr>
<td>1813</td>
<td>Borden Chase</td>
<td>37 Vandewater</td>
<td>C.C. Cambreling, mer</td>
</tr>
<tr>
<td>1814</td>
<td>Borden Chase</td>
<td>37 Vandewater</td>
<td>Com, h.</td>
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<tr>
<td>1815</td>
<td>Borden Chase (TA)</td>
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<td>1816</td>
<td>Borden Chase (TA)</td>
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<tr>
<td>1817</td>
<td>Borden Chase (TA) (PN)</td>
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<tr>
<td>1818</td>
<td>Borden Chase, mer, h 37 Vandewater</td>
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<tr>
<td>1819</td>
<td>Borden Chase (TA)</td>
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<tr>
<td>1820</td>
<td>Jones &amp; Magrath, merchants</td>
<td>9 Cortlandt</td>
<td>James Lovett, mer, h. 41 Dey</td>
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<tr>
<td>1821</td>
<td>Jordan Coles, flour st</td>
<td>Waterbury &amp; Coles, flour st</td>
<td>Joseph Blount, mer, h. H. Jackson, mer, h. Bklyn</td>
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<tr>
<td>1822</td>
<td>Noah Waterbury, flour st</td>
<td>Waterbury &amp; Coles (PN)</td>
<td>Joseph Blount, mer, h. H. Jackson, mer, h. Bklyn</td>
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<tr>
<td>1823</td>
<td>Waterbury &amp; Coles, flour st</td>
<td>Blount &amp; Jackson, mer</td>
<td>Blount &amp; Jackson, h. Bklyn</td>
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<tr>
<td>1824</td>
<td>John Nexsen, h. 40 Cherry</td>
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<tr>
<td>1825</td>
<td>John Nexsen (TA)</td>
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<tr>
<td>1826</td>
<td>John Nexsen (TA/OR)</td>
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</tr>
<tr>
<td>1827</td>
<td>William Jacques, merchant</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1828</td>
<td>William Jacques, mer h. 64 Crosby</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1829</td>
<td>William Jacques, mer h. 64 Crosby</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1830</td>
<td>John Nexsen, h. 214 William</td>
<td>William Jacques, mer h. 64 Crosby</td>
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<td>1831</td>
<td>John Nexsen, h Bklyn</td>
<td>William Jacques, mer h. Grand</td>
<td></td>
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<tr>
<td>1832</td>
<td>John Nexsen (89 South, upstairs), h Bklyn</td>
<td>W &amp; F. Jacques, mer</td>
<td>William Jacques, h. 181 Grand</td>
</tr>
<tr>
<td>Year</td>
<td>Name</td>
<td>Occupation</td>
<td>Address</td>
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<td>------</td>
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<tr>
<td>1833</td>
<td>Chew &amp; Demarest, grocers</td>
<td>Francis Jacques, mer</td>
<td>(see also 90 South St.)</td>
</tr>
<tr>
<td>1834</td>
<td>(Thomas J. Chew, h. Brooklyn)</td>
<td></td>
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<tr>
<td>1835</td>
<td>Chew &amp; Demarest, grocers</td>
<td>Thomas I. Chew</td>
<td>Simon Demarest, h. Brooklyn</td>
</tr>
<tr>
<td>1836</td>
<td>Chew &amp; Demarest</td>
<td>Thomas I. Chew</td>
<td>Simon S. Demarest, h Bklyn</td>
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<tr>
<td>1837</td>
<td>Thomas I. Chew, h Brooklyn</td>
<td>R.A.S Johnson, grocer, h Brooklyn</td>
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</tr>
<tr>
<td>1838</td>
<td>Thomas I. Chew</td>
<td>Richard A. Johnson, grocer, h Bklyn</td>
<td></td>
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<tr>
<td>1839</td>
<td>Thomas I. Chew</td>
<td>Richard A.S. Johnson, h. Bklyn</td>
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<td>1840</td>
<td>Thomas I. Chew</td>
<td>Richard A.S. Johnson, grocer, h.145 Hudson</td>
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<td>1841</td>
<td></td>
<td>R.A.S. Johnson (TA)</td>
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<td>1842</td>
<td></td>
<td>O. &amp; R.A.S. Johnson, grocers</td>
<td>Oscar Johnson, h Bklyn</td>
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<td></td>
<td></td>
<td></td>
<td>Richard A.S. Johnson, grocer, h. 145 Hudson</td>
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<td>1843</td>
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<tr>
<td>1844</td>
<td></td>
<td></td>
<td>Johnson, O. &amp; R.A.S. Johnson, merchants</td>
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<td>1845</td>
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<td>1846</td>
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<tr>
<td>1847</td>
<td></td>
<td></td>
<td>Henry A. Walton, hotel, h. Bklyn</td>
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<tr>
<td>1848</td>
<td>Woodward &amp; Ryberg, notaries (OR)</td>
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<td>1849</td>
<td>Woodward &amp; Ryberg, notaries (OR)</td>
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<td>1850</td>
<td>Woodward&amp; Ryberg, notaries (OR)</td>
<td>Henry A. Walton, hotel, h. Bklyn</td>
<td>Henry Stevens, hotel, h 395 Broome</td>
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<tr>
<td>1851</td>
<td>Woodward, Ryberg &amp; Pentz, Notaries</td>
<td>H.A. Walton &amp; Co., Hotel</td>
<td>A. H. Stevens</td>
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<tr>
<td></td>
<td>Joseph Woodward, Notary, h. Prspt, Bklyn</td>
<td>Harris L. Gilson 89 S</td>
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<tr>
<td></td>
<td>Charles J. Ryberg, Notary, h 11 Willoughby, Bklyn</td>
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<tr>
<td></td>
<td>Joseph Pentz</td>
<td></td>
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<tr>
<td>1852</td>
<td>Joseph Woodward, notary, h Bklyn</td>
<td>Henry A. Walton hotel, h. 48?</td>
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</tr>
<tr>
<td></td>
<td>Charles J. Ryberg notary, h. Bklyn</td>
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<table>
<thead>
<tr>
<th>Year</th>
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<th>Occupation</th>
<th>Address</th>
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<tbody>
<tr>
<td>1880</td>
<td>John E. Stow, fruit &amp; 39 Burling</td>
<td>Peter G. Miller (sic) (census)</td>
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</table>
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
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, h 42 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, h 43 Cherry
1819 John Nexsen, h 43 Cherry
1820 John Nexsen, h 43 Cherry
1821 John Nexsen, h 43 Cherry
1822 W.H. Bleecker (TA)
1823 Jewett & Codwise (TA)
1824 Wm. Cowing, merchant, h. 18 Franklin
John M. Catlin, mer, h 33 Chambers
Wm. Onderdonk, Jr. City
Weigher, h Grand
1825 Wm. Cowing, merchant, h. "
John M. Catlin, mer, h. "
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
<table>
<thead>
<tr>
<th>Year</th>
<th>Name and Details</th>
</tr>
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| 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, commer  
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 |  |
| 1843 |  |
| 1844 |  |
| 1845 | Clark & Co, shipping office  
Morris Reynolds, clothier h Bklyn  
Aziriah D. Hall, mer h. 123 Hudson |
| 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 |  |
| 1860 | John E. Stow, fruit, h. W 26th  
Morris Reynolds, clothing h Bklyn (also hardware 13 Cortlandt) |
| 1860-1864 |  |

B-11
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 Cudihy (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
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<td>Bowen &amp; Robins, Mer</td>
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<tr>
<td>1812</td>
<td>Abijah Weston Jr.</td>
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<tr>
<td>1813</td>
<td>Abijah Weston, Mer</td>
</tr>
<tr>
<td>1814</td>
<td>Abijah Weston, Mer, h 255 Pearl</td>
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<tr>
<td>1815</td>
<td>Abijah Weston, mer, h. Bway</td>
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<tr>
<td>1816</td>
<td>Abijah Weston, merchant h. Bway</td>
</tr>
<tr>
<td>1817</td>
<td>James Harris Jr., comm mer</td>
</tr>
<tr>
<td>1818</td>
<td>Abijah Weston, mer h. 19 State (&amp; TA)</td>
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<tr>
<td>1819</td>
<td>Abijah Weston, merchant, h. 19 State</td>
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<tr>
<td>1820</td>
<td>Abijah Weston, merchant, h. 19 State</td>
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<td>1821</td>
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<td>1822</td>
<td></td>
</tr>
<tr>
<td>1823</td>
<td></td>
</tr>
<tr>
<td>1824</td>
<td>George Dodd, mer, h 15 N. Moore</td>
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<tr>
<td>1825</td>
<td>George Dodd (TA)</td>
</tr>
<tr>
<td>1826</td>
<td></td>
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<tr>
<td>1830</td>
<td>George Dodd, mer, h. 31 Dominick</td>
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<td>1831</td>
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<td>1832</td>
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</tr>
<tr>
<td>1834</td>
<td></td>
</tr>
<tr>
<td>1835</td>
<td>Freeman Dodd, mer, h. 12 N. Moore</td>
</tr>
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</table>
1836  Freeman Dodd, mer, h12 N.Moore
1837  Freeman Dodd, mer, h12 N.Moore
1838  Freeman Dodd, mer, h. 12 N.Moore

1845  Thomas H. O'Brien, clerk, h24 Oliver
       Clark & Deane, notary public
       Wm Y. Clarke, notary public
       David Deane, notary public, h. Bklyn

1846  "    "

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

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 - ?

1860 - 1864

ca 1865 - 1817

1818 - ?

1929-1945+ Joseph Ptacek, shipsmith (OR)

---

B-14
APPENDIX C

STUDY AREA TAX ASSESSMENTS 1807 - 1810
**South Street**

<table>
<thead>
<tr>
<th>Year</th>
<th>Name</th>
<th>Description</th>
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<tbody>
<tr>
<td>1807</td>
<td>George Codwise</td>
<td>Wharf $1700 &amp; 3 vacant lots</td>
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<tr>
<td></td>
<td></td>
<td>(also wharf &amp; pier 17 no name $1700)</td>
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<tr>
<td>1808</td>
<td>Geo Codwise Jr.</td>
<td>Wharf &amp; Bulkhead $3000 &amp; 3 vacant lots</td>
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<tr>
<td>1809</td>
<td>Schermerhorn &amp; Codwise</td>
<td>17 Wharf &amp; Pier</td>
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<tr>
<td>1810</td>
<td>Geo Codwise</td>
<td>3 vacant lots $4000</td>
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**Burling Slip**

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<td>Geo Codwise</td>
<td>3 vacant lots</td>
</tr>
<tr>
<td>1808</td>
<td>Geo Codwise</td>
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</tr>
<tr>
<td>1809</td>
<td>Geo Codwise</td>
<td>3 vacant lots $3000</td>
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<tr>
<td>1810</td>
<td>Geo Codwise</td>
<td>3 vacant lots $3000</td>
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APPENDIX D

TRANSCRIPTION OF CENSUS RECORDS
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<th>Name</th>
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<th>Year</th>
<th>Occupation</th>
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<tr>
<td>Bader, Emma</td>
<td>Head</td>
<td>44</td>
<td>M</td>
<td>Germany</td>
<td>1891</td>
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<td>Bader, Hanna</td>
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<td>13</td>
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<td>1891</td>
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<td>Bader, Alvin</td>
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<td>S</td>
<td>New York</td>
<td>-</td>
<td>At School</td>
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<tr>
<td>Bader, Paul</td>
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<td>S</td>
<td>New York</td>
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<td>Muller, Richard M</td>
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<td>33</td>
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<td>Bartender</td>
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<td>Erouschek, Wencil</td>
<td>Lodger</td>
<td>46</td>
<td>S</td>
<td>Austria</td>
<td>1871</td>
<td>Baker Bread</td>
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<td>Cermak, Anthony</td>
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<td>36</td>
<td>S</td>
<td>Austria</td>
<td>1893</td>
<td>Bartender</td>
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<td>Wilc, Bemana</td>
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<td>Watchman Private</td>
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<td>Caterer</td>
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<td>54</td>
<td>S</td>
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<td>Wid</td>
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<td>36</td>
<td>M</td>
<td>Connecticut</td>
<td>-</td>
<td>Seaman</td>
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<td>Robins, Frederick G.</td>
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<td>S</td>
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<td>1879</td>
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Schermerhorn Row Data
AD 2, ED 3, p 3&4, 88 South, 1905

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<tr>
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<th>AGE</th>
<th>BIRTH PLACE</th>
<th>YEARS IN US</th>
<th>CIT/ALIEN</th>
<th>OCCUP.</th>
<th>NOTES/ SOURCES</th>
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<td>Meyer, Diedrich</td>
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<td>head</td>
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## Schermerhorn Row Data

88 South (39 Burling Slip), 1925

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

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

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APPENDIX E

LOCATION PLANS AND LOGS OF SOUTH STREET BORINGS
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### Notes
- The diagrams illustrate the stratigraphic profile with various strata and their elevations.
- The depth ranges from 1.0 to 8.9 feet, with specific descriptions of the materials encountered at each level.
- The diagrams use arrows and labels to indicate the direction and type of strata.
- The materials include sand, gravel, and trace amounts of other materials.
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.
DATE: January 4, 1983

WEATHER CONDITIONS: Cold, 20's, Sunny

PERSONAL PRESENT:
E. Blauwe, S. Kael, P. Prusmacher, C. Bello

VISITORS:

TASKS ACCOMPLISHED:

TASK 1: Recorded location of poured concrete slabs in area of gas station which was dug without prior archaeological recording. This has removed at least one 20" wide sewer parallel to South Street for which the footer is still visible.

TASK 2: Move remaining material & supplies out of "fuel office" and take its boards to Kenton.

TASK 3: Pack large items to be shipped back to Albany and then pressurize each item in collected boxes. This was arranged in the morning with John.

Prior to leaving, dug another trench in gas station area so we could put the structure.
SCHERMERHORN ROW BLOCK
STABILIZATION & RESTORATION

Jan Hird Pokorny - Archts. & Planners
Dec. 29, 1978

NOTE: Concrete box in ELEVATER A

* = Tad 48 (see detail plan Jan 83)
Note: At bottom of excavation for the concrete box, we put a small 2x2 by the N.E. corner of the box. Wood was hit at 64" below surface.
TEST 48 (OPEN LOT)

in bulldozer trench

**DETAIL**

shovel probe (east profile)

**PLAN**

37’—line even w/building fats on South St.

BULLDOZER EXCAVATED TO 40” below surface
(Surface approx. 3.0 ft. elevation)

**EAST PROFILE**

**WEST PROFILE**

concrete pad

extends 12’

very dry burnt

dubbe fill

ash gray rubble fill

5’ FRED OUT

19” rubble rocks in very dry gray/black wet sand

4 JAN 82
SCHERMERHORN
CB, PF
FIELD SPECIMEN INVENTORY RECORD  
ARCHAEOLOGY - MARITIME MUSEUM  
SCHERMERHORN ROW BLOCK  

6. A.M.M. 1982  

LOT S: 232  

SAMPLE DEPTH  

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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