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STAGE 1A ARCHAEOLOGICAL/HISTORICAL SENSITIVITY
EVALUATION OF THE 3295 AMBOY ROAD PROJECT
BOROUGH OF RICHMOND, NEW YORK

CEQR#

AKA 91-092R

Prepared for:
Land Planning and Engineering Consultants, P.C.
2178 Forest Avenue
Staten Island, New York 10303

Prepared by:
Greenhouse Consultants Incorporated
40 Exchange Place, 13th Floor
New York, New York 10005
William I. Roberts IV, Principal Investigator

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INTRODUCTION

The purpose of this archeological and historical sensitivity study is to document the potential prehistoric and historic sensitivity of the proposed 3295 Amboy Road project through the review of existing archival, cartographic and published references and then to make recommendations regarding possible further testing. In order to provide a context for evaluating any identified resources within the parcel itself, this survey will provide a synthesis of published and unpublished prehistoric and historic sources in the immediate vicinity surrounding the project area. Materials on file at Greenhouse Consultants, compiled for other projects conducted in the Borough of Richmond were used in preparing this report. Acknowledgments are extended to the documentary research completed by Anna V. Farkas for previous projects.

The project area is located in south-central Staten Island, New York, in the vicinity of Amboy Road. The property consists of a roughly rectangular parcel located along the northwest side of Amboy Road. It is within Tax Block 4535 and consists of Lot 200. See Figure 1 for a map illustrating the location of the project area.

This study is organized in the following manner: first, a section describes the geography and physical setting of the project area; second, a section follows on the prehistoric sensitivity of the area; third, a review of the historic sensitivity of the area; and fourth, the conclusions and recommendations.

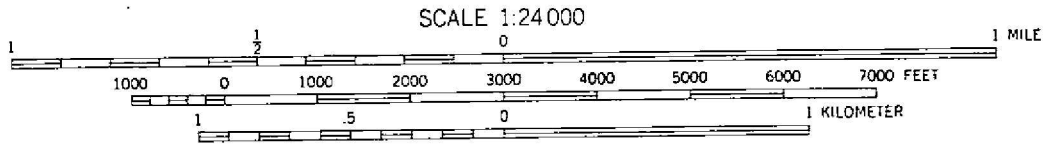
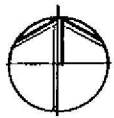
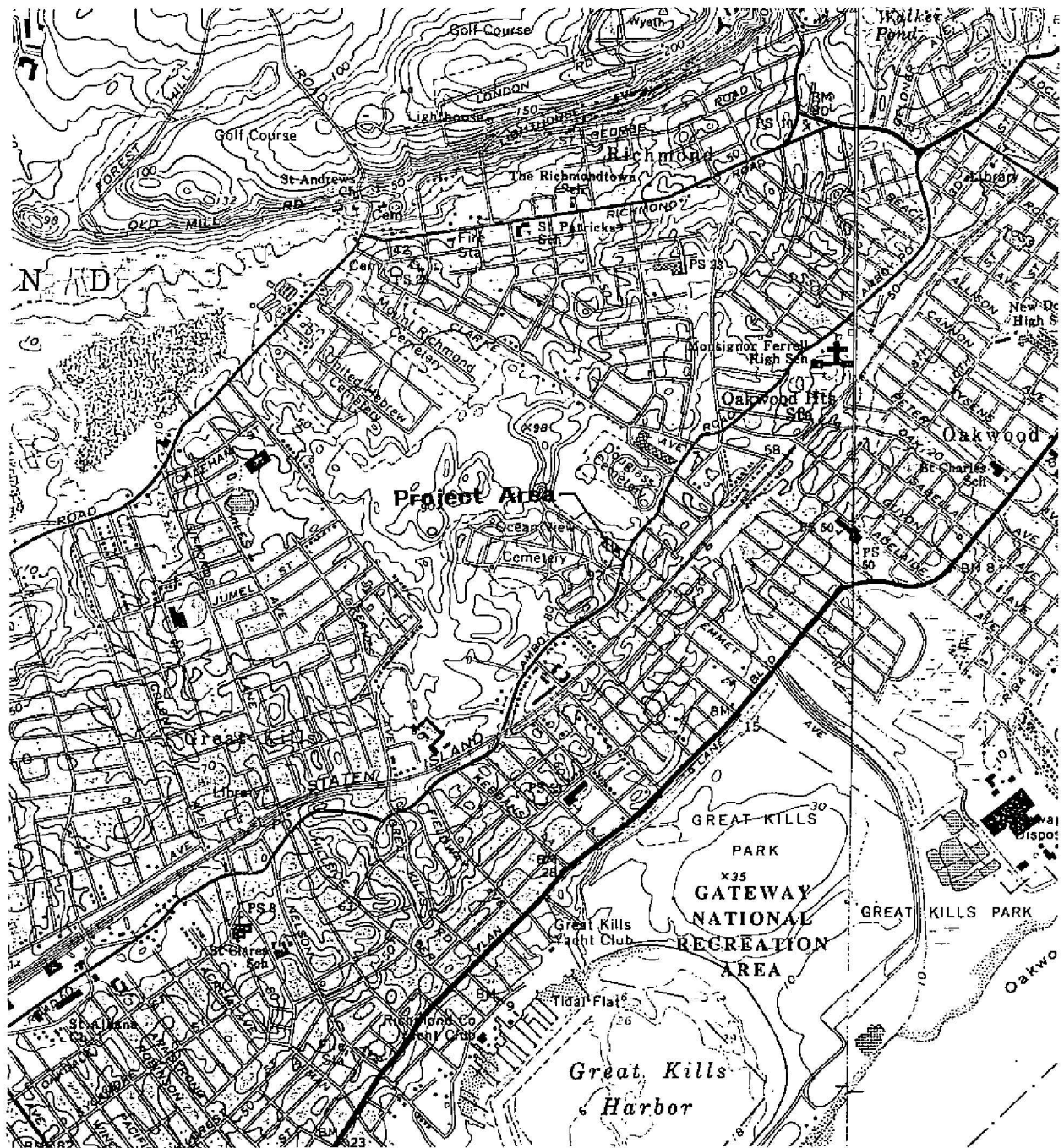


Figure 1 Location of the project area shown on portions of U.S.G.S. 7.5 minute series Arthur Kill and The Narrows, New York Quadrangles, 1967, photorevised 1981.



GEOGRAPHY AND PHYSICAL SETTING

The project area is located in the Atlantic Coastal Lowland Physiographic Province of New York State. There is only one other location in the state, Long Island, where this province occurs (Van Diver 1985:34). Geographically, Staten Island is part of New Jersey from which it is separated by the Kill Van Kull and the Staten Island Sound (Skinner 1909).

The geomorphology of Staten Island consists of landforms and deposits of glacial origin. The sediments were deposited by the Wisconsin Ice Sheet 55,000-10,000 years ago and generally consist of ground moraine, terminal moraine and outwash settlements (Jacobsen 1980:5). The shoreline area in this portion of Staten Island is comprised of sandy embankments of beach and adjacent to and at times overlying the area's geologically earlier glacial deposits of Cretaceous formations of sand and clay (Weingartner 1967:41). Local glacial deposits may be overlaid by fill as well as beach, marsh, dune, swamp, and estuarine deposits (Jacobsen 1980:5).

During November 1995 the Principal Investigator visited the 3295 Amboy Road project area. During this visit, a pedestrian survey was used to inspect the project area. Plates 1 and 2 provide a view of the project area. There is evidence of the filling of the property, especially within the present parking lot. See Plate 2 for a view of this fill, which is higher than the adjacent property to the northeast. The property includes only one structure, a former restaurant, one story in height. It sits near the front of the property roughly centered. The remainder of the lot consists of a small front lawn, the drives and the parking lot.

Evidence of Filling

Comparison of the 1913 Borough of Richmond Topographical Survey with a survey of this property dated February 1982 indicates that fill has been added. See Figures 9 and 11. Elevation there in 1913 was approximately 85 feet. The elevations now range from 85.1 to 87.9 feet. Approximately two feet of fill has been added, particularly alongside the present structure and in the central portion of the lot. ✓

A series of eight soil borings near the project area were found on file with the Subsurface Exploration Section of the New York City Department of General Services. These serve to confirm the information from the topographic maps. Boring 8 of Job 2497 is situated on Spratt Avenue about 300 yards south of the project area. This boring was completed during July 1994 shows a fill layer three feet thick over a layer of red-brown silt with some clay and sand (Subsurface Exploration Section 1994). ✓



Although this boring is not within the project area, it does confirm that filling took place nearby.



PREHISTORIC SENSITIVITY

As part of the project evaluation process, the sensitivity study has surveyed published and unpublished resources in the Archives and Library of the Staten Island Institute of Arts and Sciences (hereafter SIAS), the library of the New York City Landmarks Preservation Commission, the files of the New York State Museum Division of Historical and Anthropological Services, the Research Branch of the New York Public Library, and the New York State Historic Preservation Office (NYSHPO). Most documented prehistoric archaeological work undertaken by both professional and avocational archaeologists has historically concentrated on the southwestern portion of Staten Island (Baugher 1985, personal communication).

Table 1 presents the results of our search for prehistoric sites in the vicinity of the 3295 Amboy Road project area. Included in the table are four sites located two miles or less from the project area. The locations of these sites are presented on Figure 2 with letter code identifiers which correspond to those in Table 1.

Of the four known occurrences of prehistoric occupation within two miles of the project area, only one was excavated recently under controlled conditions. These data represent the work of professional archaeologists early in this century. Two professional archaeologists are included.

Alanson Skinner, one of the first professional archaeologists to work extensively on Staten Island, characterized the locations chosen by prehistoric populations as follows:

Throughout Staten Island, with very few exceptions, aboriginal sites are confined to the sandy spots (1912:90).

The nearest prehistoric site to the project area, designated "A" in Table 1 and figure 2, is an unnamed site reported by former New York State Archaeologist Arthur C. Parker. This site, which appears on Parker's map of Richmond County and in his text, is described as Site Number 26. It is located approximately 0.6 miles north of the project area. This site is described as a large camp. Parker notes the presence of grooved axes and the absence of pottery and shells (Parker 1922:685). The New York State Museum suggests that the location of this site is questionable. However, the location they supplied is adjacent to a former stream course.

The second nearest prehistoric site to the 3295 Amboy Road project area, designated "B" in Table 1 and Figure 2, is an unnamed site reported by former New York State Archaeologist Arthur C. Parker. This site, which appears on Parker's map of Richmond County but not in his text, is described only as a campsite with traces of occupation.



It is located approximately one mile east of the project area. Since Parker provides no description of the artifacts recovered, no estimate of date range can be offered (Parker 1922:Plate 211).

The third nearest site, labeled "C" in Figure 2 and Table 1, is situated approximately 1.1 miles southeast of the project area. Data on this site received from the New York State Office of Parks, Recreation and Historic Preservation indicate that it was reported during 1934 by Bolton, an historian and archaeologist. The description lists it as Late Prehistoric and Early Historic, so a date range including the Late Woodland Contact Periods appears likely.

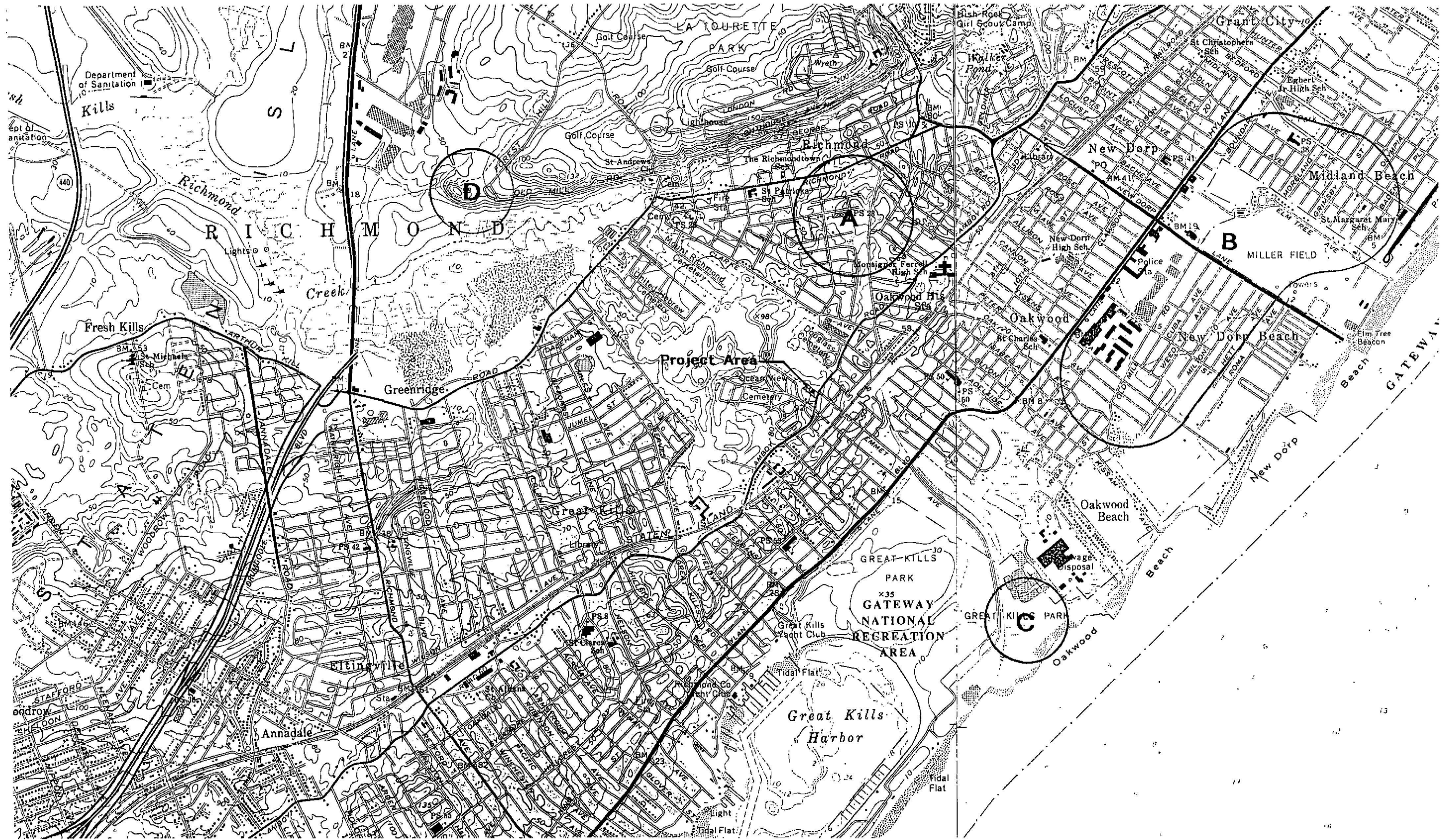
The final site found is labeled "D" in Figure 2 and Table 1. It is located approximately 1.5 miles northwest of the project area. This site was apparently first reported by Bolton, although it was reported on more recently by New York State Archaeologists William Ritchie and Robert Funk, among others. Three loci were noted, and the site was dated to the Archaic Period. It is named the Richmond Hill Site.

In terms of prehistoric sensitivity, the project impact area was evaluated from two points of view:

1. the proximity of known prehistoric sites in or near the project area; and
2. the presence of fresh water drainage courses in general, and particularly the identification of river or stream confluence situations where two or more drainages come together, providing access to both the water and food supplies of both systems.

This survey has documented the recorded or published locations of four sites within a two mile radius of the 3295 Amboy Road project area. Although sites have been identified in the general region of the proposed project impact area, none are known to exist within the project area itself. No evidence, positive or negative, based on previous survey work is available. It would be inappropriate, however, to characterize this region as without prehistoric sensitivity.

The 1913 topographic map shows a pond and a small area of swamp or marsh less than 100 yards away to the northeast. Game would have been attracted to the pond and marsh. The project area would have been on raised land and therefore has the potential to have been a hunting camp.



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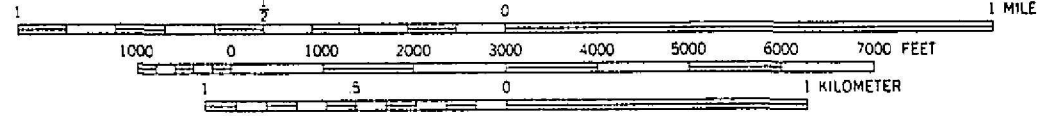


Figure 2 Prehistoric sites within two miles of the project area.

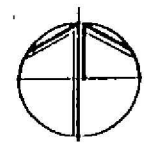




TABLE 1
Prehistoric Sites in the Vicinity of 3295 Amboy Road

	Site Name	NYSM #	Parker #	Other	Reference	Period(s)	Description
A	—	4616	ACP-RICH-26		Parker 1922:685		Large camp
B	—	4628	ACP-RICH		Parker 1922:211		Camp, Traces of occupation
C	—			Std-GK A085-01-0165	Bolton 1934:152, 156	Late Woodland? Contact?	
D	Richmond Hill			30-RIC-5-AJA A085-01-0109	Bolton 1922 Ritchie & Funk 1971 Anderson 1976	Archaic	



HISTORIC SENSITIVITY

Seventeenth and Eighteenth Centuries

Staten Island was known as Aquehonga Manacknong by the bands of Lenape who inhabited it during the seventeenth century, although the variant, Eghquaons, is used in the earliest Dutch document (Grumet 1981:2). Other variations exist, but these two are found in seventeenth century documents.

In 1626 the island was bought from the natives by the director of the Dutch West India Company. Michael Pauw was given a patent of patroonship in 1630, but he relinquished it to the Dutch West Indian Company. The company sold the patent to David Peters de Vries who established the first permanent settlement of Europeans on the island in 1638. In 1640 an Indian War broke out which brought destruction to the settlement. The Dutch West Indian Company granted Cornelius Melyn all of Staten Island in 1641 except for the de Vries farm (Historical Records Survey 1942:xiv). Ten years later, Melyn granted Hendrick van der Capellan a deed for one-third of the island (ibid.: xv). Upon the death of Capellan in 1659, Melyn sold his interest to the company thus ending the patroon system on Staten Island (ibid.:xvii).

The British assumed control of the colony of Nieuw Amsterdam from the Dutch West India Company in 1664. Governor Francis Lovelace made the final purchase of Staten Island from the Indians in 1670. The English made all of Staten Island into a single town with Nicholas Stillwell as the first constable. Lovelace set up two villages on the island, Old Dorp or Town and New Dorp, and granted patents to several people (Historical Records Survey 1942:xviii). Land surveys were initiated under Lovelace and completed under the governorship of Edmund Andros in 1677.

The next governor, Thomas Dongan, divided the colony of New York into counties with Staten Island designated as Richmond County. In March of 1688 Richmond County was partitioned into four towns: Castletown, Northfield, Southfield and Westfield (Bayles 1887:95). The project area lies within the old town of Southfield (ibid.: map facing page 1).

Staten Island remained under British control throughout the eighteenth century until the end of the Revolutionary War. Approximately 29,000 troops under British command landed on the island during July 1776. Despite this large number of men, there is no evidence that any were stationed within or adjacent to the project area.

Late eighteenth century cartographic sources show that several farmsteads lined the northwest side of Amboy Road by the onset of the Revolutionary War (McMillen

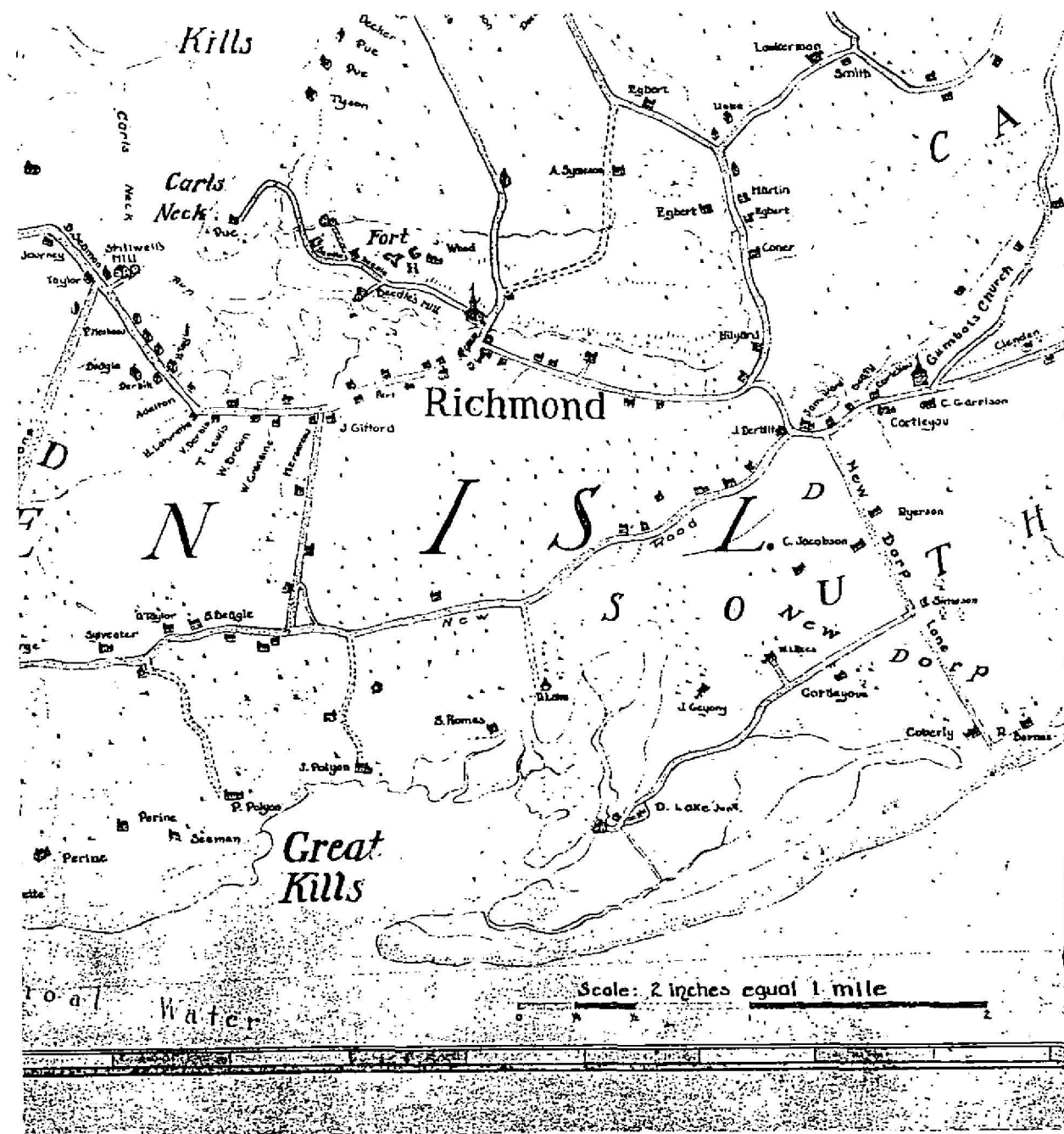


Figure 3 From McMullen's 1933 Map of Staten Island during the Revolution 1775-1783.



1933: Plan No. 31 du Anglo-Hessois sans Staten Island). Unfortunately, due to a certain degree of inaccuracy inherent in these early maps it is not possible to ascertain the project area's exact location on them. The 3295 Amboy Road project area appears to be located west of one structure shown on the Plan No. 31 du Anglo Hessois and McMillen's Map of Staten Island During the Revolution, 1755-1783. A portion of McMillen's map is provided here as Figure 3. The New and Correct Map of the County of Richmond completed during 1797 shows the project area as vacant. It is the earliest map to show the name Southfield for the town including the project area.

Nineteenth and Twentieth Centuries

The U.S. Coast Survey Charter of New York Harbor, surveyed from 1836-1839 and published in 1845 is the earliest available nineteenth century cartographic source. This map shows no structures in the vicinity of the project area. The project area appears to lie on a slope partly within a farm field and partly within the meadow next to Richmond Creek. See Figure 4.

The next cartographic source presented here is the Butler map of 1853. This map shows that the project area is within vacant land which is not labeled as to owners or occupants. See Figure 5. The Butler map shows the proposed line of the railroad and not its present location. The 1859 Walling Map was also consulted, but is not included as a figure here.

The 1874 Beers Atlas, presented here as Figure 6, is the earliest cartographic source to show property lines and structure locations with a fair degree of reliability. The project area consists of part of a larger farm owned by Mrs. Moore. No structures are shown within the project area. The 1887 Beers Atlas presented here as Figure 7 shows that the property ownership within the project area was the International Dock and Warehouse Company. No structures are shown within the project area.

The next nineteenth century cartographic source, presented here as Figure 8, is taken from the 1890 Topographic map by Vermeule and Bien. No structures are shown.

Figure 9 is taken from the 1913 Borough of Richmond Topographical Survey which may be the most accurate map of Staten Island ever completed. This map shows the Amboy Road project area existing along the northwestern side of Amboy Road. There are two structures within the project area, and a third just outside to the northwest. Most of the property was used as an orchard and a field.

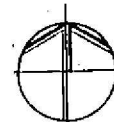
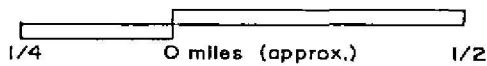
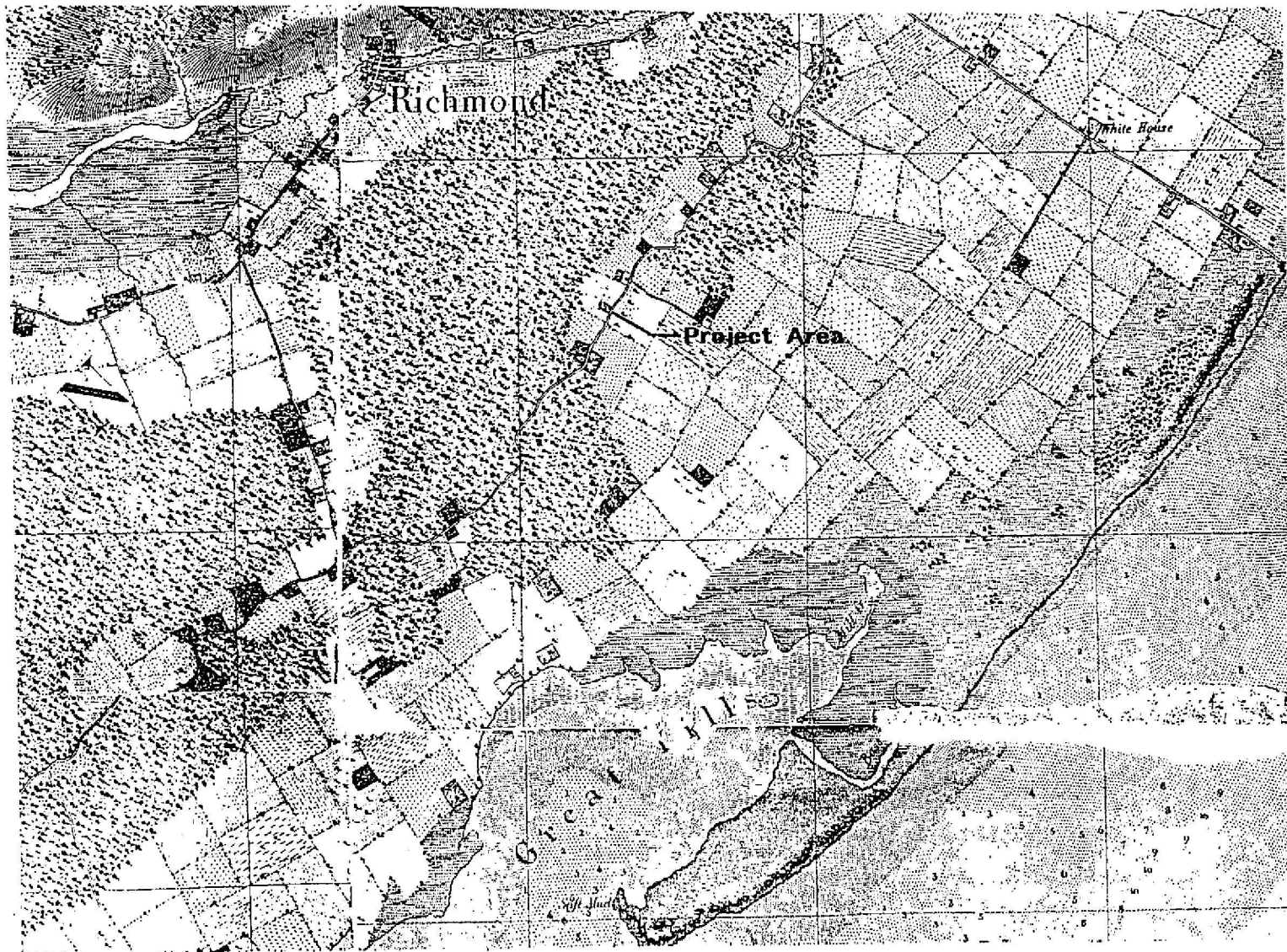


Figure 4 From the U.S. Coast Survey Charter of New York Harbor 1836-1839, published 1845.

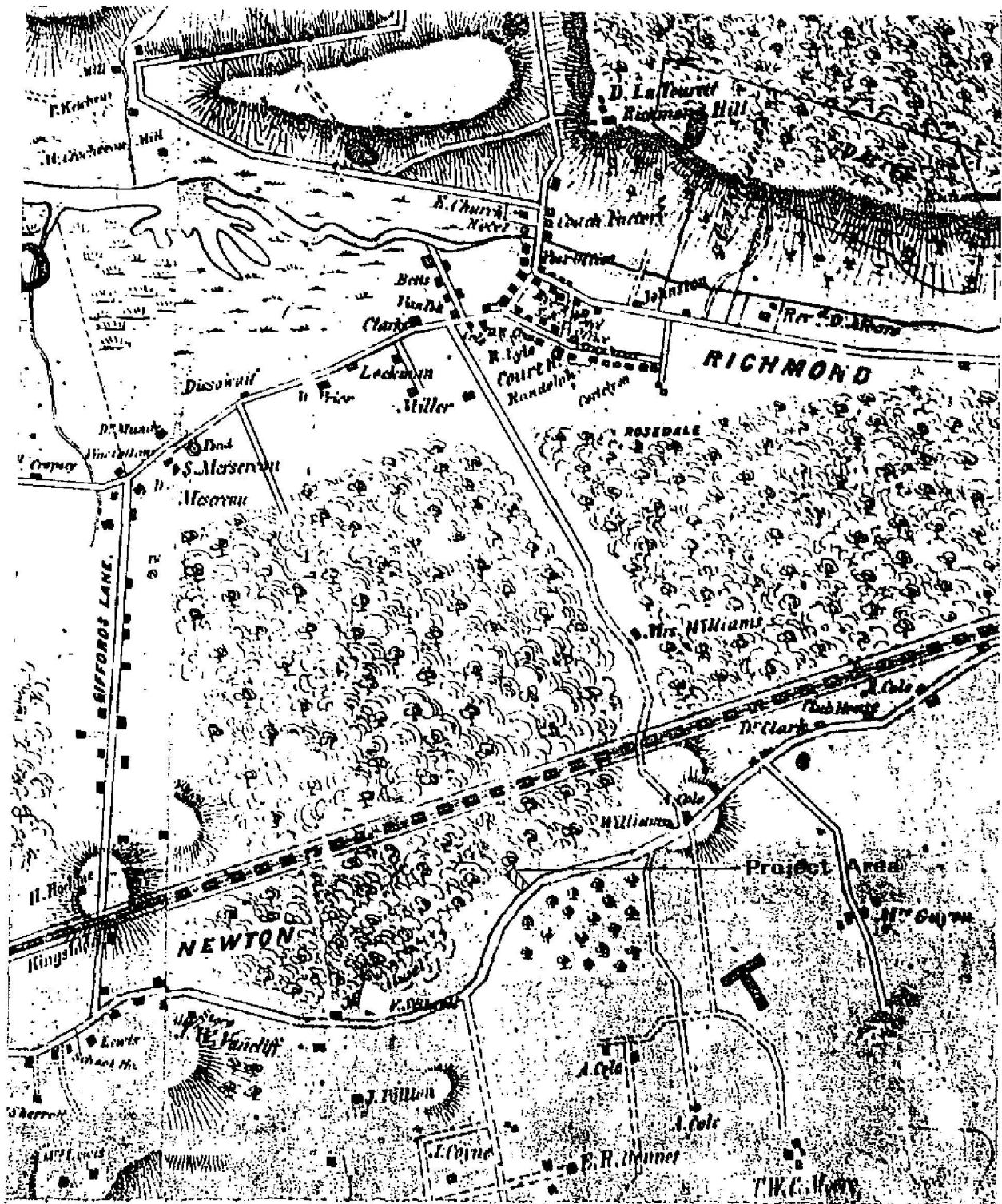


Figure 5 From the 1853 Butler Map of Staten Island.

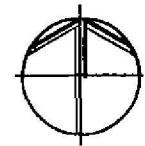
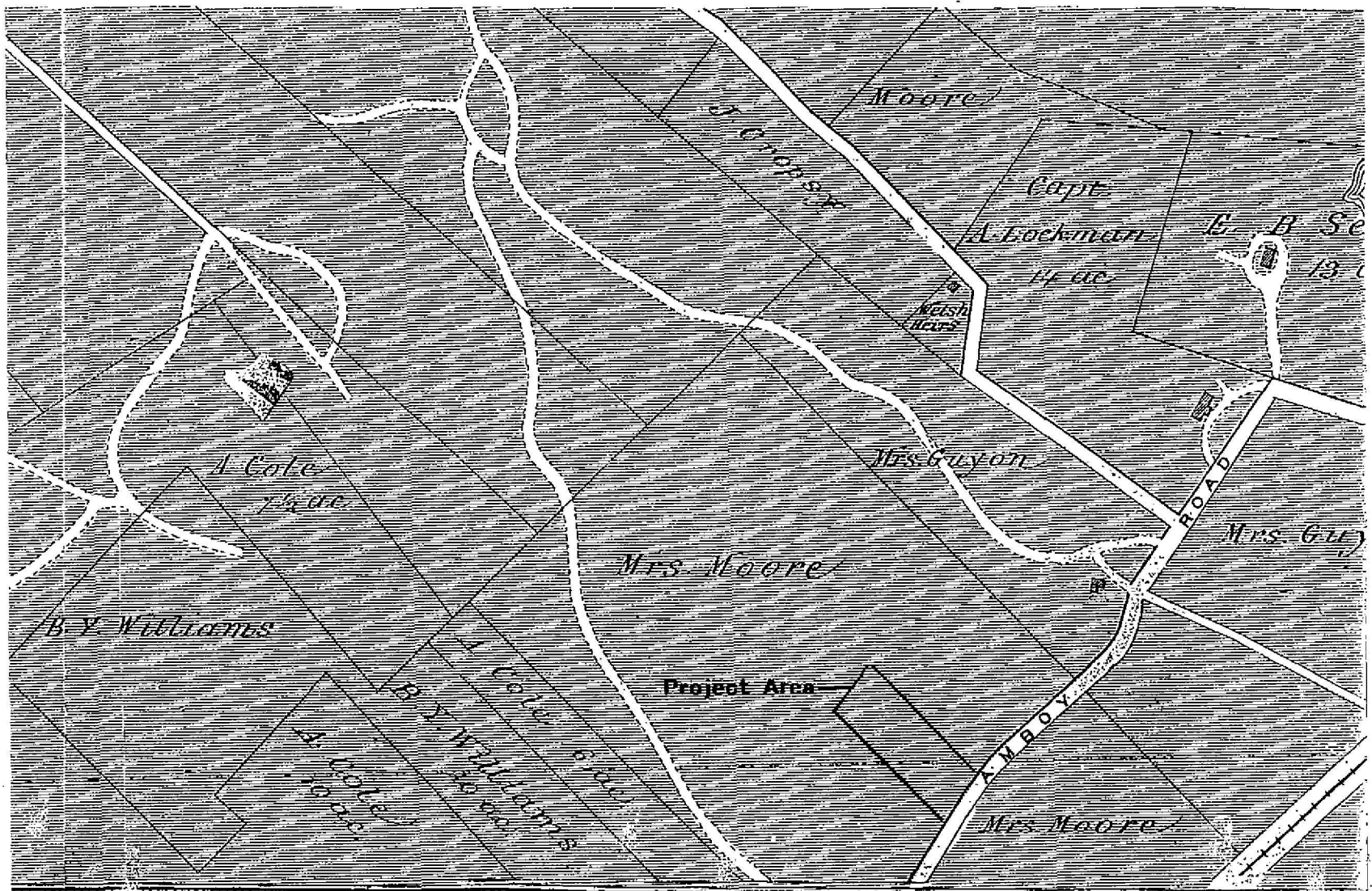


Figure 6 From the 1874 Beers' Atlas of Staten Island, Richmond County, New York.

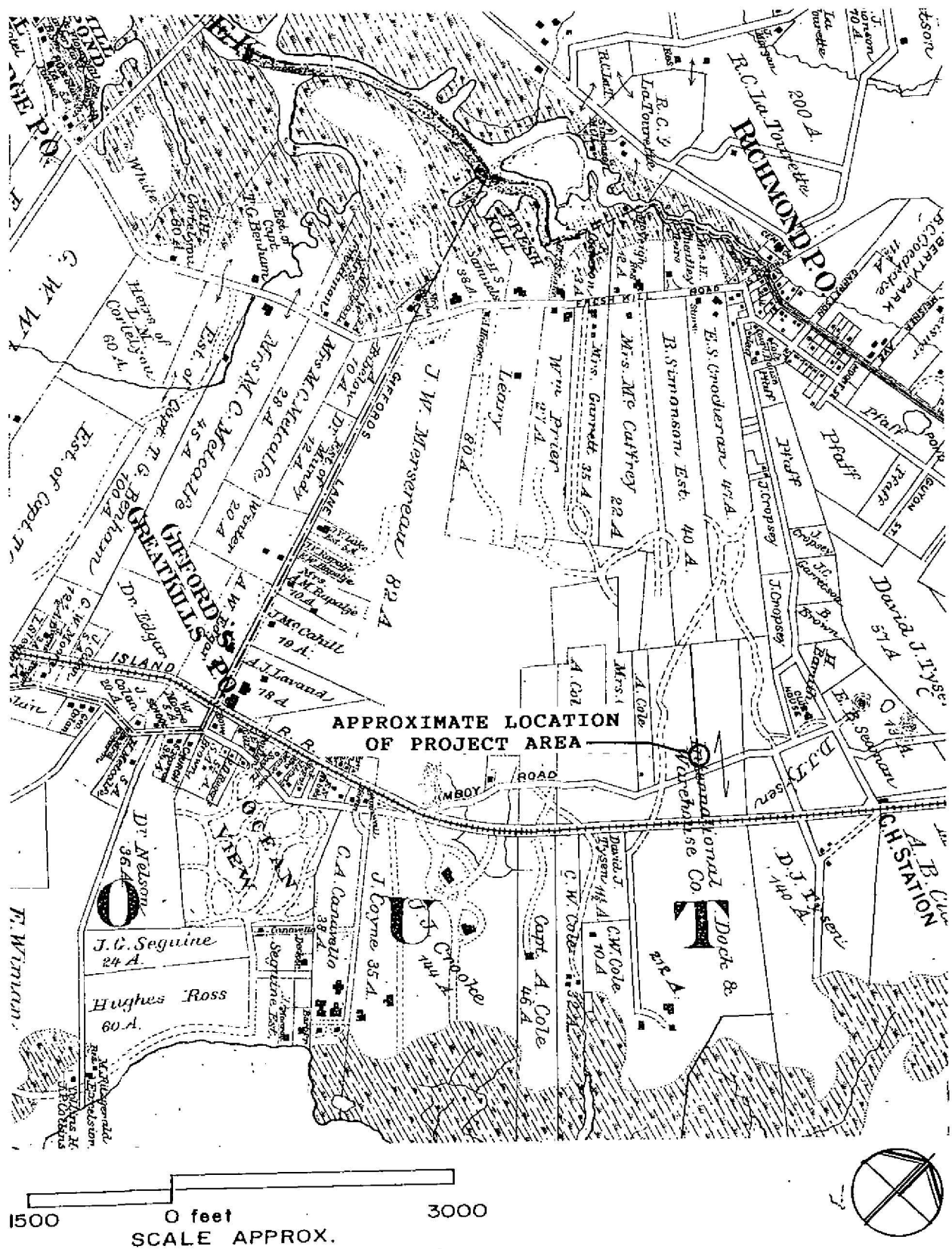


Figure 7 From the 1887 Beers' Atlas of Staten Island, Richmond County, New York.

74°09'

74°08'

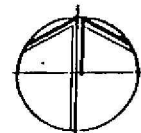
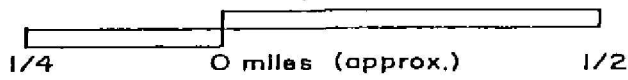
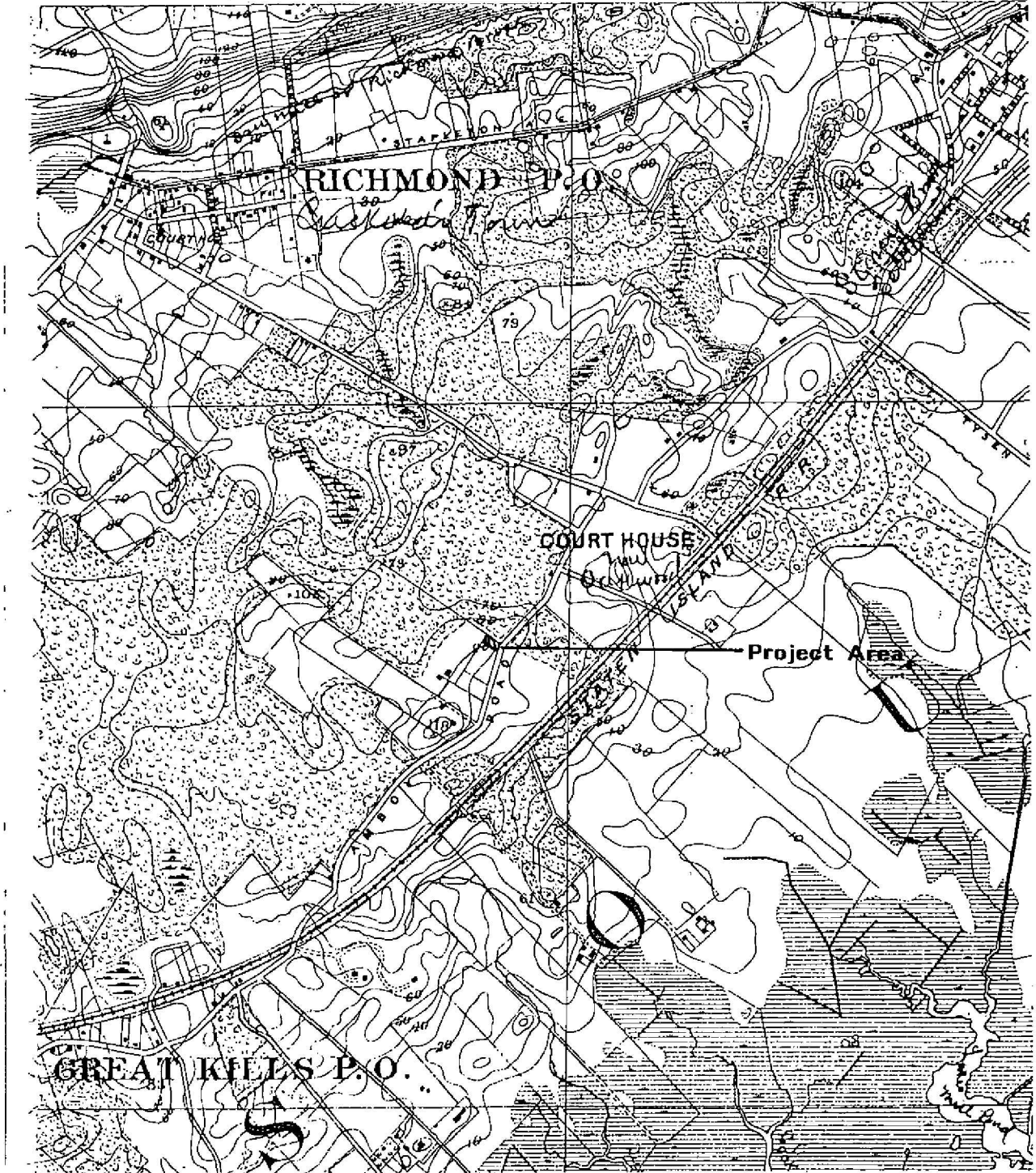


Figure 8 From Vermeule and Bien's 1890 Topographical Map of Staten Island.



The final historic map presented here is Figure 10, taken from the 1917 Bromley Atlas. This map shows basically the same information as the Borough of Richmond Topographical Survey adding only property ownership. Zenia Cox is shown as the owner.

Research into the deeds for the project area was undertaken at the Richmond County Clerk's office. The chain of title was established from the present back to a sale of the property as part of a fifteen acre farm during 1844. See Table 2. The chain of title shows that the project area was part of larger farm until after 1882. Figures 4 through 8 provide evidence that no structures were built there until after 1890. Prior to 1844 the project area was owned by James Guyon. From 1844 to 1882 it was owned by Emeline Moore. From 1882 until 1904 it was owned by Richard Cole. It appears likely that the structures shown on the 1913 map were built by the Cole family. Evidence that Richard Cole lived on the project area was found in the Trow Directory for 1899. That volume lists him as a farmer living on Amboy Road (Trow 1898:29). Following the Cole ownership it was purchased by Zenia Daring, later Zenia Cox. She sold it during 1925 but received ownership in a 1934 court case. She finally sold it during 1939.

Additional information on the Cole family was sought in the archives of the Staten Island Institute of Arts and Sciences. Genealogical files on the family indicated that the Coles are of English extraction and have been present on Staten Island since the 1690s or earlier. Richard Cole was found in these files. He was born in 1855. His parents were Edward Thompson Cole, born in 1830, and Louisa Butler Cole, born in 1834 and died 1881. Edward T. Cole's parents were Joel Cole, born 1803 and died 1881, and Mary Ann Debart Cole, born 1801 and died 1882. Joe Cole was the son of John Bedell Cole, born 1770 and died 1827, and Catherine C. Vanderbilt Cole, born 1782 and died 1862. Unfortunately no details regarding the life of Richard Cole were included (Anon. n.d.)



TABLE 2
Chain of Title
3295 Amboy Road

Grantor	Grantee	Recording Date	Liber:Page
Guyon, James	Emeline Moore Thomas W.C. Moore (husband)	April 13, 1844	10:654
Moore, Emeline (heirs of)	Richard Cole	December 11, 1882	144:399
Cole, Martha S. <i>et al.</i> (heirs of Richard Cole)	Abram C. Hapenny	June 7, 1904	303:1
Hapenny, Abram C.	International Trust Co. (Trustee for Zenaid C. During)	December 3, 1906	322:170
Cox, Zenaid C.D.	Elizabeth Lange	October 23, 1925	605:519
Mulligen, Charles A., Jr. (referee)	Zenaid C.D. Cox	November 27, 1934	766:256
Cox, Zenaid C. During	Frank Piscopo	July 18, 1939	818:59
Piscopo, Frank	Enero Cerai	December 26, 1946	978:210
Cerai, Enero	Ralph Cerretta	April 5, 1956	1348:155
Cerretta, Ralph	Frank Coppotelli Jean Coppotelli	July 7, 1959	1463:319
Coppotelli, Frank Coppotelli, Jean (wife)	Frank Coppotelli	October 13, 1964	1664:493
Coppotelli, Frank	Riviera Chateau, Inc.	March 23, 1965	1684:4
Riviera Chateau, Inc. (Frank Coppotelli, President)	Joseph Arena Frank Raudo Vincent D'Ambrosio	November 18, 1981	Reel 2:3624

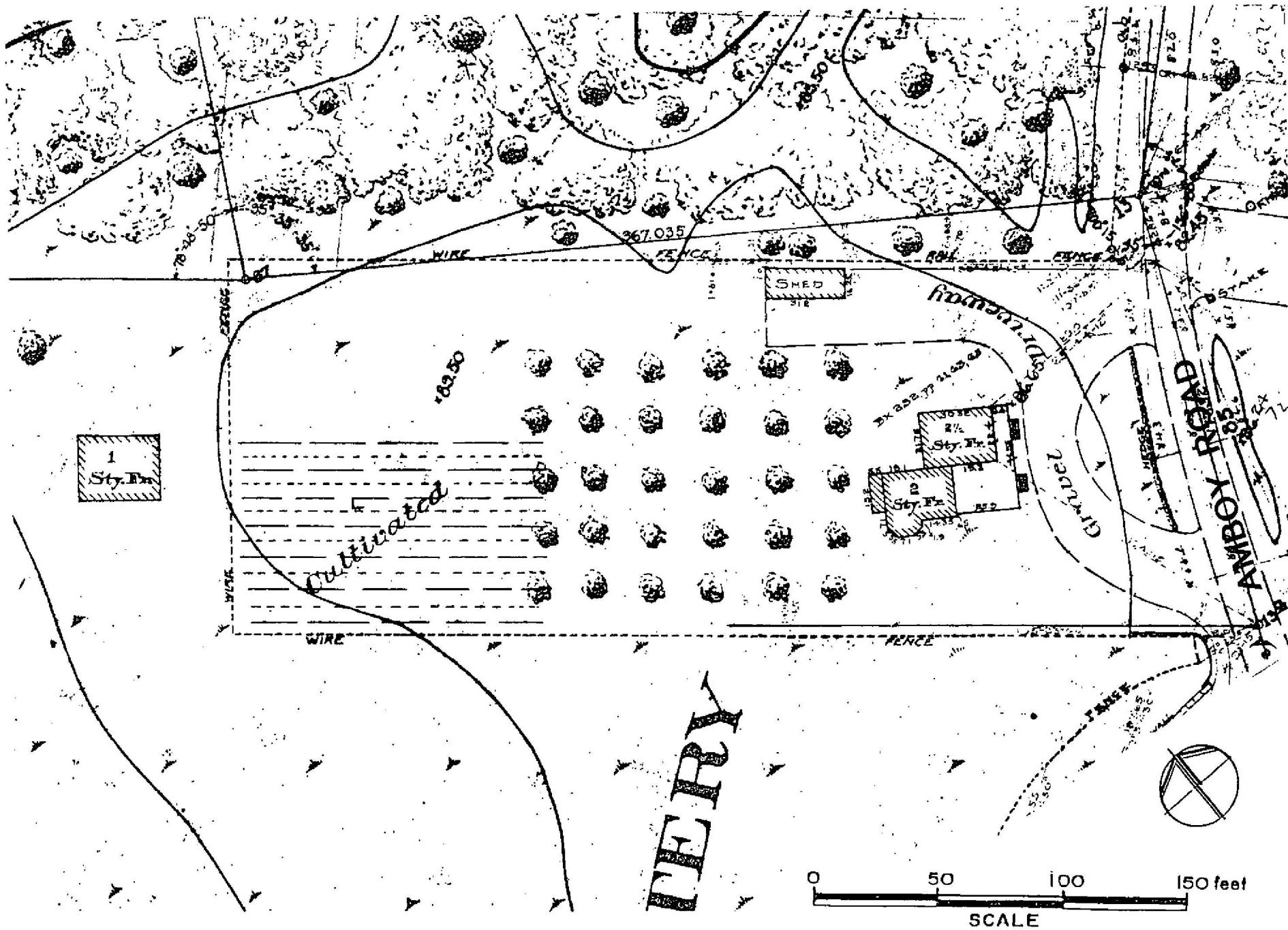


Figure 9 From the 1913 Borough of Richmond Topographical Survey.

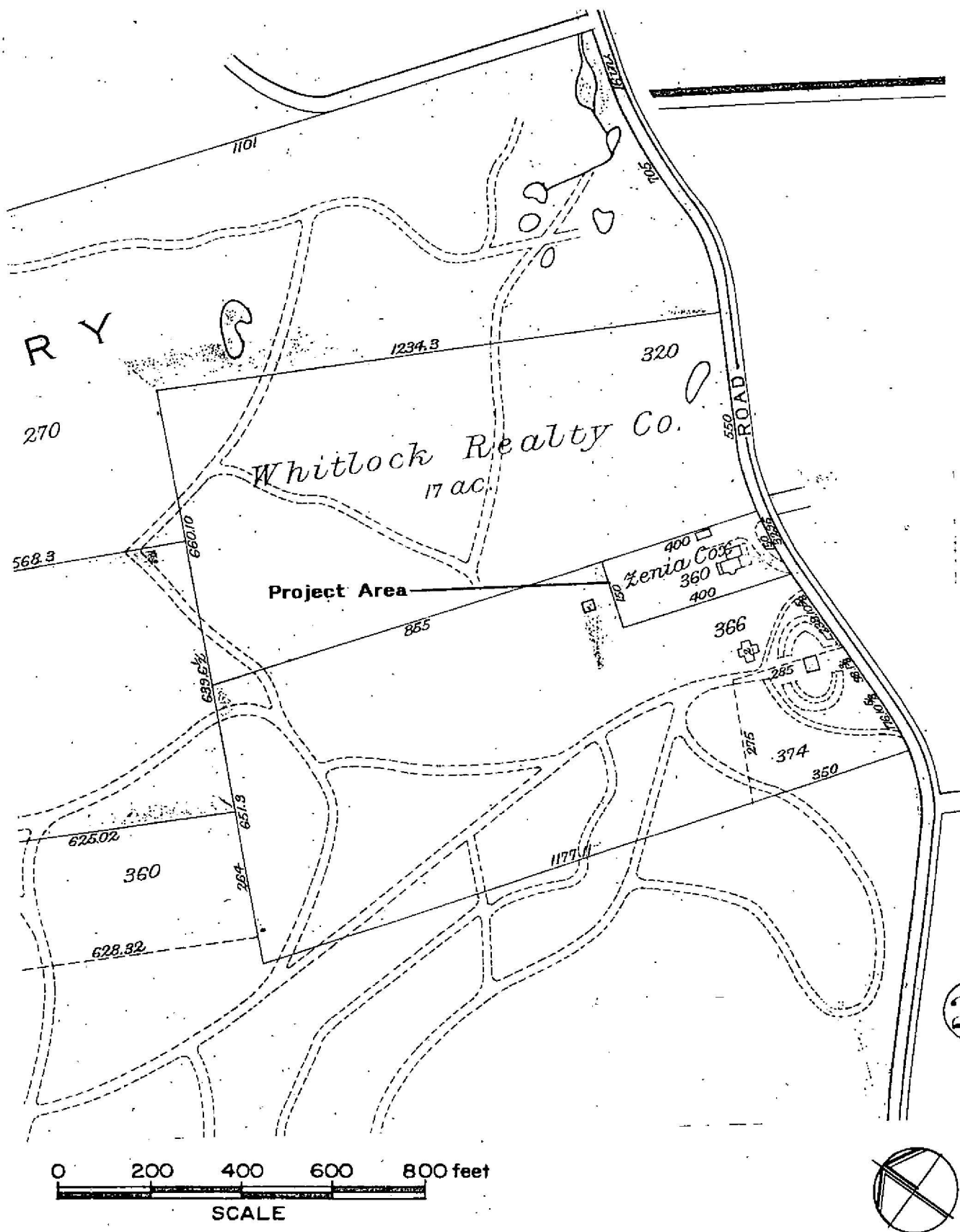


Figure 10 From the 1917 Bromley Atlas of the City of New York, Borough of Richmond, Staten Island.



CONCLUSIONS AND RECOMMENDATIONS

The above text has documented that the 3295 Amboy Road project area may preserve archaeological evidence from the prehistoric period. The project area is located within two miles of four known prehistoric sites. Fresh water would have been easily available from the pond just northeast of the project area. The marsh also to the northeast would probably have attracted game, making this a possible location for a temporary or seasonal hunting camp.

The section on historic sensitivity provides evidence that this location was used for agriculture from as early as the mid-seventeenth century until the late nineteenth century. There is evidence that two permanent structures were built within the project area probably between 1890 and 1898. These consisted of a house and shed. A small barn was situated just beyond the northwestern boundary. These structures would have been associated with the Cole family until 1904. The house location lies entirely under the present structure, a one-story restaurant with a basement. See Figure 11. This structure would have destroyed the house foundation and possible cistern locations. The shed location along the northeastern boundary lies under the present driveway. Any possible privy locations would be between the rear of the house and the orchard or between the house and shed. Nearly all of the former location lies within the footprint of the present structure, but the area along side the shed lies under the present driveway. Given the late date of the house, it may have been built with a cesspool and flush toilet instead of a privy. Should a privy have existed near the shed, it and the shed remains should lie under two feet of fill. The new structure proposed for this lot is a rectangle approximately 128 feet by 102 feet. Its front wall would be approximately where the present structure now lies, but its rear wall would be approximately 35 feet further into the lot than the standing structure. It will also take approximately fifteen feet of the present driveway on either side. This will place it about eight feet away from the shed location. It appears likely that the new construction will disturb the shed location.

It is our recommendation that a program of archaeological testing take place prior to the beginning of construction activities. This testing will search for evidence of prehistoric use of this land, as well as the former shed and possible privy location used by the Cole family. It will be limited to the former shed location and the 25 to 35 feet between it and the present structure. Although prehistoric resources could lie within the former orchard and cultivated field locations behind the structure, these are under two feet of fill. This portion of the lot will be reused as a parking lot. If any grading or excavating is limited to the top 1.5 feet of soil, then no archaeological testing will be needed in the rear of the lot. Any archaeological resources that may



be there will be preserved under the new pavement. Since the former shed location is also under fill and pavement, we recommend that the testing take the form of backhoe trenching. Two trenches, each five by thirty feet in size, should be sufficient to prove the presence or absence of both historic and prehistoric archaeological resources in this location.

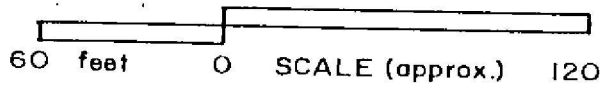
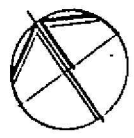
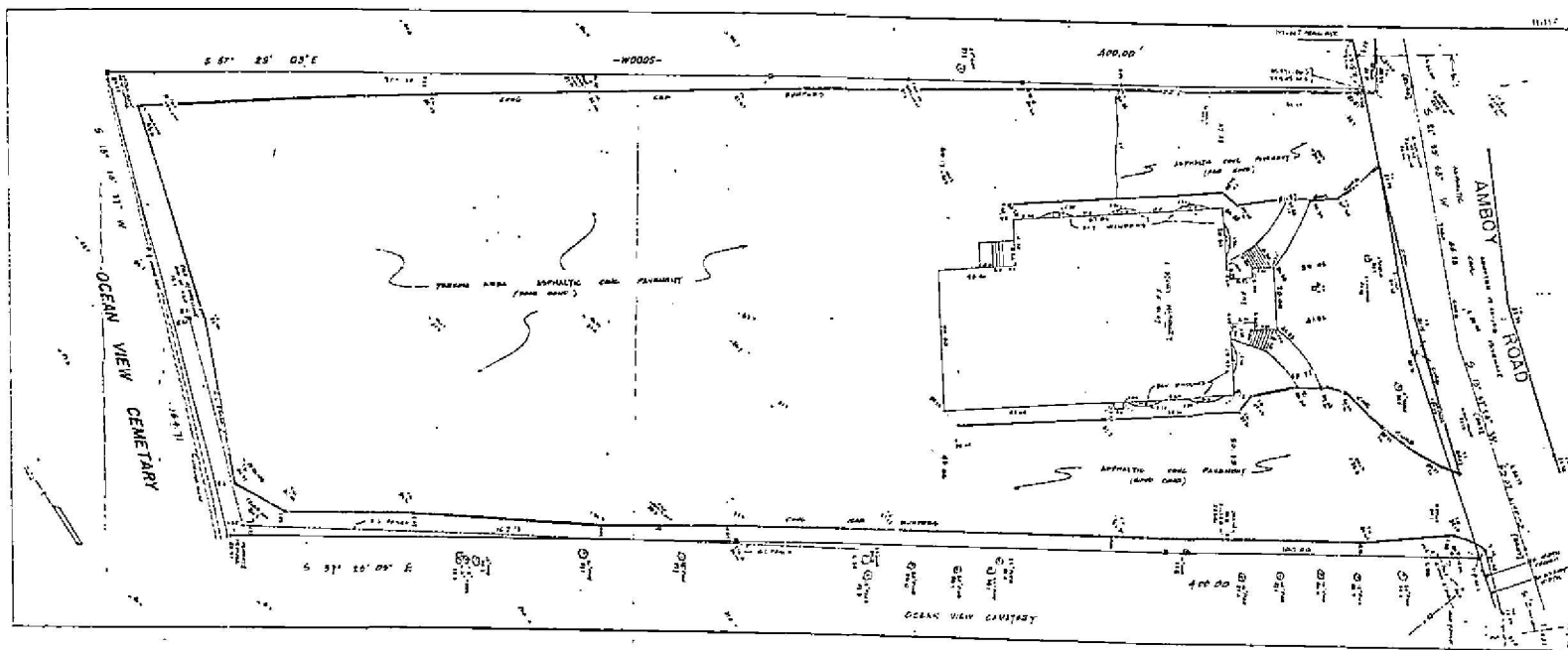


Figure 11 1982 Survey by Anthony A. LoBianca.

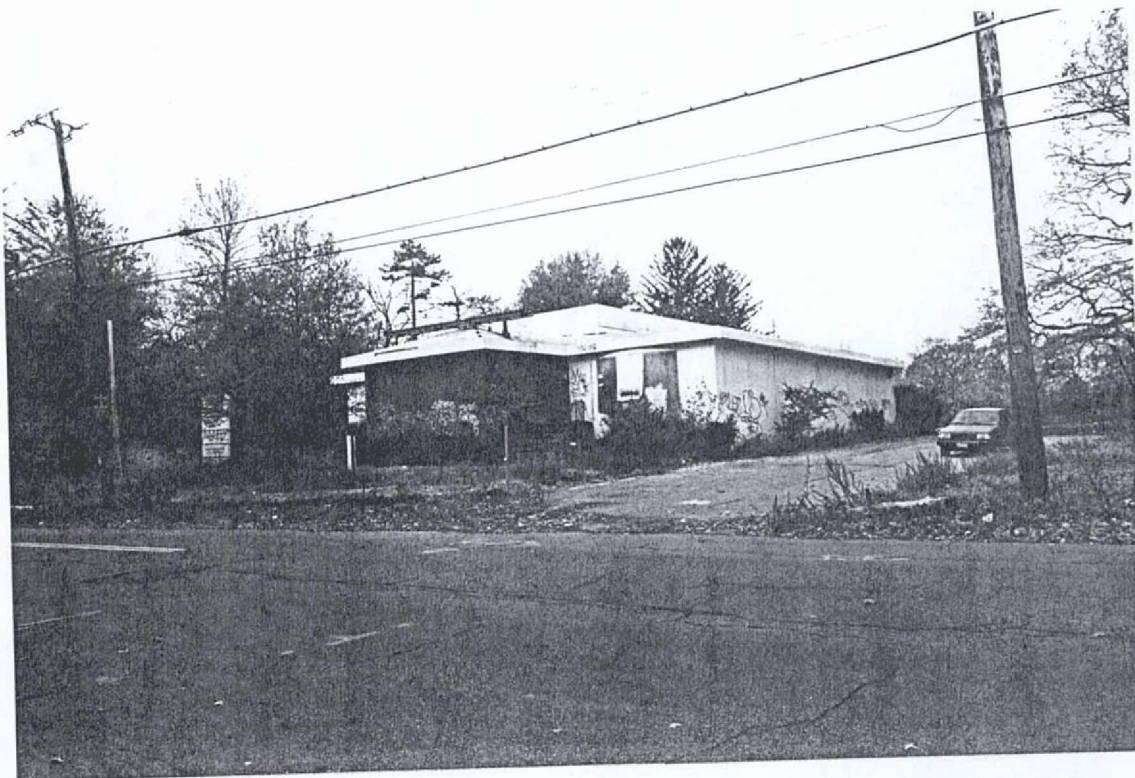


Plate 1 View of the southeastern portion of the project area looking east across Amboy Road.



Plate 2 View of the northwestern portion of the project area looking west showing filled parking lot.



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