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Geismar
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Stage 1a Archaeological Documentary Research

The Harlem River Yard

Bronx, New York

Prepared for TAMS Consultants, Inc

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ABSTRACT

Historical documentation of the proposed Harlem River Yard Transportation and Distribution Center site (Block 2260 Lot 62 and Block 2543 Lots 1 and 2), a 96-acre site located on the Harlem River and Bronx Kill in the south Bronx, has revealed its prehistoric and early historic-era Native American associations and historical significance. This includes a Native American site and ownership and occupation by generations of the distinguished Morris Family in several residential structures. It also was a site occupied by Americans and then Loyalists during the Revolutionary War. Development into a rail and freight center transformed its bucolic setting into an industrial site where grading and filling has changed the topography and undoubtedly obliterated much of its archaeological potential. However, based on map data, historical writings, and a soil boring, it appears that remnants of foundations for a house built by the Honorable Gouverneur Morris in 1799, possibly on foundations of an older structure, may still exist. Verifying its location would alter the accepted development history of the site. It is also possible, but less likely, that remnants of the original Morris Manor house and Native American or Revolutionary War deposits may survive under fill. Consequently, testing in the form of monitored backhoe trenching and shoveling is recommended prior to further development to verify the conclusions drawn from the documentary research and to avoid possible interference with planned construction.

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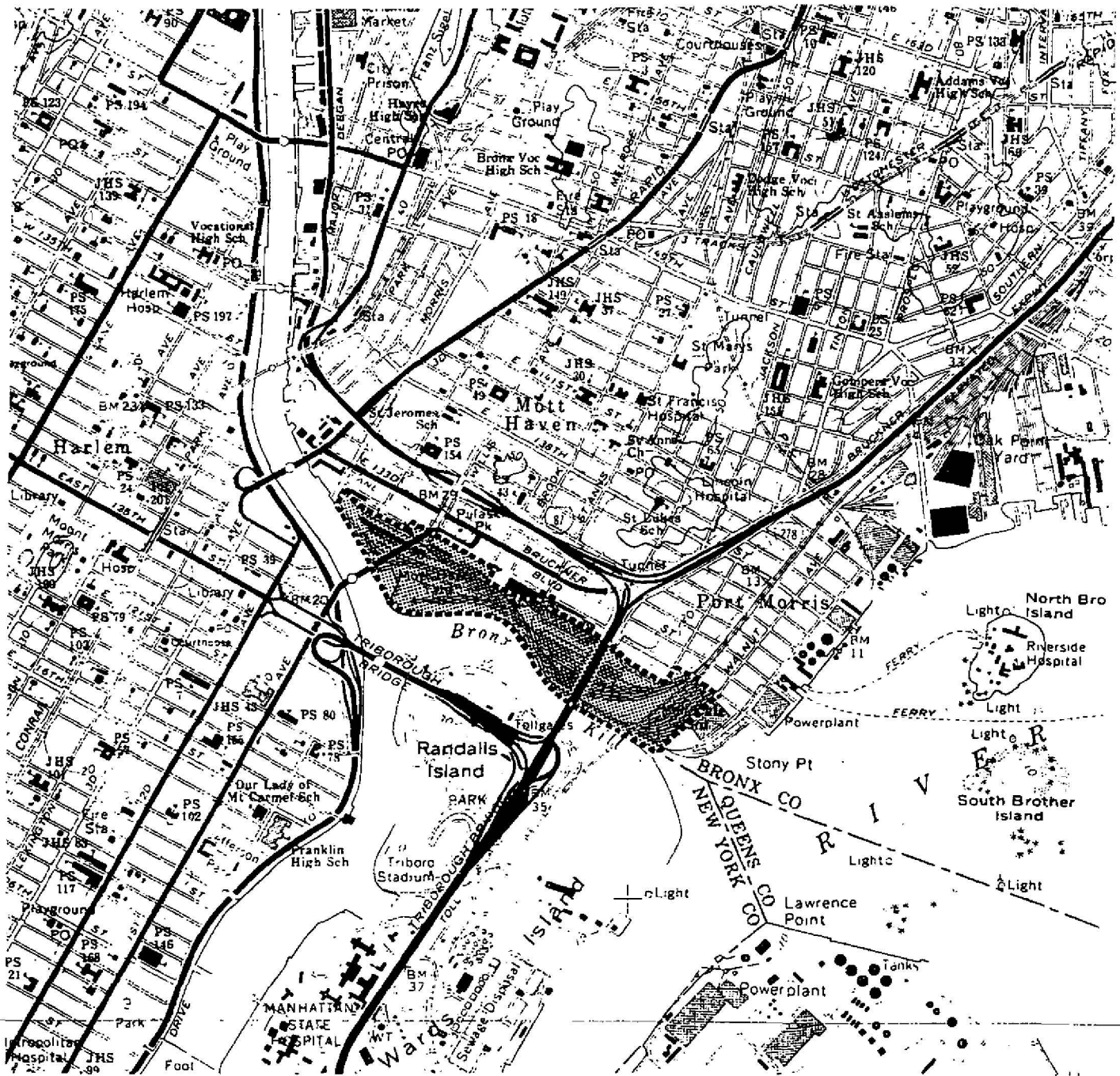
Photos: Joan H. Geismar

INTRODUCTION

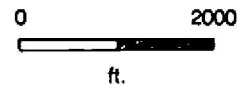
This report presents historical documentation and an assessment of the archaeological potential of the proposed Harlem River Yard Transportation and Distribution Center site (Block 2260 Lot 62 and Block 2543 Lots 1 and 2) located in the western part of the south Bronx (Exhibit 1). It was prepared by Joan H. Geismar, Ph.D., for TAMS Consultants, Inc.

The development proposed for the site will include an inter-modal rail terminal, a newsprint recycling and paper production facility, the New York wholesale flower market, refrigerated/dry warehousing, a solid waste transfer station and materials recycling facility, a bulk cargo/team track, and a through track for the Oak Point Link.

The project site, referred to in this document as the Harlem River Yard, comprises 96 acres bordered to the south by the Harlem River and the Bronx Kill, to the west by Lincoln Avenue, to the east by Walnut Avenue, and to the north by a line on or near E. 132nd Street. It is a site that has prehistoric and early historic-era Native American associations and historical significance. Its Native American associations include burials and a large "village" site in the vicinity of the Gouverneur Morris residence and nearby 'shell beds' (e.g., Bolton 1848:280; Bolton 1934:137; see Prehistoric Considerations below). This is augmented by Indian deeds known by tradition or recorded historically (Bolton 1881:451). Its historical significance is tied to the early but relatively brief ownership and



project site



occupation of Jonas Bronck for whom the Bronx is named and the long association of its subsequent owners, members of the illustrious Morris family. Several generations of Morrises--including the first provincial governor of New Jersey, a signer of the Declaration of Independence, and a delegate to the Constitutional Congress and minister of the United States to the court of France--owned and occupied houses on the site. During the Revolutionary War, it was used first by the Americans and then by the British, and its historic site potential includes a military encampment from this period as well as homes of members of the Morris family. However, grading and construction tied to railroad development that may have begun as early as 1840, and intensified in 1873, as well as more modern industrial development, have undermined the integrity of much, but not all, of the site.

While the issue of the site's prehistoric and historic significance has been addressed in a report titled the Archival Documentation of a Phase 1A Cultural Resource Survey for the Harlem River Yard Oak Point Link Study (Johannemann and Schroeder 1982), the New York City Landmarks Preservation Commission requested additional research (LPC 1992). Consequently, this report focuses on the ownership, occupation, development history, and archaeological potential of the entire project site.

Primary research sources have included maps, deeds, wills, tax and other municipal records, federal census manuscripts, and directories. Secondary sources mainly comprised published histories that in this case were particularly abundant because of the achievements

of the Morris family, published and unpublished reports (including the above-mentioned Johannemann and Schroeder report), and newspaper and scrap book articles. In addition to county offices, research was conducted at several institutions including the Bronx County and New York Historical Societies, the Westchester County Archives, the Municipal Archives, the Avery Library of Columbia University, and the New York Public and New York Society Libraries. Interviews were also conducted with local residents or owners. The findings of this research are presented in the following sections.

SITE DESCRIPTION

The southern part of the 96-acre project site is bordered by two rivers, the Harlem River and the Bronx Kill, but distinctions between them are visually elusive. The site lies directly across from Randall's Island (formerly Montessor's Island named for its 1772 owner and now named for Jonathan Randel, but spelled incorrectly [WPA 1939:424]). Land reclamation has narrowed the Bronx Kill in the site area. Randall's Island can be seen clearly when looking south from the foot of St. Ann's Avenue, a thoroughfare that ends at the E. 132nd Street entrance to the project site (Exhibit-2). The line of this street on the project site partially conforms to the route of Mill Brook; this stream has long been culverted, but it was named for its mill sites (beyond the project area) and is cited historically as a land boundary. It was undoubtedly also attractive to prehistoric Native American hunters and gatherers.

North of E. 132nd Street are the industrial buildings and turn-of-the-century tenements typical of this part of the Bronx (Exhibits 3-4). A 1982 Department of Transportation Study identified several nearby buildings as eligible for nomination to the National Register of Historic Places (E.O. 11593:1983). These include the Estey Piano Factory (13-21 Bruckner Boulevard), the Haines Piano Factory (26 Bruckner Boulevard), the Henry Spies Building (82-96 Lincoln Avenue), the Jacob Brewer Ice Plant (281 E. 132nd Street), and three buildings that comprise the J. L. Mott Iron Works Complex located on the Harlem River northwest of the project site (2401 and 2413 Third Avenue, its facade now altered [Dolkart 1992:personal communication], and 220 E. 134th Street). The Ward's Island Water Pollution Control Plant has also been found eligible, and is the only one of these properties that is also a New York City Landmark (Dolkart 1992:personal communication).

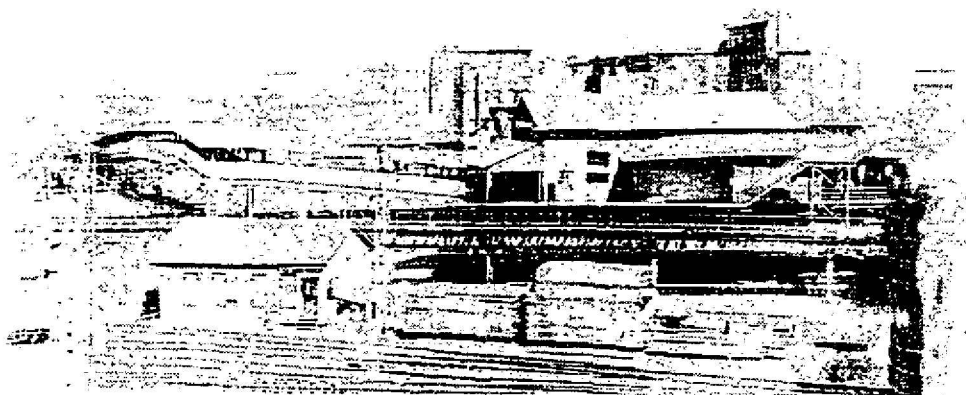
In addition to the railroad tracks that crisscross the site, there are recently abandoned truck and freight terminals standing east of St. Ann's Avenue, and it is crossed by three bridges (Exhibits 5-8). The oldest is the Willis Avenue Bridge to the west that was built in 1901 (Reier 1978:85) to connect Manhattan to the Bronx; the most recent is the Triborough Bridge, begun in 1929, that rises over the Cypress Avenue line and links Manhattan, the Bronx, and Queens (WPA 1939:391). Further east, near Willow Avenue, is the Little Hellgate Bridge, a small railroad bridge that is part of the New York Connecting Railroad system (Exhibits 9-10). Opened in 1917 (WPA 1939:564-565), it is a component of the rail system that connects the South and West with New England and the only freight link



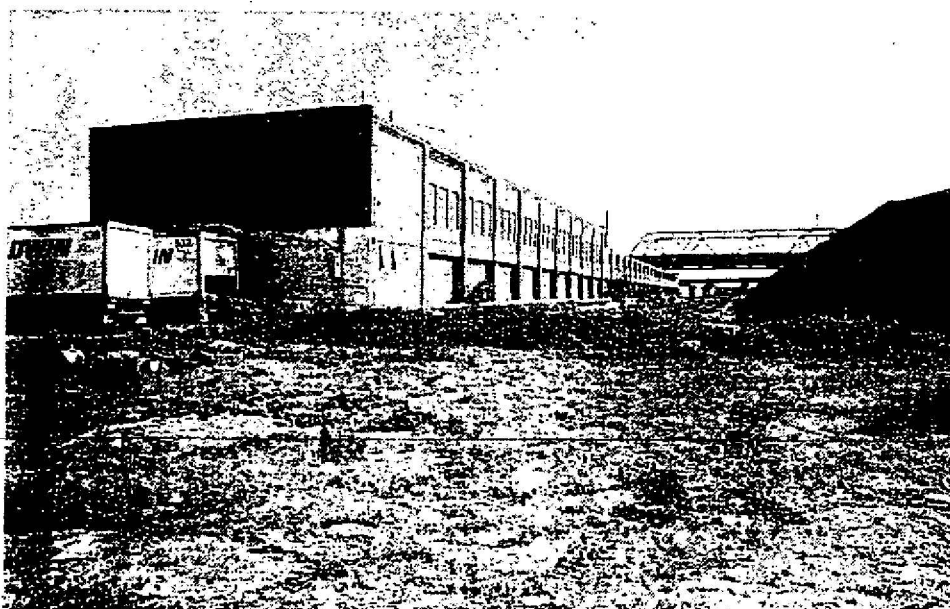
2 View looking southwest from the E. 132nd St. entrance to the project site. Randall's Island and the Willis Ave. Bridge (arrow) can be seen in the background. (photo: 9/92)



3 Looking north on St. Ann's Ave. from the entrance to the project site at E. 132nd St. (photo: 9/92)



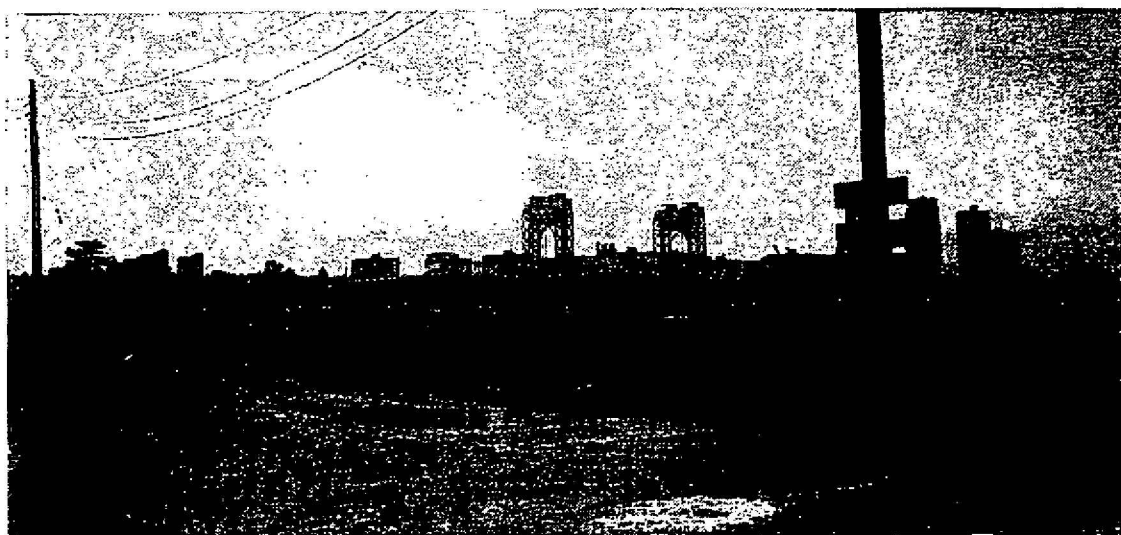
4 View north of Willis Ave. and E. 132nd St. in 1931 showing the freight yards of the New York New Haven & Hartford Railroad. The Third Ave. Elevated Line can be seen running between Willis and Alexander Aves. (NY Views 0002:83).



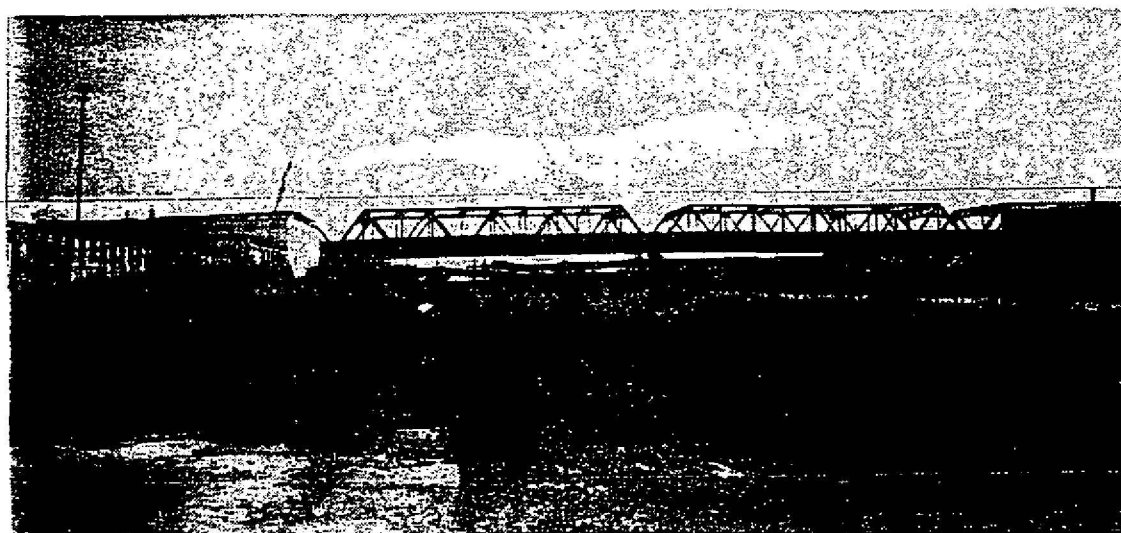
5 Looking east near St. Ann's Ave. on the project site. Building on the left is the recently-vacated Baldwin Freight Terminal. The Triborough Bridge, which crosses the project site at Cypress Ave., is clearly visible in the background and the Little Hellgate Bridge, part of the New York Connecting Railroad Bridge, is just visible beyond it near Willow Ave. (photo: 11/92)



6 Looking west near St. Ann's Ave. not far from the shore of the Bronx Kill. Randall's Island is just visible on the far left as is the Willis Ave. Bridge (photo 9/92)



7 View across the eastern part of the project site looking toward the main span of the Triborough Bridge. (photo: 9/92)



8 View east near St. Ann's Ave. with a vantage near E. 132nd St. The Triborough and Little Hellgate Bridges are in the center and the buildings on the left are beyond the project site. (photo: 9/92)



9 A section of the Little Hellgate Bridge, part of the New York Connecting Railroad system, looking west from the New York City Transit Authority parking lot.
(photo: 10/92)



10 Detail of foundation piers and trusses of the Little Hellgate Bridge running east of Willow Ave. Vantage point is E. 132nd Street looking south. (photo: 10/92)

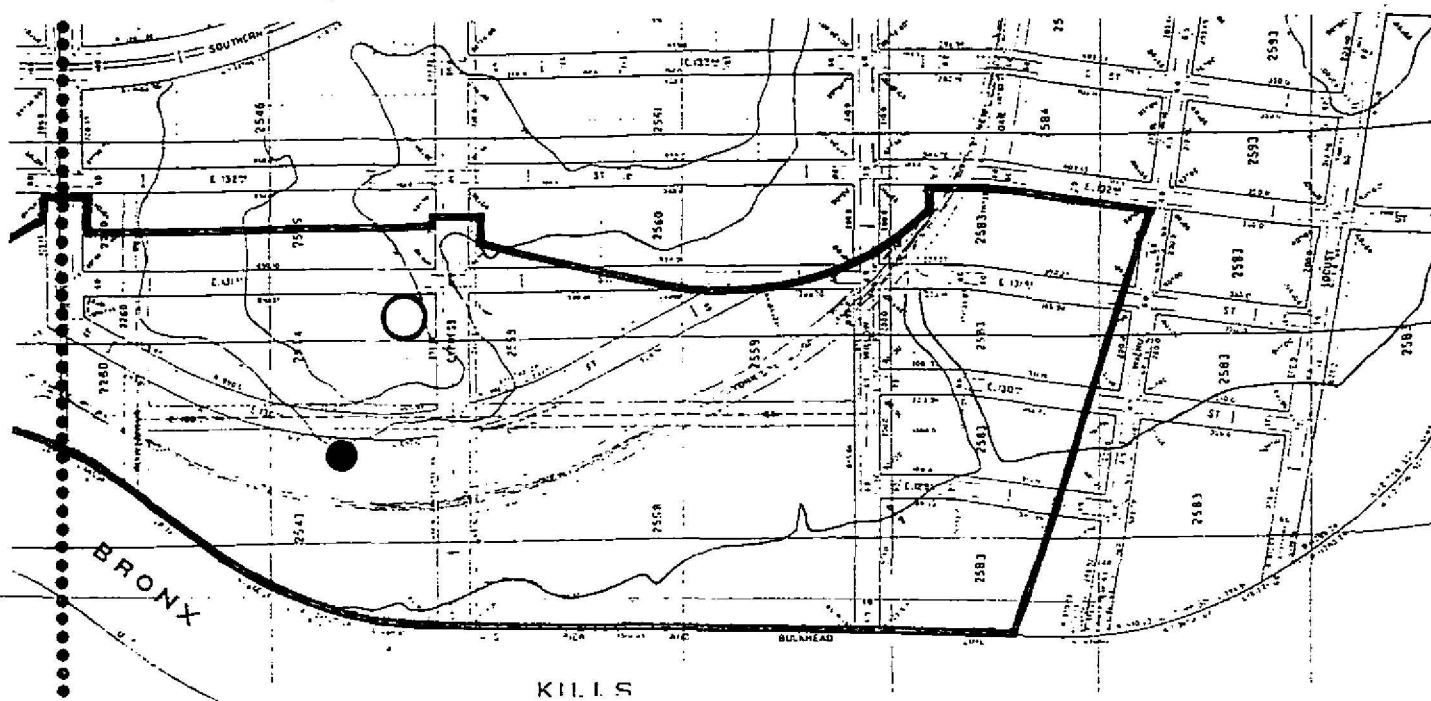
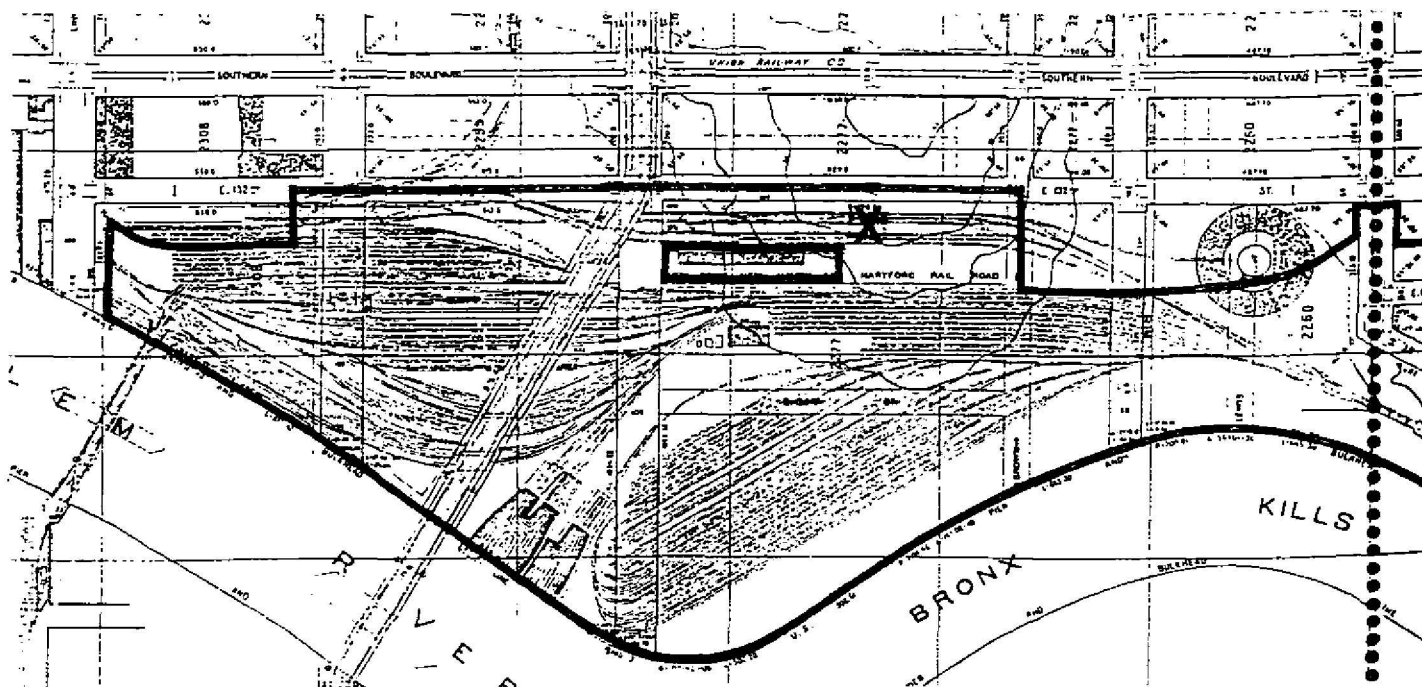
between the Bronx and Long Island (Donnelly 1992:personal communication). This 350-ft. double bascule bridge, and the entire bridge and viaduct system of which is part, was found eligible for listing in the National Register of Historic Places in 1977 (E.O. 11593:1977).

The project site surrounds a three-story brick structure situated on a plateau just east of Willis Avenue. It was built in 1891 as the Harlem River Station, but is now known as the Willis Avenue Station (Exhibit 11). The above-mentioned 1982 eligibility assessment determined that this privately-owned building was also eligible for inclusion to the National Register of Historic Places, a determination that affords the protection of a National Register property.

Topographical maps from 1873 and 1892 surveys show similar contour information. Both indicate the site terrain once included at least two rises, two streams or brooks, and marshland (Commissioners of the Dept. of Parks 1873; Bronx Final Map 1895; see Exhibits 12 and 40 this report). In addition, the 1873 map shows water or marsh covering most of the site east of Cypress Avenue (see Exhibit 40). A modern topo map (TAMS 1992a) suggests that part of a former 30-ft. rise lying west of Brown Avenue, near E. 132nd Street, still exists in a reduced form; its most obvious remnant being the plateau where the Willis Avenue station (82 Willis Avenue) is situated (it appears this plateau was created in part when an embankment on its southern boundary was cut sometime after 1892). The rest of the site is now rendered basically flat and featureless by virtue of the filling and grading undertaken to create a rail yard and industrial site .



11 Former Harlem River Station, now known as the Willis Ave. Station, erected in 1891. The area in the foreground is part of the project site, but the structure and its surrounding lot are privately owned. Note railroad tracks in the right foreground. The Willis Ave. Bridge is just visible in the rear left of the photo.
(photo: 10/92)



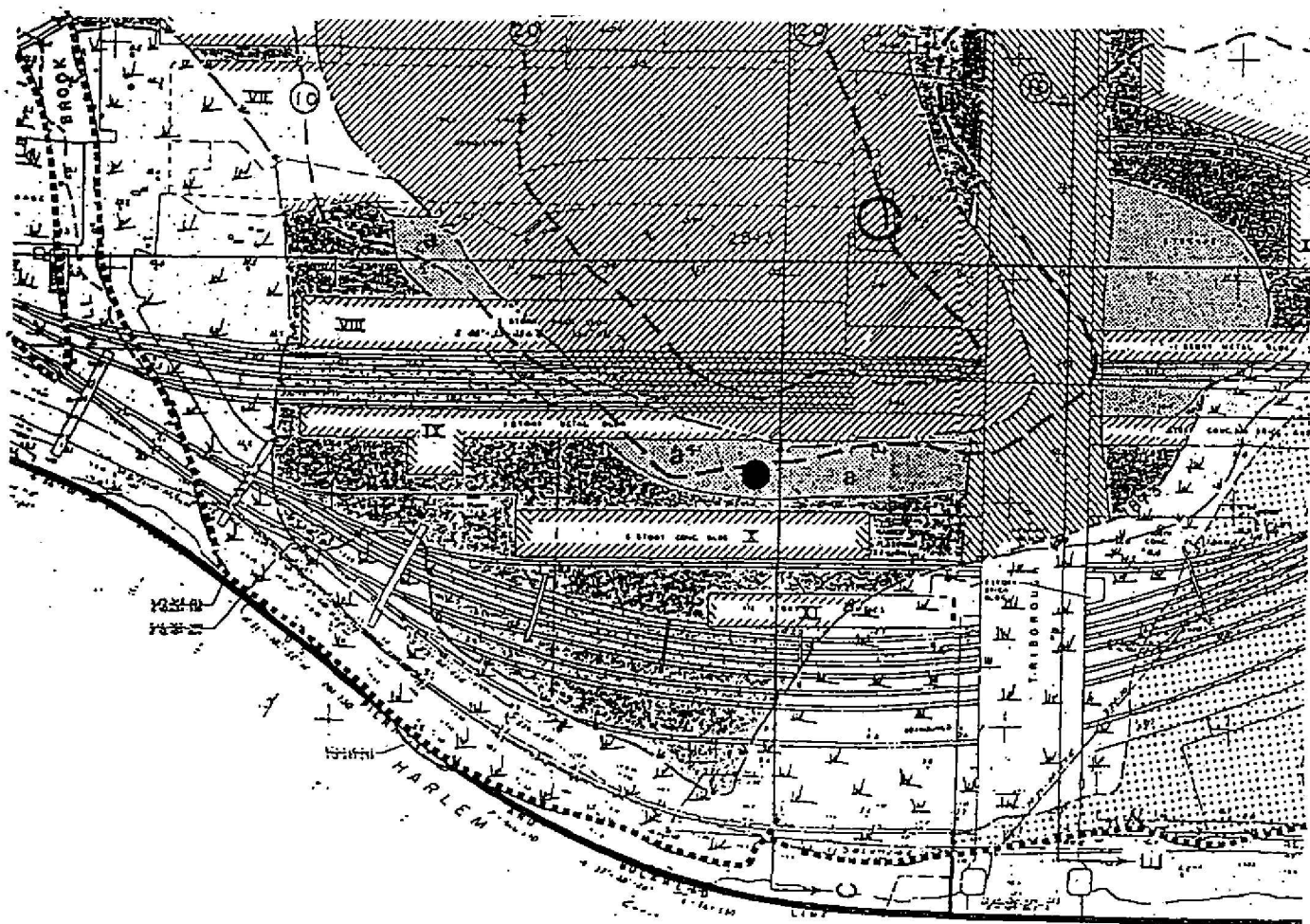
- property line
- match line (St. Ann's Ave.)
- X Lewis Morris Manor site(?) (approx.)
- Gouverneur Morris II house site
- Hon. Gouverneur Morris Mansion site(?) (approx.)









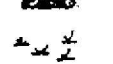

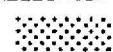
0 500
ft.

The extent of land alteration is a question since a 1982 survey that is assumed to have a datum comparable to earlier maps indicates that fill has been introduced in some site areas (Johannemann and Schroeder 1982 Attachments A [Exhibit 13 this report] and B). This is an important issue since grading and filling are determinants in the preservation of potential archaeological sites where site sensitivity is a consideration (see Prehistoric and Historical Considerations).

While there has been filling or grading in some of the project area over the last six years (State of NY DOT 1988), it does not appear to have occurred in any areas deemed potentially sensitive. Based on comparisons of the contour maps made in 1873 and 1892, which show the contours unchanged, and one made in 1982, it also appears that at least 8 ft. of fill have been introduced south of the plotted line of E. 130th Street since 1892 (E. 130th Street was apparently never run). In addition, the shoreline has been differentially altered over time. All these factors have important implications for preservation of at least one Morris house site and possibly prehistoric or early-historic era Native American artifacts or features.

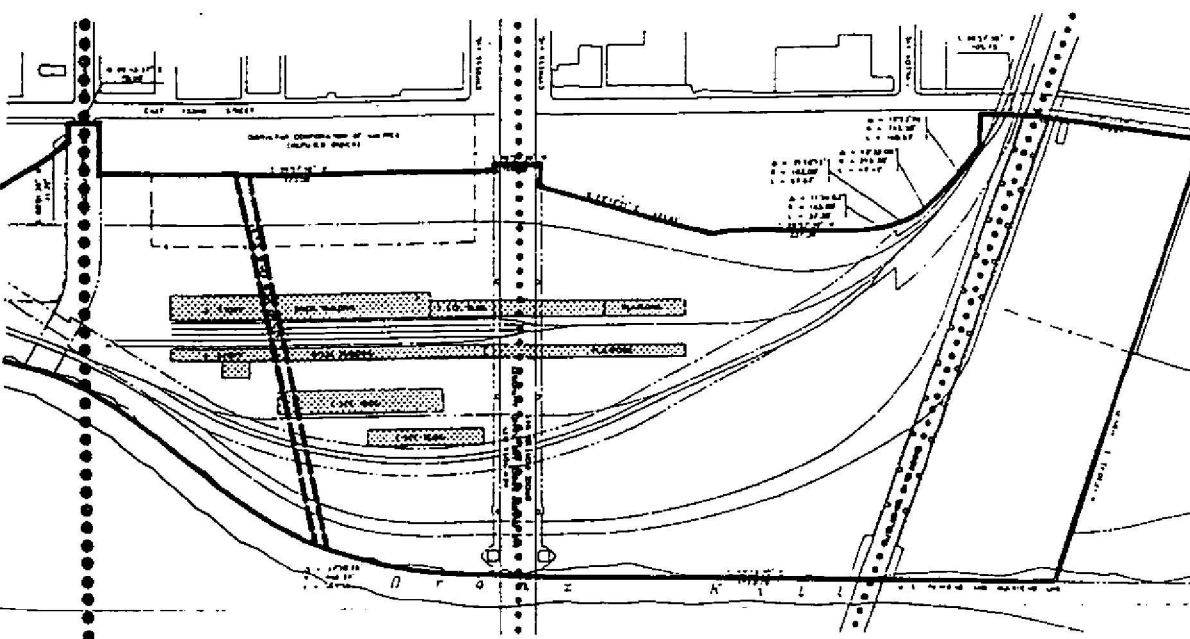
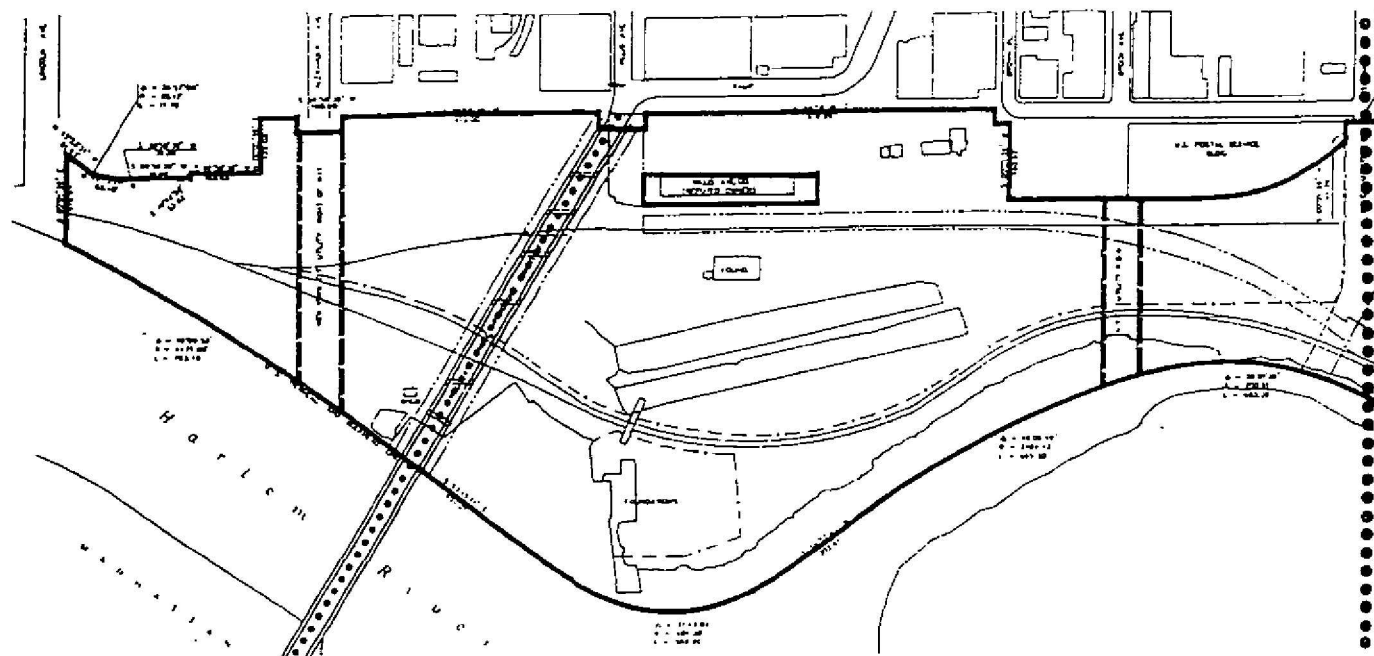
Another consideration in this issue is the location of sewer and utility lines or rights-of-way (ROW). Exhibit 14, which shows existing site conditions (TAMS 1989), indicates the location of these lines. Based on historical documentation, it appears they do not affect any potentially sensitive historical resources, and their effect on any prehistoric sites or features is unknown.



-  southern line of project site
-  Gouverneur Morris II house site (approx.)
-  Hon. Gouverneur Morris Mansion site (?) (approx.)
-  excavated terrain
-  fill material
-  original soils
-  Ranachoua (sic) site
-  land outside of excavated zones
-  historic era marsh
-  1868 shoreline
-  open water (through at least 1892)

0 200
ft.





- property line
- match line (St. Ann's Ave.)
- ▨ standing structure
- - - - - sewer easement/utility ROW
- bridge

0 400
ft.



PREHISTORIC CONSIDERATIONS

The 1982 Johannemann and Schroeder report has addressed the site's prehistoric and early-historic-era Native American site potential. Many findings of that report are summarized here and are augmented by additional information as cited.

As noted above and in the Johannemann and Schroeder report, the Mill Brook that divides the site into eastern and western segments would have been attractive to Native American hunters and gatherers as a food source and, north of its mouth, as a source of fresh water. Adding to the site's prehistoric potential is a fresh water spring documented on the east side of Mill Brook on an 1816 survey (Randel 1816; see Exhibit 28) and its 1850 update (Findlay 1850 in Robinson 1888; see Exhibit 29). It is also mentioned in a newspaper article that records the "joy" its water gave to "Mrs. Morris" (French 1880-1925 32:4). From the date of the article, this appears to refer to Mrs. Gouverneur Morris II, Patsey Randolph Morris. It seems quite likely that this fresh water source was also known to local Native Americans before the site was settled between 1639 and 1643.

~~In the vicinity of the spring, and a Morris family resi-~~
dence, Reginald Bolton identified the "Ranachqua" site that he described as a "tract of land, about 500 acres in extent," and therefore the whole of Jonas Bronck's original 1639 land patent (see Historical Considerations below). Bolton goes on to say "The

occupied site of a native village¹ seems to have been at Cypress Avenue, near 131st Street, where food-pits and Indian implements have been found" (Bolton 1934:137). Elsewhere, he notes "Fireplaces, and shell-pits with pottery, discovered around the site of the Morris mansion, foot of Cypress ave. [sic]" (Bolton 1920:303). And still elsewhere Bolton says that it was situated "around the knoll on which the mansion of Gouverneur Morris stood at E. 132nd St. near Cypress Ave." (Bolton 1922 in Johannemann and Schroeder 1982:26). As will be seen, this was probably the site of Gouverneur Morris II's home at E. 131st Street, not 132nd, and Cypress, but whether it was also the site of his father's mansion remains a question (see Development History).

Johannemann and Schroeder computed that 7.4 acres comprising about 80,800 cubic yards of earth were taken from this knoll (1982: 26). It was also suggested that construction of the Triborough Bridge (1929-1936 [WPA 1939:391]), with its line along Cypress Avenue, would have impacted the site. They also calculated that an additional 145,000 cubic yds. were removed from the Lewis Morris Manor site located on another knoll west of the Mill Brook (St. Ann's Avenue) (Johannemann & Schroeder 1982:29). It was thought that all this earth was used to fill the site's low areas (Johannemann and Schroeder 1982:26). Whatever the actual amount of soil removed, the map data indicate grading in these two potentially sensitive areas.

¹ While there was undoubtedly a site or camp, the notion of an Indian "village" in the New York-metropolitan area as found in the early archaeological literature has proven to be problematic (Ceci 1988: personal communication).

Comparison of the two late-nineteenth-century contour maps mentioned above with an 1982² survey (Andrews and Clark in Johannemann and Schroeder 1982) suggests that the 30-ft. knoll or rise where the Lewis Morris mansion may have stood was reduced by approximately 9 ft. (and is now buried under piles of coal). The house of Gouverneur Morris II, formerly located east of St. Ann's Avenue and west of Cypress Avenue, has been graded by about 8-9 ft. This grading would undoubtedly have eliminated evidence of Native American occupation or use that is usually found relatively near the surface (this is not true where silt and alluvium were deposited over sites adjacent to streams, rivers, or lakes, burying them more deeply). It appears that fill has been added to parts of the site since 1982 (Fitini 1992:personal communication); this would only help preserve evidence of prehistoric and historical sites that might still remain (see also Historical Considerations).

As mentioned in the introduction, nearby shell middens (discarded mollusk shells mixed with other trash that are often found along the coast) were mentioned by Robert Bolton (not to be confused with the archaeologist, Reginald Bolton cited above). He referred to them as 'shell beds' and noted in the 1848 edition of his History of the County of Westchester "they were still to be seen" along the East and Harlem Rivers (Bolton 1848:280). He went on to say that "several Indian tumuli (graves) have been accidentally opened in the vicinity of Gouverneur Morris's residence, and found to contain large

² This survey was used here since a more recent photogrammetric survey (TAMS 1992a) required a datum conversion to be compatible with older maps.

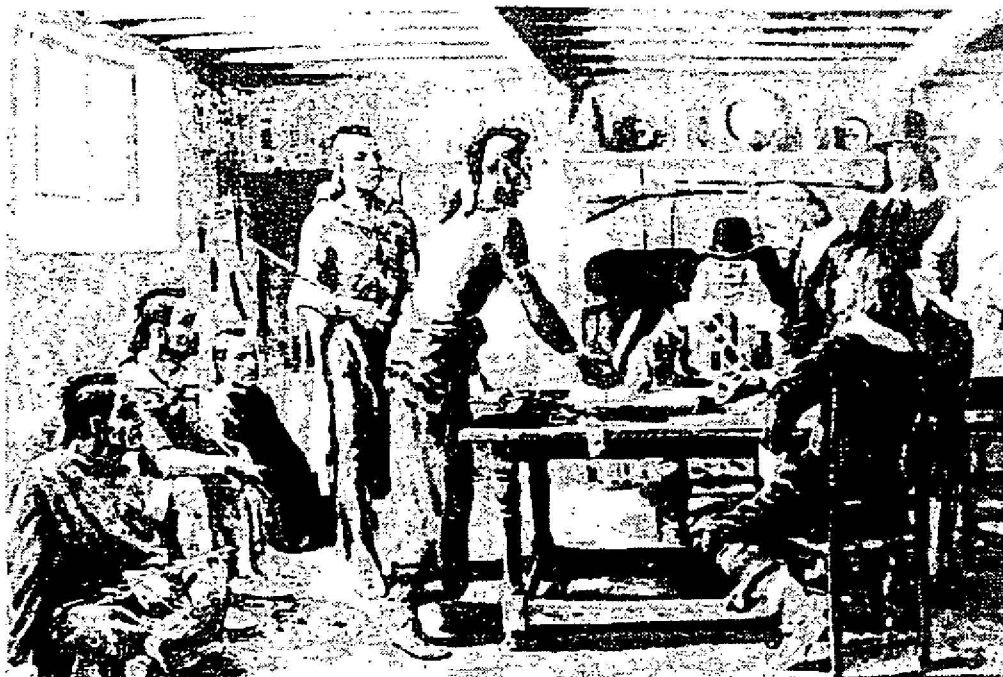
sized skeletons of the Aborigines." This was repeated, word for word, in the 1881 revised edition of his work published posthumously (Bolton 1881:451), but it appears likely that the information was by then obsolete. Historically, the Native American presence is confirmed by eighteenth-century Indian deeds, the first to Bronck that is based on tradition rather than documentation (Grumet 1992:personal communication; Exhibit 15), the second to Lewis Morris (cited below).

Given this information, it appears that evidence of the core "Ranachqua" Indian site would have been destroyed, but that unknown components may yet be found where fill has been introduced. This is particularly so of fill from the first half of the nineteenth century that was deposited to grade the site in anticipation of railroad building as noted in a deed from Gouverneur Morris II to the Harlem River Railroad in 1840 (Liber of Deeds [hereafter LD] 20 1840: 265). However, no rail bed was constructed until 1873 when the New Haven & Portchester line was run on the site (Scharf 1886:480).

HISTORICAL CONSIDERATIONS

General History

The project site, now industrial and virtually devoid of natural features, was described by the Honorable Gouverneur Morris early in the nineteenth century as providing "one of the finest prospects" while offering "the most salubrious air" (The Honorable Gouverneur Morris quoted in French 1880-1925 19:181-182; see Exhibit 16). It not only attracted the Native Americans documented in the literature, its European ownership dates to 1639, and occupation to 1643, only



15 A painting titled "Signing a Treaty with the Indians in 1642 in the Home of Jonas Bronck" (Jenkins 1912:opp. 28) is an artist's conception of the event and what Bronck's home looked like. The artist is John Ward Dunsmore and the painting is copyrighted 1908. While it cannot be taken as historically or architecturally accurate, it does suggest the type of structure Bronck might have built on the project site.



16 A 1777 "View of Morrisania, Harlem, Montresor's [Randall's] and Buchannan's Islands Wth Part of the Sound, Taken From Our Lines Near Mc Gowan's House," and therefore a view looking south. It was done by Archibald Robinson, a British engineer, on October 10, 1777 (Stokes VI 1928:Plate 86; V 1926:994) and offers a broad view of the project area and its surroundings during the Revolutionary War.

twenty years after initial Dutch settlement in Lower Manhattan. This is when Jonas Bronck (or Bronk), possibly of Swedish or Danish descent (Jenkins 1912:26; Riker 1904:135), is believed to have received a land patent of 500 acres from local Native Americans that included the project site (see Exhibit 15). This grant was later confirmed by a Dutch ground brief (Bolton 1881:451).

After a short occupation by Bronck and several tenants, it passed through a number of owners (see Ownership and Occupation below and Table 1) until 1670, when it came into the possession of Richard Morris, a New York City merchant (Bolton 1881:455, 460). Morris, a former officer of Cromwell's army, was then living in Barbadoes as was his brother, Lewis. Richard's ownership began possession of the site property by the Morris family that endured for more than 200 years, ending in the early years of the twentieth century (this will be outlined below).

Westchester County was created in 1683 (Zoebelein 1964:3), and the Morris family holding became a township in the county in 1697 (Bolton 1881:470). Named Morrisania, it remained part of Westchester for almost two centuries. The West Bronx where Morrisania was situated was annexed by New York City as the 23rd and 24th Wards in 1874 (Dolkart 1987), and the project area became known as North New York. Despite its continuing residential occupation by members of the Morris family, the site area became increasingly commercial over time. This included the creation of a "park" on the assumed site of the ancient Morris Manor house west of Mill Brook (St. Ann's) and the

development of a railroad system throughout the property' (for example, see Bromley 1879, Exhibit 21 this report, and below).

In 1898, all the land north of the Harlem River--including the two annexed wards--became part of the Borough of the Bronx, but one with no borough autonomy (Zoebelein 1964:5). After years of trying to establish the Bronx as a political entity, Bronx County was finally created in 1912 (Zoebelein 1964:10-16). By this time, the project site no longer belonged to members of the Morris family and its subsequent history is tied to transportation and industry.

The history of the Morris family on the site, as well as other owners, will be presented in the following section on ownership and occupation (Table 1).

Owners and Occupants West of St. Ann's Avenue

Jonas Bronck built his homestead house, which he called "Emmaus" (a New Testament reference to a village near Jerusalem where the risen Christ was said to have appeared [Eerdman 1987:334]) on or just beyond the bounds of the project site. Its location, however, remains a question. Some authors place it at the present E. 132nd Street and Lincoln Avenue (e.g., Bolton II 1881:489; Jenkins 1912: 27-28; Wilkinson 1966:58) others at Willis Avenue near the depot (e.g., Cook 1913; Stokes II 1916:204), and others in various nearby locations (see Table 3).

Seventy or more years ago, archaeologists William Calver and Reginald Bolton uncovered "vaults" near Willis Avenue they believed

Table 1. HARLEM RIVER YARD History of Ownership 1639 through 1905

Owner	Dates	Occupation	Comments	Source
ENTIRE PROJECT AREA (bounded north by E. 132nd St., west by Lincoln Ave., south by the Harlem River and Bronx Kill, and east by Walnut Ave.)				
Jonas Bronck	1639	Homestead dwelling "Emmaus," built c. 1641-43 near present Lincoln Ave. & E. 132nd St.	Through deed by local Native Americans"; confirmed by later Dutch ground brief. Bronck dies by 1643.	Bolton II 1881:451 Wilkinson 1966:44, 48
Trent Van Curler, or Corlear (second husband of Bronck's widow, An-nia)	c. 1643	Van Curler resides at Albany and/or Schenectady, not on wife's inherited land.	Ground brief by Dutch Director General Kieft.	Bolton II 1881:452; 489 Bolton II 1881:452-453
Samuel Edsall	by 1664		Purchase from Herman Smeeman of Communipaw on the Maine; trans-action confirmed by royal British patent.	Bolton II 1881:454
Captain Richard Morris	1670	May have built a home on site of Bronck's "Emmaus" at Lincoln & E. 132nd St.	Morris, officer in Cromwell's army & later merchant in Barbados, acting for self & brother, Lewis. Richard & wife die leaving infant son, Lewis.	Bolton II 1881:455 Bolton II 1881:489 Wilkinson 1966:44 Bolton II 1881:458
Colonel Lewis Morris	1672	Probably builder of Manor on or near Bronck's site west of Mill Brook; also on land were barns, boat dock, & burial ground for family & slaves.	Lewis, brother of Richard, assumes guardianship of infant nephew, Lewis; is granted land by English patent 1676, confirmed by Indian deed 1684.	Bolton II 1881:461-463 Wilkinson 1966:44, 48
Hon. Lewis Morris	1691	Son of Richard, born at Morrisania, lives much of adult life in NJ.	Third Morris owner & heir of uncle. First Royal Governor of NJ & prominent legislator. Has property designated as a manor & becomes first proprietor.	Bolton II 1881:473-474 Scharf I 1886:826 Bolton II 1881:470
Tabella Morris	1746	Wife of Hon. Lewis Morris, has life interest in property west of Mill Brook after death of husband in 1746.		Bolton II 1881:480-481
Judge Lewis Morris	1746 (east of Mill Brook) 1752 (west of Mill Brook)	Apparently lived elsewhere on Morrisania property; may have built new house east of Mill Brook. General Lewis receives old Manor House prior to Revolutionary War	Fourth Morris owner & heir of father; marries Elizabeth Staats, mother of Gen. Lewis & Staats Long Morris; second wife Sarah Gouverneur is mother of Hon. Gouverneur Morris	Bolton II 1881:opp. 455, 481; Scharf I 1886:827; Ultan 1976:2; Spooner 1906:259
At the death of Judge Lewis Morris in 1762, family lands were divided at Mill Brook. The western side of the property had been received by General Lewis Morris during his father's lifetime, while Staats Long Morris inherited the land east of Mill Brook (Scharf I 1886:603)				
WESTERN PART OF PROJECT AREA (bounded north by E. 132nd St., west by Lincoln Ave., south by the Harlem River and Bronx Kill, and east by Mill Brook [St. Ann's Ave.])				
General Lewis Morris	1762	Forced to vacate old Manor House during War for Independence; house used as Gen. De Lancey's headquarters 1777-1781 & suffered war damage; Gen. Morris restores house & grounds after war.	Illustrious patriot & brigadier-general of Continental Army; signer of Declaration of Independence.	Scharf I 1886:827 Ultan 1976:2) Wilkinson 1966:40, 44
Col. Lewis Morris	1798	Lives & dies at Morrisania.	Aide to Gen. Nathaniel Green in War for Independence.	Bolton II 1881:483
Lewis L. Morris	1824		Son & heir of Lt. Col. Morris, dies at Adams Run, S.C. in 1863.	Bolton II 1881:484
Frederic S. Brown	1865	Brown buys land, has it sur-	Brown, a NYC banker, buys land from	LD 1865 122:43, NYC

Table 1. HARLEM RIVER YARD History of Ownership 1639 through 1905

Owner	Dates	Occupation	Comments	Source
		veyed for subdivision, but no development appears to have occurred in project area.	Harry M. Morris, executor & son of Col. Lewis [L.] Morris (d. 1863). Land bounded by Boston Post Rd., E. 138th St., Mill Brook, the "Kills", & the Harlem River: 106+ acres; also lands under water granted to Lewis Morris in 1851.	Directory 1870 File Map No. 419 Book of Patents 31:173 cited in LD 1865 122:43 Misc. Bronx Co. libers; Bolton 1881 II:484
Lewis B. & Emma Brown, James M. Brown, John Crosby & Mary Brown, William Kyle, Harriet Fink, et al	1869-1892	Site of old Manor House, south side of E. 132nd St. between Brook & Willis, leased to others by owner, Lewis B. Brown. Rudolph D. Christ has hotel & park (or tavern & beer garden) on site 1876-1879. Gustav Bauer [Baur] has park & hotel 1885-1890.	Brown's land in project area sold in multiple transactions by Brown, his heirs & others.	NYC Directories; Bolton II 1881:490; Beers 1885; LD 1889 2191:339
NYNH & H RR	1882-1892	Railroad structures built on site (see text). Old Manor House site sold to NYNH & H RR in 1888. House demolished same year.	Brown's heirs & executors sell his land to NYNH & H RR 1882 & 1891 in multiple transactions.	Misc. libers; see LD 1904 38:283 for recitation. LD 1889 2191:339 Wilkinson 1966:44
NYNH & H RR	1904		Through lease, Harlem River & Portchester line becomes Harlem River Branch of NYNH & H RR.	LD 1904 38:283 Scharf I 1886:480

CENTRAL PART OF PROJECT AREA (bounded north by E. 132 St., west by Mill Brook [St. Ann's Ave.], south by the Bronx Kill, and east by Willow Ave.)

Staats Long Morris	1762	Owens, but does not appear to occupy site.	As noted above, inherits estate east of Mill Brook from father, Judge Lewis Morris. A General in the British Army, Staats serves in India; remains loyal to Britain during the Revolution; lives in England & Canada; appointed Governor of Quebec in 1797.	Bolton II 1881:483 Cook 1913:14 Bolton II 1881:492
Gouverneur Morris	1786	Lives in Phila. & abroad for most of adult life; builds new mansion house near 130th St. & Cypress c. 1799; lives here until death in 1816.	Acquires family lands east of Mill Brook from half-brother, Staats Long Morris. A distinguished statesman & framer of the Constitution, minister to France, US Senator for NYS. At age 57 marries Anne Cary Randolph. Son Gouverneur Morris II, born 1813.	Scharf I 1881:603 Wilkinson 1966:260 Spooner 1906:566 Scharf I 1886:603-604 Cook 1913:19
Gouverneur Morris, II	1837	As a child, lives on property with widowed mother.	Inherits after death of mother in 1837; pioneer railroad builder & developer of Bronx commerce & real estate; marries cousin Patsey Jefferson Cary in 1842.	Scharf I 1886:308; Cook 1913:18; Geismar 1992 Spooner 1906:328
New York & Harlem Railroad	1840	Morris living on property; some of land leased for farming.	Gouverneur Morris II sells right-of-way across property but railroad not operating until 1873 (see text).	FC 1840 LD 1841 20:265; Scharf I 1886:480
Gouverneur Morris II	1851	Morris and family listed here on census records 1850-1870.	Receives grant of lands under water fronting homestead property.	LD 1890 2274:454
Orlando Fairfax	1854	Fairfax of Alexandria, Va.	Homestead of Gouverneur Morris II (see text) put in trust for Patsey J. Morris; rents & profits used for her benefit during her lifetime, & then divided among her children.	LD 1854 287:2

Table 1. HARLEM RIVER YARD History of Ownership 1639 through 1905

Owner	Dates	Occupation	Comments	Source
Gouverneur Morris III, Anne Cary Morris, Mary Fairfax Morris, Margaret Morris, Powhattan Randolph Morris	1874	Patsey J. Morris dies in NYC in 1873. Family appears to live at Bartow-on-the-Sound where Gouverneur Morris II lived until his death in 1888.	As per Patsey's will, land divided among her 5 children. Gouverneur Morris II remarries without issue.	LD 1874 1301:81-162 FC 1880; Spooner 1906:328; Barber 1942:46-48:6; Barber 1942 54:53
Clarence Cary & Henry Lewis Morris	1891	Mary F. (Morris) Davenport (widow) lives on property with her family & sister Anne Cary Morris, from at least 1880 through 1891. By 1891, Margaret (Morris) Rutherford lives in London. P. Randolph Morris lives in Parachute, Colo. where he is active in politics & real estate development.	Cary & H. L. Morris to hold land of Anne, Mary & Margaret in trust.	LD 1891 3:305, 311, 316, 320, 325 LD 1891 1:423 Spooners 1906:328
NYNH & H RR	1905	By this year, Anne C. Morris (Maudslay) is married, lives in England. House is leased, tenant unknown. It is demolished this year.	Sale by trustees, Cary & H. L. Morris. Sale subject to lease that expired 5/1/1905 on Morris house (Gouverneur Morris II) on Mary F. M. Davenport's land.	LD 1905 45:25, 27, 30, 31, 152 Spooners 1906:328 Wilkinson 1966:44

EASTERN PART OF PROJECT AREA (bounded north by E. 132nd St., west by Willow Ave., south by the Bronx Kill, and east by Walnut Ave.)

Don. Gouverneur Morris	1786		Part of purchase from half brother Staats Long Morris.	Scharf I 1886: 603
New York & Harlem Railroad	1841		As noted above, Gouverneur Morris II sells right-of-way across land; railroad not operating until 1873. Two stone houses east of Walnut Ave. (beyond project area) may have been tenant occupied.	LD 1840 20:265; Randel 1816; Randel/Findlay 1850; see Robinson 1888; Scharf I 1886:480
Port Morris Land & Improvement Co.	1868		Morris conveys numerous properties to Port Morris Land & Improvement Co. (PML&I); he & co-investors hope to develop Port Morris (northeast of project site) as a seaport. Deeds appear also to relate to land in project area.	LD 1868 142:478; LD 1868 148:220, LD 1868 152:234 Port Morris Map, Board of Real Estate 1868
Port Morris Land & Improvement Co.	1890		Grant of land under water, opposite land already owned by PML&I Co. from line of Willow Ave. to line of 1851 water grant of G. Morris II.	LD 1890 3374:454
NYNH & H RR	1904		NYNH & H RR subsumes Harlem River Portchester line, acquiring title to all project land west of Willow Ave.	Scharf I 1886:480 LD 1904 38:283 Wells et al 1927:768

Cited in historical sources, this deed is actually known only through tradition (Grumet 1992:personal communication).

NYNH & H RR New York, New Haven & Hartford Railroad

to be associated with Bronck's house (Calver and Bolton 1950:241). Unfortunately, no exact location for these vaults is given in the literature, and an attempt to locate field notes and maps at the New York Historical Society, a repository for Calver and Bolton material, was unsuccessful (Heilbrun 1992).³ Moreover, based on the their description of recovered ceramics, these deposits appear to date from the Revolutionary War occupation of the Morris property, not from Bronck's brief mid-seventeenth century residency (Janowitz 1992:personal communication).

Bronck died in 1643, and title passed via his wife Antonia to her second husband, Arendt Van Curler. However, the couple lived in Albany and/or Schenectady, not on Bronck's land (Bolton 1881:452-453). By 1664, Samuel Edsall was the owner of the 500-acre tract. His purchase of the land from Herman Smeeman of Communipaw (Jersey City) "on the Maine" was confirmed by royal British patent (Bolton II 1881:454). Both Smeeman and Edsall are associated with early New Jersey history as well as that of the Bronx (e.g., Winfield 1874).

As noted previously, in 1670, the land was acquired by Captain Richard Morris, then living in Barbadoes. Morris was apparently acting for himself and his brother, Lewis, who had remained in Barbadoes. Richard and his wife Sarah Pole settled on Bronck's homestead where a son Lewis was born. Morris and his wife both died soon thereafter, leaving their infant son to be raised on the former Bronck estate by his uncle, Colonel Lewis Morris, who had by now come to

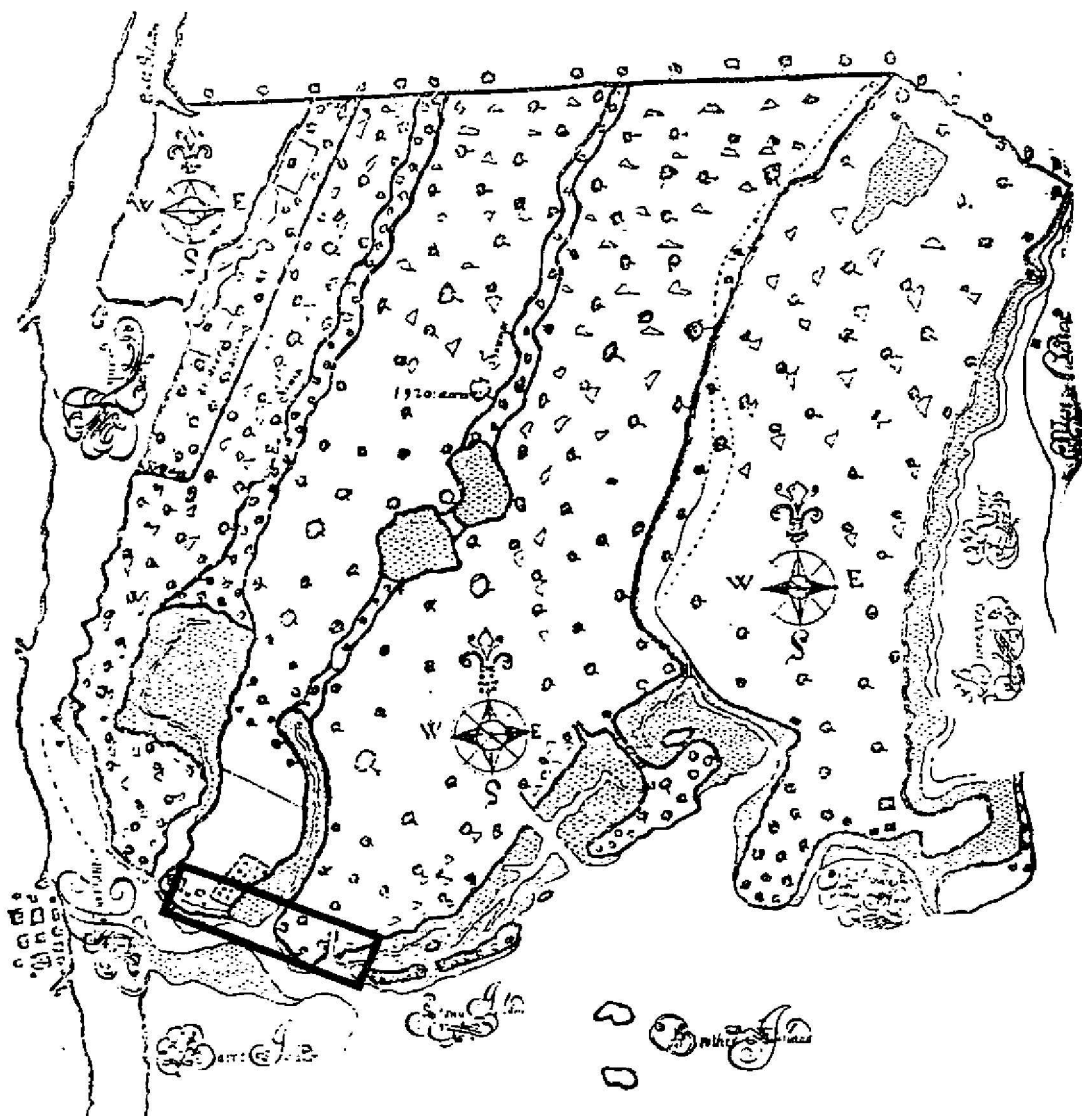
³ It appears that Johannemann and Schroeder had also tried to locate this information (1982:4), but they too were unsuccessful.

America (Bolton II 1881:458-463). Colonel Lewis Morris's title to the Bronck holding (greatly expanded--1,920 acres rather than the original 500) was confirmed by royal British patent in 1676 (see Exhibit 17), and by Indian deed in 1688 (Bolton 1881:463). This latter deed documents the Native American presence in the project area late in the seventeenth century.

The house west of Mill Brook that became known as the Old Manor or Mansion House was probably built by Colonel Lewis Morris. When he died in 1691 (Jenkins 1912:73), his will documented that he left the plantation greatly improved, and title passed to his young nephew and heir, Lewis Morris (Bolton 1881:465-466).

This Lewis Morris, termed "the Honorable," was the third Morris owner of the property. He became a statesman and prominent legislator and was appointed the first Royal Governor of New Jersey where he lived most of his adult life although in 1697 he had obtained royal letters patents erecting Morrisania into a township and manor⁴ (Bolton 1881:470). New Jersey was also where he died in 1746 (Bolton 1881:473-474). While governor, he leased the Morrisania Manor to his father-in-law, James Graham, the Attorney General of New York (Akerly 1916:20). Upon Lewis's death in 1746, his son, Judge Lewis Morris, inherited the property east of Mill Brook, while his wife, Isabella Graham Morris, had a life interest in the estate

⁴ A manor in the colonies and in England apparently bore no similarity to the feudal concept of a "manor," but was "a mansion where the owner of the property dwells permanently" (Akerly 1916:8). Morrisania was one of six colonial manors: Fordham (1671); Pelham (1687); Philipsburgh (1693); Morrisania (1697); Van Courtland (1697); and Scarsdale (1701).



project site (approx.)

no scale



west of Mill Brook. When Isabella died, Judge Lewis Morris took title to the entire property, becoming the fourth Morris owner of the estate and the second Lord of the Manor (Bolton 1881:480-481).

Judge Lewis Morris married twice. His first wife, Elizabeth Staats, was the mother of three sons, Lewis Morris (an ardent patriot, a brigadier-general of the Continental Army, and a signer of the Declaration of Independence); Staats Long Morris (a brigadier-general in the British Army and lifelong Tory); Richard Hunter Morris (the Chief Justice of New Jersey); and one daughter, Mary. The Judge's second wife, Sarah Gouverneur, was the mother of Gouverneur Morris and four daughters, Isabella, Sarah, Euphemia, and Catherine (Bolton 1881:opp. 455; Scharf 1886:827).

After Judge Lewis Morris's death in 1762, the property was divided, east and west, along Mill Brook. The eldest son, General Lewis Morris, had received the western part during his father's lifetime and occupied the old manor house, while Staats Long Morris inherited the eastern portion of the ancestral estate (Scharf 1886:603). His father may have built a house on this property that is not noted in the literature (see Development History). Richard Hunter Morris inherited his father's estate in New Jersey (Bolton 1881:481).

The General and his family were forced to vacate the manor house west of Mill Brook during the Revolutionary War when it was occupied first by the Americans and then by the British under General James De Lancey. It is said by some that the house sustained con-

siderable damage (Wilkinson 1966:40, 44); others record that it may have burned to the ground (e.g., Bolton 1881:500). Lucy Akerly, in her 1916 address to the Lords of Colonial Manors in America, noted that Lewis Morris, Jr., and his three sons fled to New Jersey and that the Morrisania Manor house and more than 1000 acres of woodland were burned. She goes on to say that the entire property was laid to ruin (1916:22). After the war, General Morris returned to restore the house and grounds where, according to Wilkinson, he remained until his death in 1798 (Wilkinson 1966:56-57). It should be noted that General Morris apparently made a concerted effort in 1790 to convince Congress to name Morrisania the nation's capitol (Akerly 1916:23). Unfortunately for the Morris interests, the Potomac site was chosen instead.

Lieutenant-Colonel Lewis Morris, oldest son and heir of the General, inherited his father's lands west of Mill Brook and became the sixth generation owner. He served in the War for Independence as an aide to Major-General Nathaniel Green (Bolton 1881:opp. 455). He died at Morrisania in 1824, leaving the property to his son and heir, Colonel Lewis Morris. This Lewis Morris was the seventh and last of his name to own the property and was associated with Morrisania, but he died at Adams Run, South Carolina in 1863 (Bolton 1881:484). In 1865, his son and executor, Henry M. Morris, sold a tract of land which included the project site-- bounded by the Boston Post Road, E. 138th St., Mill Brook, the "Kills," and the Harlem River--to Clarence S. Brown, a Wall Street banker (LD 1865 122:43; NYC Directory 1870).

Brown had the property surveyed for subdivision, and individual lots were sold north of E. 132nd Street. However, no major development occurred in the project area during Brown's ownership. A Lewis Brown, an heir and possibly Clarence's son, leased the manor house site, and perhaps the house itself, to various amusement park proprietors (see section on Amusement Parks).

Portions of the project site were sold in multiple conveyances by Brown and others, some of whom appear to be family members. Land in the project area was sold to the New York, New Haven and Hartford Railroad in various transactions between 1882 and 1892 (LD 1904 38:283). When Lewis B. Brown sold land to the railroad in 1888, several of these transactions were bound by a lease to Gustav Baur that expired the following May (LD 1888 2191:310, 340). The possible Manor House site that included a structure thought by some to be the old building, was included in these sales to the railroad (LD 1888 2191:344). A structure believed to be this building was demolished in 1891 (e.g., Jenkins 1912:360; Wilkinson 1966:44; see Development History).

Owners and Occupants East of St. Ann's Avenue

As detailed above, Morris ancestral lands on both sides of Mill Brook were under the same ownership until the death of Judge Lewis Morris in 1762. At that time the second son of the Judge, Staats Long Morris, inherited the land east of Mill Brook. Like many of his family, Staats was a horse fancier. He bred race horses on his property and established a race track on his land north of the project site (McNamara 1989:69) that later was known as Fleetwood Park.

However, Staats's loyalties and his career were elsewhere, and he apparently had no interest in settling on his Morrisania property. A British Loyalist and an officer in the British army, he served in India prior to the American Revolutionary War and remained in England during that conflict. He later moved to Canada, where, late in life, he was appointed Royal Governor of Quebec (Bolton 1881:492). Following the Revolutionary War, his half brother, Gouverneur Morris, negotiated acquisition of Staats's land east of Mill Brook through "loans and accommodations" (Morris I 1888:17; see Mintz 1970:174-175 for details).

In a family of many distinguished public figures, Gouverneur Morris was perhaps the most illustrious. An active and outspoken patriot, he was, among other things, a framer of the United States Constitution, minister to France, and a United States senator from New York State. He was also one of three commissioners appointed in 1807 to lay out Manhattan's street and road grid (Stokes V 1926:1457), and, in 1811, was appointed to a commission to develop inland navigation between the Great Lakes and the Hudson River which resulted in the building of the Erie Canal (Stokes V 1926:1532; Morris II 1888:518).

Much of Morris's adult life was spent in Philadelphia or abroad (Scharf 1886:603; Morris 1888; Spooner 1906:566; Wilkinson 1966:260). His own letters and diaries as edited by his granddaughter, Anne Cary Morris (1888), tell us that he built a mansion house just south of E. 130th Street and west of Cypress Avenue by 1800. The exact location and history of this building have become a question

(see Development History). It was here that he spent the last sixteen years of his life.

On Christmas Day 1809, this brilliant man-about-town (Exhibits 18-19) married Anne Cary Randolph (Morris II 1888:515), his Virginia cousin who was twenty-two years his junior. Morris's granddaughter, and apparently her grandmother's namesake, remarks that he had met her as a beautiful young woman, but since then Anne had "lived a very sad life":

Obliged by her father's ill-advised second marriage to leave her home, [Anne] had struggled for some time with but poor success to support herself. Morris, the old and trusted friend of her father and mother, hearing of her reduced pecuniary condition, and that she was teaching in New England, proposed, in the most delicate terms, that she should accept the shelter of his roof and take charge of his household. This offer was accepted...in the spirit in which it was made, and the spring of 1809 found her duly installed (Morris II 1888:515-516).⁵

Eight months later, they were married and eventually became the parents of five children. Their only son and middle child, Gouverneur II, was born in 1813 (Bolton 1881:opp. 455).

The Honorable Gouverneur Morris died in 1816, and young Gouverneur Morris II inherited his father's land after the death of his mother in 1837. His residency on the site property is documented in the 1840 Federal Census, and subsequent records indicate that he

⁵ In his history of Morris's life, Max Mintz offers details of Anne Randolph's past. Apparently while living in her sister's household, she was accused unjustly of murdering her illegitimate child and was hounded out of Virginia. This unfortunate baby was considered a child of incest according to Virginia law because the father, and possibly the murderer, was her sister's husband. Anne became a school teacher in Connecticut before becoming a housekeeper at Gouverneur's Morrisania home (Mintz 1970:234).



18 The Honorable Gouverneur Morris, date and artist unknown, is depicted as a relatively young man. This copy was located at the Print Room of the New York Public Library, but this same likeness was chosen by Anne Cary Morris as the frontispiece for Volume I of her Edited Letters and Diaries (1888).



19 The somewhat older Honorable Gouverneur Morris. Again, the date and artist are unknown; this, too, is from the Print Room of the New York Public Library.

continued to live there with his wife, Patsey Jefferson Morris, and their five children until 1870 (FC 1850-1870).

Based on map data, it appears that Gouverneur Morris II built, or refurbished, yet another residence just northeast of his father's house sometime before 1850 (e.g., Randel 1816; Findlay 1850 in Robinson 1888; see Exhibits 28-29). This may erroneously be considered the mansion built by his father years before (see Development History).

Gouverneur Morris II was active in promoting development of Bronx commerce and real estate, and was a principal agent in bringing rail transportation to Westchester County (Scharf 1886:478). In 1840, he sold a railroad right-of-way across his Morrisania land, having prepared the way by surveying and grading the area⁶ (LD 1840 20: 265). Since Morris charged the railway company \$1,350 in damages paid to the "lessee on the farm," it appears that at least part of the property was farmed by a tenant, or tenants, at this time. Despite stipulations in the deed that the railroad be built by January 1, 1841, this did not occur until 1873 when the New York, New Haven & Hartford Railroad Company leased the right-of-way and opened the line (Scharf 1886:480; Wells et al 1927:768).

In 1854, Morris established a trust for his wife, Patsey, by conveying land in the project area--bounded by E. 132nd Street and the water, and by Mill Brook and Willow Avenue--to Orlando Fairfax of

⁶ The railroad right-of-way may have crossed the site of his father's mansion. If so, it would have affected the archaeological potential of the mansion site positively if filled, negatively if graded down.

Alexandria, Virginia. Rents and profits derived from the farm lease mentioned above were to benefit Patsy during her lifetime, and afterward the land was to be divided among her children (LD 1854 287:2).

By the 1870s, the character of the area--once praised for its quiet pastoral scenes and spectacular views of Hell Gate and Randall's Island (Bolton 1881:490)--was changing, at least in part because of the commercial development planned and promoted by Gouverneur Morris II. In company with other Bronx investors, he established the Port Morris Land and Improvement Company in order to develop the waterfront just northeast of the project site as a major seaport.

Morris sold numerous properties to the Port Morris Land and Improvement Company beginning in 1868 (miscellaneous transactions made in 1868; see Table 1). This included land in the project area east of Willow Avenue that was mainly, if not entirely, land under water or marsh (e.g., Commissioners of the Dept. of Parks 1873; see Exhibit 40). By the 1880s, the port was active north of the project site, opposite North and South Brother Islands. Deep water at Port Morris provided anchorage for large international vessels whose cargos could be carried inland by rail from the Harlem River railhead (Bolton 1881:491-492).

After the 1873 opening of the rail line across the Morris homestead property, the project site and the surrounding neighborhood must have acquired a bustling, commercial atmosphere. However, east of Gouverneur Morris's home the project area remained undeveloped

marshland for a time (e.g., Commissioners of the Dept. of Parks 1873; Final Map 1895; see Exhibits 12 and 40).

Gouverneur Morris and his family appear to have moved to Bartow-on-the-Sound in Pelham by 1873. Patsey Jefferson Morris died in New York City that year (Barber 1942 46-48:6) and the Morrisania property was divided among her five living children: Gouverneur Morris III; Anne Cary Morris; Mary Fairfax Morris; Margaret Rutherford Morris; and Powhattan Randolph Morris (LD 1874 1301:81ff; see Bromley 1879, Exhibit 21, for distribution of property).

By 1880, and through at least 1891, the family of Mary Fairfax Morris, now married to John Alfred Davenport, occupied the house, and her unmarried sister, Anne Cary Morris, lived with them; altogether five family members and eleven servants were then listed in the household (FC 1880).

In 1891, a trust was established for each of the Morris daughters (LD 1891 3:305). Under its terms, the land between Mill Brook (St. Ann's Avenue) and Willow Avenue was conveyed to two trustees, Clarence Cary and Henry Lewis Morris, with the rents and profits to be used for the benefit of the Morris women. According to the 1891 deed, Margaret Rutherford (Morris) Turner then resided in London with her husband Lewis E. V. Turner while P. Randolph Morris lived in Parachute, Colorado, where he was active in politics and real estate development (Spooner 1906:328). Gouverneur III was a broker living in New York City (NYC Directories). By this time, their father Gouver-

neur Morris II had died. In 1876 he had taken as his second wife his cousin Ann Elliott Morris (Spooner 1906:328) and apparently lived at Bartow-on-the-Sound where he died in 1888 without further issue (FC 1880; Spooner 1907:225). However, his death notice in the New York Evening Post indicates his continued association with Morrisania (Barber 1942 54:53).

The widowed Mary Fairfax Davenport, the last of the Morrises to live in the family home, was apparently driven out in 1890 by the "incessant roar and screeching of trains and locomotives on the fifteen or twenty tracks of the New Haven road in front of the house" (French 32 1880-1925:122). The house and all the land comprising the project site between Mill Brook and Willow Avenue was sold by the trustees to the New York New Haven and Hartford Railroad in 1905 (LD 45:25, 27, 30, 31, 152). The former family home was then under lease (LD 1905 45:30), but its occupant is unknown. It was demolished later in that year (Wilkinson 1966:44). By this time, Anne Morris had married P. Alfred Maudslay, a British authority on Latin American antiquities (Spooner 1906:328), and was living in England where she died in 1926 (NY Times 1926).

By 1904, the project site east of Willow Avenue had also been acquired by the New York, New Haven and Hartford Railroad. This company had subsumed the Harlem River and Portchester line in 1873 (Scharf I 1886:480) and bought additional land from the Port Morris Land and Improvement Company (not all deeds were found but see, for example, LD 1890 2274:454, and LD 1904 38:283 for recitations).

Early Railroad Development on the Project Site

As noted earlier, in 1840, when he was a young man, Gouverneur Morris II had sold a right-of-way across his father's homestead property in the project area. This was a 15-ft. wide corridor that extended from the center of a bridge over Mill Brook and then ran north-east along the shoreline beyond Willow Avenue (LD 1841 20:265; e.g., Bromley 1879; see Exhibit 21). Morris, who was deeply interested in developing local rail transport as an enhancement to his land development plans (Scharf 1886:478), had apparently surveyed and graded the land in preparation for the laying of track, and the conveyance stipulates that "rail no less than thirty-six lbs. per yard" be laid by the following January (LD 1840 20:265).

It is doubtful that any rail was laid since the line did not open until more than thirty years later. In the interim, in 1849, the Harlem River Line, backed by financiers associated with the Morris family, laid track from the Melrose Station (at 162nd Street) to Port Morris, providing a much-needed rail/water connection (Condit 1980:27).

In 1872, the New York and New Haven Railroad--in its early years primarily a passenger carrier--merged with the Hartford and New Haven Company, to become the New York New Haven and Hartford line (NYNH & HRR). This was the first step in a series of leases, mergers, and acquisitions that eventually forged an interstate rail network with thousands of miles of line under lease or direct ownership (Condit 1980:20).

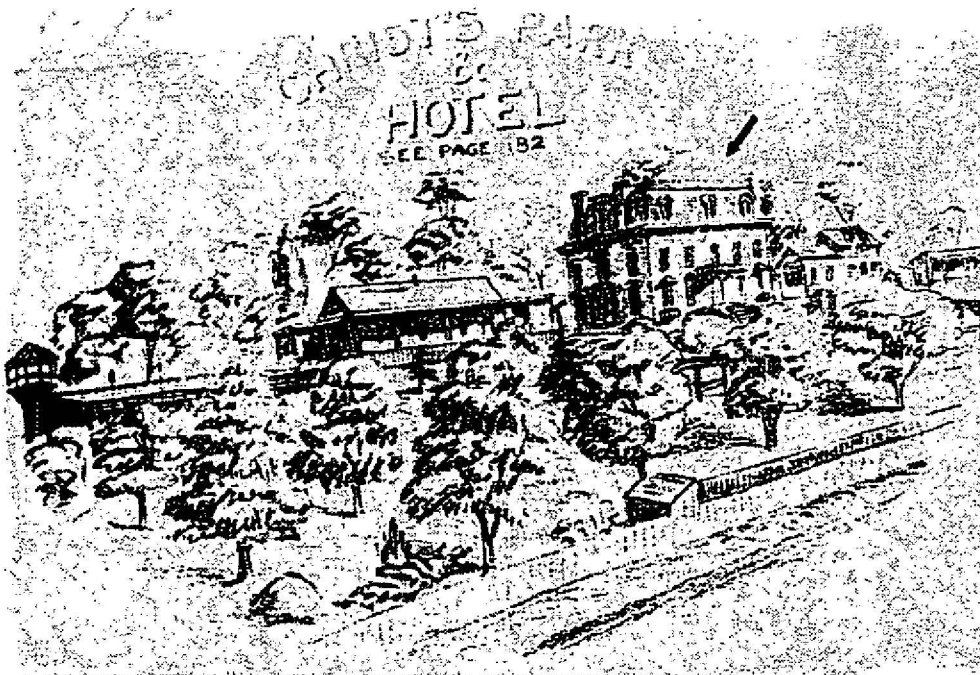
In 1873, the NYNH & HRR leased a right-of-way across the Gouverneur Morris homestead from the newly incorporated Harlem River and Portchester Line, and began construction. The line, known as the Harlem River Branch, ran from the Harlem River Bridge along the eastern Westchester shore ending at Portchester (Scharf 1886:478; Wells et al 1927:768). As noted earlier, the presence of an active rail line on the property is confirmed by an 1873 map (Commissioners of the Dept. of Parks 1873; see Exhibit 40 and is shown again on the 1879 Bromley map (see Exhibit 21).

Amusement Parks in the Project Area

It has been mentioned in the Ownership History that the site west of St. Ann's Avenue was bought by Clarence S. Brown (LD 1865 122:43), a New York City banker (NYC Directories). The large tract of land he bought from Colonel Lewis Morris's estate included the block south of E. 132nd Street between Willis Avenue and Brown Place (formerly Morris Avenue). By 1873, and probably before, Lewis B. Brown was the owner and leased part of this block to various amusement park proprietors. Perhaps the old manor house⁷ itself was leased for use as a hotel (Perris & Browne 1873:Plate 182; see Exhibit 33a); if so, it was then a mansard roofed building that had been radically altered (Exhibit 20).

Amusement parks in America appear to have developed from the concept of the rustic picnic grove. This is in contrast to similar

⁷ It should be noted that the "Old Manor House" site listed in tax records from the 1870s does not coincide with the hotel's location as found on the 1873 Perris & Browne map (see Exhibit 33a).



20 An 1873 view of "Christ's Park & Hotel" (Perris & Browne 1873), an amusement park complex situated on the project site. Note the mansard roof on the hotel building (arrow) believed by some to be the former Lewis Morris Manor house. The water colored rendering accurately reflects the mapped buildings shown in Exhibit 33a.

parks in Europe that seem to have grown out of fairs and inns (Mangel 1952:17). The site of simple and boisterous activities, the urban "park" featured outdoor dancing, games of chance or skill, mechanical rides such as a carousel and Ferris wheel, and wooded or grassy places where families could walk, sit, and eat. (The most famous park of this kind in mid-nineteenth-century New York City was Jones' Woods, located on Third Avenue in the East 60s). Often sponsored by beer or liquor dealers, the parks must have provided the opportunity for social drinking as well as other attractions (Mangel 1952:18). Parks of this type, although in a modified form, existed in or near the project area from the 1870s through the mid-twentieth century.

Rudolph D. Christ operated a hotel and park (Perris & Browne 1873:182; NYC Directories)--or a tavern and lager beer garden according to another source (Bolton 1881:490)--on the project site from about 1873 through 1879. Christ, who lived nearby in Highbridge, moved his hotel to that neighborhood in 1880 and is later listed in New York directories as a brewer and liquor dealer (NYC Directories, misc.). In addition to the hotel, the 1873 Perris & Browne map (see Exhibit 33a) shows a long double wooden platform that may have been used for dancing, a rifle gallery, and a stable and other outbuildings, including a simple gazebo or ride shown in a watercolor of the same date (Perris & Browne 1873:Views; Exhibit 20).

Another proprietor, Gustav Bauer (or Baur), leased the park and hotel property at least from 1885 through 1890 (Robinson 1885; LD 1889 2191:339). Bauer is noted in New York directories as a beer and

liquor dealer from at least 1885 through 1892, and had an eating house as well as his own home on Park Row in Manhattan. While these listings do not refer to his Bronx park enterprise, "Baur's Union Park" appears on Robinson's 1885 map (see Exhibit 22). In addition, a conveyance made by Lewis Brown to the New York, New Haven and Hartford Railroad in 1889 stipulated that Bauer's lease ran until May 1890 (LD 1889 2191:339).

After purchase by the railroad and the expiration of Bauer's lease, the old manor house/hotel was apparently torn down. By 1891 the south side of E. 132nd Street between Willis Avenue and Brown Place, just southwest of the manor house/hotel site, was occupied by a railroad station, office, and platforms (New Buildings Application Nos. 224, 225, and 226/1891).

Although Bauer's complex was gone, amusement parks persisted in the area (McNamara 1991:309, 323, 479). In the 1890s, Brommer's Union Park was located on the north side of E. 132nd Street just opposite what had been Bauer Park (McNamara 1991:309). This location is confirmed by the 1897 Bromley map (see Exhibit 23). Alois Brommer (formerly a Rivington Street jeweler) listed himself as a liquor dealer at Southern Boulevard and Willis Avenue by 1886 (NYC Directory 1886). In 1889, eight lots in this block were bought in the name of Pauline Brommer--perhaps Brommer's wife (LD 1889 2242:193)--and Brommer carried on his liquor business here at 700 Southern Boulevard. By 1897, he had a hotel at this address (NYC Directories 1886-1897).

McNamara notes that the name "Harvey's Hill" identified the area from 1900 until about 1917 (McNamara 1991:384). A Harvey family did live in the immediate area according to New York City directories: Francis Harvey, a laborer, and Frank Harvey, a milk dealer, resided at 105 Willis, while Frank L. Harvey, a driver, was at 523 Brook in 1893. A barber, Ed Harvey, was at 496 Brook in 1899; in 1905, three Harveys had an express business at 835 Southern Boulevard and lived at the 105 Willis Avenue address; and in 1910, Matthew J. Harvey's express business was at 553 E. 133rd Street, but none of them are associated with an amusement park, nor is a park by this name found on maps.

McNamara relates that "Scratch Park" was located in the area during the early years of the twentieth century; this apparently was a seedy public park (McNamara 1991:479). It is likely that this is "Pulaski Park" still shown on the Bronx Country tax map (Tax Map 1991), but it is located on the south side of E. 133rd Street, north of the project site.

DEVELOPMENT HISTORY AND ARCHAEOLOGICAL POTENTIAL

The project site has been owned for over 350 years, and, according to tax records and map data, in that time more than 170 structures of various sizes and functions have been erected within its boundaries. In addition, fourteen railroad-related "bridges" are documented as are bulkheads and unidentified superstructures.

Forty-five of the buildings were, or are, 100 ft. or longer. One and perhaps two of them were homes built by the site's first

owner, Jonas Bronck about 1639, and at least three, and possibly more, were Morris family residences constructed between 1670 and about 1850 (these will be discussed separately below). Several are the buildings and pavilions that comprised a nineteenth-century amusement park, or beer garden, complex. But most are related to railroad development that began in 1873, or later transportation and freight facilities. Of these structures, ten still stand at this writing, and three railroad-related foundations are visible (see Exhibit 14), all of them built after 1923 (a former railroad depot building, built in 1891, is virtually an island surrounded by the project site but it is privately owned and not considered here).

Table 2 lists all known structures. They are presented by current block numbers (2260 Lot 62, west of St. Ann's Avenue, and Block and 2543 Lots 1 and 2, east of St. Ann's Avenue). Within these blocks, the data are organized from north (E. 132nd Street) to south (the Harlem River or the Bronx Kill) and from west to east: Lincoln to Alexander; Alexander to Willis; Willis to Brown; Brown to Brook; Brook to St. Ann's; St. Ann's to Cypress; Cypress to Willow; Willow to Walnut. Exhibits 21-25a and 25b offer map data about construction from 1879 to 1965. Additional data were collected from tax records dating from 1875 to 1962, and other maps (see Exhibits 30-32) cited in Table 2.

No visible evidence of any residential structures remains, but, based on the site's development history and documented land alterations, it is conceivable that below-ground remnants of one or more of these buildings and their associated outbuildings or features

Table 2. HARLEM RIVER YARD Construction Data by Block^A

Location	Lot/ Ward	Old Block	Owner	Structure Size	Structure Use/Remarks	Date & Source	Exhibit No.
CURRENT BLOCK 2260 LOT 62							
Bet Lincoln & Alexander 132 St - Harlem River	Ward 1?	1807	NYNH & H RR	25 x 50 ft	Ice house, 1 story frame	1891 Sanborn	25a
		1807	NYNH & H RR	50 x 150 ft	Station, 1 story (not on project property)	1965 Bromley	
			NYNH & H RR		3 platforms:	1893-1920 TR	
			" "		20 x 700 ft	1891 Sanborn	24
			" "		20 x 900 ft on	1908 Sanborn	
			" "		" "	1912 Bromley	
			" "		" "	1923 Bromley	
			" "		19 x 400 ft	1942 Bromley	24
			" "		" "	1891 Sanborn	
			" "		" "	1908 Sanborn	
			" "		" "	1912 Bromley	
			" "		20 x 700 ft	1923 Bromley	24
			" "		" "	1891 Sanborn	
			" "		" "	1908 Sanborn	
			" "		" "	1912 Bromley	
			" "		" "	1923 Bromley	24
			" "		" "	1891 Sanborn	
			" "		" "	1908 Sanborn	
			" "		" "	1912 Bromley	
			" "		" "	1923 Bromley	
	Lot 45	2308	NYNH & H RR HR & P RR	37 x 61 ft	650 ft cribbage 1 story masonry	1893-1920 TR 1920-35 TR	
	Lot 45	2308	HR & P RR	30 x 45 ft	1 story frame	1905-35 TR	
		2308	HR & P RR	37.6 x 159 ft	Superstructure w/10 ton scale, 2 story	1914-25 TR	
	Lot 60	2308	NYNH & H RR	" "	" "	1940-44 TR*	
			HR & P RR	37.6 x 100 ft	2 story brick	1915 TR	
			" "	37.6 x 50 ft	now shorter, still 2 story brick	1920-25 TR	
	Lot 50	2308	NYNH & H RR	" "	" "	1940-44 TR	
	Lot 62	2308	City of New York		Bulkhead	1905-44 TR	
	Lot 62	2308	City of New York		Bulkhead	1905-44 TR	
			City of New York DPW		Bulkhead	1992 TR	
	1807	2308	Manhattan RR		Bridge (Elevated Railroad)	1905-15 TR	
			" "		" "	1923 Bromley	
			" "		" "	1942 Bromley	
			" "		" "	1891 Sanborn	
		1807	NYNH & H RR	15 x 200 ft	Iron foot bridge	1908 Sanborn	
			" "	" "	" "	1923 Bromley	
			" "	" "	" "	1942 Bromley	
			" "	" "	" "	1965 Bromley	25a
Bet Lincoln & Alexander on shore of Harlem River		1807	Heirs of C.S. Brown or NYNH & H RR		"Passenger & Freight Depot"	1873 Perris & Browne	33
			" "		" "	1879 Bromley	21
			NYNH & H RR		Structure now unidentified	1885 Robinson	22
			" "		" "	1897 Bromley	23
Note: On 1873 Perris & Browne (Exhibit 33), Portchester & Harlem tracks are shown on 131 St bet Alexander & Brook; tracks move southwest of Alexander to "Depot" on Harlem River; east of Brook, tracks move south to follow river line							
Bet Lincoln & Willis 132 St - Harlem River	Lot 62	2260	NYNH & H RR	20 x 20 ft	1 story masonry, attached	1965 Bromley	25a
		[2308	NYNH & H RR	20 x 20 ft	1 story masonry, attached	1965 Bromley	25a
		1806 &	NYNH & H RR	40 x 60 ft	1 story frame, triangular shape	1942 Bromley	
		1809]	" "	" "	" "	1965 Bromley	25a
			NYNH & H RR	30 x 1020 ft	Freight house, 1 story now Produce warehouse	1923 Bromley 1942 Bromley	

Table 2. HARLEM RIVER YARD Construction Data by Block

Location	Lot/ Ward	Old Block	Owner	Structure Size	Structure Use/Remarks	Date & Source	Exhibit No.
Lincoln & Willis Shore of Harlem River	Lot 62	2260	" "	" "	" "	1965 Bromley	25a
			NYNH & H RR	20 x 30 ft	Unid structure	1912 Bromley	24
			" "	" "	" "	1923 Bromley	
			" "	" "	" "	1942 Bromley	
			NYNH & H RR	15 x 15 ft	Unid structure	1908 Sanborn	
			" "	" "	" "	1965 Bromley	25a
	Lot 62	2260	NYNH & H RR	30 x 40 ft	Carpenter shop	1908 Sanborn	
			" "	" "	" "	1912 Bromley	24
			" "	" "	" "	1923 Bromley	
			" "	" "	" "	1942 Bromley	
			" "	" "	" "	1965 Bromley	25a
			" "	" "	" "	1989 TAMS	14
	Lot 62	2260	NYNH & H RR	15 x 30 ft	Shed	1891 Sanborn	
			NYNH & H RR	10 x 200 ft	Platform	1908 Sanborn	
			" "	10 x 300 ft	Platform	1912 Bromley	24
			" "	10 x 200 ft	Platform	1891 Sanborn	
			NYNH & H RR	85 x 250 ft	Coal bin	1907 Bromley	
			" "	" "	" "	1908 Sanborn	
as & docks extend into river channel on east side of Willis Ave Bridge; lot is crisscrossed by railroad tracks Lot 62 extends from Lincoln to St Ann's since at least 1965	Lot 62	2260	NYNH & H RR	1250 x Irr	Platform & covered shed (coal bin above) now extend entire length of lot from just west of Willis Ave Bridge to Lincoln Ave, along river	1912 Bromley	24
			" "	60 x 80 ft	1 story frame (coal bin) (Lot still shown on 1989 TAMS Exhibit 14)	1965 Bromley	25a
			" "	10 x 400 ft	Platform now shorter	1965 Bromley	25a
			" "	" "	" "	1965 Bromley	25a
Alexander & Willis 131 Sts		2295 [1806] 1806	HR & P RR or heirs of C.S.Brown	200 ft diam	1/3 round "Engine house", brick	1873 Perris & Browne	33
			" "	30 ft diam	Round "Pump house" in center of engine house	1873 Perris & Browne	33
			NYNH & H RR	200 ft diam	1/2 round house w/30 ft round house at corner of 132 St & Willis	1882 Bromley Plate B	
			NYNH & H RR	25 x 65 ft	Unid structure w/in 25 ft of half round house on 132 St	1885 Robinson	22
	1	1806	NYNH & H RR	"65 ft x Irr"	Round house & platform, 1 story brick	1885 Robinson	22
			" "	" "	" "	1893-97 TR	
	Ward 8	1808	NYNH & H RR	RR yard	"Lots 98.435 ft to high water line"	1893-97 TR	
			HR & P RR	Not given	4 iron bridges	1893-1905 TR	
	100	1808	HR & P RR	Not given	Bridges listed as "pontoon"	1910 TR	
			NYNH & H RR	Not given	Coal bin	1893-1905 TR	
	Lot 1	2295	NYNH & H RR	Not given	2 iron bridges	1893-1905 TR	
			HR & P RR	Not given	"Lots 53.813 ft from height of water to channel line"		
			NYNH & H RR	Not given	Slip superstructure	1893-1910 TR	
			HR & P RR	37.6 x 663 ft	2 story brick? pontoon bridges (2)	1920-35 TR	
Alexander & Willis St - Harlem River	Lot 20	2295	HR & P RR	40 x 70 ft	Traveling crane	1920-38 TR	
			NYNH & H RR	" "	Unid, 1 story	1940-44 TR	
			HR & P RR	37.6 x 50 ft	Unid, 2 story brick	1920-32 TR	
			NYNH & H RR	" "	" "	1940-44 TR	
	Lot 19	2295	City of New York	"Irr x Irr"	Bulkhead	1905-44 TR	

Table 2. HARLEM RIVER YARD Construction Data by Block

Location	Lot/ Ward	Old Block	Owner	Structure Size	Structure Use/Remarks	Date & Source	Exhibit No.
		2295	City of New York	Not given	Bridge & superstructure	1910 TR	
The Willis Ave Bridge opened 1901						McNamara 1991:273	
Bet Alexander & Willis 131-130 Sts	719-754	21	HR & P RR	60 x 120 ft Not given	Freight offices, dock & slip	1883 TR	
		21 1/2	HR & P RR	Not given	Dock, slip, shop, offices, etc	1883 TR	
	695-702	20	HR & P RR	Not given	Engine house	1875-77 TR	
	671-718	20	HR & P RR	Not given	698 has engine house	1883 TR	
Bet Willis & Morris [Brown] abuts south side of 132 St			C.S.Brown		Structure shown possibly Lewis Morris Manor/Mansion	1868 Beers Plate 8 LD 1865-122:43	32
			Adolph D. Christ		"Christ's Park & Hotel" complex of 9 buildings, 4 are labeled: "Platform, Hotel, Rifle Alley, Stable"; only western 25 ft of stable are on project property	1873 Perris & Browne; NY Directories	33
	917,918	28	L.B.Brown	40 x 40 ft	"Old Morris Mansion"	1875 TR	
			" "	50 x 50 ft	"Morris Mansion"	1876-79 TR	
	917-925		L.B.Brown	50 x 50 ft	"Morris Mansion"	1883 TR	
			L.B.Brown	60 x 100 ft	"Hotel" w/ "park"	1879 Bromley	21
			" "	50 x 240 ft	stable		
			" "	25 x 100 ft			
	916,917, 918		L.B.Brown	Not given	"Hotel" (part of "Baur's Union Park") frame structure	1882 Bromley Plate B	
	Lots 15-25		Land leased from RR till 1890	50 x 225 ft	"Baur's [sic] Union Park"	1885 Robinson	22
		2277	NYNH & H RR	20 x 650 ft	Covered platform w/iron shed	1907 Bromley	
			" "	" "	" " " "	1908 Sanborn	
			" "	" "	" " " "	1923 Bromley	
			" "	" "	" " " "	1912 Bromley	24
			" "	" "	" " " "	1942 Bromley	
		2277	NYNH & H RR	20 x 600 ft	Covered platform w/iron shed "w/waiting room"	1907 Bromley	
			" "	" "	" " " "	1908 Sanborn	
			" "	" "	" " " "	1923 Bromley	
			" "	" "	" " " "	1912 Bromley	24
			" "	" "	" " " "	1942 Bromley	
	1805		NYNH & H RR	19 x 400 ft	Platform, 1 & 2 stories; sheds; superstructure	1893-97 TR	
		2277	NYNH & H RR	15 x 400 ft	Covered platform w/iron shed	1907 Bromley	
		2277	" "	" "	" " " "	1908 Sanborn	
			" "	" "	" " " "	1923 Bromley	
			" "	" "	" " " "	1942 Bromley	
		2277	NYNH & H RR	10 x 15 ft	Signal tower	1908 Sanborn	
	2260		Gasman Oil Co	25 x 50 ft	Unid structure	1989 TAMS	14
			" "	25 x 60 ft	Unid structure (attached)	1989 TAMS	14
			" "	35 x 50 ft	Unid structure (attached)	1989 TAMS	14

"Harlem River Station" built 1891, 150 ft south of 132 St, shown on Bromley, Sanborn, & TAMS maps is not part of the project site

Bet Willis & Brook 132 St - Bronx Kill (location not known)	2277	HR & P RR	30 x 200 ft	2 story brick & stone super- structure	1900-01 TR	
		" "	" "	Listed as 3 stories & 300 ft	1906-37 TR	

Table 2. HARLEM RIVER YARD Construction Data by Block

Location	Lot/ Ward	Old Block	Owner	Structure Size	Structure Use/Remarks	Date & Source	Exhibit No.
			" "	" "	" "	1965 Bromley	25a
			Unknown	35 x 85 ft	Unid structure	1912 Bromley	24
			" "	" "	" "	1923 Bromley	
			" "	" "	" "	1942 Bromley	
		2260	NYNH & H RR		Complex of 4 small structures shown on other maps: oil house, office, store house & B.S.S.	1965 Bromley	25a
			NYNH & H RR	15 x 50 ft	1 story frame	1912 Bromley	24
			" "	" "	" "	1923 Bromley	
			NYNH & H RR	10 x 50 ft	1 story frame	1908 Sanborn	18
			" "	" "	" "	1942 Bromley	25
			NYNH & H RR	15 x 15 ft	1 story masonry	1965 Bromley	25a
			NYNH & H RR	15 x 30 ft	1 story masonry	Same as above	
			NYNH & H RR	10 x 30 ft	1 story frame	Same as above	
			NYNH & H RR	25 x 150 ft	Marine engine shop, 1 story masonry	Same as above	
			" "	" "	" "	1908 Sanborn	18
			" "	" "	" "	1942 Bromley	25
			" "	" "	" "	1965 Bromley	25a
			NYNH & H RR	15 x 15 ft	Foundations of marine engine shop	1989 TAMS	14
			" "	" "	1 story masonry	1908 Sanborn	
			" "	" "	" "	1942 Bromley	
			" "	" "	" "	1965 Bromley	25a
			NYNH & H RR	20 x 35 ft	1 story masonry	Same as above	25a
			NYNH & H RR	15 x 15 ft	1 story masonry	Same as above	
			NYNH & H RR	15 x 35 ft	1 story masonry	Same as above	
			NYNH & H RR	20 x 20 ft	1 story masonry	Same as above	
			NYNH & H RR	35 x 85 ft	Shop, 1 story	Same as above	
Bet Morris [Brown] & Brook 131-130 Sts	1531-153 1537	38	Wm Kyle	20 x 30 ft (lot 1531)	3 story structure	1883 TR	
Bet Brown & Brook at the Bronx Kill	1550-157	38 2277	James C. Brown Unknown	50 x 80 ft	Railroad tracks Disused buildings (2?)	1883 TR 1891 Sanborn	
Bet Brook & Lewis 131 St-Bronx Kill (channel line)	7 25/26	1803 1803	NYNH & H RR NYNH & H RR	Not given 25 x 65 ft	Superstructure; "old boat building shop" 1 story frame boat house	1893-97 TR 1893-97 TR	
Bet Brook & St Ann's south side of 132 St		2260	HR & P RR " " " "	15 x 41 ft " " " "	Boiler, 1 story masonry " " " "	1920 TR 1912 Bromley 1923 Bromley	24
			" "	" "	" "	1942 Bromley	
	16	1802	NYNH & H RR	265 ft diam	Round house; only southern 1/4 of structure is on project property	1893-97 TR	23
		1802	HR & P RR	260 ft diam	Round house; only southern 1/4 of structure is on project property	1897 Bromley 1900-10 TR	
		1802	NYNH & H RR	260 ft diam	" " " " " "	1907 Bromley 1908 Sanborn 1912 Bromley	24
			" "	" "	Appears to have alteration to boiler/round house complex; small square structure appears to have been added	1923 Bromley	
		1802	NYNH & H RR	75 ft diam	Turntable (35 ft east of Round house)	1907 Bromley 1908 Sanborn	24
			" "	" "	" "	1912 Bromley	

Table 2. HARLEM RIVER YARD Construction Data by Block

Location	Lot/ Ward	Old Block	Owner	Structure Size	Structure Use/Remarks	Date & Source	Exhibit No.
		1802	HR & P RR HR & P RR	35 x 57 ft 25 ft diam	1 story brick Water tank (bet Round house & Turntable)	1923 Bromley 1900-40 TR 1900 TR	
	Lot 193	2260	HR & P RR	60 x 100 ft	1 story masonry	1908 Sanborn 1965 Bromley	25a
	Lot 193	2260	HR & P RR	20 x 50 ft	Office, 1 story	1942 Bromley 1965 Bromley	25a
	Lot 100	2260	" "	" "	Garage, 1 story	1963-70 TR	
Brook & St Ann's St - Bronx Kill		2260	HR & P RR	35 x 57 ft	Water tower; platform, tracks added, bulkhead not shown	1915-17 TR	
	Lot 52	2260	City of New York		Bulkhead	1917-63 TR	
CURRENT BLOCK 2543 LOTS 1 & 2***							
St Ann's & Cypress Gouverneur Pl & Trinity 131 Sts (West side of Cypress)		2545 [1972]	Unknown	20 x 35 ft	1 story brick	1873 Perris & Browne	33
			" "	" "	" "	1891 Sanborn	
			" "	" "	" "	1897 Bromley	23
			C. [sic] J. Morris Est	20 x 24 ft	" "	1899-1900 TR	
			Morris Family	" "	" "	1904 TR	
ation on property (known)		2545	NYNH & H RR	10 x 15 ft	No buildings recorded "Scales"	1906 TR 1915 TR	
" "		2545	NYNH & H RR	148 x 760 ft	Scales in 1 story frame 1 & 2 story concrete	1930 TR 1930 TR	
St Ann's & Cypress 130 Sts	22	2544 [1973]	Unknown	24 x 35 ft w/ ext 40 x 54 ft	2 stories	1899- 1904 TR	
			Unknown	Not given	1 1/2 story frame	1904 TR	
			Unknown	Not given	1 1/2 story frame	1904 TR	
			NYNH & H RR		No buildings recorded	1906 TR	
		2544	Railway Express Agency Inc	150 x 705 ft	1 story, building bridges 131 St 50 x 705 ft lie on block bet	1923 Bromley 1942 Bromley	
St Ann's & Cypress 130 Sts			Gouverneur Morris II	40 x 50 ft	131 & 130 Sts Gouverneur Morris II house (does not appear on 1816 version of map)	1965 Bromley 1816 Randel updated to 1850	25b 29
0 ft north of "Mansion House", see ++ below)			Gouverneur Morris II	30 x 30 ft	Unid house does not appear on 1816 version of map	1816 Randel updated to 1850	29
0 ft north northwest of Mansion House")			Gouverneur Morris II		"Gouverneur Morris Residence" w/6 unid structures	1868 Beers Plate 8	32
St Ann's & what became of Cypress			Gouverneur Morris II				
130 Sts							
Gouverneur Pl & Trinity 130 Sts (West side back)		2544 [1973]	Margaret R. Morris	35 x 50 ft	L-shaped structure	1879 Bromley	21
			" " "	40 x 45 ft	L-shaped structure	1879 Bromley	21
			" " "	25 x 30 ft	L-shaped structure	1879 Bromley	21
			" " "	" "	" " "	1885 Robinson	22
			" " "	" "	" " "	1891 Sanborn	
Gouverneur Pl & Cypress 130 Sts (West side back)		2544 [1973]	Margaret R. Morris	20x 30 ft	Part of the Gouverneur Morris Homestead	1882 Bromley Plate C	
			Morris Family	55 x 30 ft w/ 15 x 25 ft ext	"Morris" is written in on block	1873 Perris & Browne	33
					Part of the Gouverneur Morris Homestead	1882 Bromley Plate C	
			(No owner indicated)		" " " "	1891 Sanborn	

Table 2. HARLEM RIVER YARD Construction Data by Block

Location	Lot/ Ward	Old Block	Owner	Structure Size	Structure Use/Remarks	Date & Source	Exhibit No.
Bet Gouverneur Pl & Cypress 131-130 Sts (East side of block)		1973	[M] Davenport	25 x 50 ft	Unid structure	1885 Robinson	22
			Morris Family	40 x 15 ft	Unid structure ("Morris" written in on block)	1873 Perris & Browne	33
			(No owner indicated)	" "	" "	1891 Sanborn	
			Morris Family	75 x 45 ft	Carriage House	1873 Perris & Browne	33
			(No owner indicated)	" "	Unid structure	1891 Sanborn	
Bet Gouverneur Pl & Cypress 131-130 Sts (East side of block)			Morris Family	15 x 25 ft	Unid structure	1873 Perris & Browne	33
			(No owner indicated)	" "	" "	1891 Sanborn	
Bet Gouverneur Pl & Cypress 131-130 Sts (East side of block)			Mary Morris	25 x 40 ft w/ 10 x 15 ft ext	Stable	1879 Bromley	21
Bet Gouverneur Pl & Cypress 131-130 Sts (East side of block)			Mary F. Davenport	45 x 20 ft	Greenhouse	1873 Perris & Browne	33
			(No owner indicated)	" "	" "	1891 Sanborn	
			(No owner indicated)	95 x 70 ft	"Gouverneur Morris II Mansion" ↘	1873 Perris & Browne	33
(No owner indicated)				" "	" "	1891 Sanborn	
Structures in this block are listed in the Tax Records as follows:							
Bet Gouverneur Pl & Trinity 132-131 Sts	Ward 1	1972		35 x 60 ft	2 stories, greenhouse, stable, coach house	1888-92 TR	
Bet Gouverneur Pl & Cypress 132-131 Sts		1897	P.J. Morris Est	35 x 60 ft	2 story stone stable, coach house, greenhouse	1897 TR	

Bet St Ann's & Cypress 131-130 Sts	Lot 1	2543		50 x 600 ft	"Harlem River Freight House" 200 ft 2 story, 400 ft 1 story; 40 ft wide covered platform extends 600 ft east of structure; line of 130 St (not run) passes through west end of the structure, then runs east & curves north to inter- sect structure again at eastern end; set of tracks 60 ft wide runs west- east bet freight house & covered platform to the south	1942 Bromley 1965 Bromley 1989 TAMS	25b 14
			HR & P RR/ NYNH & H RR	40 x 1200 ft	Covered platform; line of 130 St (not run) passes through structure 100 ft from west end, then runs east curving north to intersect structure again 300 ft from eastern end	1942 Bromley 1965 Bromley 1989 TAMS	25b 14

The Triborough Bridge begun in 10/25/1929, opened 7/11/1936

WPA 1939:391

(Lots 2543, 2544, 2545 are merged into Lot 2543 in tax year 7/1/49-6/30/50)

++ East of the Mill Brook (just east of Gouverneur Pl & just south of 130 St) East of the Mill Brook**** (just east of Gouverneur Pl & just south of 130 St)			Hon Gouverneur Morris (or Est of, Morris dies 1816)	60 x 130 ft	"Mansion House" w/2 wings, northeast of house is a "spring house"	1816 Randel updated to 1850	28
			Gouverneur Morris II	" "	See above entry; if building still standing only central portion exists (see text)	1816 Randel updated to 1850	29
Bet St Ann's & Cypress 130 St - Bronx Kill	20	2543 [1801]	Unknown	15 x 18 ft	1 1/2 story frame (penciled in)	1901 TR	
			" "	" "	" "	1904 TR	
			NYNH & H RR		No buildings recorded (Gouverneur Morris II house has been demolished)	1906 TR	

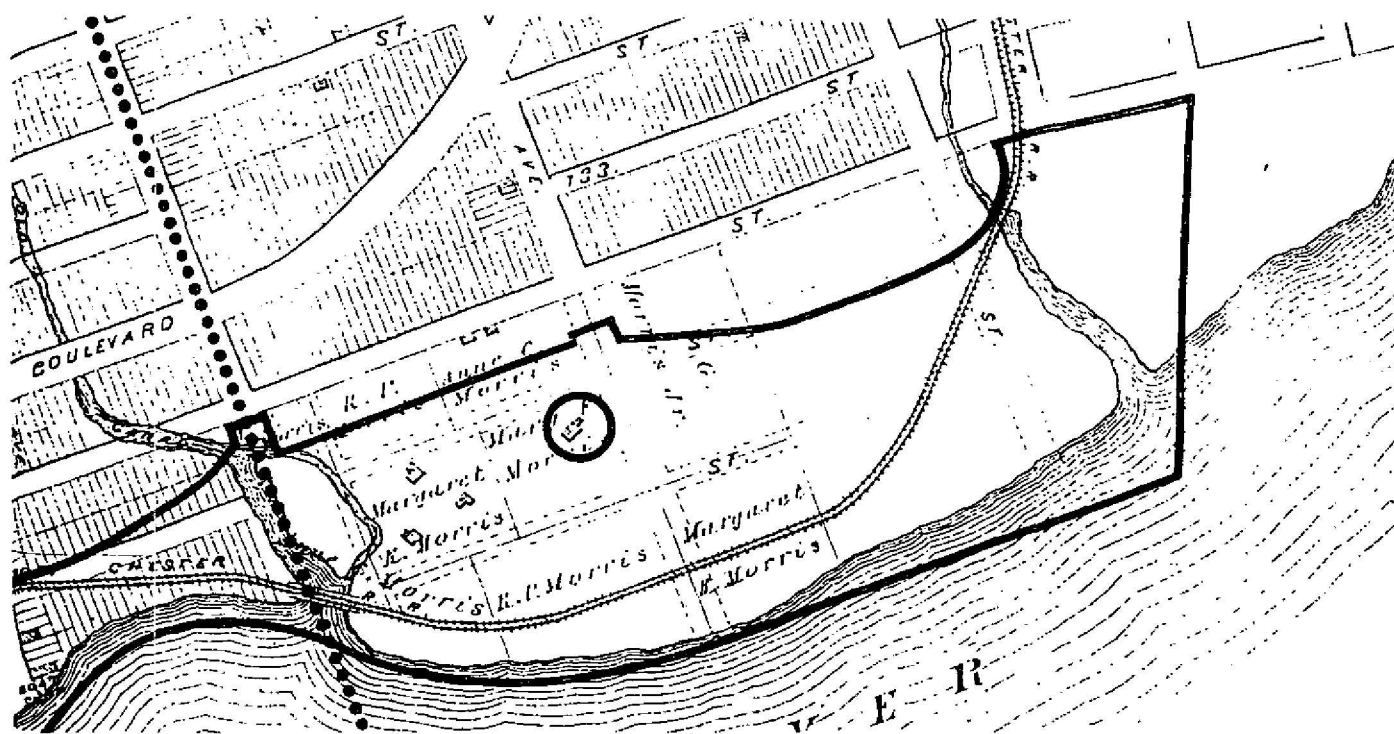
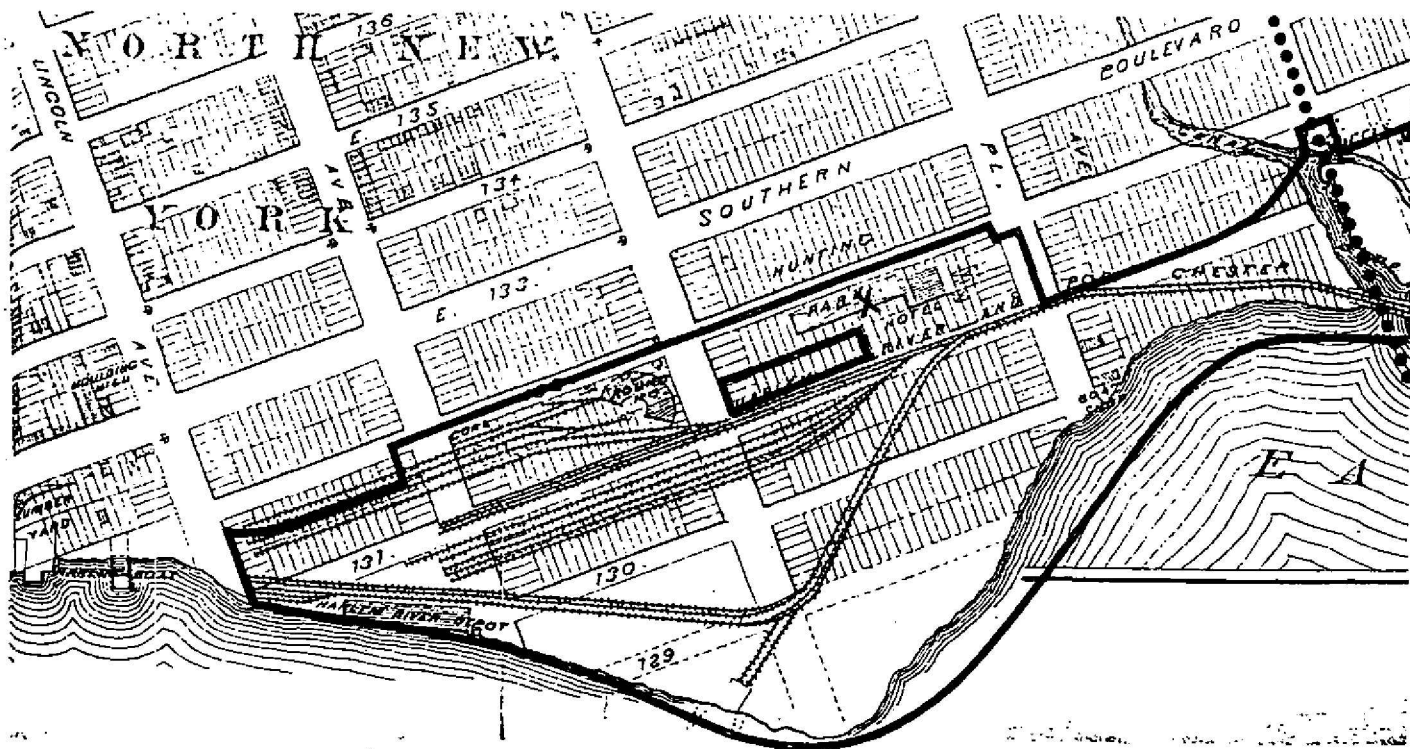
Table 2. HARLEM RIVER YARD Construction Data by Block





Location	Lot/ Ward	Old Block	Owner	Structure Size	Structure Use/Remarks	Date & Source	Exhibit No.
	43 Lot 1	2543	NYNH & H RR " "	19 x 27 ft " "	1 story brick " "	1904-54 TR 1955-63 TR	
	Lot 1	2543	NYNH & H RR " "	40 x 800 40 x 300 ft	Lot section number is now SCC 5 Storage shed, 1 story (Transformer & 2 small sheds lie just west of shed) " " "	1992 TR 1965 Bromley 1989 TAMS	25b 14
			NYNH & H RR 2543 New York City	30 x 280 ft Not given	Garage, 1 story extend south of structure to Shed & bulkheads	1965 Bromley 1989 TAMS 1948 TR	25b 14
Cypress & Willow & 130 Sts	Lot 1	2543	NYNH & H RR	100 x 100 ft	Garage, triangular shaped, 1 story	1965 Bromley	25b
Cypress & Willow St - Bronx Kill		2558	NYNH & H RR		Bulkheads	1904-15 TR	
		2558	HR & P RR " "		Concrete piers, superstructures Piers & Bulkheads	1920 TR 1940-50 TR	
		2558	City of New York " " "		Bulkheads Concrete piers, bulkheads, & abutments	1904-1910 TR 1915 TR	
			" " "		Bulkheads	1920-50 TR	
		2558	NYNH & H RR	Not given	Shed	1906 TR	
		2558	NYNH & H RR	Not given	Sheds	1910 TR	
Block 2558 merged into Block 2543 in tax year 7/1/49-6/30/50)							
Willow & East River St - Bronx Kill	Lot 1	2583	City of New York " " "		Bulkheads Concrete piers, superstructure (penciled in)	1904-40 TR 1915 TR	
area encompasses area north of 132 St, but not included here)			" " "		Bulkheads	1920 TR	
		2583	Port Morris Land Development Corp " " "	24 x 78 ft	Part of 2 frame houses, only structures in immediate area 1 story frame; shed & boat house	1904 TR	
			" " "	20 x 50 ft	1 story brick ("merged in 2" penciled in)	1915 TR	
			NYNH & H RR " "	" "	1 story (probably same as above) " " "	1965 Bromley 1989 TAMS	25b 14
	Lot 2	2583	HR & P RR	Not given	Piers & superstructures	1920-40 TR	
		2583	HR & P RR	110 x 323 ft	Superstructure, 1 & 2 story brick; listed as "Terminus Building" in 1940 TR	1935 TR 1940 TR	
		2583	NYNH & H RR	Not given	1 story building	1957 TR	
Al Ave," shown on 1868 map west of Walnut, appears only this once; it is not known if it was run, or if there was a in the area						Beers 1868	32
between Willow & Walnut crossed by NY Connecting RR (Little Hell Gate) Bridge opened 1917 which rises above site of Willow						WPA 1939: 564-565	
Willow & East River of 131 St				50 x 130-ft Oval	Stuyvesant Boat Club structure (if any actual structure existed is a question)	1891 Sanborn	

Table 2. HARLEM RIVER YARD Construction Data by Block

Key & abbreviations

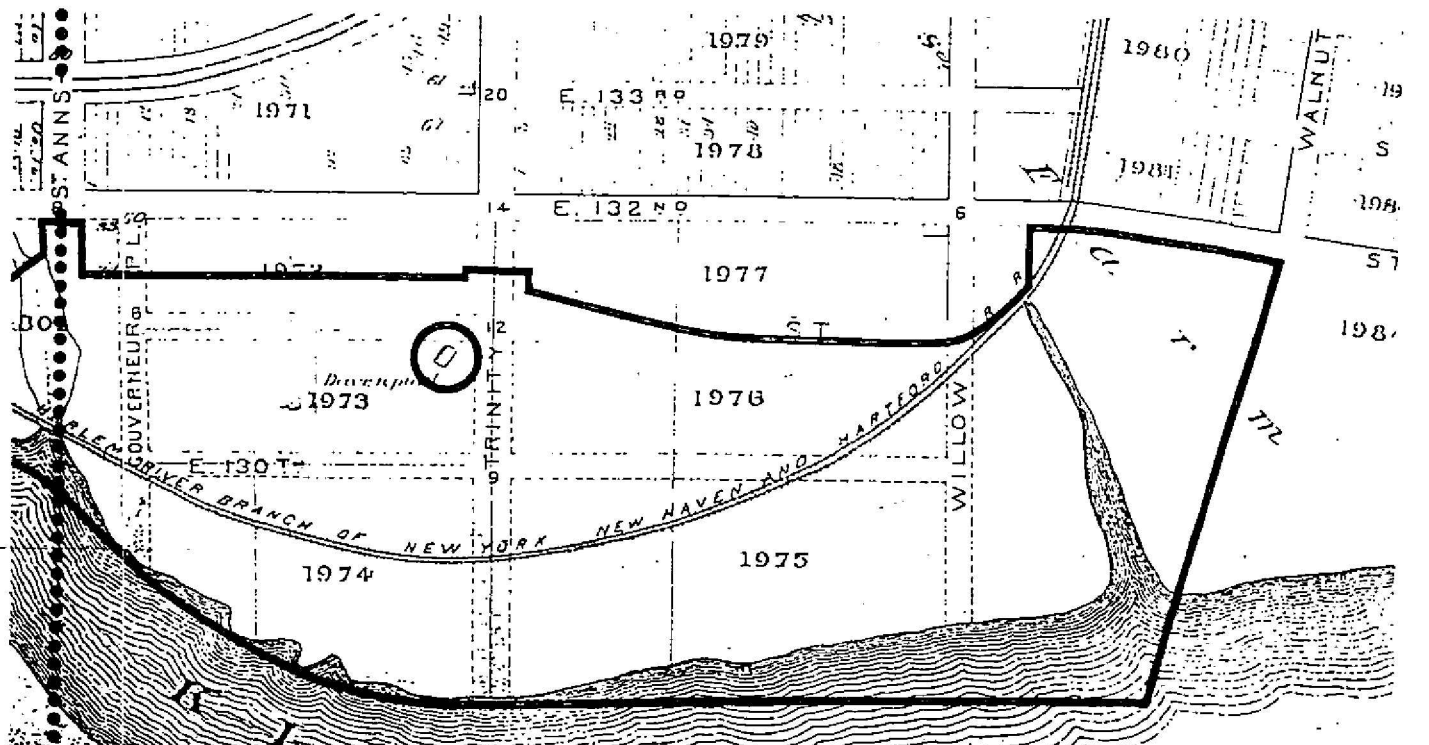
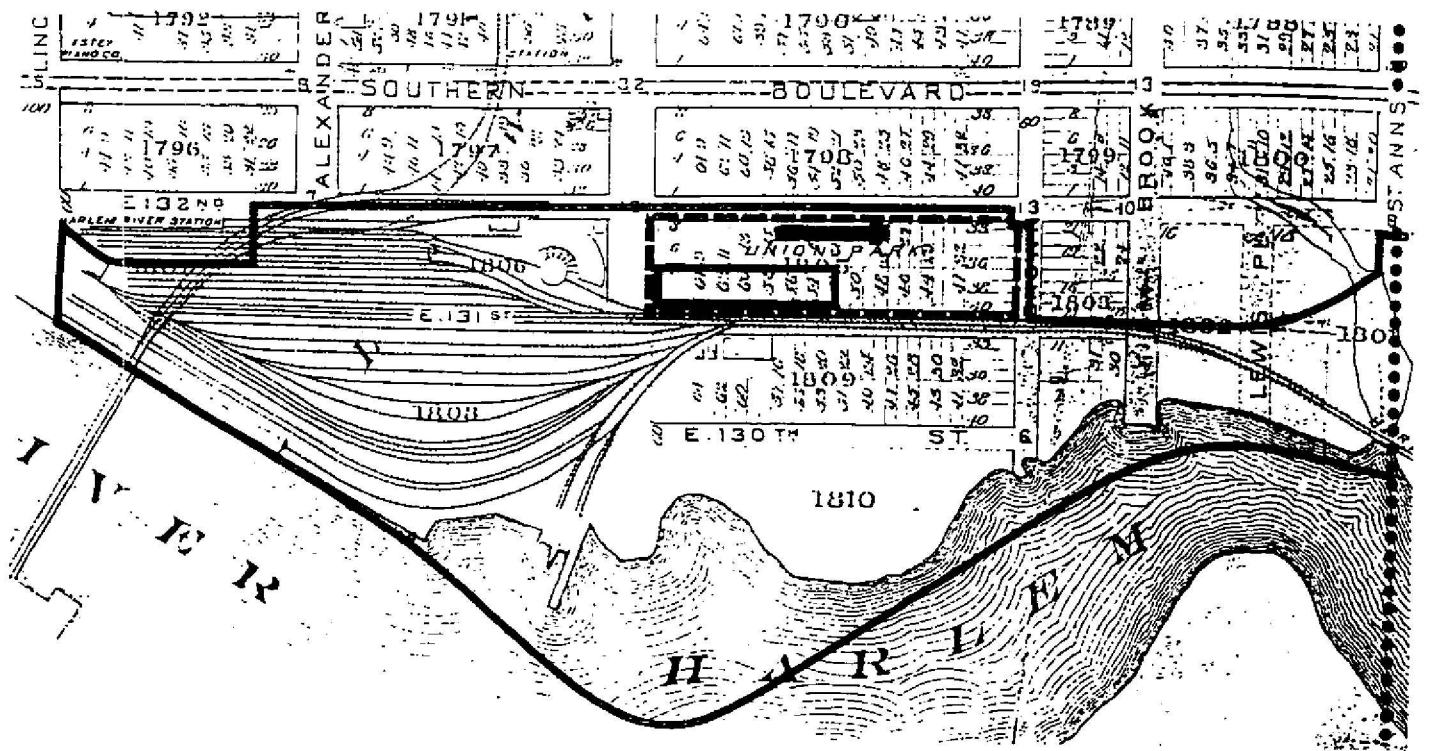
- * Construction data are organized north to south and west to east
- * After 1938, the fiscal tax year no longer ended on the last day of the year but ran from July 1 to June 30
- ** The "Old Morris Mansion" on tax records between 1875 and 1888 may be part of the enlarged "HOTEL" structure shown on the 1879 Bromley (Exhibit 21)
- *** The 1907 Bromley does not show any parks west of St Ann's or any standing structures belonging to the Morris family east of it
- **** 1851 Sidney & Neff (Exhibit 31) and 1868 Beers (Exhibit 32) show what appears to be the Morris Manor west of Mill Brook and the Gouverneur Morris II Mansion east of it (the most southerly structure east of Mill Brook on the 1868 Beers, which is unidentified, may be the Hon Gouverneur Morris home in reduced form)
- TR 23rd Ward Tax Records; after 1937, properties were assessed by the Real Estate Utilities Corp (RUC) and buildings were sometimes listed as "various"
- LD Liber of Deeds
- [] Old name or number; e.g., [1802], [Lewis] or "also known as"
- Adj Adjacent
- Bet Between
- Est Estate
- Unid Unidentified
- HR & P RR Harlem River & Portchester Railroad
- NYNH & H RR New York, New Haven & Hartford Railroad
- Indicates information related to the residences of the Hon Gouverneur Morris and Gouverneur Morris II








-  project site
-  match line (St. Ann's Ave.)
-  Lewis Morris Manor site (TR 1895)
-  Gouverneur Morris II house

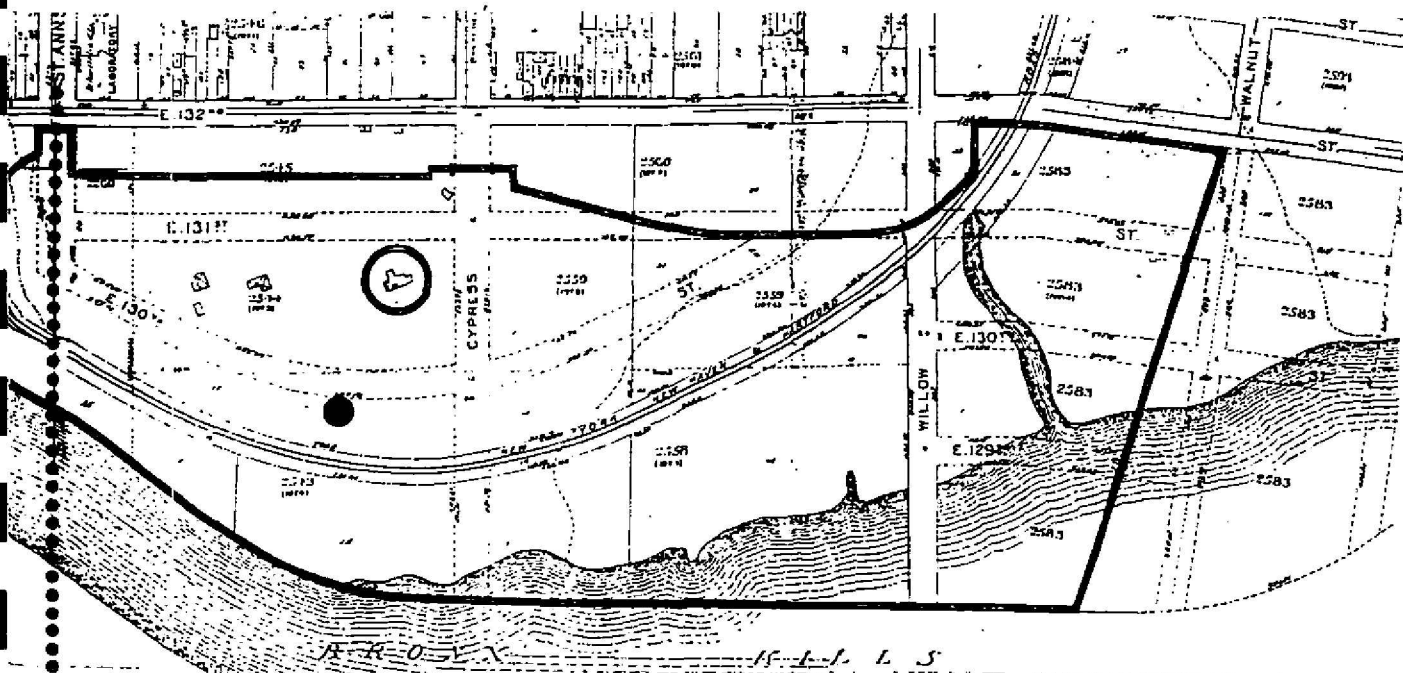
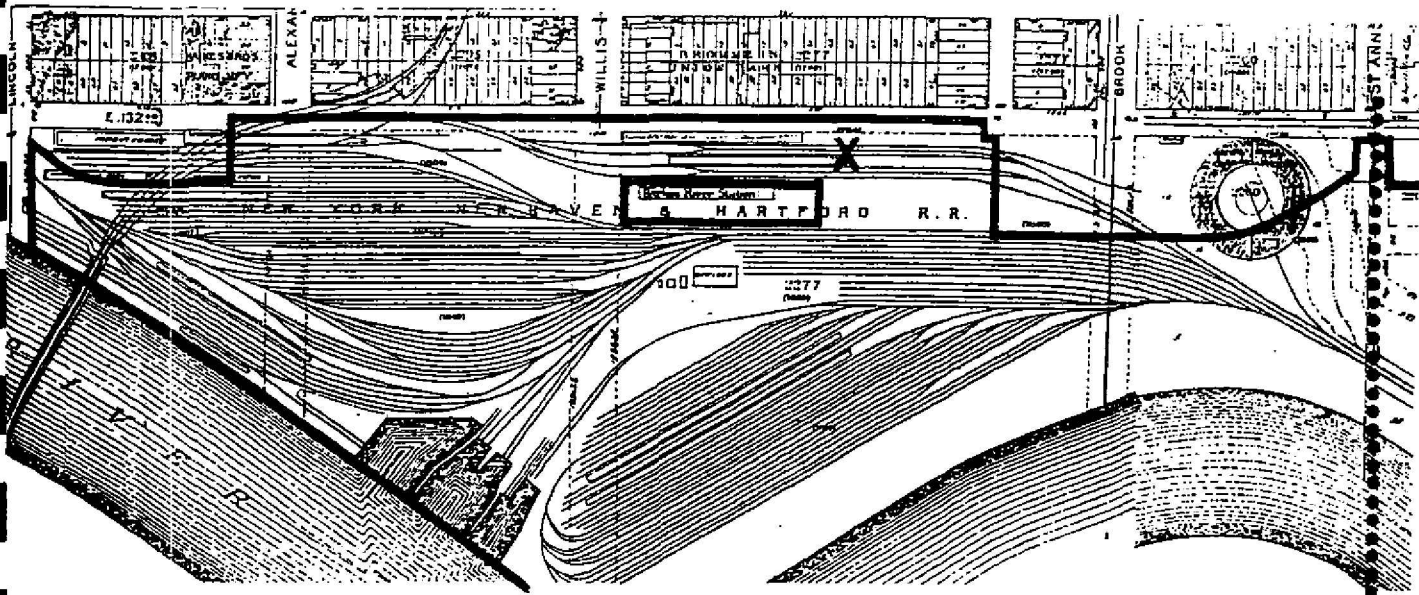
0 400
ft.





-  project site
-  match line (St. Ann's Ave.)
-  Gouverneur Morris II house
-  Baur's Union Park
-  park site

0 400
ft.



— property line

..... match line (St. Ann's Ave.)



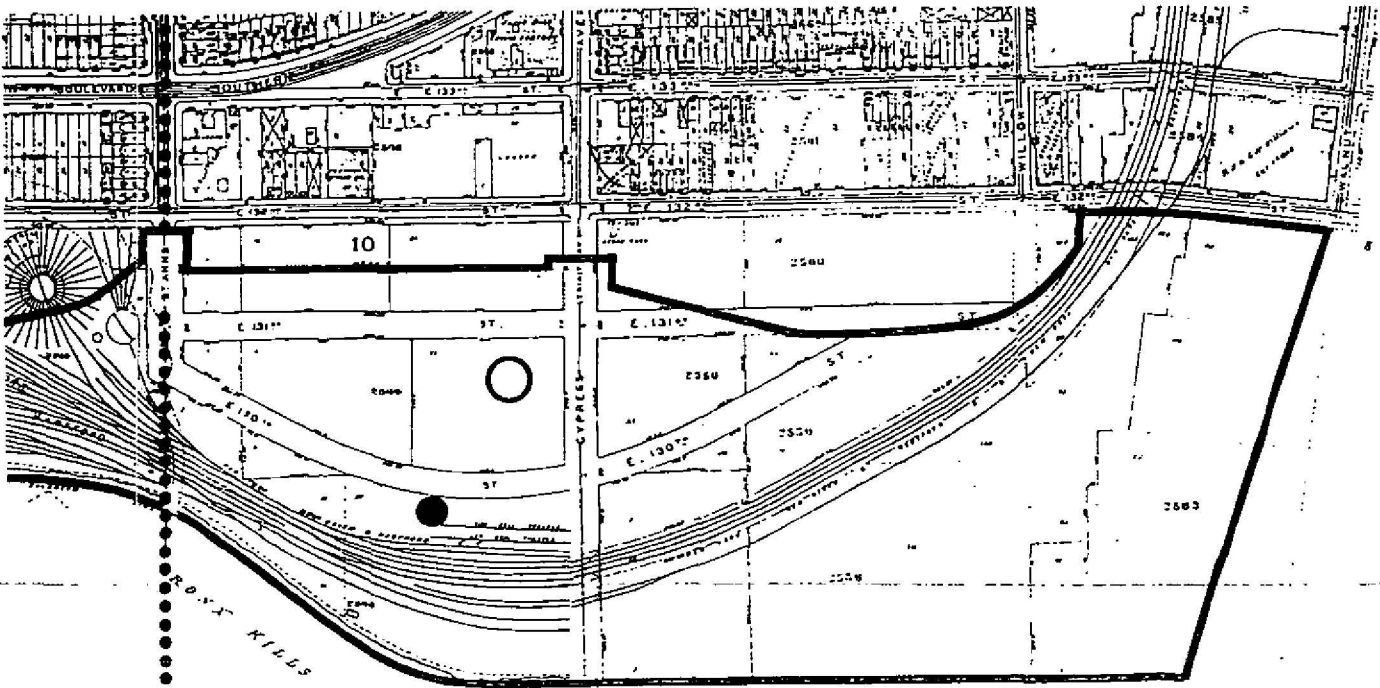
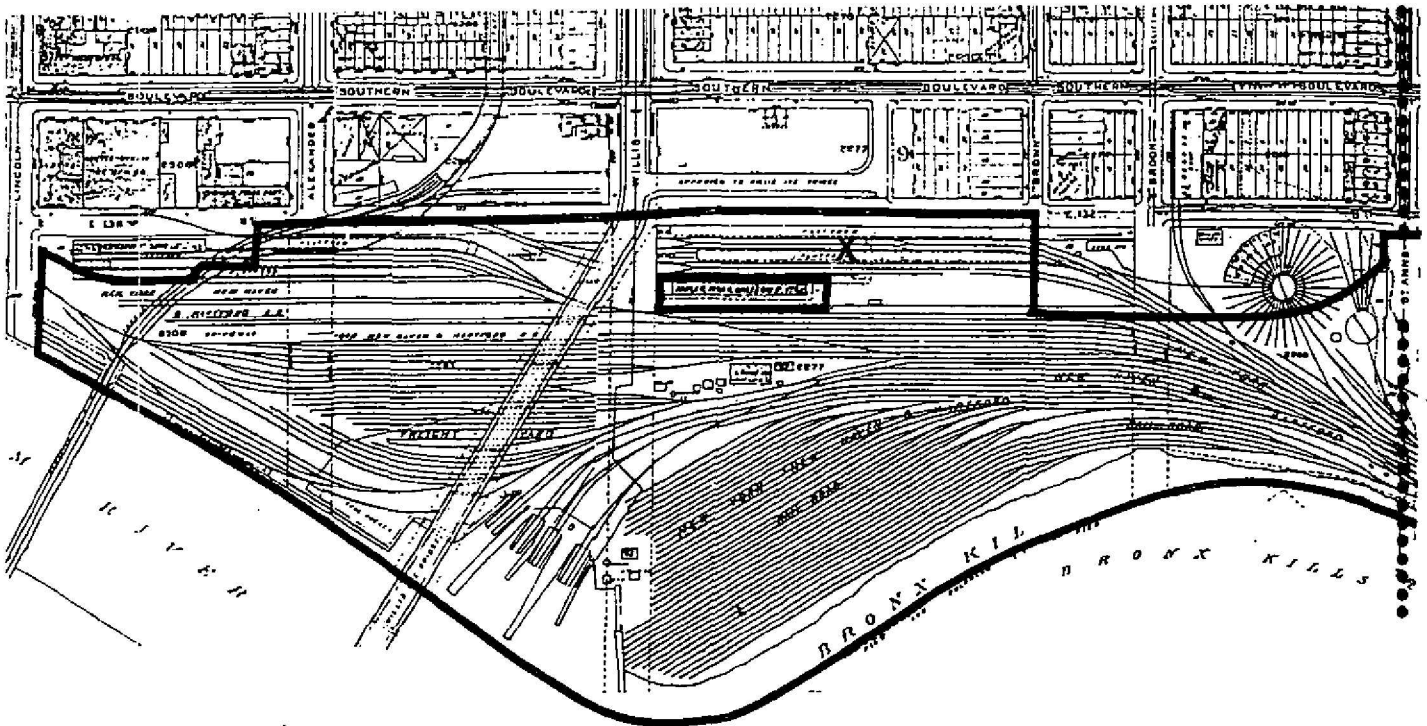
X Lewis Morris Manor house site (?) (approx.)

○ Gouverneur Morris II house

● Hon. Gouverneur Morris Mansion site (?) (approx.)

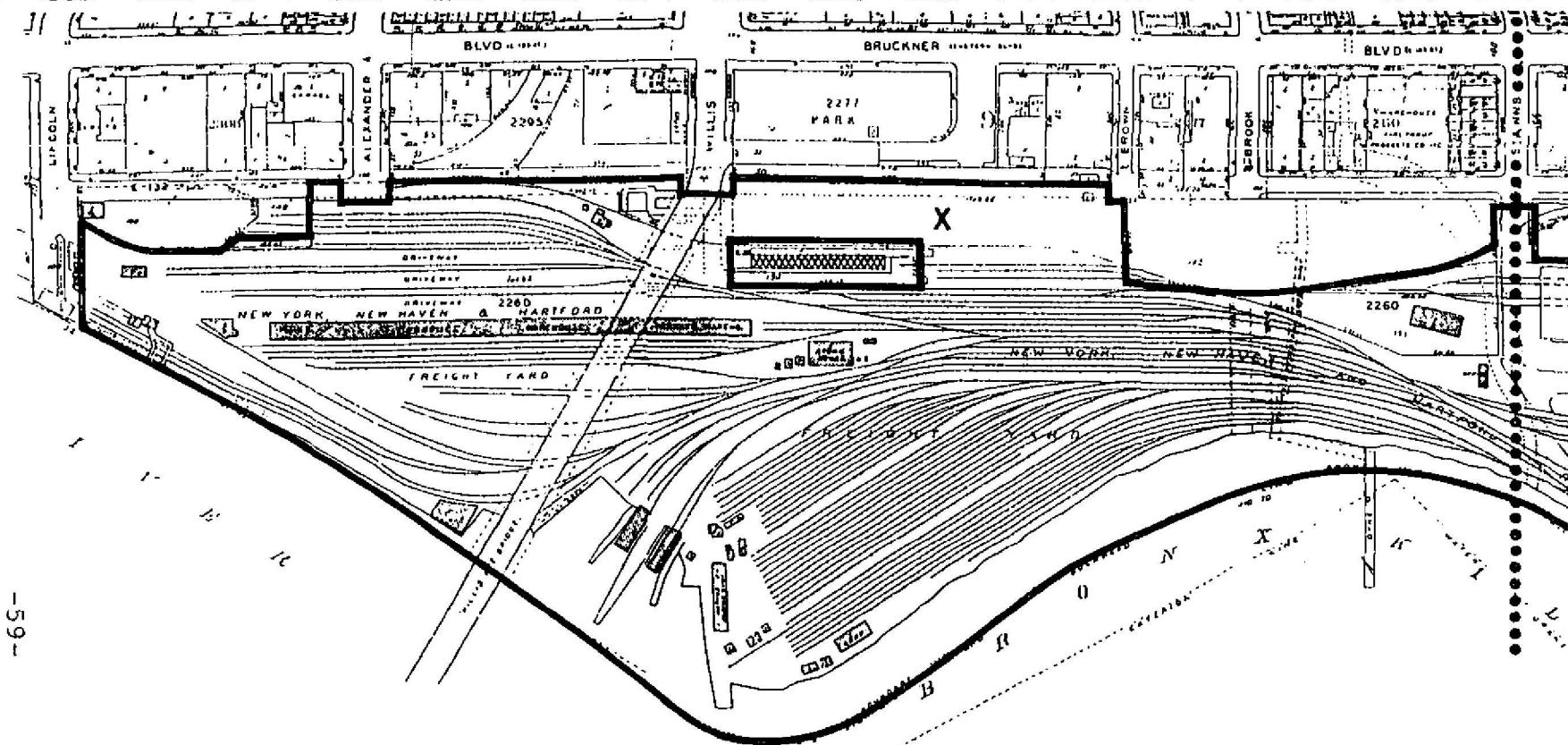
0 400
ft.





- property line
- match line (St. Ann's Ave.)
- X Lewis Morris Manor site(?) (approx.)
- Gouverneur Morris II house site
- Hon. Gouverneur Morris Mansion site(?) (approx.)

0 400
ft.



- property line
- match line (St. Ann's Ave.)
- ▭ structure
- ▨ former Harlem River RR station
- X Lewis Morris Manor site(?) (approx.)

0 300
ft.



-
- A horizontal scale bar with a white left half and a black right half. The number '0' is at the left end, '300' is at the right end, and 'ft.' is centered below the bar.

may survive (see below). If present, they would be found in an archaeological context. Based on Bolton (as cited), it is also possible that evidence of Native American use of the Ranachqua site, conceivably in the form of burials, features, or artifacts, may still remain. This is particularly so in areas where early filling-- perhaps connected with anticipated construction of the Harlem River Railroad before 1840--has covered the original ground surface. The same is also true of possible Revolutionary War deposits.

Given these concerns, research focused on several issues. Primary among them were the location of possible prehistoric and early historic-era Native American and Revolutionary War sites or deposits, the former in the vicinity of the Gouverneur Morris mansion near Cypress and E. 131st Street, the latter near possible Bronck and early Lewis Morris house and manor sites, west of St. Ann's Avenue. Another issue concerned the location and integrity of any remnants of Bronck and Morris family residences both west and east of St. Ann's Avenue.

A major issue that arose was the possibility of an unacknowledged Morris residence revealed on survey maps and documented circumstantially in the literature. Until now, a single structure on the east side of Mill Brook (now St. Ann's Avenue in the project area) has been associated with the Honorable Gouverneur Morris and his son, Gouverneur II. If another, older building foundation was also located east of Mill Brook, it would rewrite the history of the Morris family occupation of the site. These issues are discussed below.

Prehistoric Resources

It has been noted that evidence of Native American use or occupation of the project site is found in documentary sources. As presented earlier, historian Robert Bolton, Jr., revealed that there were Native American burials on the site and, a century later, Reginald P. Bolton noted the location of the Ranachqua site as being in the vicinity of the Gouverneur Morris [II] residence. However, as already mentioned, the knoll on which this building was situated has been graded, and therefore it is assumed that the core area of the Native American Ranachqua site has been destroyed. Yet, given the possibility that the house of the Honorable Gouverneur Morris may not be the one now associated with his name (see discussion about Morris houses below), Robert Bolton, writing in 1848, may have been referring to a different, but nearby, location for the burials. This would be one that was not graded but was instead filled.

Map data indicate that the topography of the project site has been altered over time. For example, the 1873 topographical map shows water where the track is run, suggesting that the shoreline east of Cypress Avenue was extended sometime before, or soon after, the map was made in 1873 (see Exhibit 40). This alteration entailed extensive filling to eliminate an inlet or tidal marsh, and was apparently done in anticipation of laying the railroad bed (Commissioners of the Dept. of Parks 1873; see Exhibit 40). By 1892, if not before, filling had also occurred between Willis and St. Ann's Avenues (see Exhibit 12), and a major shoreline alteration was the creation of piers and slips in the vicinity of Willis Avenue and the Bronx

Kill in the 1870s. Near the proposed Ranachqua site, however, the shoreline has been changed only minimally (see Exhibits 13 and 40), and, in general, fill has been introduced over time to grade this part of the project site up.

The filling of the inlet is verified by soil samples recovered from borings located east of Cypress Avenue that reveal fill material (sand with some coal and brick) to levels of organic silt reached at 10 to 12 ft. below grade (TAMS Boring Logs 1991:B9, B10, B11). A similar fill situation is found in samples taken near St. Ann's Avenue. Here 8 ft. of fill are documented over organic silty clay (TAMS Boring Logs 1991:B7), perhaps reflecting the filling of marsh around the former outlet of Mill Brook located in this vicinity.

Given the fill documented on the site, it is possible that evidence of use prior to European contact (during the prehistoric era) or early Native American historic-era sites or deposits could be preserved. Consequently, below ground excavation in areas between Lincoln and Cypress Avenues where there are no documented structures and the extent of fill unknown should be considered potentially sensitive for prehistoric resources. This is also the case where fill is deeper than any building foundations.

Bronck's "Emmaus" and Possibly the Site of first Morris Manor House

As mentioned earlier the location of Bronck's residence has not been firmly established. Even the supposed date of its construction varies between 1639 (Stokes II 1916:Plate 42) and 1643 (Bolton

1881:489), the latter the year Bronck died (Stokes II 1916:204). Since it is shown on the 1639 Manatus map (Stokes II 1916:Plate 42), the house could have been built this early.

Several sources note that Bronck's first residence (he may have built a second after the first burned) was situated at the corner of Lincoln Avenue and E. 132nd Street (Jenkins 1912:27-28; Wilkinson 1966:58; see Table 3). This was also the first European-style home erected in what became the Bronx. If correct, this potentially historical site is not located within the project area since this corner is not part of the site. Moreover, this is where a former Harlem River Railroad Station⁸ was erected between 1879 and 1885 (Bromley 1879; Robinson 1885; see Exhibits 21 and 22 this report).

Another factor may be the location of the original shoreline. Based on the 1868 Beers map (see Exhibit 32), Johannemann and Schroeder suggest that the shore at Lincoln Avenue was at or near E. 132nd Street prior to filling (1982:Attachment C). Soil samples from the east side of Lincoln Avenue above 131st Street that document about 11 1/2 ft. of fill lying over organic silt (TAMS 1991:Boring B1) tend to support this assessment. If so, Bronck's home, if near Lincoln Avenue, would by necessity have been north of the project site.

⁸ Map data indicate that the first station was located on the Harlem River just west of Alexander Avenue by 1873 (Perris & Browne 1873:Plate 181). This location has implications for the whereabouts of the Bronck house and Lewis Morris Manor since it must have been the depot mentioned by Bolton (1881:489). However, he says the buildings were "Upon rising ground a little North-east of the depot" which could be easily as far away as what is now E. 132nd Street. A third depot was built in 1891 and still stands at Willis Avenue (see Exhibit 11) but, as mentioned before, it is not part of the site.

Table 3. HARLEM RIVER YARD Bronck/Morris House Locations Based on Secondary Sources

Source	Jonas Bronck (Emmaus)	Lewis Morris (Old Manor House)	Gouverneur Morris (Mansion)*
Bolton (1881)	On or near site of Old Manor House, (see column to right) (p. 489)	"Upon rising ground a little North-east of the Depot..." (p.489)**	On the east side of Mill Brook, "nearly opposite...Hell Gate" (p. 490)
Roosevelt (1888)			Gouverneur Morris tore down the old manor house in 1799 & built a new one having a view of the Sound across the hills of Westchester (p. 320)
Comfort (1906)			Gouverneur Morris's old mansion near the foot of St. Ann's Ave. was erected in 1789 (p. 33)
Kings (1912)	Bronck's house not far from the pre- sent Harlem River station of the NY NH & H RR at Lincoln Ave. & E. 132nd St. (p. 27-28)***	Manor House west of Mill Brook & & west of Brook Ave.; known as "Christ's Hotel"; demolished by NYNH & H RR c.1891 (p. 360)	Mansion built below E. 132nd St. abreast of Cypress Ave., soon after 1798 (p. 363)
Book (1913)	Emmaus was situated near the present Harlem River station of the NYNH & H RR at 132nd St. [Willis Ave. south of 132nd St.] (p.9)	"The manor-house of Lewis Morris, known as 'Christ's Hotel', stood west of Brook Avenue near the Mill Brook...torn down two decades ago..."(p.15)	Gouverneur Morris mansion stood nearly opposite Hell Gate, and east of what is now St. Ann's Ave. (p. 17)
Kes (II 1916)	"The house of Bronck has been located at or near the site of the depot of the Harlem River branch of the [NYNH & HHRR] Co., near the corner of Southern [Blvd] and Willis [Ave.]" (citing Records, Survey Dept., Title Guarantee & Trust Co.) (p.204)		
Wilkinson (1966)	House built by Bronck, in 1641-43, stood at the corner of the present 132nd St. & Lincoln Ave. (p. 58)	Lewis Morris replaced Bronck's house with the 3rd house on the site at the present corner of 130th St. & Cypress Ave. (p. 44)	House, built by Gouverneur Morris & called the New Manor, overlooked Randall's Island (p. 44)
	After Bronck's second house, also called Emmaus, was destroyed by fire, Lewis Morris built another Manor house (p. 40)	The Morris homestead, long known as "the Manor," stood at what now is the corner of 130th St. & Cypress (p. 58)	Gouverneur Morris's house was nearby (p. 58)
Man (1975)		"...the Morris Mansion along the Mill Brook (today's Brook Avenue at 132nd Street)." (p.6)	
Wamara (1991)	House built on site of Indian camp of Ranaqua, at E. 132nd St. (p. 354)**** [Note: spelled "Ranachqua" by others]		Gouverneur Place, running from the Bronx Kill to E. 132nd St. east of St. Ann's Ave., led to the mansion of Gouverneur Morris (p. 377)

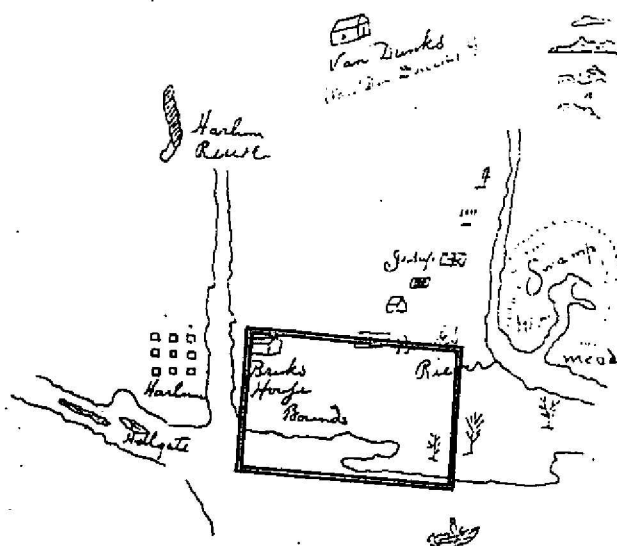
* Secondary sources indicate the home of Gouverneur Morris II and that of his father, the Hon. Gouverneur, were the same. See text for discussion.
It would appear the "Depot" referred to here was located west of Alexander Ave. on the river by 1873 (Perris & Browne 1873).
Map data document that a depot was built at Lincoln Ave. and E. 132nd St. between 1879 and 1885 (Bromley 1879; Robinson 1885).
Note that Bolton (1934:137) places the core of this site at Cypress Ave. and E. 131st St., the house site of Gouverneur Morris II.

There are several maps that show Bronck's house situated west of Mill Brook, but they are schematic and do not locate it precisely. Among them are the 1639 Manatus map cited in footnote 8 and another entitled "The Borough at the End of the Dutch Period" (Jenkins 1912: opp. 44). A third is titled "Jonas Bronck's Homestead Called Brouncks-Land" (Scharf 1886:opp. 769; Exhibit 26). This last map is on file at the Office of the Secretary of State in Albany (Johannemann and Schroeder 1982:9) and is therefore not a nineteenth century artist's conception. Although it, too, is schematic and lacks a scale, it places Bronck's house far from river, making yet another argument for its location north of the project site.

While the Lincoln Avenue location is preferred by several authors, there is no documentation offered, and others have different opinions. The most popular alternative is Willis Avenue, but its location on this street varies. It has been identified as being as far south as below E. 132nd Street and as far north as Southern Boulevard (see Table 3). To complicate matters, at least two authors think the Lewis Morris Manor house was built on Bronck's site (Bolton 1881:489; Wilkinson 1966:44), but there is also disagreement about where this house stood.

Revolutionary War

The Bronx was mostly farmland at the time of the Revolutionary War, serving as a source of food for its Westchester County population and the residents of New York City, then solely at the southern end of Manhattan (Ultan 1975:1). During the six years of conflict, eight



— project site (approx.)

no scale

forts were built on hills in the Bronx that overlooked the Harlem River and smaller redoubts were strategically placed nearby, but none were in the project area (Ultan 1975:3; 4-5).

The Battle at Pell's Point in what is now Pelham Bay Park kept the American army intact but marked the beginning of a difficult time for the residents of what would become the Bronx (Ultan 1975:6). When the Americans withdrew from the area to regroup, their forts and strategic holdings were then occupied by British and Hessian soldiers. One such site was Colonel Morris's homestead on the project site. This was first used by the American commander, General Heath, but in 1776 or 1777, it became the headquarters of Colonel James De Lancey, the last High Sheriff of Westchester County, who had remained loyal to the crown. According to Mrs. Lamb, his occupation lasted nearly two years (1877:280), but the time frame provided by Bolton suggests that it was even longer (1881:499-500).

Accounts of this occupation differ. Mrs. Lamb mentions "70 huts" that were part of the Loyalist encampment (1877 II:280), but just where they were located is a question since Morrisania extended as far north as modern 170th street. In 1848 (and repeated in the 1881 edition) Bolton tells of Old Morrisania's American occupation and the personal interactions that occurred with the nearby British soldiers on Montessor's (Randall's) Island (Bolton 1881:498-499), but he does not mention any huts.

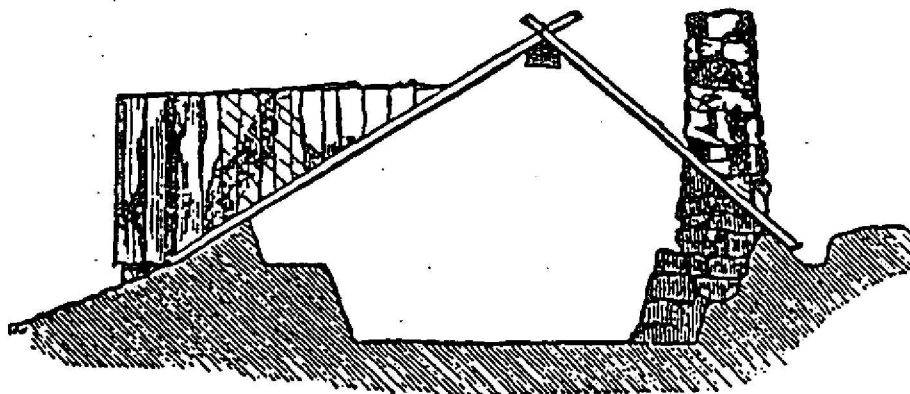
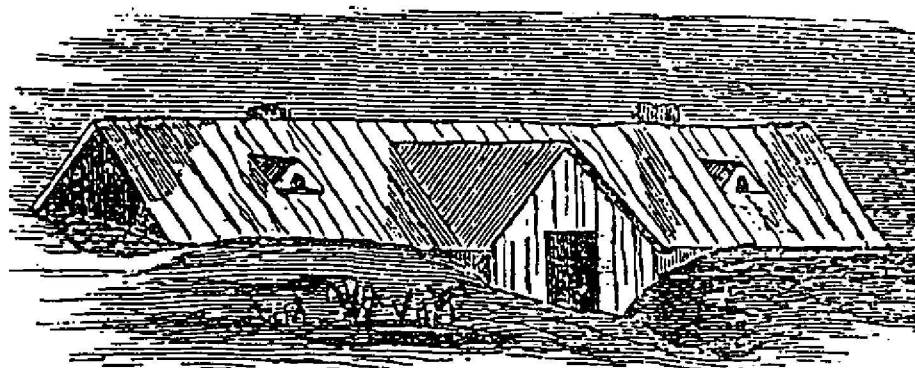
In August of 1776, De Lancey established his headquarters at "Col. Morris's house" in Morrisania (Bolton 1881:499). After the

War, the Honorable Gouverneur Morris and his mother, who may have been living at Morrisania, but also lived in New York City (e.g., Swiggett 1952:82, 83), applied for reparation for damage done to Morrisania:

Besides the large number of animals taken for food, timber had been cut on four hundred and seventy acres of woodland for ship-building, artillery, and fire-wood. The claim amounted to £8,000, but it was not paid during Mrs. Morris's lifetime (Morris I 1888:10-11).

There is no mention in Anne Morris's 1888 two-volume edited version of her grandfather's letters and diaries of any reparation for damage done to any Morris residences. Yet Bolton says that "dwellings at Morrisania were burnt on the same day with the Westchester Court House" (Bolton 1881:500; also Bolton 1848) and Akerly tells us that the Morrisania Manor house and more than 1,000 acres of woodland were burned (1916:23). She goes on to say the family was exiled far from home for more than six years and the entire property laid to ruin (1916:23). Based on this and other information, it appears likely that Mrs. Morris was "behind enemy lines" (Morris I 1888:4) in New York City during the War more than at Morrisania.

Whatever the fate of the Morris Manor house, or any other Morris house in the vicinity during the War, it seems that the project site was the headquarters of two military leaders and their aides. One would presume their entourage would include auxiliary soldiers and their quarters would be nearby. (The winter huts of the British --low timber constructions set into the ground with fieldstone hearths--are known from other sites [Seyfried 1982:30; Exhibit 27 this report]). The old Morris family burial vault, located "a little



west of the [Manor] house, in grove of Willows,"⁹ was apparently desecrated by British soldiers early in this occupation (Bolton 1881: 489 citing a 1777 letter), attesting to their presence, but not necessarily to the location of their habitation sites.

As mentioned previously, Calver and Bolton thought they had recovered ceramics from Bronck's occupation mixed with those from the Revolutionary War period. Although the artifacts post date Bronck's ownership, they were found in such profusion that the excavators saw the deposits as evidence of "the wasteful and negligent habits of some families, or the recklessness of soldiers quartered in their homes" (Calver and Bolton 1950:241).¹⁰

Given the documented use of the project site during the War, it appears possible that evidence of military encampments, perhaps in the form of hut floors and hearth remnants, may be present west of Cypress Avenue. But it is also possible that the "huts" noted by

⁹ Elsewhere Bolton notes that what remained of the Morris family burials were transferred to a vault beneath St. Ann's Church that was built by Gouverneur Morris II in 1841 in memory of his mother who died in 1837 (Bolton 1848:495-496). The church is sited where the Honorable Gouverneur Morris and, later, his wife were buried in a vault that is shown on the 1816 Randel survey (see Exhibit 28).

¹⁰ A somewhat similar "dump" situation was encountered at the Van Courtland Mansion, also in the Bronx, where recent excavations uncovered artifact-filled stone constructions, both of them square and over 9 ft. deep, that are believed to have been storage cellars within a barn. These were filled with soil, rocks, and a large number of relatively intact ceramics and bottles. The materials ranged from late eighteenth century through the 1870s, with most being from the first half of the nineteenth century. The mixed nature of the deposit argues for a "house cleaning" when the mansion was taken over by the City (Winter 1992:personal communication); it is possible that the Morrisania deposits represent a comparable, but earlier, cleaning.

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Mrs. Lamb were located nearby, but outside the project area--perhaps on higher ground just to the north.

The Old Morris Mansion or Manor House

Like the Bronck house, the location of the early Morris house, or houses, is a question. Indeed, as mentioned above, several authors think the house occupied by Richard Morris in 1670 was either Bronck's home or another built on the same site (see Table 3). (It should be remembered that Bronck died almost thirty years before Richard Morris purchased the property.) If so, the issues that apply to Bronck's house site also apply to this early residence. However, over time a site between Willis and Brook Avenues has become the accepted location of the Morris Manor house or Mansion built by the first Lewis Morris before 1691. As noted earlier, this is documented in 1870s tax records where two lots--Nos. 917-918--are referred to as the "Old Morris Mansion" (1875 23rd Ward Tax Records [hereafter TR]) or just the "Morris Mansion" (TR 1876-1879, 1883; see Table 2).

These lots were located at E. 132nd Street on a high point just northeast of the 1891 depot but, as already mentioned, in an area that was graded down by at least 9 ft. sometime around 1892 (probably in preparation for building the depot). Although it is believed that an old building on this site was reused as "Christ's Hotel" in the 1870s, the location of this structure based on an 1873 map is somewhat east of the numbered lots (see Exhibit 33a). Moreover, as noted earlier, in the 1870s it was a mansard-roofed, Victorian building (McCalister 1991:55, 241; see Exhibit 20). At this writing both the "Old Man-

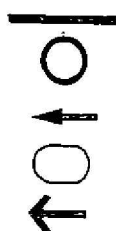
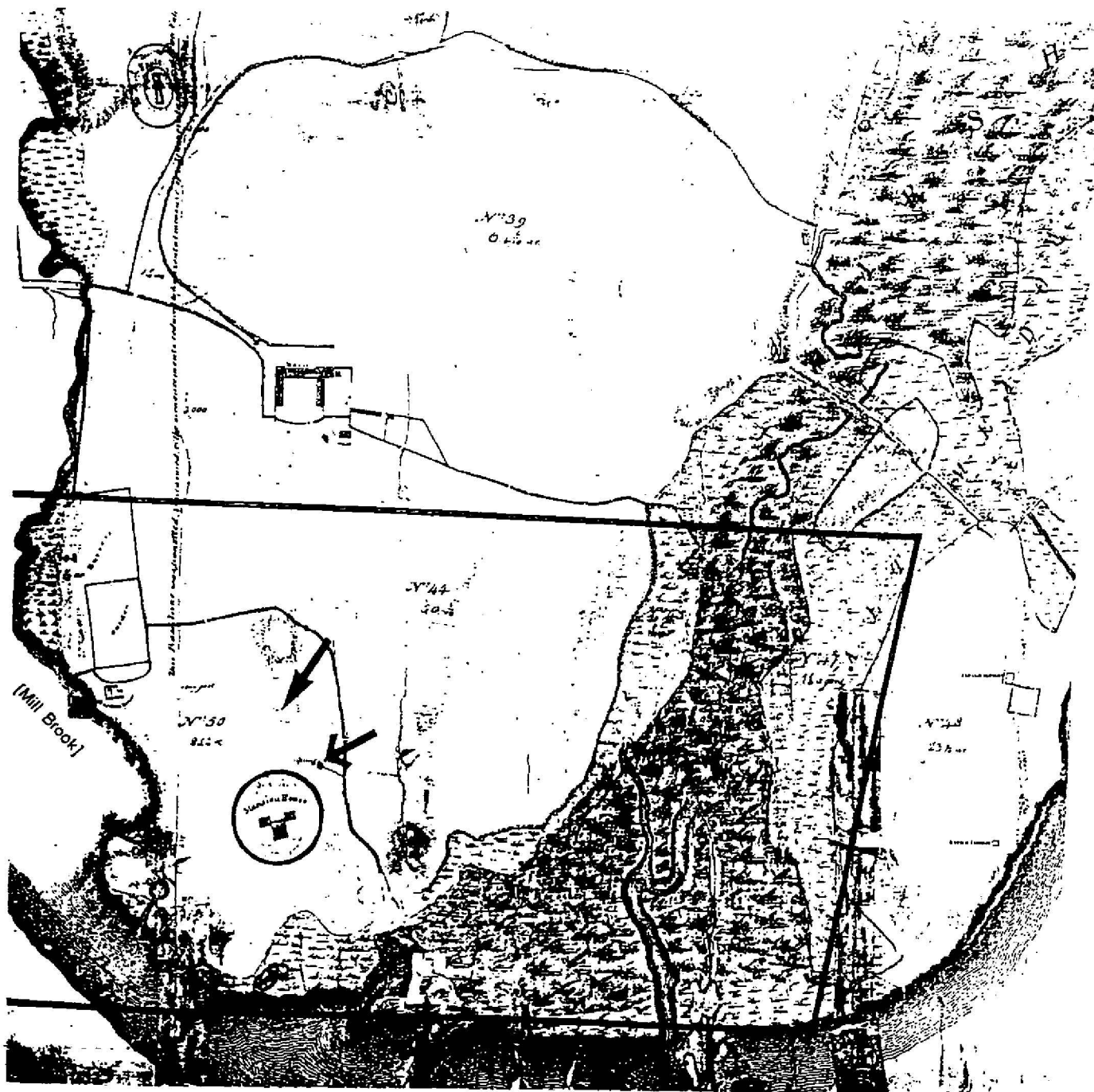
sion" site and the hotel, whether or not the same, are on the Gasman Coal Company property, an area that apparently has been disturbed.

The Mansion of the Honorable Gouverneur Morris

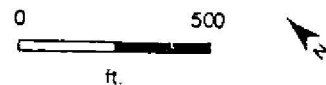
The location of this house has become an historical and archaeological question because remnants of this structure may still exist. If so, as noted earlier, it would alter the accepted location and distribution of Morris family houses on the site. It might also provide the opportunity to firmly document the whereabouts of one of these residences and offer information about the daily lives of some members of this illustrious family.

According to the Honorable Gouverneur Morris's own account, the house that he rebuilt in 1799 was erected "on the foundation of that in which I was born and in which my parents died" (Morris II 1888:419). It has been stated that Morris was born in the former manor (e.g., Swiggett 1952:12) thought to be located west of Mill Brook, but Morris's 1799 house is known to be on the east side of the brook, and an 1816 land survey (Randel 1816; Exhibit 28) and an 1850 update (Findlay 1850 in Robinson 1888:Section 23; Exhibit 29) document its location.

Based on these surveys, the home built, or rebuilt, by Morris upon his return to Morrisania was located south of E. 130th Street between St. Ann's and Cypress Avenues. Several historical sources--including the writings of Gouverneur Morris himself as presented by his granddaughter, Anne Cary Morris, and letters written by Walter



- project site (part & approx.)
- Hon. Gouverneur Morris Mansion
- later site of Gouverneur Morris II house (approx.)
- Hon. Gouverneur Morris burial vault (approx. site of St. Ann's Church)
- spring house





Rutherford and Rufus King--offer further clues as to the whereabouts and construction of his mansion. What becomes evident is that this building, apparently located south of E. 130th Street, may not be the one lived in by his son Gouverneur Morris II although they are thought throughout the literature to be one and the same (see below).

Before his return from Europe late in December, 1798, Gouverneur Morris had apparently chosen to make Morrisania his home after an absence that amounted to more than twenty years. In early January, 1799, he began to implement his plan even though "Morrisania was leaky and ruinous" (Morris quoted in Swiggett 1952:338). This seems to have entailed having an unnamed architect follow plans developed three years earlier (Swiggett 1952:338).

According to a letter written by Rufus King in 1803, Morris spent over "50 or 60 [thousand] Dollars in buildings and alterations at Morrisania" (King IV 1897:326). This included \$50 for a bathroom (Swiggett 1952:338), whatever that meant in 1799. Apparently, it also included "remarkable plants, shrubs, and trees...imported from Holland, France, and Germany," although the importer is mistakenly identified as Lewis Morris, "Minister to France" (Mott 1908:349). (Lewis, of course, was Gouverneur's half brother and a signer of the Declaration of Independence, but never Minister to France.)

Morris's granddaughter tells us that he rebuilt his house and "personally inspected the stones for [it] as they were taken from the quarry" on his "15,000-acre farm"; he laid out roads and superintend-

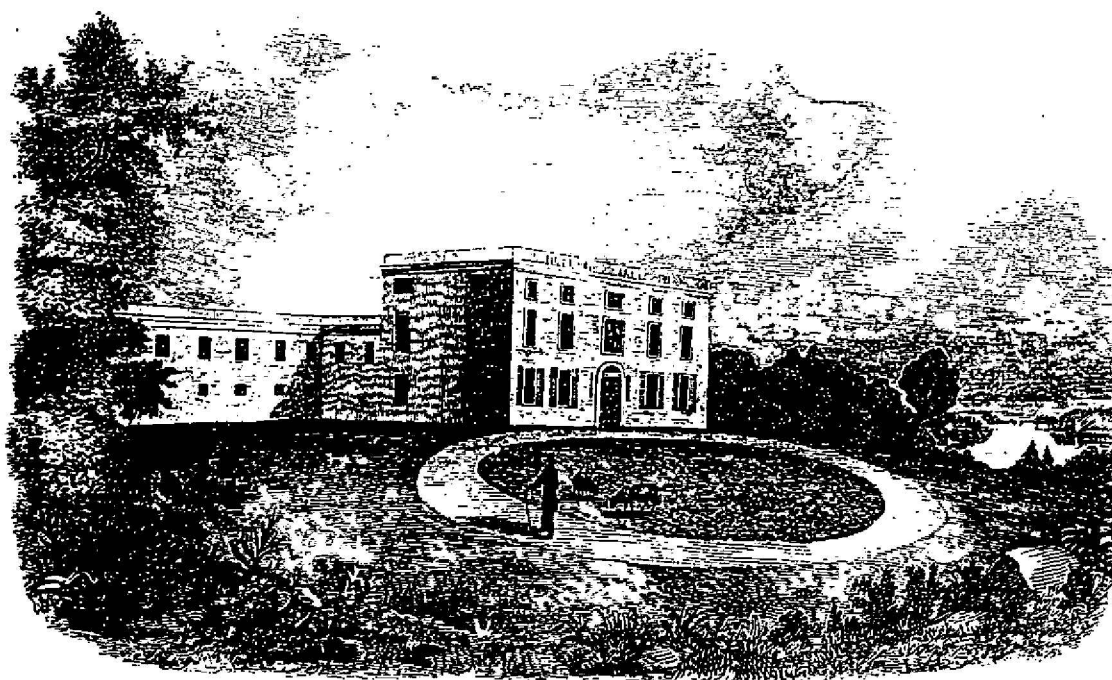
ed their construction (Morris II 1888:378). In 1802, he wrote to a friend describing what he had accomplished:

I have built no castle, but a pretty good house at Morrisania...I have a terrace roof...of one hundred and thirty feet long, to which I go out from a side or, rather, a back door, and from whence I enjoy one of the finest prospects...(Morris II 1888:419).

As just mentioned, the 1816 Randel survey locates this 130-ft. building west of Cypress Avenue and south of E. 130th Street, therefore, south of where the Honorable Gouverneur Morris's home is now thought to be located (see Exhibit 28). The 1850 update of Randel's survey (see Exhibit 29) shows another house north of the earlier one. It is situated where deeds, wills, and maps later document the home of Gouverneur Morris II, between E. 131st and E. 130th Streets, also west of Cypress Avenue (it is doubtful these numbered streets found on maps were ever run on the project site). It should be noted, however, that this survey positions this second house somewhat differently than the home of Gouverneur Morris II found on later maps although the location is basically the same.

A woodcut of the Honorable Gouverneur Morris's somewhat austere home is included in both editions of Bolton's history (Exhibit 30). Since this rendering was in the family's possession (Appleton 1878:85) and not merely an illustration executed for Bolton's volume, it may be fairly accurate. In 1848, Bolton wrote admiringly of "the well known country residence of the late Hon. Gouverneur (sic) Morris" (1848:314). He went on to say

Of the old mansion, which was constructed in the French chateau style, nothing remains but the central portion, and this has been greatly modernized by the present proprietor [Gouverneur II]. The interior, however, retains much of its former consistence... (Bolton 1848:315)



This is repeated verbatim in the 1881 edition of Bolton's book (1881: 490), but, like so much of the information in this later edition, it may by then have been obsolete and the house long gone.

Two factors support the hypothesis that the Honorable Gouverneur Morris's house may not have survived into the second half of the nineteenth century despite a tradition to the contrary. If located accurately on the 1816 and 1850 surveys--both of them done by reputable surveyors--the house would have interfered with the line proposed, and apparently graded, for the Harlem River Railroad in 1840. In addition, recent soil borings thought to be located in the vicinity of this building indicate boulders in fill at 3 and 7 1/2 ft. below the ground surface (DOT 1985:Boring DAC 561). This suggests a possible foundation or debris from a former structure.

Based on this information, it appears that the foundation of the Morrisania home of the Honorable Gouverneur Morris, or remnants of it, may be located within the project area. Moreover, its traditional location between E. 131st and E. 130th Streets may be incorrect. Yet, Gouverneur's statement about building his home "on the foundation of that in which I was born and in which my parents died" is a puzzle since the Manor House is believed to have been located west of Mill Brook and, based on the map data, his house east of it. It is possible that the foundation he spoke of was a metaphor for the land in general, but this is unlikely. It is also possible that Judge Lewis Morris, the Honorable Gouverneur Morris's father, had built a home apart from the old Manor house for his second wife (the

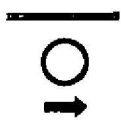
old Manor House was given to Gouverneur's older half-brother, Lewis, sometime prior to 1762). It may be that Gouverneur built his residence on the foundations of his father's second home where indeed he had been born in 1752 and where his parents later died, but this is speculative.

Gouverneur Morris II

While there is a question about where the Honorable Gouverneur Morris built his house (e.g., Exhibits 31-32), there is none about the location of the home of his son--at least not after 1873 (Exhibit 33b). From then on, it is clearly mapped and its image preserved in both drawings and photos (see Exhibits 35-39).

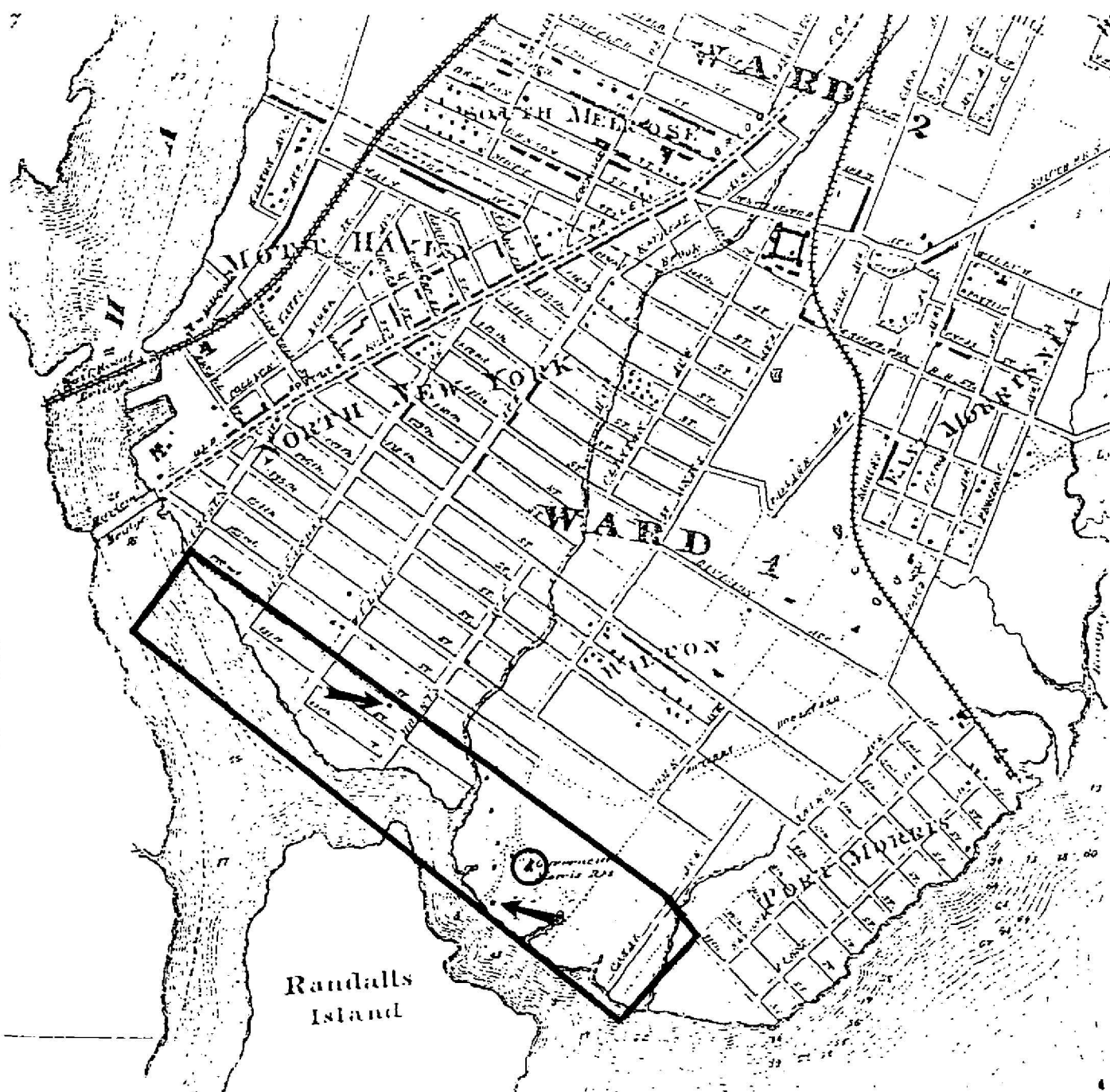
Comparing paintings and drawings of this house with the wood-cut of the house built by his father in 1799 has raised issues that confuse the situation. For example, an undated painting of a house at Morrisania with the same prospect as the Honorable Gouverneur Morris's home depicts a house quite different from the original "French chateau" erected at the turn of the nineteenth century (Rutherford 1894:136; Exhibit 34). Yet, this structure could be the central part of the original building documented as being a three-wing design. If so, it had been greatly altered as noted in Bolton and cited above.





It appears, however, that the house of Gouverneur II shown in an 1878 drawing (Appleton 1878:81; Exhibit 35) could not be the structure built by the Honorable Gouverneur Morris in 1799 (Dolkart 1992:



no scale

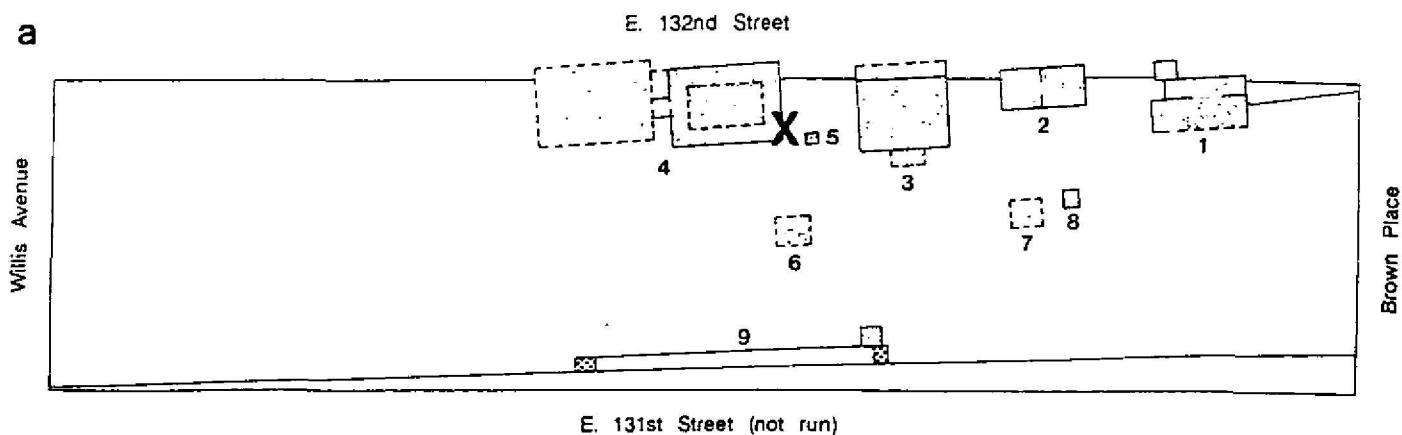
Hon. Gouverneur Morris Mansion site(?)



-  project site
-  Lewis Morris Manor
-  Hon. Gouverneur Morris Mansion site(?)
-  Gouverneur Morris II(?) house site

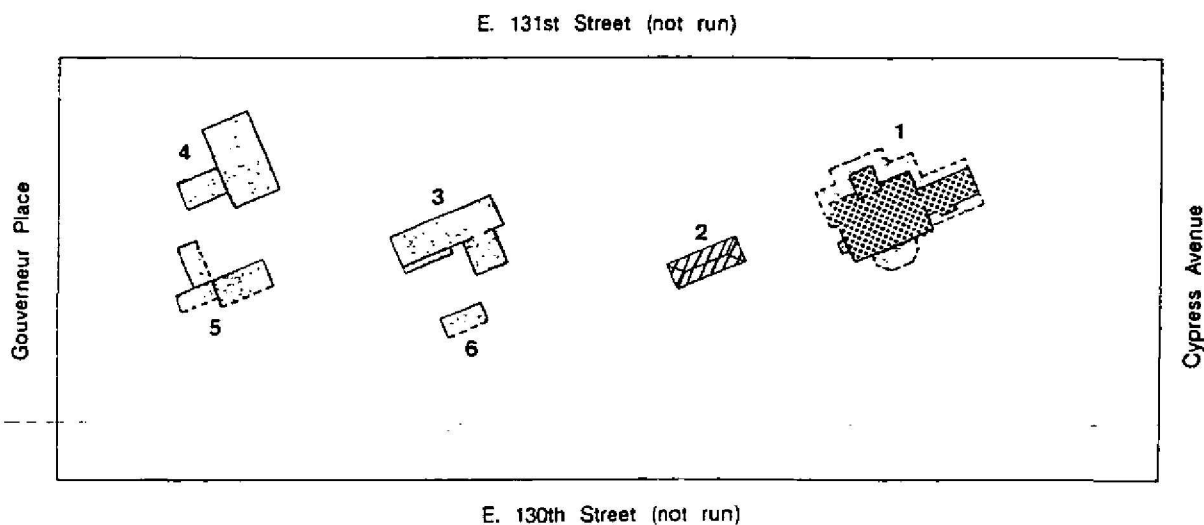
0 1320
ft.





	frame	5	unidentified
	brick	6	unidentified
1	stable	7	unidentified
2	unidentified	8	unidentified
3	hotel	9	rifle alley
4	platform	X	Lewis Morris Manor site re 1870s tax records

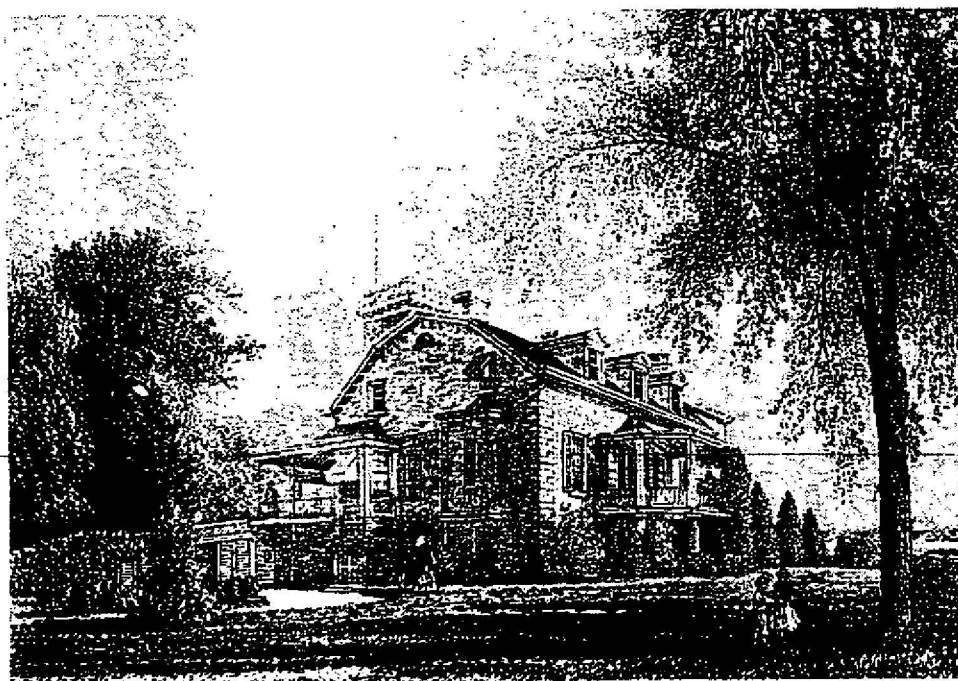
b



	frame	3	carriage house
	brick	4	stable
	glass with some brick walls	5	unidentified
1	Gouverneur Morris II house	6	unidentified
2	greenhouse		



34 Detail of a painting belonging to Livingston Rutherford and published in his 1894 book (p. 136). The painting is somewhat vague, and the year it was executed unknown. The building shown here may be an altered version of the Honorable Gouverneur Morris's 1799 Morrisania home. Although the roof is not clearly visible, it does not appear to have the gambrel roof or dormers found on his son's home, nor are the windows the same shape or in the same location. Compare with Exhibits 35 and 36.



35 This 1878 drawing of the house of Gouverneur Morris II depicts a beautiful home in an idyllic setting (Appleton 1878:81). Compare with Exhibits 34 and 36.

personal communication). To corroborate this, the woodcut and the stone quarrying noted above indicate that the older structure was built of stone while the home of Gouverneur II was apparently brick (Perris & Browne 1873:Plate 183; see Exhibit 33b).

To add to the confusion, while the older building is, as it should be, a late-eighteenth century design, the home of Gouverneur Morris II is an anachronism (Dolkart 1992:personal communication). This structure, with its gambrel roof and dormer windows, is Dutch colonial, a style that dates to the 1760s. This suggests that this building is older than the Honorable Gouverneur Morris's 1799 structure--yet it is not documented on the site until 1850. (It is noteworthy that the Dutch colonial style was not revived until after 1880 [Dolkart 1992: personal communication; McCalister 1991:112ff, 336ff]). Whatever its origins, this house was or became a hodgepodge design, particularly its northern facade (Exhibits 36-37).

Misinformation further complicates understanding the history of both houses. In his 1952 book, Swiggett mistakenly identifies drawings of interiors as those of the Honorable Gouverneur Morris's residence in 1804 (1952:378). In fact, these renderings are from an 1878 article on "Homes of America" (Appleton 1878:83-84) showing the home of Gouverneur Morris II, and the furnishings and decor--as well as the dress of those shown--are of that period, not 1800.¹¹ (Exhibits 38-39).

¹¹ To excuse Swiggett, the source of these drawings was not identified in the Print Room of the New York Public Library, but were located through an Alvah French scrapbook clipping (French 32 1880-1925:121-122).



36 An 1891 photo of the Gouverneur Morris II mansion after the last family member to occupy the house had vacated (NY Views 0034:04). The shuttered windows suggest it was unoccupied when the picture was taken although it was apparently rented. Compare with Exhibits 34 and 35.



37 The rear of the Gouverneur Morris (II) Mansion in 1905. The view is described as Cypress Avenue and the southwest corner of W. (sic) 131 St. (NY Views 0034:E1), but maps suggest these streets were never run in the project area. The rear of the building was a jumble of styles and its site was clearly on a hill that no longer exists.



38 The library of the Gouverneur Morris Mansion at E. 131st St. and Cypress Ave. as shown in an 1878 drawing (Appleton 1878:84). It appears that this and the drawing room rendering below was erroneously thought by one author to have been done in 1804 (Swiggett 1952). The man at the desk may be John Davenport, then the husband of Mary Fairfax Morris who, with their family, may have occupied the house at this time. Anne Cary Morris, Mrs. Davenport's unmarried sister, was part of the household in 1880.



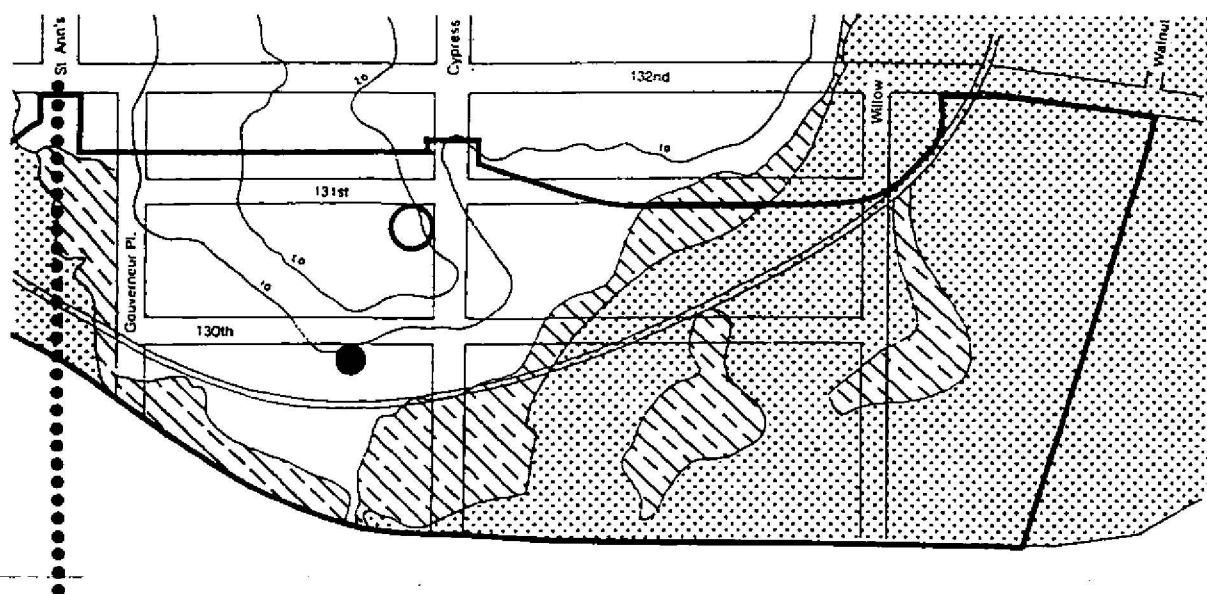
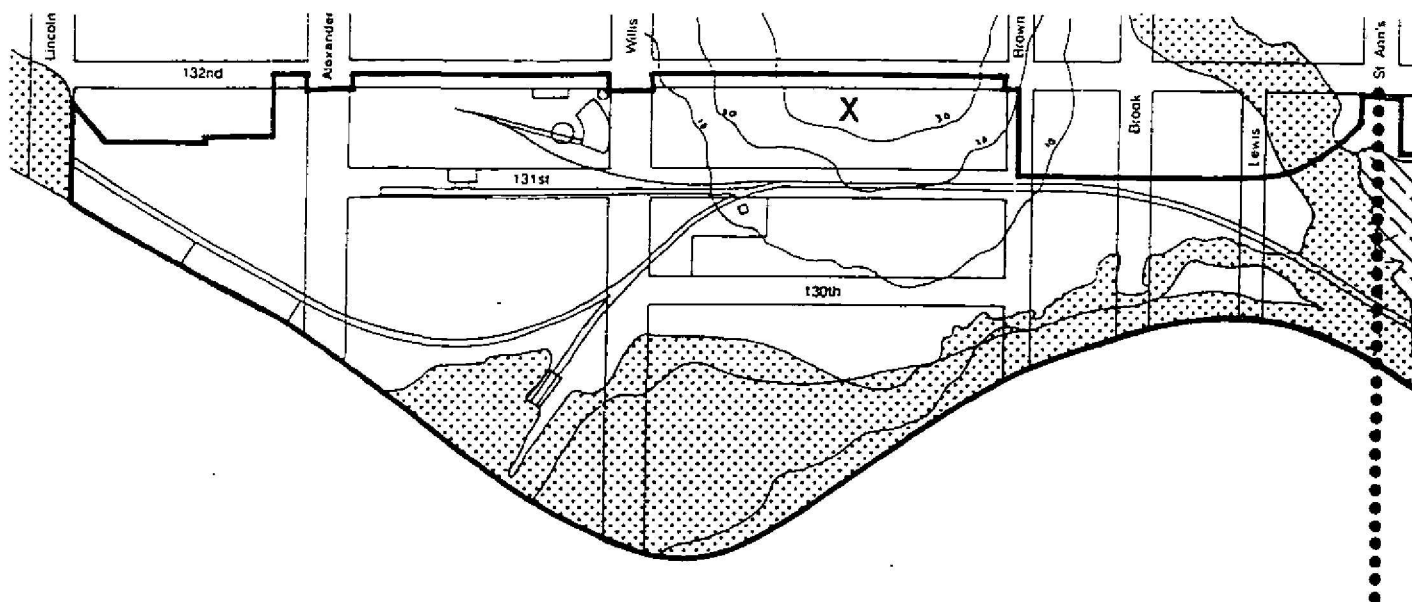
39 The drawing room of the house (Appleton 1878:83), an eclectic collection of Victoriana and old, elegant furniture and decorative pieces. The woman in the chair is unidentified, but may be Mary Fairfax Morris Davenport.

As outlined previously, the house of Gouverneur Morris II was occupied by his offspring for at least ten years, and in 1905 it was demolished. The grading noted in Johannemann and Schroeder occurred sometime after this date, and it is presumed that the foundation of this building was obliterated, and with it any information about when it was built. Yet, archaeological features being tenacious, remnants might remain in some form.

RECOMMENDATIONS

While parts of the site have been graded down over time, other parts have been elevated by fill. It is therefore possible that remnants of its prehistoric use and long historical occupation are yet to be found on the original ground surface preserved under fill.

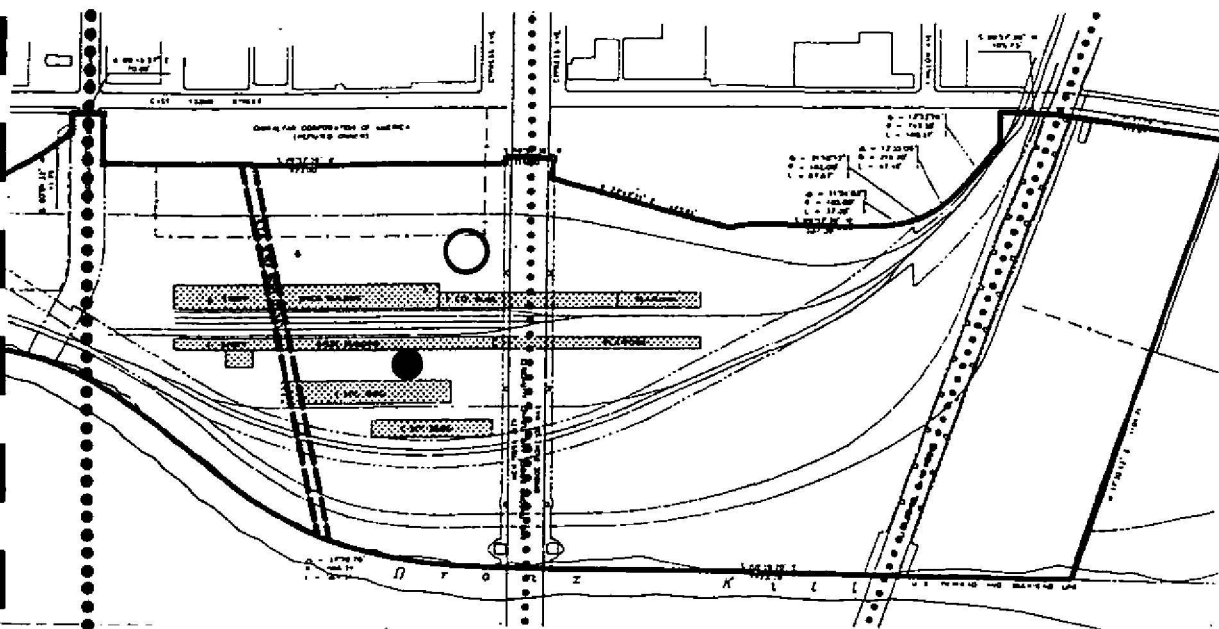
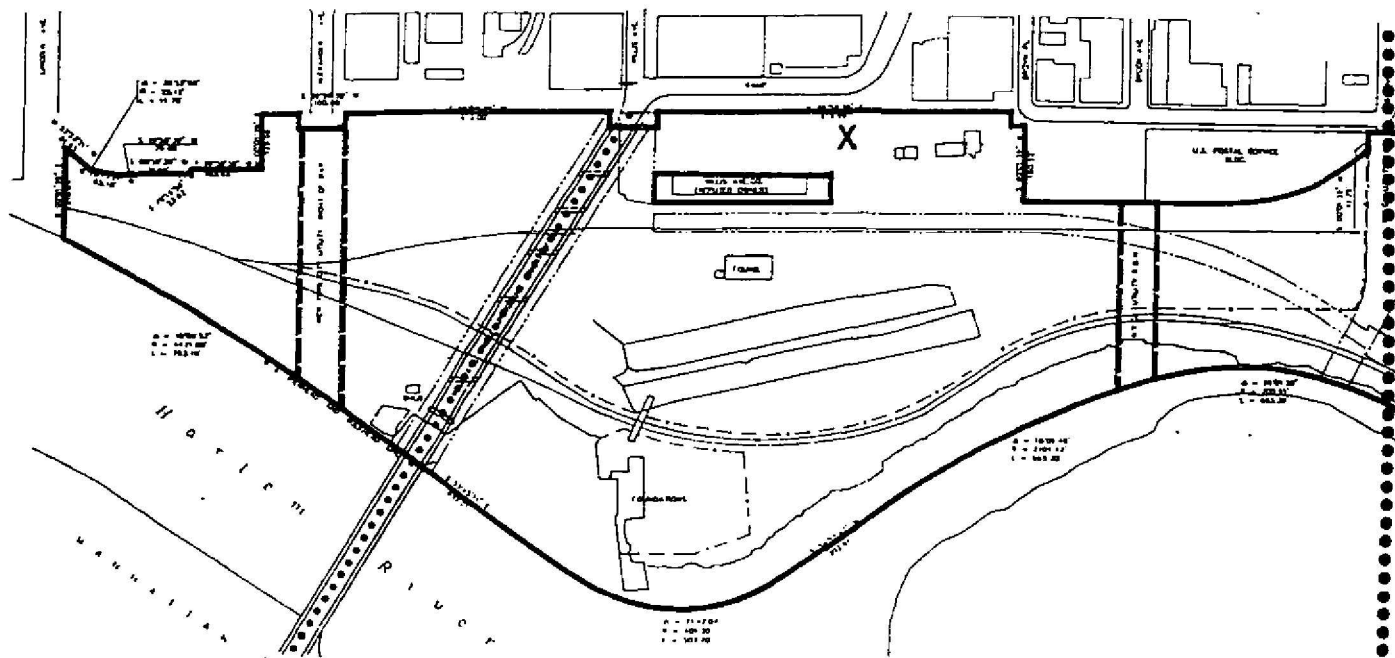
Several maps have been generated to help determine potential site sensitivity. These include a contour and shoreline map that recreates information found on the 1873 map of the Commissioners of the Department of Parks (Exhibit 40); another shows existing conditions (Exhibit 41); and others indicate the relationship of proposed construction to potentially sensitive areas east and west of St. Ann's Avenue (Exhibits 42 and 43). The approximate locations of the Lewis Morris Manor and the Honorable Gouverneur Morris mansion, and the known home site of Gouverneur Morris II, are indicated on each map. It should be remembered that only the location of Gouverneur Morris II's house is based on relatively modern map information; the other two building sites are more conjectural.



- property line
- match line (St. Ann's Ave.)
- ▨ water
- ▨ marsh
- X Lewis Morris Manor site(?) (approx.)
- Gouverneur Morris II house site (approx.)
- Hon. Gouverneur Morris Mansion(?) (approx.)

0 400
ft.

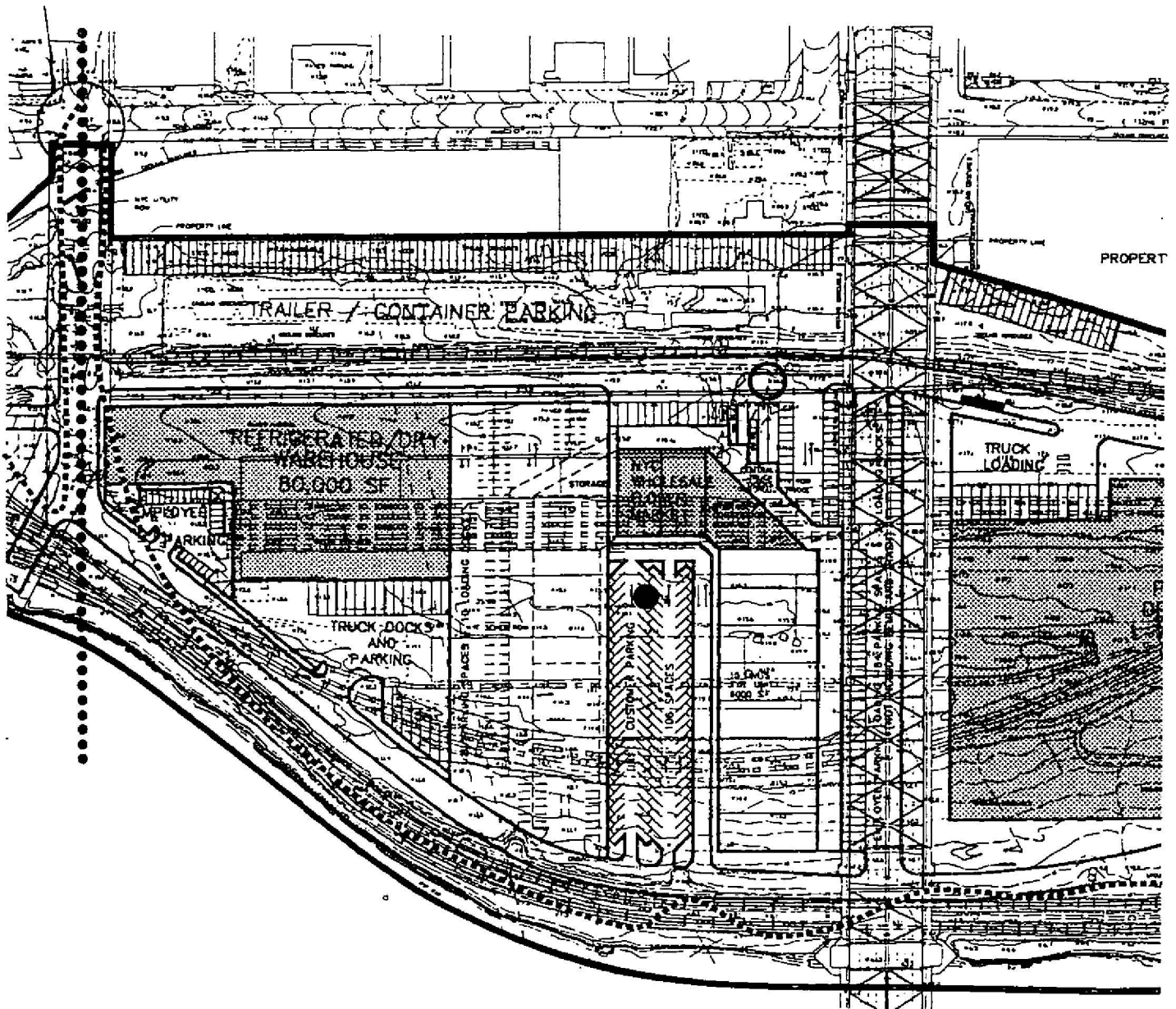




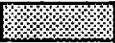







- property line
- match line (St. Ann's Ave.)
- ▨ standing structure
- - - sewer easement/utility ROW
- bridge
- X Lewis Morris Manor site (?) (approx.)
- Gouverneur Morris II house site (approx.)
- Hon. Gouverneur Morris Mansion site (?) (approx.)

0 400
ft.

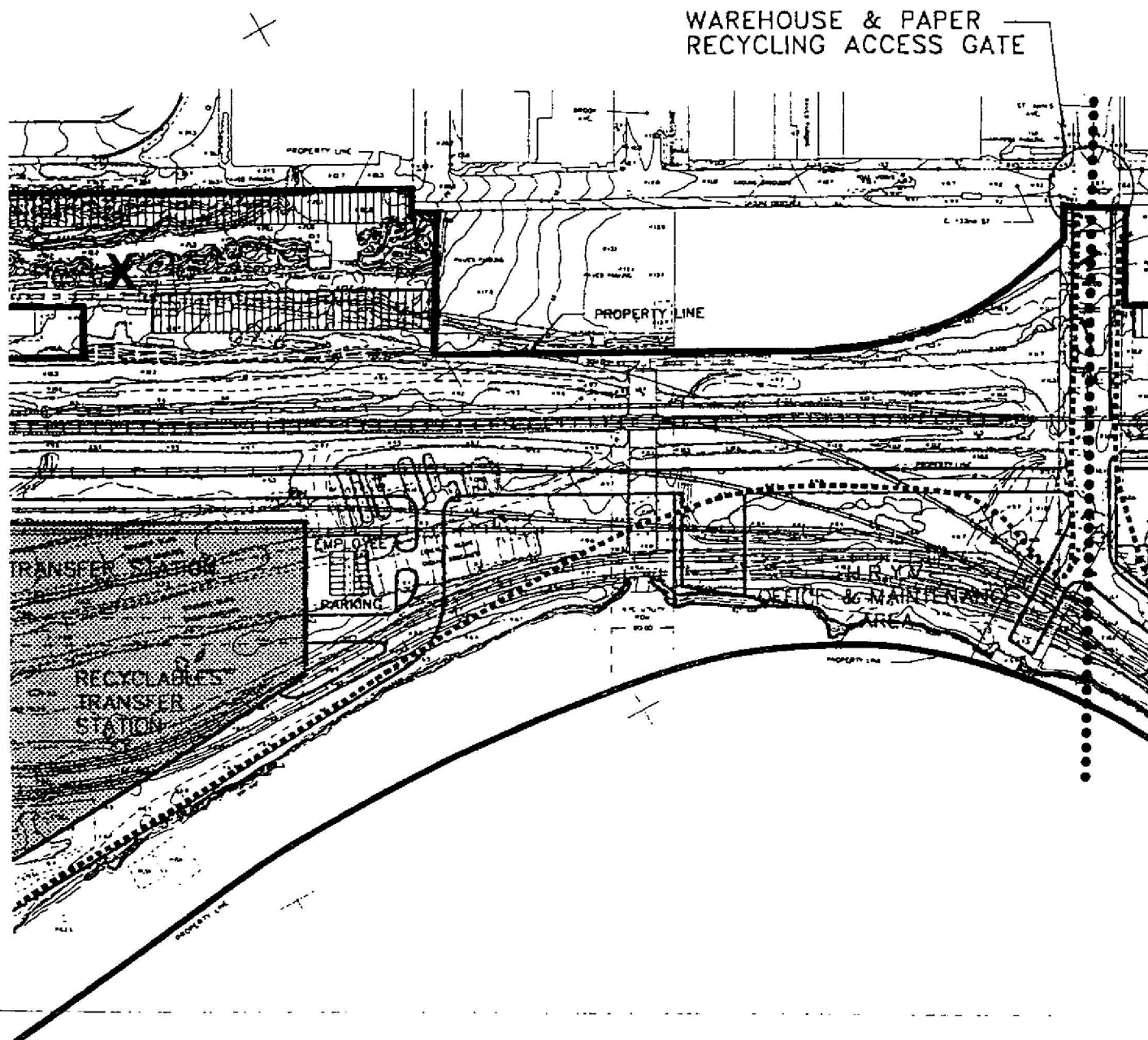




-  property line
-  match line (St. Ann's Ave.)
-  proposed structure
-  proposed parking
-  proposed parking
-  Gouverneur Morris II house site (approx.)
-  Hon. Gouverneur Morris Mansion site(?) (approx.)
-  old shoreline (Johannemann & Schroeder 1982: Attachment A)

0 200
ft.





property line

match line (St. Ann's Ave.)

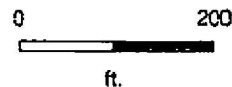
proposed structure

proposed parking

X

Lewis Morris Manor house site(?) (approx.)

old shoreline (Johannemann & Schroeder 1982: Attachment B)



The earliest topographical map available (Commissioners of the Dept. of Parks 1873) reveals that prior to filling, the area south and east of the two possible Gouverneur Morris house sites was water and marsh. This is also true of the area south of the possible Lewis Morris Manor site (see Exhibit 40).

The map showing existing conditions indicates that standing structures and utility lines between St. Ann's and Cypress Avenues, when coordinated with historical maps and other data, have not impacted potential historical sites (Exhibit 41). While maps of the proposed construction (see Exhibits 42 and 43) disclose that the development planned within these potentially sensitive areas (TAMS 1992b) will be relatively non-intrusive, comprising mainly parking lot facilities (Exhibits 42 and 43), there is still a question of disturbance: parking lots require lighting and other amenities that might entail excavation, albeit shallow. It is also possible that underground utilities or other lines may be run under the parking lots, requiring trenching or other subsurface disturbance. And finally, planned construction may vary somewhat from what is planned at this writing, particularly the position of a proposed wholesale flower market.

Two structures planned east of St. Ann's Avenue--a refrigerated/dry warehouse and the above-mentioned flower warehouse--may require excavation either for utilities or foundation pilings (at this writing small diameter pilings are planned that do not require deep excavation [Fiteni 1992:personal communication]). But both

sites scheduled for construction are in the general vicinity of the Ranachqua Native American site noted by Bolton and discussed previously. The only commercial structures built in this area are the platforms and low buildings still standing at this writing (see Table 2). Although no building records were located, these structures have no basements, and foundations are pilings of unknown dimensions or placement.

A soil boring from the site of the proposed refrigerator/dry warehouse suggests fill to a depth of about 10 ft. (DOT Borings 1985: DAC 543), but another is inconclusive. Unfortunately, no borings are available for the wholesale flower market site.

With this considered, any below ground excavation in the vicinity of the proposed Honorable Gouverneur Morris mansion site, which at this writing falls within the proposed parking lot of the flower market complex, might impact a potentially sensitive area. It is also conceivable, but less likely, that the Manor House site and the site of the home of Gouverneur Morris II may contain remnants of foundations that might offer dating and, in the case of the manor, location information. And it is possible that evidence of Native American use may persist under fill between St. Ann's and Cypress Avenues. And, finally, remnants of Revolutionary War encampments could possibly be found.

It is therefore recommended that testing in the form of backhoe trenching and shoveling be undertaken in the vicinity of the

Flower Market and Refrigerated and Dry Warehousing will be constructed.

This testing, which would verify conclusions drawn from the documentary research, calls for a minimal endeavor that entails field exploration with a backhoe monitored by archaeologists.

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