

• 786 Q  
• AKA 1721 Q  
• 1998

**ONE JAMAICA CENTER**

97 DME 002

**ARCHER AVENUE AND JAMAICA AVENUE  
QUEENS, NEW YORK**

**THE MATTONE GROUP**

**PHASE 1A  
ARCHAEOLOGICAL STUDY**



# **ONE JAMAICA CENTER**

**ARCHER AVENUE AND JAMAICA AVENUE  
QUEENS, NEW YORK**

**THE MATTONE GROUP**

## **PHASE 1A ARCHAEOLOGICAL STUDY**

**Prepared For:**

Philip Habib & Associates, Inc.  
404 Park Avenue South  
New York, NY 10016

**Prepared By:**

Historical Perspectives, Inc.  
P.O. Box 3037  
Westport, CT 06880

**Principal Investigators and Authors:**

Betsy W. Kearns, S.O.P.A.  
Cece Saunders, S.O.P.A.  
Richard Schaefer, Ph.D.

**MARCH 1998**



## CONTENTS

### EXECUTIVE SUMMARY

I.	INTRODUCTION AND METHODOLOGY.....	I-1
II.	ENVIRONMENTAL SETTING .....	II-1
III.	PREHISTORIC PERIOD .....	III-1
IV.	HISTORICAL PERIOD.....	IV-1
V.	BUILDING HISTORY AND DISTURBANCE RECORD .....	V-1
VI.	HOMELOT HISTORIES .....	VI-1
VII.	RESEARCH ISSUES.....	VII-1
VIII.	CONCLUSIONS AND RECOMMENDATIONS.....	VIII-1
IX.	TESTING PROTOCOL .....	IX-1

### BIBLIOGRAPHY

### FIGURES

### PHOTOGRAPHS

### APPENDIX A

Site File Searches - New York State Museum and New York State  
Office of Parks, Recreation and Historic Preservation.

### APPENDIX B

Boring Logs

### APPENDIX C

Parsonage Occupants and Census Data

## FIGURES

1. Project Area Location Map
2. Current U.S.G.S. Topographical Map, Jamaica Quadrangle
3. Final Maps of the Borough of Queens, 1918
4. Grumet, Native Trails, Planting Areas and Habitation Sites
5. Taylor, Map of the Pass, at Jamaica Long Island, 1782
6. Bridges and Poppleton, Plan of the Proposed Turnpike Road, 1813
7. Johnson, Map of the Village of Jamaica, 1842
8. Walling, Topographical Map of the Counties of Kings and Queens, 1859
9. Conklin, Map of the Village of Jamaica, 1868
10. Beers, Atlas of Long Island, 1873
11. Jamaica Town Halls
12. Sanborn, Atlas of Queens County, 1886
13. Sanborn, Atlas of Queens County, 1891
14. Sanborn, Atlas of Queens County, 1897
15. Sanborn, Borough of Queens, 1901
16. Sanborn, Borough of Queens, 1911
17. Sanborn, Borough of Queens, 1925
18. Sanborn, Borough of Queens, 1942
19. Sanborn, Borough of Queens, 1951
20. Sanborn, Borough of Queens, 1995
21. Map Showing Old Lot Lines
22. Map of Potential Sensitivity With Proposed Testing Loci

## **EXECUTIVE SUMMARY**

### **Project Site Description**

One Jamaica Center is a development project proposed for Block 10100 in Jamaica, Queens. The block is bounded on the north by Jamaica Avenue, south by Archer Avenue, east by 160th Street, and west by Parsons Boulevard. The site encompasses all of Block 10100 except for the subway entrance to the Jamaica Center Station at the corner of Archer Avenue and Parsons Boulevard.

As part of the New York City Quality Environmental Review (CEQR) permitting process, an Archaeological Assessment of the project site has been required. The following report, a comprehensive documentary survey, adheres to the research and evaluation protocol stipulated for consideration of archaeological resources in the CEQR guidelines.

The Archaeological Assessment has determined the potential for archaeological resources on the project site. Based on a full range of documentary resources including construction permits, utility installation data, soil boring test results, cartographic analysis, histories, and census and directory data, this report assessed the probability that the proposed site parcel has hosted any buried prehistoric or historical cultural resources, the likelihood that these resources have survived the post-depositional disturbances that have accompanied subsequent site development, and the potential significance of such possible resources. The Assessment conclusion was based on documentary and cartographic evidence that revealed historical occupation beginning in 1662, and on cartographic and building department data that indicated that specific limited areas may have experienced minimal construction disturbance.

Data collected for this report indicate that portions of six lots have the strongest potential to address both general and specific pertinent research issues: (1) consumer choice patterns as an indicator of both socioeconomic status and community development within the Jamaica community, 1662 - 1900; and, (2) western Long Island carriage manufacturing in the second half of the 19<sup>th</sup> century. These project site lots are (for locations see the following figure): Lots 3, 4, 6, 8, 24, and 46.

In addition, the report indicates that sections of Lots 6, 8, 24, 28, 33, 35, and part of a former alley that runs along the eastern side of Lot 8 may be potentially sensitive for limited prehistoric archaeological resources.

## Recommendations

Based on current project designs, avoidance of the sensitive lots is not possible. Therefore, in accordance with CEQR guidelines, the recommendation is for machine-aided subsurface testing on the sensitive portions of Lots 3, 4, 6, 8, 24, and 46 to locate any 17<sup>th</sup>- through 19<sup>th</sup>-century deposits. Although the potential is limited, it is also recommended that simultaneous testing to ascertain the presence/absence of possible prehistoric remains be conducted in Lots 6, 8, 24 and the central portion of the alley that abuts Lot 8.

A preliminary testing protocol, consisting of field work, laboratory analysis, and a written report and designed in accordance with the CEQR Manual, must be approved by the New York City Landmarks Preservation Commission (LPC) before it is undertaken. The objective of such testing, outlined in the report, is to ascertain the presence/absence and nature (homelots/carriage shop or Native American) of cultural resources in the specific sections of the project site identified by the Archaeological Assessment.

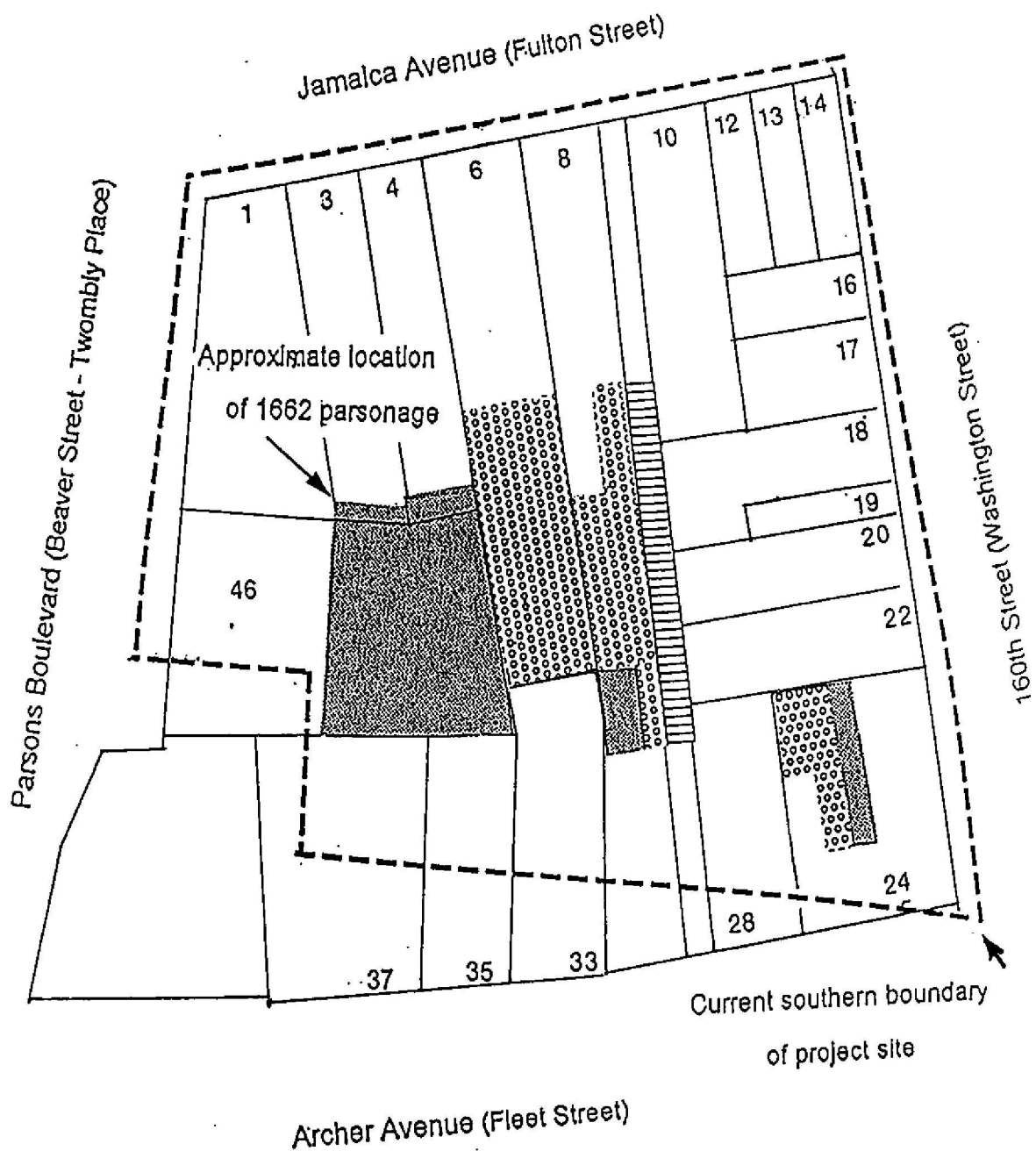





Figure 22. Map of Potential Sensitivity with Proposed Testing Loci

-  - Areas of Potential Historical Sensitivity
-  - Areas of Potential Prehistoric Sensitivity
-  - Areas of Potential Prehistoric *and* Historical Sensitivity

[Rendered by Dr. R. Schaefer]

## I. INTRODUCTION AND METHODOLOGY

### Introduction

The Mattone Group, Jamaica CO., LLC has proposed the construction of a multiplex movie theater and retail complex, to be called One Jamaica Center, in the Jamaica section of Queens, New York. The proposed site, Lot 1 of Block 10100, is bounded on the north by Jamaica Avenue, south by Archer Avenue, east by 160th Street and west by Parsons Boulevard. The site encompasses all of Block 10100, except for the subway entrance to the Jamaica Center Station, which is also on Block 10100, at the corner of Archer Avenue and 160th Street (See Fig. 1).

The proposed complex will contain approximately 128,000 square feet of retail space, a 13-screen, 3,700-seat movie theater, and a 385-space below-grade accessory parking garage. At present, the site is occupied by a 477-space attended parking lot, operated by Edison Park Fast.

The purpose of this Archaeological Assessment is to determine the presence, type, extent and significance of any cultural resources which may be present on the proposed One Jamaica Center site. The study was conducted in accordance with the New York City Environmental Quality Review (CEQR) guidelines, Section 3F.

It is based on archival research which documents the probability that the proposed parcel has hosted any prehistoric or historical cultural resources, and the likelihood that they may have survived the post-depositional disturbances which have accompanied subsequent development.

### Methodology

In order to properly address the city's review procedures, various sources of documentary data were examined. The utility of the documentary record for providing a greater understanding of the archaeological record and for the reconstruction of past lifeways, culture history and process, has been well established.

William Ritchie's *The Archaeology of New York State* provided a valuable overview of Native American culture and lifeways during the prehistoric period which was incorporated into the review of the prehistoric period (Section III). Works concerning Native American exploitation of the resources of the metropolitan New York area written by Reginald P. Bolton, Arthur C. Parker and Robert S. Grumet were researched as well. Available site reports and journal publications were sought for data specific to the project area (See Rockman et al. 1982). Inventories of prehistoric and historical sites from the New York State Museum and the New York State Office

of Parks, Recreation and Historic Preservation were also utilized in the site evaluation (See Appendix A).

To place the One Jamaica Center site within an historical context (Section IV.), local and regional histories were examined for pertinent material. Particularly helpful were the collections of the Long Island Division of the Queens Library, including Joseph L. Herndon's "The History of the Development of Jamaica, NY," prepared by a member of Columbia University's Graduate Program for Restoration and Preservation of Historic Architecture, which provided an insightful overview of Jamaica's economic development.

Primary source material on the project site was collected to determine the study block's original topography, and to compile a building history and disturbance record. Historical maps and descriptions of the study area were sought at the Long Island Collection of the Queens Borough Public Library, the Local History and Map Divisions of the New York Public Library, as well as the topographic section of the Queens Borough President's Office.

A building history and disturbance record (Section V.) of the project site was compiled from historical maps, the Department of Buildings' block and lot files, and a series of boring logs provided by Philip Habib & Associates (See Appendix B). The disturbance record established the range of possibly intact subsurface lots within the study block and focused further research on these specific, possibly intact land areas.

Homelot histories (Section VI.) were developed for those *previously undisturbed* portions of the study block. Several additional categories of documentary data were examined for the homelot histories. These were, most notably, census records and land records. Unfortunately, for Queens County, since it was not part of New York City until 1898, real estate tax records are not available before 1899. Available town directories for Jamaica date from 1865, and many buildings are not identified by house numbers until the 1910s. The New York Public Library's Genealogy Division was most helpful.

Census information, examined at the Queens Borough Public Library - Long Island Division and the National Archives (Northeast Region) in Manhattan, was inspected to reveal household membership, age, sex, place of birth and occupation. Each Federal decennial census was examined for the period 1790-1900. When available, indexes were used to search for known last names which appeared on maps, directories and in land ownership records. The earliest censuses were not as detailed as their later successors. Until 1850, only the head of household was listed, and all other members were listed as numbers within a certain age range, making it difficult to distinguish between family members, boarders and servants; occupations, if given, are mentioned in broad categories such as "trade and manufacture." Since addresses were not recorded,

unless residents within the study area can be identified by other means, census data does not necessarily relate to the study lots. Appendix C contains the information retrieved from Federal Census records.

A search in indexed town and village records (Historical 1938; Jamaica Records 1939) was made for references to the names of the owners/occupants of the project site established through the above mentioned deed and census research. Mary Anne Mrozinski, the director of King Manor graciously provided a copy of the 1813 Bridges and Poppleton map and these were examined as well as historical photographs at the Queens Borough Public Library, Long Island Division. Also, the recorded gravestone inscriptions for local Prospect and Grace Church, and Methodist Cemeteries provided valuable data for identifying family members, relationships and birth/death information (Frost 1911 and 1911b).

Based on the homelot histories, the following Section VII outlines the archaeological potential significance of specific, undisturbed portions of the site to address pertinent research issues. As stated in the CEQR Manual, "Significance is a function of whether the resource is likely to contribute to current knowledge of the history of the period in question" (321.2.5).

Although no subsurface investigations were conducted, site visits and examinations of current conditions were made (5-29-97 and 5-30-97; See Photos 1-6).



## II. ENVIRONMENTAL SETTING

Long Island is the top of a Coastal Plain ridge formation that is covered with glacial drift, in reality an elevated sea bottom demonstrating low topographic relief and extensive marshy tracts. In the last million years, as glaciers advanced and receded three times, the surficial geology of the island, including the One Jamaica Center site, was profoundly altered. "The glacier was an effective agent of erosion, altering the landscape wherever it passed. Tons of soil and stone were carried forward, carving and planing the land surface. At the margins of the ice sheet massive accumulations of glacial debris were deposited, forming a series of low hills or terminal moraines" (Eisenberg 1978:19).

Circa 18,000 years ago, the last ice sheet reached its southern limit, creating the Harbor Hill moraine that traverses the length of Long Island. The moraine is clearly visible on current and historical topographic maps (See Fig. 2). Before extensive alteration of the landscape during the nineteenth and twentieth centuries, a gently sloping plain extended south of the moraine to the ridge of sand hills forming the Queens mainland. Separating this ridge and the barrier beach known as the Rockaway Peninsula was a wide expanse of tidal marsh drained into Jamaica Bay by numerous small creeks and their tributaries.

The subject parcel lies in the moderately sloping area near the foot of the moraine's southern slopes, as can be seen clearly on the current U.S.G.S. topographic map, which shows an increasingly steep grade beginning approximately 1,750 feet north of the project area, north of the aptly-named Hillside Avenue (See Fig. 2).

In order to determine whether modern development and regrading has strongly altered the topography of the project lots, thereby impacting any buried cultural resources, the following discussion will compare historical and current topographic maps. Observations made during site inspections conducted on 5-29-97 and 5-30-97 will also be included.

Taylor's "Map of the Pass" of 1782 (Fig. 5) is one of the earliest detailed maps showing the topography of Jamaica village and its surroundings. The project site appears to be in an elevated, somewhat level area, a finger of the larger ridge descending from the moraine to the north and northeast. The elevated area is centered on the intersection of Jamaica Avenue and Parsons Boulevard. On the project site itself, the terrain appears to slope downward as one nears the southeast edge of the block, where a narrow hollow separates the project block from the an adjacent ridge. The terrain slopes gradually downward toward the west and southwest

The highly-detailed "Final Maps of the Borough of Queens," based on surveys completed in 1910, show the terrain relatively unchanged (See Fig. 3). The project area is still on a level area of a ridge or hill, sloping down gradually from the moraine

to the north and northeast. The project site block, and the neighboring block to the east, are on the southern edge of a large, generally level area, with elevations generally between 55 feet and less than 60 above sea level (Queens Highway datum, 2.725 feet above U.S.C.&G.S. datum). The 55-foot contour line runs through the Parsons Boulevard frontage and southwestern corner of Block 10100. Elevations fall off gradually west of Parsons Boulevard and to the south and southwest (Final Maps 1918:129).

A 1996 utilities survey (Boro Land Surveying, P.C. 10-26-96) agrees with this scenario, indicating a fairly level site. Elevations generally lie between 55 and 58 feet above sea level (Queens Highway datum), with the highest elevations (between 56 and 58 feet) in the northeastern and eastern sections of the subject parcel along 160th Street and Jamaica Avenue. The least elevated areas are still to the south and west, along Parsons Boulevard and Archer Avenue frontages where readings decline to between 53 and 55 feet.

Observations made during two site inspections (5-29 and 5-30-97), augment the survey findings. The surface of the project site, now paved as a parking lot, is fairly level, although the surface is uneven (See Photo 5). Along Parsons Boulevard the parking lot surface is slightly elevated (a foot or less) above the adjacent sidewalk. The downslope on the south side of the project site, along Archer Avenue, is also still visible (See Photo 6).

A group of five raised frame tree planters, separated by benches (dimensions: 80 x 20 feet) stands adjacent to a bus shelter along Jamaica Avenue at the corner of 160th Street. Set back from sidewalk, the planters occupy part of the fronts of the former building lots (See Photo 3).

Although the current U.S.G.S. topographic map indicates no contour changes on the project lots, because it relies on a different elevation datum point (National Geodetic Vertical Datum of 1929) and contour interval (10 versus 5 feet), the elevations are somewhat difficult to reconcile with the other surveys. It shows the 60-foot contour line running through the southwestern corner of the project site, with most of the parcel lying between the 60- and 70- foot contour lines (See Fig. 2).

South of the project area, elevations continue to decline as one approaches Jamaica Bay, about 4 miles to the south. Approximately 700 feet southwest of the study lots lay the Beaver or Ice Pond which was filled in completely in 1906 (Seyfried and Asadorian 1991:pl.42). The site of the pond and the marshy areas to the south can be seen on the 1782 and 1873 maps (Fig. 5 and 10).

### III. PREHISTORIC PERIOD

The prehistoric era on the south shore of western Long Island can be divided into three time periods, based on prehistoric man's adaptations to changing environmental conditions. These are generally known as the Paleo-Indian (c.12,000 to c.10,000 years ago), the Archaic (c.10,000 to c.2,700 years ago) and the Woodland (c.2,700 to c.500 years ago). In order to be able to assess the project site's potential for prehistoric exploitation, it is first necessary to review briefly these time periods and their associated settlement patterns.

#### *Paleo-Indian Period (c.12,000 y.a. - 10,000 y.a.)*

Prehistoric man arrived in the New World some time before 12,000 years ago. These early Americans, who we call Paleo-Indians, migrated from Siberia across the Bering Land Bridge to Alaska during the Late Pleistocene or Ice Age. They undoubtedly came down from Alaska during the Two Creeks Interstadial around 10,000 B.C., when an ice-free corridor opened between two massive glaciers that covered present Canada. During this period, the Indians relied heavily on large Pleistocene herbivores for food, namely mammoth, mastodon, caribou and musk ox. These Indians were hunters and gatherers, nomadic people who roamed widely in search of food, and their settlement pattern consisted of small temporary camps. The diagnostic artifact of the Paleo-Indian Period is the fluted projectile point. However, these people made other sophisticated tools as well, including graters, steep-edge scrapers, knives, drills and other unifacial tools.

#### *Archaic Period (c.10,000 to 2,700 years ago)*

The cultures of the Archaic Period are considered to be human adaptations to the changed environmental conditions of the warm and dry hypersothermal interval, during which temperatures are believed to have been considerably warmer than at present. The spruce and pine forest dwindled further, and mixed hardwoods - oak, hickory, chestnut, beech, and elm - became dominant. This essentially modern, open, oak woodland pattern provided ample food for mast-eaters such as white-tailed deer, turkey, moose, beaver and even black bear, and thus the hardwood forest provided a greater carrying capacity for hunters and gatherers (Ritchie 1980:32).

During the Early and Middle Archaic, saltwater fish and shellfish apparently did not play an important dietary role. Although oysters were abundant on the South Atlantic Shelf by 12,000 years ago, they did not become a dietary staple until the Late Archaic. This is mainly because during the early and middle stages the coastal areas were relatively barren environments, providing little aside from oysters. Artifacts recovered from Middle Archaic shell heaps indicate that these sites were

temporary processing stations. Larger base camps, indicating a semi-sedentary lifestyle, were generally inland, near freshwater bogs and lakes, which were far more hospitable, providing fresh water, fish, waterfowl, and attracting deer and other game animals (Lavin 1988:103-104). Archaic man was still highly mobile, but within well-defined territorial limits, moving between seasonally exploitable lacustrine and riverine food resources. Although there was little storable surplus, meat and fish could be dried or smoked, and plant foods such as acorns, chestnuts, beech nuts, and various seeds could be saved. Bark-lined and roofed storage pits for this purpose have been found in up-state New York.

The Archaic tool kit reflects this greater reliance upon seeds and nuts, with grinding tools such as mortars and pestles represented; bone fishhooks and notched pebble netsinkers for fishing; woodworking tools such as adzes, celts, axes and scrapers, as well as many general purpose tools.

The warmer and drier conditions during the thermal maximum, occurring after 7,500 years BP, and definitely by 5,000 to 2,000 BP, caused the shrinkage of interior lakes and streams, and resulted in the crowding of Archaic peoples at the larger and therefore more reliable water and food sources. The population pressure and resource competition thus caused is reflected in the increased incidence of burial ceremonialism during the Late and Terminal Archaic.

At the end of this warm period, between 4,000 and 3,000 years ago, cooler temperatures slowed the melting of the polar ice cap, substantially reducing the rate of sea level rise. This enabled silt deposits to build up along coasts and at the mouths of rivers and streams, such as those draining into Jamaica Bay, which in turn developed into salt marshes. Established salt grasses such as *Spartina* sp. trapped more silt, building up the marsh to the high tide level, providing ideal environments for clam beds and scallops (Lavin 1988:106). Such salt marshes are incredibly rich in plant and animal life, providing food and breeding grounds for numerous species of fish, shellfish, birds, amphibians and mammals. As elevations rise toward the uplands, and salinity decreases further inland, different econiches are represented, often presenting a year round selection of exploitable plant and animal resources within close proximity to one another (Lavin 1988:108). During the Late and Terminal Archaic, coastal sites and the exploitation of shellfish resources were more heavily represented. Archaic period shell middens excavated in the Hudson Valley indicate that oysters were processed on site, but the meat was taken elsewhere for consumption or exchange. Other types of sites represented include rockshelters and open woodland camps (Schaper 1993:32).

The earliest known pottery type made its appearance during the Terminal Archaic (2,750 years BP), which enabled Archaic people to cook longer and more evenly the grains and plants now being gathered from the marshes (Lavin 1988:110). Many Early and Middle Archaic coastal sites have been flooded due to the general stabilization of the sea level since that time. Many Late Archaic coastal sites have

also met the same fate. For example, the Late Archaic Wading River Complex, four archaeological sites on the north shore of Suffolk County, was found on the edge of a salt marsh, on dry ground that ranges from only two to seven feet above mean high water (Wyatt 1982:71). At Shelter Island, Suffolk County, a small Late Archaic special purpose camp, probably for tool making and food processing, lies near tidal wetlands, and at its highest elevation is only five feet above mean high water (although its lowest points indicate a rise in water level since its occupation) (Witek 1988:21, 28).

#### *Woodland Period (c.2,700 to 500 years ago)*

By the beginning of the Woodland period, the climate had stabilized, becoming much as it is today. The trend toward increased exploitation of coastal resources which had begun at the end of the Archaic intensified, with site size and frequency rising until large semi-sedentary settlements appear in the Late Woodland. There are also indications that inland sites declined in number (Lavin 1988:106, 108, 110). The number and size of sites and artifact diversity indicate longer occupations and the increased use of non-local lithic materials. The regionalization of ceramic styles suggests an growing territoriality.

By the late Middle Woodland, the disappearance of mortuary ceremonialism points to an increasingly successful adaptation to the environment. The largest sites of the Late Woodland, generally located on the coast or the intertidal zone near estuary heads, often contain evidence of structures, and are recognized as villages by some archaeologists. People of Woodland times preferred the same sites as those of the Late Archaic in order to exploit both salt and fresh water marsh environments (Lavin 1988:106, 108, 110). The sites are described as well-drained locations on bays and tidal streams close to sources of marine shellfish, with shell heaps or middens covering areas of up to three acres or "situated on tidal streams or coves" (Ritchie 1980:266, 269). Nearly all of the permanent sites are on tidal streams and bays on the second rise of ground above the water (Smith 1950:101).

The Woodland tool kit shows some important additions, notably the bow and arrow for hunting, dugout boats and barbed bone/antler harpoons for sea fishing and hunting of sea mammals. Fish runs in rivers provided a stable and reliable resource, and fish weirs were utilized in rivers and major creeks for the capture of large quantities of anadromous fish (Brumbach 1986:35). Cups, bowls and spoons were fashioned of wood and tortoise shell, and the use of pottery for cooking became more widespread. In fact, pottery sherds become the most common artifact found on Woodland large camp and village sites (Ritchie 1980:267-268). Horticulture appeared in certain areas during Middle to Late Woodland times, but very little evidence of its practice has been found in coastal New York. Although coastal Indians were familiar with maize as early as 1150



A.D., it remained a minor source of nutrition, probably since it was unnecessary to supplement their already rich and bountiful diet (Lavin 1988:113).

*European Contact Period (c.500 to 300 years ago)*

Following the earliest known visit of Europeans to the New York City area, the exploration of New York Bay by Giovanni da Verazzano in 1524, descriptions of Native Americans and their settlements were recorded, providing another source of data to buttress archaeological inferences about Indian lifeways in the Contact Period. Daniel Denton, a member of the first group of Jamaica settlers, in his Description of New York, published in London in 1670 observed:

They live principally by hunting, fowling and fishing, their wives being the husbandmen, to till the land and plant the corn. The meat they live most upon is fish, fowl and venison . . . They build small moveable tents, which they remove two or three times a year, having their principal quarters where they plant their corn; their hunting quarters and their fishing quarters (Thompson 1843:I 80).

The cultivation of maize (which previously was an unnecessary supplement to an already rich diet) and an increasingly sedentary lifestyle became more widespread on Long Island during the Contact Period, probably due to trade relations with Europeans. Shell bead and wampum production was increased, and furs were collected by Natives for exchange. Although there are many ethnohistorical accounts of trade, there is little archaeological evidence of this in the region (Kraft 1991:213). Shellfish remained an important food source. Isaac Jogues (1862:29), who visited New Netherland in 1633-1634, observed the "great heaps" of oyster shells made by the "savages, who subsist in part by that fishery."

Apparently, the larger villages developed into permanent settlements whose populations expanded and contracted with the availability of various natural food resources, while agriculture provided a storable surplus to maintain a smaller population throughout the year. Part of the population still migrated between food sources, inhabiting smaller seasonal campsites. However, this period of growth was interrupted by epidemics of European diseases against which the Indians had no natural immunity, resulting in decimation of the population. By 1670, Denton reported:

it is to be admired, how strangely they have decreased, by the hand of God, since the English first settling in these parts. For, since my time, where there were six towns, they are now reduced to two small villages (Thompson 1843:I 80).

At this time it is generally believed that western Long Island was inhabited by Munsee-speaking Canarsee and Rockaway Indians, members of the Delaware culture group. Due to the enormous stresses of warfare with European settlers and disease, the socio-political situation of Long Island's Native Americans was extremely fluid, with groups splitting and combining in complex ways. The relationship among western Long Island's various Indian groups is still open to debate. The Canarsee had their main village in southeastern Kings County, and the Rockaways had their chief settlement somewhere in Far Rockaway, yet they may have been a subgroup of the Canarsee. The last documentary mention of the Canarsee came in 1684, when they had joined with the Rockaway and another group, the Massapequa (Munsell 1882:195; Grumet 1981:5-6,47). Although Edward M. Ruttenber, in his 1906 article, "Indian Geographical Names of the Valley of the Hudson's River," suggested that Jamaica was the name of a local Indian group, there is no evidence of such a group (Grumet 1981:16), and in their defense, although 19th-century local historians retell the "Jameco" Indian group story, they also report doubts as to its validity (Thompson 1843:11 96).

The word Jamaica is believed to have been derived from the Algonkian word for beaver. The earliest spelling, Jamaika, appears in a document from 1655, and the word appears as Jamaick, Jamenico, Jemaico, Jameco etc. during the 17th century. Jamaica referred to a beaver pond in the vicinity of the first European settlement (Grumet 1981:16; See Fig. 5).

Twentieth-century research conducted by Robert S. Grumet and Reginald Bolton has identified a Native American trail, Mechawanienc, as the precursor of Jamaica Avenue, which abuts the project site on the north (See Fig. 4). Bolton translates Mechawanienc as meaning, not surprisingly, "old path or trail." (Grumet 1981:33).

The nearest known Indian habitation area is "a village on a creek a mile south of the present village of Jamaica" (Beauchamp 1980:137; Parker 1920:672; Bolton 1972:148,149). [It is not clear whether this mile begins in the center of Jamaica village or at its outskirts.] The source for this statement, Benjamin Thompson's History of Long Island, reports that the Indians resided "near that part of the bay and the stream, or creek south of the Beaver Pond" (Thompson 1843:11 96). Bolton locates the site adjacent to Baisley Pond Park (Grumet 1981:67,71), which would place the village approximately 1.5 to 2.2 miles southeast of the study area. A second native path branching from Mechawanienc (Jamaica Avenue), which very roughly approximated the path of present 150th Street and Sutphin Boulevard (abutting the western section of the study site), led to this settlement and continued south to Jamaica Bay (See Fig. 4).

A search through the files of the New York State Museum and the Office of Parks, Recreation and Historic Preservation (OPRHP) identified two inventoried

prehistoric sites within one mile of the subject parcel\* (See Appendix A). These are NYSM #4531 (ACP Quns-8), "village of the 'Jameco Indians,'" which is the settlement near Baisley Pond Park described in the preceding paragraph. The OPRHP locates this village very generally, placing it somewhat north of Baisley Pond Park, at least 1 mile southeast of the project lots. The second site is NYSM #4546 (ACP Quns-no#), described as "traces of occupation," generally located about 0.9 to more than 2 miles northeast of the project lots (Parker 1920:672, pl.208).

As outlined in the prehistoric overview above, an important consideration in the determination of a site's potential for hosting prehistoric cultural remains is the attractiveness of the subject parcel's environmental resources to prehistoric Americans. These factors include the presence of protected, dry, elevated land, a source of fresh water, and the proximity to a marsh environment, which would have provided a rich source of edible and useful plant and animal species.

The Beaver Pond, 700 feet southwest of the project site, would have provided a useful source of fresh water, and the pond and its vicinity an attractive hunting, fishing and foraging ground. During the 18th century a freshwater swamp existed along the banks of the creek draining the Beaver Pond, beginning about 2,000 feet southwest of the study lots (See Fig. 5). The project site itself would have presented a dry, level, elevated location. The presence of two major Native American paths, now Jamaica Avenue, abutting the project site, and 150th Street (1,700 feet west of the project site), as well as the Indian toponym, Jamaika, referring to the Beaver Pond, indicates that Native Americans were familiar with the general project area.

Based on this review of historical, archaeological and environmental data, the study site has a potential for having hosted buried cultural remains from the prehistoric period. However, due to the usually shallow nature of such deposits, three to four feet below the pre-development surface, they are extremely vulnerable to the ravages of historical period construction. The impact of 19th- and 20th-century construction on this prehistoric potential will be discussed in the Conclusions section of this report.

---

\* Site A081-01-0152, the "Federal building block," excavated in 1982, is an historical period site, and the location of the Social Security Administration Building. It is incorrectly located on the map (See Appendix A). The building stands about 90 feet west of the project site, along Jamaica Avenue across 159<sup>th</sup> Street/Parsons Boulevard (See Photo 5).



#### IV. HISTORICAL PERIOD

Incorporated in 1656, Jamaica Village was established by a group of English settlers from Heemstede (Hempstead in present Nassau County), who requested permission from Director-General Peter Stuyvesant to establish a town on Dutch West India Company territory, between Heemstede (Hempstead) and Amersfoort (Flatlands). Although the Dutch chose the official name, Rustdorp (ROOST-dore-up), meaning restful or peaceful village, the settlers preferred a number of other names, including Canorasset and Crawford, but eventually adopted the name Jamaica, after the Indian name of the beaver pond near the settlement (Brodhead 1853:619; Thompson 1843:96-97; See Fig. 5).

Jamaica's proprietors purchased property surrounding the village from the local Native Americans in order to strengthen the settlement's title to lands granted by the Dutch authorities and later confirmed by the English colonial governors. Interestingly, the first recorded transaction occurred in 1655 (before official permission to settle was granted), with the payment of "two guns, a coat and a certain quantity of powder & lead," to Casperonn, Adam or Achitterenose, Ruckquakek, Runnasuk, Anmerhas, Caumeuk, Manguaope and Waumetompack. The same property was repurchased in 1662 from Waumitumpack (Waumetompack?), the "Sachem of Rockaway," for a trooper's coat and a kettle. However, instead of the kettle, it is reported that the sachem was satisfied with "8 bottles of licker." Each original proprietor received ten acres of planting land, twenty acres of meadow and a homelot near the settlement. As new residents arrived, land was allotted to "respectable" settlers, admitted by vote at the town meeting (Munsell 1882:193-195).

Among the original 20 village proprietors was Daniel Denton, whose 1670 Description of New York, quoted in the previous section, provides a valuable description of local Native Americans and their lifeways. At the first town meeting, in 1656, Denton was appointed public secretary/recorder (Thompson 1843:80,97).

Despite the presence of Denton's father, the Rev. Nathaniel Denton, among the first proprietors, the early settlement considered itself to be without a minister. In 1661 the town petitioned Director-General Peter Stuyvesant to send them a Dutch minister to preach to them and baptize children. Bilingual Domine Samuel Drisius traveled to Jamaica, and spent Sunday, January 9 preaching two sermons and baptizing eight children and two women before departing (Munsell 1882:229). By 1662, the town decided to "procure" its own full-time minister, and in March directed two men to build a house for the candidate, at a cost of £23 in wheat and corn. The location of the house was near the northwest corner of the project site, about 90 feet south of the corner of Jamaica Avenue and Parsons Boulevard; See Fig. 5). The building was to be completed by August of 1662 (Munsell 1882:229).

The towne have hired Andrew Messenger and his son in law Richard Darling, to build a house for ye minister of 26 foot by 17, and to bee 10 foot high in ye stood, betwixt joint and joint; ye house to bee well clap-boarded, ye sides and ends - the roof to bee well & sufficiently shingled wth 3 foot shingles, 2 chimneys to be made in the house, one below for a lower room, and another for ye chamber; 2 floores of joice and boards, to bee layd above in ye chamber and underfoot - to be well jointed above and below - above a payre of steares, well and stronglie made to goe into ye chamber - chimneys to be well plastered - 3 windows, large and handsome, 2 below and 1 above - the house to bee well braced and be done by ye middle of August next. The towne to provide nails, hinges, clap boards, and shingles - and alsoe sawn boards for the inward work - the towne to cart all ye timber and other stuff needful for the sayd house (in Thompson 1843:858).

Apparently the building was completed before the end of the year, for by December 1662 the town appointed a group of men to "make the rate" (assess taxes on the townspeople) to pay for the house and the cost of transporting the new clergyman to Jamaica. Harvard-educated Zachariah Walker was voted a salary of £60 (in wheat and corn) per annum in February of 1663, and the following month the house and homelot were given to Walker, provided he remain in Jamaica (or depart with "just cause"). This homelot, also known as the "parsonage lot," included the entire project site, and extended to the south and southwest, as far as the old Beaver Pond (Munsell 1882:229; See Fig. 5).

It was not until August 1663 that the town built a meeting house, a thatched-roof, log building, "26 foot square" at the southwestern corner of Jamaica Avenue and Parsons Boulevard (then Beaver Street), about 70 feet west of the subject site. The building served both as a court house/town hall and religious meeting house.

Oddly, during the time he was in Jamaica, Walker did not complete his degree, and was therefore not officially admitted to the ministry. This probably contributed to his departure in 1668. He was replaced by John Pruden, 25, whose salary was a much-reduced £40 a year. On November 5 of the same year, John Wascot was hired to enclose the "burring plas," 10 rods square, which had been established on a section of the parsonage lot (Munsell 1882:230; Historical 1938 XI:46; Landmarks 1977:1). Although the date for the Prospect Cemetery's founding is often given as c.1662 (Historical 1938 XI:46; Willensky and White 1988:784), this reference in 1668 marks the first appearance of the present larger cemetery in historical documents (See Fig. 10). Prospect Cemetery, approximately 225 feet south of the project lots, is now a New York City Landmark.

Jamaica assumed a new importance as an administrative center following the English conquest of New Netherland in 1664. Governor Nicoll confirmed the town's patent in 1665, and made the village the judicial and legislative seat of the region. The other Long Island towns levied special taxes to build a larger court and meeting house in the village, which was completed adjacent to the original building in 1667.

The Presbyterians, who represented the majority of the population, had previously used the court/meeting house for their religious services, but erected a larger stone building, long known as the "Old Stone Church," in 1699, during the pastorate of John Hubbard (1698-1705). This building, with "a pyramidal roof, and a balcony in the centre, surmounted by a weather-cock of sheet copper," stood in the middle of Jamaica Avenue, in the line of Union Hall Street (400 feet northeast of the project site), until it was torn down in 1814 (Thompson 1843 II:105,115; See Fig. 5).

The church and parsonage became a bone of contention between the colonial government-supported Church of England, and the village-supported Presbyterian church. During a yellow fever epidemic in 1702, Governor Cornbury and his entourage fled New York City for rural Jamaica, where then-pastor John Hubbard, whose parsonage was the finest house in the village, vacated his residence in deference to Lord Cornbury. When Cornbury, a zealous promoter of the Church of England, finally left after two to three months, rather than return the house to its owner, he gave it to an Anglican clergyman, and advised him to take possession of the church and parsonage lands, forcing Hubbard to preach to his flock in an adjoining orchard (Thompson 1843:105-107; Historical 1938:XII 129). Cornbury's not illogical conclusion seems to have been that since the buildings had been erected and were maintained by the Crown's taxes (mandatory even for non-Presbyterians), they should be occupied by the Crown's minister.

Although the village's Presbyterian majority attempted to repossess the house and church by force, this was prevented by the Cornbury-controlled civil authorities. However, Jamaicans refused to pay the salary of the Anglican minister. The crisis dragged on for decades, waxing and waning depending on the inclinations of the Royal Governors and clergymen involved. By 1708, for example, following the advice of Governor Lovelace, both groups shared the church. After 1710, however, control of the properties passed to the Presbyterians, with the marriage of the daughter of the deceased Rev. William Urquhart (Anglican) to a Presbyterian theological student. Urquhart's widow, probably desirous of remaining in the parsonage, turned it over to her son-in-law, and the new Anglican minister, Thomas Poyer, was never able to repossess it. Litigation was decided in the Presbyterians' favor in 1727, although wrangling continued as late as 1768 (Herndon 1974:8-10; Kamen 1975:222; Munsell 1883:238,239). Following its eviction, the Episcopal congregation held its

services in the courthouse, until the first Grace Church sanctuary was completed at the northwest corner of Jamaica Avenue and Parsons Boulevard in 1734, approximately 300 feet northwest of the project parcel (Thompson 1843:116,124n; Ross 1903:552,558; Herndon 1974:7,8; See Fig. 5).

These unsettling events seem to have prompted the Dutch Reformed congregation, which had worshipped with the Presbyterians, to organize officially. This occurred c.1702, the year the first baptism was recorded, and the Jamaica church became the first Dutch Reformed congregation in Queens County. At first the Dutch, settlers from New York City and Kings County, met in the court house, but in 1715, the elders and deacons of all the Dutch congregations in Queens County decided to build a church in Jamaica, raising £361 18s 3d by subscription. An octagonal church building was completed in 1716, on the south side of present Jamaica Avenue opposite 153rd Street (about 600 feet west of the project site). At the top of the steep roof was a cupola with a bell made in Amsterdam (Munsell 1882:236; See Fig. 5).

As can be partially discerned from the 1782 Taylor map (Fig. 5), 18th-century Jamaica was a sparsely-built village, near the crossing of the roads to Flushing and Rockaway (now Parsons Boulevard and 150th Street/Sutphin Boulevard, respectively) and present Jamaica Avenue, which led to Brooklyn and New York on the west and Hempstead on the east. The latter road, widened one hundred feet by c.1703, was the chief route by which the farmers of Queens County's outlying areas brought their crops to market. As they returned home from Brooklyn and New York they passed through Jamaica and spent their money in the village's stores, inns and taverns. Merchants and innkeepers established a "stage wagon" in 1767, which took passengers from Jamaica to Brooklyn three times a week for 2 shillings, or 3 pence a mile for any distance in between. Alexander Hamilton recorded a visit to a Jamaica tavern in 1744, where his party "paid dear for our breakfast which was bread and mouldy cheese, stale beer, and sour cider" (Herndon 1974:10-12,16). The sour cider was likely a local product, from the products of the numerous orchards which dotted the landscape (See Fig. 5).

One of these taverns, Hinchman's Tavern, was near the project site. Its existence is documented as early as the 1750s, but the location is never precisely given. The activities associated with the Tavern, however, do indicate the community vitality of the project neighborhood.\* During the Revolution, many Whigs were arrested at Hinchman's, including the proprietor, Robert

---

\* When David Lamberson Sr., whose house stood at the southeast corner of Jamaica Avenue and 160th Street (50 feet east of the project site), married Letitia Hinchman in 1780, he reportedly moved "west door" to Mrs. Joanna Hinchman's Tavern on present Jamaica Avenue. However he must have skipped over the project lot, since only the parsonage appears in the project site on the 1782 map, and no structures are depicted there along the edge of Jamaica Avenue on the 1813 map.

Hinchman. American General Nathaniel Woodhull, captured and mortally wounded following the Battle of Long Island in 1776, was also brought to Hinchman's tavern shortly before his death. (Historical 1938: XI 68, 120; Onderdonk 1976:41, 102, 108, 121; Munsell 1882:135). The tavern survived the Revolutionary War, and served as town hall between 1784 to 1813; See Figs. 5 and 6).

As an important transportation hub, Jamaica was occupied by the British in 1776 during the Revolutionary War. Soldiers were billeted in most houses, and troops camped in the hills north of the village during the winter. The occupation had its benefits, since the officers and men supported the local economy, especially the taverns and inns. Supporters of the Revolution, such as ardent Whig Dominie Solomon Froeligh, fled, while those that remained were forced to swear loyalty to the Crown, or face imprisonment. The British used Froeligh's Dutch Reformed Church as a storehouse, and there wagons came to be loaded with weekly provisions of rum, pork, flour and peas. Although the soldiers left the pulpit alone, the pews and floor were ripped up to build barracks and huts (Munsell 1882:236-237).

The Presbyterian parsonage and Stone Church remained in the hands of Rev. Matthias Burnet, one of the few Loyalist Presbyterian ministers in the American colonies. Although the church was used for the internment of ardent Whigs at the beginning of the war, throughout the occupation he preached undisturbed, and his congregation included Scots troops stationed in the area. He managed to save the building from damage in 1776, when Loyalists tried to saw off the steeple. Burnet and his houseguest Whitehead Hicks, mayor of New York City, were imposing enough to overawe the would-be vandals (Munsell 1882:233; Thompson 1843:606).

It was the army's seizure of local resources that probably adversely affected a greater part of the population. The confiscation of cattle and sheep caused a food shortage. The great demand for wood for cooking, heating and construction, particularly during the winters, meant that many orchards were cut down and fences and buildings stripped. Among other structures, the jail and the old court house were torn down for building materials. After the war the county court moved to Hempstead, because there was no longer any place to meet in Jamaica (Herndon 1974:14-15; Onderdonk 1876:7,8). Until a new building was completed in 1855, town meetings took place in local inns and taverns including Hinchman's (Munsell 1882:221; Historical 1938:XI 92).

On the other hand, the destruction of so many older buildings encouraged a wave of new construction in the decades after the Revolution, which gave Jamaica a more sophisticated aspect, at least compared to the villages further east. The Old Stone Church (1813), Grace Church (1822) and the Dutch Church (1833,) were all replaced during this period. (Herndon 1974:17; Munsell



1882:237). With the construction of a new church, the Presbyterians also built a new parsonage, and the old parsonage lot and house were sold in 1813 (Macdonald 1862:203). The parsonage remained standing until 1857, when J. T. Lewis purchased it from J. S. Remsen and later tore the building down. The last occupants were a Jewish family, "the man traveling with his wagon and selling clothes" (Historical 1938:XI 54).

Timothy Dwight, who visited the town in 1804, reported about 100 houses, three churches and the academy mainly along Jamaica Avenue in this "customary resort" for New York. Vacationers, and later wealthy country residents and retirees settled in Jamaica village, most notably Rufus King, who purchased a house and farm from the estate of Christopher Smith in 1805, on Jamaica Avenue, about 1,000 feet northwest of subject lots (See Fig. 7). During the Revolution, King had been an aide to American General John Glover, and later served as a delegate to the Continental Congress from 1784 to 1787. He was one of the 39 signers of the final form of the Constitution. A Federalist, in 1789 he became one of the first pair of senators from New York, and was reelected in 1795. King served as first minister to Great Britain from 1796 to 1803, when he resigned to run for vice president, losing in 1804, and again in 1808. Elected to the senate in 1813 and 1820, King also ran for president, unsuccessfully, against James Monroe in 1816. Under President John Quincy Adams, also a Federalist, King was appointed Ambassador to Great Britain in 1825, but was taken ill, and returned to the United States, where he died in 1827, and was buried in Grace Church graveyard (Herndon 1974:17,19-21).

The King mansion was originally a small mid-18th century building, associated with the Episcopal Church in some capacity. Its original purpose has been described as hospital or manse, and dated to as early as 1730, with western sections from 1755, and King's additions on the east from 1806. King's son, John Alsop King, governor of New York (1857-59), occupied the mansion, which passed to his daughter Cornelia. The house was designated a New York City Landmark in 1966 (Willensky and White 1988:781; Herndon 1974:19,21).

By 1836 Jamaica had grown into:

A neat and pleasant village, approached by roads running through a district highly cultivated and richly adorned, with splendid country seats and productive farms . . . It contains one Presbyterian, one Episcopalian, one Dutch Reformed churches, each with its tower and belfry, giving grace to the town, and one small plain Methodist meeting house, all of wood, as are most of the dwellings. Two academies are incorporated; the Union Hall, for males; the other for females; the fireproof office of the county clerk and surrogate, established here by special act of assembly; two printing offices, publishing weekly journals, two physicians, three lawyers,

seven stores, four inns, and the usual handicrafts, and 140 dwellings, generally two stories high, many of them large and commodious, surrounded by grass lots and shrubbery; inhabited by retired merchants from New York (Thomas Gordon, in Herndon 1974:24).

The project site lay in the center of this bustling activity. The 1842 map shows numerous businesses and workshops, offering such products as groceries, drugs and medicine, clocks and watches, tin and sheet ironware, books, cabinet furniture, boots and shoes and carriages, as well as the services of two blacksmiths and the offices of a newspaper, the *Long Island Farmer*, the first newspaper published in Queens County (See Fig. 7).

Jamaica's wooden buildings were gradually replaced by stone or brick structures, not as a result of any organized building program, but gradually, as the earlier buildings were consumed by fires. During the 1850s and 1860s a number of fine buildings were constructed in the village, including Grace Episcopal Church, whose brownstone English country Gothic sanctuary was completed in 1862 at Jamaica Avenue between 153rd Street and Parsons Boulevard. A New York City landmark, it is about 300 feet northwest of the subject lots. The second building of the Jamaica Dutch Reformed Church burned to the ground on September 30, 1855. Only hours previously it had received the last daub of paint in an extensive renovation and embellishment. A new, larger sanctuary, a red brick Romanesque Revival structure, was completed in 1859, and is a New York City landmark (Historical 1938: XI 82,83; XII 75; Willensky and White 1981:782).

The town's growth is attributable to a number of improvements in transportation which occurred during the first half of the 19th century, solidifying Jamaica's position as the transportation hub of Queens County. The first was the rebuilding of the road to New York by the Brooklyn, Jamaica & Flatbush Turnpike Company in c.1809 (See Fig. 6). The eastern terminus was present Jamaica Avenue at 168th Street, but was later extended to Hempstead and Jericho. This turnpike was privately operated until 1897, and tollgate houses were still standing during the 20th century.

Another important event was the creation of the Brooklyn & Jamaica Railroad Company in 1832. The first steam trains from the ferry landing in Brooklyn reached Jamaica in 1833. The company was a financial failure, but in 1836 the line was leased by the Long Island Railroad Company (LIRR), which had been formed in 1834 (See Fig. 10). The LIRR extended the line and ran cars as far as Hicksville by 1837, and Greenport was reached in 1844, from whence passengers debarked for a ferry across Long Island Sound. The line was an important link in the New York to Boston route, for which an all-overland route was not considered possible, that is, until it was completed in 1848. This event

forced a difficult reorientation of the LIRR toward local Long Island traffic (Smith 1958:1,4,15).

Despite the financial tribulations of the LIRR, Jamaica was still one of its most important depots, and parts of the station, depot and other real estate can be seen on the 1842 and 1868 maps (Figs. 7 and 9), approximately 200 feet southwest of the project lots, with the tracks dividing Jamaica in two (See Fig. 10). The presence of the depot had a direct effect on the project site area. Van Cott's, Remsen's and Mrs. Hunter's Hotels were clustered just west of Beaver Street (Parsons Boulevard) by 1842, and numerous saloons, restaurants and boarding houses catered to travelers (See Fig. 7).

The project site remained at the center of municipal life. At least one Village Hall and a Town Hall (c.1859) were established in the wood frame buildings on the study block along the west side of Washington (160th) Street, although records are not clear about the exact locations. With Jamaica's development and population growth, a handsome new masonry Town Hall was constructed in 1870, at the northeast corner of Jamaica Avenue and Parsons Boulevard, about 80 feet north of the project site. This building was demolished in 1941 (See Figs. 10 and 11).

Another important transportation improvement was the replacement of the horsecar lines with trolleys in 1887. As Jamaica became cheaply, quickly and easily accessible to workers, and with the consolidation of Queens County with New York City in 1898, commuters began to dominate the population. Agriculture declined as large estates were broken up and groups of single-family suburban residences were constructed. Sections of the old Rufus King estate were sold off in 1887 and 1889 to pay the rising real estate taxes, and Rufus King's granddaughter Cornelia willed the remaining property to New York City in 1896 (Herndon 1974:21).

Development north and south of the Long Island Rail Road tracks took different routes. To the north, large middle class houses and estates still dominated, while to the south, smaller lots had a higher concentration of middle and lower class dwellings, as well as industrial structures (Ibid. 30-32). Although the Brooklyn Rapid Transit Company's elevated train did not begin service to 168th Street and Jamaica Avenue until 1918, a surface line was in operation in 1903. The Eighth Avenue subway line reached Jamaica in 1937. These transit lines began an apartment house boom in the 1920s and 30s, as the last vestiges of the village's wood frame structures disappeared, and the last residences along Jamaica Avenue were replaced by stores, theaters and restaurants (See Figs. 17 and 18). South of the tracks, low-income tenements were constructed, and by 1939, this area was the home to some 15,000 African-Americans, who lived in slum conditions (WPA 1939:583).



## V. BUILDING HISTORY AND DISTURBANCE RECORD

The following building history and disturbance record of the project site is based primarily upon historical maps, and also records from the Department of Buildings block and lot files. The purpose of the history is to identify the deeply-disturbed sections of the project site, which can then be eliminated from further archaeological consideration.

Lot numbers refer to the former lot divisions, used by real estate atlases and the Department of Buildings, prior to their consolidation into current Lot 1. For locations see the Map of Old Lot Lines (Fig. 21). The 1911 Sanborn map (Fig. 16) is also a useful guide to understanding lot divisions and numbers.

### Block 10100

Block 10100, which includes the project site, was formerly a section of the much larger parsonage lot, which extended southward along Parsons Boulevard past current Archer Avenue, and southwesterly to the banks of the old Beaver Pond. It included the original sections of Prospect Cemetery (See Fig. 5). The parsonage building itself was on the southern sections of what later became Lots 1 and 3. The building can be seen on the 1782 map, set back slightly from both Jamaica Avenue and Parsons Boulevard. Its location in relation to later lot lines has been drawn in on Figure 21.

Built in 1662, the building was 2 stories, 26' x 17' with two chimneys and two fireplaces. (Munsell 1882:229). It was occupied by the town's Presbyterian minister until 1813 when a new parsonage and church were erected outside the study lots (Macdonald 1862:203). The large parsonage lot and the house were sold, and the next detailed map available, from 1842, shows a much-reduced property surrounding the parsonage, limited to Lots 37, 46 and the southern parts of Lots 1 and 3. This property was owned by J. Herriman, who did not live there. The large, rectangular parsonage, still utilized as a dwelling, can be seen along the northern boundary of Herriman's land (See Fig. 7).

James Remsen purchased the property prior to 1857, but sold the former parsonage (with the southern sections of Lots 1 and 3) to J. T. Lewis in 1857. The parsonage was to the south of his shop and dwelling along Jamaica Avenue. Lewis tore down the parsonage, probably c.1859, since the building appears on the 1859 Walling map (See Fig. 8). It was an "old shingled structure of 2½ stories. The last occupants were a Jewish family, the man traveling with his wagon and selling clothes" (Historical 1938:XI 54). Lewis' expanded property at the corner of Jamaica Avenue and Parsons Boulevard with the empty, former site of the parsonage, can be seen on the 1868 map (Fig. 9).

## Lot 1

*(322, 324 Fulton Street - 159-02, -04 and -06 Jamaica Avenue)*

In 1842, Lot 1, the corner property at Fulton (Jamaica Avenue) and Beaver Streets (Parsons Boulevard) was split between two owners. The northern section was under the ownership of D. Lamberson, who lived in a house on Lot 3, and operated a "drugs and medicine" store on Lot 1, in the building at the corner. A grocery store run by W. C. Ryder was also a tenant there. The remaining section of Lot 1 was part of the Herriman property, on which the old parsonage still stood, straddling the border between future Lots 1 and 3 (See Fig. 7).

Circa 1850, James T. Lewis established his hardware store at the corner of Jamaica Avenue and Parsons Boulevard, and his home stood next door on Lot 3 (Historical 1938:XI:54). It was Lewis who purchased the southern sections of Lots 1 and 3 from James Remsen, and tore down the 1662 parsonage. His name appears as owner in 1868, his property combining Lots 1, 3 and 4 (See Fig. 9). Lewis or his descendent owned the property as late as 1904 (New Building 915-1904). No changes in the building are visible through 1886 (Compare Figs. 9, 10 and 12).

The 1886 atlas, the first detailed description of the commercial building, shows a 2½-story hardware store at the corner on Lot 1, and a 2-story tin shop to the rear, along Beaver Street (Parsons Boulevard). Two small, 1-story additions were added by 1891, the larger labeled OFF[ice] in 1901. A large, 1-story storehouse and shed was also built in the rear yard to the south, behind both the store building on Lot 1 and the dwelling on Lot 3 (See Fig. 13). An additional shed was added along Beaver Street (Parsons Boulevard) by 1901 (See Fig. 15).

A new 2-story store building was added along Parsons Boulevard, 75 feet south of Jamaica Avenue, abutting the rear of the old store, in 1904. The building application was in such poor condition that it was virtually unreadable. The existing 1-story extension was removed. The property was still owned by James T. Lewis (New Building 915-1904; See Fig. 16). A 1936 permit describes this building as a store and dwelling (Alteration 8887-1936).

The large free-standing shed at the rear of the lot became a 2-story tin shop, with a watercloset on its eastern side in 1911, but was removed by 1925, when the atlas records a new, free-standing, 1-story store building on Twombly Place (Beaver Street/Parsons Boulevard). The 1925 depicts at least seven stores in an unbroken frontage along Fulton Street and Twombly Place (See Fig. 17). All the buildings are of wood frame construction, but neither building records nor maps record deep foundations or basements.

A new 1-story brick store was completed along Twombly Place before 1942, replacing the frame store which appeared in 1925 (See Fig. 18). By 1951 all of the

earlier buildings had been replaced, and the entire lot was covered by a 1-story frame structure divided into 3 stores (See Fig. 19). There are no building records for these structures, and maps indicate no basements or deep foundations. Between 1951 and 1981 all the buildings on Lot 1 were razed (Sanborn 1981; See Fig. 19). The lot is presently part of a parking lot.

A soil boring, B-6, performed 20' south of Jamaica Avenue (on the location of the earliest lot building) indicates a fill layer-extending 13.5' below the current surface. Barring regrading, this suggests that one of the structures on the site did have a basement. A second boring at the rear of the lot, B-9 (approximately 90' south of Jamaica Avenue) shows the same depth of fill, 13.5' (See Appendix B).

Based on the data from boring logs, foundations appear to have penetrated to approximately 13.5' below street level over the entire lot (See Appendix B).

### Lot 3

*(326 Fulton Street - 159-08 and -10 Jamaica Avenue)*

Like Lot 1, Lot 3 was also divided between D. Lamberson and J. Herriman in 1842. The northern section was the site of D. Lamberson's dwelling, built before 1842. A small shed or barn stood at the rear of his property. Lamberson also owned the northern part of Lot 1, where his drug and medicine store stood, Lot 4 to the east, and a strip along the eastern side of Lot 46. The southern section of Lot 3 (and Lot 1), along with a part of the 1662 parsonage, was owned by J. Herriman (See Fig. 7).

J. T. Lewis acquired the northern part of Lot 3 (as well as Lot 4 and the northern section of Lot 1) c.1850, where, like D. Lamberson, he lived in the dwelling on Lot 3, and had his hardware store on Lot 1. He purchased the southern section of Lot 3 (and of Lot 1) from James Remsen in 1857, and tore down the parsonage there shortly after (See Fig. 9).

No further changes are evident on the maps as late as 1886, when a more detailed description of the building is available: a 2-story frame dwelling, with a 1-story rear extension with an open-walled porch facing westward (See Fig. 12). By 1891 a large storehouse and shed was constructed in the rear yard, crossing over the lot line into Lot 1.

Between 1897 and 1901 the dwelling was converted into a store (Hyde 1901:10; See Figs. 14 and 15). Before 1911, the storage/shed in the rear lot was converted into a tin shop, with a watercloset in the eastern section, on Lot 3 (See Fig. 16).

In 1920 the former dwelling was removed and replaced with a brick 1-story structure, 31' x 75' on the 31' x 136' lot. The new commercial building had a cellar and foundations 7' deep (NB 2163-1920). An additional 31' x 54' extension was built on

the rear part of the lot in 1924, a concrete block building with an 8' foundation (See Fig. 17).

This building remained on the lot until after 1951. By 1981 the lot was empty, and is presently paved and used as a parking lot (Sanborn 1981; See Figs. 19).

Except for a 7'-wide strip along the rear lot line, Lot 3 has been disturbed by foundation excavation to 7' or 8' below street level. This area is sensitive for shaft features relating to the parsonage building and its occupation from 1662 through c.1857.

In addition, this section of Lot 3 was along the rear lot line of combined lots 1, 3 and 4, Lot 3 hosting the pre-1842 residence and neighboring store belonging to David Lamberson. This combined lot with both commercial and residential usage was continued through at least 1891. For the remainder of the study period, various stores and businesses occupied the lot. This small strip of Lot 3 is potentially sensitive for shaft features relating to these structures dating from pre-1842 through 1900

#### Lot 4 (328 Fulton Street - 159-10 Jamaica Avenue)

Although owned by D. Lamberson in 1842, and J. T. Lewis in 1868 (See Figs. 7 and 9), Lot 4 had no recorded structures until between 1891 and 1897, when a 3-story brick building was constructed on the Jamaica Avenue frontage. A post office occupied the first floor, offices were in the top floors, and a pipe cutting business was quartered in the basement. (See Fig. 14) The lot was 28' 4" x 143' 4", and the building 28' 4" x 90' 6". A permit from 1920 records a stone foundation 8' deep (Alteration 375-1920).

A small rear shed was present in 1901 but appears only on the Hyde map (Hyde 1901:10). This was replaced by a 25' x 28' stable at the rear lot line, which appears by 1917 (Alt 375-1920; Hyde 1917:10).

In 1920 a 1- and 2-story addition, was built, extending to the rear lot line. It may have incorporated the stable building (Alt 375-1920; See Fig. 17). However, in 1930 all the buildings on Lot 4 were razed, and a new 2- and 1-story structure was built. This commercial building had foundations 13' deep. Only a 10'-wide yard remained open at the rear of the lot (NB 6422-1930; See Fig. 18). The building was occupied by stores until its demolition sometime after 1951 (Sanborn 1981; See Fig. 19). It is presently used as a parking lot.

Except for a 10'-wide strip along the rear lot line, Lot 4 has been disturbed to a depth of 13' below curb level. Soil boring B-14 supports this, showing a fill layer extending

13.5' below the present surface (See Appendix B). The 10'-wide strip along the rear lot line is sensitive for shaft features relating to the parsonage occupation, 1662-c.1857.

In addition, this section of Lot 4 was along the rear lot line of combined lots 1, 3 and 4, which hosted the pre-1842 residence and neighboring store belonging to David Lamberson. This combined lot with both commercial and residential usage was continued through at least 1891. For the remainder of the study period, various stores and businesses occupied the lot. This small strip of Lot 4 is potentially sensitive for shaft features related to these structures from pre-1842 through 1900.

#### Lot 6

*(330 and 332 Fulton Street - 159-12 and -14 Jamaica Avenue)*

The earliest recorded building on Lot 6 was "Miss Adrain's School" which appeared along Fulton Street by 1842. A barn stood along the rear lot line. The property was owned by C. Duryea (See Fig. 7). The school moved by 1843 when Miss Adrain is recorded as the headmistress of the Union Hall Female Seminary (Historical 1938: XI 30-31).

By 1868, the building footprints have changed, and the Fulton Street frontage is occupied by a dwelling with a barn at the rear lot line, and the owner is J. Kerns. The buildings appear to remain unchanged through approximately 1886, when the dwelling, is labeled "Exchange Hotel," a 3- and 2-story building with a saloon on the first floor, and a dwelling in a 2-story ell at the rear. The 1891 Wolverton atlas records the owner's or proprietor's name as M. Prince, whose name is also on adjacent Lot 8 to the east (Wolverton 1891:8). The 1891 Sanborn atlas shows an expanded complex of stable and shed buildings at the rear of the lot (See Fig. 13). These changed slightly over the following decade, with various small ells and sheds added and removed. In 1901 the "Hotel" is labeled a store, and one of the rear sheds is labeled "Veterinary" (See Fig. 15).

There is little change to the lot until 1921, when Lot 6 was combined with Lot 8 to the east, forming a lot 87' 6" x 200'. A 2-story commercial building was constructed along the Fulton Street frontage, covering an area 72' x 100'. Cellar foundation depth was 10' 3" (NB 8773-1921). The 1925 map shows a public library on the first floor of the Lot 8 section, a Chinese restaurant on the second floor, bowling alleys in the basement, and the rest of the lot empty (See Fig. 17).

By 1942, the Lot 6 section of the building had been divided into two stores. (See Fig. 18) A 1-story, 14' x 14' extension was added to the rear, with foundations 4' deep (Alt 8807-1933). It appears larger on the 1951 map than in 1942, but there is no record of a second addition replacing the first (Compare Figs. 18 and 19).

This building remained on the lot until after 1951. By 1981 the lot was empty, and is presently paved and used as a parking lot (Sanborn 1981; See Fig. 19).

Only the front (northern) 100' of this lot have been disturbed to 10' 3" below street level. The remaining 100' have been disturbed to only 4', or there is no recorded disturbance. Lot 6 is potentially sensitive for shaft features related to the school, during the period before 1842 to 1843, the dwelling from 1843 through c.1886, and the hotel and saloon from c.1886 through 1900. In addition, since the rear lot of Lot 6 was also within 100 feet of the rear of the 1662 parsonage building, it is also sensitive for shaft features related to the domestic occupation of this structure, beginning in 1662 and until the lots were separated, pre-1842.

#### Lot 8

*(334 and 336 Fulton Street - 159-16 and -18 Jamaica Avenue)*

The first recorded building on Lot 8 was the house owned and occupied by M. S. Huntting, erected prior to 1842. The Huntting property extended through the block from Fulton Street to Fleet Street (present Jamaica to Archer Avenues), and also included Lot 24, on which stood a stable (See Fig. 7). By 1868 Lot 24 had become a separate lot. Lot 8 was in the possession of C. Huntting, with the house footprint slightly enlarged. A 10'-wide alley, driveway or right-of-way, along the east side of Lot 8, running from Fulton to Fleet Streets appears for the first time on this map (See Fig. 9).

No changes to the lot or its ownership appear on the maps until 1886, when the house is shown to be the "Jamaica Oyster House," a 3- and 1-story building with a saloon. A shed, stable and a small outbuilding also appear on the map for the first time (See Fig. 12). The 1891 Wolverton atlas records the owner as M. Prince, who also owns Lot 6, which borders Lot 8 on the west (Wolverton 1891:8). The 1891 Sanborn labeled the building as "D[ry]. G[oods]. & Hardw[are]." and a large 1-story addition had been added at the rear of the structure (See Fig. 13). The 1897 atlas notes that the upper floors are storage and workrooms, (See Fig. 14) while a 1901 building permit refers to 334 Fulton as a store and dwelling for two families (Alt 420-1901).

By 1897 a 1-story building (Vac[ant].) was standing on the Fleet Street (Archer Avenue) frontage of the lot. It is no longer present in 1901 (Compare Figs. 14 and 15). There is little change to the lot until 1921, when Lot 8 was combined with Lot 6 to the west, forming a lot 87' 6" x 200'. A 2-story commercial building was constructed along the Fulton Street frontage, covering an area 72' x 100'. Cellar foundation depth was 10' 3" (NB 8773-1921). The 1925 map shows two stores on the first floor of the Lot 8 section, and a Chinese restaurant on the second floor, bowling alleys in the basement, and the rest of the lot empty (See Fig. 17).



By 1942 a 1-story addition to the rear of the building was constructed on Lot 8, but there is no record of this in the building department files. The building remained on the lot until after 1951. By 1981 the lot was empty, and is presently paved and used as a parking lot (Sanborn 1981; See Fig. 19).

Only the front (northern) 100' of this lot has been disturbed to 10' 3" below street level. Boring B-7 shows a fill depth of 13.5' here. The central part of the lot has been disturbed to no more than a standard 4', or there is no recorded disturbance (Boring B-13 shows no more than 3.5' of fill in this area). A boring (B-2) near the Lot 8 frontage along Archer Avenue shows fill extending 8.5' below the current surface, in an area where there is no recorded construction disturbance (See Appendix B).

Lot 8 is potentially sensitive for shaft features related to the Huntting dwelling from pre-1842 through c.1886, and the restaurant, saloon and stores from c.1886 through 1900.

#### Alley/Right-of-Way

A 10'-wide alley, right-of-way or driveway, running from Jamaica to Archer Avenue between Lots 8 and 10, appears on maps as early as 1868 (See Fig. 9). No construction or disturbance in this area has ever been recorded.

#### Lot 10

*(Fulton Street - 159-22 and -24 Jamaica Avenue)*

The earliest recorded building on Lot 10 was the house owned and occupied by Mrs. McBain, erected prior to 1842 (See Fig. 7). Hetty B. Purdy's name appears in association with the property by 1859 (See Figs. 8 and 9), but in 1873 and 1876 the house is labeled Miss McBaine (Dripps 1876; See Figs. 10). The dwelling appears to be unchanged through this period, except that the length of the lot seems to vary. Nevertheless, it remains free of other structures.

The 1886 atlas shows a pair of 2-story, attached dwellings along Fulton Street, although the depth of the lot is still unclear. However, by the time of the 1891 Sanborn the rear lot line appears to have been fixed, bordering the northern side of Lot 18, 136.6' to the south (Hyde 1917:10). The owner or occupant in 1891 is S. McBain (Wolverton 1891:8), although by 1891 the westernmost of the two dwellings is an upholstery store or workshop (See Fig. 13). By 1897, the building was in use as a restaurant, with the addition of a small 1-story ell at the rear (See Fig. 14).

In 1900 the old building was replaced by a brick, 2- and 1-story commercial building, built to house offices and stores. The building, 35' 10" x 61' on the 36.5' x 135' lot had a cellar with foundations 7' 6" and 8' 2" deep. Toilets were installed as well (NB

464-1900). Boring B-12 supports this, recording disturbance extending 8.5' below the current surface in this part of the lot (See Fig. 15). By 1911 an addition had been added to the rear of the building, and a frame, 2-story storage structure erected at the back lot line. This structure stood on a wood pile foundation, which extended 2' 6" below curb level (NB 492-1908; See Fig. 16).

The frame storage structure was replaced in 1921 by an irregularly-shaped 3- and 1-story addition to the rear of the commercial building at the front of the lot, leaving a small, open area in the southwest quarter of the block. The addition had a cellar extending 10' below curb level (Alt 3662-1921). A 1922 alteration permit describes the building as stores, storage and offices (Alt 68-1922; See Fig. 17).

The building remained on the lot until after 1951. By 1981 the lot was empty, and is presently paved and used as a parking lot (Sanborn 1981; See Fig. 19). A group of frame tree planters with built-in benches, total dimensions 80' x 10', occupies the northern 10' of the lot (See Photo 3).

Except for an irregularly-shaped section of the southwest corner of the lot, approximately 50' x 16' which has had no construction, the remaining areas have been disturbed for foundations ranging from 7' 6" to as much as 10' below street level. A small portion of Lot 10 is potentially sensitive for shaft features related to the dwelling from pre-1842 through 1900, as well as to the commercial tenants from the period c.1891 to 1900.

#### Lot 12 (338 Fulton Street - 159-26 Jamaica Avenue)

Lot 12 was the westernmost third of a lot at the corner of Fulton and Washington Streets (Jamaica Avenue and 160th Street) owned by A. Herriman by 1842 (the remaining two thirds are Lots 13 and 14). A row of three commercial buildings, one to a lot, stood on the Fulton Street frontage. The building on Lot 12 hosted G. C. Black's business, selling or repairing "clocks, watches etc" (See Fig. 7, "19"). The buildings are labeled "stores" in 1859 (See Fig. 8). The 1868 map divides the property into three separate lots for the first time. Lot 12 is labeled "Gins," (the name of the owner or proprietor, not the product sold) which also appears on the 1873 and 1876 maps (Dripps 1876; See Fig. 9 and 10). The 1886 map shows a 3-story structure with a cigar store as commercial tenant, while the 1891 Wolverton atlas indicates a brick building (Wolverton 1891:8; See Fig. 12).

By 1891 and as late as 1897 the building hosted a saloon and also a restaurant (See Figs. 13 and 14) the 1901 Hyde atlas shows a 17' x 70.5' lot with a 2½-story brick building, while the Sanborn atlases record 3 stories - perhaps an attic story is interpreted differently by each company (Hyde 1901:10; See Fig. 15).



A 1908 alteration permit for 338 Fulton Street records stores and a hotel. A 1915 permit lists a restaurant and rooms (Alt. 497-1908; Alt. 1437-1915), combining Lot 12 with Lot 13 to form a lot 34' wide (2 x 17') and 70.5' (Lot 12) and 65' (Lot 13) deep, containing a hotel and store building 34' x 42' (Alt 84-1916). Although the 1911 map still shows two separate buildings, they are attached by a shared rear addition (See Fig. 16). The addition's footprint changes slightly from the 1911 to 1925 maps, and remains the same thereafter through 1951. Compare Figs. 16, 17 and 18. An alteration permit from 1931 records a cellar with foundations 7' deep under a building 34' wide and 46.6' long (Alt 2766-1931).

The building remained on the lot until after 1951. By 1981 the lot was empty, and is presently paved and used as a parking lot (Sanborn 1981; See Fig. 19). A group of frame tree planters with built-in benches, total dimensions 80' x 10', occupies the northern 10' of the lot (See Photo 3).

Lot 12 has been disturbed to at least 7' below street level, except for its rear 24', which have been disturbed to only a depth of 4' or less. A small portion of Lot 12 is potentially sensitive for shaft features related to commercial and residential tenants from pre-1842 through 1900.

#### Lot 13 (340 Fulton and 159-28 Jamaica Avenue)

Lot 13 was the central third of the property at the corner of Fulton and Washington Streets (Jamaica Avenue and 160th Street) owned by A. Herriman by 1842 (the remaining thirds are Lots 12 and 14). A row of three commercial buildings, one to a lot, stood on the Fulton Street frontage. The building on Lot 13 hosted E. W. Halsey's business, selling "tin and sheet ironware" (See Fig. 7, "20"). The buildings are labeled "stores" in 1859 (See Fig. 8). The 1868 map divides the property into three separate lots for the first time, labeling the lot "Remsen" (See Fig. 9). The 1873 map reads "Mrs. Remsen," while the 1876 map lists no proprietor or owner (Dripps 1876; See Fig. 10).

The 1886 atlas indicates that the building is a 3-story structure containing a harness store, or possibly a repair shop. There is a small 1-story addition at the rear (See Fig. 12). The 1901 Hyde atlas indicates that the building is brick (Hyde 1901:10). Between 1891 and 1897 (See Figs. 13 and 14), the harness store became a fruit store, and by 1911 the lot was combined with Lot 12 to the west, forming a lot 34' (2 x 17') x 70.5' (Lot 12) and 65' (Lot 13), (See Fig. 16). An alteration permit from 1931 records a cellar with foundations 7' deep under a building 34' wide and 46.6' long (Alt 2766-1931). A later alteration expanded the cellar to 32' x 44', under a building 34' x 65'. Part of the expansion was under the sidewalk along Fulton Street (Alt 6244-1936; See Fig. 18).

The building remained on the lot until after 1951. By 1981 the lot was empty, and is presently paved and used as a parking lot (Sanborn 1981; See Fig. 19). A group of timber tree planters with built-in benches, total dimensions 80' x 10', occupies the northern 10' of the lot (See Photo 3).

Lot 13 has been disturbed to at least 7' below street level (boring B-8 records a fill depth of 13.5' below the current surface here, see Appendix B), except for its rear 24', which has been disturbed to only a depth of 4' or less. A small portion of Lot 13 is potentially sensitive for shaft features related to commercial and residential tenants from pre-1842 through 1900.

#### Lot 14

(342 Fulton and 159- Jamaica Avenue)

Lot 14 was the easternmost third of the property at the corner of Fulton and Washington Streets (Jamaica Avenue and 160th Street) owned by A. Herriman by 1842 (the remaining thirds are Lots 12 and 14). A row of three commercial buildings, one to a lot, stood on the Fulton Street frontage. They were known as Herriman Brick Row (Historical 1938:XII 102). The building on Lot 14 hosted the office of the *Long Island Farmer* (the first newspaper published in Queens County), C. S. Watrous, editor, as well as the "new drug and book store" (See Fig. 7, "21"). The buildings are labeled "stores" in 1859 (See Fig. 8). The 1868 map divides the property into three separate lots for the first time, labeling the lot "Snary" (See Fig. 9). In 1873 the name is W. Snary (See Fig. 10).

The 1886 Sanborn shows a 3-story building with a 1-story rear addition, labeled "B[?].&S[tore]," and the 1891 Wolverton atlas indicates that the building is brick (Wolverton 1891:8; See Fig. 12). A second 1-story addition was added to the first by 1891 (See Fig. 13), at the rear of the 17' x 70.5' lot, and these were replaced by a larger 1-story, wood frame addition by 1897 (Hyde 1901:10; See Fig. 14). The 1901 tenant is a restaurant (See Fig. 15).

A 1912 alteration permit describes a 17' x 70' 6" lot with a 3-story 17' x 67' 6" hotel having a foundation depth of 8'. However, the plans show that only the northernmost 49' 6" of the lot were excavated for a basement, avoiding the same depth of disturbance on the rear 21' of the lot (Alt 628-1912; See Fig. 16). By 1951 this building had been divided into 4 stores (See Fig. 19).

The building remained on the lot until after 1951. By 1981 the lot was empty, and is presently paved and used as a parking lot (Sanborn 1981; See Fig. 19). A group of timber tree planters with built-in benches, total dimensions 80' x 10', occupies the northern 10' of the lot (See Photo 3).

The northern 49' 6" of Lot 14 have been excavated to a depth of at least 8' below curb level. With no recorded basement, the disturbance on the southern 21 feet of the lot can be assumed to be no more than 4' depth, standard for a foundation without a basement. A small portion of Lot 14 is potentially sensitive for shaft features related to commercial and residential tenants from pre-1842 through 1900.

#### Lot 16

*(6 Washington Street and 92-06 160th Street)*

By 1842 Lot 16 was part of a property owned by A. Herriman, which also included Lots 12 (to the west), 13, 14 (to the north) and Lot 17 (to the south). One building stands on Lot 16, a structure only identified as a church or school. Since no church has been recorded there, this must be a private school similar to that located on Lot 6 (See Fig. 7). By 1859 and as late as 1873 the lot and building are labeled with various spellings of J. Bennet (See Figs. 8, 9 and 10).

The 1886 atlas shows a 2-story cobbler's shop, attached to two other buildings on Lot 17 to the south (See Fig. 12). By 1891 the cobbler had moved to Lot 17, and the Lot 16 structure was used as a dwelling. A small rear porch appears on the 1897 map (See Figs. 13 and 14), but by 1901 the building is a store, with a small rear shed in 1911 (See Figs. 15 and 16). A 1-story addition was added to the rear before 1925 (See Fig. 17).

A 1929 alteration records a building 22' x 27' with a cellar foundation 10' deep (Alt. 5594-1929). Lot dimensions were 28.5' x 52' (Hyde 1901:10). By 1942 the building is divided into two stores (See Fig. 18). The building remained on the lot until after 1951. By 1981 the lot was empty, and is presently paved and used as a parking lot (Sanborn 1981; See Fig. 19).

The easternmost 22' of the lot have been disturbed to a depth of 10' below curb level. The remaining 30' of the lot have been disturbed to no more than 4'. A portion of Lot 16 is potentially sensitive for shaft features related to the school (pre-1842 to pre-1859), dwelling (pre-1859 to 1900) and short-lived cobbler's shop (c.1886 to c.1891).

#### Lot 17

*(8 and 10 Washington Street, 92-06½ to 92-10 160th Street)*

By 1842 Lot 17 was part of a property owned by A. Herriman, which also included Lots 12 (to the west), 13, 14 (to the north) and Lot 17 (to the south). One dwelling stands on Lot 17, but the occupant is not recorded (See Fig. 7), although the name M. Herriman is associated with the lot as late as 1873 (See Figs. 8, 9 and 10).

The 1886 atlas shows two attached buildings on the lot, both 1½ stories, attached to a third structure of 2 stories on Lot 16. The Lot 17 buildings host a Chinese Laundry (north) and a dwelling (south) (See Fig. 12). In 1891 and 1897 the dwelling was a cobblers shop (See Figs. 13 and 14).

In 1905 this building was removed and a new frame structure was constructed, 35'3" x 57' 6", with an 8' deep concrete cellar (NB 55-1905). This new building can be seen in 1911, split into two stores, and covering almost the entire 40' x 57.6' lot (Hyde 1917:10; See Fig. 16).

The 1925, 1942 and 1951 maps seem to show the same structure, adding that it was brick-lined (See Figs. 17 and 18). The building remained on the lot until after 1951. By 1981 the lot was empty, and is presently paved and used as a parking lot (Sanborn 1981; See Fig. 19).

The front (easternmost) 35' 3" of Lot 17 has been disturbed to a depth of at least 8' below street level. Boring B-9 indicates a fill layer extending 13.5' below the current surface here. The remaining unbuilt areas, two long strips at the northern and southern sides of the lot, each less than 2.5' wide, would also have been disturbed to a similar depth during construction excavation.

#### Lot 18 (12 Washington Street, 92-12 160th Street)

Lot 18 was owned by N. Jennings in 1842, and the building on the lot hosted a cabinet furniture shop or workshop. The building was attached to the smaller structure on Lot 19 to the south (See Fig. 7). In 1859 the building is labeled O[dd?].F[ellow?]'s Hall, but there is no reference to this on the 1868 map, where Lot 18 and 19 are combined under the ownership of R. Brush (See Fig. 9). Later maps split the lots again, although the 1873, 1876 and 1891 maps seem to separate the rear yards of both lots and give them to Lot 10 (Dripps 1876; Wolverton 1891:8; See Fig. 10).

The building on Lot 18 is shown by the 1886 atlas to be a 3-story structure with a cobbler's shop in the front portion, and a dwelling at the rear. There is also a small shed at the back (western) lot line, but this may be associated with the Lot 10 building, rather than Lot 18 (See Fig. 12). However, the 1897 map shows this property to be part of Lot 18, depicting an L-shaped lot on the northern and western side of Lot 19 (See Fig. 14). The 1917 Hyde atlas records the lot dimensions as 25' x 93.19', and an additional area of 20' x 35.44' behind Lot 19 (Hyde 1917:10).

By 1901 the old Lot 18 building had been torn down, and the lot stood empty, but a new building was put up in 1902. The 2- and 1-story frame building, occupied nearly the entire 25' x 93.19' area, leaving only a narrow alley open on the western

lot line. The structure has a foundation 8' deep (NB 516-1902). The section behind Lot 19 remained empty. Although maps from 1925 to 1951 label the building as a store, various alterations during that period record a store and dwelling (Alt 2273-1923; Alt 705-1935; See Figs. 17, 18 and 19).

The building remained on the Lot 18 until after 1951. By 1981 the lot was empty, and is presently paved and used as a parking lot (Sanborn 1981; See Fig. 19).

A major portion of the L-shaped Lot 18 has been disturbed to a depth of 8' below street level. The depth of disturbance in the 20' x 35.44' area behind Lot 19, is not recorded, and must be assumed to be to a depth of no more than a standard 4'. A small portion of this L-shaped Lot 18 is potentially sensitive for shaft features related to its commercial and residential occupants from before 1842 through 1900.

#### Lot 19

*(12½ Washington Street, 92-14 160th Street)*

Lot 19 was the site of the W. Gritman boot and shoemaking shop by 1842. Gritman's dwelling lay to the south on what later became Lot 20. The shop building was attached to a larger structure on Lot 18 to the north (See Fig. 7). The building is labeled "shop" in 1859, and was owned by R. Brush by 1868 (See Figs. 8 and 9). The 1873 map lists an occupant/owner, but this name is not readable.

The 1886 atlas shows a 2-story vacant dwelling, with a small 1-story addition at the rear, attached to a larger building on Lot 18 (See Fig. 12). In 1891 the building hosts a barber, and in 1897 a toy store (See Figs. 13 and 14). By 1901 the building was used as a dwelling.

As described in the Lot 18 discussion, the area to the west of Lot 19 seems to have been passed between Lots 10 and 18. The dimensions of Lot 19 were 20' wide x only 58.5' deep. However, by 1911, this area was added to Lot 19, expanding the lot to 20' x 94'. The 2-story dwelling was replaced by a 3-story wood frame store building with a small 1-story rear addition (See Fig. 16).

Between 1925 and 1942, a 2-story concrete block building was constructed at the back of the lot but not attached to the other buildings on the lot (See Figs. 17 and 18). No building records show the foundation depths of this or any other structure on Lot 19. There is no record of a basement either.

The buildings remained on the lot until after 1951. By 1981 the lot was empty, and is presently paved and used as a parking lot (Sanborn 1981; See Fig. 19).

Due to lack of data, disturbance on Lot 19 must be assumed to be no greater than 4' below curb level, standard depth for a structure without a basement. A small portion

of Lot 19 is potentially sensitive for shaft features related to its commercial and residential occupants from before 1842 through 1900.

#### Lot 20

*(14 Washington Street, 92-20 160th Street)*

By 1842 Lot 20 was owned by W. Gritman, and was the site of his dwelling. Gritman's boot- and shoemaking business was on Lot 19, which he also owned (See Fig. 7). Between 1859 and 1868 Gritman died, and Lot 20 is listed as part of his estate (See Figs. 8 and 9).

By 1873 the lot had been purchased by J. B. Everitt, partner with his brother J. Everitt in an undertaking business (Historical 1938: XI 55,59,153), located on Lot 24, at the corner of Fleet and Washington Streets (Archer and 160th). Brother J. Everitt lived next to his brother, on Lot 22 (Dripps 1876; See Fig. 10).

J. B. Everitt's house is depicted on the 1886 map as a 2-story dwelling with a 2- and 1-story extension. It is attached to his brother's residence to the south. No changes appear on the maps until 1911, when the house becomes a store with a number of additions, making portions of the building 3 stories (See Fig. 16).

The earliest building permit is an alteration from 1922. It records a 3-story commercial building, 30' x 95.3', with foundations 9.5' deep (Alt 626-1922). The lot dimensions were 30.1' x 96.8'. This structure, concrete block with two stores, covered the whole lot, and can be seen on the 1925 map (Fig. 17). The building remained on the lot until after 1951. By 1981 the lot was empty, and is presently paved and used as a parking lot (Sanborn 1981; See Fig. 19).

Recorded disturbance on Lot 20 reaches a depth of at least 8' below street level. Boring B-10 supports this, showing a fill layer 8.5' deep, below the current surface (See Appendix B).

#### Lot 22

*(16 Washington Street, 92-22 160th Street)*

By 1842 Lot 22 was the site of the dwelling of John Thatford, who also owned the lot. His company, Thatford & Co., carriagemakers, had its workshops on Lot 24, directly to the south of Lot 22 (See Fig. 7).

By 1859 the lot had been acquired by John Everitt. By 1868 Everitt and his brother J. B. Everitt had also established their undertaking business on Lot 24 to the south. J. B. Everitt later purchased Lot 20 for his residence (See Figs. 8, 9 and 10). John Everitt's dwelling appears on the 1886 map, a 2-story dwelling, attached to the



neighboring dwelling to the north. Maps show no change to the property through 1901 (Compare Figs. 13, 14 and 15).

By 1911 a 2- and 1-story addition had been built on the back of the house, a 1-story addition at the front and south side. The building then hosted two stores (See Fig. 16). No changes were recorded until the structure's demolition in 1945. The structure was described as two buildings containing two stores, one 21' x 40' and two stories, the other 11½' x 40', one story. The buildings had a cellar, but its depth and extent were not recorded (Demolition 4841-1945; See Fig. 18).

A new building was constructed the same year, a 1-story, 32.10' x 50' building containing two stores, having an 8' deep foundation (NB 993-1945). The lot dimensions were 33.05' x 97.80' (Hyde 1917:10). The building remained on the lot until after 1951. By 1981 the lot was empty, and is presently paved and used as a parking lot (Sanborn 1981; See Fig. 19).

Only the front (easternmost 50') of Lot 22 has been disturbed to 8' below street level. The remaining rear 47.80' has experienced no recorded construction disturbance. However, a soil boring, B-11, performed on Lot 22, in the rear section of the lot (74' west of 160th Street), shows fill to a depth of 13.5' below the current surface, indicating some unrecorded disturbance.

#### Lot 24

*(Corner of Fleet/Archer and Washington/160th; 18 to 28 Washington, 92-28 160th Street)*

By 1842 Lot 24 was owned by [John] Thatford and Jones. Thatford lived on Lot 22, directly to the north, and was a carriagemaker, which business, Thatford & Co., he operated from Lot 24. Four buildings appear on the 1842 map, a large building slightly north of the corner of Fleet and Washington Streets, the headquarters of Thatford & Co.; a smaller structure along Fleet Street (Archer) at the lot's southwest corner, the location of "W. Combs, blacksmithing"; and two barns, one directly behind the blacksmith's shop and the other, L-shaped, at the northwest corner of the lot (See Fig. 7).

The 1859 map still includes the "carriage shop," although Thatford no longer appears as a resident on the neighboring property. By 1868, Lot 24 had been taken over by "J. & J. B. Everitt, who operated their undertaking business from the property. Only the L-shaped barn had been removed (See Figs. 8 and 9).

There is no visible change to the lot in 1886, when the Sanborn atlas describes the buildings in greater detail. The blacksmithy still stands on Fleet Street with a 1½-story barn attached at the rear. The undertaker's building is depicted as a 3- and 1-story structure, with the undertaker on the first floor of the largest 3-story section,

and coffin storage on the second floor. The neighboring 3-story section, directly south, had a wheelwright on the first floor and coffin storage on the second. The entire third floor was the International Order of Odd Fellows Hall. A 1-story wing at the corner of Fleet and Washington Streets is labeled painting, and another 1-story wing on the north side of the building is unlabelled, although later maps indicate a carriage house/shed. A reservoir stands in Washington Street, directly in front of this 1-story wing (See Fig. 12). Between 1886 and 1901, only small shed additions were made to the existing structures (See Fig. 15).

Between 1901 and 1911 the undertaker's building was removed and rebuilt as a 2- and 1-story building with five stores, and a saloon with a roof garden at the corner of Fleet and Washington. The longest frontage of the structure was along 160th Street (See Fig. 16). A 1915 alteration permit records an 8' deep cellar, although the area of the cellar is not clear (Alt 1833-1915). Later permits describe a lunch room, bar and grill, and pool room (Alt 7508-1935; Alt 2217-1932; Alt 3280-1926).

The former blacksmith's shop was labeled "Engine Ho[use]." in 1901, but appears unchanged, although the rear barn/shed was removed between 1917 and 1925 (Hyde 1917:10; See Figs. 15 and 17. There are no building records relating to this structure.

The buildings remained on the lot until after 1951. Post-1951 widening of Archer Avenue has truncated old Lot 24 from the south, and project site boundaries can be seen cutting through the former southwestern corner of Lot 24. By 1981 the lot was empty, and is presently paved and used as a parking lot (Sanborn 1981; See Fig. 19).

Only a section of Lot 24 beneath the building along 160th Street has experienced construction disturbance to 8', and this area is imprecisely located. Other structures once standing on the lot have had no recorded basements. Disturbance in these areas must be considered to be no more than 4' below street level (supported by boring B-1, which shows only 3.5' of fill here (See Appendix B). A remaining irregularly-shaped section of the lot, mainly in the northwestern corner, has had no recorded structures, and must be considered undisturbed. Lot 24 is potentially sensitive for shaft features relating to these various commercial businesses, dating from before 1842 through 1900.

#### Lot 28

*(75 and 77 Fleet Street, 159-07 and -09 Archer Avenue)*

In 1842 Lot 28 was part of the M. S. Huntting property, which also included Lot 8, with an existing dwelling along Fulton Street (Jamaica Avenue). A barn stood at the northwestern corner of Lot 28 (See Fig. 7). The 1859 map locates a building on Lot 28, and labels it E. S. Huntting as well as M. S. Huntting (See Fig. 8). By 1868, Lot

28 was separated from Lot 8, and contained a dwelling along Fleet Street (Archer Avenue). No name is associated with the property. (See Fig. 9) The 1873 map indicates that Lot 28 belongs to C. Huntting, the owner of neighboring Lot 8 to the west (See Fig. 10).

The 1886 atlas shows the dwelling to be two 2-story attached dwellings, with the westernmost having a 2-story ell at the rear. At the northern/rear end of the lot, was a large 2-story barn (See Fig. 12). Only minor changes were made between 1886 and 1951, the construction of various 1-story additions on the main buildings. Only one building permit has survived for Lot 28, a plumbing permit from 1932. It describes a frame 1-family dwelling, 20' x 24', at 159-07, the westernmost of the two houses. No basement is mentioned (Plumbing 1381-1932).

The buildings remained on the lot until after 1951, most likely razed at the time Archer Avenue was widened, with the new curbline running through the pair of dwellings. By 1981 the lot was empty, and is presently paved and used as a parking lot (Sanborn 1981; See Fig. 19).

The front and rear sections of the lot have experienced construction disturbance. With no basements or deep foundations recorded, disturbance must be assumed to be no more than a standard 4'. There is no recorded subsurface disturbance for the central sections of the lot and, therefore, it is potentially sensitive for shaft features related to the occupants of the dwelling on the lot from pre-1859 through 1900.

#### Lot 33 (30 Fleet Street, Archer Avenue)

No building records were available for this lot.

Lot 33 was owned by the Long Island Rail Road Co. in 1842. It was combined with Lot 35 to the west (See Fig. 7). By 1868 Lot 33 had been separated from Lot 35, and the first structures on the lot had been built. A dwelling facing Fleet Street (Archer Avenue) and a barn at the rear/northern end of the lot belonged to S. Barto (See Fig. 9). The lot remains unchanged through 1886, when the Sanborn atlas depicts the dwelling as a 2- and 1-story house, and the barn as a 1-story "OLD BARN."

A small 1-story addition is built onto the house by 1891, and similar 1-story additions are put on the barn by 1901. Between 1891 and 1911, the number of stories on the barn seems to fluctuate (See Figs. 13-16).

By 1917 the dwelling had been torn down (Hyde 1917:10), and Lot 33 was combined with Lots 35, 6 and 8 by 1925 (See Fig. 17). The widening of Archer

Avenue between 1925 and 1942 reduced the length of Lot 33 from approximately 113' to approximately 100' on the western side to 0' on the eastern side of the lot, along Archer (Hyde 1917:10; Compare Figs. 17 and 18). A second widening, after 1951, eliminated the dwelling location from the project lot completely.

The former central section of Lot 33, now the southern part with a frontage on Archer Avenue, has no recorded subsurface disturbance. The barn at the rear lot line is the only recorded construction disturbance on the project site sections of old Lot 33. Barn foundations can be estimated at no more than 4' deep. Lot 33 is potentially sensitive for shaft features related to the domestic occupation there during the period between pre-1868 through 1900.

#### Lot 35 (*Fleet Street/Archer Avenue*)

Lot 35 was owned by the Long Island Rail Road Co. in 1842, and was combined with Lot 33 (See Fig. 7). By 1868 it had been separated from Lot 33, and attached to Lot 35 (the site of the original parsonage), owned by J. S. Remsen (See Fig. 9). This arrangement remained unchanged through at least 1876 (Dripps 1876; See Fig. 10).

The first recorded structure on the lot appears in 1886, a 1-story wagon house and barn. It is probable that these structures were outbuildings for the dwelling on Lot 35, which is more evident on the 1897 map (See Fig. 12 and 14). The 1891 Wolverton atlas records the owner as the "Remsen Est[ate]" (Wolverton 1891:8). Between 1901 and 1911 Lot 35 was made a separate lot, but then combined with Lots 6, 8 and 33 by 1925. The barn/wagon house was removed before 1925. (See Figs. 15-17) A building permit from 1930 combines Lot 35 with Lots 6, 8, 33 and 46, while another from 1946 links only 35 and 46 (NB 4139-1930; Alt 287-1944).

The widening of Archer Avenue between 1925 and 1942 shortened Lot 35 from 35.9' x 100.16' to approximately 35.9' x 85'. (Hyde 1917:10; Compare Figs. 17 and 18). A second widening after 1951 removed the entire southern half of the lot from the project site.

An unidentified building appears at the northwest corner of the lot in 1942. No building records refer to it. It is gone by 1951 (See Figs. 18 and 19). The lot has remained empty until the present, when it is utilized as a parking lot (See Fig. 20).

No basements or deep foundations have been recorded on Lot 35. Subsurface disturbance can be assumed to be no more than 4' deep beneath the historical structure. Remaining areas of the lot must be considered undisturbed.

## Lot 37

*(Fleet Street, 158-13 Archer Avenue)*

By 1842, Lot 37 was owned by J. Herriman, combined with Lot 46 to the north, as well as the southerly sections of Lots 1 and 3. A dwelling stood at the southwest corner of the lot, along Fleet Street (See Fig. 7). The house was still present in 1868, but Lot 37 ownership had passed to J. McLaughlin, and the lot was combined with Lot 40 to the west (not part of the project site) (See Fig. 9).

A blacksmith's shop stands at the rear of Lot 37 in 1868, and may predate 1859 (a nearby smithy from the 1842 map is clearly outside the project lots, and the 1859 map is not clear enough to distinguish lot boundaries) (See Figs. 8 and 9).

No changes appear on the maps through 1886, when the Sanborn atlas shows the 2-story dwelling along Fleet Street, with small 1- and 2-story ells, and the smith at the rear of the lot, a 1-story, L-shaped structure. The smithy appears to be oriented toward Beaver Street/ Parsons Boulevard, rather than Fleet Street/Archer Avenue. (See Fig. 12).

The buildings appear to remain unchanged until c.1911, when the blacksmith's shop is gone, and the dwelling is labeled "WRECK." A small shed stands at the rear lot line (See Fig. 16). By 1917 the lot was empty (Hyde 1917:10).

A brick, 1-story, garage and storehouse was erected at the rear/northern end of Lot 37 in 1920. The 70' x 42' building had a foundation 4' below grade, on a lot which was 71.31' wide at its northern end, and from 100' to 105' in length (NB 2546-1920; Hyde 1917:10; See Fig. 17).

Between 1925 and 1942 the widening of Archer Avenue cut off the southern section of the lot and reduced lot length to approximately 85'. The building, labeled "PAINT & OIL STORAGE" was not affected (Compare Figs. 17 and 18). A further street widening reduced the lot to its former northeastern quarter.

The building remained on the lot until after 1951. By 1981 the lot was empty, and is presently paved and used as a parking lot (Sanborn 1981; See Fig. 19).

There is no recorded disturbance greater than 4' deep on the project site sections of former Lot 37. However, two soil borings, B-3 and B-3A, indicate substantial disturbance adjacent to the current subway station entrance, immediately to the west. Both were performed within 10' of the subway entrance. B-3 shows at least 15' of fill, and B-3A, 13.5' of fill there (See Appendix B). Approximately the northeast quarter of Lot 37 is potentially sensitive for shaft features related to the lot's domestic occupation from pre-1842 through 1900, and the blacksmith's shop from pre-1868 through 1900.

## Lot 46

*(15 Beaver Street/Twombly Place - Parsons Boulevard)*

Lot 46 lay immediately south of the old parsonage building. As the parsonage lot was sold off in 1813, Lots 46, 37 and the rear sections of Lots 1 and 3 (on which the parsonage still stood) were under the ownership of J. Herriman, who was not resident there (See Fig. 7).

James Remsen purchased this entire property prior to 1857, and sold sections of Lots 1 and 3 (with the parsonage) to J. T. Lewis (Historical 1938:XI 54). Before 1859, Remsen built another dwelling on Lot 46, on a property now consisting of Lots 46 and 35 (See Figs. 8 and 9). This large house with a smaller rear wing, faced Beaver Street (Parsons Boulevard), and appears on all the maps through 1925 (See e.g., Figs. 10, 15 and 17). The 1886 atlas depicts a 2½-story dwelling with an open front porch, a 2-story rear wing with an open porch. A wagon house and shed on Lot 35 are probably related to the Remsen house, which is labeled Remsen estate in 1891 (Wolverton 1891:8; See Fig. 12).

A small outbuilding is shown at the northeastern corner of the lot in 1901 (See Fig. 15), and another at the southeastern corner in 1911 (See Fig. 16). By 1925 the house had been converted to offices, and a large concrete block storage building had been constructed at the lot's northeastern corner. A small store building stood in the southwest quarter of the lot, along with a gas tank at the southwest corner, along Twombly Place/Parsons Boulevard (See Fig. 17).

All these buildings were razed for the 1930 construction of the brick "TOWN HALL GARAGE," which covered the entire lot (See Fig. 18). The 2-story structure had no basement, and the foundations only extended 3' to 4' below street level (NB 4139-1930). A later alteration permit records the existence of a boiler room cellar with foundations approximately 10' deep, at the front of the lot along Parsons Boulevard. Lot 46's dimensions were 92.9' (along Parsons Boulevard) x 134'. The cellar dimensions were approximately 92.9' x 35' (extending only 35' east of Parsons Boulevard) (Alt 287-1944).

The building remained on the lot until after 1951. Widening of Archer Avenue and Parsons Boulevard removed part of the southwestern corner of Lot 46 from the current project site. By 1981 the lot was empty, and is presently paved and used as a parking lot (Sanborn 1981; See Fig. 19).

Recorded construction disturbance on Lot 46 has extended to a depth of no more than 3' to 4'. However, soil borings taken adjacent to the subway station (B-15, B-17 and B-4), which also extends beneath the sidewalk along Lot 46's Parsons Boulevard frontage, show a fill layer extending between 8.5' and 13.5' below the current grade. Boring B-16, performed approximately 75' east of Parsons Boulevard



shows fill only to a depth of 3.5' below the surface (See Appendix B). Lot 46 is potentially sensitive for shaft features related to the domestic occupation of the old parsonage building, dating from 1662 through c.1857, and also shaft features related to the Remsen dwelling, occupied from before 1857 through 1900.

In summary, the above lot by lot description of the documented disturbance record identified those portions of Block 10100 that have experienced severe below grade impacts (Lots 1, 17, 20, 22) and those portions that have not experienced **documented** below grade disturbance (Lots 3, 4, 6, 8, 10, 12-14, 16, 18, 19, 24, 28, 33, 35, 37 and the alleyway). Further research, in the form of homelot histories, was indicated for the possibly undisturbed portions of the study block. These homelot histories are presented in the following section.

## VI. HOMELOT HISTORIES

Based on documentary and cartographic evidence which indicates historical occupation beginning in 1662, and on cartographic and building department data which indicates those areas that have experienced construction disturbance, portions of specific former lots of Block 10100 have perhaps remained undisturbed by modern intrusions. These lots were researched in greater depth to establish *homelot histories*, a step essential in narrowing the focus to those individual residential and commercial lots that have the greatest potential for providing significant resources that could address both general and specific research topics of the historical period.

One of the goals of this section is to identify the occupants of specific project site lots, and to present a detailed history of the properties' uses through the end of the study period, c.1901. The date of water and sewer line installation, in this case, c.1901, is normally utilized as a convenient cut-off date, except where evidence indicates otherwise. With the introduction of modern water (pre-1891) and sewer (pre-1901) utilities (See Fig. 13; Hyde 1901:10), the occupants of the dwellings and businesses on the project site lots no longer required some of the backlot outbuildings and below-ground water management systems (e.g. privies, wells, cisterns).

### Parsonage Homelot (Lots 3, 4, 6 and 46)

In 1662, Jamaica decided to "procure" its own full-time minister, and in March directed two men to build a house for the candidate, at a cost of £23 in wheat and corn. The parsonage homelot or glebe lands, set aside for the minister of the Jamaica Presbyterian church, included the entire project lot. The parsonage building itself stood on the southern half of what later became Lots 1 and 3. The building can be seen on the 1782 map, set back slightly from both Jamaica Avenue and Parsons Boulevard. (See Fig. 5) Its location in relation to later lot lines has been noted on Figure 21. The sensitive sections of current Lots 3, 4, 6 and 46, lie within approximately 100 feet of the former building site, a zone sensitive for shaft features relating to its occupation from 1662 to 1857. A chronological list of the known residents can be found in the following details of each Lot.

The building was to be completed by August of 1662 (Munsell 1882:229). Apparently the building was completed before the end of the year, for by December 1662 the town appointed a group of men to "make the rate" (assess taxes on the townspeople) to pay for the house and the cost of transporting the new clergyman to Jamaica. The first occupant was Zachariah Walker, from Boston, born in 1637. Walker arrived in Jamaica in 1662. Walker received a

salary of £60, paid every December in wheat and Indian corn. He was given full possession of the "minister's lot" provided he remain in Jamaica, or if the town cause his leaving. To encourage Walker to procure his ordination and remain in Jamaica, in 1665 the town voted to cut firewood for him, till his ground and harvest his corn. Later he was offered a raise to £65 a year, but Walker left in 1668, still licentiate (MacDonald 1862:37-39; Thompson 1843 II:101; Munsell 1882:229-230).

His replacement, Rev. John Prudden was called in 1670. Prudden was born in Milford, CT in 1645, and graduated from Harvard in 1668. His salary was only £40 per year, paid in grain, and he left Jamaica in 1674, his position taken by William Woodrop or Woodruff. Woodrop was ejected from England under the Act of Uniformity of 1662, but remained in Jamaica for one year, 1675-76 before moving to Pennsylvania. Prudden returned following Woodrop's departure and was voted £40 per year plus firewood. The minister was also given forty acres of meadow upland to supplement his income (1676). In 1689, Prudden was chosen as the deputy to the Provincial Assembly, and in 1691 was given a raise to £60. Despite this evidence of goodwill on the part of the town, there was friction between the Congregationalist minister and the Presbyterian flock, and Prudden accepted a call to Newark in 1692 (MacDonald 1862:53-79; Thompson 1843 II:101-102; Munsell 1882:230).

George Phillips served the Jamaica congregation and occupied the parsonage from 1693 to 1696. Born in Rowley, MA, he had graduated from Harvard in 1686, and came to Jamaica at the age of 29. Phillips was offered £60 a year, paid quarterly by subscription. Unmarried while in Jamaica, it is believed that the town paid for his board as well. However, as a licentiate, i.e., not yet ordained, Phillips could not perform all ministerial duties, and eventually left for another position in Setauket (MacDonald 1862:83; Thompson 1843 II:102; Munsell 1882:230).

Phillips was replaced by Rev. Jeremiah Hobart, son of Rev. Peter Hobart, who had immigrated to New England in 1635, when young Jeremiah was 5 or 6. Hobart graduated from Harvard in 1650, and was minister at Jamaica from c.1697 until 1700, when he accepted a call to Connecticut. In 1699/700, during his pastorate, the Old Stone Church, first proposed in 1689, was completed (MacDonald 1862:92-93; Thompson 1843 II:103-105).

John Hubbard was called to the pastorate at Jamaica in 1700. He was born in 1677 in Ipswich, MA, and graduated from Harvard in 1695. At Hubbard's invitation, Lord Cornbury, the Royal Governor, and his entourage, occupied the parsonage for a number of months in 1702, when a yellow fever epidemic was raging in New York. However, on his departure, Cornbury did not return the house to Hubbard, but turned it over to the fledgling Anglican congregation. Their minister, Patrick Gordon, arrived in Jamaica in 1702, but died almost

immediately. When Gordon's Church of England replacement, William Urquhart arrived in 1704, Hubbard had managed to reoccupy the parsonage, but Cornbury and the civil authorities under his control forced him to surrender the building to Urquhart, although Hubbard was permitted to remove his goods and stock from the house. Hubbard died in 1705, at the age of 28, without regaining his former home (MacDonald 1862:100,103-110; Thompson 1843 II:106,108; Munsell 1882:231).

The finest residence in the town, the "Parsonage house, an orchard and 200 acres of land belonging to it" were valued at £1,500 in a 1704 report. William Urquhart, the Anglican minister, occupied the property from 1704 until his death in 1709. His salary was £60 per year. In 1710, his widow, Mary Urquhart, apparently desirous of remaining in the building, turned control over to her daughter from a previous marriage, Abigail Taylor, and her husband, Benjamin Wolsey, an "Independent Student and Approbationer," i.e., a Presbyterian divinity student. Mrs. Urquhart and the Wolseys held the parsonage until 1711, when Presbyterian minister George McNish was installed and the parsonage and glebe lands were confirmed to him by town vote (MacDonald 1862:97,111-112,145; Thompson 1843 II:121-122; Gritman 1921:1710; Munsell 1882:231-232).

McNish, originally from Scotland or Ireland, had come to America, serving in Maryland by 1705, and preached in Jamaica for six months before he was hired as minister. Married, he had a son named George. McNish died while in office in 1722, and is buried in Prospect Cemetery (MacDonald 1862:145-148; Thompson 1843 II:109; Munsell 1882:232)

McNish was succeeded by Rev. Robert Cross, who lived in the parsonage from 1723 until 1737 when he accepted a call to Philadelphia. Cross was born in Bally Kelly, Ireland in 1689, and came to Philadelphia in c.1717. After arriving in Jamaica in 1723, he married Mary Oldfield (1688-1766), daughter of Justice Oldfield. Interestingly, the Anglican minister, Thomas Poyer, married Mary's sister Sarah. In 1727, during the Cross pastorate, the Presbyterians recovered control of the Old Stone Church from the Anglicans (MacDonald 1862:148,157; Thompson 1843 II:109).

Walter Wilmot was the next holder of the pastoral office, installed in 1738. He was born at Southampton, Long Island in 1709, and had graduated from Yale in 1735. He married Freelove Townsend, the daughter of Jonathan or Jotham Townsend of Oyster Bay, despite her name, "a woman eminent for her piety." The couple produced a daughter also named Freelove. Wilmot's wife died at the age of 23, in February of 1744, and Wilmot, of a "delicate and sickly constitution," followed her in August of that year, aged 35. Both are buried in Prospect Cemetery (MacDonald 1862:159,164; Thompson 1843 II:109-110; Munsell 1882:232).

Wilmot was replaced by 1745 by David Bostwick, who was born in New Milford, CT in 1721. Bostwick had attended Yale, but left in 1736 to teach at an academy in Newark. In 1745 he arrived in Jamaica with his wife, Mary Hinman of Woodbury, CT. The couple had ten children, including Andrew Bostwick, a colonel in the American Revolution, one daughter who married American General McDougall, and another who wed General Roberdeau of the Continental Congress. In 1753, the uplands and meadows set aside for the minister in 1676 were sold by the town, and the proceeds invested for the support of the minister. Bostwick remained at Jamaica until 1756, when he accepted a call to New York (MacDonald 1862:165,173; Thompson 1843 II:110; Munsell 1882:232).

The next parsonage occupant was Dr. Elihu Spenser, born in 1721 in East Haddam, CT, and a graduate of Yale College in 1746. As preparation for missionary work, Spenser had studied Native American languages and spoke several fluently. His wife was Joanna or Johanna Eaton of Shrewsbury, and prior to his call to Jamaica, he served a congregation in Elizabethtown, NJ (1750) and was a trustee of the College of New Jersey (now Princeton). Spenser lived in the Jamaica parsonage from his installation in 1758 until 1760, when the Governor appointed him to the post of chaplain to the New York forces in the French and Indian War. Of Spenser's children, one son, John Spenser, Esq., reached maturity, and his third daughter, Mary, married John Dickinson Sergeant, one of Pennsylvania's representatives in the Continental Congress (MacDonald 1862:175-178; Thompson 1843 II:110-111).

Spenser was succeeded by Banana Bradner, who preached in Jamaica from 1760 to 1761. Born in Goshen, NY and educated at Princeton (grad. 1755), he had not been ordained, although tradition says he was installed as minister. He married Rebecca Bridges of Jamaica, and departed in 1761, on account of "division in the congregation" (MacDonald 1862:178-179; Thompson 1843 II:111; Munsell 1882:232).

William Mills followed Bradner, ordained in 1762 and installed at Jamaica shortly after. Mills was born in Smithtown, Long Island in 1739, and graduated from Nassau Hall in 1756. Mills was married to Mary, daughter of John Reading, the acting governor of New Jersey in 1747 and 1757. Mills died in 1774 at the age of 36, while in New York seeking medical help for "an induration of the pancreas" which had plagued him for approximately one year. He left six children, including two sons, William and Isaac who moved to Ohio with the widow Mills. He also owned three improved farms, which were advertised for sale after his death (MacDonald 1862:179; Thompson 1843 II:111; Munsell 1882:232).

Mills' successor was Dr. Matthias Burnett, who was installed in 1775, and held the pastorate until 1785. Born in 1749 in Bottle Hill, NJ, Burnett graduated from

Princeton in 1769. He was married twice, first to Ann Combs of Jamaica, an Anglican, and secondly to a Miss Roe from Woodbridge, NJ who survived him. Burnett was one of the few Presbyterian ministers in the American colonies to remain loyal to the Crown during the American Revolution. In doing so, he was able to protect the Jamaica church and parsonage from the depredations that other dissenting churches suffered under the British occupation from 1776 to 1783. A British military map shows the location of the parsonage during this period (See Fig. 5; MacDonald 1862:190-199; Munsell 1882:233).

A number of famous personages stayed in the house during Burnett's pastorate. In 1776, when Loyalist and British forces invested the town his houseguest was New York mayor Whitehead Hicks. Although Burnett remained in the parsonage during the occupation, Loyalist General Oliver DeLancey, entrusted with the job of encouraging American Loyalists to join the King's forces, used the house as his headquarters "for some time." As a Loyalist, at the end of the Revolution, Burnett saw the necessity of resigning his position, and accepted a call to Norwalk, CT, but was so beloved by the Jamaica congregation that he returned for yearly visits, until his death in 1806. He preached to an overflow crowd in the Old Stone Church in 1790 (MacDonald 1862:190-199; Munsell 1882:233).

Following Burnett's departure, a number of candidates preached at Jamaica, including James Glassbrook, an Englishman who preached for about a year (1786-1787), but none was called. It is unclear whether these candidates were housed in the parsonage during their stays in Jamaica (MacDonald 1862:200; Munsell 1882:233).

The vacancy was finally filled when George Faitoute was called in 1789. Faitoute, born in New York in 1750 of a Huguenot family, stayed in Jamaica for 26 years, until his death in 1815 at age 65. He was a graduate of Princeton (1774), and a trustee of Union Hall Academy, later principal in 1797. He had married Euphemia Titus of Amboy in 1779 (Munsell 1882:233).

Faitoute appears in three U.S. Censuses, 1790, 1800 and 1810. He is head of a large household, fourteen people in 1790: four males, five females and five African slaves of indeterminate gender; twelve members in 1800: two males, eight females and two slaves; and nine members in 1810: two males, three females, three non-white, non-Indian free persons and one slave (See Appendix C). He had two sons (James and George) and four daughters (Lydia, Elizabeth, Euphemia and Mary Ann). Faitoute supported this household on a salary of \$300 per year raised by voluntary subscription as well as marriage fees. It was inadequate for his support, and to raise additional money he ran a "small classical school" in his free time. Members of the congregation also supplied butter, wood, cheese, etc., and special gifts during times of sickness or other misfortune (MacDonald 1862:205; Thompson 1843 II:113; Munsell 1882:233-234).



In 1813, the Old Stone Church was taken down and a new building erected, completed in 1814. At the same time, a new parsonage was also built on a new nine acres of glebe land. The old glebe lands were divided and sold along with the parsonage lot (MacDonald 1862:202). The first detailed map available after the sale, from 1842, shows a much-reduced property surrounding the parsonage, limited to Lots 37, 46 and the southern parts of Lots 1 and 3. This property was owned by J. Herriman, who did not live there. The large, rectangular parsonage, still utilized as a dwelling, can be seen along the northern boundary of Herriman's land (See Fig. 7).

James Remsen purchased the property prior to 1857, but sold the former parsonage (with the southern sections of Lots 1 and 3) to James T. Lewis in 1857. The parsonage was to the south of his shop and dwelling along Jamaica Avenue. Tradition says Lewis tore down the parsonage in 1857. In 1862 a Jamaica resident recalled, "the parsonage in which he [Faitoute] lived was an old revolutionary building, fronting upon what is now called Beaver Street, and was but very recently pulled down" (MacDonald 1862:204). Another description indicates that the building was occupied until its demolition. It was an "old shingled structure of 2½ stories. The last occupants were a Jewish family, the man traveling with his wagon and selling clothes" (Historical 1938:XI 54). Lewis' expanded property at the corner of Jamaica Avenue and Parsons Boulevard with the empty, former site of the parsonage, can be seen on the 1868 map (See Fig. 9).

### Lot 3 (324-326 Fulton)

Following the division and sale of the glebe lands in 1813/1814, and before 1842, the northern sections of Lots 1, 3 and 4 were purchased by David Lamberson. The old parsonage, as well as the potentially sensitive section of Lots 3 and 4 stood on what later became the southern sections of the lots, and were owned by J. Herriman, who did not occupy the property (See Fig. 7).

Between 1842 and 1857, James Remsen (who is discussed in more detail under Lot 46) purchased most of the Herriman property, including the old parsonage on Lot 1, and the potentially sensitive sections of Lots 3 and 4. In 1857 he sold the parsonage and his parts of Lots 3 and 4 to James T. Lewis, who had already purchased the northern parts of the lots in c. 1850. Lewis established a hardware store on Lot 1, and his residence in the old Lamberson house along Fulton Street on Lot 3. He tore down the old parsonage, using the site for the storage of materials. The property still retained a parklike aspect, for "many trees grew about the 'Lewis' homestead then" (Historical 1938 XI:53; MacDonald 1862:203; See Fig. 9).

James T. Lewis (1827-1901), had come to Jamaica from Connecticut by the time of the 1850 census, when he (a "tinsmith") is found as a boarder in the household of his future mother-in-law. He married Mary E. Stoddard (1827-1896) sometime before 1860 (Frost 1911:10). In 1857, Lewis' brother, Isaac Newton Lewis, another tinsmith, also moved to Jamaica from Connecticut, lived in the Lot 3 house, and worked in the hardware store on Lot 1. The 1860 census records the extended family: James T. and Mary Lewis both 32, with daughter Mary, 3, and son James T., 1, Newton Lewis, 23 and his wife Jane, 19, both from Connecticut, and Edward Lewis, 19, also from Connecticut, possibly a third brother, working as an apprentice to Isaac. Ellen McKenny, a 25-year-old Irish maid completes the family. James Lewis owned \$16,000 in real estate, and along with a \$9,000 personal estate could be considered among the wealthier inhabitants of Jamaica village (See Appendix C).

By the time of the 1870 census, Lewis' fortune had declined drastically, by approximately two-thirds, to \$4,500 in real estate, and \$1,200 personal estate. Two new children were added since 1860, Jennie and William. The only other possible evidence of a financial decline was that the maid from 1860 was no longer employed. By 1880, another maid had taken her place, as well as an elderly boarder. Brother Isaac and wife had moved out, as had as the adult male children (See Appendix C).

Lewis owned Lots 1, 3 and 4 until his death in 1901, and resided in the Lot 3 house until between 1878 and 1899, when the 1899 directory places his home outside the project site (Lain 1878; Trow 1899). The date of this move is most likely linked to his construction of the post office building between 1891 and 1897 on the empty, adjacent Lot 4. In fact, it is only after 1897 that the atlases change the description of the Lewis home from "D[wellling]" to "S[tore]" (See Figs. 14 and 15). The Lewis hardware store remained on adjacent Lot 1, and after Lewis' death brother Isaac continued to operate the establishment (Trow 1901; Historical 1938 XI:53,54).

Only one tenant was recorded on Lot 3 in the directories. The 1899 directory lists Adolph Herzog, who sold and/or made cigars. Herzog kept a shop in the Lot 3 building, but according to the 1900 census, he and his family lived at 332 Fulton Street (Lot 6) (Trow 1899).

#### *Lot 4 (328 Fulton)*

Lot 4 shared the same ownership history as Lot 3 above, and was also part of the 1662 parsonage building site. Following that structure's demolition in 1857, Lot 4 was part of the Lewis family homelot, and also shared the usage history of Lot 3.

No buildings were recorded on the lot until the construction of the Post Office building, between 1891 and 1897 (See Fig. 14). Owned by James T. Lewis, the building was not used as a dwelling. In 1897 it housed the Jamaica Post Office, including the office of George C. Damon, the postmaster (part-time only, Damon worked in insurance in Manhattan), as well as the offices of lawyer James McLaughlin; T. W. Scutt, real estate; J. W. Murphy, insurance. These office occupants remained through 1901, with the addition of Burt Jay Humphrey, Thomas and James Seaman, lawyers in 1899; and Joe G. Mathews, lawyer; and John H. Eldert, contractor, through 1901 (Trow 1899; 1901).

#### *Lot 6 (330 Fulton Street)*

The earliest recorded building on Lot 6 was "Miss Adrain's School," which appears on the 1842 map (See Fig. 5). Margaret Adrain was the daughter of Robert Adrain, a professor of mathematics at Columbia College. Adrain appears in the 1850 census as an unmarried woman, born in England in 1793. The building was most likely a boarding school, as well as Adrain's residence. No references were found to pinpoint the beginning of her residence on Lot 6, and she was not found among the heads of household listed in the 1840 census. However, her independent school closed soon after 1842, since Adrain was made principal of the Union Hall Female Seminary when it reopened in its new building in 1844 (Thompson 1843 II:131; Historical 1938 XI:30).

The next owner/resident of Lot 6 appears to be J. Underhill, whose name appears on the 1859 Walling map (Walling 1859). No references were found on Underhill in the sources consulted.

Between 1865 and 1868 the building was first occupied by John Kern, who was recorded as residing and operating a saloon there in the 1868 directory (Curtin 1865; 1868). In 1878 his occupation is listed as "liquors" (Lain 1878; See Fig. 9). According to the 1870 census, Kern, 39, his wife Ann Mary, 30, and his mother-in-law, Ann Mary Darmstadt, 76, were immigrants from Hesse-Darmstadt (part of the current German state of Hesse, along the Rhine), John Kern was a naturalized citizen. His five children, ranging in age from 1 to 8 years, were born in New York, indicating that the parents immigrated prior to 1862 (See Appendix C).

By 1880 the saloon had become the Exchange Hotel, which does not appear on the maps until 1886. The hotel included a saloon and billiards room (See Fig. 12). However, Kern is already listed as a hotel keeper in the 1880 census. The family had grown to six children, three boys and three girls, ranging in age from 3 to 18. Mother-in-law Darmstadt had reached the age of 86 (See Appendix C).

Between 1891 and 1897 the Exchange Hotel went out of business. The Lot 6 building is only labelled a saloon in 1897, and by 1901 a store. In 1891 the property was owned by Martin Prinz (Wolverton 1891), who was recorded as a saloon keeper on Fulton Street in an 1888 directory (Curtin 1888). According to one source, the original Prinz's Hotel had been Charles Huntting's Hotel and later Kern's (Historical 1938 XI:89). Although there is no record of Huntting's ownership of Lot 6, in 1891 Prinz also owned adjacent Lot 8 to the east, which in 1886 was the "Jamaica Oyster House," formerly the property of the Huntting family.

The 1899 directory records "Prinz and Hartmann liquors" at 330 Fulton (Lot 6), run by Martin's son, Christian Prinz and partner John Hartmann (Trow 1899). Christian Prinz, 38, born in New York, was a saloon keeper in 1900, and was also recorded as a resident of Lot 6, in the household of his brother-in-law William Kavanagh, 47, an Irish-born carriage painter. Kavanagh rented the dwelling, where he lived with his wife (and Prinz's older sister) Barbra, 40, who had immigrated from Germany as a child in 1861, and their two sons, an Austrian-born servant, and two boarders - an English hostler, Thomas Hatten and a horseshoer, Richard Martin. It is probable that the two boarders worked in the extensive barns and stables which had been erected when the hotel was operating (See Appendix C).

#### Lot 8 (332 Fulton)

Matthew S. Huntting is recorded as the owner and resident of Lot 8 by 1842, although he could be found in none of the censuses prior to 1860. His wife Almira B. Huntting, is in Prospect Cemetery, where she was buried in 1849, at the age of 33, a six-month-old Huntting child was also interred in that year. In 1860 the widower Huntting, 59, is recorded living with his son, "H. Hunting", 15, and Elizabeth Bogart, 27, a servant. Huntting had a personal estate worth \$2,000 and owned real estate valued at \$3,000.

"M. Huntting" was still recorded as the property owner in 1859 (Walling 1859), but is not mentioned after that date. By 1868, Charles H. Huntting is recorded as the owner (See Fig. 9), who resided on Fulton Street and was a "com.[mercial] mer.[chant]" in Manhattan (Curtin 1868; Lain 1872; 1876). He is listed as a drygoods merchant in 1870, with his wife Henrietta, 29, and son Joseph B., 15. Mary Whitehead, 53 may be either a boarder or Henrietta Huntting's mother (See Appendix C).

By 1880, Huntting had remarried, and his wife Mary brought with her a 10-year-old daughter, Mary Woodruff. Thurston Huntting, 5, had been born since the previous census. Son Joseph, 24, had become a lawyer, and was living in the

family home with his wife Mary, 22. There was also a servant, Mary McKenzie, 26, from Massachusetts (See Appendix C).

By 1886, the Lot 8 house had become the "Jamaica Oyster House," and there is no further record of the Huntting's living there. The 1891 Wolverton atlas records the owner as M[artin] Prinz, who owned Lot 6 and the Exchange Hotel, adjacent to Lot 8 on the east. According to one source, the original Prinz's Hotel had been Charles Huntting's Hotel and later Kern's (Historical 1938: XI:89), however, there is no record that Charles Huntting ever owned or ran a hotel on his property.

By 1891 the building, 332 Fulton, had become a drygoods and hardware store, and Abe Schlank, a drygoods merchant was recorded as the commercial tenant in 1899 and 1901 directories (Trow 1899; 1901). The residential tenant in 1900 was Adolph Herzog, 40 a cigar maker, his wife Elizabeth and their nine children, ranging in age from 4 to 18. Herzog's store was on Lot 3, at 326 Fulton in 1899 (Trow 1899).

#### Lot 10 (334Fulton)

The first recorded occupant of Lot 10 was noted on the 1842 map, where Mrs. McBain is listed as the owner/occupant of the dwelling there (See Fig. 7). The 1859 and 1868 maps record the owner as H. Purdy, i.e., Hetty Baylis Purdy (1792-1870) (Frost 1911:130), who shared a household with Sarah McBain through 1870. Purdy and McBain were related to some degree, as evidenced by the headstone of Mary Hinchman Purdy McBain buried in Prospect Cemetery (Ibid.:32). As the eldest of the two, Purdy was usually listed as head-of-household. Two females, corresponding to the ages of Purdy and McBain, appear in the 1830 census, under Purdy's name, while in 1840 three additional females are included in the household. The 1850 census lists Hetty Purdy, 59, Sarah "McVein", 40, and Mary Craft, 20, likely a domestic. If the Mrs. McBain from the 1842 map refers to Sarah McBain, she was widowed by the age of 32 (See Appendix C).

The household is unchanged in 1860 and 1870, except for the change in servants. Purdy died in 1870, and by 1880, Sarah McBain, 60, had taken in the Coffin family as boarders - Benjamin and Sarah Coffin, with their three small children. S. McBain is listed as Lot 10 owner as late as 1891, but as early as 1886, the building had been depicted as two dwellings, 334 and 336 Fulton, and in 1891 the westernmost half of the structure, 334 Fulton, hosted an upholstery store (Wolverton 1891; See Figs. 14 and 15).

The 1900 census records the John L. Lewis family in residence at 334 Fulton. Lewis, 50, an upholsterer, rented the house with his wife Annie B., 48, son

William T., 20, a plumber's helper, and mother Elizabeth, 77.

At neighboring 336 Fulton, Michael Carter, 57, an Irish immigrant, was renting an apartment with his Canadian wife Philomena. Carter had immigrated in 1845, and was a naturalized citizen. Lawyer Burt Jay Humphrey also had his office in 336 Fulton in 1901, moving from Lot 4 where he had worked in 1899 (Trow 1899; 1901; See Appendix C).

#### Lot 12 (338 Fulton)

The building on Lot 12 was part of a row of three brick structures owned but not occupied by A. Herriman. All contained shops as well as dwellings. The earliest known tenant on Lot 12 was G. C. Black who kept a clock and watch shop there. Black does not appear in the census records until 1860, when he lives in Kings County (See Fig. 7).

The next recorded occupant was Jacob Gins, who appears on the 1868 map and in the directory of the same year as a saloon keeper at, and occupant of, Lot 12 (Curtin 1868; See Fig. 9). His name is listed at that address on the 1873 and 1876 maps, and in the 1878 directory (Lain 1878; Dripps 1876; See Fig. 10). The 1880 census lists Gins, 45 as an "oyster dealer" - not surprising, since oysters were a common food in saloons. Gins was born in Hesse-Darmstadt, then a Grand Duchy in central Germany, along the Rhine. His wife Elizabeth, 41, was born in Ireland, and had a daughter, Elizabeth Armstrong, 16, from a previous marriage. Her nephew, Frank Armstrong, 18, born in Ireland, also lived in the household, and worked as a bartender (See Appendix C).

The 1891 and 1897 maps label the Lot 12 building a saloon, and saloon and restaurant (See Figs. 13 and 14), but there is no evidence that Gins or his family were still present. The 1899 directory lists Paul O'Neill's eating house there which corresponds with the 1897 restaurant listing (Trow 1899). At the time of the 1900 census, residents in the building were the Lucas family, Henry, 41, a German-born saloon keeper, his wife Annie, and son Ferdinand, 17, a waiter. The Lucases rented the dwelling, three non-relatives shared the apartment, a Polish servant, a contractor, and a Connecticut-born cook. It is not clear whether the cook, waiter, servant and saloon keeper all worked in the saloon/restaurant in the same building.

#### Lot 13 (340 Fulton)

The building on Lot 13 was the centermost of a row of three brick structures owned but not occupied by A. Herriman. All contained shops as well as dwellings. The earliest known tenant on Lot 13 was E. W. Halsey, who ran a "tin



and sheet ironware" shop there by 1842 (See Fig. 3). Elias W. Halsey was not a resident in the building, however. The 1865 and 1868 directories record his store on Fulton Street, but his home a block to the east near Union Street (Curtin 1865; 1868).

The next name recorded in connection with Lot 13 is Remsen in 1868, and Mrs. Remsen in 1873 (See Figs. 9 and 10). A butcher's shop run by Isaac B. Remsen is listed on Fulton Street near Washington Street in both the 1865 and 1868 directories (Curtin 1865; 1868), and it is probable that Halsey had moved his shop elsewhere since 1842. Remsen lived on Union Street.

On the 1886 and 1891 maps the Lot 13 building was a harness shop (See Fig. 12 and 13). Harnessmaker John B. Kalyer appears in the 1880 census listed between the occupants of Lot 12 and Lot 14. Kalyer, 52, lived with his wife Ellen D., 52, and son James H., 24, who was also a harness maker (See Appendix C). The 1872, 1876 and 1888 directories list John B. Kolyer, a harnessmaker, whose home was on Fulton Street (Lain 1872; 1876; 1888).

By 1897 the harness shop was gone, replaced by a fruit store (See Fig. 14). The 1900 census records the Foppiani family, headed by Stephen Foppiani, 43, a fruit dealer who had immigrated from Italy in 1870. Foppiani, a naturalized citizen, rented the Lot 13 apartment. With his wife Mary, 40, who came from Italy in the same year, there were nine children, ranging in age from two months to 22 years. the two eldest children, Louisa, 22, and Stephen, 20, assisted in the shop. Three children, ages 11 to 14, were in school (See Appendix C).

#### Lot 14 (342 Fulton)

The building on Lot 14, at the corner of Fulton and Washington Streets (Jamaica Avenue and 160th Street) was the easternmost of a row of three brick structures owned but not occupied by A. Herriman. All contained shops as well as dwellings. The earliest known tenants on Lot 14 were the "New Drug and Book Store," with which there was no name associated, and the office of the *Long Island Farmer*, Charles S. Watrous, editor (See Fig. 7). The paper was founded in 1821, and Watrous had purchased it in 1840. Previously the offices were outside the study lots, on the northeast corner of Washington and Fulton (Thompson 1842 II:133; Historical 1938 XII:134,135).

The next recorded commercial tenant was William Snary, who first appears selling boots and shoes at the corner of Washington and Fulton in the 1865 directory (Curtin 1865), and is listed on Lot 14 on the 1868 map (See Fig. 9). Although in 1865 his home is on Union Street, by 1868 he had moved his home to Lot 14 as well, and subsequent directories list him there (Curtin 1868; 1872; Lain 1878).

Snary was already in Jamaica at the time of the 1860 census. The unmarried, 41-year-old shoe maker was a native of England, owned real estate valued at \$300, and a personal estate of \$200. Two other families lived in his household, Cynthia Amberman, 35 and her son John Amberman, 9, and Thomas Ellis, 45, a machinist, and his adolescent daughters Anna and Emma. The Ellises were also English natives. By the time of the 1870 census, Snary, 51, had married Mary E., 44. The couple had no children. John Amberman, 19, still lived in the household, working for Snary, and the final household member was Sarah Chapen, apparently a boarder, or perhaps a child of Mary Snary from a previous marriage. She is listed as having no occupation. In 1880, the Snarys then 62 and 55, were living alone (See Appendix C). William Snary died in 1886, at the age of 67 (Historical 1938 XII:135).

The 1888 directory records Thomas Daily's "eating house" at 342 Fulton, and the 1886 map already labels Snary's former store as B[ar] & S[aloon] (See Fig. 12). Daily (c.1852-1921) was a former bartender at the Jamaica Hotel on Beaver Street (Parsons Boulevard opposite the project site), when it was under the management of Alonzo Pettit. Daily operated a famous oysterhouse and restaurant in Jamaica for many years (Historical 1938 XII:134,135). The 1899 directory lists the restaurant at 342 Fulton, but Daily's home was on Herriman Street, at least a block to the northeast. The Lot 14 building was occupied by Margaret Spillett's boarding house, which is also listed in 1899 (Trow 1899). However, Spillett does not appear in there in the 1900 census, while Daily rents and occupies the house.

Daily, 46, is described as a restaurant keeper, a native born New York of Irish parentage. Daily's sister, Annie Doran, 50 also lived with him, as well as a five unrelated people, most of whom have occupations that are related to restaurant work - bartender, cook, and waiter, suggesting that they are employed in his restaurant (See Appendix C).

#### Lot 16 (6 Washington)

The first recorded building on Lot 16 appears on the 1842 map. The map key identified it as a church or school on the A. Herriman property. Since the existence and locations of Jamaica congregations and church buildings were carefully recorded during this period, the unidentified building must have been a private school, similar to Miss Adrain's school on Lot 6. No other information was found on this institution.

By 1859 the building on Lot 16 was occupied by J[ohn] Bennett (d. 1872, age 72), whose name appears on the lot on maps from 1859 through 1876 (Walling 1859; Dripps 1876; Frost 1911:102; See Fig. 10). Bennett is listed there in the

1865 directory, sharing the address with Albert Bennett, a cabinetmaker (Curtin 1865; 1868). John Bennett appeared in the 1850 census as a 49-year-old shoemaker, with wife Amelia, 26, and two young children. Amelia was John Bennett's second wife, after first wife Elizabeth died in 1841 at age 38 (Frost 1911:102). In 1860, although Amelia was listed as a weaver, John Bennett himself had no listed occupation, but owns real estate valued at \$1,000, and a personal estate of \$200. Albert Bennett, 40, lives in the household, but is painter, not a cabinetmaker. Two unrelated adults board with the family, a cigar maker and a machinist (See Appendix C).

The 1868 directory lists John Bennett, as a watchman (Curtin 1868), and he appears as a watchman in the 1870 census. At the age of 69, Bennett owns real estate valued at \$2,000. Son Alonzo, 23, was a carpenter, and daughter Lillie (youngest of three daughters) was at school. Also living in the household was the family of Rufus Smith, 30, a shirt manufacturer, his wife and two children. Following Bennett's death in 1872, and son Alonzo's death in 1874, widow Amelia, 55, (d. 1900, age 76) still appears in the 1880 census, with daughter Lillie, 18. Albert Bennett, 59, now an unemployed painter, had returned to the household as a boarder as well as John Clahane, 23 (Frost 1911:102; See Appendix C).

No further information could be found relating to the occupants of this lot.

#### *Lot 18 (20 Washington)*

The first recorded building on Lot 18 was N. Jennings cabinet furniture shop, which is listed on the 1842 map (See Fig. 7). The 1859 Walling map indicates that the lot is the site of the Odd Fellows' Hall (Walling 1859). The 1868 and 1873 maps label the lot with the name R. Brush, but Richard Brush was the owner, and not the occupant. He lived on the northeast corner of Washington and Fulton Streets (160th and Jamaica Avenue), outside the study lots (See Figs. 9 and 10).

The first resident of Lot 18 that could be determined is the Schulze family, who are recorded as renting the house there in the census of 1900. Wife Louise, 28, was born in New York, but of German-born parents. The couple had three children ranging in age from one to six (See Appendix C).

#### *Lot 19 (24 Washington)*

William Gritman had established a boot and shoe shop on Lot 19 by 1842, where he was the building's owner-in-residence. In the 1840 census, Gritman is the head of a household of five, of which two were engaged in manufactures and

trades - the two adult males, one of which corresponds to Gritman. The three females include his wife and young daughter. The more detailed 1850 census, recorded Gritman as a 36-year-old "pedlar," with his wife Sarah, 34, daughter Sarah Louiza, 16, and son William H., 6. Also in the household were Elizabeth Montfort, 37, and Elizabeth Johnson, 23 (See Appendix C). His name is also on the 1859 map, but Gritman died in 1860 (Frost 1911:46), and the 1868 map labels the lot "Gritman est."

Abraham Neail's name appears on Lot 19 on the 1873 map, and is associated with the location in the 1868 directory. Neail was a shoemaker, and is also listed on Washington Street in the 1872, 1876 and 1878 directories (Curtin 1872; Lain 1876; 1878).

Neail is first listed in the 1860 census, as a 45-year-old, shoemaker (since he died in 1883 at age 72, he was actually 48 or 49 - Frost 1911:8), with a personal estate of \$50. He lives with his wife Eliza, 44 (d. 1901, age 89, she was actually 47 - Ibid.), and son Isaac, 22, a laborer. All three were born in England. According to his gravemarker in nearby Prospect Cemetery, Neail had been a Co[rporal?], in the 158th Reg., N.Y. Infantry (Ibid.). In the 1870 and 1880 censuses, Neail and his wife were living alone. The 1870 census list their place of birth as Ireland, while the 1880 census reverts to England. As mentioned above, Neail died in 1886.

The next data on Lot 19 occupants is from the 1900 census, which records as rental tenants the McLaughlin family, headed by William McLaughlin, 35. Wife Mary J., 39, was a music teacher, and the couple had three children, ages 8 to 11, all attending school.

#### *Lot 24 (28 Washington, 79 Fleet Street)*

Lot 24 was the site of the J. Thatford & Co carriage making shop, which appears on the 1842 map. The company was a three-way partnership among John Thatford, Willett Combs and Oliver Pearsall, and advertised coachmaking, wheelwrighting, blacksmithing and coffins as early as 1838 (Reichman 1986:55). The 1842 map records John Thatford as the owner and occupant of the lot immediately north of Lot 24 (outside the Phase 1B study lots), and Lot 24 as owned by Thatford and Jones. Jones identity is not clear. Partner Willett Combs is listed in a building on the Fleet Street side of the lot as a tenant, "W. COMBS, blacksmithing" (See Fig. 7).

Thatford and Combs both appear in the 1840 census, in households with proportionally large numbers of male workers, suggesting that the households included craftsmen and apprentices from the carriage factory. Thatford was head of a household of eleven: eight males, three females (one "colored"), with

six household members engaged in manufactures and trades. Combs headed a household of six, with five males, all in manufactures and trades (See Appendix C). No additional information on Combs was found, although the building he utilized for his blacksmithy was used for that purpose as late as 1897 (See Fig. 14).

After John Thatford died in 1841 at the age of 35 (Frost 1911:120), the 1859 map labels Lot 24 "Carriage Shop," with John Everitt occupying Thatford's old residence on the neighboring lot (Walling 1859). It is possible that the Everitts were connected to the Thatfords by marriage, since widow Ann Thatford was listed in the John Everitt household in the 1850 census.

The 1865 directory lists John and Joseph B. Everitt as undertakers. Their company "J & [J] B Everett" is listed as undertakers and carriage manufacturers, at the corner of Washington and Fleets Streets (160th and Archer) (Curtin 1865), where they appear on the 1868 map (See Fig. 9).

The Everitt family ran their business on Lot 24 as late as 1901 (Trow 1901; See Fig. 15). By the time of Joseph B. Everitt's death at 61 in 1884, his sons William E., and Benjamin F. had been involved in the business for 15 years. The sons had added a livery service, and at their father's death, either William (b. 1859) took over the undertaking establishment and Benjamin (b. 1847) ran the livery business (Historical 1938 XI:153), or the positions were reversed, as the 1899 directory lists William's occupation as "stable" and Benjamin as the undertaker. Although John Everitt was still active at the time of the 1899 and 1901 directories, he was not partnered with his nephews, but operated an undertaking business on Fulton Street (Trow 1899; 1900).

The carriage business seems to have been dropped by the 1880s. The last time it was mentioned was in the 1876 directory, when John, Joseph and his son Benjamin were listed as carriagemakers (Lain 1876), although the 1891 map labels one section of the main building "WHEELWRIGHT" (See Fig. 13). Also, the phasing out of the carriageworks may be due to the departure of John Everitt from the company. From the self-defined occupational titles in the census records it was John Everitt who appears to have been skilled in the craft, listed as wheelwright (1850), mechanic (1860), carriage manf. (1870) and wheelwright (1880). Brother Joseph Everitt was listed as clerk (1850) and undertaker (1870 and 1880).

By the 1880s the main building of the Everitt's business was known as "Continental" or "Centennial" hall, and in addition to the Everitts' offices/workshops, there was a meeting hall, which was the meeting place beginning c.1886, of the Odd Fellows, a fraternal group. Also on the property, in

the early 1860s, was a government storehouse, which was sacked during the Civil War by anti-draft rioters who were trying to destroy the draft wheel (Historical XI:59; I:128).

#### *Lot 28 (75 and 77 Fleet Street)*

Lot 28 was part of the M. S. Huntting property (Lot 8), and the earliest recorded building, on Lot 28 is labeled E. S. or R. S. Huntting in 1859 (Walling 1859). However, there is no record of either Huntting in Jamaica. The 1886 map shows that the building on Lot 28 is a pair of attached dwellings, from east to west, 75 and 77 Fleet Street (Archer Avenue).

By 1878, 77 Fleet was occupied by William H. Jennings, the baggage master at the Jamaica railroad - the station was on the west side of Beaver Street (Parsons Boulevard). Jennings' occupation concerned horses - he was also referred to as a "hack driver" (Historical 1938 XI:120). The 1870 census records him as a livery stable keeper, 33, living alone with his wife Lucy, 27. Both were born in England, and had immigrated in 1865. By 1880 Jennings, 45 (or 43, if the 1870 census is correct) appears as a veterinary surgeon, and the couple had a daughter Lucy, then 7. Between 1880 and 1900 Jennings had died, but widow Lucy Jennings, 57, was still living at 77 Fleet, which she owned. Lucy Jennings owned the house, and had a boarder, Herman Harmer (?), a switchman for the railroad.

Less information was available concerning the occupants of 75 Fleet Street. The 1900 census records Henry Clement, 37, as a special police officer renting the dwelling at 75 Fleet with his wife Lucy, 27. Both were native New Yorkers born of English parents.

#### *Lot 33 (69 Fleet)*

The earliest building on Lot 33 was erected between 1859 and 1868, when it is labeled S. Barto, and the same name was repeated in 1873 and 1876 (Walling 1859; Dripps 1876; See Figs. 4 and 5). S. Barto seems to be an error. Directories record an Elkanah Barto, stage driver, living on the Flushing Road (Parsons Boulevard) in 1865, with Alfred Barto, a teamster. In 1868 Elkanah Barto is on Fleet Street (Archer Avenue), but at the corner of Washington Street (160th) (Curtin 1865; 1868). It is not until the 1878 directory that Elkanah Barto can be definitely placed on Lot 33 (Lain 1878).

Elkanah Barto was born in 1794, in Jerusalem, Long Island, and was a veteran of the War of 1812. He came to Jamaica in 1835, where he drove one- and two-horse stages from Jamaica to Flushing four times daily for a fare of 15¢. In



Jamaica the stages called at Caleb Weeks' and William Durland's hotels (Historical 1938 XII:31; I:52).

Barto, 57 was already listed as a stage driver in the 1850 census, living with his wife Amelia, 57. Barto was married three times (Historical 1938 XII:31), but research has uncovered only two of the trio. Wife Amelia or Parmelia Barto died in 1857 (Frost 1911a:4). In the 1870 census he was 75, married to Sarah S., 37, with three children between the ages of three and twelve. He owned real estate valued at \$900.

Barto, 86 was still living in 1880, but is listed as having "no occupation" meaning that he had retired. Son John, 19 was a blacksmith, Elkanah, 14 was at school, and daughter Hattie or Addie, 22, had married Samuel Hendrickson, 19, a clerk in a cloth house (See Appendix C).

The Bartos left the house between 1880 and 1900, when the occupants are the Bennett family, headed by J---? Bennett, a railroad conductor, who rented the house, his wife Isabella (?), 36, an Irish immigrant, and their six children, ranging in age from 2 months to 12 years. A second family lived at the rear of the lot, which was given a separate address by 1897 (See Fig. 14). The house was rented by John Fogarty, 32, a railroad motorman, who lived there with his wife Jennie, 31, an Irish immigrant, and their three sons, ages 9 months to 8 years (See Appendix C).

#### Lot 37 (45 Fleet)

Although the earliest dwelling was present on Lot 37 before 1842, the owner, A. Herriman, did not live there, and the occupant is not known. By 1868, the house, with a blacksmith's shop at the rear of Lot 37, was annexed by Lot 40 (outside the project site) owned by J. McLaughlin.

William McLaughlin, horseshoer appears in the 1865 directory. John McLaughlin, blacksmith, and John McLaughlin, printer, are listed in 1868. All three were residents of the house on Lot 40, along Beaver Street (Parsons Boulevard) (Curtin 1865; 1868). The horseshoer and blacksmith certainly utilized the smithy on their own property. The McLaughlin family is listed in the Lot 40 house through the 1900 census, and in each census, 1870, 1880 and 1900, one or more members of the family is a blacksmith or a horseshoer (Lain 1878; Dripps 1876; Wolverton 1891; See Appendix C).

No information on the occupants of the Lot 37 dwelling along Fleet Street could be found until the 1900 census. The house was not used by the McLaughlins, who all make up a single household on Beaver Street. At the time of the 1900 census, the dwelling was rented by Mathias Willis, 33, a drygoods salesman, a

native New Yorker of German/Swiss parentage. He lived on Lot 37 with his wife Anna, 21, whose parents were German natives. The couple's three children ranged from six months to two years. Also in the household was Willis' father Mathias, 75, who had immigrated from Switzerland in 1840, and was a naturalized citizen (See Appendix C).

*Lot 46 (15 Beaver Street/Twombly Place/Parsons Boulevard)*

The 1662 parsonage, discussed separately above, stood immediately north of Lot 46. When a new parsonage was built in 1812, the glebe lands were sold, and by 1842 Lot 46 was in possession of James Herriman (See Fig. 7). Herriman did not occupy the lot. His established residence was on the north side of Fulton Street, east of Washington (outside the project site). Prior to 1857, Herriman sold the property and it came into possession of James S. Remsen, who sold the northern section of the lot with the old parsonage to J. T. Lewis in 1857, and built a residence for himself on what became Lot 46 (Walling 1859; See Fig. 9).

Remsen, a Jamaica native, was born in 1813, and beginning in 1840 was the proprietor of the Jamaica Hotel, which was on the west side of Beaver Street, directly opposite Lot 46, where he later built his residence (See Figs. 9 and 10). The hotel had been established in 1798, and George Washington had spent the night there while on his tour of Long Island (Historical 1938 XII:104,86). Remsen appears in the 1840 census in a household of 9 people, 6 males and 3 females, one of whom is a young free African-American girl under the age of ten. Identifiable from the census listing are Remsen himself, his wife Anna Seaman Remsen (d. 1864, age 46), and his son Jordan S. Remsen (d. 1868, age 29) (Frost 1911:7,44; Historical 1938:XI:88). Since only Remsen was active in business, the remaining household members were either servants or borders. The data from later censuses suggest that the former is correct (See Appendix C).

According to one source, Remsen gave up running the Jamaica Hotel from 1858 to 1869, and the 1865 directory records no occupation, but in 1868 his occupation is listed as "Jamaica Hotel" (Curtin 1865; 1868; Historical 1938 XI:89). It is probable during this period he was involved with his investments on the Rockaway Peninsula, of which he purchased a major part in 1855. In 1856, Remsen built the first public house (a restaurant/refreshment structure) on Rockaway Beach, the famous "Sea Side House," and through the 1860s was responsible for developing and organizing excursion boats and ferries which brought fisherman, picnickers and bathers to the peninsula. He also built a house near Rockaway Point as a token of possession of the property (Seyfried 1971:2,60-61).

During this period of business success, his wife Anna, 46, and eldest son Jordan, 29, both died, in 1864 and 1868, respectively (Frost 1911:7). Jordan S. Remsen was recorded residing in the Lot 46 house until his death. The 1865 directory lists Jordan as a merchant in New York City, and the 1868 directory gives his occupation as tobacconist (Curtin 1865; 1868). Remsen's surviving sons, John, Charles, and George supposedly assisted him at the Jamaica Hotel, although John is the only one whom the census and directories record working there (Curtin 1868; Historical 1938 XI:89). The 1870 census lists the residents of Lot 46 as James Remsen, 51, son John, 22, a bartender, daughter Georgiana, 24, keeping house, daughter Sarah, 18, son George, 12, at school, and four servants - three "black" and one mulatto (See Appendix C).

John (1848-1906) was not listed in subsequent directories or censuses, and apparently left the Beaver Street house before 1880. George W. was recorded as a grocer in New York City in 1878, but was still residing on Lot 46 until his death in 1880, at the age of 26 (Frost 1911:7). The 1880 census lists James Remsen, 65, Georgiana, 35, Sarah, 27, and Charles, 23, who served as a clerk for a broker. Two servants completed the household, Arthur Farrell, 60, a hostler, and Jane Farrell, 45, both natives of Ireland. In a subsequent census, Jane Farrell is recorded as having immigrated in 1860 (See Appendix C).

Georgiana never married, and died in 1881 at the age of 38 and James S. Remsen, survived his daughter by six years, dying in 1887, at 75. The hotel was auctioned off in 1892, to Alonzo Pettit, who was already recorded as the proprietor in 1878 (Lain 1878). Prior to 1899, Sarah Remsen married John Tator, and the couple occupied the Remsen family house (Historical 1938 XI:89). According to the 1900 census, John Tator, 49, owned the house and property, and aside from Sarah A., 40, the only other member of the household was servant Jane Farrell, 62. Farrell is the survivor of the pair of servants from 1880. The census records him as a hotel keeper, while the directories of 1899 and 1901 list his occupation as "amusements, Seaside Sta., Oceanus", a Rockaway community - probably connected to the Remsen's through their Rockaway investments (Trow 1899; 1901).

## VII. RESEARCH ISSUES

Significance is a function of whether the resource is likely to contribute to current knowledge of the history of the periods in question. The following discussion addresses the significance of the project area in relation to specific research issues.

Dwellings, along with their associated outbuildings and yards, have the potential to contain resources which may furnish information about past lifeways, urban/suburban residential settlement patterns, socioeconomic status, class distinctions, ethnicity and consumer choice issues.\* Such archaeological resources could be preserved in privies, cisterns or wells, which in the days before the construction of municipal services - namely sewers and a public water supply, were an inevitable part of daily life. Before these services were provided by the municipality, these shafts, in addition to their official function, were convenient repositories for refuse, providing a valuable time capsule of stratified deposits for the modern archaeologist. They frequently provide the best domestic remains recovered on urban sites.

The presence of these "shaft features," often truncated by subsequent construction, is not confined to dwellings. Such facilities were necessary in places of business, where humans were active over extended periods of time. This includes hotels and saloons, stores and workshops. In the latter three examples, often the dwelling of the owner, proprietor and/or tenants was located in the same building, and the remains relate to both domestic and commercial/industrial use.

One of the first steps in assessing the likelihood of the preservation of shaft features is the determination of the earliest dates of sewer and water line installation. As stated above, these facilities obviate the necessity of installing privies, cisterns and wells. These dates are only an approximation, for even when municipal facilities were available, many residents were not connected until years later. The earliest sewer lines mentioned in the records of the Queens Department of Sewers date to 1925 along Jamaica Avenue, Parsons Boulevard and 160th Street, adjacent to the project site. However, references from other sources indicate that these facilities were available many decades earlier.

---

\* The 1976 and 1982 archaeological recovery of historic-period resources from the project area is noted in Appendix A.

The 1886 annual report of the Long Island Railroad reported that all its stations had toilet accommodations by January 1881 (LIRR 1886:68). Toilet refers to a flush toilet, indicating that the Jamaica Station had a water source, and was linked to either a sewer or cesspool by 1881. A 1900 building permit records the installation of toilets in the cellar of a building in the project site, along Fulton Street (former Lot 10) (New Building 464-1900).

On the other hand, in a 1933 newspaper article Mrs. John Lewis, recalling life in Jamaica c.1893, declared, "There was no water supply . . . only cisterns and wells" (Herndon 1974:38). Although Mrs. Lewis is actually off by a few years, since water lines were installed on all streets of the project site before 1891 (See Fig. 13), her comment does indicate that water lines were fairly new phenomena in Jamaica in the 1890s. Both sewer and water lines are depicted on Fulton (Jamaica Avenue), Parsons Boulevard (Beaver Street), Fleet (Archer Avenue) and Washington Streets (160th) in 1901 (Hyde 1901:10).

Privies tend to be located along the rear lot lines of urban homesteads. On larger suburban and rural lots this positioning usually depends on whether the distance from the house was practical, and they are normally found within 100 feet of the rear of the dwelling. Since water was an important part of cooking, housekeeping, diet and personal hygiene, cisterns and wells tend to be closer to one of the entrances of the dwelling, normally at the rear of the building.

Unless subsequent construction and regrading has destroyed these buried remains, certain lots of the project parcel could be expected to yield artifacts dating from specific periods, up to when municipal water and sewer lines came into general use, c.1901.

Once both water and sewer service was provided by the municipal authorities by c.1901, privies, wells and cisterns, no longer required for their original purposes, would be quickly filled with refuse and abandoned, providing valuable time capsules of stratified deposits for the modern archaeologist. These shaft features frequently provide the best domestic remains recovered on sites, including animal bone, seeds, glass, metal, stone, ceramics, and sometimes leather, cloth, wood and even paper. By analyzing such artifacts, archaeologists can learn much about the diet, activities and customs of the former inhabitants, and attempt to combine this "consumer choice" data with what the documentary record tells us about their ethnicity, socioeconomic status, gender, environment, etc.

## A. Consumer Choice

Examination of artifacts as indicators of socioeconomic status or ethnicity is an area of inquiry that has long been applied in archaeological research. However, in historical archaeology, where documentary records provide an additional source of data, such issues have become a standard practice and research goal. Many factors have been seen to influence consumer choice, and over the last decade, historical archaeologists, using both the archaeological and documentary record, have sought to go beyond mere comparisons of relative wealth and poverty, to examine the factors that initiate consumer choice. In *Consumer Choice in Historical Archaeology*, Suzanne Spencer-Wood has collected studies of consumer behavior in a variety of settings. For example, in their study of 19th-century households in Wilmington, Delaware, Charles LeeDecker et al., linked consumer behavior with household income strategy, composition and developmental stage (LeeDecker et al. 1987:235-240), and LuAnn De Cunzo's study of 19th-century privy deposits from Paterson, New Jersey viewed consumer behavior as an adaptive strategy in a changing environment - an area undergoing urbanization and industrialization. Documentary and archaeological evidence from Paterson suggest that households of unlike socioeconomic status displayed different settlement patterns as well as varying income and consumption strategies (De Cunzo 1987:290-291).

In light of the abovementioned studies, several related lines of inquiry have been chosen for further investigation. One of these is consumer behavior, which is strongly influenced by socioeconomic status, occupation, household composition and ethnicity. Also, data from these lots can be used to chart Jamaica's growth and development from colonial hamlet in the 17th century, to country town in the 18th to 19th centuries to urban/suburban transportation hub by the late 19th century.

### 1. Socioeconomic Status

The study performed by LeeDecker et al. has indicated that the examination of the head of household's occupation alone has limited utility in reliably determining socioeconomic status, since a number of other factors - household composition, size, developmental stage/family life cycle (e.g., childless couple, nuclear family, "empty nest," widow), income strategy as well as external forces influence consumer behavior (LeeDecker et al. 1987:236-237). Census record research on the lots of the site has provided information on household size, age, occupation, the number of working household members, the presence/absence of borders and ethnic background. Therefore, archaeological



evidence from these homelots may provide information on how socioeconomic status has influenced consumer choice behavior.

## 2. Jamaica Community Development 1662-1900

The long-term domestic occupation of a number of the project lots (since 1662), suggests the feasibility of examining the changing conditions experienced during the gradual urbanization of the Village of Jamaica, and its effect on cultural attitudes, as manifested in settlement and consumption patterns. As DeCunzo noted, these are adaptive strategies, also influenced by socioeconomic status (DeCunzo 1987:291).

For example, changing environmental conditions caused by community development also affect foodways, and are observable in the archaeological record. Wild fauna begin to disappear as their environments are altered, they are overhunted or are forced to compete with introduced domestic animals. As a result, the representation of wild animals is generally higher in rural versus urban assemblages (Landon 1996:7). Would such changes be observable in the Jamaica assemblages?

Technically, the clerical inhabitants of the project lots occupied and farmed a 200 acre property from the 17th to the early 19th century. Beginning in the late 17th century, there are a number of references to the minister's orchard, the minister's livestock, and assistance given him by tilling his soil and harvesting his grain. Furthermore, although none of the later project site occupants has been identified as a farmer, the homelots with their various sheds and barns could easily have been used for raising small livestock, vegetables and fruit, as supplements to both income and diet. Foragers such as pigs and poultry, were ideally suited even to urban conditions, and in the days before regular street cleaning, benefited the community by removing garbage from the streets. The existence of "The Pound" adjacent to the nearby Beaver Pond suggests that wandering livestock was a daily problem in Jamaica until at least the 1850s. Archaeologist Leslie Stewart-Abernathy notes that lots such as those on the project site were employed as "urban farmsteads" until municipal restrictions caused their extinction at the end of the 19th century (Stewart-Abernathy 1986:12-13). If the residents of the study site were raising some of their own animals, the analysis of the faunal remains may be able to distinguish between amateur and professional butchering, reflecting Jamaica's urbanization through its increasing reliance on non-local meat sources.

Another factor of Jamaica's development which would be reflected in the archaeological record is the increased variety of consumer goods available with community growth and improving transportation links to the cities of Brooklyn

and New York. Working with 18th-century material, Sherene Baugher and Robert Venables have examined hypotheses concerning market access by comparing ceramics from sites in Manhattan, Staten Island and upstate New York, finding a great similarity in high-status tablewares in city versus rural settings, while locally-made utilitarian wares varied between regions. This suggests that geographic location was not a factor in consumer choice during the 18th century (Baugher and Venables 1987:43-47).

Would such changes be observable in the Jamaica assemblages? From where did Jamaicans acquire their consumer goods? From New York City and Brooklyn, or other national and perhaps international sources? Was there trade in consumer goods among the towns on Long Island, and was this superseded by trade with the more populous and "sophisticated" areas to the west, or were all trade relations enhanced as rail connections to both areas replaced the wagon as the chief transporter of freight?

## **B. Carriage Factory**

A second potential area of study regards the greater than 62-year presence of a carriage factory on one of the study lots (Lot 24: Thatford & Co. pre-1838 to c. 1841; J. & J. B. Everitt c.1841 to post 1900), an opportunity to examine this industry over a period of great transition from the use of traditional techniques to the employment of mechanized methods, to its final extinction in the 20th century. Jamaica during the 19th century had the largest number of carriageshops of any town on Long Island, but after 1860, carriage makers were less builders and craftsmen than assemblers of ready-made components.

Carriage manufacture required a varied group of artisans such as a carriage body builder, a carpenter or joiner; a carriagesmith, an ironworker, a wheelwright, a carriage painter, and a carriage trimmer, (Reichman 1986:55). From its earliest period, Thatford/Everitt attempted to make the greatest use of the craftsmen it employed, and in 1838, in addition to coachmaking and wheelwrighting, Thatford advertised blacksmithing and coffins. This was not an unusual economic strategy, as a number of carriagemakers made coffins and supplied hearses (*ibid.*).

Raw materials included various types of wood for the carriage frame, wheels, seat, body panels, thills and some of the gearing. Iron was used for the axle (forged by mid-century), springs and parts of the wheels and gearing. Each manufacturer had to make a large capital investment in tools, timber, other materials (Reichman 1986:55, 58).

There is the possibility of recovering numerous specialty parts (e.g., brass dash rails), malleables (i.e., malleable steels parts such as axle clips, shaft fills and specialty bolts), and tools (e.g., hub bores and planes) that are peculiar to this particular manufacturing process, and often shop-specific (Mary Ferrell, curator of the Carriage Collection, Museums at Stony Brook, personal communication, 3/18/93). An excavation of the Thatford/Everitt carriage shop, could yield information on the manufacturing process, suppliers, raw materials, and shop-specific adaptations to the market, observed over many decades.

## **VIII. CONCLUSIONS AND RECOMMENDATIONS**

### **A. Prehistoric Potential and Sensitivity**

Evidence exists that Native Americans exploited the natural resources of Long Island and the vicinity of the project area for thousands of years before the arrival of Europeans. Settlement pattern data of the prehistoric culture periods show a correlation between habitation/processing sites and a fresh water source, the confluence of two water courses, proximity to a major waterway, a marsh resource, and/or well-drained, elevated land.

A review of the documentary and cartographic evidence collected for this report confirms that the subject parcel is an area exhibiting some of these characteristics, namely the proximity to a fresh water pond and a marsh. These would have been hunting, gathering and fishing areas, and the well-drained, elevated land, would have provided a dry, level place for activity sites, camps, and settlement. The project site lies along a major east/west trail (present Jamaica Avenue) and another important trail leading south to Jamaica Bay (150th Street) lay 1,700 feet to the west. From these two trails, all parts of Long Island were accessible.

The project parcel could have been attractive to prehistoric man, who may have used sections of the study lot for seasonal or semi-permanent settlement, or a temporary camp or raw material processing area. However, buried prehistoric cultural remains are normally found within three or four feet of the pre-development surface, and are therefore highly susceptible to disturbance from subsequent historical construction activities.

### **Conclusions**

The project site has experienced intensive subsurface disturbance from the construction of historical period buildings. These activities have had an adverse impact to at least 4' below grade on most of the lots of the project site.

Restricted sections of the project site have experienced no recorded building activity or only shallow disturbance, estimated to be less than four feet below the current grade, and are, therefore, considered to have limited prehistoric potential. These areas were formerly parts of old Lots 6, 8, 24, 28, 33 and 35, as well as the alley/right-of-way east of old Lot 8. Their locations are shown on the Map of Old Lot Lines (See Fig. 21). It is very probable that undocumented subsurface disturbance has impacted these lots or portions of these lots, also.

## B. Historical Potential and Sensitivity

Based on the construction record, map analysis, census data, etc., specific homelot histories, or profiles, were established for the various original lots within Block 10100. The documentary report identified portions of six lots, as having potential historical archaeological significance. This assessment of potential significance is directly related to the pertinent research issues discussed above and the possibility that further study of these lots would contribute to our current understanding of a particular historical period. These areas, potentially sensitive for shaft features - privies, cisterns and wells - are listed below and shown on Fig. 22. The historical occupation/use and time period for each locus is briefly summarized below.

Lot 3/limited portion	c.1662 - c.1857
Lot 4/limited portion	c.1662 - c.1900
Lot 6/approx. ½ of lot	c.1662 - c.1900
Lot 8/approx. ½ of lot	c.1842 - c.1900
Lot 24/approx. ¼ of lot	c.1842 - c.1900
Lot 46/approx. ½ of lot	c.1662 - c.1900

### Lots 3 and 4

Documents record the first building to be constructed on the project site, the old Presbyterian parsonage, which was completed in 1662, on former Lots 1 and 3 of current Block 10100. The entire block was part of the much larger parsonage lands. It was occupied by ecclesiastical residents until 1813, when the Presbyterian church sold the house and property, the parsonage lot was divided, and the building was torn down c.1857.

However, after 1813, and prior to 1842, numerous structures, including dwellings, commercial buildings, barns and other outbuildings were erected on the project site. Located in a strategic area at the center of the village, between the Jamaica Railroad depot and the town's main street (Jamaica Avenue), the project site underwent intensive land use through the 19th and 20th centuries, hosting dwellings, offices, workshops, saloons, hotels and stores.

Lots 3 and 4 were part of the immediate rear yard (within 100 feet) of the parsonage building, which prior to its demolition in 1857, had been occupied since 1662. In 1857 the potentially sensitive sections of the two lots were sold by James Remsen and added to the James T. Lewis homelot, which the Lewis family occupied from c.1850 until the 1890s.

Although the potentially sensitive sections of Lots 3 and 4 are quite narrow, 7 and 10 feet wide respectively, they border a much larger area in Lot 46 which is

also potentially sensitive for shaft features related to the residents of the parsonage building from 1662 to 1857. Study of artifacts relating to the parsonage occupants and Lewis family could provide data on consumer choice issues by answering important questions concerning community development and socioeconomic status over approximately two centuries of domestic occupation.

#### Lot 6

Like Lots 3 and 4, Lot 6 is considered part of the "backyard" of the old parsonage building (i.e., within 100 feet of the structure) and therefore sensitive for related shaft features for the period 1662 to c.1813/1814, when Lot 6 was separated from the parsonage building's lot. By 1842 and until c.1843, it was the location of the short-lived Miss Adrain's School. No residents could be well-documented until the arrival of John Kern, a German immigrant from Hesse-Darmstadt who operated a saloon and later a hotel there, and lived on the lot with his wife, mother-in-law and five children from pre-1868 to c.1890.

Archaeological study of the potentially sensitive area of Lot 6 may provide artifacts relating to the parsonage occupants from 1662 until c.1813/14, providing much-needed data on Jamaica community development during this period. In addition, potential data relating to the immigrant Kern family and their saloon, from pre-1868 to c. 1890 would offer information on consumer choice issues based on socioeconomic status and developmental stage, as the New York-born children reached adulthood, and Kern himself went from saloon keeper to hotel keeper.

#### Lot 8

Lot 8 was the residence of the Huntting family from before 1842 until c.1886, when the residence was converted to an oyster house and saloon. Archaeological study of this lot could provide data on the effect of changing developmental stages/family life cycles on consumer choice, beginning with the nuclear family of Matthew Huntting, widower Huntting with a child and servant, and then the growth of Charles Huntting's family, through two marriages, from nuclear to extended family.

#### Lot 24

Lot 24 was the location of Thatford & Co., carriagemakers, by 1842. The company was in existence at least as early as 1838. After Thatford's death in 1841, the carriage company was continued through 1901 under aegis of J. & J. B. Everitt, who added undertaking to the products offered.



Lot 24 offers the potential opportunity for the archaeological recovery of artifacts reflecting of the development and decline of the carriagemaking industry in Jamaica and on Long Island, through study of the Thatford/Everitt companies, which operated on the lot for more than 62 years.

#### Lot 46

Lot 46, given its proximity to the old parsonage building, is considered potentially sensitive for shaft features relating to the parsonage occupation from 1662 to 1857. James S. Remsen owned both the parsonage and current Lot 46 until 1857, when he sold the building and its land to James T. Lewis. Remsen subsequently built himself a residence on Lot 46, which he occupied, along with his family, until his death in 1887. The Remsen's daughter Sarah and her husband continued to reside in the house through the end of the study period, 1900.

Archaeological study of the potentially sensitive area of Lot 46 may provide artifacts relating to the parsonage occupants from 1662 until 1857, providing much-needed data on Jamaica community development during this period. Following the sale of the parsonage, Lot 46 was occupied by the Remsen family for the remainder of the study period, approximately 43 years. The continuous use of Lot 46 by high socioeconomic status families (the Presbyterian ministers and then the Remsens) presents a valuable source of potential archaeological data for examining consumer choice issues in Jamaica over a period of more than two centuries.

#### Conclusions

Potential historical archaeological deposits in the former backlots of a limited portion of the One Jamaica Center site should help to expand the current body of archaeological data relating to Jamaica's development, and may provide information linking community growth, consumer choice, ethnicity and household adaptations with socioeconomic status. The long-term domestic use of these sections of the project site, dating as early as 1662, and in some cases, the extended occupation by members of the same families, suggests that any intact shaft features will yield information on the community as well as the individuals researched for this report.

The potential data that these six homelots/carriage manufacturer may provide is lacking at present, and in the case of potential remains from the 1662 parsonage, unique for its combination of temporal depth and documentation of the inhabitants. Of four other excavations conducted in the vicinity of the project site since the 1970s, only one has recovered artifacts predating the mid-19th century. This excavation, on the site of the present Social Security

Administration building, about 70 feet west of the project site, recovered a number of artifacts dating to the last decades of the 18th century in only one unit, but the deposit was believed to be "displaced refuse" (Klein et al. 1983:145-146; Rockman, Dublin and Friedlander 1982:28). Of three excavations that have been carried out at King Manor, in 1990, 1991, and 1997, only the 1991 investigation by Joel Grossman and Associates recovered "minimally disturbed" material dating from the mid-18th to the mid- 19th century, relating to Christopher Smith and Rufus King, both residents of very high socioeconomic status (Mary Anne Mrozinski, personal communication with Richard Schaefer, 4-11-96; Stone 1997:7).

## C. Recommendations

This Archaeological Assessment has focused the area of potential archaeological sensitivity for testing to limited portions of six lots and one alley (See Fig. 22). In addition, the research has identified the period of sensitivity for the archaeological potential, i.e., prehistoric and/or historic. According to the CEQR guidelines, at the conclusion of the documentary research, it is necessary "to determine whether there is sufficient evidence to justify another phase of work, namely field work, and to set forth the appropriate scope of the field effort. The level of work may depend on how likely it is that archaeological resources may be on the site" (CEQR Manual 1993). Therefore, in accordance with CEQR guidelines and based on this study, six lots have archaeological research potential: Lots 3, 4, 6, 8, 24, and 46. Based on current project designs, avoidance of the sensitive lots is not possible.

Although other lots dispersed throughout the site also have potential to contain historic era resources, the selected lots represent the research time periods of 1662 through the end of the 19th century and should adequately address the posited research questions. Furthermore, given the difficulty of locating old lot boundaries on today's landscape, they physically constitute a reasonable and efficient testing field.

It is recommended that machine aided subsurface testing be performed on the potentially sensitive sections of Lots 3, 4, 6, 8, 46, and 24 in order to locate any 17th through 19th-century shaft features associated with these lots. If the features have survived, then hand excavations to determine the nature and extent of the existing deposits should be performed.

In regard to prehistoric resources, on urban sites these usually shallow deposits - if they occur at all - have very often been disturbed or destroyed by the decades of historic usage. However, the possibility for survival of prehistoric resources cannot be completely discounted. Therefore, if testing of the Block 10100 site is requested by the review agency, it is recommended that simultaneous testing for prehistoric and historic remains be conducted in Lots 6, 8, 24, and the central portion of the alley that abuts Lot 8.

## **IX. Proposed Testing Protocol**

Prior to proposed construction, testing would be undertaken on those portions of the site that have the strongest potential for containing significant archaeological remains that would contribute to our understanding of past lifeways. The project would consist of field work, laboratory analysis, and a written report. The testing plan, designed in accordance with the CEQR Manual, must be approved by LPC before it is undertaken.

As required by LPC, the primary author/field director/project director of the field investigation must be certified by the Society of Professional Archaeologists (SOPA) and a SOPA-certified professional must be on site at all times.

The objective of the testing phase is to ascertain the presence/absence and nature of cultural resources on specific sections of the project site identified by the Archaeological Assessment. These specific sensitive portions of the total project site were selected for field testing based on the known disturbance record and their potential to contain significant archeological deposits pertinent to valid research issues. Field investigations would be restricted to areas shown on Figure 22 of this report.

The first step is the secure fencing of the archeological work area. Next, the surface material and modern fill would be removed from an adequate portion surrounding and above the testing area prior to testing. This material would be stockpiled an adequate distance from the working area. It is necessary for archaeological personnel to monitor this process to make sure that only extraneous material is removed; the archaeologist would also be alert to soil stains or other anomalies that might signify the presence of cultural resources. Removing as much extraneous overburden as possible by machinery would reduce the amount of subsequent labor-intensive hand excavation.

After the overburden is removed, the site would be prepared for testing. That is, the areas to be tested would be flagged and mapped. An adequate site survey must be provided for measuring and recording purposes. A current scaled site plan should be furnished for use in this task. The current site map would be compared with earlier maps in an attempt to locate old lot boundaries as precisely as possible. Equipment would then be brought to the site and the necessary set-up preparations made.

For the actual subsurface testing the archaeologists would use a combination of shovel shaving and test units in the endeavor to locate cultural resources. The testing area is limited to what were once backyard areas. It is hoped that foundations of the demolished buildings can be located and used for measuring/alignment purposes. Therefore, the test units would not be on a random basis, but placed judgmentally. The testing protocol could be altered as

field conditions and results dictate; if substantive changes to the testing design are indicated, the client and the review agency would be contacted.

Any features located would be sufficiently sampled to determine the integrity and significance of archaeological deposits that would provide a basis for recommending additional testing or no further work. The excavation and evaluation of discrete shaft features is a relatively standard and confined process. In order to maximize the understanding of any recovered shaft features, the interior/exterior on one side would be exposed in order to examine the stratigraphic layers within the feature. This method is designed to help provide information on the date of construction, a sample of the variety of materials within the feature, and the date the feature was discontinued or filled.

For those portions of the site possessing the potential for prehistoric remains, the same testing protocol would apply with the awareness that these resources are often found within the first four to five feet below the ground surface.

Professional standards for excavations, screening, recording, labeling, mapping, photographing, and cataloging would be applied. Photographs and drawings of features and stratigraphy would be made using accepted professional techniques.

Concurrent lab activity would process the appropriate amount of retrieved material.

An "End of Field Work Memorandum" would be submitted to the client and LPC within ten days of completion of the testing phase. A written report documenting the findings would be submitted to LPC within one month of completion of the testing phase.

If important archaeological resources are retrieved during testing, further excavation, called Mitigation, would be necessary. As stated above, the purpose of the testing proposed in this protocol is to determine whether resources are actually present on the sensitive areas of the site to be disturbed by the project; the testing involves sampling at intervals in the areas of concern. This allows the archaeologists to define the areas in which artifacts/features are located, but it does not provide for full-scale examination and recording of those artifacts and features. Therefore, if archaeological resources are identified on portions of the site, those portions would require mitigation, most likely in the form of systematic archaeological investigation. The value of archaeological resources relates to their potential to provide important information; excavation allows that information to be systematically recovered and documented before it is disturbed by the project.

If such further excavation is necessary, LPC requires that a separate research

plan must be written and approved. The excavation could take place any time before construction has begun on the affected portion of the site. Thus, it is important to maintain close contact with LPC during the testing phase; the agency is often amenable to a timely review of the work in progress so that if mitigation is necessary, it can closely follow testing to allow for efficient use of time and expenditure. For example, only one written report would be required.

It is also possible that the testing would reveal the absence of archaeological potential due to unrecorded episodes of construction and demolition and no further testing would be warranted. That is, the site may lack sufficient integrity to produce significant archaeological resources. If that is the case, there would be no further stage of archeological activity and a report would be written for the review agency.



## BIBLIOGRAPHY

- Beauchamp, William M.  
1980        *The Aboriginal Occupation of New York*. Reprint of 1900 edition, AMS Press, New York.
- Beers, F. W.  
1873        *Atlas of Long Island, New York*. Beers, Comstock & Clive, New York.
- Bolton, Reginald P.  
1972        *Indian Life of Long Ago in the City of New York*. Enlarged edition. Harmony Books, New York.
- Brodhead, John R.  
1853        *History of the State of New York*. Harper and Bros., New York.
- Brumbach, Hetty Jo  
1986        "Anadromous Fish and Fishing: A Synthesis of Data from the Hudson River Drainage." *Man in the Northeast*, 32:35-66.
- Conklin, E. W.  
1868        "Map of the Village of Jamaica, Queens County, Long Island." Long Island Collection, Queens Borough Public Library.
- Conner, R. E. O.  
1852        "Map of Kings & Part of Queens Counties, Long Island, N.Y." Matthew Dripps, New York (New York Public Library).
- Curtin, D.  
1865        *Curtin's Brooklyn Business Directory*. D. Curtin, New York.  
1868  
1872  
1874
- DeCunzo, LuAnn  
1987        "Adapting to Factory and City: Illustrations from Industrialization and Urbanization of Paterson, New Jersey." In *Consumer Choice in Historical Archaeology*, ed. S. Spencer-Wood, 261-196. Plenum Press, New York.
- Dripps, Matthew  
1876        "Map of the Village of Jamaica, Queens County, New York." Long Island Collection, Queens Borough Public Library.
- Durgin, Chester E.  
1930s       "Reflections of Yesteryear." Volumes I and IV. Originally titled "It's odd but It's True," published in the *Long Island Sunday Press* (Long Island Division, Queens Library).
- Eisenberg, Leonard  
1978        "Paleo-Indian Settlement Pattern in the Hudson and Delaware River Drainages," in *Occasional Publications in Northeastern Anthropology*, vol. 4.

Final Maps

- 1918 "Map Showing Street System for the Territory Designated as Section 128 of the Final Maps of the Borough of Queens." (Office of the Borough President, Queens Borough Hall).
- Frost, Josephine, et al.  
1911 "Inscriptions from Prospect Cemetery at Jamaica, Long Island N.Y." Copied by Josephine Frost, with addenda 1938, 1986. Long Island Division, Queens Library.
- 1911a "Inscriptions from the Methodist Cemetery at Jamaica, New York." Copied by Josephine Frost. Long Island Division, Queens Library.
- 1911b "Inscriptions from Grace Church Cemetery at Jamaica, New York." Copied by Josephine Frost. Long Island Division, Queens Library.
- Gritman, Charles T.  
1921 *Documentary History of Jamaica, Long island, 1655 - 1800*. Vol. 1 (Collection of the Long Island Division, Queens Library).
- Grumet, Robert Steven  
1981 *Native American Place Names in New York City*. Museum of the City of New York, New York.
- Hardenbrook, D. L.  
1931 "Jamaica, Long Island, N.Y." Reprint of 1895 bird's-eye view. Supplement to the 16th Anniversary Edition of the *Queens Evening News*. November 13.
- Hemdon, Joseph L.  
1974 "The History of the Development of Jamaica, NY." In *Jamaica, Queens County, New York: Aspects of Its History*. (T. H. M. Prudon, ed.) Long Island Collection, Queens Borough Public Library.
- Hinchman, Letitia  
1996 *The Hinchman Family*. New York.
- Historical Collections of the Borough of Queens (Historical)  
1938 "Historical Collections of the Borough of Queens, New York City, Copied from the Original Reports in the Topographic Bureau of the Borough (WPA Project 465-97-3-20)." Volumes 4, 5, 6, 7, 11, 12, 13. Long Island Collection, Queens Library.
- Hyde, E. Belcher  
1901 *Atlas of the Borough of Queens*. Vol. 1. Brooklyn, New York.  
1917
- Jogues, Isaac  
1862 *Novum Belgium: an Account of New Netherland 1633-1634*. Privately printed, Collection of the New York Public Library.
- Johnson, Martin G.  
1842 "Map of the Village of Jamaica, Queens County, Long Island." Long Island Collection, Queens Borough Public Library.
- Kearns, Betsy and Cece Kirkorian  
1988 "Topic-Intensive Research Report on Archaeological Concerns for the Flushing

Center Project Queens, New York CEQR 86-337Q." Prepared for the Zeckendorf Company, Inc. by Historical Perspectives, Inc.

- Keams, Betsy, Cece Saunders and Richard Schaefer  
1997 "Jamaica, Queens: Phase 1A Archaeological Assessment." Prepared for Phillip Habib Associates by Historical Perspectives, Inc.
- Kelley, Frank Bergen  
n.d. "Historic Queens." Excursion Planned for the City History Club of New York, No. XI. Queens Historical Society, Flushing (Compiled from "Ancient Landmarks of Queens Borough," unpublished mss. by J. N. Innes, 1908).
- Klein, Terry H., Jay R. Cohen, Steven Gross and Amy Friedlander  
1983 "Phase II Archaeological Investigations: Proposed Social Security Administration Building, Jamaica, Queens County, New York." January. Submitted to the General Services Administration Region 2 (Contract no. GS-02B-23154) by Soil Systems, Inc., New York.
- Kraft, Herbert, C.  
1991 "The Indians of the Lower Hudson Valley at the Time of European Contact." *The Archaeology and Ethnohistory of the Lower Hudson Valley and Neighboring Regions: Essays in Honor of Louis A. Brennan*. Herbert C. Kraft, ed. Occasional Publications in Northeastern Anthropology, No. 11:193-222. Archaeological Services, Bethlehem, CT.
- Lain  
1878 *Lain's Directory of Long Island*. Lain & Co., Brooklyn.
- Lavin, Lucianne  
1988 "Coastal Adaptations in Southern New England and Southern New York." *Archaeology of Eastern North America*, 16:101-120.
- Landmarks Preservation Commission (Landmarks)  
1977 "Prospect Cemetery." Landmarks Preservation Commission designation report. Number 5, LP-0945. January 11 (Long Island Collection, Queens Borough Public Library, Jamaica, New York).
- Landon, David B.  
1996 "Feeding Colonial Boston: A Zooarchaeological Study." *Historical Archaeology* 30 (1).
- LeeDecker, Charles H., et al.  
1987 "Nineteenth-Century Households and Consumer Behavior in Wilmington, Delaware." In *Consumer Choice in Historical Archaeology*, ed. S. Spencer-Wood, 233-260. Plenum Press, New York.
- Long Island Railroad Company (LIRR)  
1850 "Report of the Directors of the Long Island Railroad Company." New York.  
1856
- 1886-1893 "Annual Report of the President and Directors of the Long Island Railroad Company." New York.
- 1909-1911 "The Long Island Railroad Company." Annual Report. Philadelphia.

MacDonald, James M.

- 1862 *Two Centuries in the History of the Presbyterian Church, Jamaica L.I.*, Robert Carter & Bros., New York., New York." Long Island Division, Queens Library.

Methodist Church (Methodist)

- 1932 "One Hundred Twenty-fifth Anniversary of the First Methodist Episcopal Church, Jamaica New York." Long Island Division, Queens Library.
- 1957 "Sesquicentennial Program, 1807-1957: First Methodist Church, Jamaica, New York." Long Island Division, Queens Library.

Munsell & Co.

- 1882 *History of Queens County New York, with Illustrations, Portraits and Sketches of Prominent Families and Individuals*. Part 5. W. W. Munsell & Co., New York.

Onderdonk, Henry Jr.

- 1865 *Queens County in Olden Times*. Charles Welling, Jamaica, New York.
- 1876 "Jamaica Centennial, July 4th, 1876." Long Island Collection, Queens Borough Public Library.
- 1976 *Revolutionary Incidents of Queens County, N.Y.* Reprint of 1884 edition. Second series. Polyanthus, New Orleans.

Parker, Arthur C.

- 1920 "The Archaeological History of New York." Part 1, *New York State Museum Bulletin*. Nos. 237/238, pp 471-743.

Prudon, Theodore et al.

- 1974 "Jamaica, Queens County, New York: Aspects of Its History." Graduate Program for Restoration and Preservation of Historic Architecture, Columbia University. Long Island Collection, Queens Borough Public Library.

Ritchie, William

- 1980 *The Archaeology of New York State*, Revised edition. Harbor Hill Books, Hamison, NY.

Rockman, Diana, Susan Dublin and Amy Friedlander

- 1982 "Proposed Federal Building, Jamaica, New York, Phase I: Cultural Resources Plan and Scope of Work." Submitted to the General Services Administration Region 2. October. Soil Systems, Inc., New York.

Ross, Peter

- 1903 *A History of Long Island*. Lewis Publishing, New York.

Sanborn (REDI-Sanborn)

- 1901 *Borough of Queens*. Sanborn Map Company, New York.
- 1911
- 1925
- 1942
- 1951
- 1981
- 1992
- 1993
- 1995

Sanborn Map Company

- 1886 *Atlas of Queens County.* Sanborn Map Company, New York.  
1891  
1897

Schaper, Hans F.

- 1993 "Oysters and Settlement in the Lower Hudson Valley." *The Bulletin: Journal of the New York State Archaeological Association*. 106:24-36.

Seyfried, Vincent

- 1966 *The Long Island Rail Road: A Comprehensive History.* Part III. Vincent F. Seyfried, Garden City, New York.

Seyfried, Vincent and William Asadorian

- 1991 *Old Queens, N.Y. in Early Photographs.* Dover Publications, New York.

Smith, Carlyle Shreeve

- 1950 "The Archaeology of Coastal New York," vol. 43, part 2, *Anthropological Papers of the Museum of Natural History*, New York.

Smith, Douglas N. W.

- 1989 "Seventy-five-plus Years of Long Island's Jamaica Station." *Passenger Train Journal*. March, pp11-45.

Smith, J. Calvin

- 1844 "Map of Long Island with the Environs of New-York and the Southern Part of Connecticut Compiled from Various Surveys and Documents." J. H. Colton & Co., New York.

Smith, Mildred H.

- 1958 *Early History of the Long Island Railroad 1834-1900.* Salisbury Printers, Uniondale, New York.

Spencer-Wood, Suzanne M., ed.

- 1987 *Consumer Choice in Historical Archaeology.* Plenum Press, New York.

Stewart-Abernathy, Leslie

- 1986 "Urban Farmsteads: Household Responsibilities in the City." *Historical Archaeology* 20 (2):5-15.

Stone, Linda

- 1997 "New York City: Rufus King park, Queens." *Council for Northeast Historical Archaeology Newsletter* 38, October 1997:7.

Taylor, George

- 1782 "A Map of the Pass, at Jamaica Long Island." Surveyed by order of Sir Henry Clinton. Long Island Collection, Queens Borough Public Library.

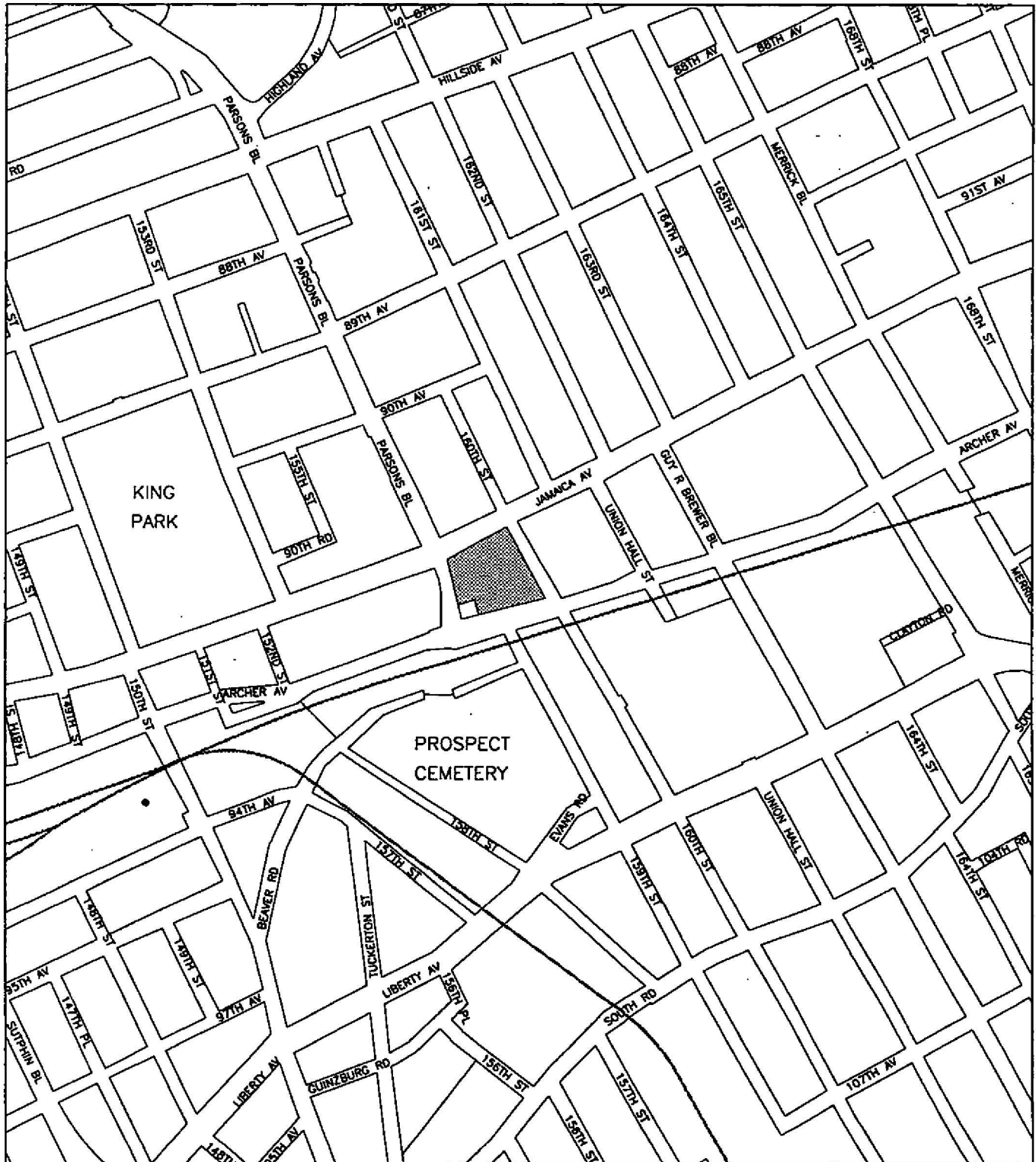
Thompson, Benjamin F.

- 1843 *The History of Long Island from Its Discovery and Settlement to the Present Time.* Second edition, 2 vols. Gould, Banks & Co., New York.

- Trow  
1899 *Trow's Business and Residential Directory of the Borough of Queens, City of*  
1901 *New York.* Trow, New York.
- Walling, H. F.  
1859 "Topographical Map of the Counties of Kings and Queens" (New York Public Library).
- Walski, Susan  
n.d. "The Methodist Cemetery of Jamaica, NY: A Brief History." On file in the Long Island Division of the Queens Library.
- Willensky, Elliot and Norval White  
1988 *The AIA Guide to New York City.* Harcourt Brace Jovanovich, New York.
- Winans, George Woodruff  
1943 *First Presbyterian Church of Jamaica, N.Y. 1662-1942: A Narrative History of its Two Hundred and Eighty Years of Continuous Service.* Published by the Church, Jamaica.
- Witek, John C.  
1988 "A Preliminary Report Concerning a Unique Tangency of Susquehanna Tradition and Wading River Traits at a Buried Multi-Component Site on Shelter Island, New York." *NYSAA Journal*, 97(Fall):21-29.
- Wolverton, C.  
1891 *Atlas of Queens County, Long Island, New York.* Chester Wolverton, New York.
- Works Progress Administration (WPA)  
1982 *The WPA Guide to New York City.* Reprint of 1939 edition. Random House, New York.
- Wyatt, Ronald J.  
1982 "The Archaic on Long Island." in *The Second Coastal Archaeology Reader*, Vol. V (J. Truex, ed.). SCAA, Stony Brook, N.Y.



# One Jamaica Center



## Legend



Project Site

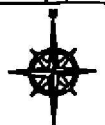
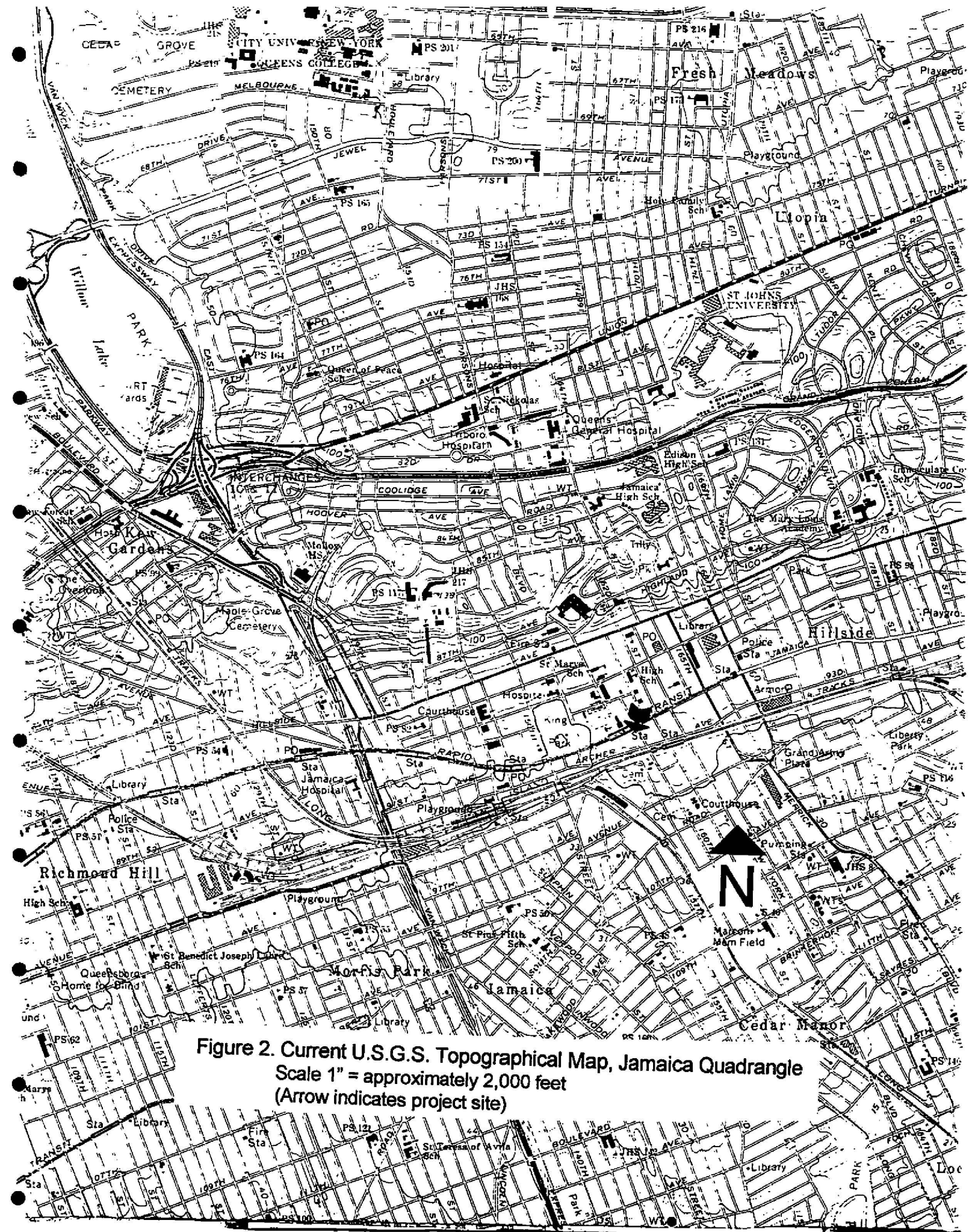


Figure 1. Project Area Location Map

SCALE: 1" = 800'



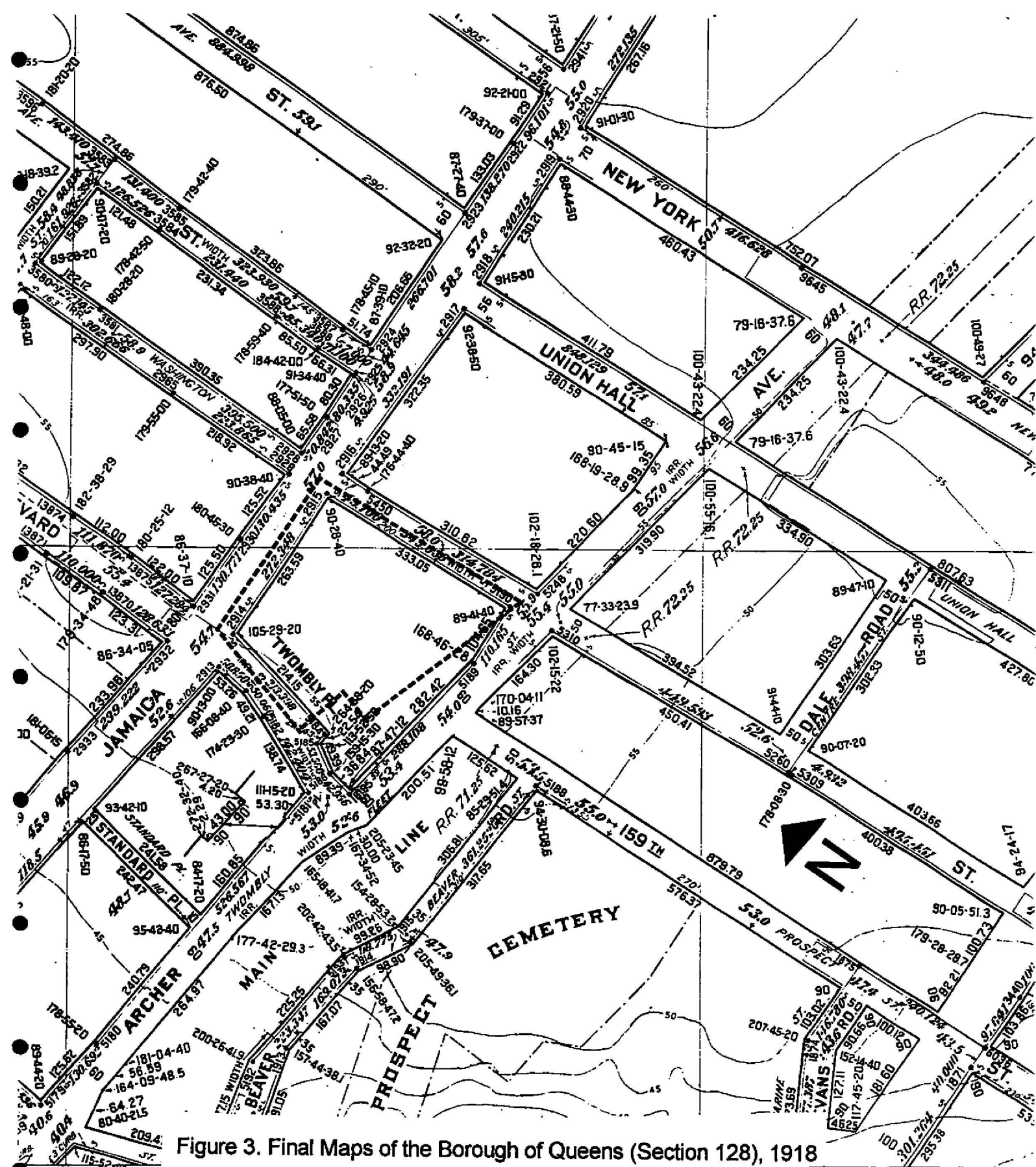


Figure 3. Final Maps of the Borough of Queens (Section 128), 1918

— Project site boundaries

128

CITY OF NEW YORK, BOROUGH OF QUEENS  
OFFICE OF THE PRESIDENT  
Topographical Bureau

NOTE:

Data for contours or  
was obtained in the y

The position of the  
system of monuments taken collectively.  
Grades refer to a datum 2.725 above U.S. Coast & Geodetic  
Survey datum and apply to intersections of center lines of  
streets unless otherwise indicated, and are shown thus: 44.9  
Portions of existing streets shown thus: --- included within  
the blocks hereby established are ultimately to be discontinued.

Scale

100 50 0 100 200 300 400

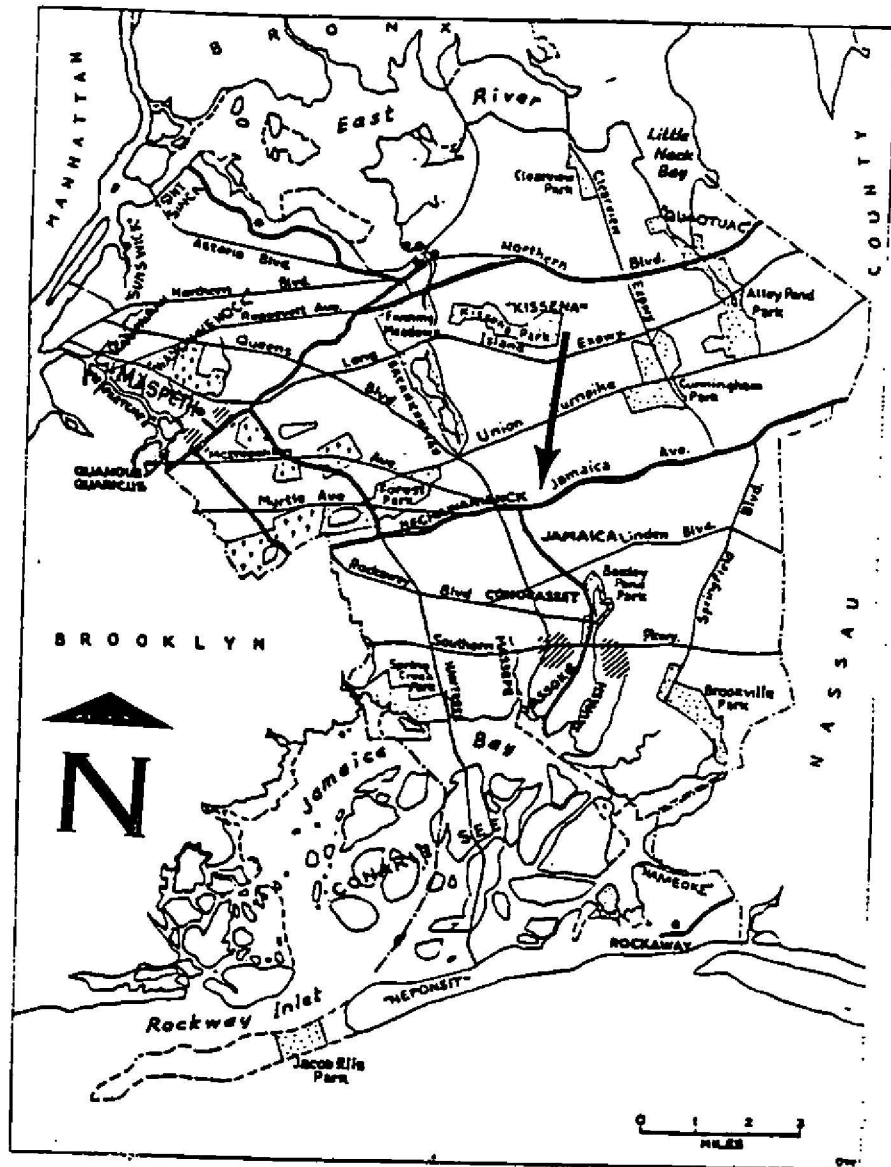


Figure 4. Native Trails, Planting Areas and Habitation Sites (Grumet 1981:71)  
(Arrow indicates project site)





Figure 5. Taylor, Map of the Pass, at Jamaica Long Island, 1782  
 — Project site boundaries

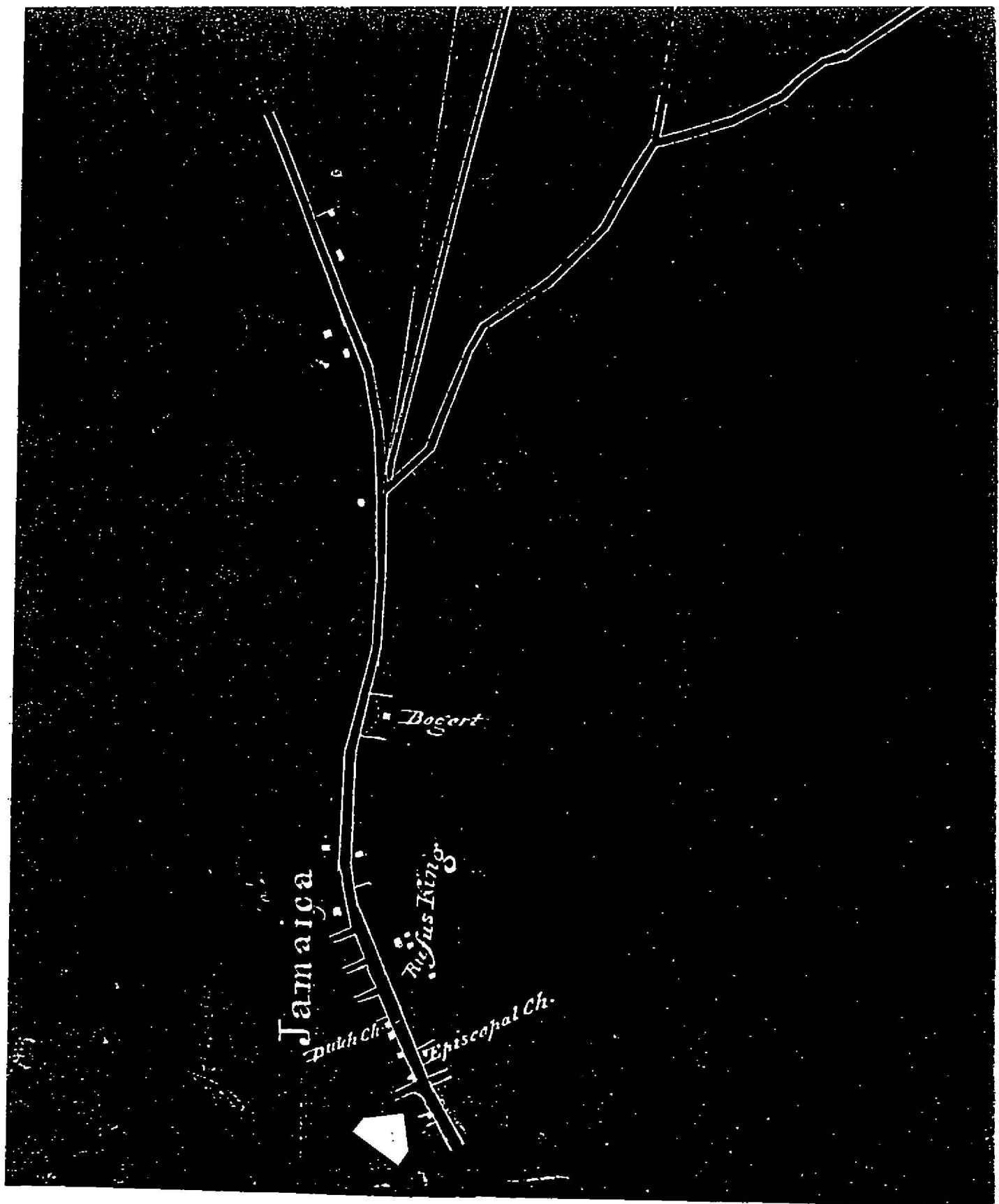


Figure 6. Bridges and Poppleton, Plan of the Proposed Turnpike Road, 1813  
(Arrow indicates project site)





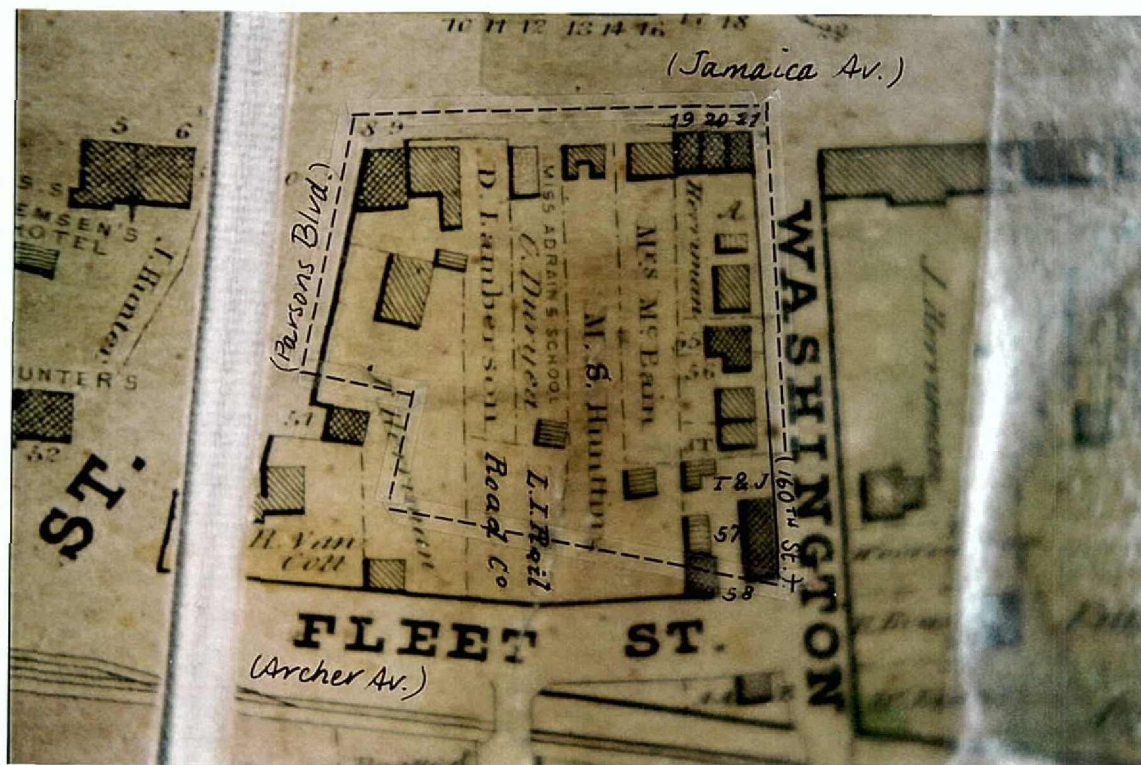
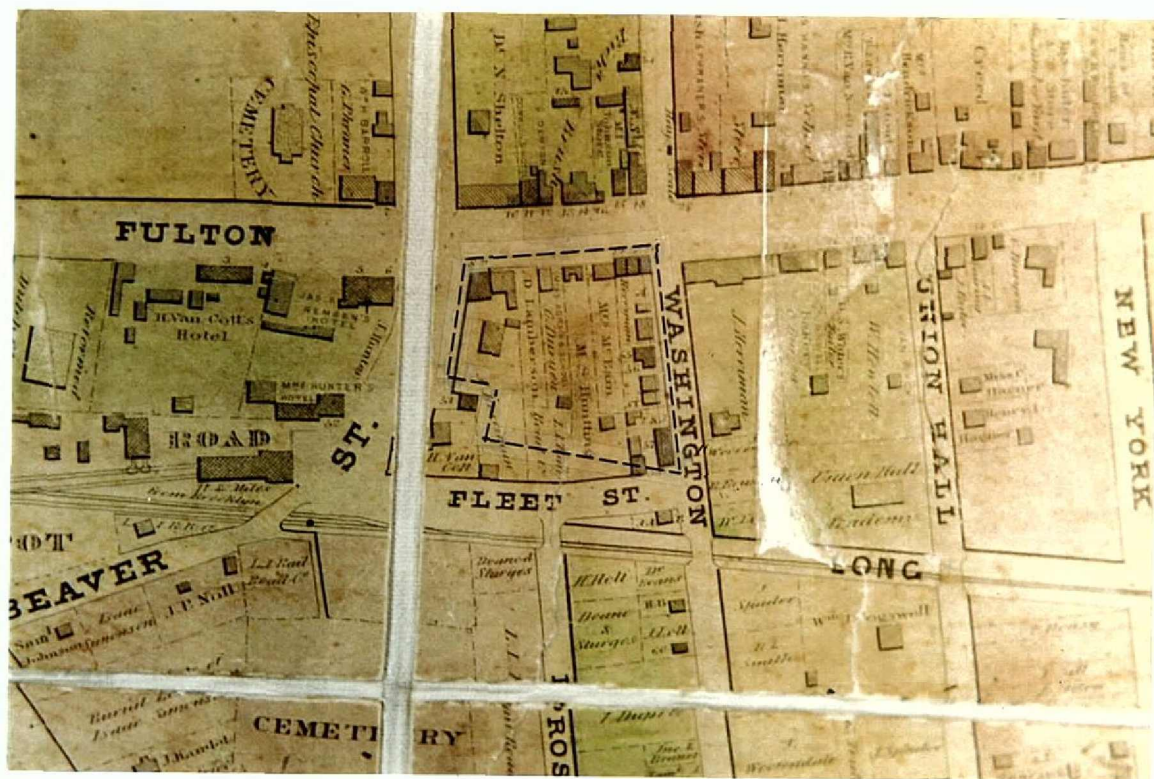


Figure 7. Johnson, Map of the Village of Jamaica, 1842  
 (top) Project site with surrounding blocks  
 (bottom) Project site block  
 ----- Project site boundaries











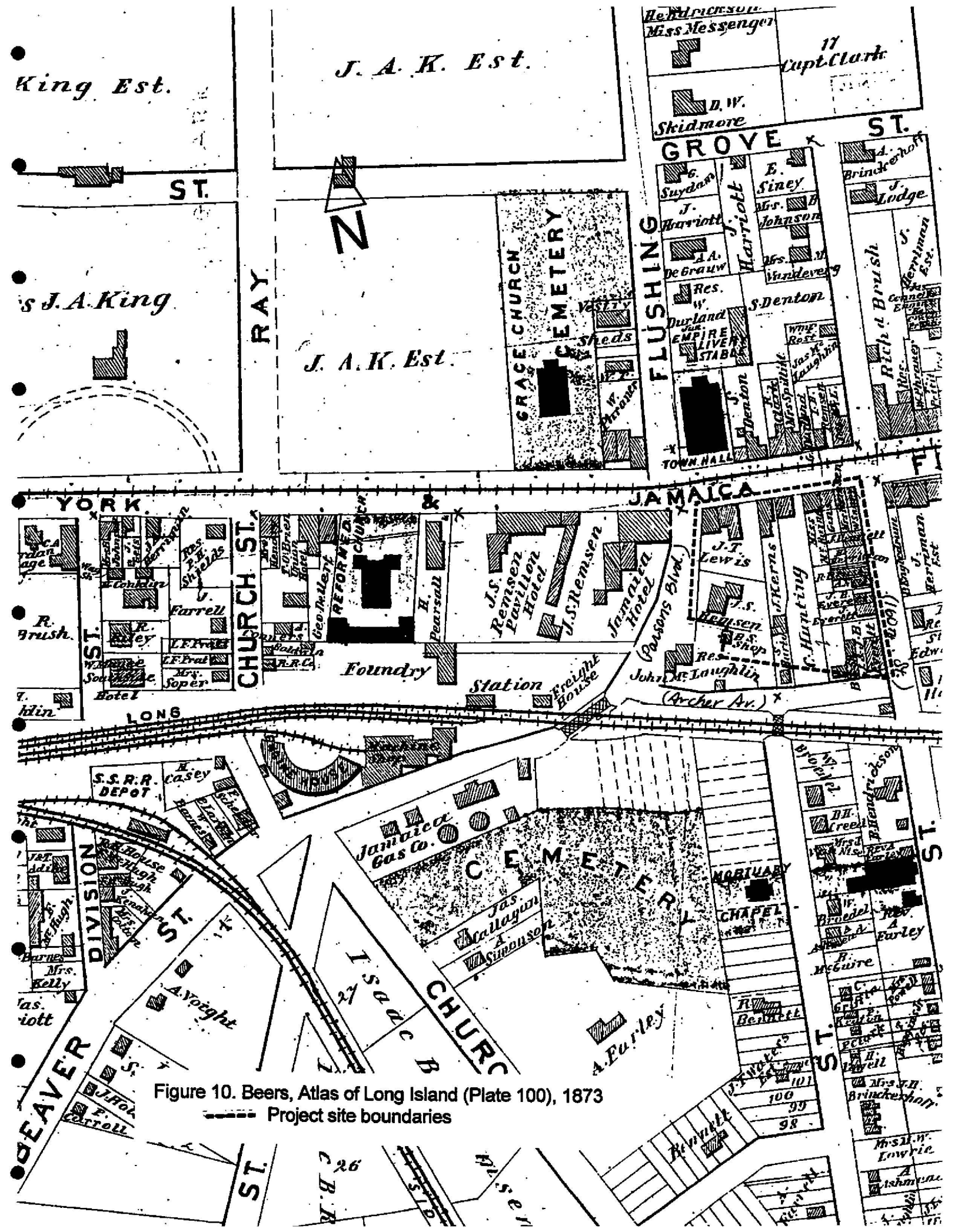


Figure 10. Beers, Atlas of Long Island (Plate 100), 1873  
 --- Project site boundaries

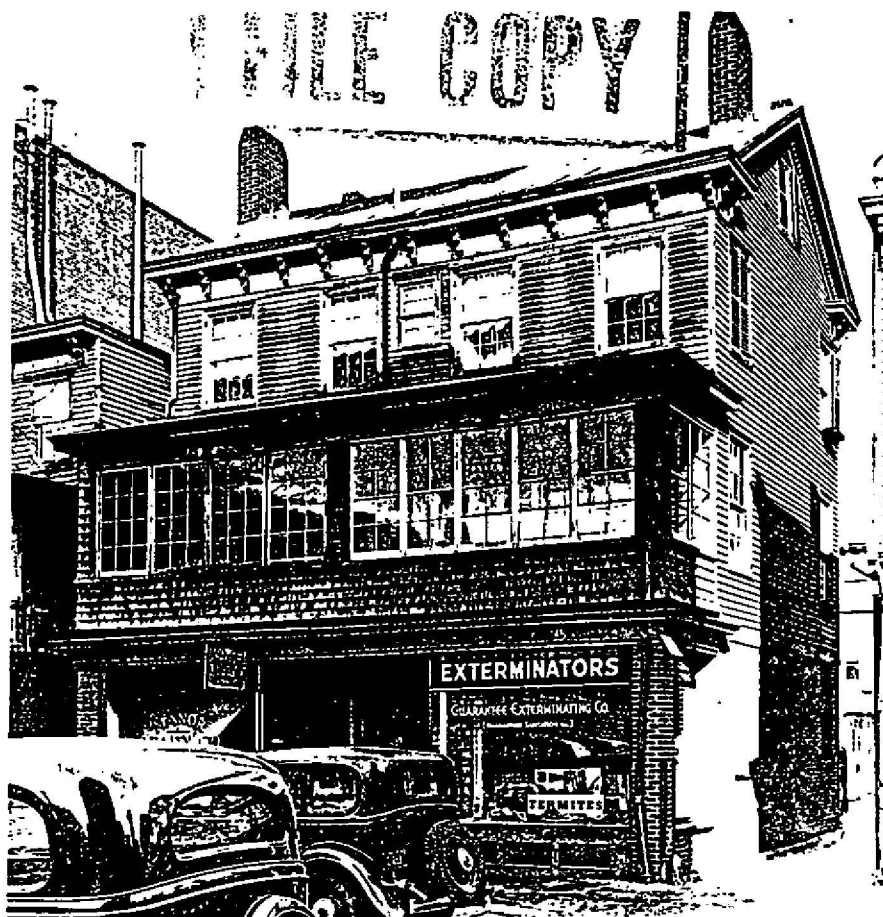


Figure 11. (top) Jamaica Town Hall (1859), West side of 160th Street (on project site), photographed in 1936  
(bottom) Jamaica Town Hall, erected 1870, Northeast corner of Jamaica Avenue and Parsons Boulevard, demolished 1941.

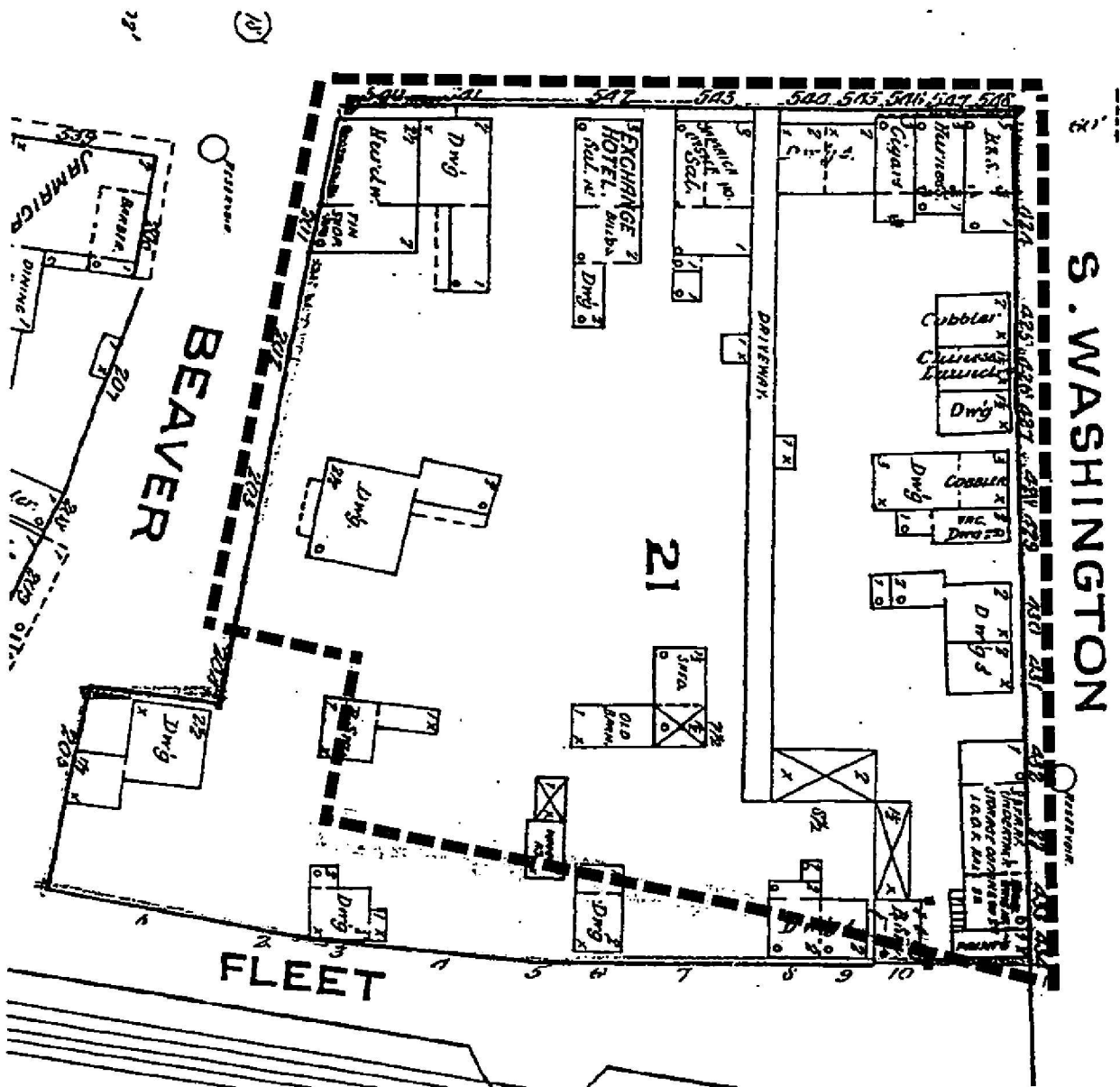


Figure 12.

## SOIL MECHANICS

### ENVIRONMENTAL SERVICES

3770 MERRICK ROAD SEAFORD, NEW YORK 11783 (516) 221-7500

Sanborn, Atlas of Queens County, 1886

— Project site boundaries

SCALE:

N.T.S.

DATE:

11/7/96

JOB #:

96-766



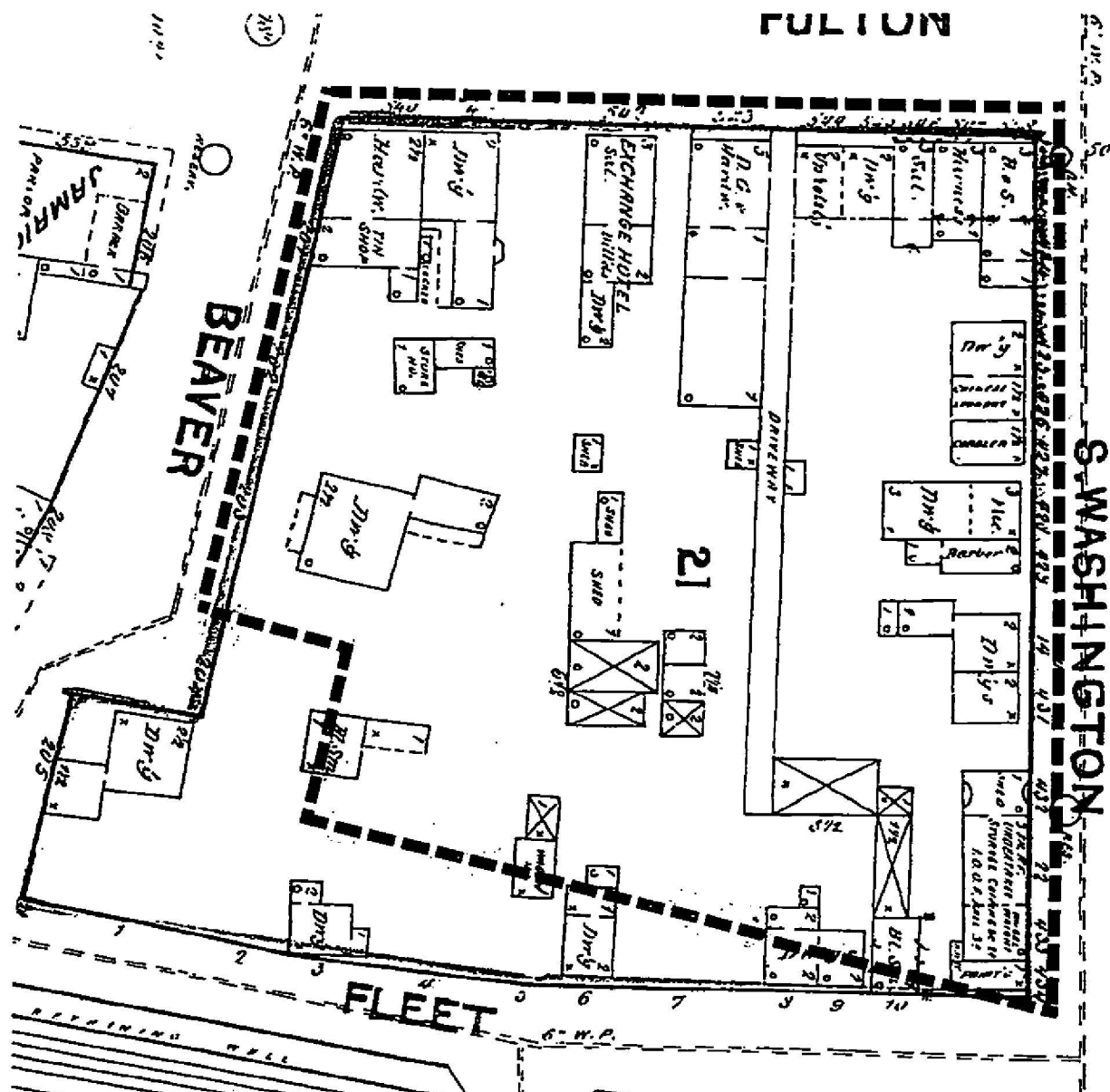


Figure 13.

# **SOIL MECHANICS ENVIRONMENTAL SERVICES**

3770 MERRICK ROAD SEAFORD, NEW YORK 11783 (516) 221-7500

Sanborn, Atlas of Queens County, 1891  
— Project site boundaries

SCALE:

N.T.S.

DATE:

11/7/96

JOB #:

96-766

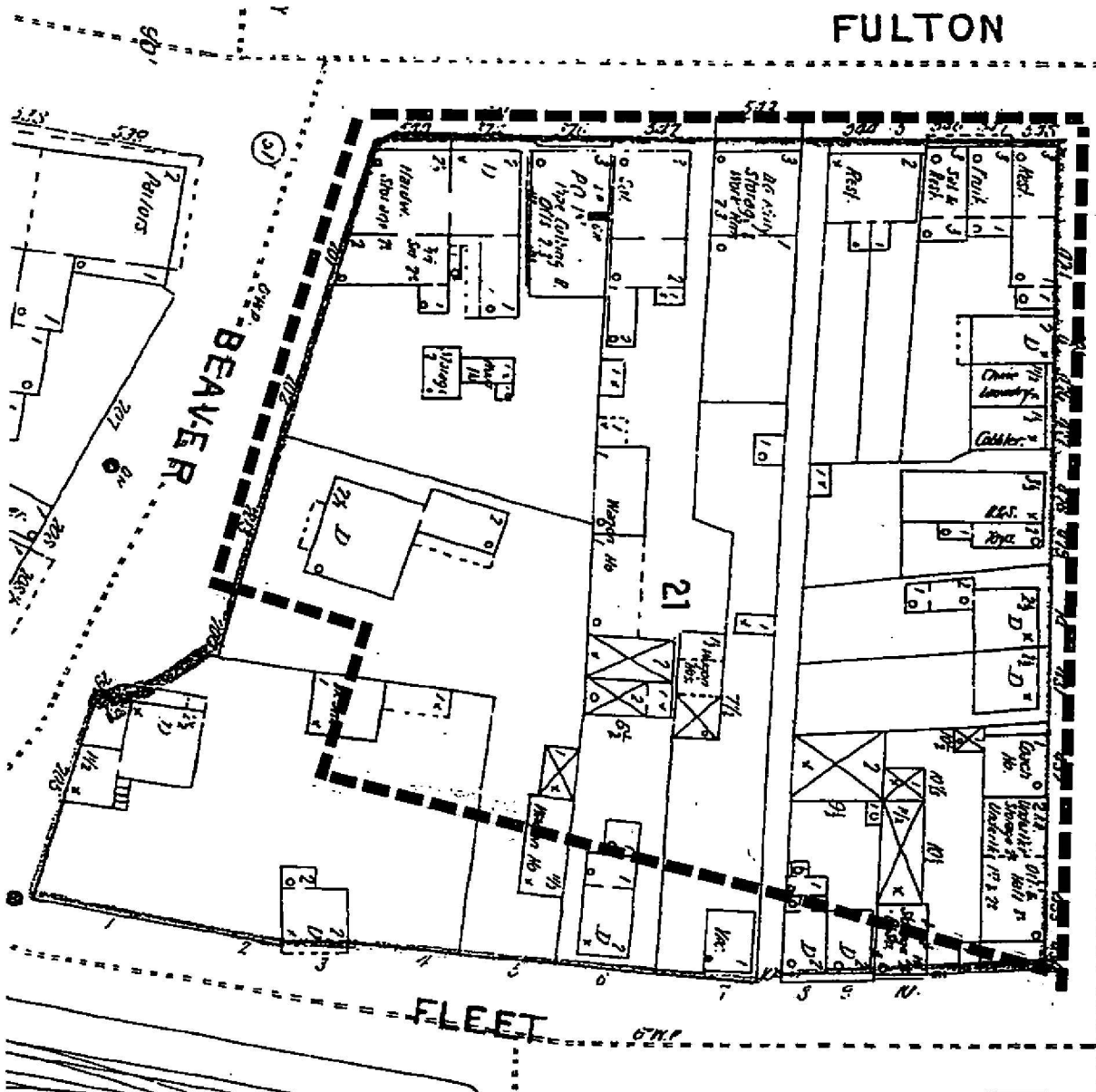


Figure 14.

## SOIL MECHANICS

## ENVIRONMENTAL SERVICES

3770 MERRICK ROAD SEAFORD, NEW YORK 11783 (516) 221-7500

Sanborn, Atlas of Queens County, 1897

— Project site boundaries

SCALE:

N.T.S.

DATE:

11/7/96

JOB #:

96-766

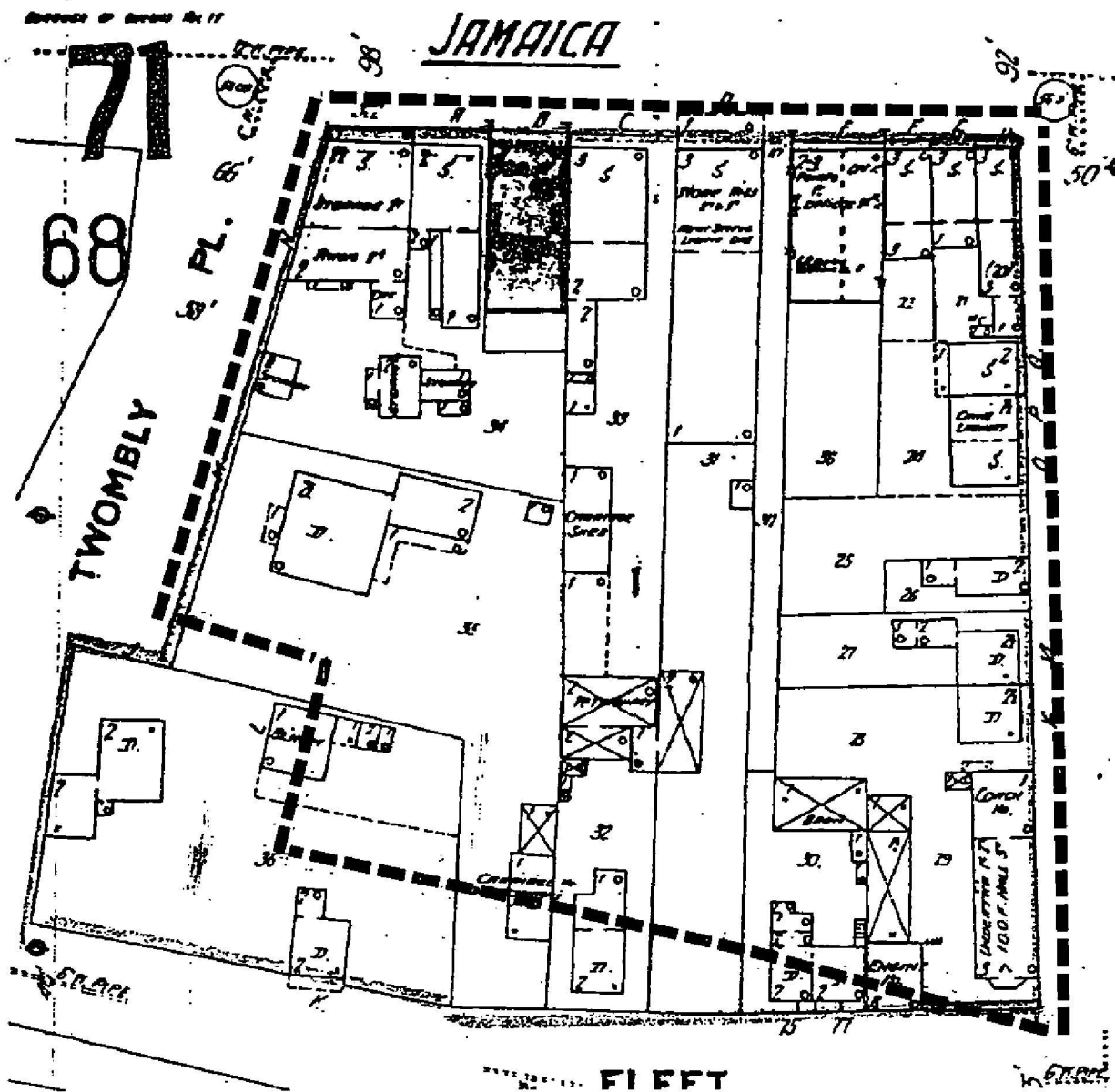


Figure 15.

# **SOIL MECHANICS ENVIRONMENTAL SERVICES**

3770 MERRICK ROAD SEAFORD, NEW YORK 11783 (516) 221-7500

Sanborn, Borough of Queens, 1901  
— Project site boundaries

SCALE:

N.T.S.

DATE:

11/7/96

JOB #:

96-766

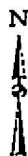
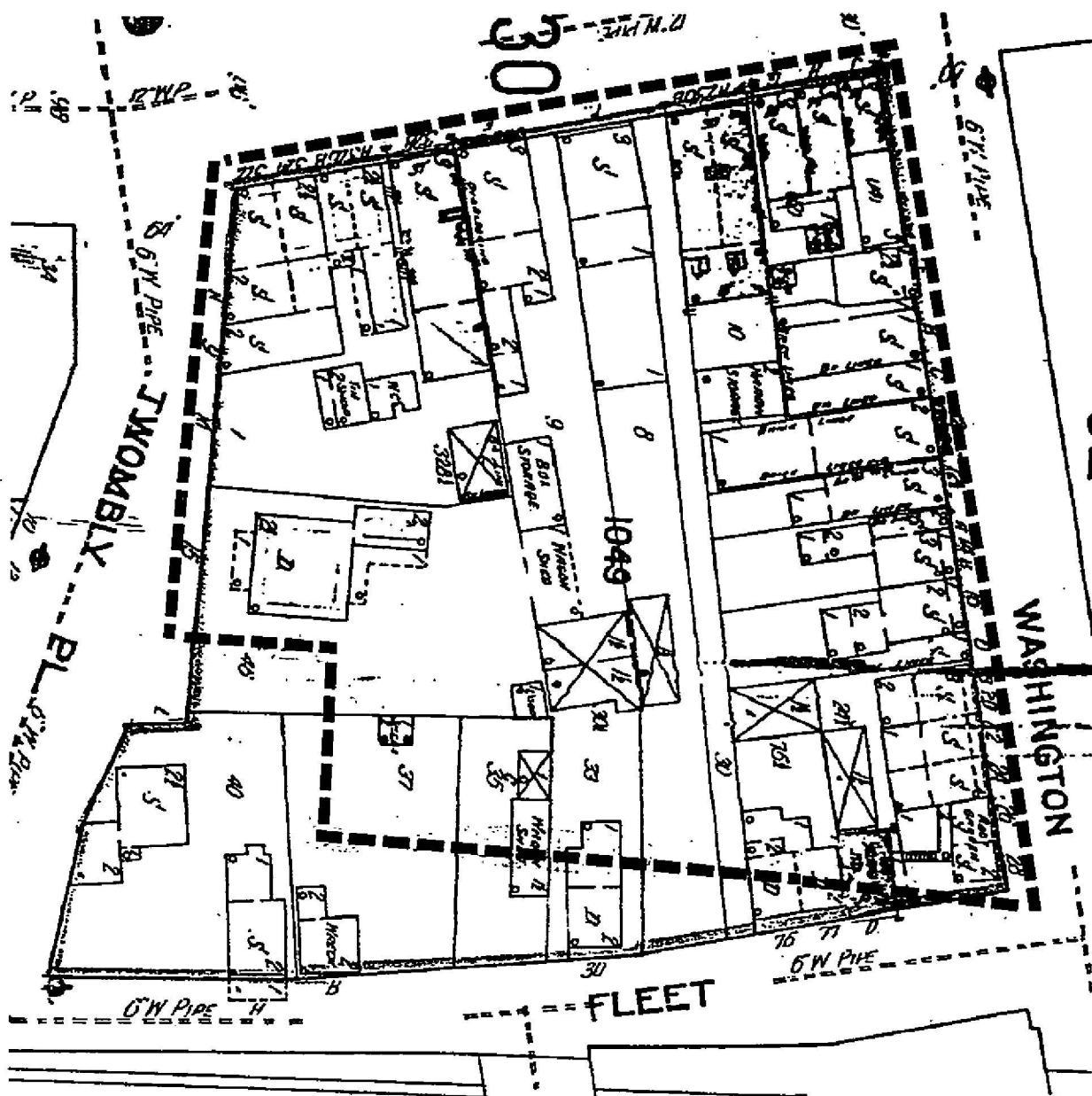


Figure 16.

<b>SOIL MECHANICS ENVIRONMENTAL SERVICES</b> 3770 MERRICK ROAD SEAFORD, NEW YORK 11783 (516) 221-7500		
Sanborn, Borough of Queens, 1911 --- Project site boundaries		
SCALE: N.T.S.	DATE: 11/7/96	JOB #: 96-766

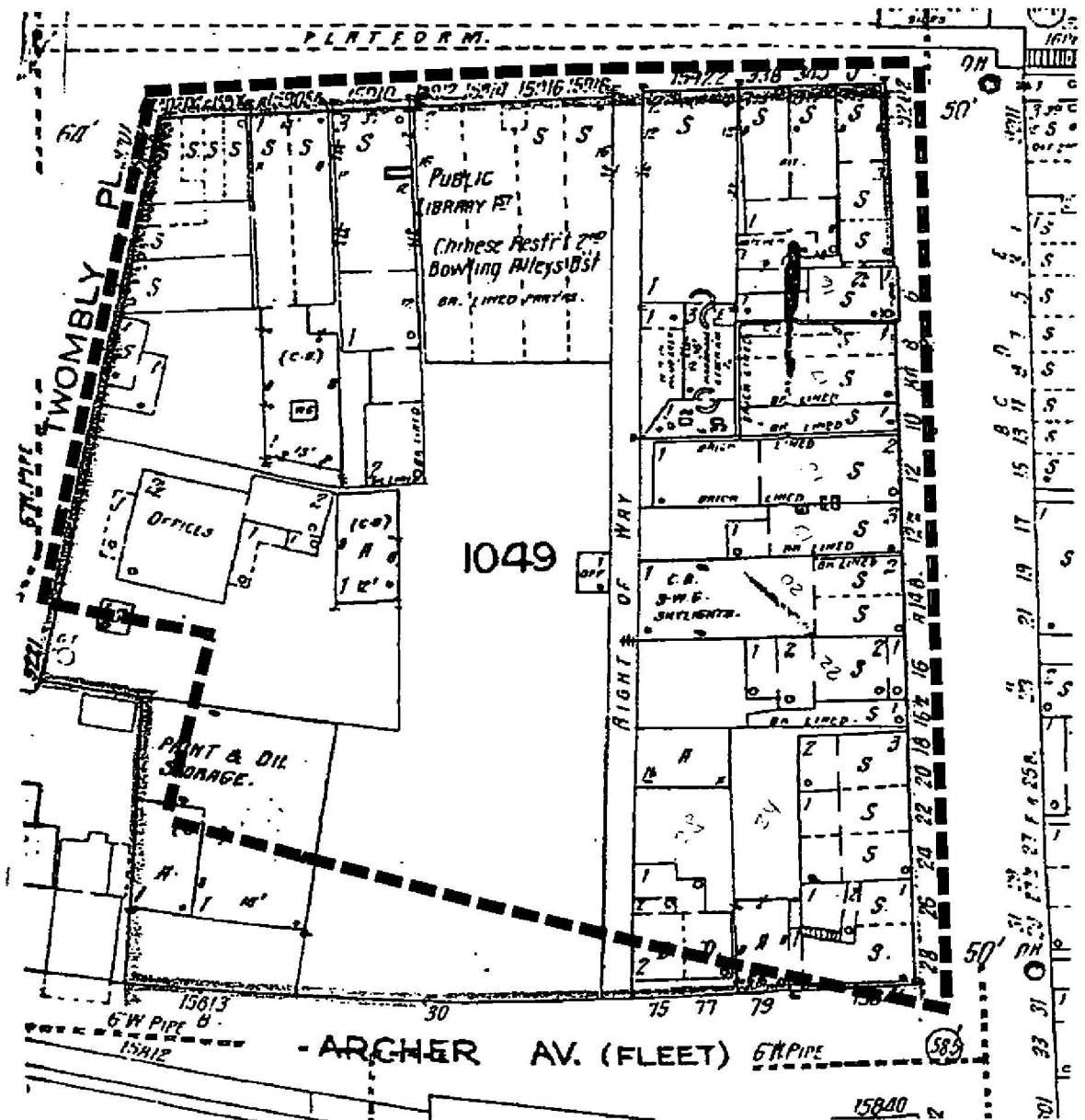


Figure 17.

## SOIL MECHANICS

### ENVIRONMENTAL SERVICES

3770 MERRICK ROAD SEAFORD, NEW YORK 11783 (516) 221-7500

Sanborn, Borough of Queens, 1925

— Project site boundaries

SCALE:

N.T.S.

DATE:

11/7/96

JOB #:

96-766

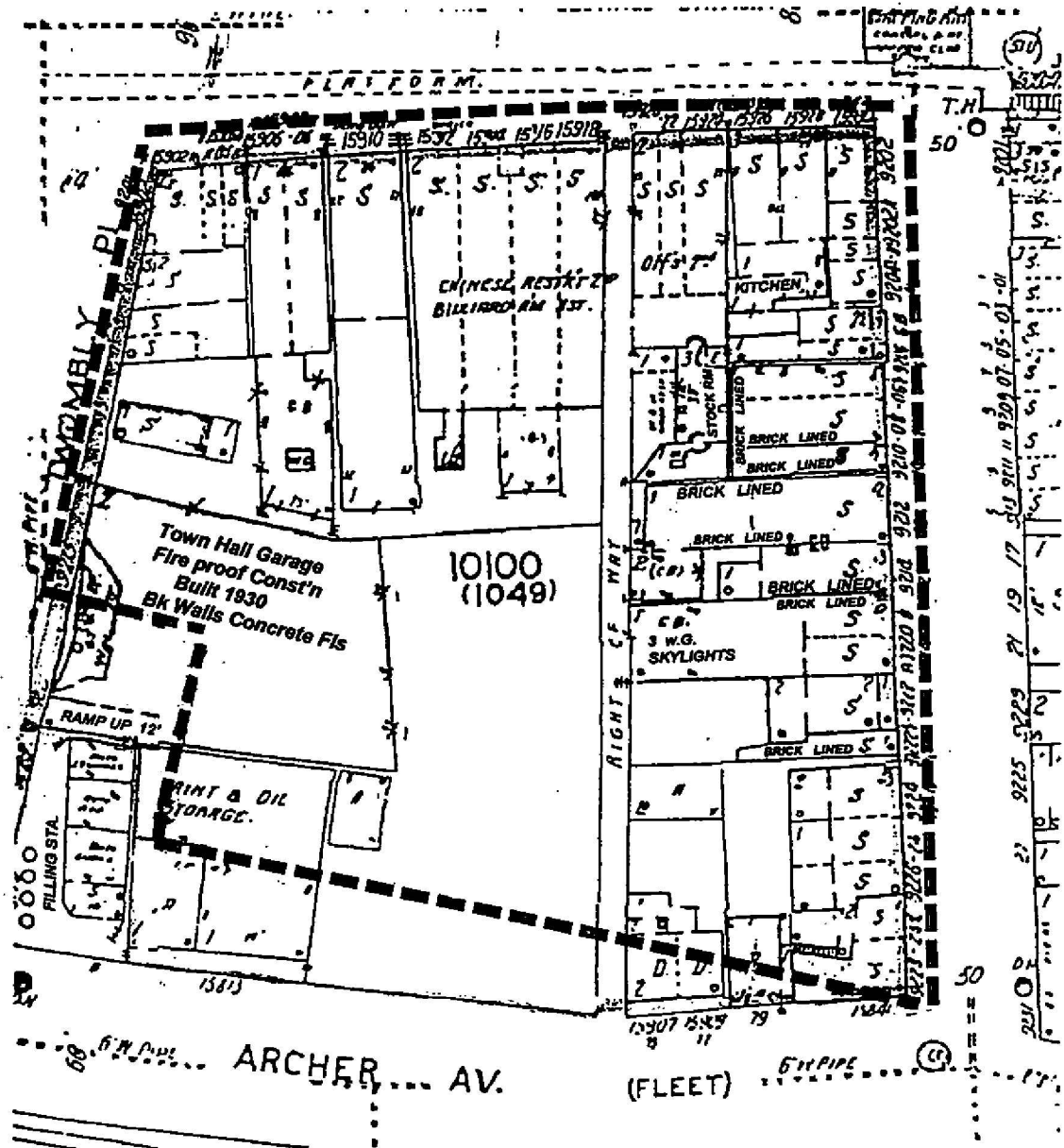


Figure 18.

<b>SOIL MECHANICS ENVIRONMENTAL SERVICES</b> 3770 MERRICK ROAD SEAFORD, NEW YORK 11783 (516) 221-7300		
Sanborn, Borough of Queens, 1942 ---- Project site boundaries		
SCALE: N.T.S.	DATE: 11/7/96	JOB #: 96-766



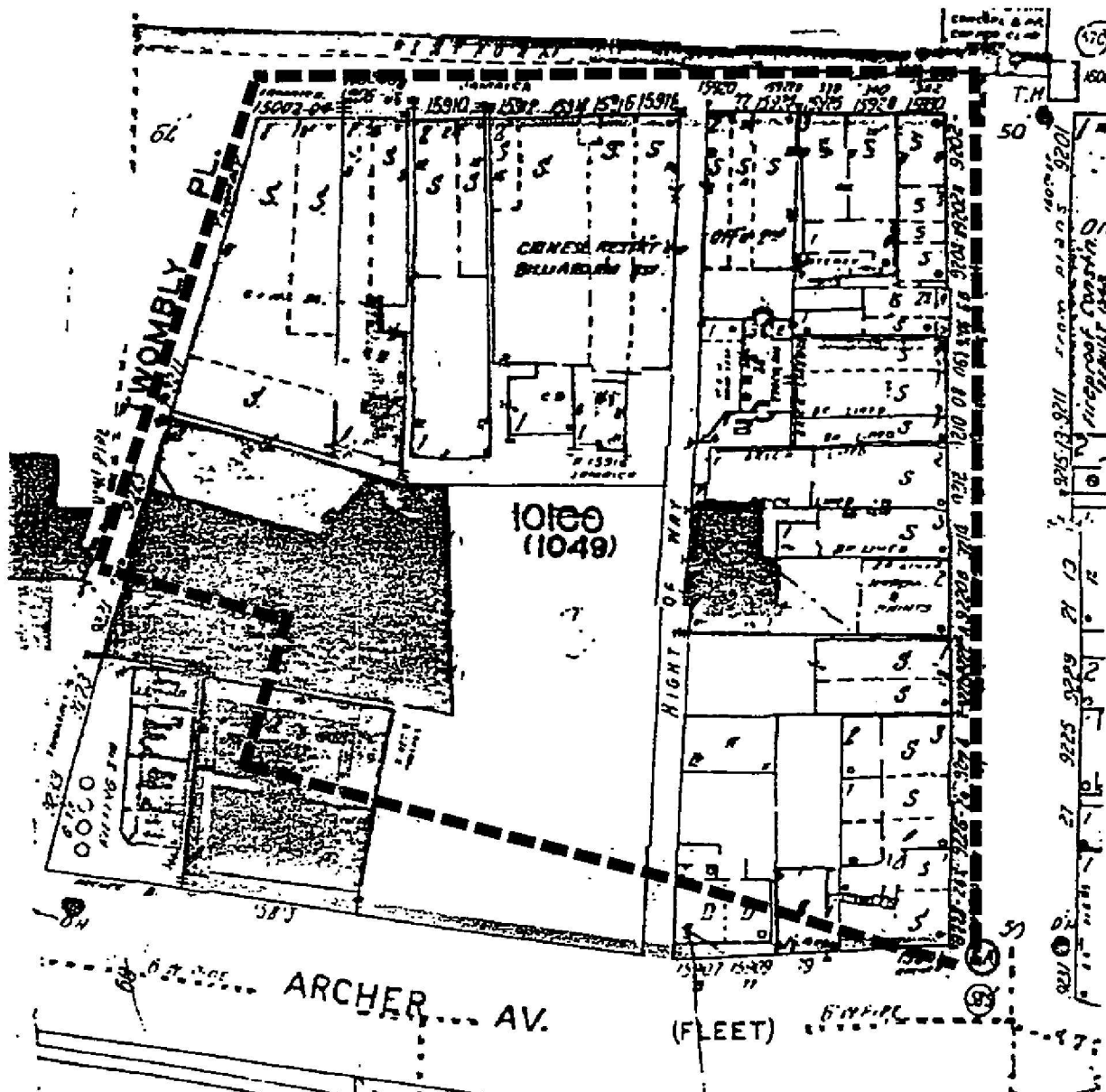
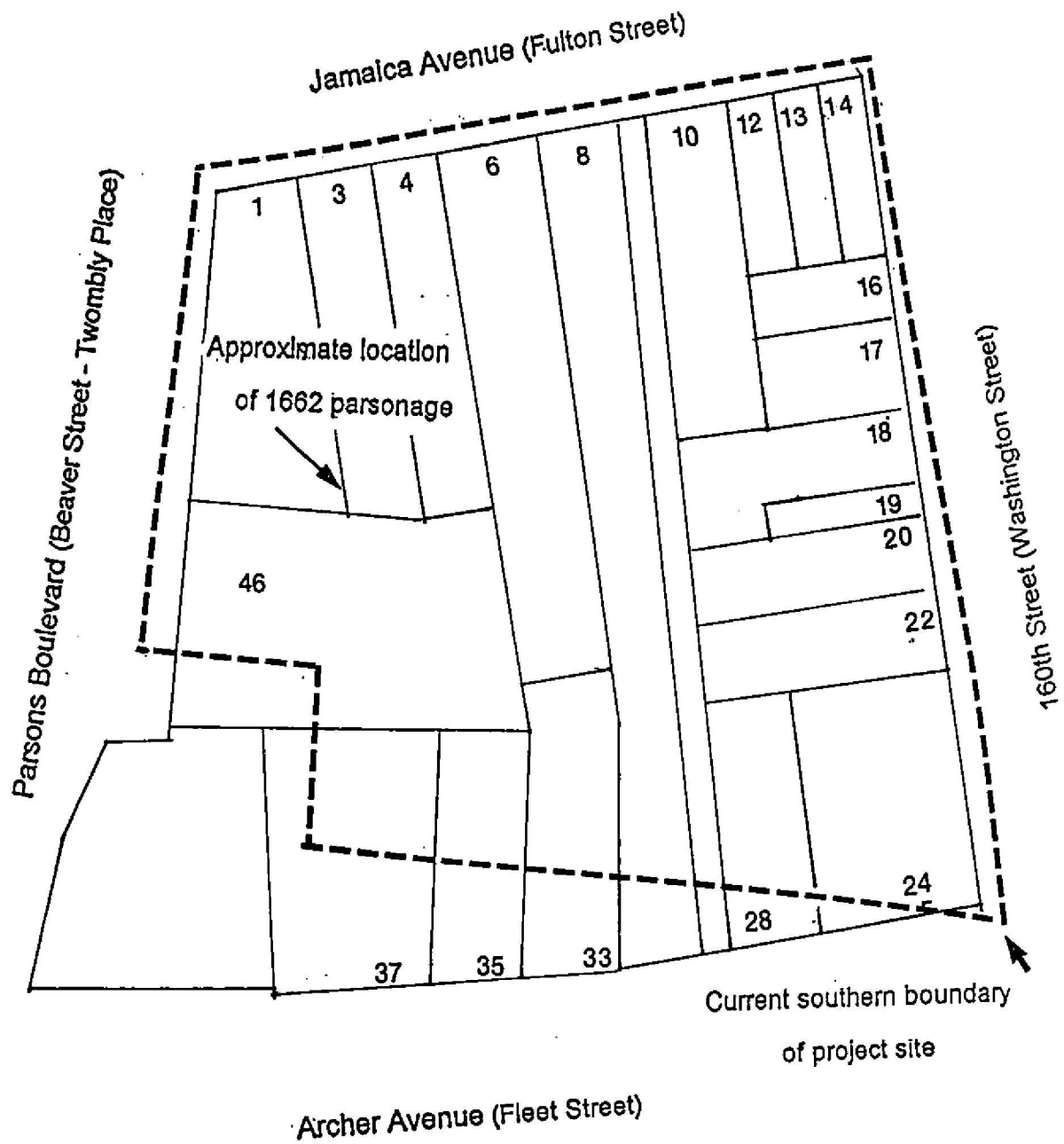


Figure 19.

<b>SOIL MECHANICS</b> <b>ENVIRONMENTAL SERVICES</b> 3770 MERRICK ROAD SEAFORD, NEW YORK 11783 (516) 221-7500		
Sanborn, Borough of Queens, 1951 — Project site boundaries		
SCALE:	DATE:	JOB #:
N.T.S.	11/8/96	96-766





**Figure 21. Map Showing Old Lot Lines**

Base map lines according to Sanborn, 1911.

[Rendered by Dr. R. Schaefer]

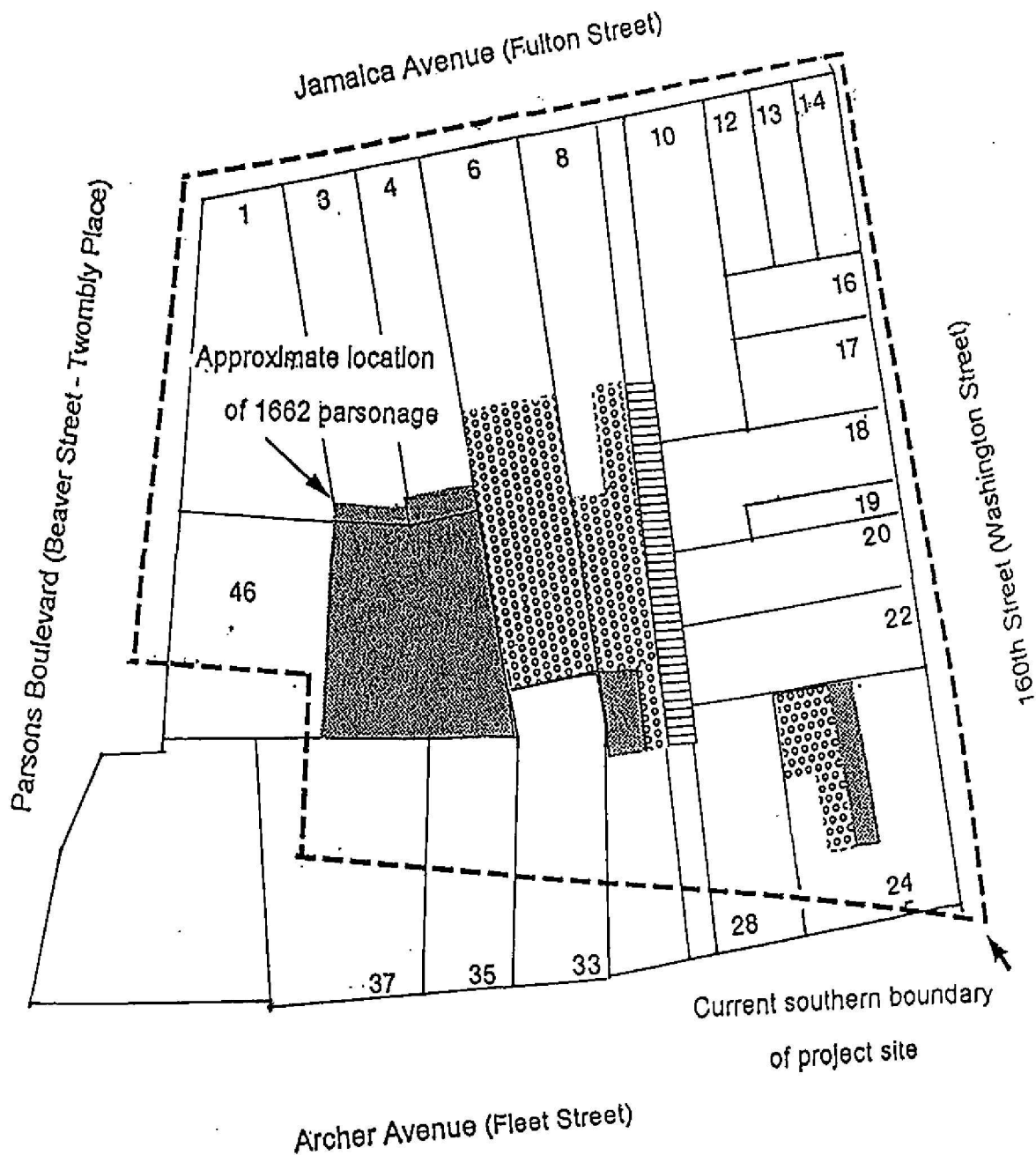





Figure 22. Map of Potential Sensitivity with Proposed Testing Loci

-  - Areas of Potential Historical Sensitivity
-  - Areas of Potential Prehistoric Sensitivity
-  - Areas of Potential Prehistoric *and* Historical Sensitivity

[Rendered by Dr. R. Schaefer]

03/31/98

## **SITE PHOTOGRAPHS, 1997**



Photo 1: Southeast corner of Parsons Boulevard and Jamaica Avenue looking northeast with Parsons Boulevard in the foreground. Buildings at rear are on Jamaica Avenue and 160th Street. Parking lot is on project site.

Photo 2: East side of Parsons Boulevard looking east. Jamaica Center subway station at far right, buildings to rear are on the east side of 160th Street.







Photo 3: Southwest corner of Jamaica Avenue and 160th Street, looking south, Jamaica Avenue in foreground. Timber tree planters stand on project site. Long Island Rail Road bridge over 160th Street visible in distance.

Photo 4: Northeastern corner of project site, view west from 160th Street. Social Security Administration building at rear, on west side of Parsons Boulevard, Grace Church steeple visible at far right.





Photo 5: View west from 160th Street, Social Security building at rear on west side of Parsons Boulevard.

Photo 6: Northwest corner of 160th Street and Archer Avenue, Archer Avenue on left. Note project site slopes downward to curb. Long Island Rail Road on left - south side of Archer Avenue.



## **APPENDIX A**

### **Site File Search:**

**New York State Museum**

**New York State Office of Parks, Recreation and Historic Preservation**



# NEW YORK STATE MUSEUM

3122 Cultural Education Center  
Albany, NY 12230  
518/474-5813 FAX 518/473-8496

Anthropological Survey

Page 1 of 2

To:  
CECE KIRKORIAN SAUNDERS  
HISTORICAL PERSPECTIVES  
P.O. BOX 3037  
WESTPORT, CT 06880

7.5' U.S.G.S. Quad: JAMAICA

In response to your request our staff has conducted a search of our data files\* for locations and descriptions of prehistoric archaeological sites within the area indicated above. The results of the search are given below.

If specific information requested has not been provided by this letter, it is likely that we are not able to provide it at this time, either because of staff limitations or policy regarding disclosure of archaeological site data.

Questions regarding this reply can be directed to the site file manager, at (518) 474-5813 or the above address. Please refer to the N.Y.S.M. site identification numbers when requesting additional information.

Please resubmit this request if action is taken more than one year after your initial information request.

\*[NOTE: Our files normally do not contain historic archeological sites or architectural properties. For information on these types of sites as well as prehistoric sites not listed in the N.Y.S.M. files contact The State Historic Preservation Office; Office of Parks, Recreation & Historic Preservation; Agency Building #1; Empire State Plaza; Albany, NY, 12238 at (518) 474-0479.

## RESULTS OF THE FILE SEARCH:

Recorded sites ARE located in or within one mile of the project area. If so, see attached list.

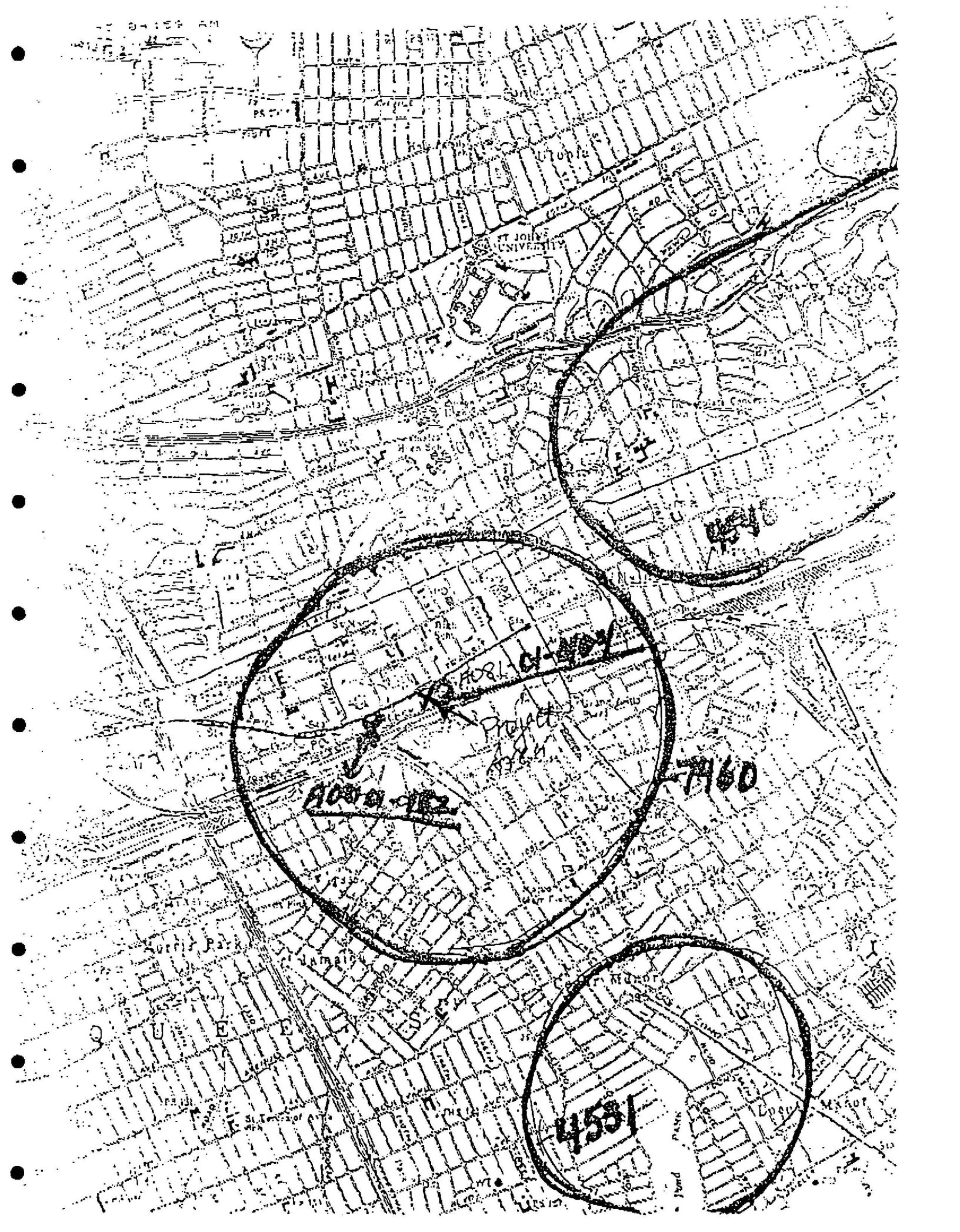
Code "ACP" = sites reported by Arthur C. Parker in The Archeology Of New York, 1922, as transcribed from his unpublished maps.

SEARCH CONDUCTED BY: BA (initials) Anthropological Survey, NYS Museum

cc: N.Y.S. OFFICE OF PARKS, RECREATION AND HISTORIC PRESERVATION; HISTORIC PRESERVATION FIELD SERVICES BUREAU

N.Y.S. MUSEUM ARCHAEOLOGICAL SITE FILE  
 RM. 3122, C.E.C., ALBANY, N.Y., 12230  
 CONFIDENTIAL: INFORMATION FOR RELEASE ONLY AS REQUIRED BY LAW  
 OR AS AUTHORIZED IN WRITING BY THE NYSM ANTHROPOLOGY SURVEY

#	S- ALT, SITE OLD, NAME (DHP)	REPORTED: *:AGE :SITETYPE :STRATIG	REMARKS	USGS TOPO 7.5' (15') :COUNTY	REPORTER (RECORDER) -[EARLIER REPORTER]	PROJ. ID. #	DFILE 1NOTE 2MAP: 3ELOC
3)	ACP QUNS 8		Village		"Village of Januco Indians"		
4)	ACP QUNS 10 H		traces of occupation				
5)	BRK 3-2		Historic (18-19 cent) area is village of Januco in 1900. Many 18th-19th c structures found (1 found) 18-20th c. artifacts faunal remains		Bel Klein		



AC-10-102

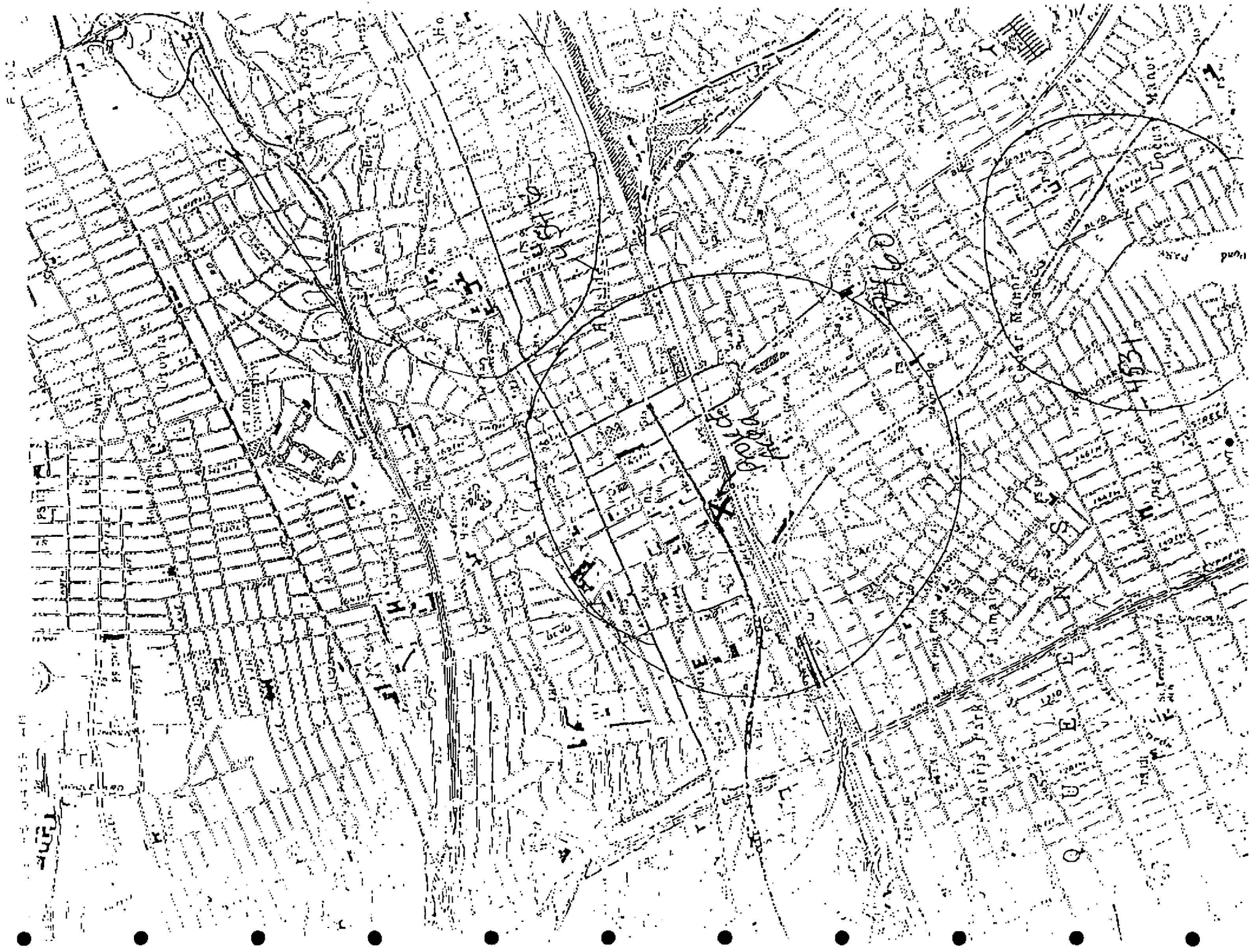
Project 1984

AC-10-101

4581

7160





# ARCHEOLOGICAL SITE INVENTORY FORM

DIVISION FOR HISTORIC PRESERVATION  
NEW YORK STATE PARKS AND RECREATION  
ALBANY, NEW YORK  
518 474-0479

FOR OFFICE USE ONLY

UNIQUE SITE NO. A081-01-0104  
QUAD. Jamaica  
SERIES \_\_\_\_\_  
NEG. NO. \_\_\_\_\_

REPORTED BY: Joel Klein

YOUR ADDRESS: \_\_\_\_\_ TELEPHONE: \_\_\_\_\_

ORGANIZATION (if any): NYU

DATE: 8/20/75

1. SITE NAME: Historic Jamaica (BRK 2-2)

2. COUNTY: Queens TOWN/CITY: \_\_\_\_\_ VILLAGE: \_\_\_\_\_

3. LOCATION: \_\_\_\_\_

4. PRESENT OWNER: \_\_\_\_\_

5. OWNER'S ADDRESS: \_\_\_\_\_

6. DESCRIPTION, CONDITION, EVIDENCE OF SITE:

- |   |  |
|---|--|
| <input type="checkbox"/> STANDING RUINS         | <input type="checkbox"/> CELLAR HOLE WITH WALLS                      |
| <input type="checkbox"/> SURFACE TRACES VISIBLE | <input type="checkbox"/> WALLS WITHOUT CELLAR HOLE                   |
| <input type="checkbox"/> UNDER CULTIVATION      | <input type="checkbox"/> EROSION <input type="checkbox"/> UNDERWATER |
| <input type="checkbox"/> NO VISIBLE EVIDENCE    | <input type="checkbox"/> OTHER _____                                 |

7. COLLECTION OF MATERIAL FROM SITE:

- |   |                           |                     |
|---|---------------------------|---------------------|
| <input checked="" type="checkbox"/> SURFACE HUNTING | BY WHOM <u>R. Belfare</u> | DATE <u>1974-75</u> |
| <input checked="" type="checkbox"/> TESTING         | BY WHOM <u>J. Klein</u>   | DATE <u>1975</u>    |
| <input type="checkbox"/> EXCAVATION                 | BY WHOM _____             | DATE _____          |
| <input type="checkbox"/> NONE                       |                           |                     |

PRESENT REPOSITORY OF MATERIALS: York College of CUNY

8. PREHISTORIC CULTURAL AFFILIATION OR DATE: \_\_\_\_\_

## NEW YORK STATE HISTORIC ARCHAEOLOGICAL SITE INVENTORY FORM

For Office Use Only--Site Identifier A081-01-0152Project Identifier Federal BuildingDate October 1982Your Name Diana Restani et al

Phone ( ) \_\_\_\_\_

Address \_\_\_\_\_

Zip \_\_\_\_\_

Organization (if any) Soil Systems, Inc.1. Site Identifier(s) Federal Building Block2. County Queens One of following: City \_\_\_\_\_  
Township \_\_\_\_\_  
Incorporated Village \_\_\_\_\_  
Unincorporated Village or  
Hamlet Jamaica3. Present Owner ESA

Address \_\_\_\_\_

Zip \_\_\_\_\_

4. Site Description (check all appropriate categories):

Structure/site

Superstructure: complete partial collapsed not evidentFoundation: above below (ground level) not evidentStructural subdivisions apparent Only surface traces visibleBuried traces detected

List construction materials (be as specific as possible):

Grounds

Under cultivation Sustaining erosion Woodland UplandNever cultivated Previously cultivated Floodplain PasturelandSoil Drainage: excellent good fair poorSlope: flat gentle moderate steep

Distance to nearest water from structure (approx.) \_\_\_\_\_

Elevation: \_\_\_\_\_

5. Site Investigation (append additional sheets, if necessary):

Surface--date(s) \_\_\_\_\_

Site Map (Submit with form\*)Collection

Subsurface--date(s) \_\_\_\_\_

Testing: shovel coring other \_\_\_\_\_ unit size \_\_\_\_\_  
no. of units \_\_\_\_\_ (Submit plan of units with form\*)Excavation: unit size \_\_\_\_\_ no. of units \_\_\_\_\_  
(Submit plan of units with form\*) See report

\* Submission should be 8 1/2"x11", if feasible

Investigator Terry H. Klein

Manuscript or published report(s) (reference fully):

1983 (January) Phase II Archaeological Investigations Proposed Social  
Security Administration Building, Jamaica, Queens, New York.  
(Appendices in separate volume)

Present repository of materials \_\_\_\_\_

6. Site inventory:

- a. date constructed or occupation period \_\_\_\_\_
- b. previous owners, if known \_\_\_\_\_
- c. modifications, if known \_\_\_\_\_

(append additional sheets, if necessary)

7. Site documentation (append additional sheets, if necessary):

a. Historic map references

1) Name \_\_\_\_\_ Date \_\_\_\_\_ Source \_\_\_\_\_  
Present location of original, if known \_\_\_\_\_

2) Name \_\_\_\_\_ Date \_\_\_\_\_ Source \_\_\_\_\_  
Present location of original, if known \_\_\_\_\_

b. Representation in existing photography

- 1) Photo date \_\_\_\_\_ Where located \_\_\_\_\_
- 2) Photo date \_\_\_\_\_ Where located \_\_\_\_\_

c. Primary and secondary source documentation (reference fully)

d. Persons with memory of site:

- 1) Name \_\_\_\_\_ Address \_\_\_\_\_
- 2) Name \_\_\_\_\_ Address \_\_\_\_\_

8. List of material remains other than those used in construction (be as specific as possible in identifying object and material):

If prehistoric materials are evident, check here and fill out prehistoric site form. \_\_\_\_\_

9. Map References: Map or maps showing exact location and extent of site must accompany this form and must be identified by source and date. Keep this submission to 8 1/2"x11", if feasible. See plot on U.S.G.S. Topo. Sheet

USGS 7 1/2 Minute Series Quad. Name Jamaica

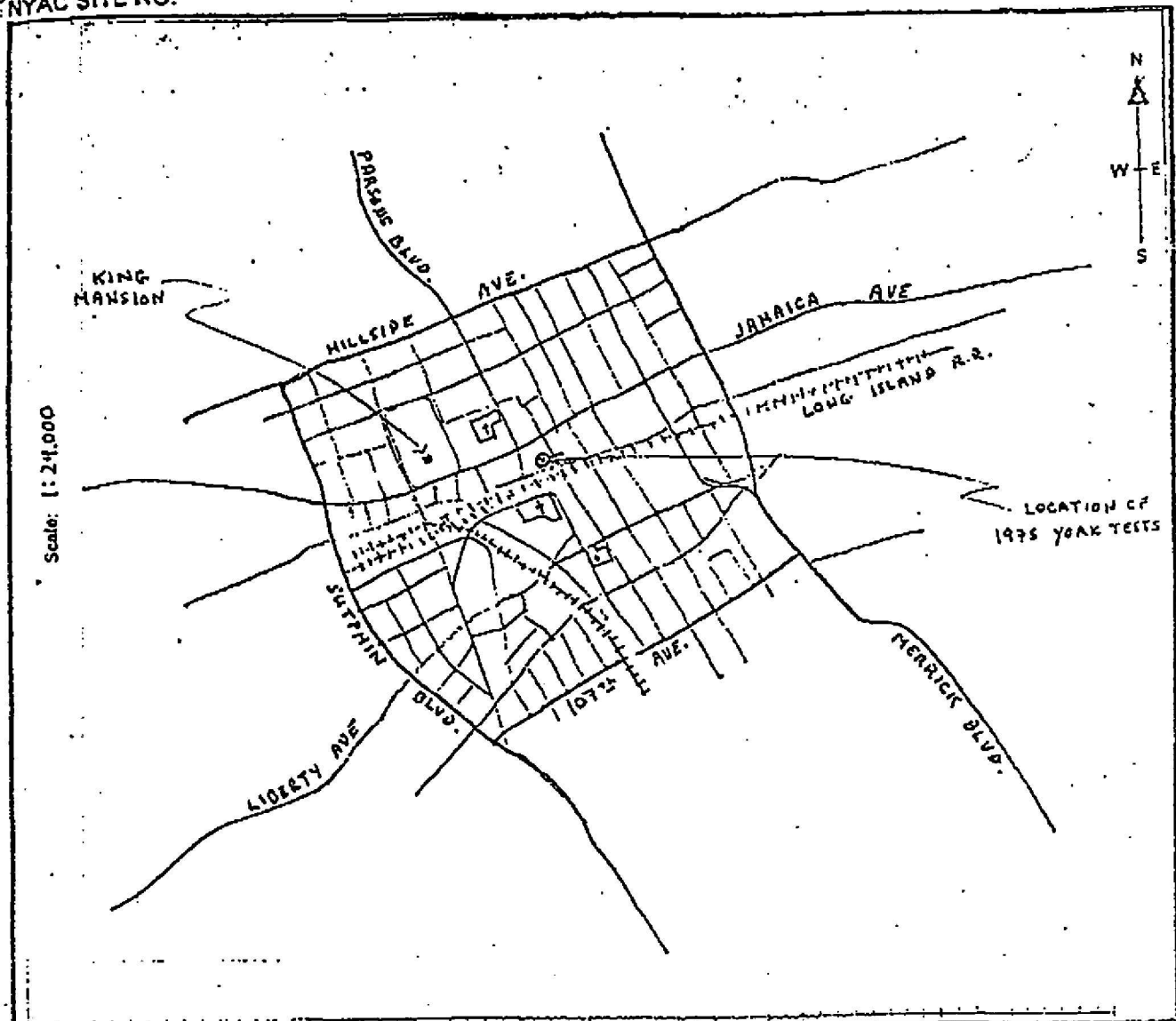
For Office Use Only--UTM Coordinates \_\_\_\_\_

10. Photography (optional for environmental impact survey):

Please submit a 5"x7" black and white print(s) showing the current state of the site. Provide a label for the print(s) on a separate sheet.

OFFICIAL SITE NAME: Historic Jamaica

NYAC SITE NO. \_\_\_\_\_



SKETCH  
MAP

Scale: 1:24,000

(Area)

STRATIGRAPHY  
DEPOSITION

CULTURAL  
LANDMARKS  
King Mansion, Jamaica Ave.

Surface Features	Water Source	Vegetation	Soil Type
Distance from:			

Erosion  
Possibility of Destruction  
Urban renewal underway throughout entire area is rapidly destroying remaining archaeological integrity

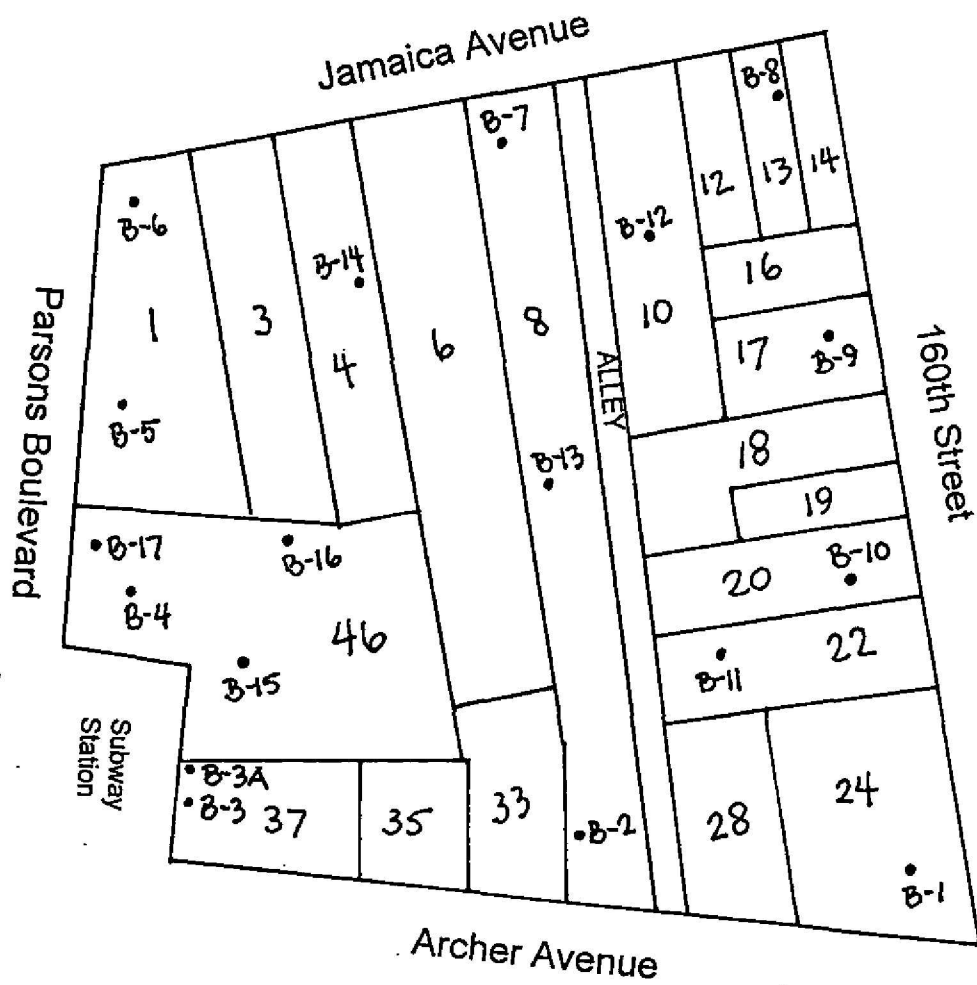
REMARKS  
Recommendations  
Continuations  
Eligible for National Register Historic District status

Recorder: Joel Klein, New York Univ. Date: 20 Aug. 1975

## **APPENDIX B**

### **SOIL BORING LOCATION MAP AND DATA**





Soil Boring Location Map

(Scale: 1cm = 26.7 feet)

**MUESER RUTLEDGE CONSULTING ENGINEERS**  
**BORING LOG**

PROJECT: ONE JAMAICA CENTER  
 LOCATION: QUEENS, NEW YORK

BORING NO. B-11  
 SHEET 1 OF 2  
 FILE NO. 8667  
 SURFACE ELEV. \_\_\_\_\_  
 RES. ENGR. OSCAR CARPIO

DAILY PROGRESS	SAMPLE			SAMPLE DESCRIPTION	STRATA	DEPTH	CASING	REMARKS	
	NO.	DEPTH	BLOWS/6"				BLOWS		
01:00	1D	0.5	14-20	Brown gray coarse to fine sand, some silt, trace brick (SM)	F		DRILLED	0.0'-0.5': Asphalt.	
06-10-97		2.5	21-19				AHEAD		
Tuesday									
Clear									
60°F									
	2D	5.0	10-6	Brown silty fine sand, some clay (SM)			5		
		7.0	5-10						
	3D	10.0	2-2	Red brown silty fine sand, some clay, gravel (SM)			10		
		12.0	7-9						
						13.5	✓		
						15			
	4D	15.0	8-7	Brown medium to fine sand, trace gravel, coarse sand, silt (SP)	S				
		17.0	8-9						
							20		
	5D	20.0	9-10	Do 4D (SP)					
		22.0	10-10						
							25		
	6D	25.0	12-17	Do 4D (SP)					
		27.0	17-15						
							30		
	7D	30.0	13-18	Brown medium to fine sand, some gravel, trace coarse sand (SP)					
		32.0	27-28						
							35		
	8D	35.0	17-23	Brown medium to fine sand, trace coarse sand, silt (SP)					
		37.0	33-37						
							40		
	9D	40.0	22-30	Brown fine to coarse sand, trace silt (SP)					
04:00		42.0	34-35				42	End of Boring at 42'.	
							45		
							50		

PRELIMINARY

BORING NO. B-11

**PRELIMINARY**

# MUESER RUTLEDGE CONSULTING ENGINEERS BORING LOG

PROJECT: ONE JAMAICA CENTER  
LOCATION: QUEENS, NEW YORK

BORING NO. B-12  
SHEET 1 OF 2  
FILE NO. 8667  
SURFACE ELEV. \_\_\_\_\_  
RES. ENGR. OSCAR CARPIO

DAILY PROGRESS	SAMPLE			SAMPLE DESCRIPTION	STRATA	DEPTH	CASING BLOWS	REMARKS
	NO.	DEPTH	BLOWS/6"				DRILLED AHEAD	
22:30	1D	0.5	32-8	Gray fine to coarse sand, some silt, gravel, asphalt (SM)	F			0.0'-0.5': Asphalt.
06-10-97		2.5	12-5					
Tuesday								
Clear								
80°F								
	2D	5.0	7-6	Do 1D (SM)		5		
		7.0	7-5					
						</		

PRELIMINARY

BORING NO. B-12

**MUESER RUTLEDGE CONSULTING ENGINEERS  
BORING LOG**

PROJECT: ONE JAMAICA CENTER  
LOCATION: QUEENS, NEW YORK

BORING NO. B-13  
SHEET 1 OF 2  
FILE NO. 8667  
SURFACE ELEV. \_\_\_\_\_  
RES. ENGR. OSCAR CARPIO

DAILY PROGRESS	SAMPLE			SAMPLE DESCRIPTION	STRATA	DEPTH	CASING	REMARKS
	NO.	DEPTH	BLOWS/6"				BLOWS	
21:30	1D	0.5	4-5	Gray fine to coarse sand, some gravel, silt, trace cinders (SM)	F		DRILLED	0.0'-0.5': Asphalt.
06-10-97		2.5	5-4				AHEAD	
Tuesday								
Clear						3.5		
80°F						5		
	2D	5.0	10-16	Brown medium to fine sand, trace coarse sand, gravel, silt (SP)				
		7.0	19-20					
						10		
	3D	10.0	12-13	Do 2D (SP-SM)				
		12.0	10-16					
						15		
	4D	15.0	24-100/4"	Brown medium to fine sand, some gravel, trace coarse sand, silt (SP)				
		17.0						
						20		
	5D	20.0	8-9	Brown fine to coarse sand, trace gravel, silt (SP)				
		22.0	15-18					
						25		
	6D	25.0	18-19	Brown medium to fine sand, trace gravel, coarse sand, silt (SP)	S			
		27.0	20-23					
						30		
	7D	30.0	8-11	Brown medium to fine sand, trace silt (SP)				
		32.0	17-19					
						35		
	8D	35.0	17-19	Brown fine to medium sand, trace silt (SP-SM)				
		37.0	20-22					
						40		
	9D	40.0	28-27	Brown medium to fine sand, trace gravel, coarse sand, silt (SP-SM)				
		42.0	24-26					
						45		
	10D	45.0	20-18	Do 9D (SP-SM)				
		47.0	21-22					
						50		
00:30	11D	50.0	15-16	Brown medium to fine sand, trace gravel, coarse sand, silt (SP)				End of Boring at 52'.
		52.0	25-30					

**PRELIMINARY**

BORING NO. B-13

**MUESER RUTLEDGE CONSULTING ENGINEERS  
BORING LOG**

PROJECT: ONE JAMAICA CENTER  
LOCATION: QUEENS, NEW YORK

BORING NO. B-14  
SHEET 1 OF 2  
FILE NO. 8667  
SURFACE ELEV. \_\_\_\_\_  
RES. ENGR. OSCAR CARPIO

DAILY PROGRESS	SAMPLE			SAMPLE DESCRIPTION	STRATA	DEPTH	CASING	REMARKS		
	NO.	DEPTH	BLOWS/6"				BLOWS			
01:30	1D	0.5	3-7	Gray medium to fine sand, trace coarse sand, silt (SP)	F		DRILLED	0.0'-0.5: Asphalt.		
06-12-97		2.5	9-7				AHEAD			
Thursday										
Overcast										
85°F							5			
	2D	5.0	18-23	Brick & gray fine to coarse sand, some silt (SM)						
		7.0	25-21							
							10			
	3D	10.0	12-15	Gray coarse to fine sand, some gravel, silt (SM)						
		12.0	19-22							
						13.5				
						15				
	4D	15.0	2-2	Brown medium to fine sand, some gravel, trace coarse sand, silt (SP)						
		17.0	2-9							
						20				
	5D	20.0	5-5	Brown medium to fine sand, some gravel, trace silt, coarse sand (SP-SM)						
		22.0	5-7							
						25				
	6D	25.0	5-3	Brown fine to coarse sand, some gravel (SP)						
		27.0	3-3							
						30				
	7D	30.0	5-4	Brown medium to fine sand, trace gravel, coarse sand, silt (SP)	S					
		32.0	4-7							
							35			
	8D	35.0	18-22	Brown medium to fine sand, some gravel, trace silt, coarse sand (SP-SM)						
		37.0	32-40							
							40			
	9D	40.0	20-25	Brown fine to medium sand, some silt, trace gravel (SM)						
		42.0	38-42							
						45				
	10D	45.0	34-37	Brown medium to fine sand, trace gravel, silt, coarse sand (SP-SM)						
		47.0	31-35							
						50				
	11D	50.0	23-23	Do 10D (SP-SM)						
05:00		52.0	26-30				52		End of Boring at 52'.	

PRELIMINARY

**PRELIMINARY**

BORING NO. B-14

**MUESER RUTLEDGE CONSULTING ENGINEERS  
BORING LOG**

PROJECT: ONE JAMAICA CENTER  
LOCATION: QUEENS, NEW YORK

BORING NO. B-15  
SHEET 1 OF 2  
FILE NO. 8667  
SURFACE ELEV. \_\_\_\_\_  
RES. ENGR. OSCAR CARPIO

DAILY PROGRESS	SAMPLE			SAMPLE DESCRIPTION	STRATA	DEPTH	CASING BLOWS	REMARKS	
	NO.	DEPTH	BLOWS/6"						
06-12-97 Thursday Overcast 85°F	1D	0.5	20-22	Gray fine to coarse sand, some silt, gravel (SM)	F			0.0'-0.5': Asphalt.	
		2.5	32-8						
	2D	5.0	6-21	Gray brown fine to medium sand, some silt, gravel, trace coarse sand, clay (SM)			5		
		7.0	38-45						
	3D	10.0	16-5	Brown medium to fine sand, trace gravel, coarse sand, silt (SP-SM)			10		
		12.0	4-3						
	4D	15.0	1-2	Brown medium to fine sand, some gravel, trace coarse sand, silt (SP)			13.5		
		17.0	1-2				15		
5NR	20.0	1/12"	No recovery			20			
	22.0	1-1							
6D	25.0	WH	Brown medium to fine sand, trace gravel, silt (SP)	S		25	PRELIMINARY		
	27.0								
7D	30.0	3-2	Brown medium to fine sand, trace gravel, coarse sand, clay pockets (SP)			30			
	32.0	2-4							
8D	35.0	5-15	Brown medium to fine sand, some silt, trace gravel, coarse sand (SM)			35			
	37.0	49-89							
04:30	9D	40.0	100/6"		Gravel (GP)			40	Sample was disposed. Gravel pieces in nose of spoon according to driller. End of Boring at 40.5'.
		40.5						40.5	
						45			
						50			

BORING NO. B-15



**MUESER RUTLEDGE CONSULTING ENGINEERS**  
**BORING LOG**

PROJECT: ONE JAMAICA CENTER  
LOCATION: QUEENS, NEW YORK

BORING NO. B-16  
 SHEET 1 OF 2  
 FILE NO. 8667  
 SURFACE ELEV. \_\_\_\_\_  
 RES. ENGR. OSCAR CARRIO

[illegible]

# PRELIMINARY

**BORING NO.** B-16

**MUESER RUTLEDGE CONSULTING ENGINEERS**  
**BORING LOG**

PROJECT: ONE JAMAICA CENTER  
LOCATION: QUEENS, NEW YORK

BORING NO. B-17  
SHEET 1 OF 2  
FILE NO. 8667  
SURFACE ELEV. \_\_\_\_\_  
RES. ENGR. OSCAR CARPIO

DAILY	SAMPLE			SAMPLE DESCRIPTION	STRATA	CASING	REMARKS
PROGRESS	NO.	DEPTH	BLOWS/6"			DEPTH	
02:30	1D	0.5	17-13	Brown gray medium to fine sand, some gravel, silt (SM)	F		0.0'-0.5': Asphalt.
06-14-97		2.5	8-9				
Saturday							
Overcast							
80°F							
	2D	5.0	2-1	Do 1D (SM)		5	
		7.0	2-3				
03:30	3NR	10.0	17-23	No recovery	10		Boring abandoned due to obstruction at 11'. Boring location offset 8' North (Boring B-17). End of Boring at 11'.
		11.0	100/0"		11		

**PRELIMINARY**

## APPENDIX C

### *Census Data and Recorded Occupants of the 1662 Parsonage Building*

#### Occupants of the 1662 Parsonage:

Compiled from (Thompson 1843 II:101-124; Gritman 1921 I; Munsell 1882:229-238; MacDonald 1862:37-202). Unless specified, names refer to ministers of the Jamaica Presbyterian church; date ranges indicate the length of the minister's occupation of the house.

Zechariah Walker, 1662-c.1668

John Prudden 1670-c.1692

George Phillips 1693 or 94-1697

Jeremiah Hobart 1696(?) -after 1700

John Hubbard 1698-1702, lost parsonage to Episcopal minister, 1702; 1704

Patrick Gordon (Episc.) 1702;

William Urquhart (Episc.) 1704-c.1709;

Widow Mary Urquhart, daughter, Abigail Taylor and son-in-law, Benjamin Wolsey c.1709-1712

George McNish 1712-1723 or 1711-1720

Robert Cross 1723-1737 or 1725-1730

Walter Wilmot 1738-1744

David Bostwick 1745-1756

Dr. Elihu 1758-1760

Benoni Bradner 1760-c1762

William Mills 1762-1774

Matthias Burnett 1775-1785 or 84

James Glassbrook 1786-c1788 1785-88

George Faitoute 1789-1812 (Parsonage sold during Faitoute's pastorate c.1812).

1790 census: George Faitout: 2 white males <16, 1 white male 16-<26; 1 white male 26-<45; 5 white females; 5 slaves.

1800 census: George Fatoute 1 white male 16-<26, 1 white male >45, 1 white female <10, 2 white females 10-<16, 2 white females 16-<26, 2 white females 26-<45, 1 white female >45, 2 slaves.

1810 census: George Fastoot: 1 white male 16-<26, 1 white male >45, 1 white female 10-<16, 1 white female 16-<26, 1white female >45, 3 other free persons, not Indians, 1 slave

## Census Data

The census of 1890 was destroyed by fire, and is therefore not available. For the censuses beginning in 1850, place of birth is New York unless specified.

Lot 3 (324-326 Fulton)

Lot 4 (328 Fulton Street)

### 1830 Census:

David Lambertson: white males: 2 10-15, 1 20-30, 1 50-60  
white females: 2 5-10, 1 10-15, 1 15-20, 1 40-50,  
colored free females 1 10-24

### 1840 Census:

David Lamberson white males: 1 40-<50, 1 60-<70,  
white females 1 5-<10, 2 15-<20, 1 20-<30, 1 30-<40, 1 50-<60  
colored free females 1 10-<24  
total: 9, 1 person engaged in commerce

### 1860 Census:

James T. Lewis, 32, merchant, real est. \$16,000, personal est. \$9,000  
Mary E., 32  
Mary S., 3  
James T., 1  
Newton Lewis, 23, tinsmith, b. CT  
Jane A., 19, b. CT  
Ellen McKenny, 25, servant, b. Ireland

### 1870 census:

James T. Lewis, 42, Hardware merchant, b. CT, \$4,500 real est.,  
\$1,200 personal est.  
Mary E., 42, keeps house  
Mary S., 13, at school  
James Jr., 11, at school  
Jennie, 7, at school  
William, 5  
Isaac N. Lewis, 31, tinsmith, b. CT  
Jennie A., 26, no. occ., b. CT

(Lots 3 and 4 - continued)

1880 census:

Lewis, James, 52, merchant, b. CT  
Mary E., 52, wife, keeps house,  
Minnie?, 21, daughter, at home  
Jennie L., 17, daughter, at school  
Higbie, Deborah, 83, boarder  
Gann, Bridget, 25, servant, parents b. Ireland

Lot 6 (330 Fulton)

1870 Census:

Kerns, John, 39, saloonkeeper, b. Hesse Darmstadt, nat. cit.  
Ann Mary, 30, keeps house, b. Hesse-D  
Nanette, 8  
Francis, 6  
George, 4  
Charles, 2  
John, 1  
Darmstadt, Ann Mary, 76, no occ., b. Hesse D.

1880 Census:

Kern, John, 49, hotel keeper, b. Hesse-Darmstadt  
Anna May, 40, wife, keeps house, b. H-D  
Nettie, 18, daughter, at home  
Francis, 16, daughter, at home  
George, 14, son, at home  
Charles, 12, son, at school  
William, 6, son  
Amy, 3, daughter  
Darmstadt, Annie, 86, mother-in-law, b. H-D

330 Fulton

1900 census:

Kavanagh, William, 47, painter carriages, parents b. Ireland, rents house  
Barbra, 40, wife b. Germany, imm. 1861  
William, 8, son, imm. 1861  
John S, 3, son  
Prinz, Christian, 38, brother-in-law, saloonkeeper, parents b. Germany  
Kumf, Sofia, 30, servant, b. Austria, imm. 1897  
Hatten, Thomas, hostler livery stable, father b. England  
Martin, Richard, 24, boarder, horse shoer

Lot 8 (332 *Fulton*)

1860 Census:

M. S. Hunting, 59, real est. \$3,000, personal est. \$2,000

H. Hunting, 15 (male), at school

Elizabeth Bogart, 27, domestic

1870 Census:

Hunting, Charles H., 38, drygoods merchant

Henrietta, 29, keeps house, b. NJ

Joseph B., 15, at school

Whitehead, Mary, 53, no occ., b. NJ

1880 Census:

Huntting, Charles H., 49, drygoods merchant

Mary, 38, wife, keeps house, b. NJ

Woodruff, Mary, 10, daughter, at school, b. NJ

Huntting, Thurston, 5, son

Huntting, Joseph, 24, son, lawyer

Mary, 22, wife, at home

McKenzie, Mary, 26, servant, MA

1900 Census:

332 *Fulton*

Herzog, Adolph, 40, cigarmaker, parents b. Germany, rents house

Elizabeth, 38, wife, b. PA, parents b. Ireland

Adolph, 18 son

August, 16, son

George W., 15, son

Edwin J., 13, son

Minnie D., 11, daughter

Elizabeth, 9, daughter

Laura, 7, daughter

Carrie, 5, daughter

Henry 4, son

Lot 10 (334 and 336 *Fulton*)

1830 Census:

Hetty Purdy, white females 1 20-30, 1 30-40

1840 Census:

Hetty Purdy white females 2 10-<15, 2 30-<40, 1 40-<50

total: 5



Lot 10 - continued

1850 Census:

Hetty Purdy, 59  
Sarah McVein, 40  
Mary E. Craft, 20

1860 Census:

Hettie Purdy, 70  
Sarah McBain, 55  
Jane Gordon, 50

1870 census:

Purdy, Hetty, 78, keeps house  
McBain, Sarah, 66, no occ.  
Welling, Hannah, 64, housekeeper

1880 census:

McBain, Sarah, 60, keeps house  
Coffin, Benjamin, 30, boarder, bookkeeper  
Sarah, 28, wife, keeps house  
Henry, 4, son  
Mary, 2, daughter  
Gracie, 1, daughter

1900 Census:

334 Fulton

Lewis, John L., 50, upholsterer, rents house  
Annie, B., 48, wife  
William T., son, plumber's helper, b. NJ  
Elizabeth A., mother, 77, widow

336 Fulton

Carter, Michael, 57, occ. illegible, b. Ireland, imm. 1845, nat. cit., rents house  
Philomena, 48, wife, b. Canada, imm. 1874

Lot 12 (338 Fulton)

1880 Census:

Gins, Jacob, 45, oyster dealer, b. Hesse-Darmstadt  
Elizabeth, 41, keeps house, b. Ireland  
Armstrong, Elizabeth, 16, daughter, at school, parents b. Ireland  
Frank, 18, nephew, bartender, b. Ireland

Lot 12 - continued

1900 Census:

Lucas, Henry, 41, saloonkeeper, parents b. Germany, rents house  
Annie, 42, wife, parents b. Germany  
Ferdinand, 17, son, waiter  
Massicot[?], Frederick, 28, cook, b. CT, parents b. Canada  
Kusta, Edward, 27, boarder, foreman for contractor, parents b. Germany  
Bonka, Rosie, 18, servant, b. Russian Poland, imm. 1898

Lot 13 (340 Fulton)

1880 Census:?

Kalyer, John B., 52, harnessmaker  
Ellen D., 52, wife, keeps house  
James H., 24, son, harnessmaker

1900 Census:

Foppiani, Stephen, 43, fruit dealer, b. Italy, imm. 1870, nat. cit., rents house  
Mary, 40, wife, b. Italy, imm., 1870  
Louisa, 22, daughter, saleslady fruit  
Stephen, 20, son, salesman fruit, b. MA  
Jennie, 14, daughter, at school, b. NJ  
Theresa, 12, at school, b. NJ  
John, 11, son, at school, b. NJ  
Joseph, 6, son  
Frank, 5, son  
Anthony 3, son  
William, 2 mos., son

Lot 14 (342 Fulton)

1860 Census:

William Snary, 41, shoemaker, real est. \$300, personal est. \$200, b. England  
Cynthia Amberman, 35  
John W. Amberman, 9, at school  
Thomas Ellis, 45, machinist, b. England  
Emma Ellis, 14, at school, b. England  
Anna Ellis, 12, at school, b. England

Lot 14 - continued

1870 Census:

William Snary, 51, shoemaker, b. England, \$5,000 real est., \$2,500  
personal est.

Mary E., 44, keeps house

John W. Amberman, works for shoemaker

Sarah R. Chapen, 16, no occ.

1880 Census:

Snary, William, 62, shoemaker, b. England

Mary E., 55, wife, keeps house

1900 Census: Daily, Thomas, 46, parents b. Ireland, restaurant keeper, rents  
house

Doran, Annie, 50, sister, parents b. Ireland

Connelly, Thomas, 21, waiter, b. NJ, parents b. Ireland

Russell, Charles, 22, stepson, exp. mess. for RR, parents b. Ireland

Matthews, Mary, 35, cook, b. VA, illiterate

Matthews, Richard, 33, cook, b. VA, illiterate

Reed, Edward, 40, bartender

Lot 16 (6 Washington)

1850 Census: John Bennett, 49, shoemaker

Amelia, 26

Mary J., 5

Alonzo, 4

1860 Census:

John Bennet, 45, real est. \$1,000, personal est. \$200

Amelia, 35, weaver

Jennie, 18, at school

Alonzo, 13, at school

Albert Bennet, 40, painter

Elijah Raynor, 24, cigarmaker

John Coventy?, 23, machinist

Lot 16 - continued

1870 Census:

John Bennett, 69, watchman, real est. \$2,000  
Amelia, 44, keeps house  
Alonzo, 23, carpenter  
Lillie M., at school  
Rufus Smith, 30, shirt manufacturer  
Sarah, 28, no occ.  
Rufus, 8  
Viola, 2

1880 Census:

Bennett, Amelia, 55, widow, keeps house  
Lillie, 18, daughter, at home  
Albert, 59, boarder, painter, unemployed  
Clahane, John, 23, boarder, compositor, b. Maine, parents b. Ireland

Lot 18 (20 Washington)

1900 Census: (20 Washington)

Schulze, John H., 32, mason, b. Germany, imm. 1890 "Pa"?, rents house  
Louise?, 28, wife, parents b. Germany  
Henry, 6, son  
Herman, 3, son  
Josephine, 1, daughter

Lot 19 (24 Washington)

1840 Census:

Wm. Gritman                      white males 2 20-<30,  
   white females 1 <5, 1 5-<10, 1 20-<30,  
   total 5 2 engaged in manufactures and trades

1850 Census:

William Gritman, 36, pedlar  
Sarah, 34  
Sarah Louiza, 16  
William H., 6  
Elizabeth Montfort, 37  
Elizabeth A. Johnson, 23

Lot 19 - continued

1860 Census:

Abraham Neil, 45, shoemaker, personal est. \$50, b. England  
Eliza, 44, b. England  
Isaac, 22, laborer, b. England

1870 Census: Abraham Neail, 49, shoemaker, b. Ireland  
Elizabeth, 48, keeps house, b. Ireland

1880 Census:

Neil, Abraham, 68, shoemaker, b. England  
Eliza, 67, keeps house, b. England

1900 Census: (24 Washington)

McLaughlin, William?, 35, Asst. ? Gov't, moth. b. Ireland, rents house  
Mary J., 39, wife, music teacher, fath. b. France  
Frances, 11, daughter, at school  
Mary, 9, daughter, at school  
William A., 8, son, at school

Lot 24 (28 Washington and 79 Fleet)

1840 census:

John Thatford white males 1 <5, 1 5-<10, 2 15-<20, 3 20-<30, 1 30-<40  
white females 1 5-<10, 1 20-<30  
colored free females 1 10-<24  
total 11 6 engaged in manufactures and trades

Willet Combs white males 3 15-<20, 2 20-<30,  
white females 1 20-<30  
total 6 5 engaged in manufactures and trades

Lot 28 (75 and 77 Fleet)

75 Fleet

1900 Census:

Clements, Henry, 37, special police officer, parents b. England,  
rents house  
Lucy, 27, wife, parents b. England

Lot 28 - continued

77 Fleet

1870 Census:

Jennings, William, 33, livery stable keeper, b. England, not cit.  
Lucy 27, keeps house, b. England, not cit.

1880 Census:

Jennings, William H., 45, veterenary surgeon, b. England  
Lucy, 39, wife, keeps house, b. England  
Lucy, 7, daughter

1900 Census:

Jennings, Lucy, 57, "capitalist"?, b. England, imm. 1865, owns house  
Harmer?, Herman, 30, boarder, switchman RR, parents b. Germany

Lot 33 (69 Fleet)

1840 Census:

Elkanah Bartow white males 4 10-<15, 4 15-<20, 1 40-<50  
white females 1 30-<40  
total 10 1 in agriculture, 2 in manufactures and trades

1850 Census:

Elkanah Barto, 57, stagedriver  
Amelia, 57

1870 Census:

Barto, Elkanah, 75, stage driver, real est. \$900  
Sarah S., 37, keeps house  
Addie, 12 at school  
John, 10, at school  
Elkanah, 3

1880 Census:

Barto, Elkanah, 86, no occ.  
Sarah B., 45, wife, keeps house  
John, 19, son, blacksmith  
Elkanah, 14, son, at school  
Hendrickson, Samuel, 19, son-in-law, clerk in cloth house  
Hattie, 22, daughter, at home



Lot 33 - continued

69 Fleet front:

1900 Census:

Bennett, J—?, 34, conductor RR, b. NJ, rents house

Isabella?, 36, wife, b. Ireland, imm. 1880

John, 12, son, at school

Jesse, 10, son, at school

Edward, 8, son, at school

Annie, 6, daughter

Louisa, 3, daughter

Joseph, 2 mos., son

69 Fleet rear

1900 Census:

Forgarty, John, 32, motorman RR, rents house

Jennie, 31, wife, b. Ireland, imm. 1884

Harold, 8, son, at school

William, 3, son

Herbert, son, 9 mos.

Lot 37 (45 Fleet)

McLaughlin Family (owned Lot 37, occupied house on neighboring Lot 40, 23 Beaver Street)

1870 Census:

McLaughlin, John, 50, horseshoer, b. Ireland

John, 20, printer

William, 33, horseshoer

Mary, 27

Margaret, 19

Mary Jane, 14

Catharine, 13, at school, b. Ireland

Annie L., 34, dress maker, b. Ireland

Lot 37 - continued

1880 Census:

McLaughlin, John, 70, blacksmith, widower, b. Ireland  
William, 43, son, horseshoer  
Annistatia, 42, wife, keeps house, b. Ireland  
John, 19, son, civil engineer  
William, 17, clerk in grocery  
Mary Ann, 14, daughter, at school  
Elizabeth, 14, daughter, at school  
James, 12, son, at school  
Charles, 10, son, at school  
Sylvester, 8, son  
Agnes, 6, daughter  
John, 33, brother, printer  
Tucker, Mary, 45, boarder, widow, b. Ireland  
McLaughlin, Maggie, 27, daughter, keeps house, parents b. Ireland  
Catharine, 20, niece, parents b. Ireland

1900 Census:

McLaughlin, James F., 32, judge, owned house  
Charles, 30, brother, horseshoer  
Sylvester, 28, brother, civil engineer  
Elizabeth, 34, sister  
Greene, Frances W., 33, b-in-law, b. England, immigrated 1882, nat. cit,  
hardware dealer  
Mary, 34, sister  
Tucker, Mary, 75, aunt, b. Ireland, immigrated 1850  
Klein, Annie, 21, servant, b. Germany, immigrated 1885

1900 Census:

Willis, Mathias, 33, salesmand drygoods, parents b. Germany and Switz.  
rents house  
Anna, 21, wife, parents b. Germany  
Joseph, 2, son  
Mary M., 1, daughter  
Julia, 6 mos., daughter  
Mathias, 75, father, b. Switz., imm1840, nat. cit.

Lot 46 (15 Beaver/Twombly)

1840 census:

James Remson: white males: 1 <5, 1 15-<20, 4 20-<30  
white females: 2 20-<30,  
colored free females: 1 <10  
total: 9 1 person engaged in commerce

1870 census

Remsen, James S., 51, hotel keeper  
John, 22, bartender  
Georgiana, 24, keeping house  
Sarah, 18, no occup.  
George, 12, at school  
Bates, Elizabeth, 24, black, cook  
Susan, 12, mulatto, no occ., illit.  
Johnson, Elizabeth, 60, black, cook, illit.  
Anthony, 63, black, porter, illit.

1880 census: Remsen, James S., 65, widower, hotel keeper

Georgiana, 35, daughter, keeps house  
Sarah, 27, daughter, at home  
Charles, 23, son, clerk for broker  
Farrell, Arthur, 60, servant, hostler, b. Ireland  
Farrell, Jane, 45, servant, b. Ireland

1900 Census:

John Tator, 49, hotel keeper, owns house  
Sarah A., 40  
O'Farrell, Jane, 62, servant, b. Ireland, imm. 1860