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**TOPIC-INTENSIVE RESEARCH:
SUPPLEMENTARY HISTORICAL RESOURCES
INVESTIGATION and CORE SAMPLE ANALYSIS**

of the

**Staten Island Criminal Court and Family Court
Complex Site, Staten Island, New York**

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Prepared on behalf of:

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I. INTRODUCTION

The State of New York State Unified Court System Office of Court Administration (OCA), the City of New York (the City), and the Dormitory Authority of the State of New York (DASNY) have agreed to a program of court facility construction and renovation in the five boroughs of the City. One of the court projects identified in the Staten Island Borough Master Plan is the new Staten Island Criminal Court and Family Court Complex. More specifically, the proposed project involves the construction of a new court and court-related agencies complex including an accessory parking structure to be located on a City-owned site in the borough of Staten Island, Richmond County, New York (see Figure 1). The city-owned site (Block 6, Lot 21, Borough of Staten Island) is bounded by Hyatt Street to the north, Central Avenue to the east, Victory Boulevard to the south, and St. Marks Place to the west (Hereinafter, the "project site"). The size of the project site is about 181,289 gross square feet or approximately 4.16 acres. The project site, which is zoned C4-2 (General Commercial District), is currently used as a 578-space municipal parking lot known as St. George Field. The parking lot is operated and maintained by the New York City Department of Transportation (NYCDOT).

Previous research by Historical Perspectives, Inc. determined the proposed project site was within the walls of the former Quarantine ground or Marine Hospital complex established here in 1799 and destroyed by fire in 1858. The site was sold for development in 1868 and had eighteen dwellings built on it by 1912. These were destroyed in 1957 to make way for the existing parking lot.

Additional documentary research was recommended addressing specific concerns.

1. What use was made of this portion of the Quarantine Grounds and what archaeological resources might have survived from this era?
2. What is the history of the eighteen dwellings subsequently built on this site? What archaeological resources might have survived from this era?

We have divided this report into two sections, addressing the questions above. Each section examines what use was made of the site and what we could learn of the demolition and preparation of the site for new uses.

II. THE QUARANTINE GROUNDS

A. A STATELY INSTITUTION FOR THE PUBLIC GOOD

We have noted that the Quarantine or the Marine Hospital, as it was also called, has a place of honor in the history of public health in this country. Virulent contagious diseases found breeding grounds in the close quarters nineteenth century sailing ships offered those who immigrated to America. Major port cities learned they could control the disease threat to their residents by inspecting all passengers and crew coming into port from foreign shores.

Placing these facilities in populated areas, however, negated their protective effect. In the 1790s the city of New York experienced growing exposure of residents to diseases from the Quarantine as the population had grown up around the Quarantine site. A new site was sought and thirty acres of farm land at the Old Watering Place on Staten Island were purchased. This was an ideal location, open land in a rural and sparsely populated setting with a good deep water anchorage. Port fees and taxes supported the facility.

The scenic setting was impressive, especially from the water. Two of the early hospital buildings here were designed by prominent architects, melding the current medical wisdom that fresh air and sunshine were therapeutic with the young nation's use of classical architectural elements for public buildings. These first, Federal style institutional buildings to appear on Staten Island were also the first hospital buildings to incorporate verandas and porches. The hospitals and the Health Officer's house were elegant buildings set among landscaped gardens. W. J. Bennett's 1833 print of "View of the New York Quarantine Station, Staten Island" shows the stately buildings surrounded by a country village with the Pavilion Hotel on a hill in the background. (Figure 2) Who would not be joyful arriving at this place after weeks at sea?

B. ARRIVING

Here are two eyewitness accounts from the diaries and journals of immigrants arriving in New York.

1827: Thomas Kelly

Tuesday the [4]th Wind N.E. light Breeze Saw the floating light 15 Miles Distance from Sandy hook Lighthouse took a pilote on Board a mile to the west of the light ship we went in Close to Sandy [hook] point in the South passage because our Ship Drew two much water for to go in Norththe passage Between long Island and Staten Island is about a mile Broad with forts on each Side these forts is 9 miles from Newyork we Came to anchor at the Quarantine ground was inspected by a Doctor from Staten Island we were in Sight of Newy[or]k from this place the Land [fal?] here was as Beautyfull as I ever Saw there is a hospitall on Staten Island Opposite the Quarinteen Ground this is a Very Grand Building I went on Shore this Evening in the Jolly Boat along with the Captain and three of the Sailors to Buy provissons We were on Sea 43 Days we Saw Different Kinds of fishes on our passage as whales Grampuss Bottle nosse porpoise Sharks Dolphin pilote fish a fish that is not seen But near land there were 15 Ships Beside Brigs Shooners and many other rigs in for Newyork this Day the Number of Shipping is immense I think [this] place exceeds any port that I Ever Saw the land on the Shore Side is Very Low with trees to Be Seen every Where

Wednesday the 5th Very Calmand warm weather at Anchor at the Quarantine Ground Opposite the Hospital 20 Vessels at anchor with us Ships pass here to and from Newyork Steam boats pass by here from York to Staten Island Every hour the Num- ber of Ships and and Small Vessels here is Very Grand sight to See and the Land about here is Very Beautyfull a Ship is at Anchor here with a number of passengers on board two men and Child Died she have [the] smallpox on Board on her passage she fell in with the wreck of a Ship Water loged no men nor Boats on Board as this ship had her sails torn away She took of the wreck ship [sails?] and riggin as much as she wanted and left hir also She was Short of provissons Got s[om]e f[rom] a Ship Bound for Ireland this Lasted her till She arrived here Thursday the 6th very Calm and warm at Anchor at the Quarantine ground we were on Shore in the Village of Thompinsville Buying provissons By a permission from the Doctor at the Health Office [we] Got Through the gates to the shops we met Garret The Tanner from Ramsey and two other manks men passengers from on Board the Indus an Ameracan Ship at anchor at the Quarantine Ground with us. the Told us that they were 66 Days on there passage from Liverpool to this place She came here the Same Day as we came there is plenty of apples Going out here with the tide we were in the Garden Belonging to the Seamens Hospital [remainder of line spoilt] [1 line spoilt] [start of line spoilt] the Indus was Short in provissons a[nd] water we are waiting for the pilote

Friday the 7th At anchor at Quaratine Ground (Wind) Modarate Breezes from North 22 East and Not Very warm Several Ships passed by fromand to Newyork we are waiting for a Bill of Health from the Doctor and then we may Sail to Newyork Saturday the 8th (Wind) N.E light airs this Day the pilote Came on Board at 7 in the morning had A Bill of Health from the Doctor and we Weighed anchor and Sailed up for York

The author of the "Journal," who was married in Ballaugh Old Church to Jane Boyd, left his farm at the Doolough, Jurby, on July 6th, 1827, along with his father, sister, wife, and five daughters, and ten other Manx people. They left Liverpool on July 8th, and were 63 days reaching New York, and 80 days in making Painesville, Ohio. A photostat of possibly the original diary was deposited in the Manx Museum (ref MS 5200 C) and later transcribed by Stephen Miller who has published it on the web.

1849: William Currie Dobie

We saw only three vessels on our trip across the ocean, no steamers. One morning I was up and saw a little boat near our ship: it was a little schooner. I asked one of the sailors what it was, and he said it was the pilot boat. We were then about 150 miles from New York. As soon as the pilot came aboard he took charge. Whenever the pilot comes aboard a ship he is the master of the ship until the vessel gets into port. He is supposed to know where the shoals and reefs are, and the currents. At last word came from the pilot, "We will be in New York tonight." The people went down into the hold; there was great excitement;

like the children of Israel getting out of Egypt people came up with their ticks and their tin dishes and threw them into the sea. For a mile at the stern in the wake of the ship there was nothing but a streak of straw and tin dishes. The whole of the ship was buzzing that night.

We were awakened next morning by the rattle of the chain cables, and we cast anchor off Staten Island, where the quarantine station was. Word was passed round that the doctor and his assistant would be on board at 9 a.m. We had to wash our hands and faces and look pretty. One man on board named Mr. Johnson was very anxious as he had illness on the way out. The doctor came along in due time, and we stuck our tongues out, not in an impertinent way but because he asked us to. We then were at liberty to go forward, and saw a tug coming down to anchor. She fastened on to us and towed us to the landing stage. We saw a sloop of war that had just come in from California, and we were at rest 30 days after leaving Liverpool. Mr. Neil MacLean of Port Arthur, known to most of you, came across the same year I did, and he was 13 weeks on the trip. It was an exceptionally fine and fortunate voyage for us.

This article is transcribed from *The Thunder Bay Historical Society Fifth Annual Report; Papers of 1914*, pages 35-38, Address by Mr. W. C. Dobie, before the Art and Literary Club, Port Arthur, Tuesday, November 27th, 1914.

C. THE OVERWHELMING NUMBERS

The years 1847 through 1851 were the height of the Irish Potato Famine that drove many families to seek a new life in America. The chart below, from the University of Rennes Center for Study of Ireland, shows that New York was by far the busiest American port.

*Immigrants entering at the chief American Ports
for three sample years of the Famine period:*

	New York	Boston	Philadelphia	Baltimore	New Orleans	Total
1846	98,000	13,000	7,000	9,000	22,000	158,000
1851	294,000	25,000	18,000	8,000	52,000	408,000
1855	161,000	17,000	7,000	6,000	20,000	230,000

No American port approached New York in the immigrant trade. According to the table, New York's share of immigrants was 62% in 1846, 72% in 1851 and 70% in 1855. Between 1846 and 1851 an average of three hundred people were disembarking daily, and on some days more than one thousand would arrive on a single tide. All ships coming into New York had to stop at the Quarantine Ground, anchoring here and being inspected by the doctor as described in the two accounts above.

There had been a quarantine of sorts at New York for many years. In 1799 the State legislature empowered health commissioners to set up a marine hospital on Staten Island, about four miles from Manhattan. By 1846 all vessels coming into New York had to anchor in the quarantine ground, a stretch of the bay marked by two buoys, and wait to be inspected by a doctor. From May 1847, each immigrant had to pay one dollar fifty cents and was then entitled treatment if he fell ill within a year.

If any sick passengers were discovered they were sent to the hospital and the ship was quarantined for thirty days. However the inspection was not more thorough than the one at Liverpool. As the masters of ships and their officers did not want to be quarantined they did what they could to help immigrants pass the inspection, by hiding them if necessary, or by landing sick passengers illegally on the New Jersey shore. Moreover when a ship was quarantined passengers sometimes took themselves off in boats and lighters to the city.

For several reasons the quarantine station at Staten Island was far from ideal. The island was already a residential area for city workers -they did not like the quarantine because of the noise, of the smell of the burial ground and also because they probably feared the spread of contamination. Moreover, twice a week friends and relatives could visit patients and so on those days hundreds came and went on ferry boats between the island and the city. Finally, due to the pressure of space, that is the number of arrivals exceeding the number who could be contained in quarantine, immigrants were released prematurely from Staten Island and took fever with them. The inevitable result was the death of 2,000 people in the city in the summer of 1847. Regarding the rules over visits, authorities complained that it was impossible to prevent earlier immigrants from seeing their friends and relatives. There were two very bad years at the quarantine hospital, 1847 and 1852. In 1847 there were 600 cases of smallpox and 3,000 cases of typhus. In 1852 more than one in six of the patients died.

Despite several proposals to remove the hospital, the main quarantine station remained at Tompkinsville, at the north east of the island. There were thirty acres of hospital grounds and 1000 beds. However in 1847, to accommodate the orphans, the convalescents or the emigrants not ill of contagious diseases, the commissioners opened another hospital on Ward's Island in the East River (Anonymous 2000c:University of Rennes web site).

Conditions at the Quarantine prompted the New York State Legislature to establish control of immigration at the state level with the creation in 1847 of the Board of Commissioners of Emigration¹ consisting of ten members, six appointed by the governor, the mayors of New York and Brooklyn, and the presidents of the German Society and the Irish Emigrant Society. The board inspected incoming ships, gave advice, aid, and employment opportunities to immigrants, and maintained and supported immigrants who became public charges within five years after landing. The Quarantine came under their jurisdiction (Ernst 1949: np).

¹ Annual reports, Commission titles, offices, etc. of this time period often use the term "emigrant" for aliens arriving on American shores. Current accepted terminology is used in the body of this text, but mid-nineteenth century quotes and references were not altered.

The Annual Reports of the Commissioners, from 1847 until 1860, were reviewed at the New York State Archives. Detailed statistics on these years will be found in the Appendices. The figures confirm that the largest group of immigrants arriving at the Port of New York and for whom the Commissioners provided "commutation or hospital money" were Irish with those from Germany and England making up the next most numerous groups. During that period, 1,107,034 Irish nationals were served by the Commission as were 979,575 German nationals and 315,625 English nationals. The total number of aliens arriving here during those years was 2,671,519. Admissions to the Marine Hospitals totaled 88,702 cases of the contagious diseases Typhus Fever, Yellow Fever, Scarlet Fever, Measles, Small-pox, Erysipelas, Acute Dysentery and Cholera. An additional 58,918 cases of non-contagious diseases were admitted. Each arriving alien, having paid the Quarantine fee, was eligible to return to the Marine Hospital for up to a year for treatment of any condition. During times of epidemic in the 1840s, the Marine Hospital also accepted New York residents (Anonymous 1847-1860).

D. LOCAL UNREST

In our first report we reviewed the efforts of the local residents and officials to have the Quarantine removed from this location. The Marine Hospitals and Quarantine Ground were stately and well landscaped additions to the rural landscape in their early years. In the 1830s, however, this section of Staten Island began to develop as a suburban residential area for people who commuted to Manhattan. It was first a summering place with elegant hotels that matched the hospitals in architectural style and grace. As the area grew in population and wealth, the burden of sick passengers and mounting deaths grew as well within the Quarantine walls. By April of 1849 the Marine hospital was forced to find a new cemetery outside the Quarantine grounds and discontinue the use of the old cemetery within the grounds. Four acres of land were bought in the town of Castleton, Staten Island approximately one mile from the Marine hospital, but as far as possible from the nearest neighborhood road.²

New hospital buildings went up, closer and closer to the walls. By 1858 the hospital buildings were so close to the walls that local residents could see into the wards and hear the sufferings of the patients. We quoted descriptions of the daily smells from the opening of burial trenches near the walls. New research in the Annual Report from 1858 indicates that "shanty" hospital buildings were as close as 100 feet to the west wall of the Quarantine complex.

Government inaction led the populace to take matters into its own hands and burn the Quarantine to the ground. (Figure 3).

E. PROJECT SITE LAND USE DURING THE QUARANTINE YEARS

We have located two versions of the 1845 "Map of the Marine Hospital Ground, Staten Island" prepared by the office of the City Surveyor for the City of New York,

² According to Staten Island Public Historian, Richard Dickenson (1/4/01), the Clove Road cemetery is soon to be re-dedicated as the Irish Cemetery.

Daniel Ewen from a survey by John Ewen. As an official map and survey of the property this is a highly reliable source. We were not able to look at the Staten Island Institute of Arts and Science copy of the 1845 C.E. Blood map of Staten Island referred to in the first report as it has crumbled beyond repair. We consider these surveys, however, to be the most accurate resource we could have hoped to uncover.

In the first version (Figure 4), it is apparent that possibly a small section, or the northwest corner, of the Yellow Fever Hospital is within the project site. A second hospital, the Small Pox Hospital, is also on the middle terrace but it is well outside the project site bounds. The gate to the Quarantine is at its southeastern edge along the Tompkinsville dock and most buildings cluster along the southern wall. The Doctor's Residence and garden are also at a lower level. No buildings are in the northwestern section along the walls. The southwestern portion of the Grounds contains a cemetery. This cemetery, described in HPI's earlier report, would have been located south of the southern edge of the project site. From this evidence we can say that the vast majority of the project site appears to have been no more than a natural buffer between the institution and the community from 1799 to 1845.

The second version (Figure 5) of the survey is a later and amended version. All of the details of the first survey are present, but new details have been added. This survey was made after 1845 but before the destruction by rioting in 1858. The entire northern section of the project site is now a second cemetery. Between this new cemetery and the older one are a series of long buildings with smaller outbuildings. The project site roughly extends from the north wall of the Quarantine grounds to the north wall of the first cemetery and from the west wall of the Quarantine grounds to a line running from the eastern curb of "Catlin Place" to the northwest wall of the Yellow Fever Hospital.

Accounts quoted in our first report described both of these new features. We learned that eight shanty hospitals were among the buildings lost in the fire. These were so close to the walls, that residents in houses 500 to 600 feet from the walls could see into the hospitals and hear the suffering of the patients. This survey confirms that at least four of these buildings and two outbuildings were within the project site. Some of the additional four shanties may have been built after this survey in the open space between the northernmost shanty and the second cemetery.

The New York Times gave vigorous coverage to the Burning of the Quarantine and its aftermath. They provided a detailed description of the buildings that were destroyed. The shanty hospitals were described, September 3, 1858, as generally one story high wooden structures about "200 feet long and sit up on brick pillars about 2 feet above the ground" (Anonymous 1858a). Three were slightly smaller, 120 feet by 25 feet. They housed patients, nurses and stevedores (Ibid.).

The second survey confirms the presence of a second cemetery within the Quarantine and places most of it within the project site. It does not confirm the use of burial trenches referred to in the account quoted in our first report. The previously quoted excerpt from Hagadorn's Semi-Weekly Staaten Islander, August 12, 1856, confirms and describes the trenches.

The excerpt also illustrates the growing political discontent with the Quarantine. Dr. R. H. Thompson was appointed Health Officer in 1855 and in 1856 acquired from the New York State Legislature what many Staten Island residents saw as sovereign rule over the Quarantine. No person could be within the Quarantine or its waters without the permission of Dr. Thompson. None could even hale passengers on quarantined ships from shore. Penalties for violating these rules were immediate incarceration within the Quarantine without a trial for no less than two weeks. Dr. Thompson was politically ambitious and a leader in the new Republican Party that was running John Charles Fremont for president. He published his own newspaper, the Chronicle, a rival to the staunchly Democratic Staaten Islander and attended local meetings accompanied by a phalanx of his hand-picked boatmen. In retaliation for the closing of the Quarantine to the public, the Board of Health of Castleton quarantined the Quarantine. Hearing that there might be some cases of Yellow Fever within the Quarantine, on August 6, 1856 they issued a decree allowing no person resident or working in the Quarantine to set foot on land outside the wall. All ingress and egress was only by boat. When several stevedores, led by the infamous One-Eyed Daley, left the compound to attend a political meeting, they were arrested. Dr. Thompson protested to the New York City Board of Health, but the deaths in jail from Yellow Fever of two of Daley's companions quieted the rhetoric. This is the background for the material quoted below.

WHAT IS TO BE DONE WITH THE DEAD? The New York press raised this cry and the Staaten Islander made this reply:

But, there is ample room within the acres of unappropriated pleasure grounds (of the Quarantine)...**During an extremely sickly season we had protested against the Unchristian and brutal burial of the dead in trenches, three or four deep, the last pile of coffins left entirely uncovered by earth and exposed to the rays of the sun until the next day when a few inches of light, porous soil were thrown over them, scarcely sufficient to screen them from observation. This system of burial was pursued for some time, not in the old burial ground, but in the loose soapstone near the north wall, when the indignant protest of our citizens, backed by some of the "merchant princes" who happened to reside in the neighborhood, raised such a storm about the ears of the Commissioners, that they promised to make some new arrangements. But, what were the new arrangements? Did the Health Officer give up his pasture lot, his orchard, his flower garden or his potato patch? Oh No!.....they found a patch of land on Clove Road for the new cemetery and ever since dead carts at night... While the Quarantine Grounds gates are closed, this horrible midnight procession is shut off...we suggest they heighten the wall and seal it off forever.**

The Staaten Islander observed on August 26, 1856 that within a few years the vessels at anchor at the Quarantine had gone from "5 and 20 to hundreds" and in August 20 yellow fever cases from Manhattan had been brought into the Quarantine. "The Quarantine is now an immense receptacle for all the ills the flesh is heir to."

This vituperative account makes it clear that trenches had been used and that they were placed "in the loose soapstone near the north wall." Bodies were placed in coffins and coffins stacked 3 to 4 deep with a light soil cover between layers. The reference to "merchant princes" is to "Honest" John C. Thompson, the Tompkinsville shopkeeper

prosecuted for arson in the Burning. Thompson lived immediately across Hyatt/South Street from the project site. We may also assume that in 1856 with the access to the Clove Road cemetery blocked, that new burials, perhaps in trenches, took place within the Quarantine again. The testimony from 1858 about the stench of the open pits indicates the practice was resumed.

As to how many burials might have occurred here, we have no death figures for these years, but find in the Commissioner's of Emigration Annual Reports 1,561 deaths in 1851 and 731 in 1852. Figures for 1855 and 1856 indicate that about 12% of patients admitted to the hospitals died those years. In 1857 and 1858 this number fell to about 9%. In the year 1847, 6,474 patients were treated at the Marine Hospital and in the year 1848, 8,661. A conservative estimate of deaths of 10% would require about 1,500 burials for these two years. We do not know how many of the dead were claimed for burial elsewhere by relatives, but a general working figure of an average 700 burials a year for the years 1846 through August 1849 gives us a potential of 3,000 burials within the new cemetery. Some were in trenches and others were most likely single graves.

In sum, the burial ground within the project site did not exist before 1845. Local protest about the trench burials resulted in the purchase of a four-acre burial ground near Clove Road. The Annual Reports of the Commissioners indicate that the Clove Road cemetery was put into use in August 1849. We can limit use of the cemetery within the project site to the years 1845-1849 with the trench burials occurring in 1847-1848. We also suspect that this cemetery may have been used in 1856 when the Quarantine was quarantined by the Castleton Board of Health.

Any records the Commissioners had on the identities of individuals who were buried here has been lost. We also learned that had death certificates been filed with Richmond County for these individuals, these also would not be available as there are no extant death records for Staten Island for the years 1844 through 1880 (Anonymous 2000b: Staten Island GenWeb Resources page).

We can state that most of the immigrants passing through the Quarantine were Irish or German. This ethnic pattern is noted in the appended pages from the Annual Reports. These are the two ethnic groups represented on the Board of Commissioners as noted at the beginning of this report.

Based on this evidence, we can say that in 1858, just prior to the Burning, the project site contained a cemetery, at least partially composed of trench burials and at least four shanty hospitals plus outbuildings.

F. THE BURNING: WHAT SURVIVED?

As we consider the potential archaeological resources within the project site, we have to ask what happened in the fire and its aftermath.

We observed in our first report that the attack began with battering down the wall at the corner of Hyatt/South Street and St. Mark's Place, the northwest corner of the project site. Among the first buildings to be torched were the shanty hospitals. These should have burned quickly and thoroughly, as they were wooden structures raised on support piers. We expect little would remain after the burning. Testimony given in the

damages hearing contains descriptions of the items lost in the hospitals, should a burn layer exist.

We also expect that the cemeteries would be relatively untouched, unless, of course, there were any open trenches with coffins in them at the time. No newspaper accounts suggest this. It would have been a gruesome detail they would have seized with relish.

Reports in the New York Times indicate that portions of some buildings survived and were reused to construct temporary quarters for patients and staff. Ships continued to arrive and new patients had to be accommodated. On September 5, 1858, the Times reported that the walls had been restored, the Metropolitan Police were encamped at the Quarantine and frame buildings were being erected. By September 10, 1858, the new shanty hospitals were almost ready for patients, a small new house was finished for Dr. Gilbert and a new boat house was completed (Anonymous 1858a). The New York State National Guard was brought in and a tent colony blossomed. Staten Island was declared a riot zone with martial law imposed. The Quarantine Ground was formally and finally vacated in July 1859 (Anonymous 1859).

A "Survey of the Quarantine Enclosure, Staten Island" in December 1858 (Robinson; Figure 6) was published in the 1860 Annual Report of the Adjutant General for the State of New York. It was drawn by Col. Henry Robinson [2nd Regiment] from a survey by Lt. J. L. Frazer. The original survey was part of a recommendation to authorize "the construction of the Jawbone Battery, south of Ft. Richmond and the extension of the earth work batteries Hudson and Morton." It is a rough map but it depicts the activities of the critical post-burning period. The Survey shows both of the older large hospitals as "Ruins," perhaps not precisely in proportion to their original location/mass. The new hospital buildings are all well away from the perimeter walls, clearly in response to the complaints of the local people. Many of the residences, barns and stables are in ruins as well. Sentry posts are spaced along the exterior wall, eight "New Hospitals" are shown as well as a Guard House, a small office, Magazine, Barracks, Store House, Mess House, and various small outbuildings.

Interestingly, this Survey of the Quarantine Enclosure places temporary military and hospital buildings within the project site. As can be seen on Figure 6, a portion of two new hospital buildings, the office, guard house, store house, barracks, an edge of the magazine, and two unidentified outbuildings fall within the project site. There is no doubt that these hastily erected structures (the burning had occurred only six months earlier) would leave a minimal footprint on the landscape. However, it is certainly possible that deeply excavated privy pits for both military personnel and patients were part of the project site usage. The construction of these military buildings and support facilities in the project site certainly impacted on the integrity of the burial ground.

We have found no reliable details as to how the debris from the Burning was cleared away. Some articles express concern that much debris was pushed into the water, but none confirm this. The 1858 sketch map and a comment in the Annual Reports of the Commissioners of Emigration demonstrate that no new buildings were placed in the project site after the Burning. The map shows the new construction well away from the

perimeter walls; the report states that the new shanty hospitals were more than 300 feet from the walls. The older shanties had been less than 100 feet from the walls. Clearly, use of the area close to the walls was understood to have caused major complaints from local citizenry.

Early in 1858, the State had established a separate body, Commissioners for the Removal of Quarantine, to investigate possible new sites for the Quarantine, including the creation of blocks of land in the "shoals in Raritan Bay." Their responsibility was certainly greater after the July 1858 burning of the Quarantine. The Commissioners reported to the State Assembly in January of 1859 that apparently a large military presence was a necessity on any quarantine facility. In fact, changes in the quarantine laws, to reflect "liberal and enlightened views," were recommended by this commission to the legislature; these revisions would greatly reduce the numbers of restricted ships and passengers. (New York State Commissioners for the Removal of Quarantine 1859: 1-4).

After the final closing of the Quarantine Grounds in July 1859 much of the land lay idle while the Burning was investigated and blame was tossed about like the political hot potato it was. A new quarantine site was not immediately selected, however, and ships continued to arrive at the Quarantine anchorage and patients were treated on a Floating Hospital anchored here. The Quarantine docks and boarding area were used and Dr. Jerome, the Health Officer, lived in a house on the grounds.

At least one of the new shanty hospitals was used as a village infirmary where patients were tended by local church ladies. A report that the Quarantine's perimeter walls were being vandalized for brick in 1864 led the State Comptroller to issue Mr. Dissoway a permit to remove the walls. His workers began taking the Infirmary apart as well. A November 14, 1864 article in the Richmond County Gazette reported that the state comptroller, responsible for the Quarantine Grounds, had no idea that there were any buildings on the property (Anonymous 1864-1869). It can be assumed that both authorized and unauthorized salvage activities removed much of the architectural elements of the re-built facilities.

In 1864 the state legislature considered rebuilding the hospitals at the old Quarantine, but decided against it. In 1866 the State of New York offered the Grounds for sale. At this point, the Doctor's Residence was leased out and excluded, at first, from the property offered. On September 12, 1868 the Richmond County Gazette reported that the Old Quarantine Grounds were sold for \$220,000 for development.

We noted in the first report that Section 4 from the 1874 Beers Atlas of Staten Island (Figure 7) showed Central Avenue cut through and the project area subdivided into building lots owned by Swinburne, Weiner and Shortland. We have looked for material describing how these lots were prepared by the developers and have not found a resource for this. We have read all available issues of the Richmond County Gazette through 1869, a year after the sale. We assume that the purchasers were aware of the cemeteries on the property and our earlier report noted accounts that burials encountered in the construction of Central Avenue were disinterred and moved. No source suggests that all burials were disinterred and moved.

We conclude that the project site - prior to being developed for residences - contained burials and some in-ground traces of the fire. Privies and wells, should any have been within the project site, might also have survived. Except for possibly one corner of the Yellow Fever Hospital, there is no evidence of any buildings with foundations and cellars ever being built within the project site during the Quarantine years.

III. SWINBURNE, WEINER & SHORTLAND

A. DEVELOPMENT

In 1868 Swineburne, Weiner & Shortland purchased the Quarantine Grounds for development, selling the portion near the water for shipping docks and retaining the upper ground, including the project site for residential development. We have examined a number of maps and surveys to determine how the development proceeded within the project site. Material in the first study places this development within the economic expansion of St. George in the fourth quarter of the nineteenth century. A closer look at additional resources supports this.

The earliest map we have seen with any detail of this area in the period after the sale is Section 4 of the 1874 F.W. Beers' Atlas of Staten Island (Figure 7). When we compare this map to the 1845 survey of the Quarantine (Figure 5), we see immediately a problem. On the survey the northern wall of the Quarantine meets Tompkins Avenue (St. Mark's Place) at a right angle and the street that runs alongside the wall, South Street, does the same. On the 1874 map the angle between Tompkins and Hyatt Street is obtuse and South Street does not extend to Tompkins Avenue. Examination of other maps prior to 1858 supports the 1845 survey, showing South Street running along the northern wall from the shore to Tompkins Avenue. It would appear that Swineburne, Weiner & Shortland acquired a portion of South Street and added it to their holdings. If this is true, then the northeastern corner of Lots 25-26 on the 1874 map and the northeast corner of the project site contain part of the abandoned street. Alternatively, a portion of the original Quarantine at the northwest corner may have been taken to create part of Hyatt Street. If we refer to the 1912 topographical map of the site and extend the line of the southern edge of South Street to the corner of Tompkins and Hyatt, it appears that both scenarios may have taken place, the inclusion of a portion of old South Street in the northeast corner of the project site and the shaving off of a portion of the northwest corner (Figure 8).

Turning to the development, we reviewed a series of Sanborn Insurance maps for St. George. These cover St. George because the neighborhood included commercial as well as residential development. The earliest of these is 1885. It shows nine dwellings within the project site. On Lots 24-25 (1874 map; Figure 7) there now stands a large house centered on the northwestern section of the lots. Nothing has been built on the northeastern portion of this lot. An 1886-7 map from the office of the Public Historian indicates that this was the home of A. B. Hagedorn of the Staaten Islander publishing company. On the lot south of the Hagedorn home stands a second house owned by F. B. Johnson.

The 1898 Sanborn map shows that the Johnson house has been replaced by three structures that face Tompkins Avenue next to the house on Lots 25-26. At this time Weiner Avenue (Slosson) cut through between Central and Tompkins at the southern end of the project area. It was not a street, but a "Private Way for Electric Cars." We noted in the first report that an electric generating station was built in the area of the first cemetery for the cars and lighting associated with the recreational facilities at St. George.

The 1898 Sanborn map adds a few dwellings including two of the three structures that face Tompkins Avenue next to the house on Lots 25-26. At this time Weiner Avenue (Slosson) cut through between Central and Tompkins at the southern end of the project site. It was not a street, but a "Private Way for Electric Cars." We noted in the first report that an electric generating station was built in the location of the first cemetery for the cars and lighting associated with the recreational facilities at St. George.³

We have acquired copies of area photographs owned by the Staten Island Historical Society. One is an undated horse and buggy scene along Central Avenue showing a streetscape of solid multi-storied houses. (Figure 9). The second is a view west up Hyatt Street to St. Mark's Place showing the Hagedorn House and its formal garden (Figure 10). Across Hyatt Street, where the St. George Theatre now stands, is the Ducasse Mansion. William T. Davis, widely respected historian and naturalist of Staten Island, grew up in this house. His grandfather was "Honest" John C. Thompson, an instigator of the Burning of the Quarantine. The house was extensively enlarged and remodeled in the 1890s. The organization that was to become the Staten Island Institute of Arts & Science was founded in this house (Abbott 1950: 10-11). We have added to the Appendix an account written by Mabel Abbott published in the Proceedings of the SIAS on October 1950. She writes of life in this neighborhood, demonstrating that St. George was the cultural center of Staten Island during the 1870s through the 1920s.

The project site is not covered on the 1910 Sanborn maps, but the 1917 maps show that all eighteen dwellings that existed on the 1912 topographical map presented in the first report are still in place (Figure 8). Several large dwellings in the neighborhood are noted as "boarding" houses.

The 1937 Sanborn shows all 18 dwellings still in place with several garages facing St. Mark's Place and some open space within the backyards of houses on Central Avenue marked as "Auto Parking." The dwelling on Lots 25-26 has developed an apron of commercial one-story buildings. Three garages for five and six cars now stand on the western portion of the open section of the lot.

The 1962 Sanborn map presents the parking lot free of all structures.

Between the years 1937 and 1943 the WPA Photo Project took tax record photographs of every taxable structure in all five boroughs of New York City. These photographs are available on microfilm at the New York City Municipal Archives. The photographs are keyed to an obscure numbering system that has some relationship to the lot and block numbers. We have been able to identify some of the buildings. (The Staten Island Public Historian, Richard Dickensen, lived in this neighborhood before the houses were demolished.) The photograph (Figure 11) of the structures on lot 24-25 clearly

³ There is definitive cartographic evidence that separates the project site from possible remains of the original cemetery.

shows the old house with an apron of stores. It also shows one of the garages as a story and a half shed-like structure, probably without a basement. A second photograph (Figure 12) shows the southern portion of the house and two of the row of three houses fronting on St. Mark's Place.

B. DEMOLITION, TWICE

The project site went through two episodes of demolition, first the removal after 1859 of the temporary hospital structures and other remnants of the Quarantine era in preparation for the construction of the eighteen houses and, second, the demolition in 1957 of those houses and other structures that developed around them such as stores and garages.⁴

1. Once

The WPA tax photos tell us several things about how the land was prepared and what was placed where. The Quarantine Grounds was first a natural hill surrounded by a wall. There is no indication that the land inside the wall was higher or lower than the land outside. Examination of the photos of buildings within the project site shows that all of these are on ground raised above street level. The three houses on St. Mark's place were reached by a set of six steps from ground level. They sat high enough on their foundations to require an extra four steps up to the first floor level. Houses facing Central Avenue appear to be from three to five steps above street level and require seven or eight steps to the first floor level. The 1912 topographical survey (Figure 8) shows this edging of the lots along the sidewalks. This suggests that there was some landfill and grading activity prior to the construction of these buildings. They are all substantial buildings with in-ground foundations. There is some possibility that this unexpected height of the property is the result of demolition of the Quarantine structures. It may also reflect concern about encountering the burials as foundations were dug or, the sidewalk retaining walls may have been constructed when the public streetbed was cut. We also note that these buildings went up during the years of intense landfill on the St. George shoreline. Fill for the project site would have been readily available.

The northeastern portion of Lots 25-26, a prime location for potential burial trenches and a portion of old South Street, appears to have never had a structure with a below grade foundation or cellar placed on it. In the WPA photographs of the Bonaire

⁴ A third and related site disturbance, the construction of Central Avenue, was discussed in the 1A report. Briefly, when Central Avenue was built, "The bodies buried within these grounds were taken up several years ago and re-interred at Cooper's Cemetery" (Morris 1898: 2/386). There is a record of 32 gravestones moved from a burial ground in the Quarantine at the time of road regulation. However, as related earlier in greater detail, neither the surnames represented by these gravestones nor the low number of recovered gravestones is indicative of the true nature of the cemetery grounds in the northwest corner of the Quarantine, if, indeed, it was the second cemetery impacted during the creation of Central Avenue.

Apartments across Central Avenue, it is clear that the grassy knoll from which this picture was taken is part of Lots 25-26 and is open and clear behind the three garages.

The WPA photographs also provide information on the styles and stature of the houses built here. They resemble in style and age many of the structures included within the St. George Historic District north and west of the project site. The Sanborn maps take us from an era of solid middle class homes into the auto age when carriage houses become garages and yards become auto parking lots. We also see in the apron of stores around the once elegant house on Lots 25-26, the urban and commercial infilling of the neighborhood.

2. Twice

We searched the Staten Island Property Files for Block 6 at the Data Room at Borough Hall looking for any records of the 1957 demolition of the structures within the project area. We were disappointed to learn that because these were city properties at the time of demolition, it was not necessary to file any records of what demolition process was undertaken. Thus, we have no record or report of how these buildings were removed and what impact this procedure might have had on archaeological resources.

Architect Albert Melnicker has lived and worked for many years at his home and office at 410 St. Mark's Place, across the street from the project site. He is well into his nineties now. We interviewed him and asked for a description of the demolition of the houses in 1957 and the preparation of the parking lot. He reported that all of the buildings were knocked down into their foundations and that the lot was leveled to street grade (Melnicker 2001).

If this is so, much archaeological evidence relative to the Swineburne, Weiner & Shortland development is gone. If the ground level was built up prior to the building of the houses, a subsequent leveling for the parking lot might merely have removed the layer protecting the cemetery and may have disturbed it as well. Mr. Melnicker did not recall any news about bones being encountered or burials being removed during this work. We can speculate that a run-in with old bones might have created the high northeast corner of the parking lot, but if this happened, it was not public knowledge.

IV. HISTORICAL SIGNIFICANCE

We are looking at two episodes of land use for the project site. If there are archaeological resources within the project site, are these likely to have historic significance and National Register eligibility?

The Quarantine Grounds certainly is an institution with much significance, but does the project site, only a part of the original Grounds, carry that significance? There are no extant architectural remains and the possibility of intact foundations is remote. The project site encompasses possibly a small section of one wall of the Yellow Fever Hospital but we know that the Hospital was destroyed and the construction materials cannibalized. Both the pre-July 1858 and the post-July 1858 shanty hospital structures unquestionably located within the project site were expedient responses to overcrowding and emergency conditions. They were not substantial, nor well designed

hospital buildings. Similarly, the military buildings erected on the project site after the burning were also constructed as temporary facilities. There were at least two outbuildings, possibly privies, associated with the earlier shanty hospitals. According to the Adjutant General's survey, there were outbuildings associated with the barracks also on the project site. Both the buildings, their layout, and the burial trenches may be significant under history of medical practices in response to the epidemics that raged in the 19th century. The event of the Burning of the Quarantine, for which a legal decision upheld civil disobedience, may also qualify the general project area as significant.

There is no question that a cemetery was on the northern portion of the project site (Figure 5) and it is most likely that the burials have not been officially disinterred. The actual use of this corner as a cemetery may be limited to between 1845, when a property map does not include the second cemetery and 1849, the year when the outside [Clove Street] cemetery was purchased.⁵ The year of the burial trenches may have been 1848. Statistics indicate this year to be the second highest in number of patients treated at the Marine Hospital, with the second highest number of deaths, at 1,181.

It is assumed from the Annual Reports that the largest number of deaths, on an annual basis, would be either Irish or German immigrants. The death statistics do give a good sense of the potential burials, even if only a four-year time period is involved. According to the Office of Parks, Recreation and Historic Preservation Standards (NYAC 1994), the presence of historic-era human remains would define at least a portion of the project parcel as a significant archaeological site. Projects proposed on state land, sponsored by a state agency, or reviewed by a state agency must coordinate with the OPRHP for guidance on the appropriate consultation process for human remains.⁶ If human remains are uncovered during a project in the City of New York, both the New York City Police (NYCPD) and the Medical Examiner's office have to be notified and all parties are to cooperate with the coroner's office.

Are the Swineburne, Weiner & Shortland residential development sites of the late nineteenth century significant? We have not associated them with any people of note, but they certainly are relevant to the development of St. George. They are contemporary and equivalent to the residences in the St. George Historic District. Because they were built upon a non-domestic site, there is a good chance that their earliest associated artifacts would be easily distinguished from the Quarantine material and constitute a discreet view of the material cultural of this era of Staten Island development.

V. EVIDENCE FROM SOIL BORINGS

On January 18, 2001, four archaeological soil borings (B13 – B16) were performed within the portion of the project site encompassing the second Quarantine cemetery. The purpose of these tests was to get a sense of underground conditions and

⁵ We still do not know if the second cemetery was used again in 1856 after the closure of the Quarantine by the Board of Health.

⁶ DASNY is a public benefit corporation. As such, it falls within the definition of "State Agency" as contained in § 426.2(p) of the New York State Historic Preservation Act of 1980. It is not a state agency in the legal sense, however.

disturbances and to assess the presence and status of possible archaeological deposits. These were continuous four-inch diameter borings. The contents of each sample were removed from the metal drilling tube, placed on the ground and examined by a senior archaeologist. Please see Appendix for complete details and locations.

Decomposing gray-green rock was encountered in each sample at depths between three and seven feet. This is the "loose soapstone" bedrock describing in the digging of the burial trenches. It is, in fact, Serpentine.

The soils in all four tests were mixed, indicating disturbance of the natural deposition. Boring 13 had mixed yellow brown and dark brown soils. Boring 14 had mixed brown, gray and reddish brown soils. Borings 15 and 16 had mixed black and reddish brown soils, possible indications of burning.

Cultural material was recovered from three of the four tests. Boring 13, in the northeast section of the parking lot produced brick fragments, wood fragments and coal. Boring 14 in the northwestern section of the lot, produced no cultural material. Boring 15, in the north-central section of the lot, produced bone fragments between 12 and 24 inches below current grade. Boring 16, in the north-central section of the lot, produced brick, coal and a small nail.

The artifact collection from the boring samples was analyzed in the lab and the possible bone fragment(s) were forwarded to Dr. Nicholas Bellantoni at the Office of State Archaeology, Connecticut Museum of Natural History, for evaluation. Dr. Bellantoni, an expert on human skeletal identification, has concluded (1/26/01) that the recovered bone fragment(s) are human, possibly female, and most likely are part of the tibia, or shinbone. Due to the "loss of organic" elements, Dr. Bellantoni concluded that the bone was clearly more than 100 years in age. In accordance with city regulations, DASNY contacted the NYCPD and, due to the age of the bone sample, the NYCPD is uninterested in further involvement at this time.

It should be emphasized that all cultural materials were recovered in what appears to be a highly disturbed context. No clear layering of soil deposits could be determined. This small sampling supports Mr. Melnicker's description of the residential lots being cleared and leveled to street grade in preparation for the extant parking pad. The soil appears to be well churned but this could possibly be, in part, from the earlier ca.1845-1849 shaft and trench excavations and burials. If this limited testing is typical of the entire lot, it is unlikely that any cultural material here is in a state of original deposition.

VI. RECOMMENDATIONS

Archaeological field testing for possible shaft features (e.g., privies and/or cisterns) associated with the shanty hospitals (both pre- and post- July 1858) and the post-July 1858 military barracks and support buildings and the subsequent, late nineteenth century residential development is recommended. The soil boring data does indicate a

high degree of subsurface disturbance and a relatively shallow level of bedrock.⁷ However, it is possible that in some areas of the project site the lower levels of truncated shaft features might still be intact beneath the ca.1957 level of disturbance and above the bedrock. Testing for these possible features would entail monitoring the use of heavy machinery to remove the overburden prior to hand testing.

Although the boring logs indicate that at least portions of the second cemetery in the northern section of the project site have been disturbed by the construction and demolition of military buildings after July of 1858 and, more importantly, the demolition and grading activities in 1957, the recovery of additional human remains, and possibly articulated skeletal material, must be assumed. HPI recommends, if at all possible, avoiding placement of the proposed court facility on that portion of the project site that corresponds to the second cemetery. If avoidance of the cemetery plot is not feasible, an appropriate protocol for that portion of the cemetery to be impacted by construction must be developed in coordination with OPRHP. Such considerations usually include the posting of public notices, stringent site security, painstaking excavation of all possible skeletal material, and the sensitive reburial of all remains in an established cemetery.

As noted in the above text concerning city law, DASNY has already contacted the New York City Police concerning the bone sample recovered in one of the four soil borings from the project site.

⁷ An additional 12 borings were taken along the perimeter of the project site for construction design purposes. The results of these borings, when available, could provide further indications of subsurface integrity.

REFERENCES AND RESOURCES

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Borough of Staten Island, Departments of Building and Topography.

City of New York, Office of the Public Historian, Borough of Staten Island,
Richard B. Dickenson, Public Historian (718-816-2137).

Municipal Archives of the City of New York

National Archives and Records Administration

New York City Public Library

New York State Archives

New York State Library

Staten Island Institute of Arts and Sciences Archives,
Dorothy D'Eletto, Research Assistant (781-727-1135).

Staten Island Historical Society

Albert Melnicker, local architect and area resident (718-448-8080)

II. PUBLICATIONS, WEB SITES, AND MAPS

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Sanborn Sanborn Insurance Maps of St. George, Staten Island. Sanborn Map Co.,
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1898

1910

1917

1937

1962

Staten Island Historical Society

2000 Rootsweb web site



Legend - Study Area

-  Project Site
-  Primary Study Area (1/4 Mile)
-  Secondary Study Area (1/2 Mile)

1" = 750'

**STATEN ISLAND CRIMINAL COURT
and FAMILY COURT COMPLEX
Environmental Impact Statement**



Figure 1. Map of the study area by Edwards and Kelcey.

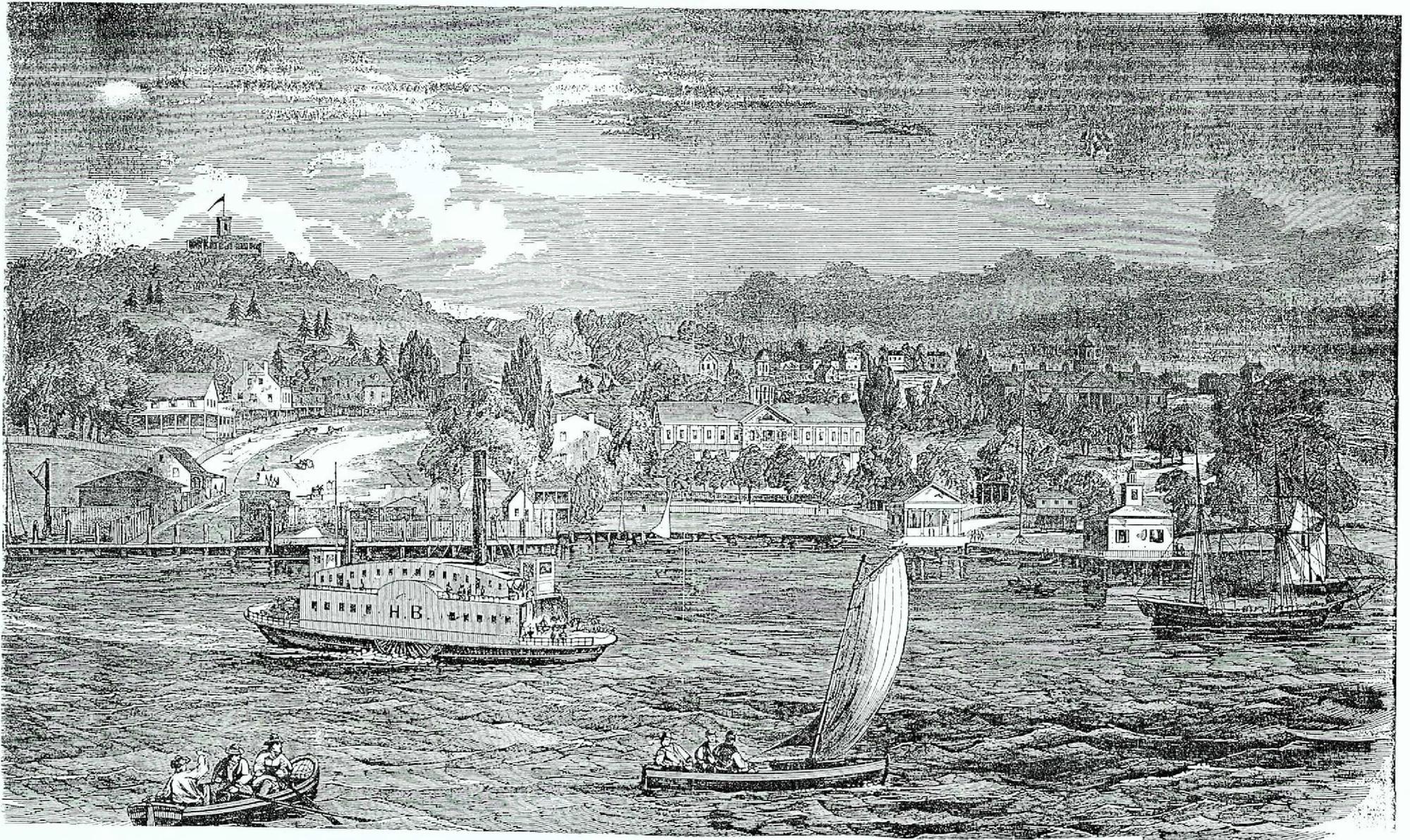


Figure 2. W. J. Bennett's 1833 print of "View of the New York Quarantine Station, Staten Island"

QUARANTINE PEST HOUSES GOING UP IN FLAMES AT HANDS OF MOB

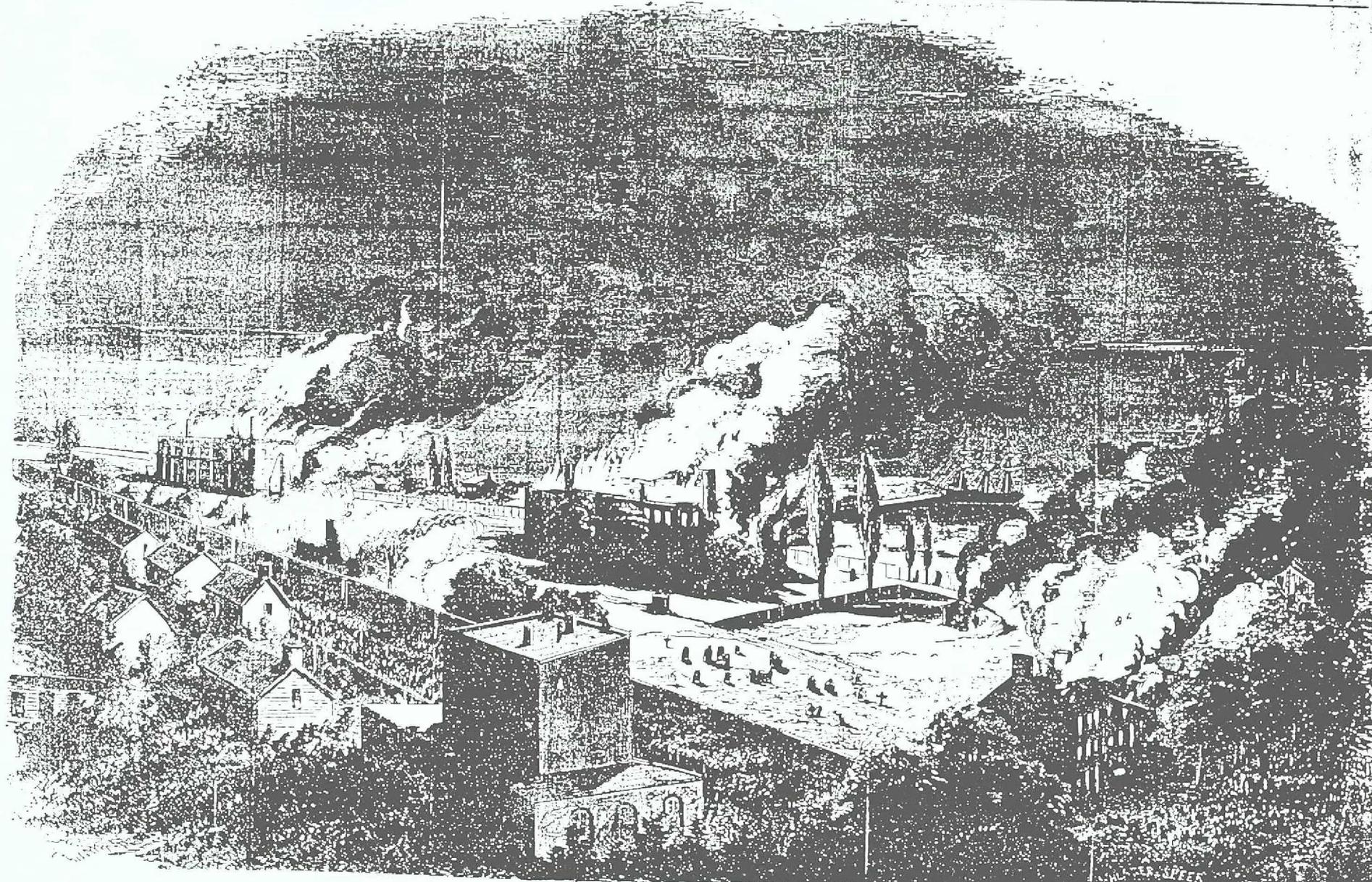


Figure 3. A newspaper illustration of the Burning of the Quarantine 1858.

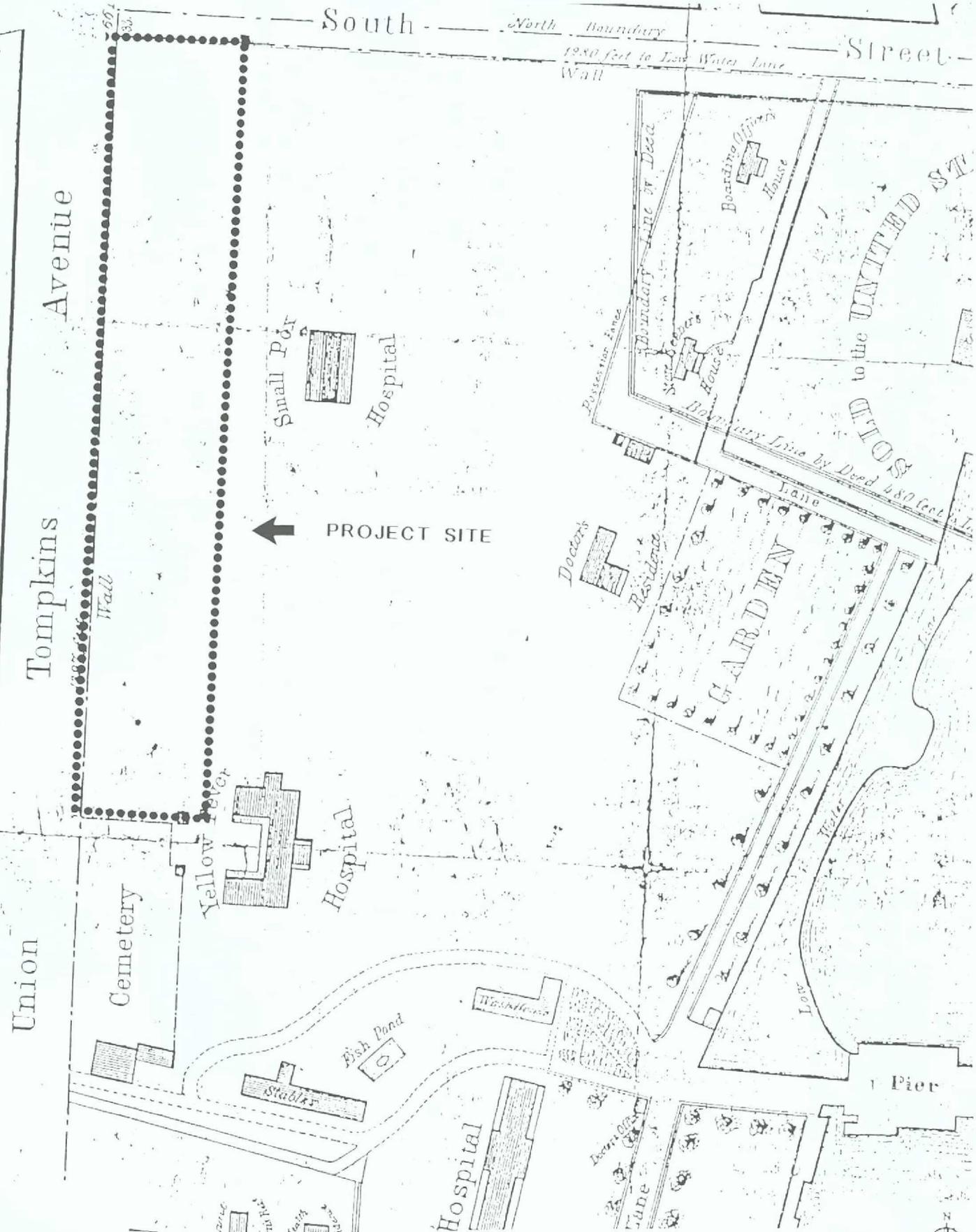
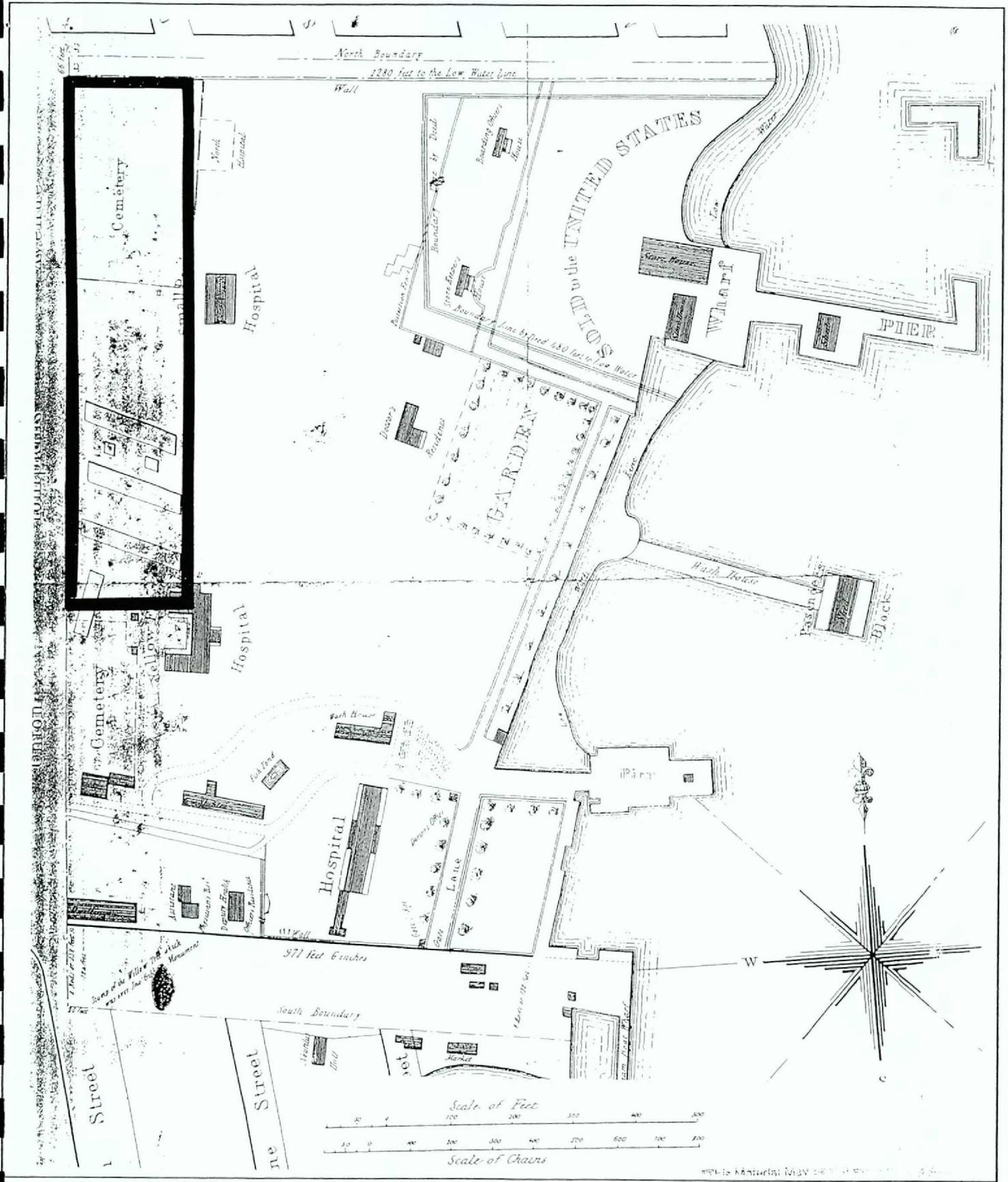


Figure 4 Portion of the 1845 Map of the Marine Hospital Ground, Staten Island by New York City Surveyor, Daniel Ewen. Scale: 2" = 300'



Portion of the revised version
of the Ewen Survey of 1845

 Project Site

**STATEN ISLAND CRIMINAL COURT
and FAMILY COURT COMPLEX
Environmental Impact Statement**

HPI/Topic-Intensive DRAFT

**Edwards
and Kelcey**

Figure 5



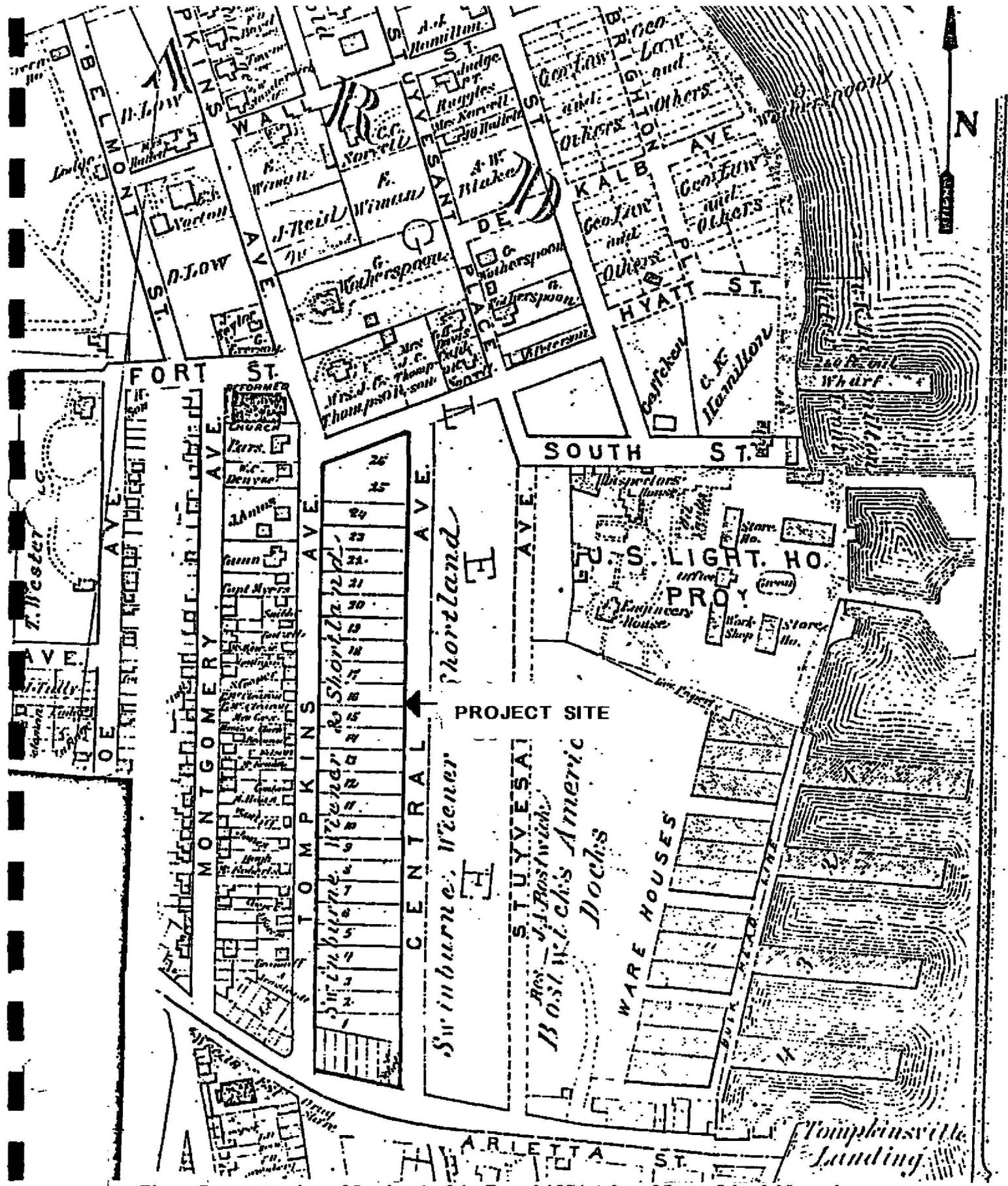


Figure 7. Portion of Section 4 of the Beers' 1874 Atlas of Staten Island. No scale

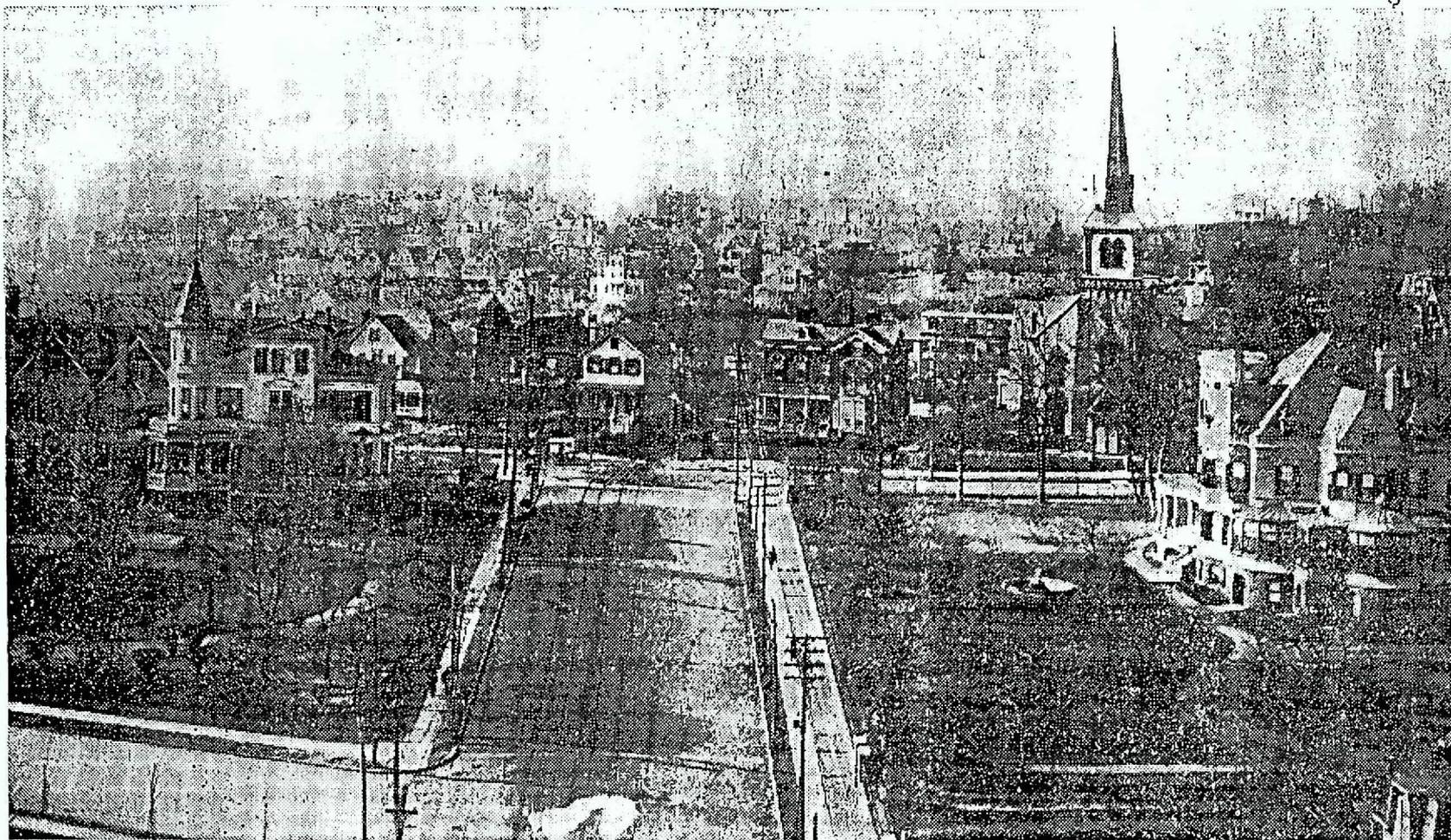


Figure 8. Portion of 1912 Borough of Richmond Topographic Survey.
Scale 1" = 150'



It's much different on Central Ave., too. That ornate home at right is now a restaurant, but all those buildings on the left were torn down to make the municipal parking lot.

Figure 9. Nineteenth Century view of Central Avenue.



The scene in St. George has really been changing, as this photo looking up Hyatt St. toward St. Mark's Pl. attests. The Brighton Heights Reformed Church still stands, but almost everything else is long since gone. Those trolley tracks went right through between those homes to Montgomery Ave.

Figure 10. View of Hyatt Street 1909.

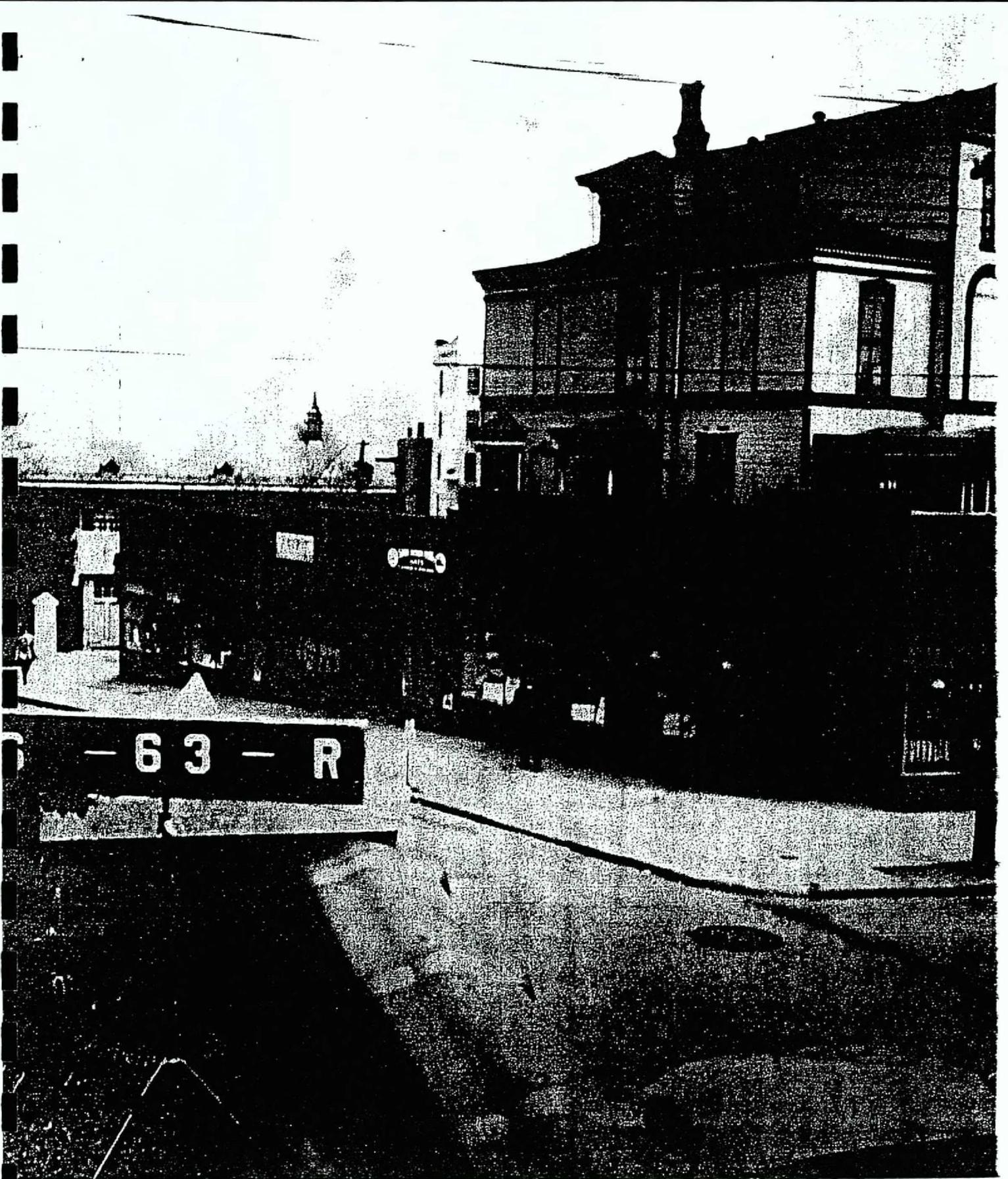


Figure 11. WPA photograph of house on Lots 24-25, 1937-1943.

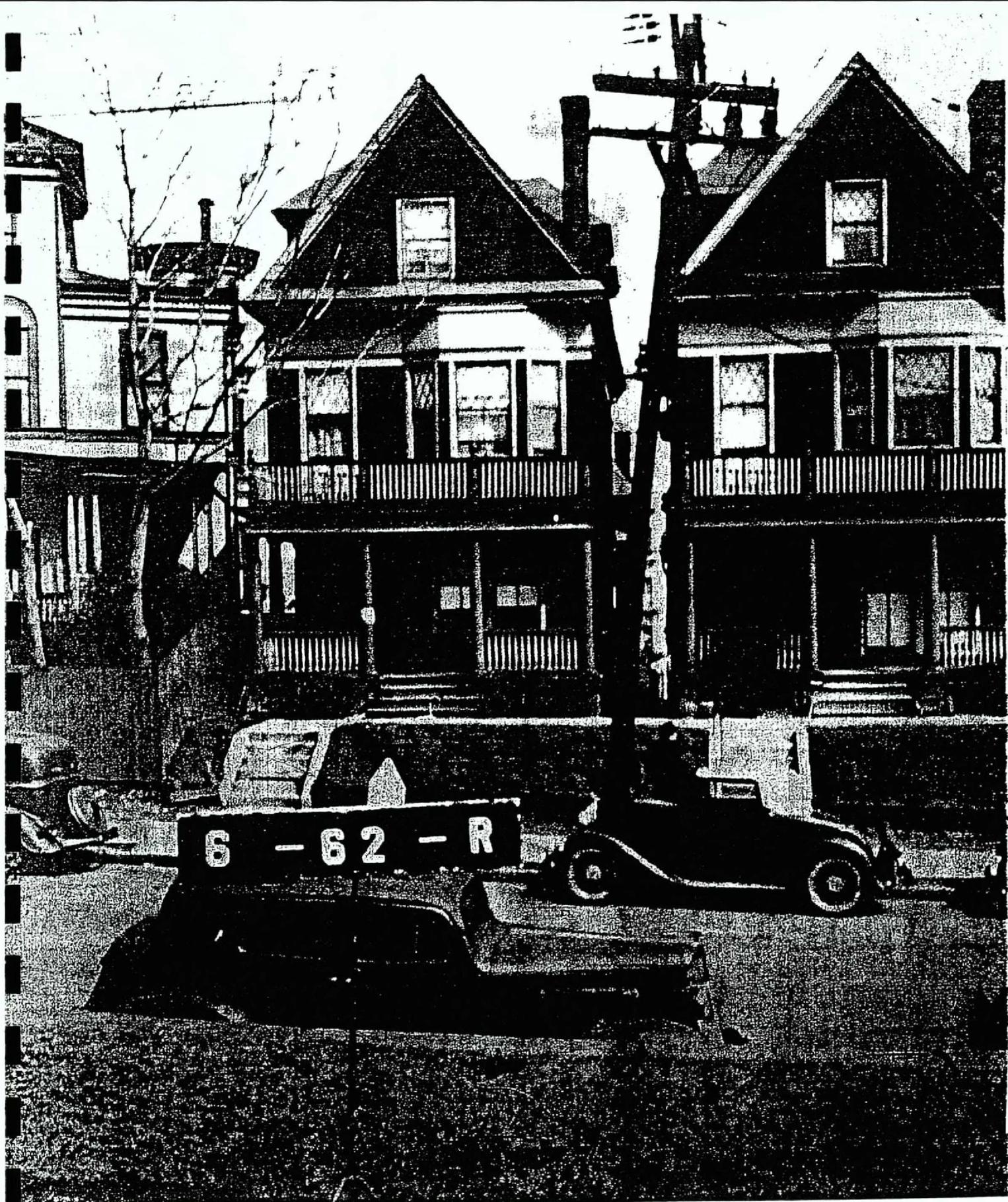


Figure 12. WPA photograph of house on Lots 24-25 and adjacent houses on St. Marks' Place. 1937-1943.

Appendix A

- A. Notes on and pages from the Annual Reports of the Commissioners of Emigration for New York 1847-1860

APPENDIX

Commissioners of Emigration Annual Reports, 1847 - 1860

The Board of Commissioners of Emigration was organized by the state on May 5, 1847. According to the New York State Archives, the only surviving resource from the Commissioners is a collection of their Annual Reports at the State Library in Albany. This means that the 1859 map of the Quarantine referred to in the hearings to assess damages has disappeared as have any records of which patients died and were buried here. Their annual reports were reviewed at the State Archives in Albany.

The New York State Commission of Emigration Annual Reports from 1847-1860 contained, on average, the same information, including number and nationality of immigrants as well as number of vessels and admissions to the Marine Hospital at Quarantine. The reports also contain financial accounts, building records, and statistics on the treatment of the patients of the various medical facilities under the auspices of the Commissioners of Emigration. However, this appendix will exclude most information related to the other hospital sites and focus only on the Marine hospital site. Each report will be broken down into the most vital statistics, occasionally including text notes if something of particular relevance was extracted from the report.

In addition to the synopsis of each annual report presented below, three pages copied directly from the report volume are attached. These pages note numbers of individuals treated, diseases, and percentages of deaths but do not specifically relate to the layout and use of the grounds.

➤ 1st report 1847, from 8/5/1847 to 12/31/1847

Total # of Immigrants 129,062
German 53,180
Irish 52,946
other 22,936
in Marine Hospital 8/5/1847, 256
 # admitted from vessels 3,416
 # admitted from city 2,802

➤ 2nd report 1848

Total # of Immigrants 189,176
German 51,973
Irish 98,061
other 39,142

in Marine hospital 1/1/1848, 550
#admitted from vessels 3,944
#admitted from city 4,167

Note: It was estimated in the 1848 report that the Marine hospital buildings housed 600 beds.

➤ 3rd report 1849

Total # of Immigrants 220,603
German 55,705
Irish 112,591
other 52,307
#in Marine hospital 1/1/1849, 605
admitted during the year 5,554

Note: After legislation on 10, April 1849 the Marine hospital was forced to find a new cemetery and discontinue the use of the old one. Four acres of land were bought in the town of Castleton, Staten Island approximately one mile from the Marine hospital, but as far as possible from the nearest neighborhood and 40 rods from the public road. Approximately half of the ground is enclosed by a high fence with secure gates. In front of the enclosed section is a groundskeeper's house, the property had been used for burials since August 15.

➤ 4th report 1850

Total # of Immigrants 212,796
vessels 1,912
German 45,535
Irish 117,038
other 50,223
#in Marine hospital 1/1/1850, 343
#admitted from vessels 827
total treated 3,411

➤ 5th report 1851

Total # of Immigrants 289,601
German 69,883
Irish 163,256
other 5,642
in Marine hospital 1/1/1851, 234
#admitted from vessels 1,487
total treated 6,343

➤ 6th report 1852

Total # of Immigrants 300,992
German 118,131
Irish 118,611
other 64,250
#in Marine hospital 1/1/1852, 517
#admitted from vessels 1240
total treated 8,887

Note: This year the hospital shanties were mentioned as being used along with some of the government store buildings to house 300 patients during a Cholera epidemic. October of 1851, 131 patients died of Asiatic Cholera. The year end total deaths was 1,561. An unspecified number of wooden buildings were improved with brick during 1852.

➤ 7th report 1853

Total #of Immigrants 284,945
vessels 1,618
German 119,644
Irish 113,164
other 52,137
in Marine hospital 1/1/1853, 318
total treated 4,478
total deaths in Marine hospital, 731

➤ 8th report 1854

Total # of Immigrants 319,223
vessels 1,566
German 176,986
Irish 30,578
other 111,659
in Marine hospital 1/1/1854, 324
total patients 4,438

➤ 9th report 1855

Total # of Immigrants 136,233
vessels 1,626
German 52,892
Irish 43,043
other 40,298

in Marine hospital 1/1/1855, 295
total treated 2,107

➤ 10th report 1856

Total #of Immigrants 142,342
German 56,113
Irish 44,27
other 41,953
in Marine hospital 1/1/1856, 92
total treated 5,339
Deaths 12.31% of patients

Note: Report states there was no new construction in 1856 except for repairs on the wharves and sea walls.

➤ 11th report 1857

Total # of Immigrants 183,773
German 80,976
Irish 57,119
other 46,674
in Marine hospital 1/1/1857, 79
total treated 1,777
Deaths, 11.26% of patients

Note: Report states that Commission of Emigration inspected a prospective site for relocation of the Marine hospital, the location was found inadequate and was not recommended by the Commission.

➤ 12th report 1858

Total # of Immigrants 78,589
German 25,075
Irish 12,324
other 41,190
in Marine hospital 1/1/1858, 37
passengers and sailors detained at Quarantine, 1,025
total treated 1,167
Deaths, 8.81% of patients

Note: Report states that in the spring and summer of the year rumors surfaced of local intentions to destroy the Marine hospital. The sheriff of Richmond was informed although it was said that the rumors were not taken seriously.

On September 1st, immediately after the end of the holiday festivities related to the laying of the Atlantic cable, a mob of approximately 1,000 rushed the gates of the Quarantine and burned six buildings including the smallpox hospital. One man was shot. The mob took the inmates from the buildings and left them outside on the ground. One brick hospital, the boatman's and some of the other dwellings were left undamaged.

On September 2nd, although a police force of sixty men had been formed to protect the grounds, the police protection failed to appear because of a miscommunication. At eight o'clock that night rioters came again and burned the hospital, boathouses, wash houses, stables, barns, one year's coal supply, and the wharves. The patients were dragged out of the buildings and left on the ground.

Rebuilding the facility began with tents, then a shanty. Finally, the commissioners contracted for six brick hospitals to be built, far within the grounds and away from the local's houses. Materials from the destroyed buildings were used for the new buildings - both to reduce cost and to minimize distress on the local community. The hospitals were erected on the northern and elevated section of the Quarantine grounds in order to receive the best winds for ventilation. The new buildings were placed much further away from the west wall of the hospital grounds and therefore further away from the original location, which was close to the streets of the Village of Tompkinsville. The new hospitals were 300ft away from the streets where the old buildings were as close as 100 ft. The amount paid for the contract on the six brick buildings was \$16,449.96. The amount paid for doctors, wardens, store and gate keeper's houses and Quarantine wall \$9,201.25.

> 13th report 1859

Total # of Immigrants 79,322

German 18,400

Irish 28,200

other 32,722

#in Marine hospital 1/1/1859, 31

of patients admitted from 1/1/1859, to 6/25/1859, 243

Deaths 9.12%

Note: The report states that all patients were removed from the Marine hospital at Quarantine in July to Ward Island, except for the yellow fever patients who were removed to the floating hospital.

➤ 14th report 1860

The report discussed the 1858 purchase of 50 acres of land at Seguines Point by the Commission for the relocation of the Quarantine. The Commission also recommended that the 30 acres of the Marine hospital lands be sold as well as the 4 acres of cemetery bought in 1849, because it can no longer be used for that purpose.

The late physician of the hospital remained on the Quarantine grounds without authorization and demanded compensation of \$5,000.00 per year, which was refused.

Table B.

Admissions into the Marine Hospital, Staten Island, showing the number of cases of each disease admitted annually, from January 1st, 1847, to June 27th, 1859, when the Marine Hospital was closed by act of the Legislature.

YEARS.	Simple fever.	Typhus fever.	Yellow fever.	Roadblock fever.	Intermittent fever.	Beri-beri fever.	Malaria.	Small-Pox.	Erysipelas.	Dysentery.	Cholera.	Transtrons.	Faunonoma Typhoides.	Phthisis P.	Morbund.	Other diseases.	Total.	Number of deaths.	REGULATORS.
1847	1	5,740	1	53	53	1	47	125	18	193	..	15	15	8	..	533	6,333	874	Contagious Diseases, or regarded as such.
1848	48	4,418	5	130	130	5	22	640	25	347	78	17	..	20	..	1,361	5,111	1,151	Dysentery..... 23,725
1849	290	2,201	17	45	45	17	305	83	82	414	352	65	89	20	..	1,634	5,563	923	Yellow "..... 244
1850	290	1,403	13	4	50	13	82	171	26	146	95	53	70	10	..	786	3,063	331	Scarlet "..... 669
1851	690	2,937	9	4	50	9	64	307	269	193	5	59	192	33	..	1,019	6,109	834	Small-pox..... 4,715
1852	1,203	3,227	1	10	123	24	62	675	80	220	173	67	113	62	89	2,002	8,370	1,051	Acute Dysentery... 1,643
1853	833	1,234	44	23	436	83	63	400	44	205	37	83	70	43	119	934	4,473	809	Cholera Asphyxia... 1,783
1854	815	843	45	305	136	24	53	805	..	106	33	16	46	40	85	839	2,107	313	Non-contagious Diseases..... 20,216
1855	328	780	12	79	99	83	43	145	..	83	6	19	6	18	37	726	1,356	303	Total..... 53,019
1856	193	269	177	64	64	29	41	325	23	24	4	19	6	13	45	391	1,777	303	
1857	196	356	90	25	53	79	164	293	15	40	50	14	7	9	15	200	1,166	106	
1858	56	178	210	85	83	9	66	267	19	6	..	..	..	6	..	56	248	25	
1859	23	49	..	6	..	..	..	47	13	2	..	6	..	4	..	..	..	..	..
	18,939	23,725	644	1,300	1,300	921	689	4,715	460	1,723	620	619	619	307	806	10,338	53,019	8,319	

* The apparent discrepancy between the above report and that of the Commissioners of Emigration for the year 1847, is owing to the circumstance of its commencing on the 1st of January, 1847, whereas the report of the Commissioners dated from the 5th of May of said year, the time when the Board was organized.

Table B.

ADMISSIONS INTO THE MARINE HOSPITAL.

Showing the relative number of patients annually sent from Shipboard by the Health Officer, and from the City of New York, and from other sources.

	Number received from Vessels.	Number received from City.	Number received from other Sources.	Total.
From Jan. 1st to Dec. 31st, 1847	8,933	2,802	147	6,933
" " " 1848	3,587	4,167	267	8,111
" " " 1849	1,215	4,281	68	5,554
" " " 1850	922	2,241	205	3,068
" " " 1851	1,487	4,329	298	6,109
" " " 1852	1,240	6,751	270	8,270
" " " 1853	1,805	2,482	240	4,477
" " " 1854	1,801	2,288	289	4,438
" " " 1855	410	1,007	100	2,117
" " " 1856	578	845	135	1,556
" " " 1857	610	325	43	1,777
" " " 1858	505	439	74	1,167
" " " 1859	00	178	4	243
	18,260	33,337	2,323	53,019

By Legislative Act of April 11th, 1849, the Marine Hospital at Staten Island was specially restricted to the reception of contagious and infectious cases, and placed under the separate charge of a physician-in-chief; notwithstanding which, it will be perceived by reference to the Table on the opposite page, that the number of non-contagious and non-infectious cases admitted, rather increased than diminished from the time of the passage of said Act. This circumstance may, in a great measure, be attributed to another provision in the enactment, whereby the physician of the Marine Hospital was obliged to receive all cases sent down by agents of the Board of Health of the city of New York to said hospital, in consequence of which, as appears from the above Table, out of 53,019 admissions, 33,337 cases were sent from the city, of which total 20,216 were non-contagious diseases at the time of admission.

Table A,

Showing the Numbers and Nationalities of alien Emigrants for whom Commutation and Hospital Moneys were paid or Bonds executed, according to the Act of May 5, 1847, and for whom Commutation Money was paid or Bonds executed according to the Acts of April 11, 1849, and July 11, 1851, and April 18, 1853, who arrived and were landed at the Port of New York, from May 5, 1847, to December 31, 1860.

COUNTRY OF BIRTH.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	Total Nationalities.
Ireland.....	62,946	81,061	112,291	117,039	163,800	118,181	113,164	69,302	43,043	44,978	57,119	25,075	33,622	47,630	1,167,634
Germany.....	63,150	61,973	55,705	45,535	63,919	118,611	119,644	176,956	62,892	54,118	50,974	31,274	23,370	37,339	979,573
England.....	6,264	22,082	23,321	23,168	26,538	31,531	27,126	30,073	22,393	23,737	23,622	12,334	10,875	11,561	315,922
Scotland.....	2,234	6,415	5,840	6,772	7,302	7,694	6,456	4,509	4,240	4,728	6,170	2,718	2,825	1,617	71,533
France.....	3,280	7,734	2,652	3,422	5,964	8,569	7,470	7,938	4,174	2,934	3,069	1,756	1,532	1,549	67,691
Switzerland.....	1,947	1,822	1,405	1,959	4,499	6,471	4,604	5,558	3,273	2,600	2,434	1,815	791	1,422	62,823
Holland.....	3,611	1,569	2,447	1,174	1,795	1,223	1,055	1,466	623	1,658	1,784	849	261	489	18,635
Wales.....	413	1,034	1,732	1,520	2,159	2,301	1,152	1,338	1,115	1,376	837	566	500	611	17,276
Norway.....	632	1,297	8,200	3,150	2,112	1,550	377	91	91	230	493	62	26	63	18,723
Sweden.....	139	165	1,007	1,110	573	2,965	1,639	1,530	304	304	713	619	237	813	11,541
Italy.....	197	821	602	476	613	850	533	753	667	630	826	659	37	76	1,474
Belgium.....	531	.....	113	230	473	62	24	293	1,201	530	444	233	87	76	4,763
Spain.....	101	233	214	257	275	471	639	646	457	330	253	146	224	229	4,337
West Indies.....	299	222	449	654	615	263	.....	17	19	225	820	844	416	523	4,402
Denmark.....	85	.....	159	90	212	157	94	102	174	469	453	234	493	463	8,846
Poland.....	26	.....	182	153	423	125	166	169	346	142	245	23	114	59	2,406
Sardinia.....	.....	.....	172	165	95	69	.....	.....	.....	.....	.....	.....	.....	.....	2,199
South America.....	.....	81	83	104	127	120	175	113	24	30	40	19	53	23	504
Portugal.....	34	87	257	63	26	87	.....	.....	.....	.....	.....	.....	.....	.....	1,378
Nova Scotia.....	.....	.....	151	164	51	78	.....	.....	.....	.....	.....	.....	.....	.....	1,176
Russia.....	10	23	33	13	23	33	29	33	20	56	42	19	69	61	611
Canada.....	.....	.....	10	61	50	45	.....	.....	.....	.....	.....	.....	.....	.....	433
Mexico.....	.....	12	23	41	42	23	51	34	20	19	11	13	13	22	324
Scilly.....	.....	.....	21	25	12	42	37	63	12	10	26	19	1	4	276
China.....	.....	2	9	11	22	14	53	20	15	6	11	15	4	13	200
East Indies.....	23	.....	34	32	10	15	.....	.....	.....	.....	.....	.....	.....	.....	123
Unknown.....	.....	23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23
Greece.....	.....	.....	6	4	.....	11	.....	.....	.....	.....	.....	.....	.....	.....	23
Turkey.....	.....	.....	6	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23
Arabia.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23
Annual Totals.....	122,062	150,176	231,673	212,736	290,501	308,991	254,913	18,228	132,223	122,312	152,772	75,250	79,322	105,161	2,671,519

APPENDIX TO ANNUAL REPORTS OF

Table A.

Statement of Vessels with Emigrants that have arrived at the Port of New York, in the Year 1849, showing the whole Number of Passengers, including Citizens, the Number of Sick on arrival, the Number of Deaths and Births, and the ratio of each.

NATION OF VESSEL.	Number of Vessels.	Passengers.	Sick.	Deaths.	Births.	Ratio of Sick.	Ratio of Deaths.	Ratio of Births.
American.....	594	134,657	921	1,556	118	61-100	1.16-100	9-100
British.....	371	62,403	473	658	50	78-100	1.5-100	12-100
German.....	83	10,966	66	87	11	60-100	79-100	10-100
French.....	12	1,770	1	1	1	6-100	6-100	6-100
Belgian.....	8	510	.....	4	.....	.....	49-100	.....
Swedish, Norwegian, &c.....	591	12,718	18	41	10	.....	.....	.....
Total.....	1,651	224,303	1,481	2,357	211			

THE COMMISSIONERS OF EMIGRATION.

Brought forward..... \$377,614 76

Expenditures.

Reimbursements to counties for support of emigrants	\$51,113 59
" " local Institutions for do.....	7,755 40
Disbursements on account of Commissioners' office..	14,112 01
Expenses of Emigrant Landing Dépôt, Castle Garden	23,060 67
" at agency in Albany.....	2,340 45
" " Buffalo.....	2,301 08
" " Rochester.....	1,000 05
Support of Emigrant Refuge and Hospitals.....	58,018 41
Disbursements on account of Marine Hospital.....	3,026 02
" " Floating Hospital.....	40 82
Interest on bond of \$207,500.....	13,713 20
Board and lodging of 3,242 emigrants in city.....	945 17
Blacksmithing and horse-shoeing in city.....	243 06
Advertising in and subscription to newspapers....	105 00
Boats, oars, &c.....	220 01
Cartage and commissions on supplies for Ward's Island.....	500 00
Forwarding emigrants to destination.....	1,522 20
Horse feed in city.....	602 10
Insurance on buildings at Ward's Island.....	1,114 25
Interments in City Cemetery.....	131 00
Quarantine Commissioners, being amount received for mortgage of State property at Seguin's Point	7,500 00
Printing annual reports.....	253 00
Support of illegitimate children.....	1,587 51
Postage.....	111 86
Expenses of procuring loan on bond and mortgage..	277 03
Steamboat hire to and from Ward's Island.....	0,315 00
Salary of counsel to Commissioners of Emigration..	1,250 00
" City Chamberlain's clerk.....	853 50
" physician in city prison.....	410 00
" clerk in mayor's office.....	600 00
" forwarding clerk.....	450 00
" nurses on steamboat.....	540 00
" clerks on steamboat and wharf.....	685 92
" agent of Commissioners of Emigration in Ononda county.....	000 00
Sundry other expenses.....	1,624 31
	\$206,004 87
Balance in bank December 31, 1860.....	\$71,750 89

General Table,

Showing the number of Aliens arrived and landed at the Port of New York, for whom Commutation and Hospital Money were paid, as also the total number of persons treated, cared for, forwarded, &c., classified under the different heads, together with the total amount of Receipts from all sources, and the whole amount of Expenditures, from the organization of the Commissioners of Emigration, May 5, 1847, to December 31, 1860.

YEAR.	Number of Aliens arrived, for whom Commutation and Hospital moneys were paid, or bonds demanded.	Number treated and cared for at Emigrant Refuge and Hospitals, Ward's Island.	Number treated at Marine Hospital.	Number supplied temporarily with board and lodging.	Number temporarily relieved with money, &c.	Number provided with employment.	Number of persons forwarded.	Number treated in other Institutions at this city, at expense of this Commission.	Number relieved in the Counties of the State, and at the expense of the Commissioners of Emigration.	Grand Total of persons treated, cared for, forwarded, &c., by and at the expense of the Commissioners of Emigration.	Total Receipts of Commutation and Hospital Money, and from all sources.	Total Expenditures.
1847	130,083	1,689	5,474	.....	593	.....	733	1,100	10,834	12,317	\$103,209 10	\$148,187 31
1848	180,176	4,037	5,464	.....	4,640	.....	2,103	1,304	27,526	32,633	\$133,203 80	272,868 49
1849	230,791	8,820	6,150	97,514	16,854	5,000	2,309	1,267	41,253	51,563	\$216,068 80	378,511 34
1850	213,408	10,156	8,471	97,514	.....	15,004	2,801	1,252	57,230	69,035	\$283,070 86	289,481 65
1851	260,601	14,939	8,848	28,941	.....	19,004	7,881	1,830	18,430	37,360	\$460,838 97	436,481 70
1852	300,993	16,152	8,857	117,063	.....	17,671	4,601	1,813	23,036	51,174	\$739,229 24	636,859 16
1853	284,945	14,335	4,756	24,817	20,197	14,384	6,203	1,123	31,774	63,548	\$91,051 93	438,316 77
1854	318,228	18,050	51,567	66,050	17,016	19,964	4,808	3,021	120,864	138,877	\$686,508 98	638,216 77
1855	196,283	12,901	9,402	86,050	84,400	18,151	4,888	307	142,337	143,225	\$85,966 24	430,189 77
1856	142,849	7,610	1,649	11,098	79	9,375	659	1,031	19,178	20,217	\$65,966 24	337,416 09
1857	198,778	8,909	4,108	11,098	808	10,338	629	564	38,624	39,193	\$111,944 84	350,911 79
1858	76,058	6,009	418	8,761	438	9,246	515	245	81,285	81,800	\$92,270 48	317,863 25
1859	76,823	4,861	793	6,560	793	7,100	170	488	29,485	30,278	\$162,566 84	196,875 78
1860	105,162	4,729	.....	6,116	193	7,117	401	597	50,715	51,312	\$99,467 93	210,859 66
Total	2,671,619	130,644	56,877	388,198	97,754	139,149	35,308	18,715	93,194	608,780	\$4,227,019 05	\$6,166,126 50

Appendix B

B. "One Block on St. Mark's Place" by Mabel Abbott, 1950 SIAS

Received
Oct 10 1913

One Block on St. Mark's Place

MABEL ABBOTT

The following notes relate to one short block and a few short years. The block is the one on St. Mark's Place between Hyatt and Wall Streets on the east side and between Fort Place and Wall on the west; and the years are the dim ones before and after the turn of the century. It was a pretty and fashionable section, with the atmosphere of mingled simplicity and distinction that made the northern end of Staten Island a favored spot for the homes of well-to-do New Yorkers for several generations. No Revolutionary battles were fought there, and no President was born in any of its homes. It probably offers no more of interest or value to history than many another block on Staten Island, — but also, it offers no less. History consists of many things besides battles and national figures. The normal flow of life is history too, though it usually goes unrecognized as such until too late to record it at first hand.

These fragmentary notes have been gathered for the most part from the recollections of those who knew "Brighton Heights" in their childhood, or who have been told about the place, the period and the people by their parents. They are necessarily incomplete and disconnected, and in too many cases initials or first names and exact dates are lacking; but it is hoped they are not too inaccurate. The reason this survey happened to focus on this particular block was that in the latter half of last century and the first quarter of this one, there stood on the corner of Hyatt Street and the present St. Mark's Place a residence which played a part in the beginnings of this Institute and consequently was mentioned in many of its early publications; and every time they were referred to, it was a reminder of how little (aside from that one fact) is now known about it, and about its neighbors, in their prime. The survey was limited to one block because, as will be seen, one block was plenty for the present. Other blocks can perhaps be studied later.

All this part of the Island was the "Plantation" of Col. Francis Lovelace, who was Governor of the Province of New York in 1688. Part of the plantation was inherited by Ellis Duxbury, who presented it to the Church of St. Andrew, and it became known as the Duxbury Glebe. As settlement increased, the Glebe passed piecemeal into many hands, and presently the villages of Tompkinsville and New Brighton emerged as definite localities, though with boundaries overlapping, so that residents on either side of Hyatt Street gave sometimes one address and sometimes the other. By the eighties the name "St. George" had been tacked on to the nose of the Island and had spread inland for a short but indeterminate distance, so that a third address became possible and was often

used. Furthermore, the hill became known as Brighton Heights; and to cap the confusion, St. Mark's Place was Tompkins Avenue until about the turn of the century, and for a good while residents were not particularly consistent about which name they used.

At any rate, it was a pleasant street. The Brighton Heights Reformed Church building, dedicated in 1864, rose in dignity just across Fort Place from one end of our block. At the other end Wall Street, then hardly more than a lane, ran down the hill. Fine lawns were bordered by picket fences or stone walls; the sidewalks were shaded by trees and lighted at night by large glass lanterns atop lamp-posts. There was no Richmond Terrace during the earlier part of the period; Stuyvesant Place was the continuation of the Shore Road, and its roofs interfered little with the great panorama of the Bay enjoyed by dwellers on "the Heights."

The house on the corner of Tompkins Avenue and Hyatt Street was built by Robert Buchanan, but no more exact date is available at present than "before 1853." It fronted on Tompkins Avenue, — a squarish two-story structure with a latticed porch across the back, and stood exactly where the parking lot of the St. George Theater now is. The land ran down to Stuyvesant Place. In 1854 the place was bought by John C. Thompson, a native Staten Islander, active in business and politics. In this house he lived, with his wife, two daughters, Miss Cornelia Thompson and Mrs. George B. Davis Jr., and two grandchildren, Willie and Bessie Davis, until his death in 1872, and the family remained in it until 1893. In 1881 the house was remodeled, remaining still square and two-storied, with wide, flat eaves, and painted either white or yellow — memories differ on that point.

In 1891 Miss Cornelia died, and in 1892 Mrs. Thompson also passed away. In 1893 Mrs. Davis sold the house, and with her two children moved down to 146 Stuyvesant Place, a house which also belonged to the family. The Thompson house was purchased by Frederick Tiedemann, an importer with offices in New York. The Tiedemanns, with their four sons and two daughters, had been living in the brick house across the street, on the corner of Tompkins Avenue and Fort Place. Mr. Tiedemann pulled down most of the Thompson house and remodeled what was left so elaborately that it was unrecognizable.

Just how long the Tiedemanns lived there is not certain, but old directories show that they were there in 1897.

The next occupant would seem to have been Richard Agar, whose son, Richard Agar Jr., was killed in World War I, years after they had left the house. Following them was Francois Ducasse, with his family of three boys and three girls. The house was sold in the nineteen-twenties, and demolished.

The nearest house to the Thompsons on the north was a three-story frame dwelling, with iron balconies. Who built it and when, has not yet been ascertained. It was occupied at one time, we are told, by a family by the name of Wotherspoon. New York directories show that George Wotherspoon, a broker, lived "at

New Brighton" in 1850 or 1851; and local histories record that George Wotherspoon, "an early resident of the section now called St. George," was "a vestryman of Christ Church, New Brighton," and also that he kept weather records for several years - presumably for his own amusement. Neighbors say that a daughter of the family, born on the Island, married an Englishman who became Governor of Bermuda; but British records show that Leila, daughter of James Wotherspoon of New York, married in 1901 Sir Joseph John Asser, who was Adjutant of the Egyptian Army 1907-11, in charge of the British Army's Line of Communications Area in France during a critical time in the first World War, Governor of Bermuda 1922-27, et. etc. This distinguished connection lends glamor to the story of our block, but awaits further evidence that Lady Asser was born on the Island, that her father, James, was related to George Wotherspoon, and that George Wotherspoon did live next door to the Thompson house.

After the Wotherspoons - just how soon after we do not know, the house was owned by Horace Robert Kelly, a New York merchant, who lived at various addresses on the Island at different times. He was the son of Robert Kelly and Evelina de la Forest Kelly, who lived for a long time at the famous old Pavilion Hotel. Mrs. Robert Kelly's father was Consul-General of France in New York in the 1840s, and he also lived at the Pavilion. It was Robert Kelly to whom Jeremiah O'Donovan-Rossa, the Irish refugee, turned for help when he came to America, and Rossa mentions him and his son, Horace Robert, in his "Recollections." In just what years Horace Robert Kelly lived in the iron-balconied house is not clear. He was listed as President of the Staten Island Rowing Club in 1886, but he might not have been at that address in that year. However, it seems probable that he was there in the late seventies or early eighties.

The Kellys had several children, one of whom, Robert de la Forest Kelly, lived on the Island for many years, though in business in New York. To his widow, Mrs. Jessie M. Kelly of Rossville, and to his sister, Mrs. Thomas D. Toy of Manhattan, we are indebted for most of the above facts.

Soon after the Kellys moved away, the house was acquired by the Brighton Heights Seminary Association for a school for children and young girls. According to the recollection of Victor McQuade, who as a boy lived next door, Eckstein Norton was President of that Association, Victor's father, Peter McQuade, was Treasurer, and other members were Erastus Wiman, Charles E. Zentgraf of Stapleton, H. E. Alexander, who lived on Clinton Avenue, near by, and Captain King of Arrochar. After the first year the Association built another frame building on the property, close to the Thompson lot-line, for use as a school building. During summer, when school was out, the whole property was operated as a boarding house. The dwelling itself was damaged by a fire and was presently pulled down, but the school building was not damaged, and after it ceased to be used by the Seminary it was

occupied by a succession of tenants, including at one time a gymnasium and health school. Finally, the entire property was purchased by Mr. Martin Keppler, who changed the school into a residence building and later built three other residences there for his three daughters, Cecilia, who married William H. Morris, Amelia, who married Charles Fannon, and Ethel, who married Ferd. Clark. These are still standing.

Next door to the Kellys, as has been said, were the Peter McQuades. Their house, as pictured in an old book, was three stories high, the third story being a mansard. There was a tower in the middle of the front, and porches both front and back. Mr. McQuade bought the property about 1878 from Erastus Wiman and built the house about 1879 or 1880. The family lived there for more than forty years. It was sold about 1925 and has been demolished. Mr. Victor McQuade has been extremely helpful in supplying these and many other facts concerning the neighborhood.

Erastus Wiman, from whom Peter McQuade bought his property, owned a considerable part of the block, his property extending down to Stuyvesant Place. Wiman, a promoter of large enterprises, among which was the unification of the Island's transit at St. George, lived for a time in a house at the corner of Tompkins Avenue and Wall Street. It stood well back on its lot, and consequently lower than Tompkins Avenue, so the front door was reached by descending a steep path or steps. In 1880 or thereabouts, Wiman built, next to the McQuade house, what was at that time by far the most elaborate home in that part of the Island, and named it "Tentallion." The house was a show-place, and there were large stables, beautiful gardens and a greenhouse. The smaller house in which he had lived was occupied for a time by George Whitehouse, a broker, and his family. They were there at least in 1882-3. Later other families lived there, and finally it was moved further down the hill, where it still stands and is now known as The Greycourt.

Mr. Wiman's career has been fully recorded in local histories. While living on Tompkins Avenue he met with serious financial difficulties, and the great house was given up, though after his affairs had been cleared up he returned to the Island for a while. The house was occupied by various tenants, and about 1903 or 1904, according to the recollection of neighbors, it was taken by the Staten Island Club, and a second period of importance began for it. This was the leading men's club on the Island. It was organized in 1894, and its first three Presidents, John S. Davenport, John M. Carrere and James G. Timolat were all men who at one time or another lived in this block. The stables were moved up from the rear of the property, attached to the north side of the building and made into an assembly room, billiard room and bowling alleys. Many brilliant social functions were held there, as well as many important political ones. Its annual Christmas dinner was a dazzling affair; there was a "clergymen's dinner" to which every clergyman on the Island was invited and seated

between two members; there were "Ladies' Nights," dances and other events. For a time Victor McQuade drove a four-in-hand every Sunday morning to take members to the Richmond County Country Club to play golf.

After the Staten Island Club ceased to exist, the great house went through sundry further changes of occupancy, including services for soldiers in World War II. It is now owned by the Elks.

At just what period the corner of the property on St. Mark's Place and Wall Street stood vacant long enough to be a playground for the neighborhood children, is not clear, but Mrs. Melad Stone remembers playing there. It is also said that Francis X. Bushman and Beverly Bayne, stars of the early movies, took a picture there, which showed the Greycourt in the background, down the hill. When the Island's first real apartment house was built on the corner, it was named the Beverly, and local tradition believes the name to be in honor of the actress.

Now we may retrace our steps, giving our attention to the upper or west side of the street. The corner just across from the Wiman property was occupied by the ample grounds and fine home of Eckstein Norton, — known to everybody as "Ex" Norton — a New York banker and at one time President of the Louisville and Nashville Railroad. The stone house rose three stories, with a central tower and a deep veranda. The family like so many others in the block, was a large one: three daughters and three sons. The youngest son, Fred, was killed while driving an ambulance in France in World War I.

When the Nortons left the house it was occupied by a family by the name of Van Bernouth, then stood vacant for a time, and finally was torn down to make way for the huge mass of the McKee Vocational High School which now stands there and to whose principal, Moses Sorola, we are indebted for an old print of the Norton home.

Next to the Norton place on the south were two attractive frame houses (now Nos. 296 and 298), which were built by Daniel Low for his daughters, Mrs. E. C. Bridgman and Miss Adele Low. It has not yet been possible to learn with certainty the names of all the families who succeeded each other in these two houses. Several persons remember that a Miss Eliza Theler (pronounced Taylor) operated one of them as a boarding house for a time. No. 296 is said to have been occupied by Rev. William Walton Clark, his wife and two daughters. If this is correct, the period of his tenancy would seem likely to have been at some time during his pastorate at the Reformed Church on Fort Place, — 1880-1887. Probably not long after this, Miss Eleanor R. Tilden, niece of Daniel Low, was there. Grosvenor Wright and his family also lived at one of the two houses for some years. Another name connected with No. 296 is that of Albert Johnson, of the S. S. White Dental Works.

As to the house at No. 298, there is a conflict of testimony concerning some of the occupants, and their names must await further information.

The house on the corner of Fort Place and St. Mark's Place, now the Meurot Club, is unquestionably the oldest now standing in the block. The first definite information we have is that it was occupied by various New York families as a summer home. The earliest such occupant whose name we can be sure of is Stewart Brown, who lived there for several summers. His grandson, H. Cleaver Brown, thinks this may have been about the fifties. Somewhat later we find the name of Miller. Perhaps not very long thereafter came the Tiedemanns, mentioned before, who lived there until Mr. Tiedemann purchased the Thompson place. Again, it could not have been long after that, that the house on the corner was owned by John M. Carrère, of the famous New York firm of architects, Carrère and Hastings. The directory of 1897 shows him there in that year. Schoolmates of his two daughters remember well that the family was there for several years. Following the Carrères was James G. Timolat, with his wife, his daughter Alma (now Mrs. R. C. Stanley) and two sons. They lived in the house for four years, which included the years 1905 and 1906, according to Mrs. Stanley.

Between the Timolats and the present occupant, the house had tenants whose names have not been secured. It was the home of the Staten Island Masonic Club for a time, before being taken over by the Meurot Club. The building has been greatly added to and altered, but the original part is still a sturdy, elegant old structure.

The block was decorous, of course, as befitted its social standing; but there was always a great deal going on. For one thing, there were many children and young people. In the Thompson house, Willie Davis, a quiet youth with a passion for natural history, had a constant succession of visitors of like tastes, and in 1881, he, Nathaniel L. Britton (later for many years Director of the Bronx Botanical Garden), Arthur Hollick and several others met in that house and organized the Natural Science Association of Staten Island. The story of that group and its successors down to the present time has often been written.

One of Victor McQuade's earliest memories is of being sent by his older sister to slip a Valentine under the door of the Thompson home for her friend Bessie Davis. Victor was an ardent horseman and his friends say he owned some prizewinning jumpers.

The Kellys had a goat and the Nortons had a pony, and the youngsters held "bull fights" which probably were not as bad as they sound. Also, with the Alexander children from Clinton Avenue, they formed the Monday Thumping Club, whose sole purpose was to make a great deal of noise on Mrs. Kelly's day at home, to which for some reason they objected. The Brighton Heights Seminary, during its existence, daily brought a bus-load of girls to the school and daily took them away again.

Carrriages came and went in numbers which, somehow, in that less feverish period, never became a traffic jam. But when, about 1900, there was talk of running a trolley line along the street, the inhabitants rose almost unanimously to oppose it, and it was given up.

For some years there was a pretty custom of holding a carriage and equestrian parade from the old Castleton Hotel, farther along the street, to the Richmond County Country Club, which was then in Clove Road. This parade, the carrriages decorated with flowers and the occupants in their best, always went along St. Mark's Place, and was one of the year's shows. Sometimes on Christmas Eve Ralph McKee, who lived on Central Avenue, would get together a group to sing carols along the street, stopping at various houses. But probably the most astonishing phenomenon was when a herd of elephants was marched daily from stables in Jersey Street along the avenue before turning down to the St. George flats to take part in the spectacle "The Fall of Rome" in Wiman's great amusement park.

Today St. Mark's Place is congested with less picturesque traffic; the once fine homes are mostly gone and those which remain are not old enough to be quaint and too old to be modern. But it had its day; and that day should not be entirely forgotten.

Appendix C

C. Report of monitoring of soil borings

**MONITORING OF ARCHAEOLOGICAL SOIL BORINGS
STATEN ISLAND CRIMINAL / FAMILY COURT COMPLEX SITE
ST. GEORGE, STATEN ISLAND, NY.**

DATE: Thursday, January 18, 2001

METHODOLOGY: Continuous four (4) inch diameter cores were taken. Contents removed from drilling pipe, placed on ground and observations made regarding the nature of the soil and its contents. All depth measurements are below current grade.

BORING # 13:

Location: Within parking space number 64 in northeast section of parking lot. [Note: The supervising geo-tech has provided a preliminary boring plan, see following.]

0'-60" (5ft.) Mixed yellowish brown (10YR 5/8) and dark yellowish brown silt, sand, rock fragments.

Cultural Material: 1 fragment of red brick, 1 fragment of yellow brick, 1 piece of coal, 1 piece of wood.

60"-72"
(5-7 ft.) Mixed brownish yellow (10YR 5/8) and dark brown (10 YR 3/3) silt, sand, rock fragments.

Cultural Materials: Wood fragments.

71"-108"
(7-9 ft.) Decomposing rock, grayish-yellow-black in color
No cultural material present.

BORING # 14:

Location: In lane just west of parking space number 124 in northwest section of parking lot. [Note: The supervising geo-tech has provided a preliminary boring plan, see following.]

0"-60"(5ft.) Mixed silt, coarse gravel, and small rock fragments, strong brown (7.5 YR), dark gray (7.5 YR N4), reddish brown (5YR 4/4).
No cultural material present.

60"-78"
(5-6.5 ft.) Decomposing rock; grayish, greenish, yellowish color.
No cultural material present.

BORING # 15:

Location: In lane east of parking space number 115 in north-central section of parking lot. [Note: The supervising has provided a preliminary boring plan, see following.]

0"-48" (4ft.) Mixed silt, sand, small rock fragments; black (10YR 2/1) reddish brown (10YR4/4) color; possible indication of burning.
Cultural Material: Bone fragments recovered between 12 inches and 24 inches in depth.

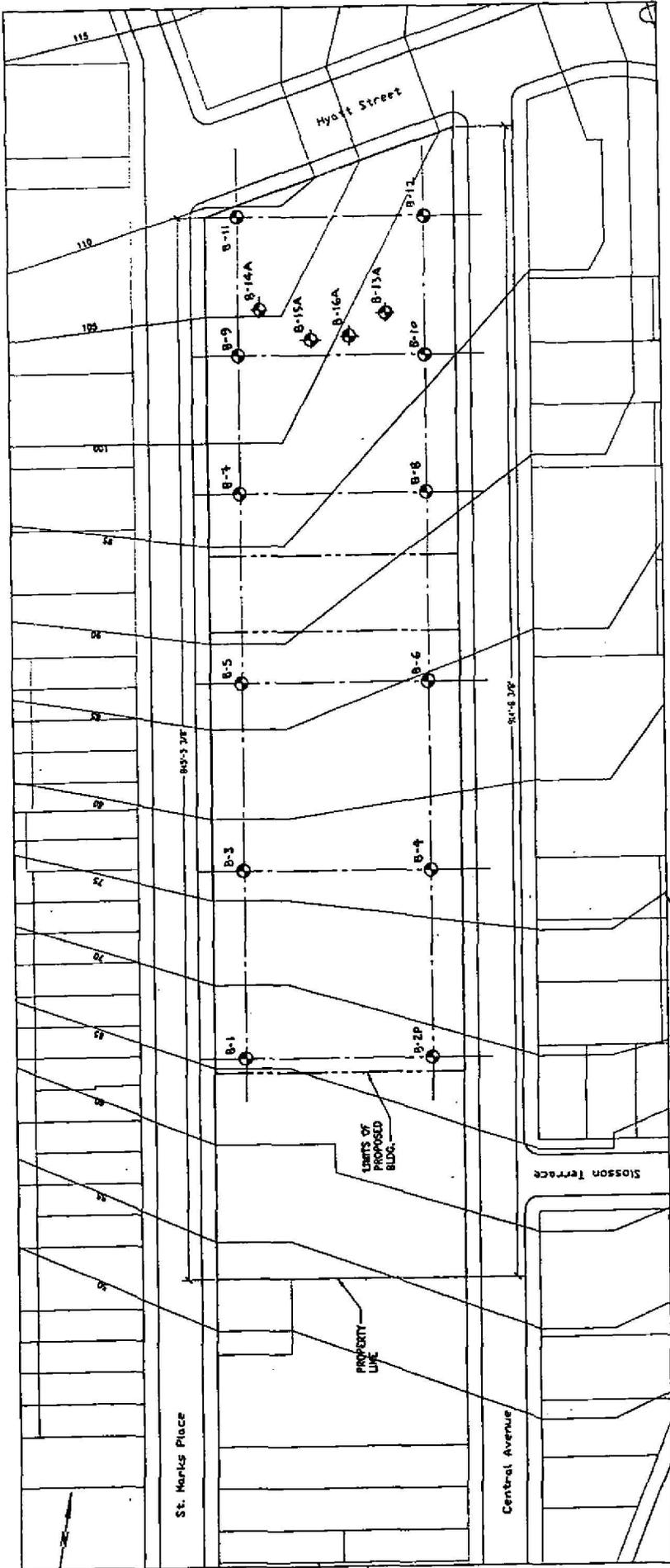
48"-72"
(4-6 ft.) Decomposing grayish-green rock
No cultural material present.

BORING #16:

Location: In lane just west of parking space number 79 in north-central section of parking lot. [Note: The supervising geo-tech has provided a preliminary boring plan, see following.]

0"-36" (3ft.) Mixed silty sand, small rock fragments; black (10YR2/1), dark reddish brown (10YR3/3) color; possible indication of burning.
Cultural Material: 1 red brick fragment, 1 piece of coal, 1 small nail.

36"-60"
(3-5 ft.) Decomposing grayish-green rock.
No cultural materials present



LEGEND:

- - B-1PA - GEOTECHNICAL BORING
- ⊗ - P - PIEZOMETER INSTALLED
- ⊠ - A - ARCHAEOLOGY BORING

NOTE:
1. AS-DRILLED BORING LOCATIONS ARE APPROXIMATE.

GROUND SURFACE
CONTOUR

PRELIMINARY



STATE ISLAND COURTHOUSE
BORING PLAN
DATE: 11/1/68
BY: [Signature]

MUESER RUTLEDGE CONSULTING ENGINEERS
708 THIRD AVENUE, NEW YORK, N.Y. 10017

D. Key Project Personnel

Betsy Kearns, Principal, Register of Professional Archaeologists, MA/1980/ Anthropology - Columbia University; MA/1965/English - University of North Carolina; BA/1960/English - Duke University. Ms. Kearns, co-founder of Historical Perspectives, Inc., has more than 20 years experience in directing over 100 cultural resource management projects. Ms. Kearns has been responsible for developing methods for dealing with complicated urban sites, utilizing extensive documentary research for identifying and evaluating archaeological potential on site types ranging from waterfront to industrial to residential.

Cece Saunders, Principal, Register of Professional Archaeologist, MA/1981/ Anthropology – University of Connecticut. Ms. Saunders, as a co-founder and partner in Historical Perspectives, Inc. since 1982 has served as the Principal Investigator, Primary Author, or Project Manager for numerous cultural resource evaluations in NYC. She has served on the CT Historical Commission Advisory Committee, Minority/Women's History since 1990 and as a member of the CT State Historic Preservation Board since 1993.

Edward J. Lenik, Project Director. President, Sheffield Archaeological Consultants; Certified Professional Archaeologist, Director, Archaeological Research Laboratory, Van Riper-Hopper (Wayne) Museum; B.A. Fairleigh Dickinson University, M.A., Anthropology, New York University, Fellow of the Archaeological Society of New Jersey and New York State Archaeological Association. Author of numerous technical reports, articles, monographs and books on prehistoric and historic archaeology. Thirty-five years of experience in northeastern history and archaeology.

Nancy L. Gibbs, Historian-Researcher, B.A., Major in Fine Arts, Minor in Anthropology, Phi Beta Kappa, Beloit College; M.F.A., with concentration in African Art/Anthropology, Michigan State University. Formerly on staff of Roosevelt University and Field Museum of Natural History in Chicago. Currently information specialist with Find/SVP, New York. Research Associate at the Archaeological Research Laboratory, Van Riper-Hopper (Wayne) Museum. Eight years of experience in archaeology and history in New York and New Jersey.