Phase IA Archaeological Assessment

Brooklyn Bridge Park Project
Blocks 1, 7, 16, 25, 26, 45, 199, 208, 245, 258 and
Portions of Pearl, Washington, New Dock, Fulton, and
Joralemon Streets and Atlantic Avenue
Bounded Roughly by Atlantic Avenue, Jay Street,
and the East River

Brooklyn, Kings County, New York
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Bounded Roughly by Atlantic Avenue, Jay Street, and the East River

Brooklyn, Kings County, New York

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April 2005
EXECUTIVE SUMMARY

The New York State Urban Development Corporation (UDC), doing business as the Empire State Development Corporation (ESDC), in conjunction with its subsidiary, the Brooklyn Bridge Park Development Corporation (BBPDC), is preparing a Draft Environmental Impact Statement (DEIS) assessing the proposed Brooklyn Bridge Park Project (BBPP), a ca. 70-acre area stretching along 1.3 miles of the East River between Atlantic Avenue and Jay Street in Brooklyn, Kings County, New York, and including the majority of the waterfront area and piers, along with some upland property. This area will be referred to henceforth as the “project area.”

Due to the size of the project area, the New York State Office of Parks, Recreation, and Historic Preservation (NYSOPRHP) and the Landmarks Preservation Commission (LPC) were contacted to determine the Area of Potential Effect (APE) for the proposed project. LPC’s comments were submitted to the NYSOPRHP. Based on an understanding between the LPC and NYSOPRHP, Historical Perspectives, Inc. (HPI) and Raber Associates prepared this Phase IA study based on LPC’s comments, and to satisfy the requirements of Section 14.09 of the New York State Historic Preservation Act. This study also complies with the standards of the New York State Office of Parks, Recreation, and Historic Preservation (NYSOPRHP) (New York Archaeological Council 1994) and the guidelines of the New York City Landmarks Preservation Commission (LPC) (CEQR 2001; LPC 2002).

The proposed park is envisioned as a series of interconnected areas. For the purpose of this archaeological report, these areas have been given numeric designations, and block numbers and street names are used to clarify locational information throughout the text. From the south, these study units are: the Atlantic Avenue Gateway including, potentially, Pier 6 and Pier 6 Upland (Area 1); Piers 5, 4, 3, and 2 and their uplands (Area 2); Pier 1 and Fulton Ferry Landing (Area 3); Fulton Street, from Prospect Street to Furman Street (Area 4); the Interbridge Area (Area 5); and North of the Manhattan Bridge and the Manhattan Bridge Gateway (Area 6).

Within the six Areas comprising the BBPP, the following modern blocks and lots were determined by LPC to be sensitive for potential archaeological resources thus requiring an archaeological documentary study (or Phase IA archaeological assessment) (March 12, 2004).

Table 1:

<table>
<thead>
<tr>
<th>Block</th>
<th>Lots</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1</td>
<td>6</td>
</tr>
<tr>
<td>7</td>
<td>1, 9, 21</td>
<td>5, 6</td>
</tr>
<tr>
<td>16</td>
<td>1, 5, 17</td>
<td>5</td>
</tr>
<tr>
<td>25</td>
<td>1, 12</td>
<td>5</td>
</tr>
<tr>
<td>26</td>
<td>1, 33, 38</td>
<td>5</td>
</tr>
<tr>
<td>45</td>
<td>8 (portion between Old Fulton Street and Brooklyn Bridge)</td>
<td>4</td>
</tr>
<tr>
<td>Block</td>
<td>Lots</td>
<td>Area</td>
</tr>
<tr>
<td>-------</td>
<td>-------------------------------------------</td>
<td>------</td>
</tr>
<tr>
<td>199</td>
<td>1, 3, 100, 115, 126</td>
<td>2, 3</td>
</tr>
<tr>
<td>208</td>
<td>25 (Squibb Park)</td>
<td>3</td>
</tr>
<tr>
<td>245</td>
<td>2, 15, 29 (all north of Atlantic Avenue)</td>
<td>1, 2</td>
</tr>
<tr>
<td>258</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

Two of the lots that currently host substantial buildings were disturbed by modern construction (Block 199, Lot 130 and Block 245, Lot 12) and therefore excluded by LPC from further study.

Streetbeds within the BBPP project area determined sensitive for archaeological resources by LPC include:

Table ii:
Streetbeds determined potentially archaeologically sensitive by LPC
<table>
<thead>
<tr>
<th>Street</th>
<th>Location</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlantic Avenue</td>
<td>West of Furman Street</td>
<td>1</td>
</tr>
<tr>
<td>Joralemon Street</td>
<td>West of Furman Street</td>
<td>2</td>
</tr>
<tr>
<td>Fulton Street (now Cadman Plaza)</td>
<td>Prospect Street to East River</td>
<td>4</td>
</tr>
<tr>
<td>New Dock</td>
<td>Northwest of Water Street</td>
<td>5</td>
</tr>
<tr>
<td>Washington Street</td>
<td>North of Plymouth Street</td>
<td>5</td>
</tr>
<tr>
<td>Pearl Street</td>
<td>North of John Street</td>
<td>6</td>
</tr>
</tbody>
</table>

This Phase IA assessment describes current conditions within the project Area of Potential Effect (APE) (including soil boring data), previous cultural resources investigations undertaken within and adjacent to the APE, the history of the project area, the disturbance to the APE, and based upon the preceding sections, a sensitivity evaluation for the presence of archaeological resources.

The detailed research in this Phase IA study concentrates primarily on the specific history of the APE through about 1904 (when the second edition of the Sanborn Insurance maps was published); brief histories of the specific blocks, lots, and streetbeds in the twentieth century are provided primarily to establish later disturbance activities. Raber Associates has also summarized twentieth-century waterfront development within the APE, based on review of later maps and engineering studies, and on that firm’s previous research in the APE and other sections of the Port of New York. At the request of LPC, a general discussion of landfill is included in this Phase IA study.

Conclusions for the study were based on the individual block histories, coupled with the disturbance record and archaeological sensitivity assessments for each block. For ease of discussion, the potential archaeological resources are broken down into seven categories, as outlined in the research design: Precontact, Landfill, Pre-1904 Waterfront, Residential, Industrial, Commercial, and Transportation (consisting primarily of ferries and railroads). Only those potential archaeological resources that might be both extant (in other words, not destroyed by later disturbance) and significant are identified. If known, potential
depths below grade of these resources are given. The conclusions are summarized in the table, below.

<table>
<thead>
<tr>
<th>Location</th>
<th>Precontact</th>
<th>Landfill</th>
<th>Pre-1904 Waterfront</th>
<th>Residential</th>
<th>Industrial</th>
<th>Commercial</th>
<th>Transportation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Block 1 and Pearl Street</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Block 7 and Washington Street</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Block 16</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Block 25 and New Dock Street</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Block 26</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Block 45</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Block 199</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Block 208</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Block 245</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Block 258</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Fulton Street</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

Based on the conclusions, the following recommendations are offered for the BBPP APE. Although proposed construction plans for the project have not been finalized, a review of likely impacts to each location is also included. The table below summarizes both the probable depths below grade of potential archaeological resources within the APE, and the likely impacts of the project.

<table>
<thead>
<tr>
<th>Location</th>
<th>Depth of potential archaeological resources</th>
<th>Subsurface project impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Block 1 and Pearl Street</td>
<td>Pre-1904 waterfront: piers 5-10 feet below the surface; bottom of landfill retaining devices (timber bulkheads) ca. 20-25 feet below the surface; top of landfill retaining devices beneath industrial foundations <strong>Industrial:</strong> just under ground surface</td>
<td>Landscaping; new residential building</td>
</tr>
<tr>
<td>Block 7 and Washington Street</td>
<td>Pre-1904 waterfront: bottom of landfill retaining devices ca. 20-25 feet below the surface; top of landfill retaining devices (timber bulkheads) beneath existing building foundations</td>
<td>Landscaping, no major excavations at this time</td>
</tr>
<tr>
<td>Block 16</td>
<td>Pre-1904 waterfront: bottom of landfill retaining devices (timber bulkheads) ca. 20-25 feet below the surface; top of landfill retaining devices ca. 5-10 feet below the surface <strong>Transportation:</strong> ferry landing at ca. 14 feet below the surface</td>
<td>Landscaping; playground will not be modified</td>
</tr>
<tr>
<td>Location</td>
<td>Depth of potential archaeological resources</td>
<td>Subsurface project impacts</td>
</tr>
<tr>
<td>---------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>
| Block 25 and New Dock Street | **Pre-1904 waterfront:** piers 5-10 feet below the surface; bottom of landfill retaining devices (timber bulkheads) ca. 20-25 feet below the surface; top of landfill retaining devices ca. 5-10 feet below the surface  
**Commercial:** just under ground surface | Removal of Purchase Building; Landscaping                                                             |
| Block 26                  | **Pre-1904 waterfront:** bottom of landfill retaining devices (timber bulkheads) ca. 20-25 feet below the surface; top of landfill retaining devices ca. 5-10 feet below the surface  
**Commercial:** just under ground surface                                                                 | Adaptive reuse of the Empire Stores                                                               |
| Block 45                  | **Residential:** just under ground surface  
**Industrial:** just under ground surface  
**Commercial:** just under ground surface                                                                 | Streetscape improvements; specific impacts unknown at this time                                      |
| Block 199                 | **Pre-1904 waterfront:** piers 5-10 feet below the surface; bottom of landfill retaining devices (timber bulkheads) ca. 20-25 feet below the surface; top of some landfill retaining devices ca. 5-10 feet below the surface  
**Industrial:** just under ground surface  
**Commercial:** just under ground surface                                                                 | Removal of portion of Pier 1; Landscaping; new active recreation; new restaurant; new hotel and residential buildings. |
| Block 208                 | No sensitivity (see Table iii)                                                                                   | N/A                                                                                          |
| Block 245                 | **Landfill:** possible shipwreck ca. 8-12 feet below the surface  
**Pre-1904 waterfront:** piers 5-10 feet below the surface; bottom of landfill retaining devices (timber bulkheads) ca. 20-25 feet below the surface; top of some landfill retaining devices ca. 5-10 feet below the surface  
**Commercial:** just under ground surface  
**Transportation:** just under ground surface                                                                 | Parking; landscaping; new active recreation; two new residential buildings                           |
| Block 258                 | **Pre-1904 waterfront:** bottom of landfill retaining devices (timber bulkheads) ca. 20-25 feet below the surface                                                                 | Not finalized at this time                                                                       |
| Fulton Street             | **Pre-1904 waterfront:** piers 5-13 feet below the surface; bottom of landfill retaining devices (timber bulkheads) ca. 20-25 feet below the surface (all west of Everitt Street)  
**Residential:** ca. 4 feet below the surface  
**Industrial:** ca. 4 feet below the surface  
**Commercial:** ca. 4 feet below the surface                                                                 | Simplified vehicular access, relocation of some parking, and streetscape improvements; specific impacts unknown at this time |

**Note:** It is assumed that the first 12 inches beneath the surface has been disturbed by prior development and grading and does not have the potential to contain significant intact archaeological resources. Therefore, when resources are indicated as being below the surface this excludes the first 12 inches beneath the surface which is not archaeologically sensitive.
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I. INTRODUCTION

The New York State Urban Development Corporation (UDC), doing business as the Empire State Development Corporation (ESDC), in conjunction with its subsidiary, the Brooklyn Bridge Park Development Corporation (BBPDC), is preparing a Draft Environmental Impact Statement (DEIS) assessing the proposed Brooklyn Bridge Park Project (BBPP), a ca. 70-acre area stretching along 1.3 miles of the East River between Atlantic Avenue and Jay Street in Brooklyn, Kings County, New York, and including the majority of the waterfront area and piers, along with some upland property (see Figures 1 and 2). This area will be referred to henceforth as the “project area.”

The project will require approvals from the City, State, and the U.S. Army Corps of Engineers. The precise approvals required depend on how the proposed park design and plan evolve. Due to the size of the project area, the New York State Office of Parks, Recreation, and Historic Preservation (NYSOPRHP) and the Landmarks Preservation Commission (LPC) were contacted to determine the Area of Potential Effect (APE) for the proposed project. LPC indicated that two locations in the project area -- Block 199, Lot 130 and Block 245, Lot 12 did not possess archaeological sensitivity due to prior disturbance. For the remainder of the project area, LPC requested that a Phase IA Documentary Study be prepared to evaluate the APE’s potential to contain belowground archaeological resources. LPC’s comments were submitted to the NYSOPRHP. Based on an understanding between the LPC and NYSOPRHP, Historical Perspectives, Inc. (HPI) and Raber Associates prepared this Phase IA study based on LPC’s comments, and to satisfy the requirements of Section 14.09 of the New York State Historic Preservation Act. This study also complies with the standards of the New York State Office of Parks, Recreation, and Historic Preservation (NYSOPRHP) (New York Archaeological Council 1994) and the guidelines of the New York City Landmarks Preservation Commission (LPC) (CEQR 2001; LPC 2002).

This Phase IA assessment describes current conditions within the project area (including soil boring data), previous cultural resources investigations undertaken within and adjacent to the project area, the history of the project area, the disturbance to the project area, and based upon the preceding sections, the area’s sensitivity for the recovery of archaeological resources.

The proposed park is envisioned as a series of interconnected areas. For the purpose of this archaeological report, these areas have been given numeric designations, and block numbers and street names are used to clarify locational information throughout the text (Figure 2). From the south, these study units are: the Atlantic Avenue Gateway including, potentially, Pier 6 and Pier 6 Upland (Area 1); Piers 5, 4, 3, and 2 and their uplands (Area 2); Pier 1 and Fulton Ferry Landing (Area 3); Fulton Street, from Prospect Street to Furnace Street (Area 4); the Interbridge Area (Area 5); and North of the Manhattan Bridge and the Manhattan Bridge Gateway (Area 6). Although construction impacts for the BBPP have not yet been finalized, proposed plan elements for each of the areas have been prepared, and are summarized below.
Atlantic Avenue Gateway and Pier 6 (Area 1/Portions of Blocks 245 and 258 and Atlantic Avenue)

Atlantic Avenue would serve as the southern entrance to the proposed park, and would be upgraded into a major boulevard leading directly into the park. Program options for Pier 6, located at the foot of Atlantic Avenue, include active or passive recreation such as playgrounds, landscaping, esplanades, seating areas, and/or shade structures, performance space, and parking. The upland of Pier 6 would include two residential buildings. The upland portion of this area would be designed to include a dramatic and functional entrance to the proposed park area.

Piers 5, 4, 3, and 2 (Area 2/Portions of Blocks 199 and 245 and Joralemon Street)

These piers, along with their upland areas, would form the center of the proposed park, providing a mix of recreational, open space, civic, cultural and commercial uses within the landscape. Current plans for Pier 5 call for an outdoor multipurpose recreation field, a water’s edge esplanade, marina support use, seating and viewing areas, fishing areas, and paved parking. The currently deteriorated Pier 4 and the adjacent railroad float transfer bridge will be severed from land due to the dilapidated and dangerous condition of these features to create a nature habitat. Current plans for Pier 3 and 2 involve reusing portions of the existing shed structures in order to create covered areas where active recreation, mainly court sports, can take place. The remainder of the piers would be an open landscaped area. The upland portions of Piers 5 through 3 would provide an opportunity for a rolling lawn evocative of Riverside Park.

Pier 1 and Fulton Ferry Landing (Area 3/Portions of Blocks 25, 199 and 208)

Pier 1 might include topographic elements, plantings, site furnishings, or larger paved areas for markets or events. Along the portion of the pier fronting on the East River, an esplanade would be provided and a possible restaurant might be located in this area. The existing pier platform between Piers 1 and 2 would be removed. Upland, the deteriorated and obsolete National Cold Storage facility would be replaced with a new hotel and residential uses. An elevated connection would also be created over Furman Street between Pier 1 and the existing Squibb Park, just west of Columbia Heights at Middagh Street. The Fulton Ferry Landing would serve as another major gateway to the project area, and would retain most of its existing features. The historic Fireboat House, Barge Music, and River Café would remain as anchors of activity.

Old Fulton Street (Area 4/Cadman Plaza West from Prospect to Furman Streets)

Changes envisioned for Old Fulton Street include simplified vehicular access, relocation of some parking, and streetscape improvements. Portions of modern Block 45, on the north side of the street, are included in this area.

Interbridge Area (Area 5/Blocks 16 and 26, portions of Blocks 7, 25 and Washington Street)
The area between the Brooklyn and Manhattan Bridges is already largely devoted to parkland, containing both Empire-Fulton Ferry State Park and a new city park at the foot of Main Street. Under the proposed project, the now-vacant historic Empire Stores warehouses would be used for a range of civic, cultural, historic, educational, and commercial uses. Nearby, the restored exterior shell of the former Tobacco Warehouse might be used to house a walled garden, café, space for community and arts groups including performances, or possibly a museum. Near these structures, at the water’s edge, the existing open water cove would be retained to allow park visitors to experience the shoreline. The new Main Street green space and play area would not be affected by park construction. The Purchase Building beneath the Brooklyn Bridge would be demolished to allow for creation of a scenic Fulton Ferry gateway and to improve physical and visual connections within the proposed park. The existing NYCDEP buildings adjacent to the Manhattan Bridge at Washington Street might be reused for community, cultural, and educational uses, or demolished. Because access between the Interbridge Area and the area north of the Manhattan Bridge is limited, the project might include a pedestrian walkway at the water’s edge to allow park users to move between the two areas.

North of the Manhattan Bridge and the Manhattan Bridge Gateway (Area 6/Block 1, portions of Block 7 and Pearl Street)

Current plans for the northern end of the project area include landscaped topographic elements, plantings, site furnishings, paved areas, and lawn areas. A boat launch might be provided at the small inlet at Jay Street, and complementary uses such as a boat building facility are under consideration. A new residential building is proposed west of John Street between Pearl and Adams Street.

Project Team

The HPI project team consisted of Sara Mascia, Ph.D., R.P.A., who managed the project, wrote portions of the report, and prepared the graphics; Julie Abell Horn, M.A., R.P.A., who assisted with the project research and wrote the majority of the report; Tina Fortugno, M.A., who conducted the site walkover, assisted with the project research and compiled portions of the report; David Gubkin, who conducted the site walkover; Ada Prieto, who assisted with the project research and compiled portions of the report; Nancy Dickinson, who assisted with the project research; Cory Harris, who compiled portions of the report; and Cece Saunders, M.A., R.P.A., who provided quality control for the project. Michael S. Raber, Ph.D., of Raber Associates, prepared assessments of waterfront structures and warehouse foundation systems, and the maps (see Figure 15A-D) of project area sensitivity for belowground archaeological resources.
II. METHODOLOGY AND RESEARCH DESIGN

The first step in determining the scope of the present archaeological assessment was establishing an archaeological Area of Potential Effect (APE), defined in 36 CFR 800.16(d) as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The area of potential effect is influenced by the scale and nature of the undertaking and may be different for different kinds of effects cause[d] by the undertaking." The APE for the Brooklyn Bridge Park Project Area extends 1.3 miles between Atlantic Avenue and Jay Street along the East River in Brooklyn. For the purpose of the archaeological assessment, the project area was divided into six areas and given numeric designations (Area 1 – Area 6), as described in the introduction.

Because there are city actions associated with the proposed project, HPI and AKRF, requested that the LPC complete a first level review of the project area. This type of review included the following steps.

1. Securing maps illustrating the blocks, lots, and streetbeds, which are part of the project APE. Maps identifying the six Areas within the project area over time were provided by AKRF and HPI to the LPC in March 2004.

2. Determining which areas were disturbed by previous twentieth century development. In part, this involved checking detailed modern maps, as well as checking historic maps to see development that has occurred since the early twentieth century, which may have impacted potential resources.

3. Examining historic maps to determine where archaeological resources might be present. The cartographic resources that were consulted included several eighteenth and nineteenth century maps as well as a series of Sanborn Insurance maps from the late nineteenth through the entire twentieth century.

Within the six Areas comprising the BBPP, the following modern blocks and lots were determined by LPC to be sensitive for archaeological resources and required an archaeological documentary study (or Phase IA archaeological assessment) (March 12, 2004).

Table 1: Blocks and Lots determined potentially archaeologically sensitive by LPC

<table>
<thead>
<tr>
<th>Block</th>
<th>Lots</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1</td>
<td>6</td>
</tr>
<tr>
<td>7</td>
<td>1, 9, 21</td>
<td>5, 6</td>
</tr>
<tr>
<td>16</td>
<td>1, 5, 17</td>
<td>5</td>
</tr>
<tr>
<td>25</td>
<td>1, 12</td>
<td>5</td>
</tr>
<tr>
<td>26</td>
<td>1, 33, 38</td>
<td>5</td>
</tr>
<tr>
<td>45</td>
<td>8 (portion between Old Fulton Street and Brooklyn Bridge)</td>
<td>4</td>
</tr>
<tr>
<td>199</td>
<td>1, 3, 100, 115, 126</td>
<td>2, 3</td>
</tr>
<tr>
<td>208</td>
<td>25 (Squibb Park)</td>
<td>3</td>
</tr>
<tr>
<td>Block</td>
<td>Lots</td>
<td>Area</td>
</tr>
<tr>
<td>-------</td>
<td>------------------------------------------------</td>
<td>------</td>
</tr>
<tr>
<td>245</td>
<td>2, 15, 29 (all north of Atlantic Avenue)</td>
<td>1, 2</td>
</tr>
<tr>
<td>258</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

Two of the lots that currently host substantial buildings were disturbed by modern construction (Block 199, Lot 130 and Block 245, Lot 12) and therefore excluded by LPC from further study.

Streetbeds within the BBPP project area determined sensitive for archaeological resources by LPC include:

**Table 2: Streetbeds determined potentially archaeologically sensitive by LPC**

<table>
<thead>
<tr>
<th>Street</th>
<th>Location</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlantic Avenue</td>
<td>West of Furman Street</td>
<td>1</td>
</tr>
<tr>
<td>Joralemon Street</td>
<td>West of Furman Street</td>
<td>2</td>
</tr>
<tr>
<td>Fulton Street (now Cadman Plaza)</td>
<td>Prospect Street to East River</td>
<td>4</td>
</tr>
<tr>
<td>New Dock</td>
<td>Northwest of Water Street</td>
<td>5</td>
</tr>
<tr>
<td>Washington Street</td>
<td>North of Plymouth Street</td>
<td>5</td>
</tr>
<tr>
<td>Pearl Street</td>
<td>North of John Street</td>
<td>6</td>
</tr>
</tbody>
</table>

The six Areas associated with the BBPP are based on future construction plans, not on past use of the land, and as such modern blocks within the APE frequently are split between more than one Area. Since LPC identified potentially sensitive locations by block, lot, and streetbed, rather than by the six Areas associated with the current project, and since so many of the archival resources reviewed for this study (see below) were classified by blocks and lots, it became more efficient to organize this report according to block numbers as well, rather than by Areas. Thus, although Area designations are included throughout this report, the following sections use modern block numbers (in numerical sequence) to order the presentation.

For each location determined potentially sensitive by LPC, the scope of work for this archaeological assessment was designed to:

- Establish the original site topography and evaluate any subsequent alterations;
- Determine site usage and occupancy - specifically if precontact and/or historical resources and/or their associated features existed within the APE and have the potential to be archaeologically significant;
- Identify the extent of site disturbance such as landfiling, grading, construction, and demolition, which would have caused subsurface impacts to potential resources.
- Assess potential project impacts and, the likelihood that potential resources have survived disturbances.
• Recommend mitigation alternatives where necessary.

The purpose of this Phase IA Archaeological Assessment report is to determine the presence, type and potential significance of any cultural resources which may be below the surface of the BBPP site. Sufficient information was gathered to compare, both horizontally and vertically, the precontact past, the historical past, and the subsurface disturbance record. To accomplish the above goals, the sources of cartographic and documentary data identified below were consulted in order to determine the site’s topography over time, to compile an overall site history, and to assess the character of potential cultural resources.

The detailed research in this Phase IA study concentrates primarily on the specific history of the APE through about 1904 (when the second edition of the Sanborn Insurance maps was published); brief histories of the specific blocks, lots, and streetbeds in the twentieth century are provided primarily to establish later disturbance activities. Raber Associates has also summarized twentieth-century waterfront development within the APE, based on review of later maps and engineering studies, and on that firm’s previous research in the APE and other sections of the Port of New York. At the request of LPC, a general discussion of landfill is included in this Phase IA study.

Specifically, documentary resources were examined to identify potential archaeological resource types including Precontact, Landfill, Pre-1904 Waterfront, Residential, Industrial, Commercial, and Transportation. In the case of nineteenth century residential resources, attempts were made to establish the date of dwelling construction, occupancy, and ownership, and the length of time a dwelling stood prior to the availability of public utilities, which within the BBPP APE was in ca. 1860. Any structure built after the availability of piped sewer and water was assumed to lack the need for associated yard features such as privies, cisterns, and wells.

A. Historic Resources Consulted

Local Histories

Numerous local and regional histories were examined for relevant data to help place the site within a historical context. One of the most helpful historical resources was Henry R. Stiles’ *A History of the City of Brooklyn* (1867), which yielded abundant information on the early historic development of Brooklyn and its waterfront. Primary and secondary historical resources were examined at the New York Public Library’s Local History Room, the Brooklyn Collection at the Brooklyn Central Public Library, and the New-York Historical Society. As of this writing the Brooklyn Historical Society library remains closed to the public and so could not be utilized for research.

Company Histories

At the suggestion of LPC, company histories were compiled for those nineteenth century businesses within the APE that were traceable in historical records. These histories are
presented in Appendix A. Historical newspapers, such as the *Brooklyn Daily Eagle* and the *New York Times*, and resources in the Brooklyn Business Library were consulted for available information on companies within the APE.

**City Directories**

Brooklyn city directories were consulted to establish nineteenth century occupancy for residential lots, which primarily were limited to sections of Blocks 45, 199, 208, 245, and 258 (see Appendix B). Directories were consulted at the New York Public Library’s Local History Room, the *Brooklyn Collection* at the Brooklyn Central Public Library and using on-line web resources. In general, directories were consulted in roughly ten-year intervals (beginning in 1823, the first year directories used house numbers), so as to match the years that federal census data (see below) were available.

**Census Records**

Federal census records from 1820, 1830, 1840, 1850, 1860, 1880, and 1900 also were consulted to establish nineteenth century occupancy for residential lots, in this case sections of Blocks 45, 199, 208, 245, and 258 (see Appendix C). The remaining blocks contained commercial and industrial occupants, and as such, these types of records were not applicable for these blocks. Census records were examined at the New York Public Library as well as through on-line web resources.

**Tax Records**

Tax records for the nineteenth century were compiled to the degree feasible for the entire APE (see Appendix D). Although a few portions of the APE had tax records available beginning in 1847, in most cases the first detailed records were not made until the mid-1860s. In many cases, correlating modern block and lot designations with historic block and lot numbers used in tax records was difficult. Tax records were examined on microfilm at the New York City Municipal Archives.

**Cartographic Resources**

In order to determine the original topography and compile a disturbance record for the BBPP site, all available cartographic resources were examined. These historical maps and atlases were obtained from local repositories with much of the data gathered at the New York Public Library’s Map Division. HPI performed a cartographic review of each block, lot, and streetbed within the APE. AKRF provided current site data and modern maps.

**Land Records**

Deed record indices were consulted for information on land ownership within the APE. Unfortunately, researchers encountered difficulties gathering data because land records are not identified by lot for the project area throughout the majority of the nineteenth
century, and many of the block numbers changed over time. Thus, it would have
required researching and transcribing thousands of individual deeds in order to
potentially determine specific lot data. Those instances where the records clearly
indicated conveyance data for the APE were noted (see Appendix E). As a result,
conveyance record indices were only partially compiled for most of the nineteenth
century. These resources were reviewed at the Office of the City Register in Brooklyn.

Building Department Records

Available records held at the Brooklyn Department of Buildings were consulted for
information about the building history for lots within the APE. Priority was given to
those portions of the APE that had not previously been subjected to archaeological
studies. Building department records often include data on the depth of basements,
additions to structures, and the demolition of structures. The Department of Building’s
on-line database (BIS on the web) contains references for every record the agency has, or
once had. However, actually obtaining these records proved to be an exceptionally
frustrating endeavor. In most cases, despite the fact that building records had been
cataloged in the database, the actual files could not be found by the department staff, and
as such were unavailable for review by HPI researchers, despite repeated attempts.
Documentary research also focused on establishing the extent of impacts from
construction, and establishing each block’s historical occupancy and use to assess
archaeological potential.

Site Files/Archaeological Report Review

Site files and archaeological reports at the New York State Museum (NYSM), the
NYSOPRHP, the LPC, and the library of HPI were reviewed for information regarding
recorded archaeological sites and previous archaeological investigations in and around
the project area.

Recent Engineering Information

To assess current subsurface conditions and possible disturbance of belowground
archaeological resources, recent descriptive and plan data on the portion of the APE
owned by the Port Authority of New York and New Jersey was reviewed by Raber
Associates.

Landfilling Resources

Since the large majority of the BBPP APE consists of areas once under water and now
reclaimed from the East River, a landfilling history for the APE was undertaken and is
presented as part of the historical background section of this report.
B. Site Visit

Field work for this study consisted of a thorough site walkover, undertaken over the course of several days in late May 2003 by Tina Fortugno and David Gubkin of HPI. Conditions varied from sunny and dry to cloudy and wet. The team made notes and took photographs of buildings, structures, and existing ground conditions (Photographs 1-54).
III. ENVIRONMENTAL/PHYSICAL SETTING

A. Current Conditions

Block 1: Lot 1 and Pearl Street (Area 6)

Block 1 is bounded by John Street on the south, Jay Street on the east, and the East River on the north and west. Pearl Street bisects the block, although does not extend all the way through to the shoreline. Modern Lot 1 includes the entire block, except the nine-story building presently located at the northwest corner of John and Jay Streets. This entire block is part of the DUMBO Industrial District (listed on the State and National Register of Historic Places) and the nine-story building is a contributing resource to the district (Dolkart 2000).

Currently, this building is the only structure still standing on Block 1 (Photograph 1). It is a retrofitted remnant of one of the former Arbuckle Brothers buildings, built in 1897. The rest of Block 1 is vacant, although some remains of former structures once located on the property are visible on the ground surface. Presently, the majority of the parcel is enclosed by a chain link fence and covered with grass, weeds, and asphalt (Photographs 2-4).

Block 7: Lots 1, 9, and 21 and Washington Street (Areas 5 and 6)

Block 7 is bounded by Plymouth Street on the south, Adams Street on the east, Washington Street on the west, and the East River on the north. Lot 1 is located under the Manhattan Bridge span, Lot 9 is east of the span, and Lot 21 is west of the span. For the purposes of this study, the section of Washington Street north of Plymouth Street (which is now closed), is also addressed with Block 7.

Presently, Block 7 contains two buildings, one under the bridge span on Lot 1, and one west of the bridge span on Lot 21 (Photographs 5 and 6). The building on Lot 1 is one story high, and was built by ca. 1939. It is currently used by NYCDEP. The building on Lot 21 is a one-story, brick, triangular-shaped building, also built by ca. 1939. At present, a parking lot west of the brick building located on top of the former footprint of Washington Street just north of its junction with Plymouth Street.

The remainder of Block 7 is vacant (Photographs 7 and 8). Although, portions of the block under the bridge span have been stripped of vegetation, grasses and weeds grow on other sections of the property. The entire block is fenced.

Block 16: Lots 1, 5, and 17 (Area 5)

Block 16 is bounded by Plymouth Street on the south, Washington Street on the east, Main Street on the west, and the East River on the north. Lot 1, which encompasses the majority of the block, extends to the line of Main Street. Lot 5 is located immediately
north of Main Street. Lot 17 is the section under the Manhattan Bridge span that falls within Block 16.

Recently, portions of Block 16 were converted into a city playground, with recessed areas, play equipment, and new landscaping (Photographs 9-11). The entire area is fenced. As of May 2003, when the field visit was undertaken, the playground had been completed on Lot 1 and was under construction on Lot 5 (Photograph 12). Lot 17 is currently undeveloped, other than the Manhattan Bridge pier.

Block 25: Lots 1 and 12 and New Dock Street (Areas 3 and 5)

Lot 1 is an irregularly shaped lot located at the foot of Fulton Street within Block 25. It is bounded by Water Street on the east, Lot 12 on the northeast, Fulton Street (Cadman Plaza West) and a slip on the south, and the East River on the west. A second slip is located in the center of the lot. Lot 12, also irregularly shaped, is bounded by Lot 1 on the southwest, Water Street on the south, New Dock Street on the northeast, and the East River on the northwest. For the purposes of this study, New Dock Street is addressed with Block 25.

Lot 1, which is part of Empire-Fulton Ferry State Park, currently contains several structures. A two story building (with a tall tower), built originally by ca. 1939 as a fire boat engine house, sits at the southern end of the lot, along with a one story shed (Photograph 13). The structure is presently used as an “ice cream factory.” The modern River Café is located on the northwestern side of the lot, adjacent to the waterfront (Photograph 14). Surrounding these buildings are parking areas and public-access piers (Photograph 15).

Lot 12 supports the Brooklyn Bridge tower at its northwestern end. Directly under the bridge span is the two-story City of New York Purchase Building, constructed in 1935. A one-story brick building stands east of the Purchase Building, and another one-story brick building, used as a kitchen annex for the River Café, is on the southwestern side of the lot. The lot also contains parking areas. At the time of the field visit in May 2003, the survey team was not permitted onto Lot 12 due to security concerns related to the Brooklyn Bridge (Photograph 16).

Block 26: Lots 1, 33, and 38 (Area 5)

Block 26, also part of Empire-Fulton Ferry State Park, is bounded by Water Street on the south, Main Street on the east, New Dock Street on the west, and the East River on the north. Lot 1 comprises the majority of the block; Lots 33 and 38 are small parcels situated at the northwest corner of Water and Main Streets.

The portion of Lot 1 along Water Street, east of the line of Dock Street, contains a series of brick warehouses four and five stories high identified as the former Empire Stores buildings (Photographs 17 and 18). To the west of the line of Dock Street are exterior brick wall remains of the former Fulton Stores, which are one to two stories high.
(Photographs 19 and 20). The remainder of Lot 1 is landscaped parkland, made up of
grassy areas, several stands of trees, walkways, and wooden piers (Photographs 21 and
22).

Lot 33, at the northwest corner of Water and Main Streets, contains the former Gair
Company Building, a two and a half story concrete structure built in 1905. Lot 38,
adjacent to Lot 33 on the west, supports a four-story brick building used during the late
nineteenth century as a factory (see Photograph 17).

Block 45: Lot 8 (portion between Fulton Street and the Brooklyn Bridge) (Area 4)

The section of Block 45, Lot 8 that is situated within the APE is bounded by Fulton
Street/Cadman Plaza West on the south, the Brooklyn Bridge on the north, Prospect
Street on the east, and Front Street on the west. The Brooklyn-Queens Expressway
crosses the block under the Brooklyn Bridge but over Fulton Street along the line of York
Street.

Presently, the portion of Lot 8 between Front and York Streets is a grassy area used as
parkland (it is called “Anchorage Park”). There also are some small trees and shrubs
within the park (Photographs 23 and 24). The section of Lot 8 between York and
Prospect Streets is a surface asphalt parking lot enclosed by a chain link fence
(Photographs 25 and 26. Both areas are reasonably level.

Fulton Street (Area 4)

The section of Fulton Street included within the APE runs from the ferry landing area
(which is part of Block 25) to Prospect Street. Included as part of the Fulton Street APE
is a short section of Water Street located just east of Block 25. This section of Water
Street runs roughly north-south, and links Fulton Street with the rest of Water Street.
Historically, this small dog-leg portion of Water Street was part of the Fulton Street
terminus.

Fulton Street carries several lanes of traffic in each direction, and is crossed overhead by
the Brooklyn-Queens Expressway along the line of York Street. A variety of buildings
line the street and sidewalks, of varying width, are situated in front of the buildings
(Photographs 27-32). The earliest known subsurface utilities within Fulton Street were
water and sewer pipes, laid initially in about 1860. Gas and electric lines were laid
subsequently. All of these utility conduits have been replaced since their initial
installations, although the older pipes were not always removed when the new ones were
laid. As a result, Fulton Street contains a number of defunct utility lines as well as the
live ones. Sanborn maps illustrate the general location of these various utilities.

Block 199: Lots 1, 3, 100, 115, and 126 (Areas 2 and 3)

Block 199 is bounded by Fulton Street (Cadman Plaza West) and the East River on the
north, Block 245 on the south (which begins just south of the line of Montague Street),
Furman Street on the east, and the East River on the west. Lot 1 is a small sliver of property at the northern end of Pier 1. Lot 3 comprises the majority of the block, from near the northern end of the block south to the line of Pierrepont Street. Lot 100 is south of Lot 3 (to about the line of Montague Street) and Lots 115 and 126 are south of Lot 100. Lot 130, which was excluded from further study by LPC, is adjacent to Lots 115 and 126.

Lot 3 supports a number of structures. Two modern storage buildings are located near the line of Pierrepont Street. The first is a one-story brick storage building oriented along the line of Furman Street; the second (Building 174) is a one-story steel framed building set back from Furman Street at an angle (Photograph 33). Both of these buildings date to the 1950s, and have shallow column footings or foundations. Across from the line of Orange Street, a one-story concrete stevedore’s garage and storage building (Building 101/102) is located along Furman Street, built in 1958 on shallow spread footings (Han-Padron Associates 2002). The former plant of the National Cold Storage Company is located between the lines of Vine and Cranberry Streets (Photographs 34-36). This complex, built 1912-15, includes modified five- and six-story late nineteenth-century brick warehouses and a central eight-story reinforced concrete section (Raber and Cooney 2005). In addition to these buildings, which are all located along the west side of Furman Street, Piers 1, 2 and 3 all contain one-story metal-framed, metal-side piersheds maintained by the Port Authority (Photograph 37). Most of Port Authority Pier 1 is a solid-fill structure built over earlier piers, and retained by steel sheeting tied to older piles. Piers 2, 3, and 4 consist of timber-pile-supported timber or concrete decks, built in the twentieth century. Pier 4 also includes deteriorated remains of a former pontoon-type transfer bridge. The bulkheads between piers consist of several types of pile-supported concrete platforms, summarized in more detail below (Raber Associates 1984a; Flagg 1994).

The areas on Lot 3 not supporting buildings are used primarily for paved surface parking lots and open-air storage of building materials and other goods (Photographs 37 and 38). Some portions of the lot are overgrown with weeds, although one area north of Montague Street contains a garden (Photograph 39). Lots 1, 100, 115, and 126 do not contain any structures, and are used primarily for paved surface parking lots. Lot 130, which was excluded from further study by LPC, contains a large New York City Transit building (Photograph 40).

Block 208: Lot 25 (Squibb Park) (Area 3)

The portion of Block 208, Lot 25 within the APE is bounded by the line of Middagh Street on the north, the Brooklyn-Queens Expressway on the south, Columbia Heights on the east, and Furman Street on the west. Lot 25 is part of Squibb Park.

This section of Lot 25 contains a steep hill adjacent to the overhead Brooklyn-Queens Expressway (Photographs 41 and 42). The hillside consists at least in part of introduced fill, and is covered with grasses, trees, and other low vegetation. A three-story brick
building used by the New York City Transit for subway ventilation is located within the park, along Furman Street (Photographs 43 and 44).

Block 245: Lots 2, 15, and 29 and Atlantic and Joralemon Streets (Areas 1 and 2)

Block 245 is bounded by Block 199 on the north (which begins just south of the line of Montague Street), Atlantic Street on the south, Furman Street on the east, and the East River on the west. Lot 15 is located immediately south of the Block 199 border, and extends to the line of Joralemon Street on the east and to the southern edge of the Trade Facilities Building (which encompasses the entirety of Lot 12) on the west. Lot 2 is a small sliver of land at the northwest corner of Lot 12, at the end of Joralemon Street. Lot 29 is located south of Lots 12 and 15, and extends to Atlantic Street. Portions of Joralemon and Atlantic Streets are included within Block 245. In both cases, the streets partially extend into the block, where they deadend.

There are several large buildings located on Block 245. Lot 15 contains a one-story reinforced-concrete maintenance garage between the lines of Montague and Remsen Streets (Building 56), built ca. 1925 with shallow continuous concrete footings, and the three-story concrete former offices of the New York Dock Railway Corporation north of Joralemon Street (Building 50) (Photograph 45). Lot 12, which was excluded from further study by LPC, contains the massive multi-story 1928-29 Trade Facilities Building (Photograph 46). Lot 29 contains three long storage sheds, with domed roofs and no apparent foundations (Photographs 47 and 48). In addition, Port Authority Piers 5 and 6 and adjacent bulkhead sections are similar to the structures noted above for Piers 2 and 3. The remainder of Block 245 is used primarily for surface parking and some storage of building materials (Photographs 49 and 50).

Block 258: Lot 1 (Area 1)

The triangular-shaped portion of Lot 1 in Block 258, which is located within the APE, is bounded by the Brooklyn-Queens Expressway on the north and east, Atlantic Street on the south, and Furman Street on the west.

This section of Block 258 contains a large berm created to support the adjacent overhead Brooklyn-Queens Expressway. The steep hill consists of introduced fill, and is covered with grasses, trees, and other low vegetation (Photographs 51-54).

B. Soils and Soil Borings

The majority of the BBPP APE was once under the East River and as such all soils above the original river bottom consist of introduced fill (see the detailed discussion in Section IV-D of the report). The only portions of the APE that are composed of fast land are the sections of Fulton Street east of Everitt Street, Blocks 45, 208, and limited areas within Blocks 199 and 245, along Furman Street.)
As part of the current project, AKRF drilled a series of environmental soil borings during August 2004. These borings were located on Blocks 1, 199, and 245; no borings were situated on any of the other APE blocks or streetbeds. Within Blocks 199 and 245, all of the borings were located east of the existing piers; no borings were drilled on the piers themselves. The borings on Blocks 199 and 245 were excavated as deep as the water table (generally about 8-12 feet) and were halted soon after this level was reached. On Block 1, the borings were excavated to depths about four feet below grade as a previous environmental investigation, completed in 1997, included soil borings excavated to a depth of 15 feet below grade, and testing the lower reaches of the fill was not repeated.

The soil columns revealed in the borings on Blocks 199 and 245 were generally similar. In the majority of the borings, introduced fill (consisting of sand with traces of silt and gravel mixed variously with brick, wood, coal, ash, and concrete) was recorded as deep as the water table. In some locations, generally closer to Furman Street, sand without the building and/or demolition debris was documented beneath the fill, suggesting either that natural, sandy soil is still present in places, or that clean fill or redeposited beach sand had been placed in these locations during an early filling episode. Because the soil borings did not distinguish between naturally occurring soils and clean fill, it is difficult to determine which type of soil is actually represented.

In one soil boring, a possible archaeological feature was recorded immediately beneath the fill. On Block 199, just north of the Cold Storage Warehouses (and in the location of the nineteenth-century DeForrest's/Martin's Stores) a wood structure or surface was recorded at a depth of 11 feet below grade (the overlying stratum here consisted of concrete rubble). It is unclear what this wooden object represents, but considering it was located above the water table (which was not reached in this boring), it might have been part of the building foundation or an earlier dock. West of the Trade Facilities Building on Block 245, a concrete surface blocked boring excavations at five feet below grade. It is likely this surface is related to the building's construction, in the twentieth century.

The soil borings completed in 1997 on Block 1 indicated that fill materials were present throughout the property (although the soil logs did not always label the soil as fill), and that the water table was located at about seven feet below grade. Sand and silt underlay the fill soil. Of note, the purpose of the environmental investigation on the block was to determine the degree of contamination within the soils, since there had been underground petroleum storage tanks on the parcel. Results of the soil analyses indicated that there are elevated levels of hydrocarbon compounds in the subsurface soils, which exceed the NYSDEC guidance levels for protection of human health. The study recommended a risk-based evaluation of the soil and groundwater on the property considering the current and future uses of the site (Environmental Concepts 1997:10).

In addition to the soil borings excavated in 2004, several previous archaeological investigations within the APE (described in detail below) contain soil boring data for other parcels, and are useful to review.
Block 7 (Areas 5 and 6)

No borings have been excavated within this block, although Stone (2002:5) suggests that conditions within this block would be similar to those on Block 16 (see below).

Block 16 (Area 5)

Nine borings were excavated within Block 16 in 2001. All of the borings encountered fill, to a depth of either 10 or 17 feet below grade. The water table was located at 8-10 feet below grade (Stone 2002:5). No features were identified.

Block 25 (Areas 3 and 5)

A series of borings was excavated in 1936, prior to construction of the Purchase Building. The fill ranged from 4-11 feet in depth, with an average depth of about 10 feet. The water table was encountered at seven feet below grade. The consistency of the fill was not described, so it is not possible to know whether the fill was deposited in multiple episodes (Stone 2002:5). No features were identified.

Block 26 (Area 5)

Three soil borings were excavated adjacent to the Empire Stores (one boring along New Dock Street and two along old Dock Street) in 1978. Here, "miscellaneous" fill was encountered to a depth of 15 feet below grade, with the water table at seven feet below grade (Beyer Blinder Belle 1990). No features were identified.

Block 45 (Area 4)

No soil borings were available to review for Block 45. However, since this area was inland of the original shoreline (and as such would not have been as extensively landfilled), it can be assumed that subsurface conditions on this block might include remains of historic strata in areas not later disturbed by building construction or grading.

Block 208 (Area 3)

No soil borings were available to review for Block 208.

Block 258 (Area 1)

No soil borings were available to review for Block 258.

Fulton Street (Area 4)

A number of soil borings were excavated in advance of sewer construction in lower Fulton Street (from Furman to about Hicks Streets) in the late 1970s. Results of these borings showed that the upper stratum consisted of a widespread layer of historic fill,
found to a depth of about 30 feet along the western side of Furman Street, to a depth of five feet at Front Street, and then to a depth of about 15 feet at Hicks Street. The shallower fill at Front Street was due to the presence of a former sandy ridge paralleling the shoreline in this location, which would have required less fill to cover than in the surrounding areas. In the area west of Elizabeth Street, a layer of sand, thought to represent the historic beach and river bottom was found beneath the fill. Additional sandy strata were located under the beach layer, some of which contained shell, suggesting there might have been historic dumping along the shoreline. River silt strata underlay the beach sand west of Everitt Street (the original shoreline). At the base of the soil column along the length of the street, Pleistocene era sand was found. A series of supplemental borings along Fulton Street indicated that historic period cultural materials were found to a depth of 30 feet at Furman Street, 18 feet at about Everitt Street, and 16 feet above Everitt Street. No Native American artifacts were found in any of the borings (Solecki 1977a).

During Solecki’s subsequent archaeological testing and monitoring of the sewer cut in Fulton Street, a number of historic strata were identified (as well as two archaeological sites and an isolated Revolutionary War artifact, described in the following section). According to Solecki, cultural strata and artifacts were found as shallow as four feet below grade in places (and as deep as 30 feet), suggesting that in areas not disturbed by utility trenching or other subsurface impacts, there remains a strong potential for the recovery of historic period archaeological materials within Fulton Street (Solecki 1981).

Atlantic Avenue (Area 1)

A series of soil borings was excavated in advance of sewer construction in Atlantic Avenue in the late 1970s. The borings showed that the street had been capped by a thick fill deposit, extending approximately 20 feet below grade. The water table was encountered at about 10 feet below grade. Of note, the soil borings encountered a deeply buried layer of peat (considered by archaeologists to be a natural “cap” for potential Paleo-Indian surfaces) at about the line of Furman Street. The peat stratum, however, was narrow and not found much west of Furman Street (Solecki 1977a).

Joralemon Street (Area 2)

A series of soil borings also was excavated in Joralemon Street in advance of the same sewer construction in the late 1970s. These borings revealed that the upper fill deposit extended an average of 22 feet below grade. A subway tunnel is present at about 17 feet below grade on the western end of the street (Solecki 1977a). Subsequent archaeological field work within Joralemon Street revealed a wooden bulkhead, found approximately 144 feet from the Furman Street curb, at a depth of 10-12 feet below the street grade (Solecki 1981).
IV. BACKGROUND RESEARCH, HISTORIC RESOURCE CONTEXTS, AND HISTORICAL OVERVIEW OF THE PROJECT AREA

A. Previous Investigations

A significant portion of the BBPP APE has been subjected to previous archaeological investigations. Nearly all of the six Areas have been evaluated to some degree, and some Areas have been almost completely covered by earlier studies. As such, a thorough summary of these previous investigations was warranted for the present archaeological assessment. Because so many archaeological investigations have occurred within a one-mile radius of the BBPP APE (including a large number in lower Manhattan), it was felt that limiting the discussion to those studies in the immediate vicinity of the project APE was sufficient.

The following discussion describes previous archaeological investigations by Area (from north to south, in order to roughly follow the numeric block sequence used for the other sections of this report) within the present APE and the surrounding blocks, and further reviews their scope, results, conclusions, and recommendations. Summaries of sites identified by Raber Associates (1984a) are included, with a fuller discussion of the historic resource contexts for these sites presented in Section IV.D and E below. Tables 3 and 4, summarizing all the previous investigations by Area, Block, Lot, and Street follow the narrative. Data presented in this section were collected from the NYSOPRHP, the LPC, the library of HPI, and via personal communication.

Within the BBPP APE, three resources identified during previous studies have been given NYSOPRHP site numbers: the Empire Stores (Site A047-01-0074), the Corporation House (Site A047-01-0102), and a dock remnant (Site A047-01-0179). Another dock element was recorded in Joralemon Street but was not given an official state archaeological site number.

Block 1, Portions of Block 7 and Pearl Street (Area 6)

Previous surveys within and abutting the APE

There have been three archaeological studies conducted within or adjacent to Area 6. The portion of Plymouth Street south of Block 7 was investigated by Ralph Solecki as part of the Red Hook Water Pollution Control Project (Solecki 1977b). Solecki's Stage 1 archaeological survey of proposed sewer locations consisted of archival research and the analysis of data from ten soil borings. Results of the archival studies indicated the entire area was under the East River until the nineteenth century. The soil borings confirmed that the area now contains made land, with the fill ranging from 7-16 feet in thickness. Although some of the borings contained wood timber fragments, Solecki did not believe that these originated from piers or bulkheads. Based on these results, Solecki concluded that the proposed sewer, which was to be mined using a deep tunnel, would not impact any potential cultural remains, and he recommended that no further archaeological investigations were necessary (Solecki 1977b).
The second investigation within Area 6 occurred along the waterfront, as part of the Army Corps of Engineers' Drift Removal project in New York Harbor (Raber Associates 1984a). For this study, Raber Associates identified potential cultural resources (e.g., bulkheads, piers, piersheds, transfer bridges, and miscellaneous structures) through both research and survey work; evaluated the significance of these resources; and made mitigation recommendations for those resources that would be adversely affected by removal of drift activities. As part of the Drift Removal project, Raber Associates identified three cultural resources of undetermined significance within Area 6. These are:

- Adams Street Pier
- Arbuckle Bulkhead
- Arbuckle Brothers Pier (Jay Street)

The third archaeological study within Area 6 was a Phase IA archaeological assessment that included portions of Block 7 described as the area bounded by the East River, Adams, Plymouth, and Washington Streets (and including the portion of Washington Street north of the DEP parking lot) extending part way into John Street toward the river (and designated ASA #2) (Stone 2002). Archival research undertaken for the Phase IA revealed that the entire property was originally under the waters of the East River and was filled in at least three episodes, with the first occurring between 1824 and 1833, and later filling in the mid- to late-nineteenth century. No borings had been drilled within ASA #2, but borings completed on the adjacent property to the west revealed landfill from 10-17 feet below grade, and the natural water table at 8-10.5 feet below grade (Stone 2001). Stone argued that conditions would likely be similar in ASA #2. Stone based assessment of archaeological sensitivity on ASA #2 on planned construction impacts. As of 2002, projected depths of impacts were 1.5 feet below grade for curbs and electrical lines, and 3.5 feet below grade for most other appurtenances. She concluded that there was no likelihood of encountering any natural surfaces or precontact period remains, as impacts would only reach a depth of 3.5 feet below grade. For the historic period, Stone argued that archaeological remains associated with transient buildings on the property during the nineteenth century (for an iron and a coal business) would not be considered significant because the buildings had been temporary, and the remains themselves would be difficult to associate with a specific structure or time period. She also maintained that remains of most remaining bulkheads on the property would be of limited interest, as these types of features have been well documented, although this conclusion ignored the potential significance of pre-1840 timber bulkheads as discussed below in Section IV.D. The only resources she concluded might be significant were the bottoms of cribwork for the bulkheads, which have not been well documented. However, cribwork bases are usually found 20-25 feet below mean low water and the impacts to ASA #2 were planned to extend to only 3.5 feet below grade. For these reasons, Stone did not recommend archaeological testing on ASA #2 (Stone 2002:25-26).
The remaining portions of Area 6 have not been surveyed for archaeological resources.

The project area falls within the DUMBO Industrial Historic District (S/NR). Additionally, the Vinegar Hill Historic District (NYCHD) is located several blocks to the east.

Previous surveys within several blocks

Several archaeological investigations have occurred within the boundaries of the former Brooklyn Navy Yard, located approximately three blocks east of Area 6 (Roberts et al. 1990; Geismar and Oberon 1993, 1996). Greenhouse Consultants conducted a sensitivity evaluation for eight water pollution control plant expansions in New York City, including the Red Hook Water Pollution Control Plant’s new dewatering facility on the northwest side of the Brooklyn Navy Yard. Archival research revealed that the plant location was originally part of swampland and mudflats under Wallabout Bay, and was later covered by landfill. Cartographic evidence additionally showed that the area proposed for the plant extension was in an area previously disturbed by construction activities, and as such no additional archaeological investigations were recommended (Roberts et al. 1990). Several years later, Phase IA and Phase IB studies were conducted for a proposed cogeneration facility within the former navy yard (Geismar and Oberon 1993, 1996). Although the Phase IA archival research indicated the potential for recovery of cultural materials within the landfill, borings excavated as part of the Phase IB study revealed only redeposited artifacts within the fill soil. Therefore, no further archaeological work was recommended (Geismar and Oberon 1996).

Blocks 16 and 26, Portions of Blocks 7 and 25 and Washington Street (Area 5)

Previous surveys within and abutting the APE

Virtually all of Area 5 has been subjected to previous archaeological work. These studies comprise six discrete investigative areas: Main and Plymouth streets, investigated by Ralph Solecki as part of the Red Hook Water Pollution Control Project (Solecki 1977a, 1977b, 1981); the Fulton Landing Development site, later known as the Empire Stores site, investigated by Ralph Solecki (Solecki 1980) and Historical Perspectives (HPI 1983a, 1983b, 1984a, 1985b, 2001a, 2001b, 2002); the waterfront area, included in the Removal of Drift project (Raber Associates 1984a); and three parcels recently subjected to Phase IA studies within the current Brooklyn Bridge Park APE: between the East River, Plymouth, Main, and Washington streets (to the east of the Empire Stores project area) (Stone 2001), the area bounded by the East River, New Dock Street, Water Street and part way to Fulton Street along the north side of Water Street, and the area bounded by the East River, Adams, Plymouth, and Washington Streets extending part way into John Street toward the river (Stone 2002). A seventh area, the western portion of Block 36 (immediately south of the Empire Stores parcel), also has been recently subjected to archaeological studies (HPI 2000). Discussion of these projects follows, beginning with the earliest projects and progressing to the most recent ones.
The portion of the Red Hook Water Pollution Control Project within Area 5 included sewer installation under Main Street (from Howard Alley to Plymouth Street) and Plymouth Street (from Main Street to Pearl Street) (Solecki 1977a, 1977b). Solecki’s Stage I archaeological survey of the proposed sewer locations consisted of archival research and the analysis of data from ten soil borings. Results of the archival studies indicated the entire area was under the East River until the nineteenth century. The soil borings confirmed that the area now contains made land, with the fill ranging from 7-16 feet in thickness. Although some of the borings contained wood timber fragments, Solecki did not believe that these originated from piers or bulkheads. Based on these results, Solecki concluded that the proposed sewer, which was to be mined using a deep tunnel, would not impact any potential cultural remains, and he recommended that no further archaeological investigations were necessary (Solecki 1977a, 1977b).

The Empire-Fulton Ferry State Park property has been the subject of several archaeological investigations, beginning with Ralph Solecki’s Stage II study of the Empire Stores (now listed with the New York State Office of Parks, Recreation, and Historic Preservation as archaeological site A047-01-0074) as part of the Red Hook Water Pollution Control Project (Solecki 1980). Solecki’s work under Main Street revealed that pilings had been used to construct the exterior foundation walls of the Empire Stores, and that these pilings were rotted, due to the fluctuating water table. Based on this finding, when a local developer proposed adaptive reuse of the Empire Stores, additional archaeological investigations were mandated by both the Landmarks Preservation Commission and the New York State Historic Sites Bureau. In 1982, Historical Perspectives conducted archaeological investigations at the Empire Stores, concomitantly with tests made by soil engineers, in order to determine how the foundation was constructed, to record soil stratigraphy and landfill episodes, and to document artifacts within the test units. Results of the investigations revealed that the building sits on up to 21 feet of landfill deposited in various episodes. The lowest layer dates between the last quarter of the eighteenth century and the second quarter of the nineteenth century, and subsequent layers were found to have been deposited at various times up through the twentieth century, with a sizable layer dating to about 1870. The artifacts within the fill — generally a mix of building materials and domestic refuse — ranged in date from the eighteenth to the twentieth century. Archaeological testing showed that the foundations under the Empire Stores, including interior pilings, were not consistently constructed. Historical Perspectives recommended additional archaeological testing should subsequent excavations occur on the site (HPI 1983b, 1984a, 1985b). The following year, Historical Perspectives completed the archaeological impact report for the Empire Stores, outlining the history and existing conditions of the site prior to adaptive redevelopment of the buildings (HPI 1983a). As later construction efforts were undertaken on the property and along its waterfront, archaeological monitoring continued, although no additional resources have been uncovered to date (HPI 2001a, 2001b, 2002). A separate archaeological assessment of the Empire Stores site, consisting of an evaluation of the building footprint that would be excavated for the Empire Stores redevelopment project, is presently being undertaken as part of the proposed redevelopment of that site.
Raber Associates' Drift Removal project (Raber Associates 1984a), described above, included this portion of the Brooklyn Bridge Park APE as well. Raber Associates identified eight cultural resources of undetermined significance within Area 5. These are:

- Catherine Street Ferry
- Main Street Pier
- Empire Stores/Arbuckle Brothers Pier 1
- Empire Stores/Arbuckle Brothers Pier 2
- Empire Stores Bulkhead
- Empire Stores/Arbuckle Brothers Pier 3
- Tobacco Warehouse/Arbuckle Brothers Wharf
- Watson Stores, Martin Stores, New York Dock Company Piers (various)

In 2000, Historical Perspectives completed a Phase IA archaeological assessment of roughly the western half of Block 36 (bounded by Front, Dock, Water, and Main streets). This parcel (comprising all or part of seven modern lots) is immediately south of Empire Fulton Ferry State Park, abutting the current APE. Based on their research, Historical Perspectives concluded that while the property was only minimally sensitive for prehistoric archaeological resources, there was a high potential for historic period cultural resources on all of the lots. These included privies and cisterns associated with eighteenth and nineteenth century homelots (including a mansion house), possible house foundation remains, eighteenth-century landfill, and foundry building remains from Mitchells's Puritan Iron Foundry, which operated during the nineteenth and twentieth centuries (HPI 2000:i-ii). Historical Perspectives recommended Stage IB investigations prior to any subsurface disturbance to the property.

Recently, a Phase IA archaeological study was undertaken within Area 5 for the parcel bounded by the East River, Plymouth, Main, and Washington streets (Stone 2001). This parcel, comprising the majority of Block 16, was being developed as a playground; since the report was written the construction of the project has been completed. Construction impacts to the property included grading, excavation along the shore for stone steps, installation of new subsurface utility lines, construction of the playground itself (which required 40-foot deep pilings for a tall ship installation and a flagpole), new fences, and planting of numerous large trees (Stone 2001:1-2). Archival research undertaken for the Phase IA revealed that the entire parcel was originally under the waters of the East River and was filled in three episodes: first by about 1833, later in the mid-1850s, and last in the 1970s. Depth of the landfill within the parcel, determined from borings excavated in January and February of 2001, ranged from 10-17 feet below grade, with the natural water table encountered at 8-10.5 feet below grade. Assessment of archaeological sensitivity on the parcel was based on planned construction impacts. Stone concluded that based on current excavation plans, precontact sensitivity was low because the proposed project would not impact soils below the landfill (Stone 2001:20). For the historic period, Stone argued that archaeological remains associated with transient buildings of the nineteenth-century coal and lumber yards on Lot 1 would not be considered significant. Likewise, she maintained that any impacts to the existing bulkhead slightly east of the former ferry landing would be of limited interest, although
this conclusion ignored the potential significance of pre-1840 timber bulkheads as discussed below in Section IV.D. Although remains of a pre-1850s ferry landing structure might still exist within the parcel, the study found that the planned construction would not have reached the depths necessary to impact or encounter them. The only potential historic resource Stone identified that might have been impacted by current construction plans was the post-1850s ferry landing structure, located on the western side of the property in an area where stone steps were to be built, requiring up to 14 feet of fill removal. However, because this type of resource is commonly encountered and well documented, Stone did not recommend archaeological testing at this location, but instead recommended archaeological monitoring during construction for this part of the parcel (Stone 2001:22).

The most recent Phase 1A studies within Area 5 include property bounded by the East River, New Dock Street (and including the street bed), Water Street and part way to Fulton Street along the north side of Water Street (designated ASA #1); and the area bounded by the East River, Adams, Plymouth, and Washington Streets (and including the portion of Washington Street north of the DEP parking lot) extending part way into John Street toward the river (designated ASA #2 and discussed, above, in the Area 6 section) (Stone 2002). Planned below ground impacts to ASA #1 included plantings, grading, creation of lawns and walkways, and a fountain, as well as new water, electrical, and storm sewer lines. As of 2002, projected depths of impacts were 1.5 feet below grade for curbs and electrical lines, and 3.5 feet below grade for most other appurtenances, with the exception of the fountain, which was to require deep pilings of an unspecified depth (Stone 2002:2). Archival research undertaken for the Phase 1A revealed that all of ASA #1 was originally under the waters of the East River and was filled in at least three episodes, with the first occurring between 1766 and 1819, and later filling in the mid- to late-nineteenth century. Depth of the landfill within ASA #1, determined from borings excavated prior to construction of the Purchase Building on Block 25, Lot 12 in 1936, ranged from 4-11 feet below grade, with the natural water table encountered at an average of seven feet below grade. Stone based assessment of archaeological sensitivity on ASA #1 on planned construction impacts. She concluded that because the only impacts that would penetrate below the fill would be for fountain pilings, it was unlikely that the project would encounter any natural surfaces or precontact period remains. For the historic period, Stone argued that construction of the Purchase Building would have destroyed any archaeological remains associated with earlier historic occupation on the property. She also maintained that remains of any remaining bulkheads on ASA #1 would be of limited interest, as these types of features have been well documented although this conclusion ignored the potential significance of pre-1840 timber bulkheads as discussed below in Section IV.D. For these reasons, Stone did not recommend archaeological testing on ASA #1 (Stone 2002:25).

A portion of Area 5 falls within the Fulton Ferry Historic District (S/NR, NYCHD), and a small portion is within the DUMBO Industrial District (S/NR).
Portions of Blocks 25 and 199 (Area 3) and Portions of Block 45 and Fulton Street east of Furman Street (Area 4)

Previous surveys within and abutting the APE

There have been four archaeological surveys undertaken within, and immediately adjacent to Areas 3 and 4. Two of the studies were associated with the Red Hook Water Pollution Control Project, which included installation of sewers beneath a number of streets in this neighborhood. Prior to the sewer construction, Ralph Solecki conducted a Stage I archaeological survey of the proposed sewer locations under portions of (Old) Fulton Street, from Furman Street to west of Front Street, within the current APE (Solecki 1977b). Based upon archival research results combined with data from soil borings excavated within Fulton Street, Solecki recommended additional Stage II archaeological work (consisting of archaeological monitoring during construction of the new sewer). In total, Solecki made 38 Stage II monitoring visits to the Fulton Street excavation area (Solecki 1981:62). During that time, he observed and documented a series of fill sequences within Fulton Street, as well as two archaeological sites and the isolated discovery of a late eighteenth century artifact. The first archaeological site (A047-01-0102) represents foundation remains and artifacts from the second Corporation House, a historic tavern that stood on Fulton Street, opposite Elizabeth Street, from 1750-1812. It was found at about eight feet below grade. A second archaeological site (A047-01-0179) is a wooden dock remnant located in Fulton Street, opposite Everitt Street, at 13 feet below grade, which Solecki dated to the seventeenth century (Solecki 1981). Last, Solecki recovered an isolated find within the Fulton Street sewer trench cut, near the dock remnant opposite Everitt Street. This was a “Hessian cap plate,” dating from the Revolutionary War period (Solecki and Demeritt 1980, Solecki 1981). The single artifact was not given an archaeological site number. None of these archaeological resources has been evaluated for National Register eligibility, and the current condition of these sites is unclear. Portions of these sites appear to have been destroyed during the sewer construction in the late 1970s, but it is possible that other parts of the sites, unaffected by construction activities, might still be intact under Fulton Street. Ralph Solecki indicates that as far as he knows, no additional archaeological testing has been undertaken in lower Fulton Street since his work in the late 1970s (Solecki 2004).

Raber Associates’ Drift Removal project (Raber Associates 1984a), described above, included this portion of the Brooklyn Bridge Park APE as well. Raber Associates identified three cultural resources of undetermined significance within Area 3 (Area 4 was not included in the study). These are:

- Watson Stores, Martin Stores, New York Dock Company Piers (various)
- Port Authority Pier 1
- Harbeck’s Bulkhead between Port Authority Pier 1 and 2

A portion of Block 25, Lot 1 was included in Stone’s 2002 Phase I A study, described above under Area 5.
In addition to the studies within Areas 3 and 4, archaeologists have investigated two adjacent parcels. On the northeast corner of Furman and Middagh streets (old Blocks 203 and 208), Historical Perspectives conducted a Phase IA Archaeological Impact Report and a Topic Intensive Archaeological Research Report (Phase IB) for the Watchtower Bible and Tract Society project (HPI 1984b, 1985). During the Phase IA study, Historical Perspectives found that the property was originally near the East River waterfront, and subsequent landfilling activities brought it up to its current grade. The property also once supported a number of structures, including a cooper’s shop, remains of which were thought to possibly survive under the basement slab, and rear garden plots situated on top of brick arched warehouse roofs. The Phase IA study raised additional research questions that required further investigation before the onset of archaeological fieldwork (HPI 1984b). A Topic Intensive investigation of the property addressed the concerns outlined in the Phase IA study, and made recommendations for future fieldwork, namely that a small area of the cellar at 67 Furman Street should be excavated to investigate early landfilling practices, and the rear yard at 62 Columbia Heights should be cleared of brush and the lowest terrace subjected to hand excavation to expose potential features such as privies or cisterns (HPI 1985). It appears that no additional archaeological fieldwork occurred in this location as a result of the recommendations made by HPI in 1985.

Several years later, another archaeological assessment was conducted for the 12-16 Everitt Street property (Block 200 Lot 13/Part of 11) (Geismar 1991). Like the Watchtower Bible and Tract Society property to the south, this parcel had been landfilled, beginning ca.1767. The archaeological assessment report recommended archaeological monitoring of planned borings on the property to investigate the landfill episodes, as well as the possible presence of landfill-related features, such as wharves, or the remains of a tan yard known to have existed adjacent to the block. Based on the data obtained from the borings, it was thought that a minimal archaeological testing program might be warranted to further investigate any archaeological resources discovered (Geismar 1991). Joan Geismar stated that she knows of no additional archaeological testing on this block since her work in 1991 (Geismar 2004).

The remaining portions of Areas 3 and 4 have not been previously surveyed for archaeological resources. The Fulton Ferry Landing portion of the APE falls within the Fulton Ferry Historic District (S/NR, NYCHD).

Previous surveys within several blocks

Louis Berger Associates conducted a cultural resource assessment at the northeast corner of Columbia Heights and Orange Street (97 Columbia Heights, Block 219, Lot 1), approximately one block east of the current APE (Berger 1986). Although historical research indicated there had been a discrete antebellum occupation of the property, extensive prior disturbance to the site (to a depth of approximately 20 feet below grade) indicated that it was unlikely that any significant cultural resources would be extant. Therefore, no further archaeological work was recommended (Berger 1986:11).
Portions of Blocks 199, 208, 245 and Joralemon Street (Area 2)

Previous surveys within and abutting the APE

There have been three archaeological studies undertaken within Area 2. Two of the studies, a Stage I study and a Stage II study, were associated with the Red Hook Water Pollution Control Project, which included installation of sewers beneath a number of streets in this neighborhood. Prior to sewer construction activities, Ralph Solecki conducted a Stage I archaeological survey of the proposed sewer locations under portions of Atlantic Avenue, Furman Street, and Joralemon Street (Solecki 1977b). Based upon both archival research results and the data from soil borings excavated within Atlantic Avenue and Furman Street, Solecki recommended additional Stage II fieldwork, consisting of archaeological monitoring at the time of construction, for Atlantic Avenue and Joralemon Street, but no further archaeological investigations for the section of Furman Street between Atlantic Avenue and Joralemon Street. Although the Atlantic Avenue section of the sewer line does not appear to have been subjected to recommended archaeological monitoring, Solecki did return to the intersection of Joralemon Street with Furman Street for Stage II monitoring (Solecki 1981). The only archaeological feature he documented within Joralemon Street was a wooden bulkhead, found approximately 144 feet from the Furman Street curb, at a depth of 10-12 feet below the street grade. No archaeological site designation was given to this subsurface feature. The remaining materials found within the Joralemon Street sewer cut consisted of artifacts interspersed within the landfill. None were associated with any specific archaeological site or feature. Solecki identified most of the artifacts to the time period between 1836-1846, although a few earlier eighteenth century artifacts were also recovered (Solecki 1981:131).

Raber Associates’ Drift Removal project (Raber Associates 1984a), also described above, included this portion of the Brooklyn Bridge Park APE as well. Raber Associates identified sixteen cultural resources of undetermined significance within Area 2. These are:

- Watson Stores, Martin Stores, New York Dock Company Piers (various)
- Harbeck's Bulkhead between Port Authority Pier 1 and 2
- Robert Stores, New York Dock Company Piers (various) [Pier 2]
- Port Authority Pier 2
- Robert's, McLean's Bulkhead between Port Authority Piers 2 and 3
- Pierrepont Stores, McLean Stores, New York Dock Company Piers (various) [Pier 3]
- Port Authority Pier 3
- Pierrepont Stores Bulkhead between Port Authority Pier 3 and Pierrepont Street Railroad Pier
- Unidentified Pier (south of Pierrepont Stores)
- Pierrepont Street Railroad Pier
- Prentice Stores Pier (demolished for BMT tunnel)
- New York Dock Company Pier 15, Port Authority Pier 4
- Prentice's Bulkhead, between Port Authority Piers 4 and 5
Prentice Stores, Woodruff Stores Piers; New York Dock Company Pier 17 (removed)
Port Authority Pier 5
Woodruff's Bulkhead, between Port Authority Piers 5 and 6

The remaining portions of Area 2 have not been surveyed for archaeological resources.

The Brooklyn Heights Historic District (NHL, S/NR, NYCHD) is located immediately adjacent to the APE; its western border is Furman Street.

Previous surveys within several blocks

The study conducted by Louis Berger Associates at 97 Columbia Heights (and described above under Area 3) is located approximately one block east of Area 2 (Berger 1986).

Portions of Blocks 245, 258, and Atlantic Avenue (Area 1)

Previous surveys within and abutting the APE

There have been three archaeological investigations undertaken within, and immediately adjacent to, Area 1. These include the Solecki studies (1977b, 1981) and the Raber Associates study (1984a) described above for Area 2.

Raber Associates identified three specific cultural resources of undetermined significance within the Atlantic Avenue Gateway and Pier 6 APE. These are:

- Woodruff's Bulkhead, between Port Authority Piers 5 and 6
- Unidentified and Atlantic Avenue Ferry Piers
- Port Authority Pier 6

The remaining portions of Area 6 have not been previously surveyed for archaeological resources. The Brooklyn Heights Historic District (NHL, S/NR, NYCHD) is located partially within this portion of the APE; its southern boundary is Atlantic Avenue and its western boundary is Furman Street.

Previous surveys within several blocks

In addition to the studies described above, several archaeological investigations have been completed within a few blocks of Area 6. Ralph Solecki conducted a Stage I archaeological survey for an alternate route of the Red Hook Water Pollution Control project in 1984 - a linear alignment beginning at Columbia and Amity Streets, and continuing southwest across Piers 7 and 8 to Kane Street. Solecki's survey consisted of a surface examination, an investigation of an open trench on Atlantic Avenue, the observation of sewer cut soil samples, and a study of pertinent soil borings. Solecki concluded that the project would not have an adverse affect on any archaeological resources, and recommended no further investigations (Solecki 1984).
On the southwest corner of Atlantic Avenue and Hicks Street, Historical Perspectives conducted an archaeological assessment and Phase IB fieldwork at the Long Island College Hospital Parking Garage property. Archaeological testing on the parcel documented four nineteenth-century features: three brick cisterns (containing mostly fill soil and few artifacts) and one brick and tile floor. None of these features was given archaeological site numbers, and no further investigations were recommended (HPI 1989, 1995).
Table 3: BBPP Previous Archaeological Investigations by Block and Lot

<table>
<thead>
<tr>
<th>Area</th>
<th>Block</th>
<th>Lot</th>
<th>Previous study?</th>
<th>Reference</th>
<th>Findings</th>
<th>Status</th>
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<tr>
<td>6</td>
<td>1</td>
<td>1</td>
<td>Small portion only</td>
<td>Stone 2002</td>
<td>Small part of Lot 1 along John Street included in Stone 2002 report.</td>
<td>Stone 2002 recommended no further work for part of Lot 1 along John Street. Remainder of lot has not been studied.</td>
</tr>
<tr>
<td>6</td>
<td>7</td>
<td>1</td>
<td>Yes</td>
<td>Raber Associates 1984a; Stone 2002</td>
<td>Adams Street Pier (undetermined significance)</td>
<td>Stone 2002 recommended no further work.</td>
</tr>
<tr>
<td>6</td>
<td>7</td>
<td>9</td>
<td>Yes</td>
<td>Raber Associates 1984a; Stone 2002</td>
<td>Adams Street Pier (undetermined significance)</td>
<td>Stone 2002 recommended no further work.</td>
</tr>
<tr>
<td>5</td>
<td>7</td>
<td>21</td>
<td>No</td>
<td>None</td>
<td>None</td>
<td>Not included in Stone 2002 report; currently has DEP building on it.</td>
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<td>5</td>
<td>16</td>
<td>1</td>
<td>Yes</td>
<td>Raber Associates 1984a; Stone 2001</td>
<td>Arbuckle Brothers Pier, Catherine Street Ferry; Main Street Pier (undetermined significance)</td>
<td>Stone 2001 recommended archaeological monitoring for Catherine Street ferry landing remains</td>
</tr>
<tr>
<td>5</td>
<td>16</td>
<td>5</td>
<td>Yes</td>
<td>Raber Associates 1984a; Stone 2001</td>
<td>Catherine Street Ferry; Main Street Pier (undetermined significance)</td>
<td>Stone 2001 recommended archaeological monitoring for Catherine Street ferry landing remains</td>
</tr>
<tr>
<td>5</td>
<td>16</td>
<td>17</td>
<td>Yes</td>
<td>Raber Associates 1984a; Stone 2002</td>
<td>Arbuckle Bulkhead (undetermined significance)</td>
<td>Stone 2002 recommended no further work.</td>
</tr>
<tr>
<td>5</td>
<td>25</td>
<td>1</td>
<td>Small portion only</td>
<td>Raber Associates 1984a; Stone 2002</td>
<td>Stone 2002 report covered only SW corner of Lot 1. Rest has not been studied.</td>
<td>Stone 2002 recommended no further work for SW corner of Lot 1. Remainder of lot has not been studied.</td>
</tr>
<tr>
<td>5</td>
<td>26</td>
<td>1</td>
<td>Yes</td>
<td>Raber Associates 1984a; Solecki 1980; HPI 1983a, 1983b, 1984a, 1985b, 2001a, 2001b, 2002; Beyer Blinder Belle 1990</td>
<td>Empire Stores (Site A047-01-0074); Empire Stores/Arbuckle Brothers Pier 1; Empire Stores/Arbuckle Brothers Pier 2; Empire Stores Bulkhead; Empire Stores/Arbuckle Brothers Pier 3; Tobacco Warehouse/Arbuckle Brothers Wharf</td>
<td>Ongoing archaeological monitoring. No additional research necessary.</td>
</tr>
<tr>
<td>Area</td>
<td>Block</td>
<td>Lot</td>
<td>Previous study?</td>
<td>Reference</td>
<td>Findings</td>
<td>Status</td>
</tr>
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<td>--------</td>
</tr>
<tr>
<td>5</td>
<td>26</td>
<td>33</td>
<td>Yes</td>
<td>Solecki 1980; HPI 1983a, 1983b, 1984a, 1985b, 2001a, 2001b, 2002; Beyer Blinder Belle 1990</td>
<td>Empire Stores (Site A047-01-0074)</td>
<td>Within footprint of Empire Store buildings, no further archaeological work recommended</td>
</tr>
<tr>
<td>5</td>
<td>26</td>
<td>38</td>
<td>Yes</td>
<td>Solecki 1980; HPI 1983a, 1983b, 1984a, 1985b, 2001a, 2001b, 2002; Beyer Blinder Belle 1990</td>
<td>Empire Stores (Site A047-01-0074)</td>
<td>Within footprint of Empire Store buildings, no further archaeological work recommended</td>
</tr>
<tr>
<td>4</td>
<td>45</td>
<td>8 (partial)</td>
<td>No</td>
<td>None (Solecki 1977a and 1981 abutting the lot, along Fulton Street to the south)</td>
<td>None</td>
<td>Has not been studied</td>
</tr>
<tr>
<td>3</td>
<td>199</td>
<td>1</td>
<td>Waterfront only</td>
<td>Raber Associates 1984a</td>
<td>Port Authority Pier 1 (undetermined significance)</td>
<td>Inland portion of lot has not been studied</td>
</tr>
<tr>
<td>2, 3</td>
<td>199</td>
<td>3</td>
<td>Waterfront only</td>
<td>Raber Associates 1984a</td>
<td>Port Authority Pier 1; Watson Stores, Martin Stores, New York Dock Company Piers (various); Harbeck’s Bulkhead between Port Authority Pier 1 and 2; Robert Stores, New York Dock Company Piers (various) [Pier 2]; Port Authority Pier 2; Robert’s, McLean’s Bulkhead between Port Authority Piers 2 and 3; Pierrepont Stores, McLean Stores, New York Dock Company Piers (various) [Pier 3]; Port Authority Pier 3; Pierrepont Stores Bulkhead between Port Authority Pier 3 and Pierrepont Street Railroad Pier; (all undetermined significance)</td>
<td>Inland portion of lot has not been studied</td>
</tr>
<tr>
<td>2</td>
<td>199</td>
<td>100</td>
<td>Waterfront only</td>
<td>Raber Associates 1984a</td>
<td>Unidentified Pier (south of Pierrepont Stores); New York Dock Company Pier 15, Port Authority Pier 4 (all undetermined significance)</td>
<td>Inland portion of lot has not been studied</td>
</tr>
<tr>
<td>2</td>
<td>199</td>
<td>115</td>
<td>Waterfront only</td>
<td>Raber Associates 1984a</td>
<td>Prentice’s Bulkhead, between Port Authority Piers 4 and 5</td>
<td>Inland portion of lot has not been studied</td>
</tr>
<tr>
<td>Area</td>
<td>Block</td>
<td>Lot</td>
<td>Previous study?</td>
<td>Reference</td>
<td>Findings</td>
<td>Status</td>
</tr>
<tr>
<td>------</td>
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<td>-----------</td>
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<td>--------</td>
</tr>
<tr>
<td>2</td>
<td>199</td>
<td>126</td>
<td>Waterfront only</td>
<td>Raber Associates 1984a</td>
<td>Prentice's Bulkhead, between Port Authority Piers 4 and 5; Prentice Stores Pier (demolished for BMT tunnel)</td>
<td>Inland portion of lot has not been studied</td>
</tr>
<tr>
<td>2</td>
<td>208</td>
<td>25</td>
<td>No</td>
<td>None</td>
<td>None</td>
<td>Has not been studied</td>
</tr>
<tr>
<td>2</td>
<td>245</td>
<td>2</td>
<td>No</td>
<td>None</td>
<td>None</td>
<td>Has not been studied</td>
</tr>
<tr>
<td>2</td>
<td>245</td>
<td>15</td>
<td>Waterfront only</td>
<td>Raber Associates 1984a</td>
<td>Prentice's Bulkhead, between Port Authority Piers 4 and 5; Woodruff's Bulkhead, between Port Authority Piers 5 and 6; Port Authority Pier 5 (all undetermined significance)</td>
<td>Inland portion of lot has not been studied</td>
</tr>
<tr>
<td>1</td>
<td>245</td>
<td>29</td>
<td>Waterfront only</td>
<td>Raber Associates 1984a</td>
<td>Unidentified and Atlantic Avenue Ferry Piers?; Port Authority Pier 6 (all undetermined significance)</td>
<td>Inland portion of lot has not been studied</td>
</tr>
<tr>
<td>1</td>
<td>258</td>
<td>1</td>
<td>No</td>
<td>None</td>
<td>None</td>
<td>Has not been studied</td>
</tr>
<tr>
<td>Area</td>
<td>Street</td>
<td>Previous study?</td>
<td>Reference</td>
<td>Findings</td>
<td>Status</td>
<td></td>
</tr>
<tr>
<td>------</td>
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<td>-----------</td>
<td>----------</td>
<td>--------</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Atlantic Avenue west of Furman Street</td>
<td>Yes</td>
<td>Solecki 1977a</td>
<td>Solecki recommended Phase II excavations at the time the sewer was opened up; it appears this never occurred</td>
<td>Assume any potential resources within sewer path now destroyed</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Joralemon Street west of Furman Street</td>
<td>Yes</td>
<td>Solecki 1977a and 1981</td>
<td>Wooden bulkhead in Joralemon Street (no archaeological site number assigned nor evaluated for NRHP)</td>
<td>Resource now destroyed. Solecki 1981 recommended no further archaeological investigations for sewer cut area.</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Fulton Street west of Furman Street to East River</td>
<td>Partial</td>
<td>Solecki 1977a and 1981</td>
<td>No significant archaeological resources recovered during these studies.</td>
<td>Solecki 1981 recommended no further archaeological investigations for sewer cut area.</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Fulton Street (now Cadman Plaza) east of Furman Street to Prospect Street</td>
<td>Partial</td>
<td>Solecki 1977a and 1981</td>
<td>A047-01-0179, Dock remnant in Fulton Street opposite Everitt Street (17th century); A047-01-0102, Corporation House, Fulton Street, 1750-1812</td>
<td>Both resources unevaluated for NR, current condition unknown. Solecki 1977a recommended no further investigations for sewer cut area.</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>New Dock Street west of Water Street</td>
<td>Yes</td>
<td>Stone 2002</td>
<td>No significant archaeological resources expected.</td>
<td>Stone 2002 recommended no further archaeological investigations.</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Washington Street west of Plymouth Street</td>
<td>Partial</td>
<td>Stone 2002</td>
<td>No significant archaeological resources expected within portion of Washington Street north of DEP parking lot.</td>
<td>Stone 2002 recommended no further archaeological investigations for portion of street north of DEP parking lot. Parking lot itself has not been studied</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Pearl Street west of John Street</td>
<td>No</td>
<td>None</td>
<td>None</td>
<td>Has not been studied</td>
<td></td>
</tr>
</tbody>
</table>
B. Precontact Summary

The precontact era on western Long Island can be divided into three time periods, based on Native American adaptations to changing environmental conditions. These are generally known as the Paleo-Indian (c. 12,000 to c. 10,000 years ago), the Archaic (c. 10,000 to c. 2,700 years ago) and the Woodland (c. 2,700 to c. 500 years ago). These precontact periods were followed by the proto-historic and historical European Contact period, (beginning c. 500 years ago), which is distinguished from the precontact by the first Native American contacts with European trade goods, traders, trappers, fishermen, explorers and settlers. From these early contacts we derive much of our firsthand knowledge of Native American culture. In order to determine the project area's potential for precontact exploitation, a brief review of these time periods and their associated settlement patterns provides the background and context for the assessment.

The Paleo-Indian period, c. 12,000-10,000 B.P. (Before Present), encompasses the interval from the end of the Pleistocene glacial conditions in eastern North America to the appearance of more modern Holocene environments. A post glacial conifer cover, consisting mainly of spruce and pine, was gradually being augmented by the appearance of hardwoods, such as oak and hickory, trees which are much more useful to human beings than conifers, because of their superior food value. Another food source, oysters, occurred in great numbers on the southern Atlantic Shelf from c. 12,000 B.P.

For subsistence, the Paleo-Indians also hunted the large Pleistocene herbivores, such as mammoth, mastodon, caribou and musk oxen. The diagnostic artifact of the Paleo-Indian period is the fluted projectile point, which was originally attached to a spear. Gravers, steep-edge scrapers, knives, drills and other unifacial tools were used as well. These nomadic people roamed widely in search of sustenance and their settlement pattern consisted of small, temporary camps, shellfish-processing stations and lithic reduction stations (Ritchie 1980:7).

No Paleo-Indian archaeological sites have been recorded in Brooklyn; the closest known site is on Staten Island (the Port Mobil Site). Additionally, a number of isolated projectile points have been found on the ground surface on central and eastern Long Island.

The Archaic Period, c. 10,000 to 2,700 B.P., is characterized by a series of adaptations to the newly-emerged, full Holocene environments. As the period progressed, the dwindling meltwater from the disappearing glaciers, and the resultant reduced flow of streams and rivers, promoted the formation of swamps and mudflats, congenial environments for migratory waterfowl, edible plants and shellfish. The new mixed hardwood forests of oak, hickory, chestnut, beech and elm attracted white-tailed deer, wild turkey, moose and beaver. The large herbivores of the Pleistocene were rapidly becoming extinct, and Archaic man became increasingly dependent on smaller game and the plants of the deciduous forest.

Tool kits were more generalized during the Archaic compared to the Paleo-Indian period, containing a wider array of plant processing equipment such as grinding stones, mortars
and pestles. Animals were still hunted with spears or javelins, propelled by a spear throwing device called an atlatl. Notched stone sinkers provide the earliest evidence of net fishing. Toward the end of the Archaic, carved soapstone bowls were introduced.

In the coastal areas of New York have been found numerous, small "nearly always multi-component sites variously situated on tidal inlets, coves and bays, particularly at the heads of the latter, and on fresh-water ponds on Long Island." By the Late Archaic, these areas provided shellfish, small game, fish, salt hay and tuberous grasses making larger more permanent settlements possible. Semi-nomadic life is still indicated, but wandering occurred within well-defined territorial limits, with seasonal movements between camps near exploitable resources. A dietary shift to shellfish in coastal New York near the end of the Archaic suggests a scarcity of large game, and a change from the early Archaic inland adaptation of forest hunting. Coastal sites show a principal reliance upon shellfish, especially oysters, hard and soft shell clams and bay scallops, which were easily gathered all around Long Island (Ritchie 1980:142-143).

Archaic period archaeological sites are more commonly found than Paleo-Indian sites, although again none have been recorded in Brooklyn. The nearest Archaic period sites and artifacts are on Governor’s Island, Staten Island, Long Island, and in New Jersey.

From approximately 2,700 B.P. until the arrival of the first Europeans, c. 500 B.P., Native Americans of the Woodland Period on western Long Island and in the surrounding area shared many cultural attributes. The period saw the advent of horticulture, and with it the appearance of large, permanent or semi-permanent villages. Plant processing tools became increasingly common, suggesting the extensive harvesting of wild plant foods. Maize cultivation might have begun as early as 800 years ago. Replacing the spear and javelin, the bow and arrow were introduced at this time, as well as pottery vessels and pipe smoking. A semi-sedentary culture, the Woodland Indians moved seasonally between villages within palisaded enclosures and campsites, hunting deer, turkey, raccoon, muskrat, ducks and other game; and fishing with dugout boats, bone hooks, harpoons and nets with pebble sinkers. Their shellfish refuse heaps, called middens, sometimes reached immense proportions, covering as much as three acres (Ritchie 1980:80, 267).

One former Woodland period archaeological site has been recorded in Brooklyn. The book Antiquities of Long Island (Furman 1874) reported a site bounded by Jay, Front, Bridge, and York Streets, described as a “distinct (buried) layer of ash and cinder with coarse (pottery), arrowheads, (also) rough clay (smoking) pipes.” This site (once located about four blocks southeast of the APE, and now destroyed) has been given the NYSM site designation 9412. Additional nearby Woodland period sites have been recorded on Governor’s Island and at numerous locations on Long Island.

Following the earliest recorded visit of Europeans to the New York City area, the exploration of New York Bay by Giovanni da Verazzano in 1524, descriptions of Native Americans and their settlements were recorded, providing another source of data to buttress archaeological inferences about Indian lifeways in the Contact Period.
Daniel Denton, who lived in Jamaica and Hempstead on Long Island, published his observations of the local Indians in his *Description of New York* in 1670:

They live principally by hunting, fowling and fishing, their wives being the husbandmen, to till the land and plant the corn. The meat they live most upon is fish, fowl and venison. . . . They build small moveable tents, which they remove two or three times a year, having their principal quarters where they plant their corn; their hunting quarters and their fishing quarters (Denton 1845).

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

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

At the time of European contact, the Native Americans who occupied western Long Island were Munsee-speaking Lenape (also called Delaware) Indians. According to documentary evidence compiled by various archaeologists, and organized by Robert S. Grumet, the project area was part of the territory of the Mareckawieck¹ group, whose sachem resided in the group’s main settlement in Brooklyn Heights, near present Gallatin and Elm Places (about 4,500 south southeast of the APE). The research of archaeologist Reginald P. Bolton notes a minor Indian trail, now Fifth Avenue linking this village to the Narrows on the south. Bolton also suggests the presence of an Indian village on the elevated ground along present Gold Street, overlooking the East River and the marshes at Wallabout Bay, several blocks east of the APE (Grumet 1981:26-28).

In 1643, when a war party of Mahicans attacked lower Hudson Delawaran villages, the Mareckawieck village on Manhattan, at present Corlaers Hook, was filled with several hundred refugees. Although promised protection by the Council of New Netherland, Governor General Kieft ordered a surprise attack on the refugees and village, massacring over 120 people, including Mareckawiecks. At the end of the "Governor Kieft War" in

¹ Also called Reckeweck.
1645, the sachem Seyseys sold the Dutch all of the Marechkwieck lands from Gowanus to Jamaica Bay, (including the APE). Seyseys moved to Westchester County, and many Marechkwieck on western Long Island fled eastward to Nassau County, while others went to southern Kings County to live among the Nayack and Canarsee (Grumet 1981:27-28).

C. Historic Period Summary

Seventeenth Century

It was the policy of the Dutch West India Company in New Netherland to secure land titles from Native Americans prior to distribution or sale to European settlers. Accordingly, Governor-General Willem Kieft, in purchases dated 1638 and 1640, acquired the area that became the village of Brooklyn from the local Indians, most likely the Marechawieck group, which had a settlement of the same name in the vicinity. Once purchased by the West India Company, the land was granted or sold to European settlers. The earliest recorded grantee of the APE and its vicinity was Cornelis Dircksen (Hooglandt), who acquired approximately 32 acres on both sides of present Fulton Street in 1643 (Mosskopf and Beers 1896). The previous year, Dircksen had opened the first ferry service to Manhattan from what is now, through the addition of landfill, Cadman Plaza West.

A village grew around the ferry landing, opposite Manhattan, and this hamlet was known in Dutch as “het Veer” or “the Ferry.” The original Breuckelen settlement, named after a town near Amsterdam, was about a mile inland from the river. The Town of Breuckelen, including both settlements, was officially established in 1646, when the inhabitants were granted municipal privileges (Brodhead 1853:421-422; Stiles 1867:381n). In 1654, Governor Stuyvesant gave the town political recognition when he established a Superior District Court for the area, and that same year, enacted the first ordinance regulating the ferry service. One condition of the ordinance was the construction of a ferry house on both sides of the river; the frame one on the Breukelen side was built in 1655 near the foot of the road to the ferry (Armbruster 1918:7-8). It was replaced in 1694 by a second structure made of brick, after the New York Corporation purchased the property and assumed operations of the ferry (Weld 1938:17).

Eighteenth Century

With the English capture of New Netherland in 1664, New Amsterdam became New York, and Breukelen was corrupted to Brookland, and eventually, Brooklyn. An early cartographic depiction of the Brooklyn waterfront (Figure 3; Ratzer 1766-67) illustrates a cluster of structures along what would later be Fulton Street/Cadman Plaza West, but was known at the time as the “Road to the Ferry” or the “Road to Jamaica.” This road had been laid out by 1704 (Stiles 1867). The map shows that only portions of the Fulton

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2 Pronounced: ut FAIR
3 Pronounced: BRUH-kuh-luh
Ferry Landing and Fulton Street sections of the APE were developed at this time, and most of the remaining APE was still under water. A thin stretch of undeveloped beach, below the high cliff along what would later become Columbia Street, was extant along the line of future Furman Street.

The rich farms of Kings County and the growing numbers of consumers in Manhattan and Brooklyn made the area around the ferry landing a bustling marketplace. Cattle and other produce were brought there to be shipped across the river. Slaughterhouses were established nearby and meat was prepared for the Manhattan market. By the time of the American Revolution, a brewery and distillery had been added, and along with the various businesses, shops, inns and taverns, were private residences as well (Ment 1979:25-26).

The landing was also used for ferries that transported people. On August 29, 1776, after the Battle of Long Island, George Washington and the Continental Army escaped to Manhattan via the ferry landing. In retreat from the 20,000-man army of British and Hessians, the escape, under cover of darkness, saved the American army from a defeat which would have ended the American Revolution before it had barely begun (Landmarks 1977:2).

At the onset of the American Revolution, the large estate surrounding the Brooklyn Ferry area, was owned by John Rapelje. During the war, Rapelje, a British sympathizer, fled to England with the occupation forces, and his estate was confiscated and later sold in 1784 to brothers Joshua and Comfort Sands by the new American government. Some of the estate later was transferred to Abraham Renssen and John Jackson in 1787. In 1788, the Sands and Jackson laid out streets between Fulton Street, the East River, and the former Navy Yard (east of present day Hudson Avenue), and named this area “Olympia.” All of the streets were on natural soil; no recorded landfilling had occurred by this period (Stiles 1884:102-103). Since the majority of the present APE between Fulton Street and the former Navy Yard sits on landfill, most of the speculative settlement of “Olympia” appears to have just outside of the APE. The exception was the portion of modern Block 45 just north of Fulton Street between Front and York Streets.

Although their planned community apparently did not materialize beyond the laying of streets, the Sands brothers nonetheless became successful local merchants and manufacturers. One of the area’s first industries was a cordage and rigging manufactory, which supplied a fleet of ships owned by Joshua Sands. Sands also constructed the waterfront’s first rope walk and several wharves and buildings to facilitate his business ventures (Stiles 1867 I:381-382; II:97; Ment 1979:27). In 1796, a second ferry service was established by William Furman and Theodosius Hunt at the foot of Main Street where it joins with Water Street. This ferry was known as either the “New Ferry” or the “Catherine Street Ferry,” after its destination in Manhattan. A map made in 1797 (Figure 4) shows that landfilling had now extended past the line of Water Street, although according to Stiles (1867, Vol. II:220), portions of Water Street were still nearly impassable until being raised in 1824. Both ferry routes are depicted on the map. In 1805, Joshua Sands sold some of his property at the foot of present Main Street to the
Corporation of the City of New York for a new ferry landing (Weld 1938:17). The ferry eventually passed from private hands to city ownership, and over time the ferry house and/or offices were built in several locations on the north side of Water Street, approximately where the east end of the Empire Stores now stands.

**Nineteenth Century**

The Village of Brooklyn was incorporated in 1816. Two years earlier, Robert Fulton, the steamboat pioneer, and his partner William Cutting had established the first steamboat ferry running from Brooklyn to Manhattan, and the "Road to the Ferry" had been renamed "Fulton Street" in honor of the inventor. Brooklyn residents apparently seized upon this event as an impetus for their own village charter, which they hoped would help regulate growth in the ferry district, as well as grant autonomy over the encroaching New York City government (Weld 1938:19). A Trustee's map of the village, made in 1819, showed that by this time, landfilling had reached the line of newly created Plymouth Street, a block north of Water Street and bordering the APE.

Historian Henry Stiles' comprehensive description of Brooklyn in the charter year 1816 is invaluable in reconstructing the pace of development during the early nineteenth century (Figures 5 and 6). He notes that the waterfront east of the ferry landing supported structures including a tavern, a hotel, a distillery complex, and some tar sheds. South of the ferry landing, along the lowland bordering what would later become Furman Street, there were additional enterprises, including a slaughterhouse, a tavern, a crude salt manufacturing plant, some warehouses and stores, additional tar sheds, and a few docks, both publicly and privately owned. A brewery was located at the foot of Joralemon Street. From these accounts, it appears the APE had early become known for both industrial and commercial concerns (Stiles 1867, Vol. II:93, 125-131).

During the 1820s, Brooklyn continued its shift towards a strong maritime economy, as additional docks, stores, and warehouses were built along the waterfront areas, including ten new warehouses and ten new stores along the shore south of the ferry landing, including parts of the APE. Industry boomed as well, with several new factories built during this period. As a result, the population of the village nearly doubled between 1814 and 1820. However, crowded and sometimes unsanitary conditions associated with the newfound growth were not always beneficial: in 1823 a yellow fever outbreak, which infected 19 people and killed 10 of them, was traced to one or more ships docked along Furman Street, between Clark and Pierrepont Streets, within the APE. The village trustees set up a quarantined area along Furman Street to attempt to contain the outbreak, complete with wooden fences, which were removed after the incident was over (Figure 7).

In 1834, the combined forces of urban and industrial development made the existing village government obsolete, and Brooklyn was granted a municipal charter, becoming a city in its own right (Ment 1979:30, 35-36). By this time, the population had grown to 18,000 people occupying nine wards. In 1836, a permanent water line was established along the shoreline to accommodate the growing landfill area's bulkheads, particularly
east of the ferry landing. The 1836 Colton map (see Figure 9) illustrates the APE at this
time.

Brooklyn continued to grow through the mid-nineteenth century; in 1853, the Brooklyn
City Railroad Company formed, bringing twelve rail lines into the Fulton Ferry landing
area from the towns and villages of Greenpoint, Green-wood, East New York, and Fort
Hamilton, and from a number of local ferries: the Hamilton Ferry, Powers Street, and
Fulton, Myrtle, Gates, Flushing, Flatbush, and Graham Avenues. In 1854, four of
Brooklyn’s ferries (the Fulton, South, Main, and Hamilton Avenue) joined their
operations and formed the Union Ferry Company. That same year, the areas of
Williamsburgh and Bushwick were consolidated into Brooklyn’s boundaries. By the late
1850s, plans to lay municipal water and sewer pipes were underway, and by 1860, many
of the streets in the APE began to receive these services.

Several maps, published in the 1850s, illustrate the APE in detail. The Dripps 1852 and
the Perris 1855 maps (Figure 10) both show the extent of landfilling and additional
development along the waterfront, both east and west of the Fulton Ferry landing.
Southwest of the ferry landing, the APE was dominated by warehouses and stores mainly
associated with maritime activity, while northeast of ferry landing there were fewer large
warehouses and more lumber, coal, and stone yards, which were frequently associated
with Navy Yard activity (Raber Associates 1984a:29). Of note, the Perris map is the first
to show a cluster of eight brick stores fronting Plymouth Street just west of Main Street
labeled the “Empire Stores,” a name that has been associated with the APE since that
time. These buildings were destroyed by fire in 1869, and subsequently the massive,
unified Empire Stores, constructed in stages from 1870 to 1885, replaced the burnt-out
shops. This row of four- and five-story warehouses accommodated an assortment of
trade goods, including coffee beans, sugar and molasses (Landmarks 1977:4-5). A
tobacco inspection warehouse (also known as the Fulton Stores) was located next to the
Empire Stores.

Following the Civil War, for a period of about 15 years, there was a great surge of
warehouse construction along the waterfront between Fulton Street and the 40-acre
enclosed Atlantic Basin, south of the APE. The Atlantic Basin, which had been
completed in 1847, had become a major center for grain handling by the post-bellum
period. The Brooklyn waterfront had also by this time period become known for
processing imported bulk goods and raw materials (such as chemicals, cotton dyes, glass,
leather, metals, oils, paints, sugar, and sulphur), and transporting agricultural supplies and
products, and exporting grain. The new rail connections and terminals no doubt helped
spur this development. Bromley atlases from 1880 (Figure 11) illustrate that by this year,
the Furman Street waterfront was completely covered by brick warehouses, or “stores,” a
term that referred more to their emphasis on bulk good storage than to actual mercantile
activities. There also was some specialization according to location. For example, the
stores between Atlantic and Pierrepont Streets handled sugar, while stores between Clark
and Fulton Street processed coffee, and east of Fulton Street, stores handled tobacco,
coffee, and sugar (Brockett 1884:645). This façade of warehouses earned Brooklyn the
name “the walled city” during this era. Waterfront work attracted a variety of immigrant
groups, beginning with the Irish in the mid-nineteenth century, and shifting to Italians and Scandinavians by the later nineteenth century (Raber Associates 1984a:31-33).

The opening of John A. Roebling's monumental Brooklyn Bridge in 1883 made a significant impact upon both New York City and Brooklyn, hastening their ultimate union. Photographs 55-62 show conditions within the APE just prior to and during the bridge construction. The 1886/1887 Sanborn map (Figure 12) illustrates the APE soon after this event. However, the economic impact to the Fulton Ferry district was basically negative. The ever-increasing populations of both cities kept the East River ferries going into the early twentieth century, but the bridge eventually took away their traffic. The bridge also bypassed the waterfront district, and new commercial and business development took place further inland (Ment 1979:59-60). The final blow to the commercial district was the termination of ferry service to Manhattan in the 1920s—(Landmarks 1977:6). Concomitant with the transportation changes brought about by the Brooklyn Bridge was a slackening of grain trade and intense competition among cargo handling companies along the Brooklyn waterfront, which effectively curtailed additional development for several decades. Thus, the waterfront remained essentially unchanged through the end of the nineteenth century (Raber Associates 1984a:34).

**Twentieth Century**

Originating as one of many Brooklyn marine warehouse firms c. 1850, what became the New York Dock Company grew rapidly at the end of the nineteenth century and by the early twentieth century owned all the masonry storehouse terminals north of Erie Basin including—until c. 1912—the Empire Stores and the Fulton Stores. Attempting to rationalize and expand on earlier models of warehouse terminals, and inspired in part by the innovations at Bush Terminal in South Brooklyn, by 1917 New York Dock had 34 piers, 159 storage warehouses including two modern five-story buildings, 20 manufacturing buildings, and a cold storage plant. The ten-story Trade Facilities Building, completed in 1929 at Joralemon Street adjacent to the project area, was New York Dock's largest and most innovative structure (Galbreath 1912; Sanborn Map Company 1904, 1915; Figure 13). Much of the company's waterfront was rebuilt c. 1900-1920, including bulkhead improvements, three railroad carfloat transfer bridges to allow interchange of freight with the region's railroads, and three small rail systems linking the transfer bridges to nearby storage and manufacturing buildings. The rail networks operated collectively as the New York Dock Railway, which outlasted the sale of most other New York Dock Company assets to the Port Authority in 1955 (Flagg n.d., 2000). Tracks from a similar system, the Jay Street Connecting Railroad, survive in streets immediately adjacent to the project area, within the DUMBO Industrial District.

Several new transportation changes affected the area east of Fulton Ferry. First, the Manhattan Bridge opened in 1909, again shifting traffic away from the waterfront. Next, by 1915 New Dock Street was laid out, truncating the Fulton Stores property. Finally, the Fulton Ferry finally ceased operations in 1924. The combination of these changes, together with construction of additional automobile and subway tunnels connecting
Brooklyn and Manhattan by the mid-century, contributed to the overall economic decline of the project area.

The Brooklyn waterfront within the APE continued to support warehouses and other structures through the 1950s, but use was often limited and many buildings gradually fell into disrepair. The 1950 Sanborn map (Figure 14) shows the conditions in the APE at mid-century. In the mid-1950s, the New York Dock Company sold its holdings to the Port Authority of New York. A number of new piers were subsequently built between the Atlantic Basin and Fulton Street following this acquisition, and for a short time, waterfront activity increased, but the switch to container shipping, which the Port Authority soon moved to its New Jersey ports rather than Brooklyn, meant that the waterfront again became underutilized (Raber Associates 1984a:36). By the early 1960s, the vast majority of the remaining nineteenth warehouses had been demolished and much of the waterfront, particularly south of the ferry landing area, was devoid of structures. Although several buildings were erected along Furman Street in the twentieth century, namely the National Cold Storage Warehouse complex between Fulton Street and just south of Middagh Street in 1913; the New York Dock Company’s Trade Facilities building at the foot of Joralemon Street in 1928; the Stevedore’s Garage at the foot of Orange Street in 1958; and several storage buildings and a subway facility building at the foot of Montague Street, also in the 1950s; for the most part the heyday of the Brooklyn waterfront had ended by mid-century.

D. Landfilling and the Context of Landfill-Retaining Structures

Introduction

Nearly all areas of the BBPP APE now located along the waterfront were originally under the East River, and as such consist almost exclusively of imported soil, wharving, and other materials used to create landfill. Those portions of the project area that have been landfilled include all of Blocks 1, 7, 16, 25, 26, and 258 and the vast majority of Blocks 199 and 245. Within the APE, the only blocks originally completely on fast land were Blocks 45 and 208. Only Old Fulton Street (now Cadman Plaza) east of about Everitt Street was on fast land; all the other streetbeds within the APE were also once under water.

The original water line (prior to any landfilling) is shown on the 1880 Bromley atlas (Figure 11); it ran (from northeast to southwest) from the intersection of Jay and Plymouth Streets, southwest to the intersection of Pearl and Water Streets, then westerly along a line midway between Water and Front Streets, crossed over Fulton Street at about Everitt Street, then passed along a southerly line to the intersection of Furman Street and the line of Poplar Street. From there, the shoreline followed the modern line of Furman Street to about the line of Cranberry Street. South of Cranberry Street, the shoreline was a sandy beach jutting out less than half a block’s width to the west of Furman Street. The shoreline cut back east to Furman Street at about Joralemon Street, and from that point south to Atlantic Avenue the project area was again under water.
Landfilling Episodes by Block

The earliest known landfilling within the project area probably occurred at the foot of Fulton Street, which had originally stopped at approximately the line of Everitt Street. Other early landfilling within the APE occurred within Blocks 25 and 26 to the north of the ferry landing, and within Blocks 199 and 245 to the south of the ferry landing. The following breakdown of landfilling by block is presented roughly chronologically, beginning with the earliest documented instances of landfilling.

Fulton Street (Area 4)

Ralph Solecki’s comprehensive studies of lower Fulton Street (1977a; 1981) indicate that the boundary of the East River, which was originally at about the line of Everitt Street, was probably a convenient spot to dispose of unwanted soil. This location was likely an informal landfilling site from the earliest period of Brooklyn’s history. Solecki identified three filling episodes that occurred by the close of the eighteenth century, bringing the shoreline to just west of Everitt Street. Solecki claims that more substantial landfilling began in the first decade of the nineteenth century, and by ca. 1810-1814, the riverfront had nearly reached Furman Street. By 1826, Fulton Street had definitely reached the line of Furman Street, and by 1846, the shoreline had extended further west into the river from Furman Street (Solecki 1977a:20-21; 1981:45). The 1855 Perris map indicates that by this year landfilling within Fulton Street was essentially complete.

Block 25 (and New Dock Street) (Areas 3 and 5)

Linda Stone completed a Phase IA Archaeological Assessment of Block 25 (Stone 2002) in which she noted that Water Street, between Main Street and the ferry, had been created by 1797. She also found that the first landfilling episode on the block had occurred at least by issuance of the 1816 Lott map. An 1819 map (Furman et al.) indicates that during the next three years more landfilling accrued in this location. The map depicts that about half of the block had been reclaimed from the river by that date. Most of the remainder of the block was filled by 1874 in conjunction with construction of a pier for the Brooklyn Bridge (Beers 1874). Some final filling beyond the Brooklyn Bridge tower occurred in the twentieth century. The present Fulton Ferry landing is also part of Block 25. Initial landfilling on this part of the block seems to have occurred in the 1810s, in the form of pier construction. By the time that the 1833 Burr map was created, the piers had been extended further into the river. Later nineteenth century maps (Dripps 1855, Perris 1855, Sanborn 1887) show that as pier configuration changed over time, additional landfilling was necessary. Further, after demolition of the ferry house in the twentieth century, the landing area was extended further into the river, comprising the last of the landfilling on the block.

Block 26 (Area 5)

Block 26 contains the Empire Stores and associated waterfront area. According to a historic structures report for the property, this block was also landfilled in several stages
as shown by historic maps, with the various filling episodes completed by 1796 (Pierrepont 1879), 1816 (Stiles 1867), and 1850 (Dripps 1850), respectively (Beyer Blinder Belle 1990: II-32-33).

Block 199 (Areas 2 and 3)

On Block 199 there was a sandy beach area underneath the high bluffs marking the edge of Brooklyn Heights. This small area of original land and shoreline within the project APE was located west of Furman Street, from Fulton Street on the north to the line of Montague Street on the south. However, historical accounts indicate that this narrow beach was at times impassable due to the changing tides (Stiles 1884, Vol. 2:131). According to Raber Associates (1984a:37), use of this beach during the eighteenth and early nineteenth centuries consisted of building wharves and bulkheads near the natural high water lines. There were also a few narrow slips constructed in between the wharves. Furman Street was officially laid out in 1804, but in order to make it usable, the route had to be bulkheaded and filled in (Solecki 1977a:62). The 1816 Lott map (Figure 6) shows modest landfilling associated with wharves, slips, and bulkheads just west of the original shoreline. As the waterfront within modern Block 199 became more commercialized, landfilling activities increased so that larger structures could be built on top of the wharves. Maps made during the 1830s through the 1850s (e.g. Burr 1833, Colton 1836, Meyer 1844, Dripps 1850, Perris 1855) show that the waterfront area west of Furman Street continued to be built outward into the river during these decades. The next surge of construction along this stretch of waterfront came after the close of the Civil War, as a number of firms either constructed new store complexes on existing piers, or used new sites to build these complexes (Raber Associates 1984a:31). The 1880 Bromley atlas illustrates the extent of this development, including the new wharves extending even further out into the river. The final landfilling episodes on Block 199 occurred during the twentieth century, when the extant Port Authority Piers were built.

Block 245 (and Atlantic and Joralemon Streets) (Areas 1 and 2)

Only one part of Block 245 was landfill prior to the Revolutionary period. Philip Livingston built a distillery complex just south of the line of Joralemon Street, on a landfill projection off of his extensive personal estate to the east. The distillery burned after the Revolution, but was later rebuilt by new owners and was used until 1831, when another fire destroyed the premises (Raber Associates 1984a:21-22). The remainder of Block 245 did not begin to be landfill until the 1830s (Burr 1833, Colton 1836), presumably because the natural shoreline curved inland to the line of Columbia Street, and therefore required more effort to reclaim. Solecki (1977a:47) speculated that most of the soil used to fill in the cove here came from the bluffs of Brooklyn Heights during the building spurt of the 1830s in that location, with additional fill coming from the Atlantic Avenue railroad tunnel, completed in 1844 (Solecki 1977a:67). Of note, Stiles (1867) wrote that an English war ship was run aground and abandoned at the foot of Joralemon Street during the Revolutionary War. He further noted that following the war parts of the ship were salvaged by the locals. It is unclear whether remains of this ship might have been incorporated into the landfill within Block 245.
Furman Street was not extended through to Atlantic Avenue until 1842 (Solecki 1977a:63). By the 1850s, however, the cove in that location had been filled in and the land, which extended out into the river, supported various commercial ventures (Dripps 1855). Like Block 199 to the north, this block experienced a surge of construction after the close of the Civil War. The 1880 Bromley atlas depicts store complexes were built along this stretch of waterfront (Raber Associates 1984a:31). It was filled for the last time during the twentieth century, when the extant Port Authority Piers were built.

Block 258 (Area 1)

Block 258 also remained under water until the mid-1830s, when construction of the railroad along Atlantic Avenue appears to have spurred landfilling into the natural cove that originally covered this area. The 1833 Burr map shows that the block was still under water at this time, but by issuance of the 1836 Colton map and the 1838 Bradford map, the block had been completely filled in. Solecki (1977a:57) suggests that some of the soil used to fill in the cove may have come from the tunnel built under Atlantic Avenue in 1844. However, since Block 258 was reclaimed from the river before that date, it seems unlikely that any of the Atlantic Avenue soil would have been deposited within this block. In the twentieth century, the portion of the block west of the Brooklyn-Queens Expressway was covered with additional landfill as a support for the elevated highway. This sloped hillside consists completely of introduced soil; the nineteenth-century level of the block was at the same elevation as Furman Street and Atlantic Avenue.

Block 7 (and Washington Street) (Areas 5 and 6)

The remaining blocks within the project area (Blocks 7 and 16, north of Plymouth Street; and Block 1, north of John Street) were filled beginning in the 1820s and 1830s. Block 7 was part of the study area for a Phase IA Archaeological Assessment completed by Linda Stone in 2002. She noted that the parcel was under water in 1819, but by 1833 (the issuance of the Burr map), Plymouth Street was in use and filling had begun within the block. Based on Stiles’ description of Water Street, south of the property not being raised and filled until 1824, Stone concluded that the parcel was filled for the first time between 1824-1833 (Stone 2002:11). There was additional filling on the parcel between 1833 and 1850, when the Dripps map was published, and yet more filling by 1874, when the Beers map was issued (Stone 2002:13, 15). The final changes to the property occurred in the late twentieth century, when piers within the parcel were removed as part of the drift removal project in the 1980s and the area around them silted in (Stone 2002:21).

Block 16 (Area 5)

Linda Stone also studied Block 16 in a separate Phase IA Archaeological Assessment (Stone 2001). The first filling episode within Block 16 was for the construction of the Catherine Street ferry pier, which first appears on an 1819 map. Additional filling occurred between 1824-1833, after Plymouth Street was formed, with subsequent fill
episodes occurring by the mid-1850s, when the Catherine Street Ferry landing was being expanded, and in the 1970s, when the area between the two eastern piers on the property was filled (Stone 2001:13, 20).

**Block 1 (and Pearl Street) (Area 6)**

Block 1 was one of the last of the BBPP blocks to be landfilled, as it is located the furthest away from the original shoreline. By the 1827 Hooker map, there had been some landfilling within the eastern side of the block, and maps made during the 1830s (Burr 1833, Colton 1836) and 1840s (U.S. Coast Survey 1844, Meyer 1844) indicate additional filling along the John Street side of the block. The 1850 Dripps map, however, showed that the block was completely filled by that time.

In summary, landfilling episodes within the APE occurred as follows:

**Block 1:** Initial filling by 1827, additional filling during the 1830s-1840s, all filling complete by ca. 1850

**Block 7:** Initial filling between 1824-1833, additional filling between 1833-1850, by 1874, final filling during the 1980s

**Block 16** Pier present on block by 1819, first filling between 1824-1833, additional filling by the mid-1850s, final filling during the 1970s

**Block 25** Water Street boundary filled by 1797, initial filling on block by 1816, additional filling by 1819 and 1874, final filling in twentieth century

**Block 26** Initial filling by 1796, additional filling by 1816, final filling by 1850

**Block 199** Some original landform west of Furman Street, Furman Street laid out in 1804 and later bulkheaded and raised/filled, additional filling by 1816, during the 1820s-1850s, following the Civil War, and during the twentieth century (Port Authority piers)

**Block 245** Initial filling prior to Revolutionary period at foot of Joralemon Street, additional filling during 1830s and 1840s, following Civil War, and during the twentieth century (Port Authority piers)

**Block 258** All original filling occurred in the mid-1830s. Additional soil placed on the block in the 1950s in association with the Brooklyn-Queens Expressway.

**Fulton Street** Initial filling began in the eighteenth century, but did not accrue to a significant degree until after ca. 1804, with additional episodes from the 1810s-1850s.

Historic maps illustrate the approximate time periods during which blocks in the project area were landfilled. However, in most cases it is difficult to pinpoint the exact times when filling occurred. Solecki (1977a) suggests that in some instances the use of conveyance records can provide further details about extent of landfilling, as those properties sold initially as water lots were described differently as they were filled in and their new boundaries documented. However, conveyance records for waterfront property in this part of Brooklyn are frequently difficult to interpret, as modern landmarks often are not referenced (e.g. Stone 2002:21).
Sources of Landfill

Although it is possible to determine roughly when waterfront properties were landfilled, determining the location where the fill soil was derived is nearly impossible in most cases. None of the previous archaeological and historical reports reviewed for this study were able to positively ascertain the origins of fill along the waterfront. This is probably because all of the blocks that make up the BBPP study area were privately owned throughout the majority of their histories and as such, public records relating to landfilling would not be available (e.g., village, town, or borough records). Although Brooklyn Village Trustees were responsible for regulating the “draining, filling up, leveling, paving, improving, and keeping in order” of public streets and alleys by 1816 (Furman 1824:70), they had no jurisdiction over privately held property, such as the many water lots belonging to individuals. Subsequent Brooklyn corporation officials likewise did not oversee landfilling on private lands. Therefore, the owners of water lots were free to fill in their property as they wished, and using fill materials obtained however they could. The official bulkhead line, beyond which landfilling was officially prohibited by the corporation of Brooklyn, was not established until 1836 (and not confirmed until 1848), illustrating that rampant filling went virtually unchecked until this time (Stiles 1867, Vol. 2:251-252). Pier lines extending further into the river channel were established in 1853 (Dripps 1855).

Solecki (1977a) and Raber Associates (1984a) speculate that most landfilling occurred during periods when the area was experiencing rapid improvements to the streets and building lots, since grading and regulating streets and interiors of blocks often required removing naturally occurring hills or other rises in topography. The obvious place to deposit excess soil was the East River waterfront. Additionally, as Brooklyn expanded and property values rose, waterfront property became that much more attractive to commercial ventures, prompting those who owned water lots to begin filling them in to create additional real estate. Stiles (1867, Vol. 1:389) described one of the first documented hills leveled in order to make waterfront land. McKenzie’s Hill, located along the line of Pearl Street, between York and Prospect Streets, was leveled between 1807-1809, and the soil used to fill in around the wharves northwest of Main Street. Although this is not part of the present BBPP project area, the process by which the hill was graded and the soil placed along the waterfront was apparently a common practice, repeated continually as the streets were regulated.

The year 1824 marked the beginning of a period of rapid improvements to the Village of Brooklyn, and Stiles (1867, Vol. 2:210) describes the speed at which streets were graded and regulated, necessitating much earthmoving in order to level the roads. Along Prospect Street, which was regulated that year, Stiles (1867, Vol. 2:220) writes:

“Here the hills literally bow their heads, and the valleys are exalted.” The rocks in the vicinity of this street, formerly an incumbrance [sic] on the ground, were blasted and converted into building stone; and the ground on the hills, before considered of little account, became so valuable, that
boards were erected thereon inscribed, "All persons are forbid taking any of this earth."

That signs had to be posted admonishing people not to steal the soil suggests that in fact this was a frequent occurrence during this period, and probably was the source of much waterfront fill soil. Both Solecki (1977a) and Raber Associates (1984a) imply that this was the case, although neither could find specific archival records to prove definitively that the practice existed.

Additional earthmoving that may have provided landfill material occurred during the late 1820s through the mid-1830s, particularly within the Brooklyn Heights section of the town, which was fast becoming a fashionable neighborhood with houses being built in large numbers and local streets being graded and regulated (Weld 1938:27-30; Solecki 1977a:68). Solecki further speculated that demolition debris from buildings razed during the widening of Fulton Street in 1834-1835 and again in 1839 (1977a:23-24), as well as during construction of the Brooklyn Bridge approach in the third quarter of the nineteenth century (1977a:79-80) further contributed to the waterfront landfill composition. Thus, it might be expected that filling closer to the original shoreline would consist more of clean soil whereas fill further into the river channel might contain more demolition debris.

Comparative Data and Historic Context of Landfill-Retaining Structures

During the last ten to twenty years the historical development of the urban shoreline has been a key research topic for waterfront archaeological projects in New York City. This has especially been the case along the East River in lower Manhattan where the city’s earliest port was located. Recent case studies into the nature of the landfill are considered below.

Perhaps the most significant study conducted on the nature and meaning of landfilling in New York City was conducted in the 1980s by Joan Geismar. In a series of reports and articles Geismar tackles the stubborn problem of the origins of, and response to, the yellow-fever epidemics that swept through the city during the summers of the late 1790s and early 1800s (Geismar 1983, 1987a, 1987b, 1987c). Geismar’s initial research question was to determine whether the garbage used in the landfilling projects could have been a source of the mosquitoes that were carrying the yellow fever. Second, she was interested in determining whether New Yorkers combated the epidemic by changing their landfilling techniques in response to a late 1790s city government regulation that required sea lots to be filled with clean, sterile sand. By comparing the contents of two landfills that were deposited at different times Geismar was able to make some interesting discoveries. The first landfill site she considered was located at 175 Water Street on the East River and was created in the mid 1700s. The second landfill site was located on the west side along the Hudson River (near Washington Street) and was created after the city regulators required that sand be used for landfills. Geismar found that, in fact, New Yorkers added less garbage to the later fill, although it wasn’t entirely void of illegally dumped trash.
The archaeology of landfill also provides insight into the techniques that New Yorkers used to stabilize underground soils and landfills in order to build heavier and taller structures throughout Manhattan. In the excavations of landfill at Seven Hanover Square archaeologists discovered that the upright walls of early structures were deliberately left in place under the landfill to support subsequent structures that were erected on top of the landfill (Cantwell and Wall 2001:236-237). Builders at the Assay site struck on a different solution to the problem of erecting structures on shifting landfill. In this case, structures in the late 1700s were built on pilings that were driven down through the landfill (Berger 1991).

Another important aspect of landfill archaeology involves the discovery and study of well-preserved objects and buried ground surfaces under large deposits of artificial fill. The best example of this comes from the work conducted in the early 1980s at 175 Water Street, where the hull of a ship from the 1700s was discovered deliberately sunk and buried beneath a sea block of landfill (Brouwer 1980, Hartgen 1992). Once upon a time the ship, which was given the modern name ‘The Ronson,’ was likely involved in the Atlantic Ocean triangle trade, but had exhausted its usefulness and was buried beneath Manhattan. The ship, which was eventually removed and conserved, has provided historians with valuable information about boat building in early American history (Riess and Smith 1985).

Finally, landfill archaeology provides archaeologists with the opportunity to study original buried ground surfaces that have been preserved under layers of artificial fill. At Seven Hanover Square a concerted effort was made to excavate and study the original shoreline and beach of the eastern edge of Manhattan (Rothschild and Pickman 1990). A number of artifacts were discovered in the riverbed, including a spoon with curious markings that have been interpreted as artifacts used by enslaved Africans in New York in sacred medicinal rites (Cantwell and Wall 2001:240). While this and similar interpretations are tentative, they do represent the potential importance of waterfront archaeology in New York City.

Within the BBPP APE, however, the only locations that were originally on fast land (as opposed to under water) and subsequently were covered by additional landfill are along Furman Street (on Blocks 199 and 245), Fulton Street (including Block 45), and a portion of Block 208. Thus, finding a buried ground surface from the historic period would be limited to these few places.

Project area landfill-retaining structures fall within two broad classes: timber bulkheads, and twentieth-century concrete structures.

**Timber Bulkheads**

From the colonial period until c. 1930, much bulkhead construction throughout the Port of New York involved timber cribwork. When timber was relatively inexpensive, cribwork was a cheap form of bulkhead requiring only hand tools after any dredging phases. Until perhaps c. 1840, timber bulkhead construction was diverse, and remains
incompletely documented with no well-defined regional patterns. Fill materials occasionally included wooden vessels (e.g., Louis Berger & Associates, Inc. 1990). By the mid-nineteenth century, there was probably more design standardization. Cribwork construction of the mid-nineteenth century and later involved spiking together logs in alternating perpendicular rows forming square or rectangular cells. Arranged in lines or grids, these cells commonly measured five to eight feet on a side, and from about seven to eight feet in height. Empty cribwork units could be floated into place and sunk as fill was added. Some cells, probably at the bottoms of cell units, had plank flooring to hold enough fill material to sink the structure; builders added more fill once the cells were in place to form a solid bulkhead. Cribwork often reached to between 20 and 25 feet below mean low water, and extended to about ten feet above this elevation. In section, cribs below mean low water typically extended to widths of 20 to 25 feet, sometimes tapering on the exterior or both faces as they rose. Above mean low water, crib widths in section narrowed to about 15 feet. These dimensions apply to average traffic and harbor bottom conditions; some railroad piers carrying heavier loads included cribwork 55 feet wide at bottom, 40 feet wide at top, and over 40 feet high. Fill material in cribwork bulkheads extended behind the timbers to the height of the bulkhead, and aside from dredged sand and silt could include demolition debris and stone. Being very open sided, cribwork construction worked best with coarse fill. Square timbers, spiked or bolted together in a smooth, continuous face and fitted onto notched cribwork logs, formed the outer face of the bulkhead above mean low water in most cases. Stone faces were far less common. The upper horizontal surface of the bulkhead varied from packed earth to timber or stone (Greene 1917: 52-56; Raber Associates 1984b: 46-51).

It is usually difficult to date cribwork bulkheads without documentary evidence or archaeological recovery of some types of fill (e.g., demolition debris). For the era prior to more standardized designs, variations in timber joining methods have been identified as sources of potentially significant information (Louis Berger & Associates, Inc. 1990). For all periods, cribwork bottoms should also be regarded as especially important. Cribwork bulkheads were most secure when fitted to bedrock or other very hard bottoms. If not soundly installed — as was often the case with smaller private waterfront, development projects — cribwork in bulkheads or in block-and-bridge piers tipped or sank. Building in sand or silt bottoms, where bedrock or clay was more than about 25 feet below mean low water, required dredging and other construction bottom surface preparations to counteract these problems, steps usually characteristic of only larger commercial or industrial ventures. Piles driven below cribwork sometimes sufficed in deep or soft bottoms, as did continuous rows of logs across the bottom of the cribwork. Cribwork bottoms are highly variable, poorly documented, and tend to remain well preserved under water. By contrast, periodic replacement of all components subject to decay above mean low water complicates any identification of extant cribwork bulkheads with particular decades, and minimizes the significance of these upper elements (Greene 1917: 52; Raber Associates 1984b: 46-51).

Colonial and Federal era bulkheads may appear at lower elevations than later substructures, since rising sea levels suggest that the original upper surface of a bulkhead built 200 years ago would be about one foot lower than a similar structure built 100 years.
ago. Surviving original vernacular design components below contemporary mean low water levels could include timber construction, joinery, and filling methods, or systems of cribwork bottom support, and could be potentially eligible for the National Register under criteria C and D. It is important to note, however, that even periodically-replaced upper components on earlier bulkheads could be significant if they were “frozen” in time by later landfill projects. For example, a late eighteenth-century bulkhead left well inshore of later landfill could retain early-nineteenth-century upper components which could be potentially eligible for the National Register of Historic Places under Criteria C and D. It is also important to note that the range of waterfront substructures in project areas constitutes a large sample of structures built over a century, and could include significant data on the evolution of local bulkhead lines and vernacular waterfront engineering within a narrow range of environmental conditions. There may also be significant new information at any intact, uppermost bulkhead edges, including local variations such as stone finishes.

Timber bulkheads lie within the limits of the Fulton Ferry NR and NYCHD districts, and the DUMBO Industrial NR District, but are not noted as contributing district components (Beebe 1974; Landmarks Preservation Commission 1977; Dolkart 2000). At the solid-fill Fulton Ferry pier, undated timber bulkheads retain some pier components, and could lie within presently-inaccessible areas. Fulton Ferry bulkheads could be significant because of their association with the sequence of historic ferry landings. Other bulkheads in the historic districts are probably no more significant than those found elsewhere in the project area, and in places are not well-preserved above low water (e.g., Stone 2001).

Fill material used in timber bulkheads was probably extremely varied, and in places may have included domestic and commercial artifacts. Fill size and material often reflected the design of fill-retaining structures, and sample fill documentation may inform understanding of waterfront substructure designs. While little new cultural information may emerge from analysis of redeposited eighteenth- and nineteenth-century domestic and commercial artifacts, many of well-documented types, such material can provide important time markers for study of project area waterfront structures, shoreline development, and urban history (Raber Associates 1984a).

Twentieth-Century Bulkheads

Twentieth century repairs to project area cribwork from c. 1915-1950 generally featured concrete bulkheads appended in several ways to older work. In its bulkhead reconstruction work south of Fulton Street, the New York Dock Company used relieving platform construction, first developed in this port shortly after 1900 by some of the railroads and perhaps derived from the masonry river walls of the Department of Docks. A major advantage of this form was its fire resistancy, since timber elements above mean low water were replaced by concrete and fill material. New York Dock's work consisted of pile supported sub-decks, of timber and/or concrete, below mean low water, above which concrete block formed the bulkhead face and supported the outer edge of an upper concrete deck or paving; the space between the two decks was earth fill. The new work generally extended beyond the old about 20 feet, and often included riprap in front of the
cribwork and among the new piles to preclude cribwork slumping. For cribwork bulkhead repair, there were varied means of actually tying the new work to the old. The new piles could be driven in front of the cribwork, or through it, with some or all of the relieving platform resting on cribwork remains. Later in this period, steel sheet piling driven behind the new piles gave added stability to the interface, with the steel piling tied back to concrete blocks at the rear of the upper deck. Steel piling tended to replace the timber pile supports and the subdecks completely after World War II, in the form of inner and outer sheet pile surfaces tied to each other, or an outer surface tied to a new anchor pile. Most or all of the New York Dock waterfront in the project area featured the relieving platform method. Port Authority bulkhead work after c1955 for the Brooklyn Marine Terminal appears to have been limited in most places to maintenance of older structures, with some installation of concrete decks on timber piles and steel H-piles under relieving platforms. There is also some evidence that bulkhead repairs in the Brooklyn Marine Terminal involved removal of cribwork to the mudline approximately four-seven feet below mean low water. The older and more poorly maintained bulkheads east of Fulton Street retained more of their earlier timber form. Given their extensive documentation in published and unpublished engineering sources, and their very wide distribution in the Port of New York, the twentieth-century bulkhead structures do not appear eligible for the National Register of Historic Places unless associated with other significant resources (Raber Associates 1984a; 1984b: 51-4, 70-2; McLaren 2001; Han-Padron Associates 2002; Maguire Group Inc. 2002).

E. Other Common Waterfront Structures in the Project Area

Piers

Two basic types of piers were also built along the Brooklyn waterfront prior to the twentieth century. The earliest piers probably were of “block and bridge” construction, featuring discontinuous sections of cribwork linked by plank bridges, with the cribwork being the only components of the piers below the water line. In the context of the discussion of cribwork structures above, block sections of piers built before c. 1840 could retain significant archaeological information.

Beginning c1850 and becoming very widespread after the Civil War, the major pier form in the Port of New York was a deck supported by driven timber piles. A timber pile pier consists essentially of piles driven into yielding harbor bottom in rows transverse to the long axis of the pier, with each row capped by heavy timbers, and with the entire array of piles and caps supporting a wooden plank deck. Pile spacing within and between rows is usually rather variable, depending on the loads anticipated for the pier and the acuity of the builder. Timber bracing within and between pile rows — known together with the caps as bents — also varies with circumstance, becoming common only in the present century after some well publicized pier failures. There are many detailed descriptions of the form and its all-wood variations in the Port of New York. As waterfront substructure forms, they are too well documented and remain too common to be considered eligible for the National Register of Historic Places unless associated with other significant
resources and with innovative examples of concrete decks developed in the early twentieth century (see Raber Associates 1984b: 55-58 for a review and summary).

All present project area piers or pier remains appear to consist of timber-pile-supported timber or concrete decks, built in the twentieth century. Continuing general cargo handling with trucks, the Port Authority piers of the 1950s and 1960s featured very limited substructure innovations which also appear non-eligible for similar reasons. Concrete casings around the timber piles under the concrete decks extended to below mean low water. Unlike the contemporary Port Authority piers at Port Elizabeth and Port Newark, featuring steel piles to support the weight of large container cranes, the Brooklyn piers for break-bulk cargo carried much lighter loads. Most of Port Authority Pier 1 is a solid-fill structure built over earlier piers, and retained by steel sheeting tied to older piles (Raber Associates 1984a).

Transfer Bridge

At Pier 4, the project area includes fragmentary remains of the Fulton Terminal section of New York Dock Railway, consisting of a former pontoon-type transfer bridge. Now deteriorated and lacking some original components, this structure represents a well-documented type of transfer bridge and does not appear eligible for the National Register of Historic Places (Raber Associates 1984a; Flagg 1994).

Masonry Storehouses and Their Foundations

Brooklyn dominated the handling of bulk products in the Port of New York from the 1840s until the firm establishment of container traffic by c. 1970. For most of this period, bulk products on much of Brooklyn's waterfront were transhipped and stored at small terminals consisting of narrow finger piers with or without piersheds, bulkheads retaining wide marginal wharf space, and masonry storehouses lining the wharves.

Evolving from earlier nineteenth-century storehouses in Manhattan and Brooklyn, most of the classic Brooklyn storehouses were built c. 1850-1880 between Main Street and Erie Basin, with a smaller number on Smith Street along the outer Gowanus Canal and the latest examples built at Bush Terminal c. 1895-1905. They were especially notable from Atlantic Avenue to Main Street, once forming a nearly unbroken wall except around the Fulton Ferry. Typically, the storehouses were four to six stories high, 150-200 feet long, and 50-80 feet wide with three to five bays of round-arched windows on the short sides facing the water and the streets. Timber-framed with longitudinal arrays of square columns generally 15-18 feet apart transversely, the storehouses had timber floors, brick exteriors and party walls often made of rubble stone. The most intact examples include the Empire Stores in the project area, the former Merchants or Governors Stores on Pier 41 at the foot of Van Dyke Street, the Beard Stores (Warehouse Pier) in Erie Basin at Van Brunt Street, a smaller block of stores in Erie Basin at Richard Street, the Bowne Stores on Smith Street, and the brick storehouses at Bush Terminal. Less intact examples in the project area include the Tobacco Warehouse west of Empire Stores and parts of the former New York Dock Company Cold Storage Building. Empire Stores and the Tobacco Warehouse are part of the Fulton Ferry historic districts. The integrity and
significance of masonry storehouse components in the National Cold Storage Building complex is addressed elsewhere in the EIS document (Raber Associates 1984a; Beyer Blinder Belle 1990; Parrott 2002, Raber and Cooney 2005).

Virtually all the masonry storehouses were built on landfill (in some cases on solid-fill piers south of the project area), with an apparently wide and incompletely documented range of foundation systems. Storehouse foundation investigations include subsurface tests made or monitored at the Empire Stores, and visual inspection of exposed foundations at Erie Basin (Solecki 1980; Raber Associates 1984a; Historical Perspectives, Inc. 1982, 1983b, 1985b; Beyer Blinder Belle 1990). Other engineering studies may also be available. Foundation systems included pile-supported timber grade beams, pile-supported granite blocks set in concrete, timber spread footings, and concrete or granite column footings. Foundations above pile tops often extend four-seven feet below the surface. The extent to which discovered foundations represent original construction or repairs remains unclear. Given their associations with an extremely important type of structure in the history of the Port of New York, and with the regional evolution of heavy building foundations in landfill, masonry store foundations should be regarded as potentially eligible for the National Register of Historic Places under Criteria A, C, and D. In addition to foundations noted above at standing structures, buried foundations of storehouses demolished by the Port Authority in the late 1950s probably survive in much of the project area along Furman Street, as discussed in the present study.

F. History of the APE

The following section outlines the general history of each of the blocks, lots, and streets where the APE that were identified by LPC in their initial sensitivity determination. At a minimum, data from several sources are presented for each location: the description of Brooklyn in 1816 by Stiles (1867, Vol. 2), the 1855 Perris insurance maps (Figure 10), the 1880 Bromley atlas (Figure 11), and the 1886/1887 and 1904 Sanborn insurance maps (Figures 12 and 13). Additional twentieth century Sanborn insurance maps are cited where relevant. Deeds, tax records, census records, and/or city directory data are referenced for blocks where this information is available and germane. This information is presented in its entirety in Appendices B-E. The few Department of Buildings records that could be viewed are noted as well. In portions of the APE where previous archaeological investigations have been undertaken, data from those reports are also included where pertinent.

Block 1 and Pearl Street (Area 6)

Block 1 and the section of Pearl Street within Area 6 were under the East River in 1816, and were not discussed in Stiles (1867). The block was filled in stages beginning by about 1827 and continuing through the 1830s and 1840s. It was completely filled by 1850. According to archival records, the block, which included historic block numbers 1, 2, 8, and 9, was used nearly exclusively for commercial and industrial purposes from the time it was filled until the twentieth century. Because there were no long-term residences
on the block, city directories and census records were not consulted to establish residency patterns, and research relied primarily on maps and tax records. No Department of Buildings records could be reviewed for this block.

The first map that showed a detailed picture of the block was the 1855 Perris map (Figure 10), which indicates that Block 1, Lot 1 contained a series of storage facilities for lighters (or barges) and naval stores attributed to C.C. Fowler. These facilities do not appear to have been fully enclosed buildings, but likely consisted of yard areas covered by some sort of roofing to protect the stored goods from the elements. The southwest corner of the lot contained a lumber yard. Pearl Street bisected the lot, and there was an unnamed access roadway along the shoreline.

The 1880 Bromley atlas (Figure 11) shows that the block now contained a wood yard west of Pearl Street (attributed to the Mitchell estate) and a coal yard and copper works east of Pearl Street, fronting John Street. The roadway along the shoreline is labeled Marshall Street. Tax records for this block from the 1860s-early 1880s confirm that Samuel Mitchell was the owner and that the property was used primarily for store yards (see Appendix D).

The 1887 Sanborn map (Figure 12) shows that portion of the lot east of Pearl Street now contained the Offerman and Heissenbuttel Coal Yard (Appendix A). Smaller businesses on this part of the lot included a dwelling, a hardware factory, a dry color works, and “L. Chapal Freres: Cutting, Hatters, Furs.” West of Pearl Street, the lot supported the Arbuckle Brothers Coffee Company exclusively (Appendix A). The complex had a building for coffee roasting, a packing and shipping house, a storage room and a steam printing room. Pearl Street still bisected the block, although the former access road along the waterfront had been incorporated back into the lot.

By issuance of the 1904 Sanborn map (Figure 13), the entire block had been consolidated into the Arbuckle Brothers Sugar Refinery, although Pearl Street still bisected the block. A new multiple story storage and boiler plant with a 250 foot high steel stack had replaced the storage and steam printing facilities shown on the 1887 Sanborn map west of Pearl Street along the shoreline, although the original refinery building along John Street remained. East of Pearl Street, a new 5-10 story refinery building had been constructed. The part of the building facing John Street also had a basement level. The pier also had expanded northward in a large block, with a smaller square jutting out in the northwest corner. Raw sugar was stored along this new pier line under a corrugated iron roof.

The Arbuckle Brothers complex stood on Block 1 throughout much of the twentieth century; it is shown on the 1939 and 1950 Sanborn maps (although by the latter year the company was no longer associated with the buildings). At the time of publication of the 1969 Sanborn map, the buildings were labeled as vacant. The portion of the complex closest to the river was shown as demolished on the 1980 Sanborn map, and Con Edison was noted as the owner of the property. Today, all of the buildings west of Pearl Street have been razed, while one building formerly associated with the sugar refinery remains along John Street, east of Pearl Street (Sanborn 2004).
Block 7 and Washington Street (Areas 5 and 6)

Linda Stone’s 2002 Phase IA Archaeological Assessment of the majority of Block 7 and a portion of Washington Street provides a detailed history of this block; readers are directed to that study for a more complete summary. The following text includes data from Stone’s report, as well as a map review.

According to Stone’s report, this block was used exclusively for commercial and industrial purposes from the time it was filled until the twentieth century. Because there were no long-term residences on the block, city directories and census records were not consulted to establish residency patterns, and additional research conducted as part of the present study relied primarily on maps and tax records. Since the block had been previously studied by Stone, no additional Department of Buildings records were reviewed for this block.

Block 7 and the section of Washington Street adjoining it were completely under water through the first decades of the nineteenth century and as such were not included in Stiles’ (1867) account of conditions in Brooklyn in 1816. According to Stone (2002) the first landfilling within Block 7 did not occur until some time after 1824. By issuance of the 1833 Burr map, filling had begun within the eastern side of the block and a pier was located near the foot of Adams Street north of Plymouth Street.

By issuance of the 1850 Dripps map, the majority of Block 7 had been reclaimed from the river. That map also showed two unidentified buildings on the eastern side of the block. The 1855 Perris map (Figure 10) illustrates that the entire block was being used for commercial purposes: several buildings along Plymouth Street near Adams Street were attributed to “David Wetmore” and the area north of the buildings is labeled an iron yard. East of the Wetmore property an open area is shown to be a hoop yard, while the westernmost part of the block contained a stone cutters yard and a small building along Plymouth Street near Washington Street. Washington Street itself extended about half the length of the block. Two piers were located along the Block 7 waterfront, one north of the iron yard and one north of the stone cutters yard.

Additional landfilling occurred on the north side of Block 7 by issuance of the 1874 Beers map. By 1880, the Bromley atlas (Figure 11) indicates that use of the block had changed. The structures associated with the Wetmore occupation appear to have been demolished and the eastern half of the block was occupied by the P & R Coal and Iron Company, which had only two small structures on their property, leaving the majority of the area open. The western half of the block, which formerly contained the hoop yard and stone cutters yard, now supported a brick warehouse.

The 1887 Sanborn map (Figure 12) illustrates the Block 7 area in more detail. The eastern side of the block (including the eastern pier) contained the Gladwish, Moquin, and Company’s Coal Yard (Appendix A). A tramway connected the coal pocket structures on the pier with the coal yard south of the waterfront. The warehouse on the
west side of the block supported Waydell’s Cooperage Stock Warehouse, a one-story building. According to tax records, Waydell’s Cooperage also controlled the pier on the west side of the block. The 1904 Sanborn map (Figure 13) shows some slight changes to the configuration of the coal yard on the eastern side of the block (the name also had now changed to the Moquin, Offerman, and Heissenbuttel Coal Company, reflecting new proprietors). The former cooperage warehouse was now partially vacant, and part of it was roofless. The pier north of the warehouse had been shortened to make room for the new bridge pier being built for the Manhattan Bridge. The bridge construction had begun in 1901 and the span was completed in 1909.

By issuance of the 1915 Sanborn map, the Manhattan Bridge had been completed, and the area under its span was completely vacant, as was the area formerly containing the cooperage warehouse. The scaled back coal yard operation on the east side of Block 7 was being run by the Philadelphia and Reading Company (incidentally the same company that occupied the area in 1880). Additionally, a new three-story, triangular-shaped building had been constructed east of the bridge span along Adams Street in 1909. This building stood on the property through the 1970s before it was razed (Sanborn 1969, 1979).

There was no physical change to Block 7 until the 1939 Sanborn map, when two buildings appear west of and under the Manhattan Bridge span, along Plymouth Street. The first was a one-story, brick, triangular-shaped building owned by the Gair Realty Corporation and occupied by the Clinton Corn Syrup Refinery. Directly adjacent to this building on the east (and under the Manhattan Bridge span) was a one-story building attributed to the Department of Plant and Structures. Both of these buildings are still standing on Block 7. A parking lot west of the brick building falls within the former footprint of Washington Street.

The last alterations to Block 7 happened in the 1980s, when the piers within the block were removed as part of the Army Corps of Engineers drift removal project and the area around them silted in (Stone 2002:21).

**Block 16 (Area 5)**

Linda Stone’s 2001 Phase IA Archaeological Assessment of Block 16 provides a detailed history of this block; readers are directed to that study for a more complete summary. The following text includes data from Stone’s report, as well as a map review.

According to Stone’s report, this block was used for commercial, industrial, and transportation purposes from the time it was filled until the twentieth century. Because there were no long-term residences on the block, city directories and census records were not consulted to establish residency patterns, and additional research conducted as part of the present study relied primarily on maps and tax records. Since the block had been previously studied by Stone, no additional Department of Buildings records were reviewed for this block.
Block 16 was originally completely under water; the first known pier within the block was built for the Catherine Street ferry, which began operations in 1795 at the foot of Main Street (then located south of Water Street) and by at least 1819 had extended partially into the block (Stone 2001). Actual landfilling within Block 16 did not occur for the first time until ca. 1824-1833. While the ferry landing itself was owned by the Corporation of New York as early as 1805, the surrounding portions of Block 16 were either owned or occupied by the Catherine Street Ferry proprietors (brothers Rodman and Samuel Bowne), indicating that they probably were the ones who were responsible for landfilling on the block. Since the block was still under water in 1816, when Stiles made his account of conditions in Brooklyn, this block was not included in his narrative.

The first detailed cartographic representation of Block 16 did not appear until the 1850s. The 1852 Dripps map shows that the majority of the block had been landfillt to about the line of John Street. The single Catherine Street ferry slip is clearly shown, as are two additional piers east of the ferry area. Several structures appear on this map, but are not identified. The 1855 Perris map (Figure 10), however, does indicate occupants of the block. The eastern side of the block was occupied by the John Muchmore Coal and Wood Yard and the J.J. Barnard & Company Wood Yard, while the western side of the block contained the ferry company’s coal yard and the Camberson and Dezendorf Wood and Coal Yard. The Catherine Ferry, consisting of a triangular pier, two slips, and a ferry house, was located at the far western side of the block, just north of Main Street. Several structures were located within the boundaries of each “yard,” although their specific functions are unknown. Curiously, the outline of the structures shown on the 1852 and 1855 maps do not match at all, suggesting that there was demolition and rebuilding on the block between the issuance of these two maps. At least some of these changes may reflect the switch in ownership of the ferry: the Catherine Street ferry was purchased by Cyrus P. Smith and William F. Buckley in 1852, closed as an independent ferry in 1853, and was obtained by the newly formed Union Ferry Company of Brooklyn in 1854. In 1874, in response to the charter of the New York Bridge Company, a new ferry building was constructed at the Catherine Street ferry (Stone 2001:15-17).

Block 16 continued to be occupied by the ferry and coal and wood yards through the remainder of the nineteenth century. The 1880 Bromley atlas (Figure 11) shows the new ferry building on the block, as well as small structures near the corners of Plymouth and Main and Plymouth and Washington Streets, and a long building along Washington Street. The interior of the block is labeled “coal” (on the west) and “lumber” on the east. The 1887 Sanborn map (Figure 12) identifies the ferry building (with two slips) on the far western side of the block, north of Main Street, and the Union Ferry Company’s Coal Yard directly to the east (with a large coal shed, a two-story dwelling, and a pier on the property). East of the ferry company’s coal yard, the map indicated there was a lumber yard attributed to “Elbert Verity,” which contained lumber sheds and three one-story structures along Plymouth Street. The Washington Street side of the block supported the Joseph J. Colyer Coal Yard, which was almost completely covered by a one-story building. Three were also three other structures (one or two stories high) along Plymouth Street. The coal yard had a short, associated pier.
The 1904 Sanborn map (Figure 13) shows that there were some new buildings within the coal and lumber yard areas on Block 16, but that the basic use of the property had not changed since the earlier Sanborn map. The lumber yard was now occupied by Frank H. Sprague, and the end of the Union Ferry Company’s pier had a building and a boat belonging to the New York Fire Department. The Colyer Coal Company’s pier appears to have been slightly truncated on the east to make room for the new Manhattan Bridge right-of-way, which was under construction in 1904.

By issuance of the 1915 Sanborn map, the Catherine Street ferry was no longer shown on the block; Stone (2001) suggests that the ferry might not have been operating by then. The former ferry company coal yard on the western side of the block was now attributed to the R. Gair Company, Inc., a company that owned and operated numerous properties in this area at the time. Some of the former structures on the property had been removed. The lumber yard in the center of the block was still occupied by Frank H. Sprague, although the coal yard on the eastern side of the block belonged to John F. Schmadeke.

According to Stone (2001) by at least 1929 virtually all of the buildings on the portion of Block 16 east of the Main Street terminus had been demolished; the only structures remaining were two small buildings along Plymouth Street. However, Robert Gair had taken over the area formerly containing the Catherine Street ferry, had enlarged the pier there, and had built a warehouse on top of the pier. The warehouse stood on the property until the mid-1980s, when it was demolished. Stone reports that by the 1970s the two additional piers on the block had been vacated, and the area between them had been either filled or silted in (2001:19). Currently, all of Block 16 is vacant and used as a paved surface parking lot.

Block 25 and New Dock Street (Area 5)

Linda Stone’s 2002 Phase 1A Archaeological Assessment of the majority of Block 25 and New Dock Street provides a detailed history of this block; readers are directed to that study for a more complete summary. The following text includes data from Stone’s report, as well as a map review.

Again, Stone’s report indicated that this block was used primarily for commercial, industrial, and transportation purposes from the time it was filled until the twentieth century. Because there were no long-term residences on the block, city directories and census records were not consulted to establish residency patterns, and additional research conducted as part of the present study relied primarily on maps and tax records. Since this block had been previously studied by Stone, no additional Department of Buildings records were reviewed for this block.

The earliest documented structures within the APE are documented by Stiles (1867) and appear on Figure 5. These included the ferry landing (number 3), with steps on either side of it (one set for ferry passengers, the other for freight), a small shanty (number 4) “built and occupied by Daniel Wright, as an oyster saloon, his oysters being conveniently kept fresh in the water which flowed beneath,” and the livery and tavern (number 50)
originally belonging to Richard Mott and later to Townsend and Cox, Joel Conklin, and Daniel Wright. The tavern sat on the property later occupied by Marston and Powers extensive coal yard.

The 1850 Dripps map and the 1855 Perris map (Figure 10) each clearly show the initial extent of the Marston and Powers coal and wood yards, which were located within Block 25 and portions of the adjacent Block 26 from 1849-1892 (Appendix A). Originated by William Marston and George Powers, after 1873 the business was operated by Marston and his oldest son Frank as Marston and Son (Stone 2002:13). Also depicted within Block 25 on the 1855 Perris map were a marble yard, several frame dwellings and rear yards, several unidentified buildings closer to the ferry area, a new pier, and a structure labeled “baths.” The ferry house and associated piers are also clearly shown.

Stone (2002:14) documented a number of changes to the ferry landing area from ca. 1859-1871. A new sewer for Fulton Street was constructed “on piles” along the southern side of the ferry pier in ca. 1859. The pier itself was extended by the ferry company twice, once in 1860 and the second in 1873. A new ferry house was built in 1863, with towers and a colonnade added in 1865, along with a third slip, created by blasting and raising rocks and dredging. Another structure, described as “a lofty and substantial edifice” was built for the Fulton ferry in 1871 (see Photograph 58).

By 1869, Dock Street had been extended north of Water Street and into Block 26. By this time, the area now west of Dock Street and including the eastern side of Block 25 contained the “Fulton Stores,” which were later known as the Brooklyn Tobacco Inspection and Warehouse (Dripps 1869) (Appendix A). The remainder of Block 25 still supported coal yards. Writing in 1871, Stiles identified the “Fulton Stores, three in number, on Water Street, near Fulton Ferry. They are very large, two of them being five stories high, and each 100 by 200 feet in size, the other one story high, and in size 246 by 239 feet.”

Undoubtedly, the most significant change to Block 25 came with construction of the Brooklyn Bridge, which stands directly overhead. Construction for the bridge began in 1870, and the massive tower within the block was completed in 1875, with a foundation extending 75 feet below high water. As a consequence of the bridge construction, the ferry company surrendered their northern slip and coal yard to the bridge company, and at the same time built the above mentioned new ferry building. The remainder of Block 25 had been filled by issuance of the Beers 1874 map, in conjunction with construction of a pier for the Brooklyn Bridge. In 1877, the Pennsylvania Railroad Company leased one side of the Fulton Ferry pier for a connection point with trains to Jersey City (Pierrepont 1879:111-112; Stone 2002:14-15).

The 1887 Sanborn map (Figure 12) clearly illustrates the conditions on Block 25 after these various changes had occurred. The Brooklyn Tobacco Inspection, labeled “Fulton Stores” was located on the eastern side of the block, overlapping what is now Block 26. The Marston and Son coal yard, now scaled back, occupied the area between the Fulton Stores and the Brooklyn Bridge span. Under the bridge, the Brooklyn Elevated Railroad
had a station and ticket office, and the fire department kept a small building associated with the fire boat it kept docked near the bridge pier. South of the Brooklyn Bridge, the Fulton Ferry house, built in 1871, is depicted, as is the Pennsylvania Railroad Annex building.

Although the 1904 Sanborn map (Figure 13) shows little change to the buildings on Block 25, some of the occupants of the buildings were now different. Like the majority of the warehouses along the Brooklyn waterfront, the Fulton Stores had been acquired by the New York Dock Company by 1904, and the Arbuckle Brothers Coffee Company now occupied the two warehouses along Water Street. Marston and Son was still running their coal yard on the block; and under the Brooklyn Bridge span, the Brooklyn Elevated Railroad continued to operate their station and ticket office. A new dock shed had been built just north of the bridge tower, in conjunction with a final episode of landfilling. There was also minimal change to the Fulton Ferry area, where the ferry building and railroad annex building still stood.

During the first half of the twentieth century, Block 25 changed dramatically. The 1915 Sanborn map indicates that New Dock Street (which had been ceded in 1913) had now been built, necessitating demolition of the former Fulton Stores buildings on Block 25 (remnants of the warehouses along Water Street remained east of New Dock Street within Block 26). The coal yard and elevated railroad station and ticket office had also been removed, creating a largely open space from New Dock Street to the Fulton Ferry area. The exception was a small one to two story building attributed to the Department of Bridges, which had been erected under the span in the interim. The dock shed once located north of the bridge tower had also been razed, and a new one-story building had been constructed just west of the former shed, noted as occupied by the city dump. While the Fulton Ferry building was still standing (it was razed in 1926, after ferry service was finally discontinued in 1924), the Pennsylvania Railroad Annex had been torn down.

By issuance of the 1939 Sanborn map, the ferry house was no longer shown, although new buildings were present under and to the east of the bridge span. In 1935, the City of New York Purchase Building was constructed directly under the bridge span; this building still stands on the property today. Additionally, several storage buildings had been constructed surrounding the Purchase Building, several of which remain extant. A fire boat engine house had been erected at the southwestern end of the block, within the former footprint of the Fulton Ferry house. This building is also still standing. In general, aside from new pier configurations (and construction of the River Café on the newly landfill area) at the Fulton Ferry landing area, there has been little change to Block 25 since the 1939 Sanborn map was published.

Block 26 (Area 5)

Beyer Blinder Belle's 1990 Historic Structures Report for the Empire-Fulton Ferry State Park (including all of Block 26) provides a detailed history of this block; readers are directed to that study for a more complete summary. The following text includes data from that report, as well as a map review.
According to Beyer Blinder Belle's report, this block was used exclusively for commercial and industrial purposes from the time it was filled until the twentieth century. Because there were no long-term residences on the block, city directories and census records were not consulted to establish residency patterns, and additional research conducted as part of the present study relied primarily on maps and tax records. Since this block has been extensively studied by others, no additional Department of Buildings records were reviewed for this block.

Initially, all of Block 26 was under water. Landfilling occurred in stages, beginning in the late eighteenth century and continuing through the mid-nineteenth century. Figure 4, published in 1797, illustrates that by this time, Water Street had been laid out, and some landfilling had occurred within what is now Block 26. A dock is shown at the foot of Dock Street. According to Stiles (1867) this was the “Storehouse Dock” of Joshua Sands, who owned the land at the time and had several manufacturing ventures along the waterfront in the 1780s and 1790s.

Stiles (1867) describes a few other buildings present in 1816 on what is now Block 26, along the north side of Water Street. Specifically, he mentions:

…the large brick and stone distillery not far from Dock street and fronting the river and said to have been built by John Jackson. It was here that the Brothers Graham commenced their Brooklyn career as distillers, about 1816, and were succeeded by old Cunningham, the Scotchman; and he in turn by Robert Bach, who after a while erected a distillery on Furman street. After his removal the old distillery was used for storage, etc., and gradually fell into shabby condition and repute. At the foot of Dock street, a few years later, was David Anderson’s Stone yard, and, from this point there was nothing on the north side of the street, which was washed by the tide, except a few tar sheds belonging to Mr. A. H. Van Bokkelin, until you came within fifty or sixty feet of Main street, to a small blacksmith’s shop, and next it, on the corner, a large frame building used for storage of salt, and at present occupied by the pump and block factory of the Murdock Brothers.

North of Water Street, between Dock and Main Streets, Stiles (1867) notes the rear side of gardens belonging to Augustus Graham and Joshua Sands, as well as the house belonging to William Cornell, a tailor and vestryman at St. Ann’s Church.

According to Beyer Blinder Belle (1990), landfilling within Block 26 did not occur to any great degree between ca. 1816 and ca. 1834, but accelerated after that period. By at least 1850, a third stage of landfill had created Block 26, more or less as it appears today. Also by 1850, the block was occupied by warehouses or “stores,” a description that continues to this day. These stores, originally located on the eastern side of the Block along Water Street, are shown in detail on the 1855 Perris map (Figure 10). The easternmost group of stores is labeled the Empire Stores (Appendix A), while at least one
other adjacent store is attributed to Lichfield's Storage. The remainder of the block
tained the Marston and Powers Coal and Wood Yards, described above under Block
25 (Appendix A).

By at least the publication of the 1869 Dripps map, the configuration of buildings on
Block 26 had changed. The entire area bounded by Plymouth, Water, Dock and Main
Streets now contained the "Empire Stores" while the area west of Dock Street supported
the new "Fulton Stores," described above under Block 25 (Appendix A). Beyer Blinder
Belle (1990:II-18) note that a fire in 1869 destroyed seven of the fifteen Empire Stores
warehouses. The fire consumed the buildings that "extended the entire depth of the block
between Plymouth and Water Streets at its west (Dock Street) end (the site of the four
four-story warehouses which stand today); in addition, three warehouses in the middle of
the block, which fronted on Water Street and extended only half way through the depth of
the block, were also destroyed" (Beyer Blinder Belle 1990:II-18). However, very soon
after the fire, property owner James Nesmith and/or his son Henry seems to have ordered
four new warehouses built (each four stories, and still extant today) to replace some of
the burned ones on the west end of the block. Stiles (1871) indicated that "Nesmith &
Sons' Empire Stores" included twelve warehouse buildings, which implies there were
eight original warehouses (not burned in the fire) plus four new ones.

In 1885, the present three five-story warehouses of the Empire Stores were built,
replacing the original remaining warehouses not burned in the 1869 fire. The block of
warehouses is clearly shown on the 1887 Sanborn map (Figure 12), along with the Fulton
Stores east of Dock Street. The corner of the block at Main and Plymouth Streets
contained a small cluster of structures not part of the Empire Stores, including two
blacksmith shops, a machine shop, a steam fitter, two dwellings, and a macaroni factory.
Until 1895, when the Nesmiths sold the Block 26 property (to Thomas McIntyre who
immediately sold it to the Brooklyn Wharf and Warehouse Company), they were nearly
the last single private owners of waterfront property in Brooklyn. By 1903, the Empire
Stores and Fulton Stores had finally succumbed to control of the New York Dock
Company (Beyer Blinder Belle 1990:II-20-22). The 1904 Sanborn map (Figure 13)
demonstrates that the buildings on the block were now all attributed to the New York Dock
Company, and that the Arbuckle Brothers Coffee Company occupied the westernmost
buildings, including the former Fulton Stores. The small cluster of buildings at the corner
of Main and Plymouth Street was now used primarily by the New York Dock Company
for storage, although the former macaroni factory was now a tin factory.

As described above under Block 25; by issuance of the 1915 Sanborn map, New Dock
Street (which had been ceded in 1913), had now been built, necessitating demolition of
the former Fulton Stores buildings on Block 25 and truncating the Fulton Stores buildings
on Block 26. The former one-story Tobacco Warehouse building along the waterfront
was razed completely. Railroad tracks associated with the Jay Street Connecting
Railroad (funded by Arbuckle) were subsequently installed in this area. At the corner of
Plymouth and Main Streets, a new structure, owned by the Robert Gair Company, had
been built in 1905, replacing the small cluster of buildings located there on previous
editions of the Sanborn maps. The tin factory still remained next to the Gair building, however.

No new buildings have been constructed on Block 26 since the 1905 Gair Building, and all of the buildings (albeit somewhat modified) shown on the 1915 Sanborn map are still extant. The former five-story Fulton Stores buildings, truncated in 1913 by New Dock Street, had been reduced in height to one-two stories by mid-century; today only portions of the exterior brick walls remain. The remaining Empire Stores are still standing, as is the former Gair Building and the former tin factory building. The railroad tracks along the waterfront have been removed and the area landscaped. The entire block is now part of the Empire-Fulton Ferry State Park.

**Fulton Street**

Ralph Solecki’s (1977a) report for lower Fulton Street provides a detailed history of this street (from the waterfront cast to about Hicks Street); readers are directed to that study for a more complete summary. The following text includes data from that report, a summary of conditions on the street by Stiles (1867) from ca. 1816, as well as a map review. The focus of the discussion is on the period prior to ca. 1839, when the street was substantially widened and a large number of structures lining the street were either demolished or moved. The generations of structures along Fulton Street built after ca. 1839 were, for the most part, within the limits of modern block boundaries and as such do not fall within the footprint of Fulton Street today. Since the Fulton Street portion of the APE is so extensive, city directory and census research for this period was not undertaken for blocks other than Block 45 (detailed below), and additional research conducted as part of the present study relied primarily on the account of the area in 1816 by Stiles (which frequently included a history of each lot through the 1830s). Because all of the former buildings once within the Fulton Street roadbed were demolished or moved by the late 1830s, Department of Buildings records (which date from 1898) are not pertinent and therefore were not reviewed for this area.

According to Solecki, Fulton Street was once part of an old Indian trail that ran through Brooklyn out to Long Island. After the first ferry began service in 1642, what would become Fulton Street held many names, including the “Highway,” the “Wagon Road,” the “Kings Highway,” and the “Queens Road.” In 1704, the Commissioners for the Colony of New York ordered that a public highway, the King’s Highway (Fulton Street), be laid out “beginning from the low water mark at the ferry running four rods wide (64 feet) between the house and lands of John Aerson, John Coe, and George Jacobs” (Solecki 1977a: 12). After 1795, with the establishment of Main Street, there was both an Old Ferry and a New Ferry Road. In 1817, Old Ferry Road was renamed Fulton Street, in honor of steamboat inventor Robert Fulton (Solecki 1977a: 7, 9).

Although various residences and other structures had been built in the Fulton Street vicinity as early as the mid seventeenth century, their locations are not generally known. An exception is the market building, which was constructed in the center of Fulton Street by 1676. In 1694, records indicate that the Corporation of the City of New York bought
the William Morris House, barn and premises on the north side of Fulton Street (opposite present-day Elizabeth Street), which was at the time about a hundred feet from the shoreline of the East River. The Corporation built the service features for the ferry, including a pier, a set of stairs, and a cattle yard. From 1699-1700, the pre-existing house was replaced with a brick and stone ferry house and tavern, which burned down in the late 1740s. In 1748, a new two-story tavern, 60 square feet in size, was built on the location of the recently burned down structure. This tavern became known as the "Corporation House." In 1812, this structure also burned down, and the remains were leveled five years later (Solecki 1977a: 10-13).

Solecki describes several views of the ferry area made in the eighteenth century. The 1717 Burgis view (Photograph 63) indicates that a barn was next to the cattle yard on the south side of Fulton Street. On the north side of the street, the only apparent buildings were part of the Corporation complex—a smaller two-story building flanking the Corporation House on the east, a hip roofed single story structure leaning against the Corporation House to the west, and then another single story shed with a gable roof. Just visible to the north on Front Street (originally Mill Road) was another two-story structure, which was presumably the John Rapalje house. This structure was two stories high and built of Holland brick (1977a: 14).

A 1746 view of Fulton Ferry (Photograph 64) reveals that the cattle yard and Corporation House were still there, along with the Corporation House outbuildings. There was, however, a sandy bluff just to the south of a building adjoining the Corporation House, which ran northward in line with present Front Street. A small cove with docked ships was also just behind the Corporation House. The beach appears to have begun to the west of the building, and the dock extended out into the river. The end of the dock might have been around the present-day location of Water Street. The dock appears to have been "a quay made up of a long rectangular framework of timbers approximately ten feet by forty feet long, divided up by cross beams at ten foot intervals." This rectangular framework might have been the forerunner to the Fulton Street Ferry slip (Solecki 1977a: 16).

In the early 1800s, street and building improvements increased in the ferry area. At this time, the landing area was densely packed with taverns, livery stables, and stores. It became the shopping center for the majority of Long Islanders, and the landing served as the terminus for all stagecoaches. Figure 5, from 1816, shows the ferry area in detail in this year. Stiles (1867) provides a discussion of each of the numbered structures (as well as many unnumbered ones) in his summary of conditions in Brooklyn at about this time. Clearly shown on the map (as dotted lines) are the former limits of Fulton Street, before street widening by local landowner Pierrepont occurred in the early 1800s on the south side of the street near Hicks Street. Even after this event, the width of Fulton Street was a mere 35 feet. The original northern side of the street west of Front Street is also clearly shown on this map, jutting out into the square. This row of buildings was demolished in 1834-1835, in order to further widen the street, and a new block of buildings was erected further back from the road in 1836-1839. Remains from the street-fronting sections of the pre-1834 buildings would therefore fall within the modern footprint of Fulton Street.
Additional improvements to Fulton Street prior to the ca. 1839 widening include a gravel sidewalk and curbstones set up to separate the sidewalk from the street, installed in 1818, and the grading and paving of the street in 1835 (Solecki 1977a: 18, 23-24, 35, 44).

Because his summary of conditions on Fulton Street is so thorough (in many cases giving the history of the property before and after 1816), Stiles' (1867) listing of structures along the street is invaluable in locating possible building remains within the modern street footprint. The various structures are presented, below, with numbers noted parentheses where descriptions are tied to Figure 5.

**Foot of Fulton Street**

- The ferry dock (3).
- The market building, a long, "shabby" wooden structure slightly higher than the level of the street, with a rounding roof. The market had six stalls or stands. The market was a gathering place for local butchers, as well as local slaves. The market, which had become so dilapidated as to be a nuisance, was razed in 1814.
- A small shanty used as an oyster saloon, built and operated by Daniel Wright (4).

**South side of Fulton Street, from waterfront east**

- William Furman's house (1). It was a large double frame house with a long, high piazza in front. It was right in front of the ferry stairs, and Furman had an oyster house in its basement. The house site was occupied by the railroad building in ca. 1867.
- East of Furman's house and west of Columbia Street was an area formerly used as a cattle yard (5). In ca. 1816, the former cattle yard contained a two-story frame house, with dormer windows and a long front stoop, occupied by John Bedell as a "stage-house" and grocery. East of Bedell's stage house was a very large brick stable with a slate roof.
- A pre-revolutionary era brick building belonging originally to John Carpenter and later to Daniel Mott, who used it as a tavern (8). A fire in January 1814 destroyed this house and other buildings between it and the river. From ca. 1814-1832 the property contained a temporary structure used as a grocery. In 1832 Carlil's brick stables were built here.
- An old stone tavern, two stories high, and about 50 feet wide, with an associated horse stable (9). It was occupied by Benjamin Smith after 1812 (he had been burned out of the Corporation House across the street). Later the tavern was kept by Smith and Woods, and still later Samuel Birdsell. The tavern was a popular stopping place for Long Island Quakers.
- James W. Burtis's feed store and a tavern kept by Martin Boerum (29). The tavern was later sold to John Hunter.
- Selah Smith's tavern, a double frame building, constructed in 1780, with stables behind it (30). An alley led to the stables on the east side of the tavern. After Smith died in 1819 his widow, Ann, continued to run the tavern.
- Burdet Stryker's two-story brick house, tallow chandlery and butcher shop (31). Stryker worked in the basement and lived on the second floor.
• Several lots owned by the French church (L' Eglise du Sainte Esprit) of New York, containing two or three small frame buildings (32). The house next to Stryker's was occupied by ferryman Henry Dawson, Jr.
• Butcher John Simonson's house (33).
• The house of the Misses Van Cleef, "marketwomen," sisters of old Rulof Van Cleef, the ferryman (34).
• The shoe shop of Isaac Van Nostrand (35).
• Two structures (37): one occupied by John Rusher, who sold tin and wooden ware; and on the corner of Hicks street, D. Pell's one and a half-story grocery store, which in 1831 was used as a drug store by Dr. James W. Smith.
• The Hicks mansion and gardens (38). The house was a low-roofed stone building, roughly plastered over. It extended into the line of present Hicks Street, and when the road was opened to Fulton Street, the mansion was razed.
• Mrs. Thomas's shop, where she sold groceries, candy and yeast. The business was later run by Mrs. Flowers.
• John Cole's carriage making shop.
• Gilbert Reid's saddlery.
• John McKenney's coachmaking shop, later run by John Gildersleeve.
• Mrs. Johnson's fruit and candy shop.
• John Bergen's shoe shop, later run by Abraham Van Nostrand.
• Poplar Place, formerly called Buckbee's Alley, a crooked alley running from Poplar to Fulton street, between Henry and Hicks streets. The original name stemmed from the location of a small grocery operated by the Buckbee family on the corner of the alley and Fulton Street.
• Harry Russell's ale shop, formerly the location of Buckbee's store (40). Hay scales were located in front of the ale shop.
• A long, two-story house occupied by Ogilvie, a cooper (41).
• Stephen S. Voris's (formerly John Middagh's) hat store (42).
• The old Middagh mansion, an old two-story frame building (43). In ca. 1816 it was occupied by hatter Aert Middagh. When Fulton Street was widened, the building was moved back to the new line of the street. In 1840 it was leased by hatter James W. Peck, who had the building lifted up to add three stores on the bottom. Part of the building was destroyed by fire in 1850. In ca. 1867 the building was used I.D. McClasky's liquor store.
• A two-story frame house occupied by ferryman Dirck Amerman's widow (44). In ca. 1867 the building contained Peck's hat store.
• East of Mrs. Amerman's was another two-story frame house, owned by sheriff Wyckoff, and occupied for a time by Judge Dikeman, when he was beginning his law practice.
• Between Wyckoff's property and Middagh street were several small frame houses on land belonging to the Middagh estate. One of the houses, located about fifty feet west of Middagh Street and set back from Fulton Street, was occupied by James Harper, the grandfather of the well known publishers "Harper Brothers." This building was originally constructed by Thomas Kirk for his printing office, and was later occupied by George L. Birch, editor of the Patriot.
On the corner of Middagh and Fulton streets, was a small house occupied by St. Clair, the stocking-weaver, said to be the first to introduce into the United States, the knitting of stockings by machinery.

North side of Fulton Street, from the waterfront to Front Street (area east of Front Street continued under Block 45)

- A block of four buildings sharing a single roof, on land owned by the corporation of New York (19). The corner one was originally a tavern and then a hotel, with a large ballroom on the upper floor. The first proprietor of the tavern was Captain King, and the second Mr. Barnum. Abiather Young was next, renaming the tavern the Steamboat Hotel. The fourth was Gerardus C. Langdon. In ca. 1867 it was called the Franklin House.
- Coe S. Downing’s tavern and stage house with an immense sign projecting over the sidewalk (20).
- The liquor and grocery store of old Mr. Evert Barkeloo and the office of the trustees of the town of Brooklyn (21).
- Thomas Burroughs’, the harness maker (22).
- Samuel Carman’s tavern (23). A covered alley between his hotel and his next neighbor on the east gave entrance to the tavern stables in the rear.
- The barbershop of Samuel Penny; later used as a grocery store by John T. Bergen (24).
- The tailor shop of Peter Prest (25).
- The wholesale grocery of Messrs. J. & S. Schenck, occupying the site of the old “Corporation,” or Ferry house (26).
- The Corporation House was a large stone building, about sixty feet square and two stories high, situated at an angle to the street, built in 1748. It had been a tavern for thirty years before the Revolution; its first keeper was ferrymaster Adolph Waldron, who resumed his duties after the war. In 1789, the house was run by Henry Dawson, and last, by Benjamin Smith. The building burned down in 1812, although the stone walls remained standing for years afterward. During the revolutionary period, between the Corporation House and the ferry stairs there was a frame building and a stable, both of which were enclosed within the tavern yard.
- The town’s first fire engine house was built on the gore lot east of the former Corporation House property (27).
- The Rapalje house, in ca. 1816 occupied by Mr. Abraham Remsen (28). Remsen razed the house and reused some of the stone to build a brick and stone store on the property, where he sold dry goods and groceries. This building was later replaced by the Long Island Insurance Company’s office, and in 1861 it was occupied by the Long Island Safe Deposit Company.

The 1855 Perris map (Figure 10) illustrates Fulton Street after most of the street widening campaigns had been completed. Although some block fronts have now been slightly altered, in general, the widths of the street match later nineteenth and twentieth century conditions (see Sanborn 1887 [Figure 12] and 1904 [Figure 13]).
Other notable alterations to Fulton Street during the nineteenth and early twentieth centuries include street car tracks, laid in 1854 (Solecki 1977a:29); water and sewer lines, laid beginning in 1860 and 1904 (Sanborn 1939), and paving with granite blocks (over six inches of concrete) in 1911 (Burt 1943). In the early 1980s, a new sewer (in advance of which Solecki conducted his archaeological studies) was installed (using an open cut) from just west of Furman Street to about Hicks Street, where it then intersected with an existing sewer main.

**Block 45 (Area 4)**

The portion of Block 45, Lot 8 within the APE is located north of Fulton Street (now Cadman Plaza) and south of the Brooklyn Bridge, and constitutes the southern portion of the area once bounded by Fulton, Front, Prospect, and James Streets. York Street bisects this modern block.

Archival research for this block utilized accounts by Stiles (1867), maps, city directory, census, and tax record data. Land record indices were only broken down by lot beginning in the 1890s and so were not particularly helpful in detailing the history of the block. No Department of Buildings records could be reviewed for this block.

According to Stiles (1867), this block was one of the earliest areas settled in Brooklyn. Initially part of ferryman Cornelius Dirksen’s holdings (granted in 1643), by the mid eighteenth century the block had become part of Loyalist John Rapalje’s estate. After the Revolutionary War, Rapalje’s property was confiscated and sold, in 1784, to brothers Comfort and Joshua Sands. The portion of the block adjacent to Front Street appears to have supported one or two unidentified structures associated with the former Rapalje and later Sands estate (the main house was north of the project block), whereas the remainder of the block contained “town lots” (Goerck 1788). The 1766-1767 Ratzer map (Figure 3) shows that the Fulton Street frontage on the block was already developed at this time, although specific buildings and occupants from this period are unknown.

Stiles description of the block in ca. 1816 indicates that there was considerable development on the property, comprising a mixture of residential and commercial uses. Guy’s famous “Brooklyn Snow Scene,” painted in 1820, also depicts this block, and Stiles makes reference to most of the structures in the painting (Figure 8). Along Fulton Street, from Front Street east, Stiles describes the following lots, structures and uses (where indicated, these buildings are depicted on Figure 5):

- An old frame building used as Kirk and Mercein’s printing office prior to 1813-1814 (Figure 5, 39), by ca. 1820 occupied by a hardware store belonging to Thomas W. Birdsall and Joel Bunce as well as the local post office (Figure 8, 1). Next it was occupied by Sylvanus B. Stillwell’s tailor shop, and in ca. 1830 was demolished to build brick buildings occupied by the Brooklyn Fire Insurance Company. By 1867 a new building for the *Brooklyn Union* newspaper had replaced the earlier brick buildings.
• The small frame house of butcher Abeil Titus (Figure 5, 45) with a narrow front on Fulton Street. The house backed onto a yard and a barn and slaughter house (Figure 8, 9). In 1828, the yard (measuring 18 by 20 feet) was leased to attorneys William J. Dodge and Nathaniel F. Waring, who built a small brick building between Fulton and James Streets, which was used as a law office. These buildings were later razed and a new building called the Mechanics Exchange was constructed facing Front Street. The building was later remodeled to house the Brooklyn Union office before they moved into their permanent space at the corner of Fulton Street.

• A large old yellow brick house (Figure 8, 2) may have been the original John Rapalje homestead according to Stiles. Stiles further claims that it is the first house shown on the block east of Front Street on the 1766-1767 Ratzer map (Figure 3). The gardens facing Front Street and outbuilding on James Street were associated with this house. During the British occupation of Brooklyn the house was used for church services. In the early Brooklyn Village era half of the house was used as a wheelwright shop belonging to Ansel Titus and the other half was used as a candy shop run by Mrs. Eagle. The candy proprietorship was later taken over by Mrs. Martin Burnet (he was also a wheelwright) who also sold thread and needles. The house was purchased from the Sands brothers by Abiel Titus, who lived in the house for a time and kept a livery stable in the outbuilding, prior to building the frame structure next door.

• A former house, now used as a shed associated with Edward Coope’s adjacent blacksmith shop.

• Edward Coope’s blacksmith shop (Figure 8, 3). Coope’s residence was behind the shop on James Street (Figure 8, 8).

• George Fricke’s carriage house (Figure 8, 4).

• Small brick building (Figure 8, 6), once the home of Diana Rapalje, immediately opposite Hicks Street, was said by local children to be haunted. It was later purchased by Colonel Adlen Spooner for use as his residence and the office of the Star.

• An old yellow frame house belonging to John Doughty, the long time town clerk and fire chief, who also kept a butcher’s stand at the Fly Market. He was notable not only for his public service but also because in 1797 he was the first in Brooklyn to manumit his slave. Doughty Street is named after him.

• A vacant lot.

• Two brick buildings constructed as part of the Middagh estate.

• Another vacant lot.

• Mrs. Middagh’s house. It was frame, two stories, and had a double pitched roof (Figure 8, 6). [note: the line of York Street appears to run through the site of this former house.]

• Butcher Jacob Patchen’s house, described as an “oak-framed, scallop shingled, frame house, standing with its gable end to the street and shadowed by two large and venerable locust trees.” The house was originally built by Rem Jansen van der Beeck, the ancestor of the Remsen family for which the street is named. The two lots and the house owned by Patchen were, after a lengthy battle between Patchen and the corporation of Brooklyn, obtained by the city so that Market
Street could be laid out here and the house was moved to Jackson Street. From 1826-1832, the street was used as a thoroughfare, but in 1832 Patchen regained possession of his former property, built a new house, described as “a small house of rough boards” and closed the street off to traffic by constructing fences at both ends. The corporation gained the property once more in 1835, removed the new house, and reopened Market Street.

- Mrs. Coope’s (mother of David Coope) “cheap crockery and earthenware store” which also sold homemade baked goods.
- The stores of old Joseph Fox, who was formerly associated with the British Wagon Department during their occupation of Brooklyn.
- Wilson’s bakery store.
- Wynant Bennett’s shoe store, which he later enlarged.
- Mrs. Earle’s thread and needle store.
- On the corner of Main Street, a confectionery store that changed owners about every year.

Stiles (1867) wrote that in 1816, James Street was really only a passageway leading up from Front Street, and the few small buildings along it were occupied by “negroes.”

In 1822 the houses in Brooklyn were first given numeric addresses. Spooner’s 1823 city directory, published soon after this event, provides a useful supplement to Stiles’ description of the block in 1816 (Appendix B). The directory confirms that the block contained a mixture of residential and commercial occupants, although lists additional names which Stiles does not. In many cases the business owners appeared to live in the same location as their shops, in other instances they lived nearby or elsewhere in the downtown area. The directory indicates residents on the Fulton, Front, and James Street sides of the block (the eastern side of the block, first bounded by Market Street and later York Street, had not yet been created by this year).

During the 1830s, Fulton Street experienced a dramatic change as the street was widened at least twice in places, and numerous structures were razed and replaced with newer buildings (Solecki 1977a). The street widening presumably affected the Fulton Street frontage of Block 45, and it is likely that a number of the buildings present during the 1810s and 1820s were supplanted by new structures. Perusal of the 1840-41 City Directory for the block indicates little continuity of residents or businesses from the 1820s snapshot provided by the 1823 directory (Appendix B). The block now supported significantly more mercantile establishments (the wheelwrights, butchers, and blacksmiths had given way to banks, tailors, and shoe stores), and the small buildings housing black residents on James Street had been replaced with additional structures now catering to whites. The 1850 City Directory and 1850 Federal Census (Appendix C) show that by this period, Fulton and Front Streets were becoming heavily commercial with the upper floors of the buildings rented out to tenants (many business owners on the streets lived elsewhere) while James Street continued to be more residential in nature.

The 1855 Perris map (Figure 10) shows this next generation of buildings on Block 45; the addresses correspond to those in the 1840-41 and 1850 city directories. Market Street is
now shown bisecting the block, and the majority of the lots is developed with either frame or brick structures. Interior portions of many lots are still depicted as open, however. The 1860 City Directory and Federal Census (Appendix C) confirm the trend seen in earlier years: that Fulton and Front Streets contained almost all businesses with resident living above the stores, while James Street remained more residential than commercial.

By issuance of the 1880 Bromley atlas (Figure 11) and the 1887 Sanborn map (Figure 12), Block 45 had been radically altered by construction of the Brooklyn Bridge, which now traversed the area. James Street had been obliterated by the bridge, and a brick wall now separated the rear of the Fulton Street frontage lots below York Street from the bridge area (Market Street had been closed, and York Street now connected through to Fulton Street, necessitating the removal of another property from the block). Some of the buildings that appeared on the 1855 Perris map were still standing at this time, but a number of other structures had been replaced. Some of the rear yards associated with the Fulton Street properties remained open, though, and the vacant area between these rear yards on Fulton Street and the bridge were areas once occupied by rear yards of James Street properties. Labeled businesses on the block in 1887 included two candy factories, a printer, a tin and sheet iron works, the Office of the Brooklyn Elevated Rail Road, the Long Island Bank, a tailor, the Brooklyn Union Printing Office, and a job printing office. Of note, water pipes had been installed in several places under Fulton Street by 1860, suggesting that after this date residents and businesses probably relied on piped water rather than backyard wells, cisterns, and privies.

The 1904 Sanborn map (Figure 13) shows that few of the buildings depicted on the 1887 edition had changed markedly, except to expand further north, virtually obliterating a number of the former yard areas with additions (some yards, such as at 39 and 41 Fulton Street west of York Street and 79, 81, 87, 91, and 93 Fulton Street east of York Street still remained open). Labeled establishments on the 1904 map include two carpenter shops, a candy factory, a few places of cheap lodging, a tin shop, a barber’s supply shop, a macaroni factory, a dynamo room, two undertakers, and the 50th Precinct Police Station.

During the early twentieth century, the remainder of the open yards in the rear of the Fulton Street lots west of York Street was covered by additions to the street-fronting structures. These additions usually were one story high, without basements (Sanborn 1915). However, this trend did not occur east of York Street. The rear yards visible on the 1904 Sanborn map were still there on the 1915, 1939, and 1950 Sanborn maps (Figure 14). A number of the nineteenth century buildings remained on the block through the mid-twentieth century, although others were replaced (including a two-story with basement garage/warehouse just west of York Street) (Sanborn 1950). By the 1969 Sanborn map, the entire Fulton Street frontage was vacant.

**Block 199 (Areas 2 and 3)**

Modern Block 199 is located on the west side of Furman Street between Old Fulton Street to just south of the line of Montague Street. Lot 1 is a small sliver of property at
the far northern end of the block (at the very end of Pier 1). Lot 3 covers the vast majority of the block, as far south as the line of Pierrepont Street, whereas Lots 100, 115, and 126 are located south of Lot 3, between the line of Pierrepont Street and just south of the line of Montague Street. Lot 130 (between Lots 115 and 126) currently contains a large building and was excluded by LPC from further study.

For the most part, city directory and census data were only cursorily consulted for this block, since there were only a few early residences on the property before the area became heavily devoted to industry and commerce. Additionally, lack of (and later changes to) addresses here made this type of research quite difficult for the block. Land records also were not useful because the block numbers here changed over time and the entries were not broken down by lots until the 1890s. For these reasons, archival research concentrated primarily on accounts by Stiles, maps, tax records, and accounts of the area in local histories. Although a number of Department of Buildings records were requested for this block, none could be found by the department staff.

As noted in the landfilling section, above, the majority of Block 199 was originally underwater. The exception was a narrow stretch of beach extending south from about the line of Cranberry Street. This beach was first controlled by various large landowners, who maintained estates on what is now the Brooklyn Heights, above the line of Furman and Columbia Streets. Figure 6 illustrates the breakdown of waterfront ownership in 1816, when several of these landowners still held large estates in the area. Primarily, the beachfront area was used by these landowners and their tenants for docking purposes during the eighteenth and early nineteenth centuries.

Stiles (1867) provides a detailed description of the future Block 199 area in 1816. Since the modern block is so large, his account is best divided into smaller increments, as follows. In places he references Figure 6. Unless noted, structures are listed from north to south.

Furman Street between Fulton and Poplar Streets (modern Lots 1 and 3)
This area was under water in 1816, and so was not included in Stiles' description of the waterfront area.

Furman Street between Poplar and Cranberry Streets (modern Lot 3)
- A long wooden building used as a slaughter house
- Thomas Goen's house and salt manufactory
- Residence of William Thompson, waterman, who supplied fresh water to local ships
- A tavern kept by an Englishman (no name give)

Furman Street between Cranberry and Orange Streets (modern Lot 3)
- Jonathan Thompson's dock and extensive storehouses (Figure 6, 28) (Appendix A). Thompson was one of the first to initiate the warehousing business in Brooklyn. In 1797, the company of Gardiner, Thompson, and Company purchased a water lot in this location and built a bulkhead and storage warehouse
associated with their business as West India merchants. After the partnership dissolved in 1800, Thompson continued the business alone. The warehouses were formerly known as the “White Cotton Stores” due to their use for packing and storing cotton bales.

**Furman Street at the Foot of Orange Street (modern Lot 3)**
- Dock (Figure 6, 29) known as the Milkmen’s Dock. Horses belonging to the milkmen were stabled in a row of sheds under the heights [on the opposite side of Furman Street].

**Furman Street between Orange and Clark Streets (modern Lot 3)**
- Treadwell and Thorne’s stores
- Robert Black’s storehouse, which he converted to a salt manufactory during the War of 1812
- Kimberly and Waring’s (later Henry Waring’s) large wooden “Red stores”
- A row of tar sheds
- Another large wooden store belonging to Kimberly and Waring [may be Figure 6, 45]
- Englishman Tony Philpot’s small and secluded ale shop, which also had a nine pin alley, shuffleboard, and other such amusements, and was patronized by the local longshoremen and other laborers. It was located near the adjoining slip.
- A floating crib filled with turtles kept by well-known New York hotel caterer William Niblo, in the nearby slip.

**Furman Street between Clark and Pierrepont Streets (modern Lot 3)**
- Open shoreline to a point about mid way between these two streets
- A public landing called the Kingston Lot (Figure 6, 44). After the lot was purchased by Samuel Jackson, he enclosed it for his personal use.
- Samuel Jackson’s large dock and three wooden stores (Figure 6, 46)

**Furman Street between Pierrepont and Montague Streets (modern Lots 3, 100, 115 and 126)**
- Open sandy beach, at times impassable due to the tidal action

The 1823 city directory (Appendix B) confirms most of the occupations Stiles mentions, and includes notations for several other residences and businesses along the block. Generally, the area was home to various waterfront-related workers. As commerce increased in Brooklyn during the 1820s and 1830s, so too did the waterfront area that includes Block 199 expand. The 1840-41 city directory (Appendix B) indicates a number of additional residents and businesses within the block, again primarily related to waterfront activities and professions.

The 1855 Perris map (Figure 10) provides the next cartographic illustration of conditions within Block 199. By this time, the block was more heavily filled with warehouses and the waterfront had moved further into the East River. Piers were clearly delineated. By ca. 1850, no residents could be found in either the city directories or federal census

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records for the block, confirming the map information that the block had become primarily dedicated to businesses rather than houses. Again, it is useful to describe the block in smaller increments, as follows. Structures are listed from north to south.

**Furman Street between Fulton and Poplar Streets (modern Lots 1 and 3)**
- A brick flour mill
- An unidentified frame building
- Two frame ice house buildings
- A vacant lot
- A large brick building containing the DeForrest storage warehouses and an associated pier

**Furman Street between Poplar and Orange Streets (modern Lot 3)**
- A large frame building noted as “Tappscott’s storage for naval stores”
- A large brick building labeled “Thorne’s storage warehouses” and an associated pier
- A vacant area to the line of Middagh Street
- A pier at the end of the Middagh Street line
- A series of buildings labeled Thompsons storage warehouses (six brick buildings in total) and Thompson’s naval store sheds (frame buildings)
- A pier associated with the Thompson’s storage warehouse complex

**Furman Street between Orange and Pineapple Streets (modern Lot 3)**
- Harbeck’s stave yard (one brick building, the rest of the area was open)

**Furman Street between Pineapple and Clarke Streets (modern Lot 3)**
- A frame flour mill with a smoke stack
- Part of the Todd storage warehouse complex (brick buildings), including two frame buildings possibly used as dwellings

**Furman Street between Clarke and Pierrepont Streets (modern Lot 3)**
- The remainder of the Todd storage warehouse complex (brick buildings)
- Baxter’s storage warehouses (all brick) and an associated pier
- A number of frame buildings probably used as dwellings (numbered 139-161 on this map) surrounding a small road called “Hall’s Alley”
- A large square brick building labeled “Baxter’s Storage”
- The Blossom and Sons naval store yard (frame buildings)

**Furman Street between Pierrepont and Montague Streets (modern Lots 3 and 100)**
- Additional frame buildings of the Blossom and Sons naval stores
- Several small unidentified structures along Furman Street

**Furman Street at the foot of Montague Street (modern Lots 115 and 126)**
- The Wall Street ferry house and associated piers
Following the Civil War, the Furman Street waterfront area was further transformed by construction of larger and more extensive warehousing facilities and associated piers, which necessitated demolishing many of the structures present on the block in the 1850s. Review of the 1887 Sanborn map (Figure 12) illustrates the degree to which the building stock on Block 199 changed in the intervening decades. As above, the description of the block is divided into smaller increments (with structures listed from north to south). Comparison to the 1855 Perris map is made to show the extent of the new construction on the block.

**Furman Street between Fulton and Poplar Streets (modern Lots 1 and 3)**
- The Jewell Milling Company complex (including a large milling building ranging from one to seven stories, with smoke stacks, conveyors, and a wharf) replaced the brick flour mill and the unidentified frame building shown on the 1855 Perris map (Appendix A).
- The Knickerbocker Ice Company complex, which appears to be an expansion of the two frame ice house buildings and the vacant lot shown on the 1855 Perris map.
- Four warehouse buildings (each four stories), which may be the same structures shown on the 1855 Perris map labeled the DeForest storage warehouses (no proprietor is given on the 1887 Sanborn map). These buildings are associated with additional warehouse buildings to the south. The pier that is shown on the 1855 Perris map has extended further into the river and contains a one-story structure.

**Furman Street between Poplar and Orange Streets (modern Lot 3)**
- Continuation of the four-, five-, and six-story warehouse buildings described above (to the line of Cranberry Street), which replaced the large frame building noted as "Tapscott's storage for naval stores," the large brick building noted as "Thorner's storage warehouses," and the vacant area to Middagh Street on the 1855 Perris map. The pier that is shown on the 1855 Perris map has extended further into the river and contains a one-story structure. The pier shown at the foot of Middagh Street on the 1855 Perris map has extended further into the river and contains a one-story structure. A new, identical pier was built at the foot of Cranberry Street.
- From the line of Cranberry Street to just below the line of Orange Street, another series of five-story warehouse buildings labeled "Watson's Stores, occupied by E.B. Bartlett and Company" and a pier labeled "Watson Pier" with a one-story structure on it, which appears to be the same pier shown on the 1855 Perris map, but extended further into the river. The northernmost Watson's Stores buildings may be the same structures shown on the 1855 Perris map and labeled Thompson's storage warehouses. The remaining buildings previously occupied by Thompson's naval store sheds and warehouses were replaced by new buildings for the Watson's Stores.
Furman Street between Orange and Pineapple Streets (modern Lot 3)
- Five warehouses (each five stories tall) attributed to Harbeck’s Stores (Appendix A). A new pier with a one-story building on it had been built, called “Harbeck Pier.” The warehouse buildings replaced the predominantly open Harbeck’s stave yard shown on the 1855 Perris map. The buildings extended to just south of the line of Pineapple Street.

Furman Street between Pineapple and Clarke Streets (modern Lot 3)
- The six-story Central Elevator building and new pier, with a one-story structure on it. This was where the flour mill was located on the 1855 Perris map.
- Five warehouses (each five stories) labeled “Robert’s Stores, occupied by E.B. Bartlett and Company.” These warehouses extended to just south of the line of Clarke Street. A new pier called “Robert’s Pier” with a one-two story building on it had been constructed at about the line of Clarke Street. This area contained the Todd storage warehouse complex on the 1855 Perris map, which was demolished to build the Robert’s Stores.

Furman Street between Clarke and Pierrepont Streets (modern Lot 3)
- The remainder of the Robert’s Stores complex.
- The Mediterranean Stores complex, consisting of three five-story warehouse buildings, a one-two story building with a restaurant, and two piers, each with a one-story building and attributed to the “Mediterranean Steamship Company.” The store complex was also occupied by E.B. Bartlett and Company. The new warehouse complex may have utilized some of the Baxter’s storage warehouse building components, which were shown in this location on the 1855 Perris map. The frame dwellings and yard areas shown on the 1855 Perris map were completely destroyed to build the new complex.
- The Pierrepont Stores, a series of four-story warehouses extending nearly to the line of Montague Street (Appendix A). A new pier is labeled “Pierrepont’s Pier,” and has a one-story structure on it. This area was used as the Blossom and Sons naval store yard on the 1855 Perris map; these buildings were demolished in order to construct the Pierrepont Stores.

Furman Street between Pierrepont and Montague Streets (modern Lots 3 and 100)
- The continuation of the Pierrepont Stores, which replaced additional frame buildings of the Blossom and Sons naval stores shown on the 1855 Perris map.
- The Marston and Son Wood and Coal Yard, in the location where the small unidentified structures were shown on the 1855 Perris map.

Furman Street at the foot of Montague Street (modern Lots 115 and 126)
- As on the 1855 Perris map, the Wall Street ferry house and associated piers were located here. There was an inclined ramp leading down to the ferry house from the east. The ferry house was one to three stories high.

Most buildings on Block 199 did not change between issuance of the 1887 and 1904 Sanborn maps (Figures 12 and 13). What did change, however, was ownership and
control of these buildings. As described above, the New York Dock Company began consolidating the warehouse stock on the Brooklyn waterfront in about 1900; the 1904 Sanborn map shows the degree to which this occurred. Of all the warehouses on Block 199, only the Mediterranean and Pierrepont Stores remained under separate control; the New York Dock Company had acquired all of the remaining warehouses on the block. Additionally, the company had installed rail lines west of the warehouse buildings, which terminated on the north near Fulton Street at the newly constructed New York Dock Company Fulton Terminal Freight Station (which necessitated destruction of the Knickerbocker Ice Company complex) and on the south at Montague Street, where the former Marston Coal Yard had been transformed into a rail yard. From there the rail cars could continue east into Brooklyn along Montague Street.

The second major change to the block was pier expansion, alteration, and renumbering. The new pierhead line had been established in 1900, and many of the piers had now been extended out to this line. Also, rather than pier associations with specific firms, the New York Dock Company and numbered each sequentially. The northernmost pier within Block 199 was still controlled by the milling company (now called the Hecker, Jones and Jewell Milling Company), but the remaining piers were now attributed to the New York Dock Company. There were ten shipping piers within Block 199 (from north to south, numbered Piers 4-13) one pier associated with newly laid rail lines at Montague Street (Pier 14), and one pier south of the Wall Street Ferry (Pier 15).

Review of subsequent Sanborn maps for the years 1915, 1939, 1950, 1969, and 2004 reveals the following changes to Block 199:

Between 1912 and 1915, the National Cold Storage Company complex was completed opposite Middagh Street, with re-use of six older warehouses and replacement of two others by an 8-story concrete plant (Raber and Cooney 2005). The flour mill complex had also been demolished by this time. Also, most of the Pierrepont Stores had been rebuilt in 1911. Finally, a subway construction plant was noted just east of Pier 9. There was no change to the remainder of the block.

In 1939, the Sanborn map shows no change from the previous edition, except that the Wall Street Ferry at Montague Street was now gone, and had been replaced by a new pier, numbered Pier 15. There was no change on the 1950 Sanborn map (Figure 14) from the 1939 edition.

The last significant change to Block 199 came by the early 1960s, when the vast majority of the remaining nineteenth century warehouses were demolished, and new piers were constructed as part of the Port of New York Authority’s acquisition of the waterfront area from the New York Dock Company. These new piers are the ones that are in place today. A series of adjoining one-story structures maintained by the Port Authority covers these piers. The only buildings not demolished by issuance of the 1969 Sanborn map were the National Cold Storage Company buildings. Several new buildings had also been erected, namely the Stevedore’s Garage (Building 101/102), at the foot of Orange Street, in 1958; several storage buildings and a subway facility building at the foot of
Montague Street, also in the 1950s. Conditions shown on the 2004 Sanborn map have essentially stayed the same in the intervening years.

**Block 208 (Area 3)**

The portion of modern Block 208, Lot 25 included within the APE (now occupied by Squibb Park) is roughly bounded by Furman Street on the west, Columbia Heights on the east, Middagh Street on the north, and Cranberry Street on the south. Formerly, the northern half of this area was numbered Block 213 and the southern half Block 218.

Archival research was particularly difficult for this block, for several reasons. Addresses for this block were not consistent for much of its early history, and as noted above, the block number had multiple designations over time. Land records were particularly difficult to locate for this reason; none could be confirmed for the nineteenth century. As such, the archival research relied primarily on what little city directory and census data could be found, as well as on information from tax records and maps. No Department of Buildings records could be reviewed for this block.

Originally, a high bluff ran roughly north-south through this area, so that Columbia Heights was significantly higher in elevation than Furman Street. According to Stiles (1867), occupation of this block was limited to a narrow area under the bluffs, along what is now Furman Street and which was once beach front property. In 1816, Stiles notes that just south of Middagh Street were pumps belonging to Mr. Thompson (numbered 20 on Figure 6), who owned stores located across Furman Street along the now landfilled waterfront. There was a small house occupied by Thompson’s foreman between Cranberry and Orange Street, and a natural spring just behind the house half way up the bluff. Figure 6 also shows several other buildings within this area (and partially overlapping Furman Street), although their function is not given. Based on their location, however, it is likely they were associated with Thompson’s store complex. The area under the bluffs at the Orange Street line (and across from the “Milkmen’s Dock”) contained sheds for the milkmen’s horses. It is likely that this part of Block 208 was not fully developed through the 1820s and 1830s; only a few possible residents were found on this portion of the block (primarily on Columbia Street) in the 1823 and 1840-1841 city directories and the 1820-1840 federal censuses (Appendices B and C).

The 1855 Perris map illustrates that the portion of modern Lot 25 between Middagh and Cranberry Streets now contained a few small structures along Columbia Heights but only two very small buildings on Furman Street (Figure 10). City directories are less useful in pinpointing residents and businesses for this block, as house numbering seemingly was inconsistent during this period and it is difficult to determine exact locations of many residents on this stretch of Furman and Columbia Streets. Those possible residents that could be identified are listed in Appendix B.

The 1880 Bromley atlas (Figure 11) is not especially helpful in determining land use on the property (it only shows which lots had structures, but not the actual footprint of the buildings), although it does show the former shoreline, which ran along Furman Street,
immediately west of the block. The 1887 Sanborn map (Figure 12), however, provides more detail as to development on the property. New dwellings had been constructed on the Columbia Heights side of the lot between Middagh and Cranberry Streets, which were three or four stories high. The Furman Street frontage between Middagh and Cranberry Streets now contained three stores (each four stories high) and a three-story building labeled “Spice Mills” occupying four adjacent lots.

In 1904, the Sanborn map (Figure 13) showed little change to the building footprints on the lot, although more information was given about tenants. The spice mills along Furman Street are attributed to “D.R. James & Bro. Spice Mills” and three stores to the north along Furman Street to “T.P. Johns & Co. Coffee.” The parts of the lot marking the continuation of Middagh and Cranberry Streets were used as public parks.

During the first decades of the twentieth century, the buildings on the lot remained in place (Sanborn 1915). However, on the 1939 Sanborn map the buildings formerly occupied by the spice mills on Furman Street at the line of Cranberry Street were noted as having subway tunnels and ventilation beneath them (this is the A and C line, which runs under the East River from lower Manhattan and continues east under Cranberry Street). These buildings still remain on the property, although all the other structures on this part of Lot 25 had been demolished by the 1950 Sanborn map (Figure 14), presumably due to construction of the Brooklyn Queens Expressway, which now traversed this lot. On the southern end, it is an overhead road, but north of Cranberry Street it becomes a tunnel. The 1969, 1979, and 1989 Sanborn maps show no change from the 1950 configuration, except for the designation of the area as a park.

Block 245, Atlantic and Joralemon Streets (Areas 1 and 2)

Modern Block 245 is located on the west side of Furman Street between Montague Street on the north and Atlantic Avenue on the south. Lot 15 is located south of Montague Street to the northern side of the Trade Facilities Building (Lot 12, excluded by LPC from further study) on the east and to just above the line of State Street on the west. Lot 29 is located south of Lot 15, to the line of Atlantic Avenue.

City directory and census data were consulted for portions of this block that once contained residences, although lack of (and later changes to) addresses here made this type of research only variably successful. Land records also were not useful because the block numbers here changed over time and the entries were not broken down by lots until the 1890s. For these reasons, archival research concentrated primarily on accounts by Stiles, maps, tax records, and accounts of the area in local histories. Although several files were found by Department of Buildings staff for this block, none of the records provided any useful data about subsurface conditions on the block.

As noted in the landfilling section, above, the majority of Block 245 was originally underwater. The exception was a very narrow stretch of beach from Montague Street to Joralemon Street, which was essentially unusable because of tidal action. This beach was first controlled by various large landowners, who maintained estates on what is now the
Brooklyn Heights, above the line of Furman and Columbia Streets. Figure 6 illustrates the breakdown of waterfront ownership in 1816, when several of these landowners still held large estates in the area. Primarily, the beachfront area was used by these landowners and their tenants for docking purposes during the eighteenth and early nineteenth centuries.

Stiles (1867) provides a detailed description of the future Block 245 area in 1816, tied to Figure 6. The thin beach area between Montague Street and Joralemon Street was basically under water or affected by the tides, and as such was not developed prior to creation of Furman Street.

At the foot of Joralemon Street, however, was a landfilled projection upon which sat Pierrepont’s Anchor gin distillery (Figure 6, 64) and an old windmill (Figure 6, 64b). This area comprises land now straddling Furman Street, east to Columbia Heights and west partially into Block 245. Of this establishment Stiles says:

“Pierrepont’s Anchor gin distillery was on the site of the old Livingston brewery, at the foot of Joralemon’s lane. Mr. Pierrepont had rebuilt the old brewery building a large, wharf, a windmill, which was exclusively used for the purposes of the distillery, and several large wooden storehouses, in which he kept the gin stored for a full year after it was made, by which it acquired the mellowness for which it was peculiarly esteemed. The distillery was discontinued about 1819; was sold to Mr. Samuel Mitchell who used it as a candle factory for a time, and, subsequently, was occupied, as a distillery, by Messrs. Schenck & Rutherford; and having since been raised and enlarged is now (1869), occupied as a sugar house. The old windmill remained until about 1825, though unused.”

Additional development on Block 245 did not occur until landfilling began, in the mid-1830s. One of the first documented structures just south of what is now Atlantic Avenue was “Patchen’s Wharf,” located at the foot of Atlantic Avenue and used by the Brooklyn and Jamaica Railroad as its terminus. In 1836, the South Ferry began operating at the foot of Atlantic Avenue, and built its ferry house just north of Patchen’s Wharf (Brooklyn Daily Eagle August 22, 1886) (Appendix A).

By issuance of the 1840-41 city directory (Appendix B), a number of people were listed within the block, all opposite the line of Remsen Street, which contained a cluster of buildings, used as houses and for small commercial ventures. Included in the directory that year were a boatman, a seaman, a laborer, a washerwoman, a fruit store operator, a thread and needles merchant, and the proprietor of a salt water bath (who lived off the block, on Gold Street).

The 1855 Perris map illustrates the extent of construction on Block 245 by this time (Figure 10). From the line of Montague Street south to Joralemon Street (modern Lot 15), small dwellings with rear yards lined the Furman Street frontage, while storage
warehouses attributed to “H. Ford” were located west of the houses, along the newly created waterfront. City directory and census data identify some of the residents that may have been living in these houses during the period (Appendices B and C). A pier was situated near the center of the warehouse complex. From Joralemon Street south to just north of State Street (modern Lots 12 and 15), the block contained a series of storage buildings and yards (Chichester’s Guano Storage building, the Groh and Getz lumber yard, the Powers Brothers wood and coal yard, and an unnamed lumber yard with an associated pier). From this point south to Atlantic Avenue (modern Lot 29), the block was occupied by the Union Ferry Company, which ran the South Ferry operation, located here. There were several buildings on the complex, including a machine shop, a second machine shop with forges, and various unlabeled structures. The ferry house straddled the line between Block 245 and Atlantic Avenue; there were two slips for the ferries, interspersed between three piers. A fourth pier associated with the complex was located north of the ferry house.

Like Block 199 to the north, following the Civil War, the Block 245 waterfront area was transformed by construction of larger and more extensive warehousing facilities and associated piers, which necessitated demolishing some of the structures present on the block in the 1850s. Review of the 1886/1887 Sanborn map illustrates the degree to which the building stock on Block 245 changed in the intervening decades (Figure 12). Comparison to the 1855 Perris map is made to show the extent of the new construction on the block.

**Furman Street between Montague and Joralemon Streets (modern Lot 15)**
On the 1855 Perris map, this area contained a series of small structures along Furman Street and the large warehouses of H. Ford to the west. The 1887 Sanborn map shows that the structures along Furman Street clearly were two- and three-story dwellings (there was one small store building noted as a tent maker at the extreme northern end of the block) and that additional warehouses had now been built just south of Montague Street, behind the houses in an area that was previously vacant. The bank of warehouses, now numbering 11, was called the Prentice Stores, and was noted as being occupied by Cushman and Company. The warehouses were two, three, or four stories high. Three piers were now shown on this part of the block, labeled (from north to south) “Ferry Pier,” “Middle Pier,” and “South Pier.” The middle and south piers each had one-story structures on them.

**Furman Street between Joralemon and Atlantic Avenue (modern Lots 12, 15, and 29)**
The portion of the block shown on the 1855 Perris map to contain various coal and lumber yards was in 1886 occupied by the massive F. Woodruff and Company Store complex. These nine warehouses, ranging from two to six stories high, clustered around a small central area, presumably a long air shaft. The buildings had two piers associated with them, each with a one-story structure on top. The northern of the two piers also had a grain elevator and conveyor on it.

South of the Woodruff’s Stores, the Union Ferry complex shown on the 1855 Perris map had by 1886 expanded to include a larger ferry house, which had been constructed that
year, a planing shop, a coal shed and tramway, and a blacksmith repair shop. The northern pier had been expanded both in length and in width, and there was a one-story carpenter shop on it.

In 1886, the Brooklyn Daily Eagle ran a lengthy article describing the new ferry house depicted on the 1886 Sanborn map (Brooklyn Daily Eagle August 22, 1886). The article explained:

- The architect was William B. Olmsted and the builder was George W. Wright.
- The building was constructed of high quality timber, and had heavy hammered glass.
- The portion of the building extending out over the water was to be supported by driven piles and covered with cross timbers coated with cement.
- The portion of the building on land had heavy timbers over a stone base.
- The building was prefabricated in a shop and was assembled on-site.
- The style of the building was primarily “Grecian.”
- The building measured 156 feet long and 82 feet deep. Its domed roof, 40 feet in diameter, was 60 feet off the ground, and was capped by a tower 24 feet in height.
- The main entrance for foot passengers was in the center of the building, with gates on either side for carriages and wagons.

Most buildings on Block 245 did not change between issuance of the 1886/1887 and 1904 Sanborn maps (Figures 12 and 13). All the warehouse buildings and the Union Ferry complex buildings remained essentially the same, although the New York Dock Company had assumed ownership of the Woodruff’s Stores and had built a rail line west of all the warehouses. A significant alteration to the block, though, was the demolition of all the dwellings along Furman Street east of the Prentice Stores and the construction of a subway contractor’s plant with a large smoke stack between the line of Grace Street and Joralemon Street.

Like Block 199 to the north, the other major change to the block was pier expansion, alteration, and renumbering. The new pierhead line had been established in 1900, and many of the piers had now been extended to this line. Also, rather than pier associations with specific firms, they were now owned by the New York Dock Company and numbered sequentially (15-19). The Union Ferry Company still controlled its own piers, though.

Review of subsequent Sanborn maps for the years 1915, 1939, 1950, 1969, and 2004 reveals the following changes to Block 245:

The 1915 Sanborn map shows that the central warehouses of the Prentice Stores had been demolished and the L-shaped Ridder Building for the International Type Setting Machine Company had been constructed (in 1911) in portions of the area formerly occupied by the warehouses and the nineteenth century dwellings. North of the Ridder Building, the Prentice Stores warehouses had expanded eastward and now occupied the area once containing dwellings. The subway contractor’s plant had been razed, and an extension of
the Ridder Building had been built just north of the subway building’s former location. The Woodruff Stores complex and the Union Ferry complex showed no change.

By publication of the 1939 Sanborn map, the Prentice Stores and Ridder Building were all occupied by new tenants, and a new building had been constructed at the southeastern end of this area for the New York Dock Railway Corporation (in 1917), in the location where dwellings formerly stood. South of Joralemon Street, the Woodruff’s Store complex had been demolished and the large nine-ten-story New York Dock Company’s Trade Facilities building had been constructed (in 1928-29). This building is still standing on the block. Finally, the ferry complex had been mostly demolished (the ferry house and a few store buildings near Furman Street were still present), and the ferry was noted as not operating anymore. The ferry pier was now used as a recreation pier, and a concrete incline had been built to allow access to this pier. There was no change to the block between the 1939 and 1950 Sanborn maps (Figure 14).

Like Block 199, the last significant change to Block 245 came by the early 1960s, when the vast majority of the remaining nineteenth warehouses were demolished, and new piers were constructed as part of the Port of New York Authority’s acquisition of the waterfront area from the New York Dock Company. These new piers are the ones that are in place today. A series of adjoining one-story structures maintained by the Port Authority covers these piers. The only buildings not demolished by issuance of the 1969 Sanborn map were several buildings along Furman Street between Montague and Joralemon Street, and the Trade Facilities Building between Joralemon and Atlantic Avenues. The former South Ferry buildings had all been demolished. Conditions shown on the 2004 Sanborn map indicate that there was little change during the intervening years.

Block 258 (Area 1)

Block 258 was not landfill when the mid-1830s and as such was not included in the discussion by Stiles (1867) of conditions in 1816. By the 1855 Perris map publication, however, the entire block (on all four street fronts) was filled with structures (Figure 10). Unfortunately, city directories from this period are not particularly useful in reconstructing occupants of the block since addresses were not used consistently in listing residents in these documents. Possible residents on or near the block are listed in Appendix B. Tax records, detailed in Appendix D, indicate additional occupancy data from the second half of the nineteenth century. No Department of Buildings records could be reviewed for this block.

The 1886 Sanborn map shows no change to the footprint of the buildings from the 1855 Perris map, but does provide additional details (Figure 12). The majority of the buildings were stores (only a few dwellings were indicated, on Columbia Heights near State Street). All of the buildings were three, four, or five stories high; census data (Appendix C) indicate that a revolving number of residents lived in apartments over the stores. In general, these residents were working class renters who did not stay on the block for any
length of time. The interior section of the block contained rear yards associated with the various structures.

Sanborn maps from 1904 (Figure 13), 1915, and 1939 show little change to the block and building layouts. However, by issuance of the 1950 Sanborn map (Figure 14) the majority of the buildings on the block had been razed (there were two buildings left standing on Furman Street and two on State Street). By the 1969 Sanborn, all of the structures on the block had been demolished, and the elevated Brooklyn Queens Expressway had been built through the eastern side of the block.
V. DISTURBANCE RECORD

Block 1 and Pearl Street (Area 6)

Remains of any historic structures predating the Arbuckle occupation of the block in the late nineteenth century would have been significantly disturbed, if not destroyed, by construction of the Arbuckle complex. The former Arbuckle buildings themselves date to the 1880s (west of Pearl Street) and the 1890s (east of Pearl Street). Subsurface foundation remains of these structures likely still exist within the block.

Block 7 and Washington Street (Areas 5 and 6)

Areas of the block containing the two twentieth century buildings have been disturbed from their construction. The remainder of the block appears to be minimally disturbed as there was no significant construction activity or recorded subsurface disturbance in these areas.

Block 16 (Area 5)

A new city playground recently has been constructed on Block 16 (following completion of a Phase IA archaeological study for the block), creating significant disturbance to the landfilled ground surface through grading, filling, and other modifications to the landscape.

Block 25 and New Dock Street (Areas 3 and 5)

Lot 1, which historically contained the Fulton Ferry landing, has been reconfigured since removal of the ferry house in the twentieth century. The substantial construction (1871) and demolition (1926) of the last of the ferry houses on the lot, would have likely destroyed remains of the previous nineteenth-century ferry houses on the property, which were all situated in the same general location. The former fire boat house (now the "ice cream factory") is standing where the southern side of the most recent ferry house once sat, and with its construction presumably destroyed whatever vestiges of that ferry house were located on this part of the lot. It is unknown to what degree pier reconfiguration and landfilling for the River Café buildings affected the remainder of the former ferry landing area, since soil borings were not available for this lot.

Lot 12, located under the Brooklyn Bridge span, has been disturbed by construction of the Purchase Building and the various other storage structures adjacent to it, as well as by the massive bridge tower.

Construction of New Dock Street necessitated demolition of a portion of the Fulton Stores, remains of which might still exist under the road bed. The construction of the Fulton Stores themselves would have destroyed any resources from the coal yard that once stood on this part of the property.
Block 26 (Area 5)

Block 26 contains the extant Empire Stores, Fulton Stores remnant, Gair Building, and former factory building, all located on the north side of Plymouth Street. These buildings presumably have disturbed, if not destroyed, any former structures within their existing footprints. The portion of the block north of the Empire Stores was generally not developed, except for waterfront-related uses. The Tobacco Inspection building formerly stood north of the present Fulton Store remnant; foundation remains of this building might be present beneath the ground surface.

Block 45 (Area 4)

There are two major sources of disturbance on Block 45. The first and most obvious is the Brooklyn Bridge, which traverses the block along the former line of James Street. Excavation for construction of the cable anchorage and vaults on the block was significant, and extended over 20 feet below the ground surface. Soils immediately adjacent to the bridge component walls are assumed to be disturbed from what must have been sizeable builder’s trenches.

The second source of disturbance on the block is from former street-fronting buildings, which would have affected soils within their footprints. It should be assumed that any former structure with a basement, or that was more than one story high, would have severely impacted any potential archaeological resources in that location.

Despite these significant disturbances, there appear to be portions of Block 45 that were not affected either by bridge or building construction, and might contain intact or partially intact archaeological features, such as shaft features (wells, cisterns, and privies) associated with occupation on the block pre-dating availability of piped city water in ca. 1860. The former rear yards of 39 and 41 Fulton Street west of York Street and 79, 81, 87, 91, and 93 Fulton Street east of York Street were either left open or contained one-story rear additions; disturbance in these areas is considered to be low. Additionally, small strips representing portions of rear yards from former James Street buildings are located immediately behind the Fulton Street lots, and also may be relatively undisturbed if they were not affected by the bridge construction. Of note, the western portion of the block has the largest section of potentially undisturbed former James Street rear yards, since this area is west of the cable anchorage. This open area of the block can be seen clearly in Photograph 61.

Block 199 (Areas 2 and 3)

By the close of the nineteenth century, Block 199 was lined with brick warehouse buildings, from Doughty Street to Montague Street. These warehouses undoubtedly disturbed remains of any former structures situated along the west side of Furman Street, although the degree of this disturbance presently is unknown. Soil borings recently excavated on the block did not generally encounter structural remains or other obvious archaeological features (the exception was the one boring north of the present Cold
Storage Warehouses), but since these borings were limited in diameter, it stands to reason that the sampling technique used to situate these borings was not geared towards locating archaeological resources, and additional structural remains may still be extant on the block.

The former warehouses on the block can be divided into several temporal categories. The portion of the De Forrest’s/Martin’s Stores once located north of the Cold Storage Warehouses was erected by issuance of the 1855 Perris map and was not markedly altered over time, so that when it was demolished in the mid-twentieth century, this cluster of stores represented the oldest of the warehouse buildings on the block. This area is now used as a surface parking lot and is presumed to be largely undisturbed. The majority of the warehouses on Block 199 were built after the Civil War, and remained basically unaltered until their demolition in the mid-twentieth century. These warehouses included additional Martin’s Stores, Watson’s Stores, and Harbeck’s Stores. Any area once supporting these stores is also presumed to be mostly undisturbed, as the bulk of the Furman Street frontage contains surface parking lots and the structures built since c. 1955 have shallow foundations or spread footings. Two of the former warehouse clusters, the Robert’s Stores and the Pierrrepont Stores, were rebuilt using concrete in ca. 1911. This rebuilding likely disturbed or destroyed remains of the earlier, brick warehouses that they replaced, but may well have left some original foundation components intact. These former concrete warehouse remains may be extant beneath the ground surface.

Although Block 199 was chiefly devoted to warehouses, several other businesses and potential archaeological resources deserve mention. At the northernmost end of the block, a flour mill was in place by 1855, and by 1887 it had expanded into a large milling complex. This business remained on the block through the early twentieth century (it was demolished by the 1915 Sanborn map publication); after its removal it appears that this portion of the block was vacant or used for surface parking, suggesting minimal disturbance to the former mill complex along Furman Street (the mill’s pier was removed and is now covered by modern Pier 1). Remains of the Knickerbocker Ice Company complex, formerly located just south of the mill complex, appear to have been impacted by construction of the New York Dock Company’s Fulton Terminal Station, and are likely disturbed or destroyed. Last, the Wall Street ferry landing and ferry house, once located at the foot of Montague Street, were destroyed when former Pier 15 was built and then later removed in the twentieth century.

**Block 208 (Area 3)**

The Brooklyn-Queens Expressway now forms the southeastern edge of the APE on this block. Obviously, in areas directly bordering this major highway, disturbance to the nineteenth century ground surface should be significant. Areas under and immediately adjacent to standing structures on the property will also be disturbed. It is possible, however, that the sloped area adjacent to the elevated highway, which probably consists of a combination of introduced fill, placed in this location as a barrier or berm for the highway, and the naturally occurring hillside under the former bluff that ran through the block, could cap potential archaeological resources, such as shaft features formerly
present in open rear yards on the block. Since soil borings were not available to review for this block, however, the ultimate level of disturbance is unknown.

**Block 245, Atlantic Avenue and Joralemon Street (Areas 1 and 2)**

Like Block 199 to the north, by the late nineteenth century Block 245 was lined with brick warehouses. These included the Prentice Stores, from the line of Montague Street to Joralemon Street, and the Woodruff Stores, from Joralemon Street to about the line of State Street. South of the Woodruff Stores was the South Ferry complex, which operated in this general location from the 1830s through the 1920s. Prior to landfilling in the 1830s, the only development on the block had been the distillery complex, at the foot of Joralemon Street on a previously landfill projection into the river.

There are a number of disturbances on Block 245. The most obvious impact to the block is from the Trade Facilities Building, located south of Joralemon Street. While the lot that this massive building encompasses was excluded by LPC from further archaeological study, it should be noted that the location of the late eighteenth and early nineteenth century distillery and the nineteenth-century Woodruff’s Stores fall within the footprint of this building, and as such these resources are believed to be destroyed. The abandoned English ship noted by Stiles at the foot of Joralemon Street may or may not fall within the footprint of this building.

The area between Montague Street and Joralemon Street has been variously disturbed by modern building construction, including the present maintenance garage between Montague and Remsen Streets and the present multi-story former New York Dock Railway Corporation building north of Joralemon Street. Other twentieth century buildings were located at various locations between these two extant structures, as described above. These buildings, with shallow foundations, may have left deeper, nineteenth-century warehouse foundations largely intact. Foundations from all or part of eleven different warehouse structures might remain intact in this section of Block 245. Of note, the row of nineteenth-century dwellings and their yards once located along Furman Street, in front of the Prentice Stores, appear to have been destroyed by construction of twentieth-century additions to the Prentice Stores, as well as new construction of the Ridder Building and its addition, the subway contractor’s plant building, and the extant building north of Joralemon Street.

The area south of the present Trade Facilities building historically supported the South Ferry complex, shown on the 1855 Perris map and the 1886, 1904, and 1915 Sanborn maps. Although there are now three long storage sheds with domed roofs on this part of the block, it is possible that portions of the South Ferry complex might still survive in areas not impacted by the storage sheds.

Both Joralemon Street and Atlantic Avenue have been disturbed by excavation for utilities, including the new sewers installed in the late 1970s.
Block 258 (Area 1)

The Brooklyn-Queens Expressway now forms the northeastern edge of the APE on this block. Photographs taken during construction of this major highway suggest major disturbance to the APE, which would likely have destroyed any potential archaeological resources (Photograph 65).

Fulton Street (Area 4)

Much of Fulton Street has been disturbed, primarily from installation of underground utilities, including lines for water, gas, electric, telephone, and sewers. Both the horizontal and vertical locations of the utilities (either active or disused) under Fulton Street are not presently known. In the late 1970s, however, when Solecki studied lower Fulton Street (to the line of Front Street), a plan view of the utilities included in his report showed that most of the lines were located along the street edges, but not under the sidewalks (Solecki 1981). Areas where side streets met Fulton Street usually had utilities within that intersection. The sewers (both the old main and the new one installed during the late 1970s) were situated in the center of Fulton Street. Additionally, piers that once supported the elevated railroad on Fulton Street are still present at the where the sidewalk meets the streetbed on the southern side of the street, and in the approximate center of the street. Soil profiles made during Solecki's archaeological study showed that utilities (other than sewers, which presumably were a bit deeper) were often found as deep as eight feet below grade.
VI. ARCHAEOLOGICAL SENSITIVITY

A. Precontact Period Resources

Throughout the BBPP APE, precontact period archaeological sensitivity is low. As detailed in the precontact overview, no sites from this period have been recorded by modern archaeologists within the APE, or within a one mile radius within downtown Brooklyn. The only recently documented precontact sites in the general vicinity were those preserved from modern disturbance in such places as Governor’s Island or Staten Island. No precontact sites have been found in heavily urbanized areas such as downtown Brooklyn or Manhattan. Although some former locations of precontact sites along the original shoreline of the East River, such as those originally described by Parker, Grumet, or in the Antiquities of Long Island, have been given NYSM site numbers, it should be strongly emphasized that in all cases these sites have been long since destroyed. Since the natural shoreline of the East River has been completely obliterated by historic and modern development, the likelihood of encountering any intact precontact sites in these types of environments is incredibly low.

In recent years, several researchers have written about the possibility that precontact sites from the Paleo-Indian and Early Archaic periods may be preserved in areas now under waters of the rivers in New York harbor (e.g. HCI 1983; Boesch 1994, 1996, 1997). The idea is that since levels of the rivers are significantly higher today than they were during the last ice age, precontact sites from these periods, which would have been located along the ancient shorelines of the rivers, could be deeply buried beneath modern river bottom deposits. In Boesch’s recent archaeological predictive models for the boroughs of the Bronx, Queens, and Staten Island, he evaluates the possibility that Paleo-Indian and Early Archaic sites may be preserved under existing river sediments. He claims that most of the former ground surfaces now inundated by the rivers probably have been destroyed by natural forces such as rising sea water, tidal action, and river currents, and by historic events such as river dredging. However, Boesch explains that areas containing deep peat deposits may cap ground surfaces associated with pre-inundated archaeological sites. Peat deposits frequently are found in areas once supporting marshland.

Soil borings reviewed as part of the current project indicate that some peat deposits were present in the BBPP APE vicinity (such as along Furman Street), but these deposits were only found in several discrete borings, suggesting that the strata were truncated by later disturbances, or were only present in isolated pockets. No peat deposits were found within the APE itself, probably due to a combination of strong river currents that did not allow peat to form in these areas or washed away fragile strata, combined with disturbance to the soil column from historic filling and dredging in the area. These factors imply a very low possibility that precontact archaeological sites may be found deeply buried beneath river sediments within the APE.
B. Historic Period Resources

Block 1 and Pearl Street (Area 6)

Remnants of the Arbuckle Brothers buildings in areas of Block 1 now vacant are likely extant beneath the present ground surface. Since the business of the Arbuckle complex occurred primarily inside the buildings (using machinery that has since been removed), and not beneath the ground surface, any remains of these buildings should consist of foundation elements only. However, since this block is part of the DUMBO Industrial District, these foundation remains would likely contribute additional important subsurface architectural data to the district and so should be considered potentially significant archaeological resources, and would allow study of the means of construction techniques and materials for the former buildings. These types of data offer a wealth of comparative data for industrial sites within New York City and other urban areas. Pearl Street was always used as a roadbed; no structures are known to have existed within its footprint. Throughout the block and under Pearl Street, however, pre-1840 landfilling retaining devices could be present, as might remains of an early nineteenth-century pier that is depicted on the 1836 Colton map. For these reasons, historic period archaeological sensitivity is high for Block 1 and Pearl Street.

Block 7 and Washington Street (Areas 5 and 6)

When Linda Stone completed her Phase IA study of portions of Block 7 and Washington Street in 2002, she concluded that historic archaeological sensitivity for former structures on the block was low, due to its use over time primarily for iron and coal yards and transient buildings associated with these facilities. She wrote:

Archaeological remains associated with these structures would not be considered significant mainly because of the temporary nature of the buildings and their industrial usage would have left generic remains which would be difficult, at best, to associate with a particular structure or time period (2002:25).

The present study concurs with Stone’s assessment that historic period archaeological sensitivity for structures on this portion of the block is low.

The section of Block 7 not included in Stone’s 2002 study contains the NYCDEP building, the former Gair Building, and an associated parking lot along the southern end of Washington Street, which is now closed to through traffic. These areas formerly contained portions of the iron yard present on the remainder of the block, and later, a warehouse. The two buildings presently on the block would have destroyed any remains of the former warehouse. Thus, historic period archaeological sensitivity for structures on the remainder of Block 7 is also low.
Washington Street, once landfilled, appears to have been used exclusively as a roadway; there were no historical resources documented within the streetbed, and as such its historical archaeological sensitivity for structures is also low.

The entire block and Washington Street roadbed, however, overlie pre-1840 landfilling devices, as this area was once under water. Stone's assessment concluded that these devices would not be impacted, and so no further archaeological study of these elements was recommended at that time. However, it is possible that the present BBPP project could require deeper excavations on this block, creating impacts to these resources. Historical archaeological sensitivity for landfilling devices in this area is therefore high.

**Block 16 (Area 5)**

Like Block 7 to the east, Block 16 also contained a succession of "yards," in this case coal and lumber yards. Linda Stone's 2001 Phase IIA study of Block 16 likewise concluded that historic archaeological sensitivity for the majority of the block was low. The present study concurs with this conclusion.

The only portion of Block 16 that Stone considered historically significant was the Catherine Street ferry area, north of Main Street. While she concluded that resources associated with the ferry landing had probably been destroyed, because the property falls within a historic district, she recommended archaeological monitoring in the former location of the ferry landing, in order to ensure that these resources, if present, were not destroyed by future construction on the block. It appears, however, that this monitoring never occurred (Stone 2003).

Since completion of Stone's report in 2001, a new city playground has been constructed on Block 16, likely destroying remains of any former resources on the block, and rendering current historical archaeological sensitivity low. Although pre-1840 landfilling devices presumably are located beneath the landfill on this block, because there are no plans for additional excavation (the playground will not be altered), historical archaeological sensitivity for these devices is low.

**Block 25 and New Dock Street (Areas 3 and 5)**

Historical archaeological sensitivity for structures on Block 25 is low. On Lot 1, at the foot of Fulton Street, twentieth century reconfiguration of the piers, including additional landfilling, probably destroyed subsurface remains of most of the nineteenth century structures and features on the property. The last of the ferry houses, built in 1871 and razed in 1926, sat in the same location as former ferry houses on the block, and presumably destroyed the earlier structures when it was built. The 1871 ferry house itself has been well documented in historic photographs and other accounts. Even if potential remains of this structure survive beneath the present ground surface, it is unclear to what degree the archaeological examination of this building would add to the body of knowledge already compiled for this resource.
Lot 12, located under the Brooklyn Bridge span, has been significantly disturbed from twentieth century construction of the Purchase Building and other structures on the property. This building construction would have likely obliterated any nineteenth century resources within its footprint. In addition, during the historical period, the lot was used chiefly as a coal yard, which would not have generated a significant archaeological footprint, adding to the property’s designation of low archaeological sensitivity for former structures.

Historical archaeological sensitivity for structures under New Dock Street, however, is high. Portions of the Fulton Stores and the Tobacco Warehouse were both once located within the footprint of this streetbed. Remains from these buildings might be extant under the street paving.

As with other portions of the project area, pre-1840 landfilling devices and former piers might be present under this block. Historical archaeological sensitivity for these resources is high.

**Block 26 (Area 5)**

Historical archaeological sensitivity for Block 26 is high. The Empire Stores buildings have had a number of archaeological and historical studies undertaken for them, and are listed as an archaeological site with the NYSOPRHP. The area along the waterfront north of the buildings has been subjected to ongoing archaeological monitoring, in order to ensure proper documentation of any landfill retaining devices impacted by periodic maintenance projects. Additionally, foundation remains of the former Fulton Stores and Tobacco Warehouse are potentially extant beneath the ground surface in the presently landscaped area of the property north of the Fulton Store remnant walls.

**Block 45 (Area 4)**

As described above, a number of former rear yards along Fulton and James Streets may be relatively undisturbed from construction of the adjacent Brooklyn Bridge or street-facing buildings. This block was one of the first to be settled in Brooklyn, occupational data are available from the Colonial period through the nineteenth century. Prior to ca. 1860, when piped city water and sewers first became available, residents and businesses on the block would have relied on rear yard shaft features, such as wells, cisterns, and privies. These features might survive in places within the block. Additionally, it should be emphasized that the block and its environs were depicted in a famous 1820 painting, which has been extensively studied and analyzed. Archaeological data that would complement information shown in this image would be especially significant. For these reasons, the portions of the block that are believed to be relatively undisturbed have a high historical archaeological sensitivity. The remaining portions of the block, which were affected either by bridge or building construction activities, have a low historical archaeological sensitivity.
Block 199 (Areas 2 and 3)

Historical archaeological sensitivity for much of Block 199 is high. Many of the warehouses and other structures that were located on the block by the mid to late nineteenth century stood until the twentieth century, and since their demolition the area has been used largely for surface parking lots, which likely would have capped rather than destroyed any remaining resources. Also, while it seems reasonable to assume that construction of the warehouses and other structures along Furman Street disturbed the earlier nineteenth-century resources on the block detailed by Stiles, it is unclear whether these structures were fully destroyed, or whether remnants of them might still survive under the later buildings. The soil borings excavated on the block were inconclusive in this regard, although in one boring north of the Cold Storage Warehouses a wood object or a potential surface was documented beneath seven feet of concrete rubble, suggesting the possibility that these earlier resources might still exist on the block in places. Early landfilling devices should be present throughout all areas of the block formerly under water (excepting the modern piers), and early nineteenth-century piers might be present in locations as well, adding to the designation of high historical archaeological sensitivity. In many places, the earliest bulkheads were overbuilt by post-1850 warehouses with their own deep foundations, but small areas with pre-1840 landfilled devices may remain largely undisturbed.

Block 208 (Area 3)

This block has a low archaeological sensitivity. Archival data was problematic for this block, as the address and block numbering changed several times, creating difficulties in tying occupants to the block for any length of time, and therefore rendering the research value any potential archaeological remains associated with these structures minimal.

Block 245, Atlantic Avenue and Joralemon Street (Areas 1 and 2)

Two portions of Block 245 retain high historical archaeological sensitivity for former structures. These are the former locations of eleven nineteenth-century warehouses between Montague and Joralemon streets, and the South Ferry complex, located north of Atlantic Avenue. At least portions of these areas appear to be minimally disturbed from later construction. All portions of the block not affected by later pier reconfiguration should overlie landfill retaining devices, adding to the historical archaeological sensitivity. It is also possible that remains from a Revolutionary War Warship may be present at the foot of Joralemon Street. The Atlantic Avenue and Joralemon Street streetbeds have a low historical archaeological sensitivity, due to disturbance from twentieth-century tunnel construction and utility installation.

Block 258 (Area 1)

It appears that the upper reaches of the APE on this block have been severely disturbed by construction of the Brooklyn-Queens Expressway. In addition, the block housed a succession of reasonably short-term occupants living several families to a building.
Since continuous occupancy of the residences on the block is difficult to prove, even if potential resources from former shaft features were extant here, they would have a lower archaeological research value, since they cannot be tied to specific residents. For these reasons, the historical archaeological sensitivity associated with former structures on Block 258 is considered to be low. However, like other blocks formerly under water, this block rests on landfill retaining devices. Thus, the historical archaeological sensitivity for these waterfront resources is high.

**Fulton Street (Area 4)**

The exterior portions of Fulton Street and its sidewalks not impacted by utilities or other subsurface disturbances should have a high historical archaeological sensitivity, as these areas likely cap remains of former eighteenth and early nineteenth century street-fronting structures. West of Front Street, Solecki (1981) documented *in situ* historic deposits associated with these types of resources at various depths, but in some places as shallow as four feet below grade. The depth of these potential structures east of Front Street is unknown, but caution suggests they may be equally shallowly buried. West of Front Street, landfilling devices and former piers might be present in areas not impacted by later construction.
VII. CONCLUSIONS

Based on the individual block histories, coupled with the disturbance record and archaeological sensitivity assessments for each block, the following conclusions have been drawn. For ease of discussion, the potential archaeological resources have been broken down into seven categories, as outlined in the research design: Precontact, Landfill, Pre-1904 Waterfront, Residential, Industrial, Commercial, and Transportation (consisting primarily of ferries and railroads). Only those potential archaeological resources that may be both extant (in other words, not destroyed by later disturbance) and significant are identified. If known, potential depths below grade of these resources are given. Following the block-by-block discussion, Table 5 summarizes the potentially significant archaeological resources identified within the APE as a whole.

Block 1 and Pearl Street (Area 6)

Precontact

No precontact resources are expected to be present on this block or under this streetbed.

Landfill

The landfill on this block and under this streetbed cannot be traced to a particular source; as such it should have minimal archaeological significance.

Pre-1904 waterfront

Landfilling devices might be present on this block and under this streetbed, as well as remains from one short pier or wharf that appears on the 1836 Colton map only. The base of the landfilling devices should be present at ca. 20-25 feet below grade, with upper bulkhead components possible at shallower depths beneath Arbuckle Brothers sugar complex foundations. The depth of the former pier, if extant, is unknown, although presumably the top would be located at least several feet above the former river elevation, with pier supports below that depth. The modern water table has been measured at ca. seven feet below grade, which should roughly correspond to the former river elevation.

Residential

No significant residential resources are expected to be present on this block or under this streetbed.

Industrial

Potentially significant industrial resources from the former Arbuckle Brothers sugar complex are likely present on this block. These building foundations likely are located
just below the modern ground surface. Some of the foundations were visible at the time of the field survey.

Commercial

No significant commercial resources are expected to be present on this block or under this streetbed.

Transportation

No transportation resources are expected to be present on this block or under this streetbed.

Block 7 and Washington Street (Areas 5 and 6)

Precontact

No precontact resources are expected to be present on this block or under this streetbed.

Landfill

The landfill on this block and under this streetbed cannot be traced to a particular source; as such it should have minimal archaeological significance.

Pre-1904 waterfront

Stone’s 2002 report concluded that the only potentially significant pre-1904 waterfront resources on the block were the bottoms of cribwork for the bulkheads, usually found 20-25 feet below mean low water, and which have not been well documented. In addition, potentially significant components of pre-1840 bulkheads might be present between or below recent building foundations.

Residential

No residential resources are expected to be present on this block or under this streetbed.

Industrial

No significant industrial resources are expected to be present on this block or under this streetbed.

Commercial

No significant commercial resources are expected to be present on this block or under this streetbed.
Transportation

No transportation resources are expected to be present on this block or under this streetbed.

Block 16 (Area 5)

Precontact

No precontact resources are expected to be present on this block.

Landfill

The landfill on this block cannot be traced to a particular source; as such it should have minimal archaeological significance.

Pre-1904 waterfront

Stone’s 2001 report concluded that other than resources associated with the Catherine Street ferry (discussed below under Transportation) the only other potentially significant pre-1904 waterfront resources on the block would be the bottoms of cribwork for the bulkheads, usually found 20-25 feet below mean low water, and which have not been well documented. These depths are greater than the planned construction for the playground, which has since been built. In addition, potentially significant components of pre-1840 bulkheads might be present at shallower elevations, but may not be affected by any planned construction.

Residential

No residential resources are expected to be present on this block.

Industrial

No significant industrial resources are expected to be present on this block.

Commercial

No significant commercial resources are expected to be present on this block.

Transportation

Stone’s 2001 report concluded that remains of a pre-1850s ferry landing structure might still exist within the parcel, along the line of Main Street, but at depths greater than the planned construction for the playground, which has since been built. Stone also concluded that the playground construction could impact the post-1850s ferry landing structure, located on the western side of the property in an area where stone steps were to

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be built, requiring up to 14 feet of fill removal. However, since the playground has now been completed and no further impacts are expected on this parcel as part of the current project, this conclusion is no longer relevant. While the Manhattan Bridge pier technically falls within this block, it should not be affected by the current project.

**Block 25 and New Dock Street (Areas 3 and 5)**

**Precontact**

No precontact resources are expected to be present on this block or under this streetbed.

**Landfill**

The landfill on this block and under this streetbed cannot be traced to a particular source; as such it should have minimal archaeological significance.

**Pre-1904 waterfront**

It is possible that pre-1904 waterfront resources, consisting of landfilling devices and former piers, are extant beneath the current Fulton Ferry landing area on this block. However, it is unknown to what degree pier reconfiguration and landfilling for the River Café buildings affected these pre-1904 waterfront features, since soil borings were not available for this lot. If extant, the bottoms of the landfilling devices would be present at ca. 20-25 feet below grade. Former piers presumably would be located several feet above the river’s elevation. The modern water table (which is roughly equivalent to the former river elevation) was found at ca. 8-12 feet below grade on neighboring Block 199; assuming the water table is at a similar depth on Block 25, former piers could be situated several feet above this level.

**Residential**

No significant residential resources are expected to be present on this block or under this streetbed.

**Industrial**

No significant industrial resources are expected to be present on this block or under this streetbed.

**Commercial**

Construction of New Dock Street in 1913 necessitated demolition of a portion of the Fulton Stores and the Tobacco Warehouse. Remains from both of these buildings might be extant under the road bed and would be considered potentially significant, especially since the area is within a historic district and a state park. Depths of these potential resources are unknown, but presumably could be present just below the street paving.
Transportation

The only potential transportation resources on this block were the succession of ferry buildings and piers associated with the Fulton Ferry. However, archival research suggests that twentieth century reconfiguration of the piers, including additional landfilling, probably destroyed subsurface remains of most of the nineteenth century structures and features on the property. The last of the ferry houses, built in 1871 and razed in 1926, sat in the same location as former ferry houses on the block, and presumably destroyed the earlier structures when it was built. The 1871 ferry house itself has been well documented in historic photographs and other accounts. Even if potential remains of this structure survive beneath the present ground surface, it is unclear to what degree the archaeological examination of this building would add to the body of knowledge already compiled for this resource. The Brooklyn Bridge pier, which is also located within this block, will not be affected by the current project.

Block 26 (Area 5)

Precontact

No precontact resources are expected to be present on this block.

Landfill

The landfill on this block cannot be traced to a particular source; as such it should have minimal archaeological significance.

Pre-1904 waterfront

The area along the waterfront north of the Empire Stores buildings has been subjected to ongoing archaeological monitoring, in order to ensure proper documentation of any significant landfill retaining devices impacted by periodic maintenance projects. As with other blocks, the bottoms of these devices should be located at ca. 20-25 feet below grade. Components of some pre-1840 bulkheads might be present at higher elevations between the East River and the outshore end of the Empire Stores and the visible Tobacco Warehouse foundations.

Residential

No significant residential resources are expected to be present on this block. Any former residential resources would have been severely disturbed by construction of the Empire Stores.
Industrial

There are no significant industrial resources on this block. The one industrial building, still standing on Lot 38, was used as a macaroni factory and later a tin factory in the late nineteenth century. However, the four-story brick building covers the entire footprint of the lot, suggesting that any potential archaeological resources related to the industrial use of the building have been disturbed or destroyed.

Commercial

The Empire Stores are a significant historic and archaeological resource and are listed as an archaeological site with the NYSOPRHP. Additionally, foundation remains of the former Fulton Stores and Tobacco Warehouse are potentially extant beneath the ground surface in the presently landscaped area of the property north of the Fulton Store remnant walls. Depths of these foundations could be just beneath the ground surface.

Transportation

No significant transportation resources are expected to be present on this block.

Block 45 (Area 4)

Precontact

No precontact resources are expected to be present on this block.

Landfill

This block was not originally under water, and as such any landfill on the property would be related to historic occupation of the block, backfilling around the Brooklyn Bridge vaults and cable anchorage in the 1870s, and creating the present park and parking lot on the block.

Pre-1904 waterfront

No pre-1904 waterfront resources are expected to be present on this block.

Residential

This block was one of the earliest to be settled in downtown Brooklyn; archival records note occupants here prior to the Revolutionary War and through the nineteenth century. During the early nineteenth century, Francis Guy made a now-famous painting that included a detailed depiction of the block, its rear yards, and many of the occupants. A number of these residents remained on the block for extended periods of time. Any extant resources associated with residential occupation on this block through the mid-
nineteenth century should be considered highly significant. The depths of these potential resources are unknown, but could be present just below the ground surface.

**Industrial**

A number of buildings housing cottage industries were present on this block in the late eighteenth and early nineteenth century. Potentially significant archaeological resources associated with these early industrial concerns might be extant in portions of the block not disturbed by later construction. Again, while depths of these resources are not known, it is possible that they could be located just beneath the modern ground surface.

**Commercial**

A number of buildings housing commercial ventures (many in conjunction with the cottage industries that produced the goods for sale) were present on this block in the late eighteenth and early nineteenth century. Potentially significant archaeological resources associated with these early commercial concerns might be extant in portions of the block not disturbed by later construction. Depths of these resources are also unknown at this time, but could be just below the modern ground surface.

**Transportation**

No transportation resources are expected to be present on this block, other than the Brooklyn Bridge itself, which will not be affected by the current project.

**Block 199 (Areas 2 and 3)**

**Precontact**

No precontact resources are expected to be present on this block.

**Landfill**

The landfill on this block cannot be traced to a particular source; as such it should have minimal archaeological significance.

**Pre-1904 waterfront**

Landfilling devices and piers/wharves predating the use of the block for mid-nineteenth century warehouses might be present on this block and might be archaeologically significant. The bottoms of the landfilling devices would be located at ca. 20-25 feet below grade. Pre-1840 bulkheads or solid-fill piers, for which upper components may include significant information, may survive several feet above former river elevations including areas below later nineteenth-century warehouse walls. The water table (which is roughly equivalent to the former river elevation) has been measured at ca. 8-12 feet
below grade on this block, suggesting that former piers could be located several feet above this depth.

Residential

No significant residential resources are expected to be present on this block.

Industrial

A flour mill was present on the extreme northern end of this block by at least 1855, when it was purchased by Smith and Jewell. The mill burned in 1861 and 1864 (and was expanded and rebuilt after each fire) and the engine house was destroyed by a boiler explosion in 1881 and was also rebuilt. The milling complex stood on this part of the block until being razed by ca. 1915. It was operated by the same firm (albeit with changing principals) during its entire existence. Since being demolished, the flour mill complex location has contained only paved surface parking lots, suggesting significant archaeological remains from this longstanding milling industry could be extant within this block. Although the depth of these potential resources is unknown at this time, since there has been no rebuilding on this part of the block, the milling resources could be situated just below the modern pavement. The potential remains would allow study of the means of construction techniques and materials for the former buildings. These types of data offer a wealth of comparative data for industrial sites within New York City and other urban areas.

Commercial

Potentially significant archaeological remains associated with nineteenth-century warehouses might be extant within this block. The portion of the De Forrest’s/Martin’s Stores once located north of the Cold Storage Warehouses was erected by issuance of the 1855 Perris map and was not markedly altered over time, so that when it was demolished in the mid-twentieth century, this cluster of stores represented the oldest of the warehouse buildings on the block. This area is now used as a surface parking lot and is presumed to be largely undisturbed. Remains of these former stores could be located just below the present pavement. The majority of the warehouses on Block 199 were built after the Civil War, and remained basically unaltered until their demolition in the mid-twentieth century. These warehouses included additional Martin’s Stores, Watson’s Stores, and Harbeck’s Stores. Any area once supporting these stores that does not now contain a modern building is also presumed to be mostly undisturbed, as the bulk of the Furman Street frontage contains surface parking lots. Again, these resources could be located just beneath the current pavement.

Transportation

No significant transportation resources are expected to be present on this block. The former Wall Street ferry complex has been completely destroyed from twentieth-century pier removal.
Block 208 (Area 3)

Precontact

No precontact resources are expected to be present on this block.

Landfill

This block was not originally under water, and as such any landfill on the property would be related to historic occupation of the block, and creating a berm associated with the adjacent Brooklyn-Queens Expressway in the 1950s.

Pre-1904 waterfront

No pre-1904 waterfront resources are expected to be present on this block.

Residential

No significant residential resources are expected to be present on this block. Documenting residents on this block was particularly difficult based on inconsistencies in the archival record, which prevented linking long-term occupants with specific properties on the block.

Industrial

No significant industrial resources are expected to be present on this block.

Commercial

No significant commercial resources are expected to be present on this block.

Transportation

No transportation resources are expected to be present on this block.

Block 245, Atlantic Avenue and Joralemon Street (Areas 1 and 2)

Precontact

No precontact resources are expected to be present on this block or under these streetbeds. Of note, peat deposits (which can often preserve buried Paleo-Indian period precontact surfaces) were only found in discrete soil borings along Furman Street and do not appear to extend into the block or streetbeds.
Landfill

The only portion of the landfill on this block that can be traced to a specific source is the area now covered by the Trade Facilities building on Lot 12, which was excluded by LPC from further study due to the disturbance caused by construction of this massive building. The Trade Facilities building is located on the western half of the site of the former Pierrepont Distillery, which sat on a landfilled projection assumed to have been created by local landowner Pierrepont from soil on his estate in the Brooklyn Heights. The landfilled projection does not appear to have extended beyond the modern boundaries of this building. The remainder of the landfill on this block cannot be traced to a particular source; as such it should have minimal archaeological significance.

Of note, the English war ship reported to have run aground at the foot of Joralemon Street during the Revolutionary War might have been located either under the Trade Facilities building or further east, as the foot of Joralemon Street at this time was near the modern intersection of Columbia Street. Although it seems probable that any remains of this ship (which was dismantled at least in part by the locals) fall within areas not designated as part of the BBPP APE, its location, if extant, cannot be pinpointed exactly, and as such its possible presence as part of the landfill within Block 245 cannot be ruled out. Presumably, if extant, the ship remains might be found within the lower reaches of the landfill, at or below the former river’s elevation, which is roughly equivalent to the modern water table, at ca. 8-12 feet below grade.

Pre-1904 waterfront

Landfilling devices and piers/wharves predating the use of the block for mid-nineteenth century warehouses might be present on this block. The bulkhead feature previously recorded under Joralemon Street (at 10-12 feet below grade) attests to the likely survival of such features. Bottoms of landfill retaining devices would be located at 20-25 feet below grade. Pre-1840 bulkheads or solid-fill piers, for which upper components may include significant information, may survive several feet above former river elevations, (which are roughly the depth of the modern water table, at ca. 8-12 feet below grade). It is probable, however, that late twentieth-century sewer construction under both Atlantic Avenue and Joralemon Street destroyed a large extent of any potential waterfront resources in these locations.

Residential

No significant residential resources are expected to be present on this block or under these streetbeds. Any residential resources associated with the former houses along Furman Street would have been severely disturbed by construction of the nineteenth and twentieth century warehouses and other buildings in this location.
Industrial

No industrial resources are expected to be present on this block or under these streetbeds. The late eighteenth- and early nineteenth-century distillery complex falls within the footprint of the modern Trade Facilities building and as such would have been severely disturbed if not completely destroyed by its construction.

Commercial

Potentially significant archaeological remains associated with nineteenth-century warehouses might be extant immediately north of Joralemon Street, but west of the modern building along Furman Street. Demolished in the 1960s, the remains of these buildings could be located just below the modern pavement.

Transportation

Potentially significant archaeological remains associated with early ferry use might be extant on Block 245. South of the Trade Facilities building (modern Lot 29), portions of the former South Ferry complex might not be substantially disturbed by later construction or pier reconfiguration. By at least 1855, the complex included a ferry house, built in ca. 1836, two machine shops, and several other unidentified buildings. While the original ferry house was demolished in 1886 and a new ferry house built in the same location, the machine shops and several other associated buildings were never replaced, and stayed on the block until the 1930s. Currently, Lot 29 is covered by three long storage sheds. However, it is possible that portions of the South Ferry complex might still survive in areas not impacted by the storage sheds. If present, these remains could be located just below the modern pavement.

Block 258 (Area 1)

Precontact

No precontact resources are expected to be present on this block.

Landfill

The nineteenth-century landfill on this block cannot be traced to a particular source; as such it should have minimal archaeological significance. The remaining landfill on the block dates to the 1950s and should have no archaeological significance.

Pre-1904 waterfront

Landfilling devices should be present on this block. The bottoms of the landfilling devices would be located at ca. 20-25 feet below grade.
Residential

Although the block contained a number of nineteenth-century residences, the severe disturbance caused by construction of the Brooklyn-Queens Expressway on this block in the 1950s, coupled with the transient nature of the residents on the block, preventing establishment of multiple-year occupation using archival records, have created a low archaeological sensitivity for significant residential remains.

Industrial

No industrial resources are expected to be present on this block.

Commercial

No significant commercial resources are expected to be present on this block.

Transportation

No transportation resources are expected to be present on this block.

Fulton Street (Area 4)

Precontact

No precontact resources are expected to be present within this streetbed.

Landfill

The landfill within this streetbed (west of about Everitt Street) cannot be traced to a particular source; as such it should have minimal archaeological significance. The remainder of the streetbed (east of about Everitt Street) originally was on fast land, and although landfill has raised the street up to its current grade, this soil likewise cannot be traced to a particular source; as such it should have minimal archaeological significance.

Pre-1904 waterfront

The original shoreline of the East River was located at about Everitt Street. One former waterfront feature (a dock remnant, found at 13 feet below grade) has already been documented as an archaeological site in this area; it is probable that other significant archaeological features might also be extant under the current streetbed from Everitt Street west. Bottoms of landfilling devices should exist at ca. 20-25 feet below grade, while former piers or wharves could be located at similar depths to the previously recorded dock remnant). The area east of Everitt Street was never under water and as such waterfront-related features should not be present under this section of Fulton Street.
Residential

A number of houses lined Fulton Street in the late eighteenth and early nineteenth century, and were subsequently demolished or moved when street widening occurred. The last of the major street widenings was in the 1830s; potentially significant archaeological resources associated with these early residences might be extant under areas of Fulton Street and its sidewalks that have not been disturbed by utility or other modern construction. In lower Fulton Street, surfaces from this period were encountered at about four feet below grade, suggesting that similar resources could exist at this depth and deeper.

Industrial

A number of buildings housing cottage industries lined Fulton Street in the late eighteenth and early nineteenth century, and were subsequently demolished or moved when street widening occurred. The last of the major street widenings was in the 1830s; potentially significant archaeological resources associated with these early industrial concerns might be extant under areas of Fulton Street and its sidewalks that have not been disturbed by utility or other modern construction. In lower Fulton Street, remains of structures from this period were encountered at about four feet below grade, suggesting that similar resources could exist at this depth and deeper.

Commercial

A number of commercial ventures lined Fulton Street in the late eighteenth and early nineteenth century, and were subsequently demolished or moved when street widening occurred. The last of the major street widenings was in the 1830s; potentially significant archaeological resources associated with these early residences might be extant under areas of Fulton Street and its sidewalks that have not been disturbed by utility or other modern construction. Additionally, the Fly Market was located in the middle of lower Fulton Street, and portions of it could still be extant under the streetbed. In lower Fulton Street, remains of structures from this period were encountered at about four feet below grade, suggesting that similar resources could exist at this depth and deeper.

Transportation

Although Fulton Street was one of the earliest roads laid out in Brooklyn, it seems unlikely that significant transportation-related archaeological resources would still be present under the streetbed. The paving sequence along lower Fulton Street was well documented in soil profiles made by Solecki during the period that the new sewer was installed in the late 1970s, and did not include remains of street car tracks (laid initially in 1854), suggesting that these rails were removed before the last round of paving occurred.
Summary

The following table summarizes the conclusions outlined above.

**Table 5: Potentially significant archaeological resources in the BBPP APE**

<table>
<thead>
<tr>
<th>Location</th>
<th>Precontact</th>
<th>Landfill</th>
<th>Pre-1904 Waterfront</th>
<th>Residential</th>
<th>Industrial</th>
<th>Commercial</th>
<th>Transportation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Block 1 and Pearl Street</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Block 7 and Washington Street</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
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</tr>
<tr>
<td>Block 16</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Block 25 and New Dock Street</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Block 26</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
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<tr>
<td>Block 45</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
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<td>Block 199</td>
<td>No</td>
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<td>No</td>
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<td>Block 208</td>
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<td>Yes</td>
</tr>
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<td>Block 258</td>
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<td>Yes</td>
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<td>Yes</td>
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</tr>
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</table>
VIII. RECOMMENDATIONS

Based on the above conclusions, the following recommendations are offered for the BBPP APE. Although proposed construction plans for the project have not been finalized, a review of likely impacts to each location is also included. Table 6, following the text, summarizes the probable depths below grade of potential archaeological resources within the APE, contrasted with the project's likely impacts. The locations where archaeological sensitivity is high and field testing or monitoring might be required, depending on the finalized impacts from future construction, are shown on Figure 15.

Block 1 and Pearl Street

Two types of potentially significant archaeological resources might be located on this block and under this streetbed. Industrial resources from the Arbuckle Brothers sugar refinery buildings likely are extant at reasonably shallow depths under the vacant sections of the block (possible building elements were visible on the ground surface at the time of the field visit). Landfill retaining devices and possible wharf remains associated with the pre-1904 waterfront might be present on the block and under the streetbed as well.

Present construction plans call for most of this area to be landscaped with lawns, which would likely not require deep excavation below current grade. It is unlikely that any former landfilling devices would be impacted by the BBPP, although depending on the depth of the landscaping (e.g. tree plantings, which could extend 12”-36” below grade), the former Arbuckle Brothers building foundations might be impacted, as these are thought to exist just below the present ground surface.

A residential building is proposed east of Adams Street, north of John Street, which, depending on the depth of its foundation could impact landfilling devices, piers, and the foundations of the former Arbuckle Brothers buildings. Therefore, archaeological documentation of the former Arbuckle Brothers buildings is recommended. Because this block has been identified as containing hazardous materials in the landfill, though, any archaeological testing or monitoring in this location would need to be undertaken according to OSHA regulations governing excavation of contaminated sites. The degree of the contamination (presently being determined) may influence the type of archaeological investigations to be undertaken on the block. Once the final determination of contamination levels has been confirmed, a qualified archaeological consultant (in consultation with the client, the NYSOPRHP and the LPC) should devise an appropriate program of either archaeological testing or monitoring.

Block 7 and Washington Street

The only potentially significant archaeological resources on Block 7 and Washington Street would be landfill retaining devices associated with the pre-1904 waterfront, beginning at least several feet beneath the surface.
Present construction plans in this area do not call for substantial excavation below the current ground surface. Thus, it is unlikely that any former waterfront elements would be impacted by the BBPP. However, if plans change and deep excavation on this block becomes necessary, archaeological testing or monitoring of potential waterfront elements beneath this area may be warranted.

Block 16

Two types of potentially significant archaeological resources might be present within Block 16. As with neighboring blocks, this block should contain landfill retaining devices associated with the pre-1904 waterfront, beginning at least several feet beneath the surface. The bottoms of these devices exist at about 20-25 feet below grade. Additionally, remains of both the pre-1850s and post-1850s ferry landing structures might be extant (but deeply buried) on the western side of the block.

No deep excavation on this block is anticipated as part of the current project. The city playground, which was recently built, would not be altered. New landscaping would be provided. Thus, it is highly unlikely that any significant archaeological resources will be impacted by the BBPP on this block. Should plans change, however, and deep excavation becomes necessary, archaeological testing or monitoring of potential waterfront elements and ferry components beneath this area may be warranted.

Block 25 and New Dock Street

Pre-1904 waterfront resources associated with the Fulton Ferry landing might be present beneath Lot 1 of Block 25, although the extent of disturbance to these potential resources is unknown. Also, remains of the former Fulton Stores and Tobacco Warehouse might be present and shallowly buried under New Dock Street.

Currently, plans for the BBPP include the removal of the Purchase Building and some landscaping. Since deep excavation is not planned in the Fulton Ferry landing area or to New Dock Street, it is not expected that potential archaeological resources would be impacted by the project. Again, if plans change and excavation beyond 12 inches becomes necessary (e.g. tree plantings) in the locations of the former Fulton Stores and Tobacco Warehouse buildings, archaeological testing or monitoring within these areas may be warranted. If plans result in excavation to a depth of five feet, potential pre-1904 waterfront resources could also be impacted and testing or monitoring would be required.

Block 26

Block 26 contains the Empire Stores, a state-listed archaeological and historic resource. Additionally, the block might contain significant landfill retaining devices associated with the pre-1904 waterfront.

This block is part of the Fulton Ferry-Empire Stores State Park and presently protected by the New York State Parks’ own cultural resources management program. This program
requires archaeological testing or monitoring to be conducted whenever subsurface excavations are planned in this location. Presently, plans for the BBPP do not anticipate any alterations to the site itself, only modifications to the use of the buildings. The proposed adaptive reuse of the Empire Stores for mixed-use development could include subsurface work within the footprint of the building. Archaeological evaluations being undertaken as a result of that project are summarized in the Draft Environmental Impact Statement (DEIS) being prepared for the Brooklyn Bridge Park Project.

**Block 45**

Block 45 might contain significant archaeological resources associated with late eighteenth to mid-nineteenth century residential, commercial, and industrial use of the block. If present, these resources would likely be contained in rear yard shaft features, such as wells, cisterns, or privies. These features, or portions thereof, could be extant within former yard areas that were not subsequently affected by modern construction. While much of the block appears to have been disturbed by street-fronting buildings, several rear yard areas appear to have remained open, or had only one-story additions built on them, suggesting that potential archaeological resources could remain extant below the ground surface. Specifically, these resources could be present in former rear yards of 39 and 41 Fulton Street west of York Street and 79, 81, 87, 91, and 93 Fulton Street east of York Street. The western portion of the block (west of the Brooklyn Bridge cable anchorage) might also contain rear yard features from former James Street buildings.

BBPP development plans call for minimal alterations to this block, consisting primarily of “streetscape improvements.” If these improvements consist of minor landscaping or other surface changes to the block, potential archaeological resources likely would not be affected by the project and no further action should be necessary. However, since resources are anticipated just beneath the surface, should improvements include excavations, such as those necessary for utility placement, grading, or other deep cuts, and if these excavations occur within an archaeological sensitive part of the block, archaeological testing is recommended.

**Block 199**

Three kinds of potentially significant archaeological resources might exist within Block 199, east of the twentieth-century pier areas. On the portion of the block located at the southwest corner of Fulton and Furman Streets, remains of a nineteenth-century flour mill complex might be extant under the paved parking lot. This mill was in operation by at least 1855 and was expanded several times over the course of the nineteenth century, before being razed by ca. 1915. Additionally, remains from a number of nineteenth-century warehouses might survive under areas now covered with paved parking lots. These warehouses include pre-Civil War buildings from the DeForest’s/Martin’s Stores (located north of the Cold Storage Warehouses), and post-Civil War buildings from the Martin’s, Watson’s, and Harbeck’s Stores (located south of the Cold Storage Warehouses). Last, throughout Block 199, pre-1904 waterfront features, including
landfill retaining devices and early nineteenth-century piers and wharves, could be present under the landfill.

Current construction plans for Block 199 call for the removal of a portion of Pier 1, new landscaping and active recreation areas, and a water’s edge promenade. In addition, two new buildings to contain hotel and residential uses, would be located along Furman Street in the area of the Pier 1 upland area. As with other blocks, if the proposed development calls for only minor surface landscaping or other surface changes to the block, the proposed project would likely not affect potential archaeological resources, and no further action should be necessary. However, if improvements include deeper excavations, such as those necessary for tree plantings, utility placement, grading, or other deep cuts, and if these excavations occur within and to the depths of archaeologically sensitive areas, archaeological testing is recommended.

It is anticipated that construction of the proposed hotel and residential building along Furman Street would impact potential 19th storehouse foundations, which are anticipated just below the surface, as well as likely impact potential landfills retaining devices expected at greater depths. Therefore, testing is also recommended in these areas. While the areas within Block 199 with potential warehouse foundations and landfill-retaining devices are very extensive, testing programs would only be needed within the presumably more limited areas with cuts exceeding several feet below present surfaces. Since the archaeological resources at issue will tend to have long, structurally-redundant sections, testing programs developed in conjunction with LPC and NYSOPRHP would involve sampling of sensitive areas to identify potentially significant resources, followed as appropriate by archaeological documentation of sampled resources which prove to be significant.

Block 208

No potentially significant archaeological resources were identified within the Block 208 APE as part of the present study. For this reason, no additional archaeological investigations are recommended for this block.

Block 245, Joralemon Street and Atlantic Avenue

Four types of potentially significant archaeological resources might exist within Block 245, in all cases on the landfilled portions of the block, as opposed to the twentieth-century pier areas. South of the Trade Facilities building on Lot 29, remains of the South Ferry complex might be extant in areas not disturbed by the current storage sheds on the property. North of Joralemon Street and west of the current standing building along Furman Street, remains of eleven nineteenth-century warehouses might be largely undisturbed beneath the paved parking lot and perhaps beneath the foundations of Building 56. Last, remains from an English war ship dating to the Revolutionary War era might be included in the landfill near the line of Joralemon Street, although its exact location (if extant) is unknown. Throughout Block 245, pre-1904 waterfront features,
including landfill retaining devices and early nineteenth-century piers and wharves, could be present under the landfill.

Plans for Block 245 as part of the BBPP include support space for a new marina, new landscaped and active recreations areas and parking. In addition, two new residential buildings are planned in the Pier 6 upland area. As with other blocks, minor landscaping or other surface changes to the block would not likely affect potential archaeological resources and no further action should be necessary. However, if improvements include deeper excavations, such as those necessary for tree plantings, utility placement, grading, or other deep cuts, and if these excavations occur within archaeologically sensitive areas, archaeological resources may be impacted and testing is recommended. It is anticipated that construction of the proposed residential buildings would impact potential resources associated with the South Ferry complex, which are anticipated just below the surface, as well as likely impact potential landfilling devices expected at greater depths. Therefore, testing is also recommended in these areas. While the areas within Block 245 with potential warehouse foundations and landfill-retaining devices are very extensive, testing programs would only be needed within the presumably more limited areas with cuts exceeding several feet below present surfaces. Since the archaeological resources at issue will tend to have long, structurally-redundant sections, testing programs developed in conjunction with LPC and NYSOPRHP would involve sampling of sensitive areas to identify potentially significant resources, followed as appropriate by archaeological documentation of sampled resources which prove to be significant.

Block 258

The only potentially significant archaeological resources on Block 258 would be landfill retaining devices associated with the pre-1904 waterfront. The bottoms of these resources should be located at 20-25 feet below grade.

Present construction plans in this area have not been finalized. However, if deep excavation on this block becomes necessary, archaeological testing or monitoring of potential waterfront elements beneath this area may be warranted.

Fulton Street

Fulton Street has been substantially widened since it was first officially laid out in 1704, with the last major widening occurring in 1839. Initially, the road was 64 feet wide. Today, it ranges from about 80 feet wide at the intersection with Henry Street, to over 90 feet wide near Front Street, to approximately 135 feet wide near Furman Street. Thus, the edges of Fulton Street, including the sidewalks, could cap significant archaeological resources associated with late eighteenth to early nineteenth century residential, commercial, and industrial buildings that once lined the street and had to be demolished or moved when the street was widened. These resources likely would consist of building foundations from some of Brooklyn’s earliest structures. Additionally, lower Fulton Street once contained a number of structures within what is now the streetbed, including the Corporation House (a state-designated archaeological site) and the Fly Market.
Because the types of potential archaeological resources expected to be present under Fulton Street are architectural in nature (occupants likely would have disposed of household, industrial, or commercial artifacts in rear yards, which will not be impacted), documenting long-term residential occupation for these structures (such as through city directory or census records) becomes less critical in terms of establishing archaeological significance for these resources. Any opportunity to study colonial period or early Federal era housing remains along Fulton Street would add significantly to the knowledge of early American building techniques and should therefore be considered an important goal.

The preservation of these potential archaeological resources depends on the degree to which they have been disturbed by former excavations, such as for utility placements. The location of all utilities (either active or disused) under Fulton Street is not presently known, although as described above Solecki’s 1981 report does give some data about lower Fulton Street (to the line of Front Street), indicating that in this area most of the lines were located along the street edges, but not under the sidewalks, excepting areas where side streets met Fulton Street, which usually had utilities within the intersections. The sewers (both the old main and the new one installed during the late 1970s) were situated in the center of Fulton Street.

Plans associated with the BBPP do not call for substantial changes to Fulton Street. Generally, the project proposes simplified vehicular access, relocation of some parking, and streetscape improvements. If these improvements consist of minor landscaping or other surface changes along the street that would not extend beneath 4 feet, potential archaeological resources associated with the former waterfront, residential, commercial, and industrial development likely would not be affected by the project and no further action should be necessary. However, if improvements include excavations, such as those necessary for new utility placement, grading, or other deep cuts, and if these excavations occur within and to the depth of archaeologically sensitive parts of the street or sidewalk, archaeological testing is recommended. Up to date utility plans, which were not available to HPI at the time this report was written, would need to be consulted in order to determine the locations of these reasonably undisturbed areas.
### Summary

The following table summarizes the recommendations outlined above.

#### Table 6: Depths of potentially significant archaeological resources and BBPP project impacts

<table>
<thead>
<tr>
<th>Location</th>
<th>Depth of potential archaeological resources</th>
<th>Subsurface project impacts</th>
</tr>
</thead>
</table>
| Block 1 and Pearl Street              | **Pre-1904 waterfront**: piers 5-10 feet below the surface; bottom of landfill retaining devices ca. 20-25 feet below the surface; top of landfill retaining devices (timber bulkheads) beneath industrial foundations  
**Industrial**: just under ground surface                                           | Landscaping, new residential building                             |
| Block 7 and Washington Street         | **Pre-1904 waterfront**: bottom of landfill retaining devices ca. 20-25 feet below the surface; top of landfill retaining devices (timber bulkheads) beneath existing building foundations | Landscaping, no major excavations at this time                   |
| Block 16                              | **Pre-1904 waterfront**: bottom of landfill retaining devices (timber bulkheads) ca. 20-25 feet below the surface  
**Transportation**: ferry landing at ca. 14 feet                                | Landscaping, playground will not be modified                     |
| Block 25 and New Dock Street          | **Pre-1904 waterfront**: piers 5-10 feet below the surface; bottom of landfill retaining devices (timber bulkheads) ca. 20-25 feet below the surface; top of landfill retaining devices ca. 5-10 feet below the surface  
**Commercial**: just under ground surface                                         | Removal of Purchase Building; landscaping                        |
| Block 26                              | **Pre-1904 waterfront**: bottom of landfill retaining devices (timber bulkheads) ca. 20-25 feet; top of landfill retaining devices ca. 5-10 feet below the surface  
**Commercial**: just under ground surface                                          | Adaptive reuse of the Empire Stores                                 |
| Block 45                              | **Residential**: just under ground surface  
**Industrial**: just under ground surface  
**Commercial**: just under ground surface                                           | Streetscape improvements; specific impacts unknown at this time   |
| Block 199                             | **Pre-1904 waterfront**: piers 5-10 feet below the surface; bottom of landfill retaining devices (timber bulkheads) ca. 20-25 feet below the surface; top of some landfill retaining devices ca. 5-10 feet below the surface  
**Industrial**: just under ground surface  
**Commercial**: just under ground surface                                           | Removal of portion of Pier 1; landscaping; new active recreation, new restaurant, new hotel and residential building |
| Block 208                             | **No sensitivity (see Table 5)**                                                                             | N/A                                                              |
| Block 245                             | **Landfill**: possible shipwreck ca. 8-12 feet below surface  
**Pre-1904 waterfront**: piers 5-10 feet below the surface; bottom of landfill retaining devices ca. 20-25 feet below the surface; top of some landfill retaining devices ca. 5-10 feet below the surface  
**Commercial**: just under ground surface  
**Transportation**: just under ground surface                                        | Landscaping, parking, new active recreations; two new residential buildings |
<p>| Block 258                             | <strong>Pre-1904 waterfront</strong>: bottom of landfill retaining devices (timber bulkheads) ca. 20-25 feet below the surface | Not finalized at this time                                      |</p>
<table>
<thead>
<tr>
<th>Location</th>
<th>Depth of potential archaeological resources</th>
<th>Subsurface project impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fulton Street</td>
<td>Pre-1904 waterfront: piers 5-13 feet below the surface; bottom of landfill retaining devices (timber bulkheads) ca. 20-25 feet below the surface (all west of Everett Street) Residential: ca. 4 feet below the surface Industrial: ca. 4 feet below the surface Commercial: ca. 4 feet below the surface</td>
<td>Simplified vehicular access, relocation of some parking, and streetscape improvements; specific impacts unknown at this time</td>
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</tbody>
</table>

Note: It is assumed that the first 12 inches beneath the surface has been disturbed by prior development and grading and does not have the potential to contain significant intact archaeological resources. Therefore, when resources are indicated as being below the surface this excludes the first 12 inches beneath the surface which is not archaeologically sensitive.
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Figure 1. Location of Brooklyn Bridge Park Project Site. *U. S. G. S. Map, Brooklyn and Jersey City Quadrangle 1979.*
BROOKLYN BRIDGE PARK

Piers 5, 4, 3, and 2 and Their Uplands

Figure 2c
Figure 3. Detail of the Plan of the City of New York, Ratzen, 1767, Showing the Approximate Location of the Brooklyn Bridge Park Project Site. No Scale.
Figure 4. *A New & Accurate Plan of the City of New York in the State of New York in North America*, Taylor-Roberts, 1797. No Scale.
Figure 5. Map of the Old Ferry District of the Village in 1816. (Stiles 1867, Map A). No Scale.
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Figure 7. Map of the Yellow Fever District, 1823 (Stiles 1867, Map D), In the Location of Pier 2, 3, 4, and 5 (Area 2).

KEY

A. Wharf and stores of Samuel Jackson and George Hicks.
   B. Where the ship Diana lay.
   G. House where the fever appeared.
   D. Residence of John Wells, Esq.
   E. House In which Thomas Oxx sickened and died.
       g. Fences erected by the Trustees.
   H. Toby Philpot's.
   K. Thomas Armstrong's tavern.
   M. Furman Tuttle's, and Mrs. Vanderveer's.
   N. Residence of S. S. Newman.
   O. Henry Waring's house.
   P. David Kimberly's house.
   Q. Stepladder to ascend the hill, from Furman street.
   R. Road up the hill.
   T. stone store of Henry Waring.
X. Mansion house, owned by Alex. Robinson, Esq., and In which John Ward, Esq., died.
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Figure 9. Detail from *Topographical Map of the City and County of New-York, and the Adjacent Country*, Colton, 1836. No. Scale
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Figure 12f. *Insurance Maps of the City of New York: Borough of Brooklyn*, Sanborn 1886/1887. Detail of Fulton Street (Area 4). No Scale.
Figure 12g. *Insurance Maps of the City of New York: Borough of Brooklyn, Sanborn 1886/1887.* Detail of Interbridge Area (West Section of Area 5). No Scale.
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Figure 13e. *Insurance Maps of the City of New York: Borough of Brooklyn*, Sanborn 1904. Detail of Blocks 199 and 25 (Pier 1 and Fulton Ferry Landing (North Section of Area 3). No Scale
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Figure 14h. *Insurance Maps of the City of New York: Borough of Brooklyn*, Sanborn 1950. Detail of Interbridge Area and Area North of the Manhattan Bridge (East Section of Area 5, Area 6). No Scale.
Fulton Street, Interbridge, & North of the Manhattan Bridge Areas:
Potential Commercial, Residential, & Industrial Sites
REFERENCES: Perris 1855; Stiles 1867; Bromley & Robinson 1880; Sanborn Map Co. 1886/1887, 1904; Galbreath 1912
BROOKLYN BRIDGE PARK ARCHAEOLOGICAL SENSITIVITY - FIGURE 15-C
Fulton Street, Interbridge, & North of the Manhattan Bridge Areas: Potential Timber Bulkheads

REFERENCES: Ratzer 1767; Taylor & Roberts 1797; Lott 1816; Hooker 1827; Colton 1836; U.S. Coast Survey 1844; Perris 1855; Bromley & Robinson 1880; Sanborn Map Co. 1886/1887, 1904

BROOKLYN BRIDGE PARK ARCHAEOLOGICAL SENSITIVITY - FIGURE 15-D
PHOTOGRAPHS
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APPENDIX A

COMPANY HISTORIES
Company Histories

Ferries

Ferry systems played a pivotal role in the development of the Brooklyn shoreline, beginning in the late sixteenth century. Several ferries launched from portions of the project area. The earliest ferries, while not technically "companies," nevertheless provide context in understanding the later ferry company developments. A brief history of the ferries within the project area follows.

The first ferry between Long Island and New Amsterdam ran from the foot of present-day Fulton Street to the foot of present-day Peck Slip, New York. This ferry line was subsequently known as the Old Ferry (Stiles 1867:III:505-506). The earliest recorded ferryman and grantee of the Fulton Street ferry landing was Cornelius Dircksen (Hooglandt) (Mosscrop and Beers 1896). From 1642-1643, Dircksen not only operated the ferry, but he also owned land with a small house and garden near the Fulton Street landing (Stiles 1867:III:506). In 1654, Governor Stuyvesant issued the first ordinance regulating ferry service. This ordinance required the construction of a ferry house at both of the ferry landings. In 1655, a wooden ferry house was built at the Brooklyn landing (Armbruster 1918:7-8). The Corporation of New York purchased the property and began operating the ferry service in 1694. With their acquisition of the land, the corporation also built a new brick ferry house to replace the original wooden structure (Weld 1938:18). The corporation leased and granted the ferry service and property to a series of different individuals throughout the 1700s (Stiles 1867:III:507-528).

The Catharine Ferry or New Ferry was established on August 1, 1795 by William Furman and Theodosious Hunt, lessees from the Corporation of New York (Stiles 1867:III:551). The route of this ferry extended from the foot of present-day Main Street (formerly, New Ferry Street) to the foot of Catharine Street in New York City. In 1805, the Corporation of New York attempted to further establish their ownership rights on both sides of the river by purchasing from Joshua Sands the foot of Main Street and adjacent property in order to construct a ferry landing (Stone 2001:8-9). For a short time prior to 1811, this ferry was run by Noah Waterbury and Henry Stanton, successors to Furman and Hunt. Rodman Bowne obtained the ferry lease by 1811, and he and his brother continued to hold the lease up until 1852.

In 1808, Robert Fulton and Robert Livingston, his patron, obtained from the State of New York the exclusive rights to run steamboats in all of its waters for 25 years. In 1812, Fulton proposed steamboat ferry service to the Old Ferry landing in Brooklyn. The Corporation of New York accepted this proposition. Thus, on January 24, 1814, the corporation granted a lease to Robert Fulton and William Cutting for the ferry between Beekman's Slip in New York and the Old Ferry Slip in Brooklyn (Stiles 1967:III:536). With this lease, Fulton and Cutting formed a stock company—the New York and Brooklyn Steamboat Ferry Associates (Stiles 1967:III:539).
In this same year, Fulton built his first steam-powered ferry. The steamship *Nassau* was the first steamboat put upon the Fulton Ferry on May 10, 1814. Notably, steamboats were not used on the Catharine Street Ferry route until 1822. Prior to steamboats, the Catharine Street Ferry first used row boats or sail boats to carry its passengers. After 1814, the ferry replaced row boats with team-boat technology. John Garrison Murphy, a Brooklyn mill-wright, in conjunction with Rodman Bowne, invented the team-boat after 1808. According to Hazleton, team-boats consisted of boats that “had two hulls of twenty feet apart, covered by one deck. The paddle wheel was on a shaft between the hulls, [and] was made to revolve by horses treading an endless incline” (1925:1644).

After adopting the steamboat, the Bownes introduced the single-hull steam boat in 1824.

The New York and Brooklyn Ferry Associates continued to operate the steam ferry on the Old Fulton route until 1839, despite the deaths of Fulton in 1815 and of Cutting in 1821. In 1839, the lessees of the Fulton Ferry and of the South Ferry, a route started in 1836 between New York and Patchen’s dock (at the foot of present-day Atlantic Street), applied for a united lease as the New York and Brooklyn Ferry Company. N.B. Morse was appointed President and Henry E. Pierrepont was appointed Vice President of this company. In 1845, Jacob R. Leroy and Henry E. Pierrepont organized the Brooklyn and Union Ferry Company, and, as such, they obtained leases for the Fulton, the South, and the Hamilton Avenue ferries. Additionally, they secured the lease for a new ferry from the foot of Wall Street to the foot of Montague Street, Brooklyn (Stiles 1967:III:549).

By 1850, the Fulton Ferry, along with the South and Hamilton ferries, was successfully out competing the independent ferries—the Catharine, the Gouvenor, the Roosevelt, and the Wall Street ferries. Cyrus Smith and William Buckley purchased the Catharine Street ferry in the early 1850s. However, their management did not improve the failing status of the ferry. Around this same time, in 1853, the Brooklyn City Railroad Company began to extend horse car service to city streets. This service made the ferries more accessible to those living within the interior of Brooklyn (LPC 1977:4; Stiles 1967:III:571). Given the poor, failing conditions of the independent ferries and the ever-increasing number of ferry passengers, in addition to issues over safety, cost, service, and price, all contributed to the announced closure of the independent ferries in 1853. In response to public appeals over these proposed closures, the Union Ferry Company of Brooklyn was formed in 1854 to consolidate the Fulton, South, Catharine, Hamilton Avenue, Wall Street, Roosevelt Street, and Gouvenor Street ferries (Stiles 1967:III:551).

As a result, the Union Ferry Company of Brooklyn held an official monopoly over Brooklyn/Manhattan ferry service. Despite its monopoly, the company operated under a deficit for its first few years; by the late 1850s, however, the company was functioning with a surplus. Cyrus Smith functioned as the managing director of this company until his death in 1877.

By the late 1860s, the ferries were considered to be running at capacity. In order to alleviate some of this traffic, the New York Bridge Company was formed. The charter for this company was completed in 1874. During this same year, a new ferry building was constructed for the Catharine Street Ferry and the Brooklyn Elevated Railroad company was incorporated. The Union Ferry company also “surrendered their northern
slip and coal yard to the Bridge company, and erected new ferry buildings at the Fulton Ferry...and hired premises at the foot of Main Street for a depot for their coal” (Pierrepont 1879:117). In 1877, the Pennsylvanian Railroad Company also applied to the Union Ferry Company for the right to use a side of their pier and slip to connect with trains to Jersey City (Pierrepont 1879:111-112). However, this reference is unclear as to which slip the Railroad Company was requesting.

During the construction of the bridge, the ferries were enjoying considerable success. Howard reports that in 1870, “the ferries of the city were carrying about 50 million passengers a year” (1893:184). Furthermore, by 1880, the Union Ferry Company’s annual capacity had nearly doubled over the previous twenty years (Hazleton 1925:1646; Raber Associates 1984a:33). When the Brooklyn Bridge opened in 1883, it had little initial impact on the ferry service. This may reflect the fact that the bridge charged a toll until 1895. Once the toll was eliminated, ferry business decreased dramatically (LPC 1977:4; Hazleton 1925:1646). In fact, according to the New York City Landmarks Preservation Commission, the Fulton Ferry Historic District’s “golden age ended with the opening of the Brooklyn Bridge. Thereafter, the area began a rapid decline which was virtually to terminate its viable existence as a commercial ferry district forty years later, with the abandonment of ferry service to Manhattan” (LPC 1977:6).

Towards the end of 1922, New York City took over the remaining failing ferry operations from the Union Ferry Company. At this time, the ferry was primarily used by coffee brokers. The Fulton Ferry was ultimately closed in 1924 (Stone 2002:19; Hazleton 1925:1646-1647).

**Block 1**

*Offerman & Heissenbuttel Coal Yard*

In 1883, Carsten Offerman, of no relation to the Carsten Offerman of Moquin-Offerman Coal Yards, and Henry Heissenbuttel opened coal yards at the foot of Jay Street. They conducted business at this location until the death of Offerman in 1895. At this point, the Offerman & Heissenbuttel Coal Yard combined with the Moquin-Offerman Coal Yard. This union created the Moquin-Offerman-Heissenbuttel Coal Company. The company had its main plant on Plymouth Street from Adams to Washington Streets (Brooklyn Eagle 1/2/1898).

*Arbuckle Brothers’ Coffee Company*

Also known as the Ariosa Coffee Works, this factory stood at the foot of Adams and Jay Streets. The Arbuckle Brothers’ coffee business was started by John Arbuckle, coffee merchant and philanthropist. Arbuckle made his fortune by developing and perfecting a plan for selling coffee in sealed packages (Beyer Blinder Belle 1990:II:22-23). He started his business in Pittsburgh.
In New York, the company was first established in 1870 on Water Street, New York. They were burned out of this location and moved to Brooklyn in 1881. Their initial Brooklyn factory was six stories high and set at the foot of Adams Street. In 1884, this building was supplemented by nine story building at the foot of Jay Street. According to Stiles, this company which always dealt in coffees, teas, and spices, added a general wholesale groceries department in 1883 (1884:801).

**Block 7**

*Moquin, Offerman, Heissenbuttel Coal Yard*

In 1873, Carsten Offerman, of no relation to C. Offerman of Offerman & Heissenbuttel Coal Yard, went into business with his father-in-law, Mr. Moquin. Prior to this venture, Offerman had been a superintendent of the Hudson Coal Company in Hoboken for three years. In 1855, the Moquin & Offerman Coal Company opened their second coal depot at the foot of Adams Street. The Moquin & Offerman Coal Company occupied the space of the former Gladwin, Moquin, & Company Coal Yard. In 1895, Moquin & Offerman was consolidated with Offerman & Heissenbuttel coal yard to create the Moquin-Offerman-Heissenbuttel Coal Company. This company had its main offices, with elevators and two docks, on Plymouth Street from Adams to Washington Streets, along the waterfront (Brooklyn Eagle 1/2/1898).

**Block 25/26**

*Empire Stores*

Between 1856-1859, James Nesmith, a Brooklyn merchant, and later his son, Henry, began to purchase property at the foot of Dock Street. In a series of complex land transfers, they purchased the entire block bounded by Plymouth, Water, Dock, and Main Streets (Beyer Blinder Belle 1990:II:16-17). Upon this land, the Nesmiths constructed the Empire Stores complex. In 1869, seven of the warehouses within this complex burned down. By 1871, the destroyed buildings had been replaced by four new warehouses—Stiles reporting that, “Nesmith & Sons' Empire Stores are twelve in number” (Beyer Blinder Belle 1990:II:18). In January 1895, the Nesmiths sold their waterfront property to Thomas McIntyre. McIntyre, in turn, immediately sold it to the Brooklyn Wharf and Warehouse Company (Brooklyn Block and Lot records; Liber 1:91, 117). Prior to the sale of their waterfront property, the Nesmiths were among the last of the single private owners of waterfront property in Brooklyn. By 1903, all of the Empire Stores and Tobacco Warehouses were owned and occupied by the New York Dock Company.

The Empire Stores were known for their general storage of materials. These warehouses often contained national and international goods including: South American hides, dried hides from Texas, and bales of jute from Calcutta (Brooklyn Eagle 8/6/1875).

*Fulton Stores*
By the 1860s, the property due west of Dock Street, between Water Street and the waterfront, and adjacent to the Empire Stores was known as the Fulton Stores. These stores represented the Brooklyn Tobacco Inspection (Stone 2002). By 1872, David Dows & Company operated this business, which received hogsheads of tobacco from Virginia, Kentucky, and Tennessee. After opening and inspecting the barrels, the tobacco was stored in the two buildings until being distributed to owners (Brooklyn Eagle 7/29/1872). During the late 1800s, ninety percent of the waterfront tobacco trade was carried out in the Fulton Stores, also known as the Tobacco Warehouses (Stiles 1884:645-646). By 1903, all of the Empire Stores and Tobacco Warehouses were occupied by the New York Dock Company.

Marston & Powers Coal Company

In 1849, William Marston and George Powers began their business as coal and wood dealers. They remained in their same initial location, within present day Blocks 25/26, for 43 years. After 1873, Marston and his oldest son, Frank, operated at this same location under the name Marston & Son (Howard 1893: 103; Stiles 1884: 1383-1384).

Marston & Powers Complex

This complex was an acre of land just north of Fulton Ferry. On this land, the Marston and Powers Coal Company, stored its supply of coal, stone, lime, wood, and the rest of its stock. According to Stiles, “this is one of the busiest spots in Brooklyn, and forms a base of supplies for all who need fuel, or building material. The firm enjoys a high reputation for integrity, energy and liberal dealing, and their establishment is a sort of public necessity in a city which grows so rapidly as Brooklyn” (Stiles 1871:154 in Beyer Blinder Belle 1990:II:19).

Block 199/245

Stiles described the flourishing Brooklyn dock warehousing district as including: between the Fulton and South ferries, “De Forest’s (hides and wool), Martin’s and Harbeck’s stores (coffee, hides, molasses, and East Indies goods), Roberts’, Pierrepont’s, Prentice’s, and Schenck’s’ stores (sugar and molasses)...” (Stiles 1967:III:575). The following discussions present company histories for those that additional historical information could be obtained.

Thompson’s Storage Warehouses and Naval Stores

In 1797, the firm of Gardiner, Thompson, and Company purchased a water lot at the present day lines of Cranberry and Orange Streets. At this location, they erected a bulkhead and warehouse to store the items from their business as West India merchants. In 1800, the partnership was dissolved, and Jonathan Thompson continued the storage business in this location until his death in 1846 (Stiles 1867: II:128-129).
While participating in the storage business, Mr. Thompson also was a prominent member in the old republican party. Thompson was appointed to offices relating to customs and taxation under Presidents Madison, Monroe, and Adams. With the inauguration of President Andrew Jackson in 1829, Thompson's political career ended. At this same time, Thompson extended his storage business by both adding to the river front and erecting new buildings. Notably, for a period of time, Thompson's warehouses were known as the White Cotton Stores. In fact, a large number of the cotton bales used by Governor Jackson at the battle of New Orleans had been repacked and stored at these warehouses. Thompson was chosen president of the Manhattan company in 1840. He also held this position until his death (ibid).

*Harbeck's (& Martin's) Stores*

On May 1, 1867, Messrs. C.L. & J.S. Colby built their first three Harbeck buildings. At the time of their construction, all of the coffee trade that came to port in Brooklyn was sent to warehouses in New York for storage. Messrs. Colby intended to divert at least part of this trade to Brooklyn. By the end of 1868, all of the Rio and a large portion of the East India coffee were coming into Brooklyn. According to Stiles, "in twelve months there were handled at the Harbeck stores over ½ a million of bags of coffee, besides enormous quantities of Calcutta and South American goods" (1967:III:573). Stiles further reported that these stores had the capacity to store 450,000 bags of coffee (ibid). Harbeck's Stores, together with Martin's Stores, had become the main coffee depot within the New York trade (ibid).

Martin's Stores was initially constructed as a tea warehouse (Brooklyn Eagle 8/6/1875). The tea trade ultimately failed to come to their docks. As a result, Martin's Stores took on a more general trade like that of the Empire Stores—coffee, hides, molasses, and East India goods (Stiles 1867:III:575; Brooklyn Eagle 8/6/1875). Prior to 1874, Mr. Martin received passage by the Legislature to extend his piers to a distance of 350 feet from the bulkhead. This extension prompted the State Government to allow for the extension of the entire pier line at an average of 210 feet. Different extension lengths were, however, granted depending on the conditions of the current. Notably, these extensions allowed for the docks to accommodate ocean steamers of the largest class (Brooklyn Eagle 5/16/1874).

*Pierrepont Stores*

In 1857, brothers Henry Evelyn Pierrepont and William Constable Pierrepont founded the Pierrepont Stores (Pierrepont Papers 1999:5, 9). These warehouses functioned as a major port of entry for cargo, primarily sugar and molasses, although a number of East Indian goods, such as hemp, flaxseed, jutes, rubber, cocoa matting, gunny cloths, spices such as pimiento, cinnamon, cloves, mustard, coconut oil, and ivory tusks (Brooklyn Eagle 7/26/1872; 9/6/1873). At the Pierrepont Stores, freights were received and stored for their owners and insured by the government until duties were paid. In the early 1870s, Henry Evelyn Pierrepont retired and passed the business on to his sons, John Jay and Henry Evelyn, Jr. Upon taking charge of the stores, the sons joined forces with
Ferdinand N. Massa and formed the Pierrepont Brothers firm. A fire broke out in the Pierrepont Stores in 1881 (Pierrepont Papers 1999:6). In 1888, the brothers leased the Pierrepont Stores to the Empire Warehouse Company (Pierrepont Papers 1999:5). The stores were sold to the Brooklyn Wharf and Warehouse Company in 1895 (Pierrepont Papers 1999:6).

**Prentice Stores**

The Prentice Stores were established by John H. Prentice, who later became a New York City park commissioner and treasurer of the East River Bridge Company. By the 1870s, the company, known as Prentice and Company, was run by John Prentice (son of the founder) and his partner Mr. Cushman. The stores varied from one to three stories in height, and had two piers for unloading goods, principally sugar and molasses (Brooklyn Eagle 7/26/1872).

**Woodruff's Stores**

In the 1830s, Woodruff & Robinson constructed the first warehouse on the Brooklyn shore. At this time, they purchased an empty building in a tan yard near Fulton Ferry (and outside the APE). They stored salt within this structure (Brooklyn Eagle 5/16/1874). By the 1870s, the firm had leased Schenk’s stores, three stories in height, located just north of the South Ferry complex. These stores were later known as Woodruff’s Stores. There were two piers at which vessels could unload wares. Sugar, molasses, and railroad iron were the chief products stored during this period (Brooklyn Eagle 7/26/1872).

**Jewell Milling Company**

Theodore E. Jewell and F.E. Smith bought this mill at the foot of Fulton Street in 1855. Jewell and Smith operated the mill in partnership until Jewell’s death in 1864, when his sons, Herbert S. and Edward M, took over as the Jewell Brothers. At this time, they organized the Milling Company. According to Stiles, the officers of the company were: H.W. Slocum, President; G.P. Sheldon, Treasurer; E.M. Jewell, Secretary; and H.S. Jewell, Managing Director (1884:813-814).

The mill burned down in 1861 and 1864, and was rebuilt each time. In 1872, the mill was described as measuring 75 feet by 75 feet, and six stories high (Brooklyn Eagle 7/26/1872). Also, in 1881, the enginehouse was destroyed by a boiler explosion. This was replaced by a new building and new machinery. Stiles describes the mill as having “four large boilers that furnished steam to a 550 horse power engine” (1884:814). The company adopted roller process machinery in 1880. Stiles further reports that “1,000 barrels of flour and 75,000 pounds of feed were ground at the mill every 24 hours” (ibid).

In addition to the mill, this property also included the Jewell dock and part of the Pennsylvania Annex slip. The dock also held an elevator that handled two and a half million bushels of grain per year (ibid).
**Long Island Railroad Depot**

The Long Island Railroad Company was incorporated in 1834. At this time, the railroad connected the foot of Atlantic Avenue to the rest of Long Island, enabling the inland farmers to extend their sales and increase their profitability (Raber Associates 1984a:26). A tunnel on the western end of Atlantic Street was not completed until 1844. By 1836, however, a third ferry, the South Ferry, connecting Brooklyn and Manhattan was running from Patchen’s Dock at the foot of Atlantic Avenue (Stiles 1869: II:250-252; 1870: III:543).

**All Waterfront Blocks**

**New York Dock Company**

In June 1901, Fredrick P. Olcott, as chairman of a reorganization committee, purchased the title to the waterfront property of the Brooklyn Wharf and Warehouse Company. This sale was the result of a foreclosure action brought against the Brooklyn Wharf and Warehouse Company by the United State Mortgage and Trust Company of Manhattan on April 25, 1901. With this purchase, the reorganization committee founded the New York Dock Company (Brooklyn Eagle 6/11/1901).

The New York Dock Company consolidated almost all of the waterfront property between Fulton Street and the Erie Basin; the ferries and several areas south of the Atlantic Basin were not included within the company’s holdings. At the turn of the century, with over 12,000 feet of frontage, over 40 piers, and about 150 stores or warehouses, the New York Dock Company became the largest private freight terminal in the world (Raber Associates 1984a:34-35). While New York Dock rebuilt or enlarged many of its piers and bulkheads and retained many of the nineteenth century stores along the waterfront, it also demolished a number of store blocks and replaced them with concrete structures. The company provided all of the stores north of the Atlantic Basin with wharfside rail service to the port’s trunk lines. Additionally, car transfer facilities were established. This service consisted of three separate ‘terminal’ systems focused on transfer bridges at Montague and Baltic Streets (ibid). Throughout the early to mid-twentieth century, the New York Dock Company basically continued, in a more streamlined fashion, the nineteenth century patterns of waterfront usage—leasing berthing and storage space to a variety of domestic and foreign steamship lines. In turn, international steamship lines from Europe, the Caribbean, South America, and Australia stored coffee, rubber, cocoa, sugar, fruits, olive oil, and wines in New York Dock’s spaces (Brooklyn League 1914: 25; New York City Office of the Mayor 1913: 36-37; New York, New Jersey Port and Harbor Development Commission 1920: 309-314).

By 1950, the New York Dock Company was unable to keep up with the rising costs of insurance and labor, nor could it meet the technological improvements necessary to keep up with changes in the market, including increasing containerization. Thus, in the mid 1950s, the New York Dock Company sold its waterfront property to the Port of New
York Authority. Notably, New York Dock did retain its rail facilities despite the property sale.
APPENDIX B

CITY DIRECTORY DATA
1823 City Directory, Block 45

**Fulton Street, from Front to Main Streets**
Titus, Abial, butcher, 38 Fulton
Burnet, Martin, wheelwright, 40 Fulton
Titus, widow of Gilbert, 40 Fulton
Van Pelt Jacob, shoemaker, 42 h. 40 Fulton
Coope, Edward, blacksmith, 44 Fulton h. 2 James
Fricke, George, coachmaker, 46 Fulton, h. 13 Hicks
Van Dyne, Nicholas, coach trimmer &c., 46 Fulton
Johnson, Elizabeth, fruit store, 48 Fulton
Hicks, Jacob M., 48 Fulton
Bigelow, William, bookbinder, 50 Fulton
Spooner, Alden, printer & bookseller, 50 Fulton h. 50 Hicks
Worthington, Erastus, jun. Printer, 50 Fulton h. 7 Prospect
Furman, Abraham, marketman, 52 Fulton
Doughty, John esq., 54 Fulton
Doughty, John S., 56 Fulton
Doughty, Robert W., village weighter, 54 Fulton
Van Nostrand, Losee, 58 Fulton, store 38 Ferry
Cole, John, jun., 60 Fulton
Smith, Joseph N., physician, 60 Fulton
Birdsell, Thomas W., 62 Fulton
Hicks, Edward, tailor, 62 Fulton h 27 Middagh
Hyde, William, tailor, 62 h. 70 Fulton
Patchen Jacob, butcher 64 Fulton
Lockwood Charles, baker 68 Fulton
Hyde William, tailor 62 h. 70 Fulton
Ten Eyck, widow Hannah, 70 Fulton
Pettit, Simeon, grocer, 72 Fulton
Coope Jesse, fruit store 74 Fulton
Rhodes Robert, tailor 74 Fulton
Furman Miss, 78 Fulton
Henley Patrick, cooper 78 Fulton
Sutton Joshua & Abraham, grocers 78 Fulton
--------crockery store 82 Fulton
James Matthew, painter & glazier 80 Fulton
Schenck Stephen, grocer 80 Fulton
Schenck John, grocer 80 Fulton
Schenck J. & S. grocers 80 Fulton
Wyckoff Jacob, esq. attorney-at-law 80 Fulton
Fox Phoebe, widow of Joseph 84 Fulton
Murphy Isabella, widow of John, 86 Fulton
Wilson Alice, widow of John, baker 86 Fulton
Morrell John, shoemaker 88 Fulton

*Italicized entries represent those entries that may or may not have fallen into the project area. Listed addresses for these entries were too vague to confidently determine their location.*
Appendix B: Directory Information

Powell Jeffery, tobacconist 88 Fulton
Schenck William, grocer 88 Fulton
Bennet William, shoe store 90 Fulton
Bennet Winant, shoe store 92 Fulton
Bennet Fulkart, milkman 94 Fulton
Nichols Walter, baker 96 Fulton c Main

James Street, from Front to Main Streets
Coope, Edward, blacksmith, 44 Fulton h. 2 James
Coope, Jacob, blacksmith, 11Water h. 2 James
Jones, Mrs. Margaret, 2 James
Coope, Edward, jun. cartman, 4 James
Moore, John, weaver, 4 James
Brown, Henry, black, 32 James
Brown, John, black, 32 James
Hicks, Cominy, black, 34 James

Front Street, between Fulton and James Streets
Birdsall, Samuel S., 2 Front, store Pearl N.Y.

Main Street, between Fulton and James Streets
Entries unclear as to which addresses match

1840-41 Brooklyn City Directory, Block 45

Fulton Street, from Front to Main Streets
Brooklyn Fire Insurance Co., Fulton c Front
Ellsworth, Wm., vice president Brooklyn insurance Co., Fulton c Front h. 23 Nassau
Mills, Nath., leather & Finding store, 43 Fulton
Effray, Felix, confectioner distiller and sweet chocolate manufacturer, 45 Fulton
Earle, Ann M., dry goods and clothing, 47 Fulton
Laroza, John, carpenter, 47 Fulton
Jones, Charles J., perfumer and hair dresser, 49 Fulton
Bank Long Island, 53 Fulton
Long Island Bank, 53 Fulton
Bank Atlantic, 55 Fulton op Hicks
Doughty, John S., cashier, Atlantic Bank, 55 Fulton
Burtis, Oliver D., merchant tailor, 57 Fulton
Frazier, William, tin smith, 57 Fulton h. 15 James
Frazier & Beers, tin and sheet iron workers, 57 Fulton
Beers, Nathan T., tin store, 59 Fulton h. 97 Jay
Cure, Lewis, watch maker and jeweler, 61 Fulton
Wafts, John, cigar store, 61 Fulton
Holman, Wm.II, tailor, 63 Fulton
Holman, Mrs., fancy store, 65 Fulton

Italicized entries represent those entries that may or may not have fallen into the project area. Listed addresses for these entries were too vague to confidently determine their location.
Appendix B: Directory Information

Watson, Thos. M., shoe store, 67 Fulton
Watson, W.J., shoe store, 99 Fulton h. 67 Fulton
Sale & Natra, tin and sheet iron work, 67½ Fulton
Bliss, William B., merchant tailor, 69 Fulton h. Nassau n Adams
Vanderhoef, J.V.E., physician, 69 Fulton
Weeks, Willett, boot and shoe store, 69½ Fulton h. 52 Prospect
Sutton & Young, grocers, 71 Fulton c Market
Hilliard, James, grocer, 73 Fulton c Market, h 96 York
Butt, Gilbert, boot & shoe store, 75 Fulton
Johnson, Elizabeth, fruit and confectionary, 77 Fulton
Reynolds, Benj., cloth dresser, 77 Fulton
Rusher, Joseph, wooden ware store, 79 Fulton
Van Pelt, John W., merchant tailor, 79 Fulton, h 86 Nassau
Wise, William jr., watch maker and jeweller, 79 Fulton
Berry, widow Lavina, 81 Fulton
Duryea, Cornelius R., merchant, 81 Fulton, h 33 Nassau
Duryea, J.C., hardware store, 81 Fulton, 33 Nassau
Roach, John C., tailor, 81 Fulton
Coles, John K., gunsmith, 81½ Fulton, h American Hotel
Farrington, Ezra, ferryman, 83 Fulton
Farrington, S & A., milliners, 83 Fulton
Higbie, Mrs. Ann, 83 Fulton
Booth, Eliz., intelligence office & crockery store 85 Fulton
Lowe, John, watch maker, 87 Fulton
Bliss, John, watch maker N.Y., h 89 1-2 Fulton
Wheaton, R.S. & A.G., hatters, 89 Fulton, h Front c Washington
Wilson, John, accountant, N.Y., h 89 Fulton
Wilson, widow Alice, 89 Fulton
Emmens, John P., merch. tailor, 89½ Fulton h Pearl n Johnson
Coope, David, merch. 91 Fulton h Bridge n Myrtle
Coope & Leigh, china store & furnishing room 91 Fulton
Leigh, Charles C., merchant, 91 Fulton, h 21 Henry
Stanley, widow Sarah, tailoress, 91 Fulton
Storms, Hannah, widow, 91 Fulton
Storms & Wright, milliners; 91 Fulton
Sutton, Edmund, merchant, 93 Fulton, h 75 Middagh
Sutton & Underhill, dry goods, 93 Fulton h 75 Middagh
Bennett, Wynant P. & Sons, shoe store, 95 Fulton
Watson, W.J., shoe store, 99 Fulton, h 67 Fulton
Hunt, widow of Theodosius, 101 Fulton
Thompson, James, dealer in hosiery thread &c., 101 Fulton
Brower, Charles B., ready made linen and stock store, 103 Fulton
Johnson & Hubbard, dry goods, 103 Fulton, h 105 Fulton
Lippincott, Allen, grocer & weigher of hay, 103 Fulton h 105
Philip, Frederick W., historical painter, 103 Fulton
Philip, William, 103 Fulton

Italicized entries represent those entries that may or may not have fallen into the project area. Listed addresses for these entries were too vague to confidently determine their location.
Hempstead, Mary, fruit store, Main n Fulton
Hudson, Henry, shoe dealer, h Market c Fulton
Sharp & Sturges, drapers & tailors, junction Main & Fulton

**James Street, from Front to Main Streets**
Mahony, John, laborer, 3 James
Burtis, Isaac, waterman, 5 James
Robinson, Alex., fisherman, 5 James
Hammond, Isaac, hatter, 7 James
Matley, widow Alice, 7 James
Mortimer, Mrs. M. F., dress maker, 7 James
O'Connor, Daniel, coppersmith, 7 James
Dairy, Thomas, lighterman, 13 James
Kelly, Benjamin, tailor, 13 James
Spooner, Edwin B., printer, 13 James h. 107 Pearl
Spooner, Alden & sons, publishers LI Star, 13 James
Stears, Robert, baker, 13 James
Littlewood, Wm., boarding and eating house, 15 James
Frazier, William, tin smith, 57 Fulton h. 15 James
Smith, Carman, ship master, 15 James
Martin, Wm., city saloon, 17 James h. Bridge c Prospect
Orr, James, boarding, h. 17 James
Long Island Star Office, 19 James
Stoothoff, Abraham, eating house, 23 James
Lane, Wm., boot and shoe store, 25 James
Brice, John, druggist, 27 James
Colgan, Owen, hotel, 29 James
Woolley, Peter, shoe store, 35 James
Cadley, Henry, shoemaker, 37 James
Dullihenty, Patrick, hatter, 37 James
Quigley, Thomas, engineer, 39 James
Eastman, widow Ann, 41 James
Marrins, Henry, Fireman's Hall, 41 James
Vanderwater, Jacob, wood inspector, 41 James
Wright, Wesley, cooper, 41 James
Christopher, Joseph, shoemaker, 43 James
Webb, Henry, shoe store, 43 James
Williamson, James, cigar maker, 48 James, h 43 James
O'Neil, Felix, auctioneer, 45 James
Richardson, M. & H., grocers, 47 James
Cooke & Leigh, grocery, 51 James
Alcorn, William, clothing store 53 James

**Front Street, from Fulton Street to James Street**
Quackenbush, Henry W., select school, 2 Front
Roberts, Daniel S., commissioner of deeds, 2 Front

*Italicized entries represent those entries that may or may not have fallen into the project area. Listed addresses for these entries were too vague to confidently determine their location.*
M'Gregor, James, gunsmith & Bell hanger, 6 Front h. 107 Gold
Mechanic's Exchange, 10 Front
Graves, Roswell jr., surveyor and civil engineer, 10 Front
Stanton, P.V.R., attorney at law & commissioner of deeds, 10 Front h. 118
Swooner, Alden J., attorney at law, 10 Front, 105 Pearl
Cunnalogue, Patrick, laborer, 14 Front
Leackey, J., shoe maker, 14 Front
M'Caulley, Daniel, pilot, 14 Front
Nash, Webb, morocco finisher, 14 Front
O'Hara, Wm., shoemaker, 14 Front

Main Street, from James to Fulton Streets
Craven, widow Ann, 88 Main
Godfrey, Catherine, fancy store, 88 Main
Smith, Simeon, ivory turner, 88 Main
Gage, Mrs. C., dress maker, 90 Main
Hurd, F.W., physician, 90 Main, h 73 Henry
Winchell, James F., dealer in second hand articles, 92 Main
Colwell & O'Rourke, Misses, thread and needle store, 96 Main
Richardson, Wm., grocer, 98 Main h Newtown road

1850-51 Brooklyn City Directory, Block 45

Fulton Street, from Front to Main Streets
Brooklyn Insurance Co., Fulton c Front
Ellsworth, Wm., vice president Brooklyn Insurance Co., Fulton c Front, h. Bridge c.
Johnson
Long Island Insurance Co., office, 41 Fulton c Front, EC Finn, Secretary
Stanbury, J.B., daguerreotype, 43 Fulton h. 3d ave n 34th St.
Mills, Nath., leather & finding store, 43 Fulton h. 316 Gold
Cole, James, auctioneer, 43 Fulton c Front, h. Gravesand
Oil Cloth Works (Brooklyn), Prince c Tillary St. n Van Brunt, office 43 Fulton c Front St.
Van Brunt, Nicholas, attorney and counselor, 43 Fulton c Front h. 390 Henry
Vorhees, Matthew H., accountant and commissioner of deeds, 43 Fulton, h. 204 Pearl
Beers, Edwin, exchange office, 45 Fulton h. 72 Sands
Beers, Nathan T., store manager, 45 Fulton h. 103 Willoughby
Vorhees, Jeremiah, counselor at law and commissioner of deeds, 45 Fulton, h. 138 High
Moore, George C., com. merchant, 47 Fulton h. 81 Poplar
Trumbull and M'Intire, boot and shoe store, 47 Fulton
Howard, John G., druggist, 49 Fulton
Wilder, Alfred M., bookseller, 51 Fulton
Bank Long Island, 53 Fulton
Long Island Bank, 53 Fulton
Bank Atlantic, 55 Fulton op Hicks
Doughty, John S., cashier, Atlantic Bank, 55 Fulton

Italicized entries represent those entries that may or may not have fallen into the project area. Listed addresses for these entries were too vague to confidently determine their location.
Frazier & Beers, tin and sheet iron workers, 57 Fulton
Howard, James, commissioner of deeds, 57 Fulton
Hicks, George A., grocer, 57 Fulton h. 286 Pearl
Lowrey, Charles J., counsellor, 57 Fulton, h. 3 Montague Pl.
Schoomaker, Martense, grocer, 57 Fulton, h. 28 Willoughby
Schoomaker and Hicks, grocers and liquor dealers, 57 Fulton
Hunt, George, seaman, 59 Fulton
Marsh, James, hairdresser, 61 Fulton, h. 91
Frazier, Thomas, tin and stone store, 63 Fulton and Water n. Beekman NY, h. 47 Hicks
Blair, John, segar store, 65 Fulton
Dissen, Valentine, upholsterer, 67 Fulton
Dow, Horace H., paint store, 67 Fulton, h. 94 Sackett b Hicks & Columbia
Welmer, _____, varnisher, 67 Fulton
Bliss, William B., merchant tailor, 69 Fulton h. 112 Fulton n Nassau
Michelin, Francis, lithographer, 111 Nassau NY, h. 69 Fulton
Ramsden, Wright, plumber, 69 Fulton h. 85 Hicks
Wise, Henry, bookseller, NY, h. 69 Fulton
Storms & Phelps, periodical store, 69 ½ Fulton
Murphy, Lawrence, fruit store, 79 ½ Fulton
Thomas, W J, Jr., furniture store, 81 and 83 Fulton
Parton, John, agent, 22 South NY, h. 85 Fulton
Webb, James, 85 Fulton
Webb, John K., 85 Fulton, h. 214 Adams
Knight, Robert, carver and gilder, 87 Fulton
Fountain, John A., hatter, 89 Fulton, h. 108 Jay
Marsh, James, hairdresser, 61 Fulton, h. 91
Tuthill, Joseph, builder, 130 Adams, h. 91 Fulton
Carman, Thomas D., merchant tailor, 93 Fulton, h 3 Poplar
Coles, John K, gun and locksmith, 60 Fulton h 93
Hawes, C H S, pianoforte tuner, 93 Fulton
Hawes, Mrs., millinery and dressmaking, 93 Fulton
Bennett, Sarah, widow of Wymant P., 95 Fulton
Bennett, W J and J H, shoe store, 95 Fulton
Taylor, P L, watchmaker and jeweler, 97 Fulton
Dobson, Thomas, market, 101 Fulton
Henderson, James A., dry goods, 101 Fulton
Leathers, Jas. B., daguerreotypist, 101 Fulton, h. Franklin House
Stewart, M H, fancy store, 101 Fulton
Cargill, Valentine, tin store, 232 Water NY, h 103 Fulton
Christianson, Nicholas, tea store, 103 Fulton
Nevin, Anthony, book store, 103 Fulton, h. 53 Middagh

**James Street, from Front to Main Streets**
Woodward, George M., machinist, 3 James
Lott, Deborah, widow of John, 5 James
M'Cormick, Michael, packer, 5 James

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Hucking, Jacob, 7 James
Linseburgh, Henry, private watch, h. 7 James
M’Kean, William II, cigar maker, 7 James
Perkins, Stephen, carriage maker, 13 James
Spencer, William, tin & coppersmith, 13 James
Skelton, Isaac, saddle tree maker, 13 James
Talbert, William, tailor, 13 James
Poole, James H., groom, 17 James
Reither, John, cabinet maker, 46 Fulton, h. 17 James
Ryder, George, cabinet maker, 17 James
Kennedy, Thomas, blacksmith, 19 James
Kelly, James, carpenter, 19 James
O’Keefe, William, 19 James
Stoothoff, Abraham, victualling house, 23 James
Sugden, James, eating house, 25 James
Brice, Israel, druggist, 27 James
Thompson, Lydia, widow, 27 James
M’Donnell, John, stone cutter, 29 James
Shields, John, tavern, 29 James, h. Schermerhorn n. Bond
Toomy, Michael D., clerk, 29 James
Ferguson, Moses G., lighterman, 31 James
Leverich, Daniel T., grocer, 31 James, h. 39 York
Prescott, Owen, pilot, 31 James
Richardson, John, tailor, 31 James
Teare, Daniel, shoe store, 35 James
Teare, Philip, boatman, 35 James
Leckey, James, shoe store, 37 James
M’Govern, James, hostler, 39 James
Pape, John, 41 James
Pape, William, chemical oil, camphene and solar lamp store, 41 James, h. Myrtle Ave. n. Skillman St.
Perry, Joseph, accountant, 41 James
Schreiber, J A, trunkmaker, 110 Fulton, h. 43 James
Boswell, Catharine, widow of John, 45 James
Morgan, David, barber, 45 James
Orr, David, porter house, 45 James
Phillips, George, bricklayer, 45 James
Thompson, William, tailor, 47 James
Roose, Frederick, clothing store, 51 James
Herbert, John, shoe store, 53 ½ James

Front Street, from Fulton to James Streets
Hay, Alexander, barber, merchant’s exchange, 10 Front
Varick, J.L., merchant, 10 Front h. 58 Pacific

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Main Street, from James to Fulton Streets
Godfrey, Catherine, fancy store, 88 Main
Jacobs, Sarah, widow, 88 Main
Blackman, Homer, cutter, 90 Main
M'Namee, Anne, milliner, 90 Main
Hoffmire, Frederick, candy store, 90 1/2 Main
Newman, Theodore A., dry goods store, 92 Main, h. 72 Clark
Foster and Parkinson, dry goods store, 96 Main
Parkinson, William B., dry good store, 96 Main, h. 92

1859-1860 Brooklyn City Directory, Block 45

Fulton Street, from Front Street east
Hunter, James, porterhouse, Fulton n Front h. 53 Front
Beers, F.B., stocks & bonds, 39 Fulton
Frost, Chas. E., real estate, 41 Fulton, h. Cumberland c. Fulton av.
Long Island Insurance Co., office, 41 Fulton & 43 Wall
Bohn, George E., fruitier, 43 Fulton
Hendrickson, Henry, leather and findings, 43 Fulton, h. 301 Gold
Hendrickson, Samuel H., leather dealer, 43 Fulton, h. 301 Gold
Jochum, John, house & sign painter, 43 Fulton h. 86 Nassau
Mills and Co., leather dealers, 43 Fulton
Simpson, Frederick, daguerrean, 43 Fulton h. 42 Smith
Sharp, Richard, merchant tailor, 43 Fulton, h. 138 Livingston
Smith, Joseph B. and Son, marine artists, 43 Fulton, h. 74 Middagh
Baber, John, shoemaker, 45 Fulton, h. 76 Fulton
Bowen, Charles H., smith, h. 45 Fulton
Embler, A.H., plumber, 45 Fulton h. 51 Front
McGrath & Embler, practical plumbers, 45 Fulton
McGrath, Howard W., plumber, 45 Fulton, h. 4th Ave. c. 36th, NY
Beers, Nathan T., stoves, 45 Fulton h. Oxford n Myrtle Ave
Pritchard, George, math. inst. mkr., 45 Fulton, h. Cedar n. Bushwick av.
Bloomer, William, clerk, 47 Fulton
Birdsall, William, printer, 47 Fulton
Gamble, Joshua, segarmkr., h. 47 Fulton
Kalbfleisch, Edward, dyestuffs, 47 Fulton h. 100 Henry
Kalbfleisch, Martin, Alderman 18th Ward, manufacturing chemist, Metropolitan Ave n
Toll Bridge & 47 Fulton
Lefferts, R., ex & bank office, 47 Fulton h. Fulton Av c Clove Rd
Luhrs, John H., segar manf., 47 Fulton
Westlake, Charles G., ins. agent, 47 Fulton, h. 224 Jay
Westlake, George, ins. agent, 47 Fulton, h. 224 Jay
Karn, Henry W., engraver and printer, 49 Fulton
O'Brien, Patrick, hatter, 51 Fulton
Divett, Robert, broker, 53 Fulton h. 21st n 6th Ave

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Appendix B: Directory Information

Pray, J., lawyer, 9 Court, h. 55 Fulton
Pray, John W., bookkeeper, h. 55 Fulton
Beverly, Elizabeth, newspapers, 57 Fulton
Pearce, John, water filter manuf., 57 Fulton, h. Bedford av. n. Old. Rd.
Woodruff, Edwin F., daguerreian, 57 Fulton, h. 84 Bridge
Henry, Thomas, h. 59 Fulton
Hewitt, Lucretia, h. 59 Fulton
Mumby, Charles G., bonnet framemaker, 59 Fulton
Mumby, George W., flour & feed, 59 Fulton h. 79 Cranberry
Waterbury, Wm., bookkeeper, h. 59 Fulton
Jacob, George, hair dresser, 61 Fulton
Rand, William, jeweler, h. 61 Fulton
Powell, John V., saloon, 61 and 63 Fulton
Brown, Joseph, tailor, 63 Fulton
Johnson, Thomas, optician, 63 Fulton h. 58 Hicks
Lea, Thomas, morocco casemkr., 63 Fulton, h. 35 Willow
Lewis, Anson, tin ware, 63 Fulton, h. 27 Lawrence
Lewis & Ray, stove & range manufact., 63 Fulton & 19 James
Richards, Thomas, tinsmith, 2 Market, h. 63 Fulton
White, Edward, jeweler, 63 Fulton, h. 27 Johnson
Hamblin, John A., grocer, 65 Fulton
Hamblin & Hubbs, wholesale and retail grocers, 65 Fulton
Hubbs, Ethelbert, grocer, 65 Fulton
Blair, John, seag store, 65 Fulton h. Union n Clove Road
Blair, John, tobacconist, 65 Fulton h. Union n Clove Road
Foster, William, engineer, h. 65 Fulton
Horam, Charles, gasfitter, h. 67 Fulton
O'Herrenam, Jacob, cabinetmaker, h. 67 Fulton
Millward, Clemence, machinist, h. 67 Fulton
Shutton, Charles, bootmaker, h. 67 Fulton
Kramer, Theophilus, apothecary, 69 Fulton
Richardson, John, tailor, 69 Fulton, h. 96 Middagh
Richardson, John T., merch. tailor, 69 Fulton, h. 96 Middagh
Rodgers, Benjamin H., express post, 69 ½ Fulton, 442 Columbia
Matthews, James, butcher, 71 Fulton
Symons, Charles, butcher, 71 Fulton, h. 131 York
Symons and Matthews, butchers, 71 Fulton
Christianson, Edward, warehouse, 73 Fulton, h. NY
Christianson, E T, tea and coffee, 92 Atlantic, 73 Fulton, 1 Chambers, 216 Greenwich, NY, h. 7th n. 2nd Ave. NY
Creamer, Patrick, shoemaker, h. 73 Fulton
Hardcastle, John, butcher, 75 Fulton
Moore, James, pork, h. 75 Fulton
Pine, Charles A., printer, h. 75 Fulton
Wells, Sarah J., wid., h. 75 Fulton
Goodman, Amelia, wid., h. 77 Fulton

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Appendix B: Directory Information

Goodman, Benj. F., jeweler, h. 77 Fulton
Snedeker, Isaac C., bookkeeper, 77 Fulton, h. 8 Lafayette
Sutton, Geo. T., grocer, 77 Fulton, h. 73 Middagh
Weyant, Francis H.H., grocer, 77 Fulton, h. 60 Stanton
Cornell, Nicholas, fruit, 77 ½ Fulton, h. 39 Willoughby
Low, Alice, wid., h. 77 ½ Fulton
Wise, William, jeweler, 79 Fulton
Davis, George, confectioner, 81 Fulton
Nixon, Robert, furrier, h. 81 Fulton
Keable, Charles, segarmaker, h. 83 Fulton
Pinner, Isadore, furniture manuf., 83 Fulton
Abraham, Maurice, trunk manuf., 85 Fulton, h. 83 Fulton
Laidlaw, Ellen, wid., h. 85 Fulton
Greiner, Anthony, barber, 89 Fulton
Hicks, Christian, fruit, 89 Fulton
Knight, J.B., gents' furnishings, 89 Fulton
Thomas, Wm. J., furniture, 91 Fulton & 49 James
Foster, Catherine, boarding, h. 93 Fulton
Foster, Mary, boarding, 93 Fulton
Finley, Clarissa, wid., h. 95? Fulton
Seabury, B.H., shoes, 95 Fulton, h. 138 Livingston
Janesen, V., showcases, 97 Fulton
Jones, Alonzo P., jeweler, 97 Fulton, h. 76 Nassau
Slattery, John, salesman, h. 97 Fulton
Wright, Jas., salesman, h. 97 Fulton
Calderbank, William, shoemaker, h. 97 ½ Fulton
Davis, Fanny, confectionery, 99 Fulton
Eyre, Charles, confectioner, 99 Fulton
Gordon, Frederick, china, 99 Fulton
Mahan, John, laborer, 99 Fulton
Mooney, James, hosier, 99 Fulton, h. 111 Fulton
Davis, Joseph D., photographer, 101 Fulton, h. 132 Willoughby
Gibbins, Frederic, hairdresser, 101 Fulton, h. 213 Adams
Gibbins, Fred’k, segars, 101 Fulton, h. 213 Adams
Carter, Ellen, wid., h. 101 Fulton
Horstman, Louis, provisions, 101 Fulton
Clayton, John, clerk, h. 103 Fulton
Miller, Richard, butcher, h. 103 Fulton
Withey, John, butcher, h. 103 Fulton
Wright, William, butcher, 103 Fulton

James Street, from Front Street east
Gruning, F.C., grocer, 1 James
Dods, Robert H., baker, 3 James
Hanley, Dennis, waterman, h. 3 James
Hutchinson, Peter, physician, h. 5 James

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Appendix B: Directory Information

Jenkins, Thomas, shoemaker, h. 5 James
Baker, William, carpenter, h. 7 James
Linesburgh, Henry, watchmaker, h. 7 James
Allen, William, carpenter, 13 James
Campman, Frederick, grocer, 13 James
Dunn, John, lighterman, h. 13 James
Gunson, John, plumber, h. 13 James
Watkins, William, seaman, h. 13 James
Weeks, Joseph, fireman, h. 13 James
Whitford, William, porter, h. 13 James
Wilson, William, seaman, h. 13 James
Davy, Owen, laborer, h. 17 James
Ind, Thomas, carpenter, h. 17 James
Leddy, K., widow, h. 17 James
Farnam, Joel B., leather dealer, 19 James h. 3rd c. 8th
Lewis & Ray, stove & range manuf., 63 Fulton & 19 James
O'Keefe, William, porter, h. 21 James
Hagerty, Julia, h. 23 James
O'Connell, Dennis, liquors, 23 James
Alexander, James, hardware, 25 James
Haley, Thomas, tailor, h. 25 James
Martin, Wm., liquors, 25 James, h. 267 Gold
Martin, Henry, saloon, 25 James, h. 267 Gold
Murgoo, John, fish dealer, h. 25 James
Smith, Benj. F., grocer, 25 James, h. High c. Pearl
Norfolk, G.H., druggist, 27 James
Colgan, Thomas, hotel, 29 James, h. 95 Washington
Crosby, Joseph, merchant, h. 29 James
McComb, Thomas, lead pipe wkr., h. 29 James
McMills, William, h. 29 James
Forbell, Isaac S., grocer, 31 James, h. 89 Washington
Leverich, Daniel S., grocer, 31 James, h. 101 Washington
Leverich and Forbell, grocers, 31 James
Stanton, Sarah, wid., h. 31 James
Welsh, James, smith, h. 31 James
Williams, John E., printer, h. 31 James
Teare, Daniel, boots and shoes, 35 James
Leckey, James, boots and shoes, 37 James
Canner, John, stoves, 39 James
Lahey, Patrick, hotel, 41 James
McMerney, John and Lahey, hotel, 41 James
Farron, John, h. 43 James
Minchon, Henry, shoemkr., h. 43 James
Moore, John, grocer, 43 James
Smith, John, bricklayer, h. 43 James
Harris, Tobias, h. 45 James

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McKeaver, A., plumber, h. 45 James
O'Hagan, Dennis, chinaware, 45 James
Brown, Charles E., pat. med., 47 James
Graham, John H., milk, 47 James
Hearn, John, painter, h. 47 James
Kenny, James, furniture polisher, h. 47 James
McCormick, William, laborer, h. 47 James
Welsh, John, clerk, h. 47 James
Thomas, Wm. J., furniture, 91 Fulton & 49 James
Kelly, Anthony, carpenter, h. 51 James
Kiel, Jacob, furrier, h. 51 James
Rush, Edward, grocer, 51 James
Rhode, Abraham, clothier, 53 James

Front Street, from Fulton Street to James Street
Huntington, Charles R., com. mer., 4 Front h. 26 Carroll
Lord, Charles W., merch., 12 Front h. 28 Joralemon
Tuppen, Christopher P., flour merchant, 14 Front h. 404 Henry

York Street, from Fulton Street to Washington Street
Catler, Charlotte, widow, h. 3 York
Katz, Mathew, shoemaker, h. 3 York
Katz, Michael, bootmaker, 11 Prospect h. 3 York
Szymansky, Mark, capmaker, h. 3 York

Main Street, from James to Fulton Streets
Roach, John, hats and caps, 86 Main, h. 7 Chappel
Claffey, Marcella, boarding, h. 88 Main
Clancy, John, porter, h. 88 Main
Reid, Mary, fancy goods, 88 Main
McKinney, T., fancy goods, 90 Main
Telford, James, h. 90 Main
Blackwood, B., confectioner, 92 Main
Crane, Thomas, boots and shoes, 92 Main, h. 161 Adams
Douglas, I.F., fancy goods, 94 Main
Gums, Edward, news agent, 96 Main

1873 Brooklyn City Directory, Block 45

Fulton Street, from Front Street east
The Brooklyn Bank, Fulton c Front
Brooklyn Bridge Co., Fulton n Front
Brooklyn Daily Union, H.E. Bowen, prop., Fulton c Front
Anderson, Peter S., cashier, Fulton c Front
Long Island Safe Deposit Co., Fulton c Front

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Appendix B: Directory Information

Hendrickson, S.H., leather & findings, 35 Fulton
Kihlholz, T., hair dresser, 35 Fulton, E.D.
Rosenburg, M. & Sons, tailors, 37 Fulton
Barnes, R.G., coal, 39 Fulton
Chapman, Charles J., tobacco, 41 Fulton
Ballow, Bros., furnishing goods, 43 Fulton
Horan & Co., hats, caps, etc., 45 Fulton
Long Island Bank, 47 Fulton
Atlantic National Bank, 49 Fulton
Campbell, James, liquors, 53 & 55 Fulton
Brookfield, William, glass manuf., 55 Fulton
Mumby, George W., flour, feed, grain, etc., 57 Fulton
Stritchard, G., engraver, 57 Fulton
Jacob, H., hair dresser, 59 Fulton
Hart, William H., harness, 61 Fulton
Daizley, Howard, stoves, 61 Fulton
Dwight & Co., awnings, 61 Fulton
Moore, T., harness maker, 61 Fulton
Ray, Forder & Co., stoves, ranges, etc., 61 Fulton
Morning Call, W.E. Smith, editor, 63 Fulton
Davis, Sarah, boots & shoes, 67 Fulton
Freygang, Oscar, liquors, 69 Fulton
Bohn, Measter, Mrs., foreign fruits, 71 Fulton
Sutton George T. & Co., Grocers and Flour Dealers, 77 Fulton
Pinner, I., furniture, 85 Fulton
Symon, C. & W., produce, 97 Fulton
Symons Chas., Dealer in Meats and Provisions, 99 Fulton
Seabury B. H., Empire Boot and Shoe Store, 103 Fulton

York Street, from Fulton to Washington
Linseburgh, H., oyster dealer, 2 York
Shearman, T.W., fancy goods, 3 York

1823 City Directory, Block 199

Goin, Charles, grocer, 38 Furman
Goin, Mrs. Ann widow of Thomas, 38 Furman
Covert, Walter, boatman, rear 38 Furman
Lott, Charles, tavern, 40 Furman
Pearcy, John, tailor, 44 Furman
Steeves, ___, mariner, 44 Furman
Warner, Mrs., 44 Furman
Thompson, William, waterman, 46 Furman
Leverich, Gabriel, saddler &c, 16 h. 48 Furman
Thompson, Jonathan, storehouses, 60 Furman

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Appendix B: Directory Information

Armstrong, Thomas, waterman, 78 Furman
Waring, Henry, store houses, 94 Furman h. Heights
Sinister, Joseph, tavern, 98 Furman
Hicks, George, store house, 112 Furman h. Willow

1840-41 Brooklyn City Directory, Block 199

Kearney, Wm., tavern, 52 Furman
Thompson, Wm., waterman, 60 Furman
Thompson, widow Jane, 60 Furman
M'Colgan, Michael, laborer, 62 Furman
Collins, James, laborer, 120 Furman
Michen, Patrick, lighterman, 120 Furman
Haff, Ebenezer, cooper, 124 Furman h. 50 Middagh
Davis, Wm., water works, 128 Furman
Sweeney, John, lighterman, 158 Furman
Robertson, Alexander, laborer, 160 Furman
Moore, Thomas, 170 Furman
Robins, J.N., cooper, 170 Furman h. 70 Poplar
Timmons, Wm., laborer, 180 Furman
Beatty, widow Sarah, Furman op Clark
Dougherty, Charles, lighterman, Furman op Clark
Dougherty, Edward, waterman, Furman op Clark
Dougherty, Neil, laborer, Furman op Pierrepont
Gordon, Thomas, lighterman, Furman op Pierrepont
Stevenson, James, cooper, Furman op Pierrepont
Ransom & Voorhis, naval stores, Furman
Rogers, John & Co., turpentine yards, Furman h. 55 Hicks
Thorne, R.V.W., hay press & storage, Furman n Everett, h. 43 Sands c Adams
Waring & Sons, turpentine yard & storage, Furman

1850-51 Brooklyn City Directory, Block 199

Kearney, William, tavern, 49 Furman
M'Colgan, Bridget, widow, 149 Furman
M'Colgan, Henry, laborer, 121 Furman
Collins, James, laborer, 105 Furman
Haff, S.S., cooper and city gauger, Furman n Joralexon h. 293 Pearl
Sweeney, John, stevedore, 149 Furman
Robins, J.N., cooper, Furman h. 182 Adams
Robins, Seth R., naval store yard, Furman St. h. 103 Livingston
Robins, William H., naval store yard, Furman St. h. 182 Adams
Gordon, William, laborer, 157 Furman
Thorne, R.V.W. & Co., hay press & storage, Furman n Everitt h. 43 Sands

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1859-1860 Brooklyn City Directory, Block 199

Collins, William, laborer, h. Furman c Doughty

1823 City Directory, Block 208

No entries found

1840-41 Brooklyn City Directory, Block 208

Lewis, Zachariah, Columbia n Cranberry
Paton, James, merch., Columbia n Cranberry

1850-51 Brooklyn City Directory, Block 208

Haviland, J.C., druggist, 80 Maiden Lane h. 72 Columbia
Haviland, R.B., druggist, 177 Broadway h. 68 Columbia

1859-1860 Brooklyn City Directory, Block 208

Haviland, Daniel G., imp., 47 John h. 68 Columbia
Haviland, James C., druggist, 23 John h. 72 Columbia
Haviland, William S., clerk, 72 Columbia

1873 Brooklyn City Directory, Block 208

Fagan, P., liquors, 72 Columbia
Murphy, D., junk, 72 Columbia
Rice, M., confectioner, 80 Columbia
Fleming, T., liquors, 111 Furman

1840-41 Brooklyn City Directory, Block 245

Boyle, John, Furman op Remsen
Cavenagh, Lawrence, boatman, Furman op Remsen
Gillans, Catherine, washerwoman, Furman op Remsen
Gray, Edward, salt water bath, Furman foot of Remsen, h. 98 Gold

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Higgins, widow Anne, fruit store, Furman n Remsen
Hughes, James, laborer, Furman n Remsen
Moreland, James, thread and needles, Furman n Remsen
M'Laughlin, Thomas, seaman, Furman n Remsen
White, Patrick, laborer, Furman n Remsen

1850-51 Brooklyn City Directory, Block 245

Cane, Peter, Furman n Joralemon
Dillon, Richard, ferryman, Furman n Joralemon
Eason, S., bootmaker, 129 Atlantic & Furman n Joralemon
Eastmead, Joseph, bricklayer, Furman n Joralemon
M'Cabe, Lawrence, porter, Furman n Joralemon
Pierne, John M., Furman n Joralemon
Smith, George, ferryman, Furman n Joralemon

1859-1860 Brooklyn City Directory, Block 245

Beard, Sarah, vestmaker, h. Furman n Montague
Casey, William, teas, 154 Maiden Lane, h Furman n Montague
Cameron, Alexander, porter, h. Furman c Joralemon
Dougherty, Patrick, laborer, h. Furman n Montague
Dixon, John, stoves, 23 Atlantic h. Furman n Montague
Edmonds, Peter, cooper, h. Furman n Montague
Farren, D., wid. Grocer, Furman c Joralemon
Grautegein, Louis, large beer saloon, h. Fulton c Joralemon
Green, Barney, stevedore, h. Furman n Montague
Gillespie, Neely, laborer, h. Furman n Montague
Greene, T., liquors, 22 Coentis Slip, h. Furman n Joralemon
Joyce, Thomas, broker, 63 N Bowery, h. Furman n Joralemon
Kelly, James, laborer, h. Furman n Joralemon
Kelsey, Jno. W., engineer, h. Furman n Montague
Kain, Patrick, compositor, h. Furman n Montague
Kane, Mary, wid, h. Furman n Montague
Lee, John F., compositor, h. Furman n Montague
Murphy, James, distiller, h. Furman c Montague
O'Neil, William, laborer, h. Furman n Montague
O'Connor, Edward, fruit, 77 Wall, h. Furman n Montague
Robinson, John, foreman, h. Furman n Montague
Roddy, Connolly, foreman, h. Furman n Joralemon
Roddy, Hugh, cooper, fi Montague, h. Furman n Montague
Stone, Albert, engineer, h. Furman n Montague
Stoothof, John, policeman, h. Furman n Joralemon
Smith, George, h. Furman n Joralemon

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Appendix B: Directory Information

Smith, Jacob, laborer, h. Furman n Montague
Taylor, Jno., lighterman, h. Furman n Montague
Travis, John, laborer, h. Furman n Montague

1873 Brooklyn City Directory, Block 245

Bartlett, Edward, storage, Furman n Joralemon
Briggs, Russell J., storage, Furman c Montague
S.B. Ferry, storage, Furman n Montague
Pierrepont, Bros. & Co., storage, Montague c Furman
Greve, T., grocer, 262 Furman

1840-41 Brooklyn City Directory, Block 258

Campbell, Frederick, milkman, Columbia n Atlantic
Campbell, James, milkman, Columbia n Atlantic
Clayton, Furman, engineer, Columbia n Atlantic
Cole, Elias, engineer, Columbia n Atlantic
Cole, Matthias, pilot, Columbia n Atlantic
Cornelius, Alonzo, ferryman, Columbia n Atlantic
Dickison, Walter, coxswain, Columbia n Atlantic
Dugan, William F., sailmaker, h. Columbia n Atlantic
Fagan, James, laborer, Columbia n Atlantic
Furman, John, engineer, Columbia n Atlantic
Miller, S., lumber yard, Columbia n Atlantic
Murray, Patrick, hotel, Columbia n Atlantic
M'Gushen, Patrick, laborer, Columbia n Atlantic
O'Brien, Thomas, lime burner, Columbia n Atlantic
Patten, Robert, carpenter, Columbia n Atlantic
Pitkin, John, milk driver, Columbia n Atlantic
Stoddart, James, Jr., city weigher & measurer of grain office, c Atlantic & Columbia

1850-51 Brooklyn City Directory, Block 258

Atlantic Street
Cavanagh, John, liquor store, 13 Atlantic h. 68
Van Colt, Ann, widow boarding house, 13 Atlantic
Martin, Thomas, miner, 17 Atlantic
O'Connor, Michael R., com. agent, 19 Atlantic
Elkla, Elizabeth, widow, 21 Atlantic
Livingston House, Atlantic c Columbia—Henry Woodman, proprietor
Leaps, Samuel, tinsmith, Atlantic n Columbia
O'Meara, John, Atlantic n Columbia

Italicized entries represent those entries that may or may not have fallen into the project area. Listed addresses for these entries were too vague to confidently determine their location.
Appendix B: Directory Information

O'Neil, Charles, grocer, Atlantic c Columbia

State Street
Looney, Patrick, laborer, 14 State
Molloy, Patrick, grocer, 16 State
Cavanagh, Patrick, laborer, 16 State
Grant, Ebenezer, worsted twister, 18 State
M'Guire, Peter, grocery, 18 State
M'Cabe, James, laborer, 20 State
Murphy, John, baker, 22 State
Gleuville, George, stone mason, 22 State
Smith, George, stone mason, 22 State
Horocho, Michael, laborer, 24 State
Pearl, Miles, laborer, State n Columbia

Columbia Place
Gillen, William, laborer, 204 Columbia n State
How, Alexander, accountant, 206 Columbia
Blair, Adam, blacksmith, Columbia n State
Campbell, R., glass cutter, Columbia c Atlantic
Dimon, John, tailor, Columbia n State
Eaton, William, Thomas' cottages, Columbia n State
Farley, John, laborer, Columbia n State
Gilmore, Patrick, laborer, Columbia n State
Murphy, Patrick, shoemaker, Columbia b State & Atlantic
Murray, Patrick, livery stable, Columbia n Atlantic
O'Connor, Dennis, laborer, Columbia c Atlantic
O'Deay, Dennis, bootmaker, Columbia n Atlantic
Osborne, _____, carman, Columbia b Atlantic & State
Philson, _____, bookkeeper, Columbia c State

1859-1860 Brooklyn City Directory, Block 258

Atlantic Street
Kayser, F.H., grocer, 11 & 13 Atlantic, h. Furman c Doughty
Oswald, _____, jeweler, h. 15 Atlantic
Horst, Frederic, jeweler, h. 15 Atlantic
Leddin, James, clerk, 17 Atlantic
Dillon, John, liquors, 17 Atlantic
Cavanagh, P, liquor mer., 20 Atlantic, h. 19 Atlantic
Cavanagh, Thomas, tavern, 19 Atlantic
Gray, James, bartender, h. 19 Atlantic
Thorn, William, baker, 21 & 119 Atlantic, h. 21 Atlantic
Dixon, John, stoves, 23 Atlantic, h Furman n Montague
W & J Dixon, stoves, 23 Atlantic

Italicized entries represent those entries that may or may not have fallen into the project area. Listed addresses for these entries were too vague to confidently determine their location.
Appendix B: Directory Information

Ensign, G.A., Livingston House, 27 Atlantic
S.B. Hicks & Co., hotel, 27 Atlantic
Gillespy, Peter, porter, h. Atlantic c Columbia
Hessenbuttle, Frederick, grocer, Atlantic c Furman, h 194 Atlantic

State Street
Casey, James, agent, h. 18 State; boarding, Atlantic c Furman
Farley, John, grocer, 18 State
Lee, Ellen, seamstress, h. 18 State
McCabe, James, laborer, h. 20 State
McBride, John, fruit, h. 20 State
Kelly, Michael, grocer, 20 State
Horan, James, porter, h. 22 State
Dougherty, James, laborer, h. 24 State
Hunter, James, seaman, 24 State

Columbia Place
Jennings, Michael, smith, h. 204 Columbia
Cavanagh, John, liquors, Columbia c Atlantic, h. Warren n Hicks

1873 Brooklyn City Directory, Block 258

Atlantic Street
Cleva, P., tobacco, 23 Atlantic
West, H., hairdresser, 23 Atlantic
Nelson, Z.O., coal & wood, 25 Atlantic
Trust, Henry, bakery, 27 Atlantic
W. & J. Dixon, stoves & etc., 29 Atlantic
Delaware & Hudson Canal Co., coal, 33 Atlantic

State Street
McDonough, P., grocer, 4 State
Farrell, M., grocer, 8 State
McCalester, R., baker, 12 State
Enwright, M., grocer, 14 State

Columbia Place
Dunnigan, P., grocer, 58 Columbia Place
Messinger, M., grocer, 60 Columbia
Marks, J., tailor, 64 Columbia
Fagan, P., liquors, 72 Columbia
Murphy, D., junk, 72 Columbia
Smith, Thomas, liquors, Columbia c State

Italicized entries represent those entries that may or may not have fallen into the project area. Listed addresses for these entries were too vague to confidently determine their location.
APPENDIX C

FEDERAL CENSUS DATA
Census 1820—Block 45
Fulton Street

Birdsall, Thomas W.—head of household: 1 free white male<10; 1 free white male 10-16; 1 free white male 16-26; 1 free white male 26-45; 2 free white females<10; 1 free white female 10-16; 1 free white female 12-26; 1 free white female>45

Titus, Abiel—head of household: 1 free white male 26-45; 1 free white male>45; 1 free white female 10-16; 2 free white females 16-26; 2 free white females 26-45; 1 free white female>45

Burnett, Marchent—head of household: 1 free white male 26-45; 1 free white male>45; 1 free white female 26-45; 1 person in household engaged in manufacturing

Titus, Mrs.—head of household: 1 free white male<10; 2 free white males 10-16; 1 free white female<10; 2 free white females 10-16; 1 free white female 16-26; 1 free white female 26-45

Coupe, Edward—head of household: 1 free white male<10; 2 free white males 16-26; 1 free white male>45; 2 free white females 10-16; 1 free white female 16-26; 1 free white female 26-45; 1 free black male>45; 2 free black females 26-45; 3 persons in household engaged in manufacturing

Frieke, George—head of household: 2 free white males 16-26; 1 free white male 26-46; 2 free white females<10; 1 free white female 10-16; 2 free white females 26-45; 3 persons in household engaged in manufacturing

Hicks, Jacob M.—head of household: 1 free white male 16-18; 1 free white male 16-26; 1 free white male>45; 2 free white females 10-16; 1 free white female 16-26; 1 free black female<14; 1 free black female 14-26

Furman, Abraham—head of household: 1 free white male 16-26; 1 free white male>45; 1 free white female 10-16; 1 free white female>45

Doughty, John—head of household: 2 free white males 16-26; 1 free white female<10; 2 free white females>45; 1 free black male 26-45; 1 free black female<14

Doughty, John S.—head of household: 1 free white male<10; 1 free white male 26-45; 2 free white females<10; 2 free white females 16-26; 2 free white females 26-45; 1 free black male<14

Van Norstand, Losee—head of household: 3 free white males<10; 1 free white male 26-45; 2 free white females<10; 1 free white female 10-16; 2 free white females 26-45; 1 free black male 14-26

Kirby, Ruben—head of household: 1 free white male>45; 2 free white females 16-26; 1 free white female>45; 1 person in household engaged in commerce

Hicks, Edward—hear of household: 1 free white male 16-18; 1 free white male 16-26; 1 free white male 26-45; 1 free white female<10; 1 free white female 16-26; 2 persons in household engaged in manufacturing

Birdsall, Samuel—head of household: 2 free white males 10-16; 1 free white male 26-45; 1 free white male>45; 1 free white female 10-16; 1 free white female 26-45; 1 free white female>45; 1 free black male<14

Patchin, Jacob—head of household: 1 free white male>45; 1 free white female<10; 1 free white female>45

Lockwood, Charles—hear of household: 2 free white males 16-18; 2 free white males 16-26; 1 free white male>45; 1 free white females<10; 1 free white female>45; 3 persons in household engaged in manufacturing

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Van Brunt, Henry—head of household: 1 free white male>45; 1 free white female 26-45; 1 free white female>45

Ten Eyke, Mrs.—head of household: 1 free white male<10; 1 free white female 26-45

Pettit, Samuel—head of household: 1 free white male 10-16; 1 free white male>45; 1 free white female 16-26; 2 free white females 26-45; 1 free white female>45

Prest, Peter—head of household: 1 free white male<10; 2 free white males 16-18; 2 free white males 16-26; 1 free white male 26-45; 2 free white females<10; 1 free white female 26-45; 3 persons in household engaged in manufacturing

Dixson, George—head of household: 1 free white male 26-45; 1 free white female 26-45

Smith, Samuel—head of household: 1 free white male>45; 1 free white female>45; 1 person in household engaged in manufacturing

Duryea, Mrs.—head of household: 1 free white male 16-26; 1 free white female<10; 1 free white female 16-26; 1 free white female>45

Furman, Mrs.—head of household: 2 free white females 16-26; 1 free white female 26-45; 1 free white female>45

Johnson, William—head of household: 1 free white male 26-45; 1 free white male>45; 1 free white females 16-26; 1 free white female>45; 2 persons in household engaged in manufacturing

Rogers, Benjamin—head of household: 3 free white males<10; 2 free white male 16-26; 2 free white females 16-26

Fox, Mrs.—head of household: 1 free white male 16-26; 1 free white male 26-45; 1 free white female 26-45; 1 free white female>45

Wilson, J.—head of household: 1 free white male<10; 2 free white males 10-16; 2 free white males 16-26; 1 free white female<10; 2 free white females 10-16; 1 free white female 26-45; 1 free white female>45; 1 free black male<14; 1 free black female<14; 1 free black female 26-45; 2 persons in household engaged in manufacturing

Morrell, John—head of household: 1 free white male<10; 1 free white male 16-26; 1 free white female<10; 1 free white female 16-26; 1 person in household engaged in manufacturing

R. Malbone—head of household: 1 free white male<10; 1 free white male 16-26; 1 free white male 26-45; 1 free white females<10; 1 free white female 26-45; 1 free black female 14-26

Bennett, William—head of household: 2 free white males<10; 1 free white male 16-18; 1 free white male 16-26; 1 free white male 26-45; 1 free white female 10-16; 1 free white female 16-26; 2 persons in household engaged in manufacturing

Bennett, Wynant P.—head of household: 1 free white male<10; 1 free white male 10-16; 1 free white male 16-18; 5 free white males 16-26; 1 free white male 26-45; 1 free white female<10; 1 free white female 16-26; 1 free white female 26-45; 6 persons in household engaged in manufacturing

Riker, Mrs.—head of household: 1 free white male 10-16; 1 free white male 16-18; 2 free white males 16-26; 2 free white males 26-45; 1 free white female 10-16; 2 free white females 26-45

Nichols, William—head of household: 1 free white male 10-16; 1 free white male 16-18; 2 free white males 16-26; 2 free white males 26-45; 1 free white female 10-16; 2 free white females 26-45

Italicized entries represent households that may have fallen into the project area.
Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
free white females 26-45; 1 free white female >45; 4 persons in household engaged in manufacturing

**Front Street**

Birdsall, Samuel—head of household: 1 free white male 10-16; 1 free white male 26-45; 1 free white male >45; 1 free white female 10-16; 1 free white female 26-45; 1 free white female >45; 1 free black male <14

**James Street**

Kent, Jacob—head of household: 2 free white males <10; 1 free white male 10-16; 1 free white male 26-45; 1 free white female <10; 1 free white female 16-26; 1 free white female 26-45; 1 person in household engaged in manufacturing

Meeker, Robert—head of household: 1 free white male 10-16; 1 free white male >45; 1 free white female <10; 2 free white females 10-16; 1 free white female 26-45; 1 person in household engaged in manufacturing

Coope, Jesse—head of household: 1 free white male 26-45; 1 free white female <10; 1 free white female 16-26; 1 free white female 26-45; 1 free white female >45

Scoggins, Jacob—head of household: 2 free black males <10; 1 free black male >45; 1 free black female <10; 1 free black female 16-26

Higby, John—head of household: 2 free white males <10; 1 free white male 26-45; 1 free white male >45; 1 free white female <10; 1 free white female 26-45

Hawsey, William—head of household: 2 free white males <10; 1 free white male 26-45; 1 free white female <10; 1 free white female 26-45

Demoranville, Daniel—head of household: 1 free white male <10; 1 free white male 16-18; 1 free white male 16-26; 1 free white male 26-45; 4 free white females <10; 1 free white female 16-26; 1 free white female 26-45; 1 person in household engaged in manufacturing

Bristil, Thomas—head of household: 1 free black male 26-45

**Census 1830—Block 45**

**Fulton Street**

Patchen, Jacob—head of household: 1 free white male 80-90; 1 free white female 10-15; 1 free white female 50-60

Frazier, Mrs.—head of household: 2 free white females 15-20; 1 free white female 20-30

Van Pelt, Jacob—head of household: 2 free white males <5; 1 free white male 5-10; 1 free white male 10-15; 1 free white male 30-40; 1 free white male 50-60; 1 free white female 10-15; 1 free white female 15-20; 1 free white female 30-40; 1 free white female 50-60

Burnett, M.—head of household: 1 free white male 30-40; 1 free white male 50-60; 1 free white female 30-40

Spooner, Alden—head of household: 1 free white male 10-15; 2 free white males 15-20; 2 free white males 20-30; 1 free white male 40-50; 1 free white female 5-10; 1 free white female 10-15; 1 free white female 15-20; 1 free white female 20-30; 1 free white female 30-40

Doughty, John—head of household: 1 free white male 60-70; 2 free white females 60-70; 1 free black female 55-100

*Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.*
Appendix C: Census Records

Doughty, Charles—head of household: 2 free white males<5; 1 free white male 5-10; 1 free white male 30-40; 1 free white female 5-10; 1 free white female 10-15; 2 free white females 20-30; 1 free white female 40-50; 1 free black male 10-24

Bigelow, William—head of household: 1 free white male<5; 1 free white male 5-10; 1 free white male 10-15; 1 free white male 15-20; 1 free white male 20-30; 1 free white male 40-50; 1 free white female 5-10; 1 free white female 10-15; 1 free white female 20-30; 1 free white female 40-50

Low, John—head of household: 1 free white male<5; 1 free white male 10-15; 1 free white male 30-40; 2 free white females <5; 1 free white female 30-40

Wise, William—head of household: 1 free white male 15-20; 1 free white male 40-50; 1 free white male 50-60; 2 free white females 10-15; 1 free white female 30-40

Farrington, Mary—head of household: 1 free white female 15-20; 3 free white females 20-30

Coope, David—head of household: 1 free white male 15-20; 1 free white male 20-30; 1 free white female 10-15; 1 free white female 15-20; 1 free white female 20-30; 2 free white females 40-50

Fox, Mrs. —head of household: 2 free white males 15-20; 2 free white males 20-30; 1 free white female 10-15; 2 free white females 15-20; 1 free white female 40-50

Wilson, Mrs. —head of household: 1 free white male 15-20; 1 free white male 20-30; 1 free white female 5-10; 1 free white female 15-20; 1 free white female 20-30; 1 free white female 40-50; 1 free black male 5-10

Schenck, William—head of household: 1 free white male<5; 1 free white male 5-10; 1 free white male 30-40; 1 free white female <5; 1 free white female 5-10; 1 free white female 10-15; 2 free white females 20-30

Bird, William—head of household: 1 free white male<5; 1 free white male 20-30; 1 free white female<5; 1 free white female 15-20

Bennett, Winant—head of household: 1 free white male 5-10; 1 free white male 10-15; 4 free white males 15-20; 5 free white males 20-30; 1 free white male 30-40; 1 free white female 10-15; 1 free white female 20-30; 1 free white female 30-40

**James Street**

Colgan, Owen—head of household: 2 free white males 20-30

Stoothoff, Abraham—head of household: 1 free white male<5; 1 free white male 30-40; 1 free white male 5-10; 1 free white female 15-20; 1 free white female 20-30

Coope, Edward—head of household: 1 free white male<5; 1 free white male 15-20; 1 free white male 30-40; 1 free white male 50-60; 2 free white females 20-30; 1 free white female 40-50

**Census 1840—Block 45**

**Fulton Street**

Vanderhoff, John V.C.—head of household: 1 free white male<5; 5 free white males 20-30; 2 free white males 30-40; 1 free white female<5; 2 free white females 10-15; 1 free white female 15-20; 1 free white female 30-40; 1 free black female 55-100

Watson, William J.—head of household: 1 free white male 30-40; 1 free white female<5; 1 free white female 5-10; 1 free white female 30-40; 1 free white female 60-70

*Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.*
Appendix C: Census Records

Watson, Thomas M.—head of household: 1 free white male 10-15; 1 free white male 30-40; 2 free white females<5; 1 free white female 5-10; 1 free white female 20-30; 1 free white female 30-40

Holman, William H.—head of household: 1 free white male<5; 1 free white male 5-10; 1 free white male 10-15; 1 free white male 40-50; 2 free white female 10-15; 1 free white female 15-20; 1 free white female 40-50

Watts, John—head of household: 1 free white male<5; 1 free white male 10-15; 1 free white male 30-40; 1 free white female<5; 1 free white female 5-10; 1 free white female 10-15; 1 free white female 20-30; 1 free white female 30-40

Cure, Lewis—head of household: 1 free white male 50-60; 3 free white females 10-15; 1 free white female 15-20; 1 free white female 20-30

Burtis, Oliver D.—head of household: 3 free white males<5; 1 free white male 5-10; 1 free white male 30-40; 1 free white male 40-50; 1 free white female 20-30; 2 free white females 30-40

Doughty, John S.—head of household: 1 free white male 10-15; 1 free white male 50-60; 2 free white females 5-10; 2 free white females 20-30; 2 free white females 30-40; 2 free white females 40-50; 1 free white female 60-70; 1 free black female 15-24

Jones, Charles J.—head of household: 1 free white male<5; 1 free white male 10-15; 2 free white males 20-30; 1 free white female 10-15; 1 free white female 20-30; 1 free white female 40-50

Earl, Ann M.—head of household: 1 free white male 60-70; 1 free white female 50-60

Effre, Felix—head of household: 2 free white males 30-40; 2 free white females<5; 1 free white female 5-10; 1 free white female 10-15; 2 free white females 30-40

Mills, Nathaniel—head of household: 2 free white males 10-15; 1 free white male 15-20; 1 free white male 30-40; 1 free white female<5; 1 free white female 5-10; 3 free white females 10-15; 1 free white female 15-20; 1 free white female 30-40

Weeks, Francis—head of household: 2 free white males 20-30; 1 free white female<5; 4 free white females 20-30

Willard, James—head of household: 1 free white male 20-30; 1 free white male 30-40

Bouton, Gilbert—head of household: 1 free white male 20-30; 1 free white male 30-40; 1 free white female 20-30

Reynold, Benjamin—head of household: 1 free white male 10-15; 1 free white male 30-40; 1 free white female 10-15; 1 free white female 20-30

Johnson, Elizabeth—head of household: 1 free white female 15-20; 1 free white male 20-30; 1 free white female 40-50

Rushcr, Joseph—head of household: 2 free white males<5; 2 free white males 5-10; 1 free white male 50-60; 1 free white female 5-10; 1 free white female 20-30; 1 free white female 30-40

Wise, Jr., William—head of household: 1 free white male 20-30; 1 free white female 20-30

Smith, James—head of household: 1 free white male<5; 1 free white male 20-30; 1 free white female 5-10; 1 free white female 10-15; 1 free white female 20-30

Conklin, Sophia—head of household: 3 free white males 15-20; 7 free white males 20-30; 1 free white female 5-10; 1 free white female 15-20; 4 free white females 20-30; 1 free white female 60-70

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Farrington, Ezra—head of household: 1 free white male 60-70; 1 free white female 5-10; 2 free white females 15-20; 1 free white female 20-30; 1 free white female 50-60

Booth, Elizabeth—head of household: 1 free white male 10-15; 1 free white male 15-20; 1 free white female 10-15; 1 free white female 15-20; 1 free white female 40-50

Low, John—head of household: 1 free white male 10-15; 1 free white male 20-30; 1 free white male 40-50; 1 free white female <5; 1 free white female 5-10; 1 free white female 10-15; 1 free white female 15-20; 1 free white female 40-50

Wilson, Allan—head of household: 1 free white male 20-30; 1 free white male 70-80; 1 free white female 10-15; 1 free white female 20-30; 1 free white female 30-40; 1 free white female 50-60

Bliss, John—head of household: 1 free white male <5; 2 free white males 5-10; 1 free white male 40-50; 1 free white female 30-40

Charles and Leigh—head of household: 1 free white male 20-30; 1 free white female <5; 1 free white female 20-30

Stanley, Sarah—head of household: 1 free white male 5-10; 1 free white male 15-20; 1 free white female 15-20; 1 free white female 50-60

Storms, Hannah—head of household: 1 free white female 20-30; 1 free white female 50-60

Smith, James—head of household: 1 free white male 15-20; 1 free white male 30-40; 1 free white male 60-70; 1 free white female 15-20; 4 free white females 20-30; 1 free white female 60-70

Bennett, Winant—head of household: 1 free white male 15-20; 1 free white male 20-30; 1 free white male 50-60; 1 free white female <5; 1 free white female 5-10; 1 free white female 10-15; 2 free white females 15-20; 2 free white females 30-40

Thompson, James—head of household: 1 free white male <5; 1 free white male 40-50; 1 free white female 10-15; 1 free white female 30-40

Brower, Charles—head of household: 1 free white male 20-30; 1 free white female <5; 1 free white female 20-30

Front Street

O’Hare, William—head of household: 2 free white males 30-40; 1 free white male 40-50; 1 free white female <5; 2 free white females 5-10; 1 free white female 40-50

M’Cally, Daniel—head of household: 1 free white male <5; 1 free white male 20-30; 1 free white female <5; 1 free white female 20-30

Nash, Webb—head of household: 1 free white male <5; 1 free white male 30-40; 2 free white females <5; 1 free white female 15-20; 1 free white female 20-30

Conlow, Patrick—head of household: 2 free white males 20-30; 1 free white male 30-40; 3 free white females <5; 1 free white female 20-30

James Street

Mahoney, John—head of household: 2 free white males 30-40; 1 free white female 20-30

Burtis, Isaac—head of household: 1 free white male 10-15; 1 free white male 20-30; 1 free white female 10-15; 1 free white female 30-40; 1 free white female 50-60

Robinson, Alexander—head of household: 1 free white male <5; 1 free white male 20-30; 1 free white female <5; 1 free white female 10-15; 1 free white female 20-30

Mortimer, Mary—head of household: 1 free white male 5-10; 1 free white male 10-15; 1

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
<table>
<thead>
<tr>
<th>Name</th>
<th>Head of Household</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hammond, Isaac</td>
<td>Head of household</td>
<td>1 free white male&lt;5; 1 free white male 20-30; 1 free white female 20-30</td>
</tr>
<tr>
<td>Dailey, Thomas</td>
<td>Head of household</td>
<td>1 free white male 30-40; 2 free white females&lt;5; 1 free white female 5-10; 1 free white female 10-15; 1 free white female 20-30</td>
</tr>
<tr>
<td>Kelly, Benjamin</td>
<td>Head of household</td>
<td>1 free white male 5-10; 3 free white males 20-30; 1 free white female&lt;5; 1 free white female 20-30</td>
</tr>
<tr>
<td>Frazier, William</td>
<td>Head of household</td>
<td>2 free white males 15-20; 1 free white male 20-30; 2 free white females 20-30</td>
</tr>
<tr>
<td>Smith, Carman</td>
<td>Head of household</td>
<td>1 free white male&lt;5; 1 free white male 5-10; 1 free white male 30-40; 1 free white female 5-10; 1 free white female 15-20; 1 free white female 30-40</td>
</tr>
<tr>
<td>Ore, James</td>
<td>Head of household</td>
<td>10 free white males 20-30; 7 free white males 30-40; 1 free white male 70-80; 2 free white females 15-20; 1 free white female 30-40; 1 free white female 60-70</td>
</tr>
<tr>
<td>Stoothoff, A.</td>
<td>Head of household</td>
<td>1 free white male 5-10; 1 free white male 10-15; 2 free white males 15-20; 2 free white males 50-60; 1 free white female 10-15; 1 free white female 15-20; 1 free white female 20-30; 1 free white female 30-40; 1 free white female 40-50</td>
</tr>
<tr>
<td>Littlewood, William</td>
<td>Head of household</td>
<td>5 free white males 20-30; 1 free white male 40-50; 1 free white male 70-80; 1 free white female 30-40; 1 free white female 50-60</td>
</tr>
<tr>
<td>Lockwood, Susan</td>
<td>Head of household</td>
<td>1 free white female 70-80</td>
</tr>
<tr>
<td>Lane, William</td>
<td>Head of household</td>
<td>1 free white male&lt;5; 2 free white males 20-30; 1 free white male 40-50; 1 free white female&lt;5; 1 free white female 5-10; 1 free white female 10-15; 1 free white female 20-30</td>
</tr>
<tr>
<td>Brice, John</td>
<td>Head of household</td>
<td>1 free white male 30-40; 1 free white male 60-70; 3 free white females 20-30; 1 free white female 70-80</td>
</tr>
<tr>
<td>Colgan, Owen</td>
<td>Head of household</td>
<td>2 free white males 5-10; 1 free white male 20-30; 1 free white male 30-40; 1 free white female&lt;5; 1 free white female 15-20; 1 free white female 20-30</td>
</tr>
<tr>
<td>Colgan, Dominic</td>
<td>Head of household</td>
<td>1 free white male 20-30; 1 free white males 40-50; 2 free white females&lt;5; 2 free white females 5-10; 1 free white female 20-30; 1 free white females 30-40</td>
</tr>
<tr>
<td>Woolley, Peter</td>
<td>Head of household</td>
<td>1 free white male 70-80; 1 free white female 20-30</td>
</tr>
<tr>
<td>Dilhantry, Patrick</td>
<td>Head of household</td>
<td>2 free white males&lt;5; 3 free white males 20-30; 1 free white female&lt;5; 1 free white female 15-20; 1 free white female 20-30</td>
</tr>
<tr>
<td>Martin, William</td>
<td>Head of household</td>
<td>1 free white male&lt;5; 1 free white males 5-10; 1 free white male 15-20; 1 free white male 20-30; 1 free white male 30-40; 1 free white female 5-10; 1 free white female 20-30</td>
</tr>
<tr>
<td>Cadley, Henry</td>
<td>Head of household</td>
<td>1 free white male&lt;5; 3 free white males 5-10; 1 free white male 10-15; 1 free white male 40-50; 1 free white female&lt;5; 1 free white female 5-10; 1 free white female 20-30; 1 free white female 40-50</td>
</tr>
<tr>
<td>Quigley, Thomas</td>
<td>Head of household</td>
<td>1 free white male 30-40; 1 free white female 30-40</td>
</tr>
</tbody>
</table>

Italicized entries represent households that may have fallen into the project area.
Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Appendix C: Census Records

Marrins, Henry—head of household: 1 free white male < 5; 1 free white male 5-10; 1 free white male 30-40; 1 free white female < 5; 1 free white female 5-10; 1 free white female 20-30
Eastman, Ann—head of household: 1 free white female < 5; 1 free white males 30-40
Wright, Wesley—head of household: 1 free white male < 5; 1 free white male 15-20; 1 free white male 20-30; 1 free white female 15-20; 1 free white female 20-30
Walters, Jacob—head of household: 1 free white male < 5; 1 free white male 5-10; 1 free white male 30-40; 1 free white female 5-10; 1 free white female 20-30
Webb, Henry—head of household: 1 free white male 5-10; 1 free white male 10-15; 1 free white male 15-20; 1 free white male 30-40; 1 free white female < 5; 1 free white female 5-10; 1 free white female 20-30
Christopher, Joseph—head of household: 1 free white male 30-40; 1 free white female < 5; 1 free white female 20-30
Williams, James—head of household: 2 free white males < 5; 1 free white male 10-15; 1 free white male 30-40; 1 free white female < 5; 1 free white female 20-30
O’Neil, Felix—head of household: 2 free white males 5-10; 1 free white male 20-30; 1 free white male 30-40; 1 free white female 10-15; 1 free white female 20-30; 1 free white female 30-40

Census 1850—Block 45
Fulton Street
Howard, John G.—head of household: 37, male, druggist
Howard, Eliza—35, female
Johnson, Hannah—23, female
Sharp, Adolphus—21, male, clerk

Blair, John—head of household: 34, male, segar dealer
Blair, Mary—28, female
Blair, Susan—5, female

Thomas, William J.—head of household: 57, male, furniture dealer
Thomas, Ester—50, female
Thomas, William J.—23, male, cabinetmaker
Thomas, Susan—25, female
Thomas, Carrington—17, cabinetmaker
Thomas, John—25, tailor
McConnell, [unknown]—22, female
Thomas, Somersett—1, male
Smith, Laurence—20, male, cabinetmaker

Parton, John—head of household, 65, male, bookkeeper
Parton, Mary Ann—52, female
Parton, Ann—24, female
Parton, John—20, male, plumber
Parton, Maria—18, female
Parton, Mary E.—16, female

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Parton, Matilda—10, female
Parton, Louisa—8, female
Robinson, John—34, male, doctor
Robinson, Sarah M. —34, female
Robinson, William W. —3, male
Church, Ephraim—39, male, builder
Church, Elizabeth—36, female
Gouman, Edward—27, male, chemist
Gouman, Eliza—25, female
Cagle, Anna—22, female
Cagle, Jane—30, female
Robinson, John—5, male
Robinson, Sarah—1, female

Knight, Robert—head of household, 39, male, carver and gilder
Knight, Martha Ann—36, female
Knight, Susan C. —16, female
Knight, Martha A. —15, female
Knight, Thomas T. —13, male
Knight, Jane—11, female
Knight, Eliza—9, female
Knight, Robert—7, male
Knight, Margaret—4, female
Knight, Charles—1 month, male
Burke, Mary—25, female
Dobson, Edward—17, male, gilder
Trotter, Susan—73, female

Tuthill, Joseph A. —head of household, 50, male, builder
Tuthill, Hannah—50, female
Tuthill, Ruth A. —21, female
Tuthill, Benjamin—19, male, sailmaker
Tuthill, Catherine—17, female
Beebe, Warren—23, male, merchant
Knox, Israel—22, male, merchant
Hinman, Walter E. —24, male, merchant
Marsh, James—24, male, merchant
Pidow, Horatio—19, male, clerk
Might, Amanda—30, female
Might, Phebe—25, female
McLaughlin, Margaret—27, female
Quinn, Mary—19, female

Coles, John K. —head of household, 47, male, gunsmith
Coles, Lydia Ann—36, female
Coles, John K. —3, male

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Coles, Frederick H. —1, male  
Cary, Jane—12, female  
Hawes, Charles H. —head of household, 47, male, piano forte tuner  
Hawes, Eliza—37, female  
Hawes, William H. —18, male, piano forte maker  
Hawes, John H.G. —16, male, clerk  
Hawes, Edward A. —7, male  
Hawes, Elizabeth M. —3, female  
Hawes, Joseph P. —1, male  
Green, Mary—17, female

Bennett, James H. —head of household, 29, male, shoe merchant  
Bennett, Gelina—24, female  
Bennett, Augustus—4, male  
Bennett, James—4, male  
Thompson, Winiford—24, female  
Bennett, Winant J.—head of household, 24, male, shoe dealer  
Bennett, Elouisa—29, female  
Bennett, Clarinda—10, female  
Bennett Ann Eliza—4, female  
Bennett, Sarah—40, female  
Mitchell, Margaret—23, female  
Burtis, Sarah—16, female

James Street  

Stoothoff, Abraham—head of household: 63, male, eating house keeper  
Stoothoff, Mary—58, female  
Quinn, Abraham—24, male, soap & candle maker  
Dougherty, James—19, male, fishmonger  
Birdsall, James—28, male, barber  
Cunningham, John—23, male, butcher  
Duina(?), Richard—36, male, carpenter  
Phillips, George—40, male, carpenter  
Johnson, L.—25, female  
Griffith, William—19, male, laborer  
Remady, Thomas—head of household: 36, male, blacksmith  
Remady, Margaret—35, female  
Remady, Bridget—41, female  
Curry, Ellen—30, female  
Curry, James—32, male, laborer  
Curry, Edmund—11, male  
Curry, Timothy—2, male  
O'Keef, William—head of household: 38, male, porter  
O'Keef, Catharine—36, female  
O'Keef, Timothy—11, male  
O'Keef, John—9, male

Italicized entries represent households that may have fallen into the project area.  
Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
O'Keef, Julia—6, female
O'Keef, Catharine—3, female
McLoney, James—head of household: 40, male, laborer
McLoney, Ellen—39, female
Dale, Ellen—40, female
Dale, Eliza—36, female
Kelly, James—head of household: 28?, male, carpenter
Kelly, Catharine—30, female
Dunn?, Mary—21, female

Ridgeway, Edmond—head of household: 36, male, plumber
Ridgeway, Elizabeth—37, female
Cobb, William—head of household: 27, male, ferryman
Cobb, Jane—23, female
Cobb, Emma—2, female
Wells?, Amy—24, female
Cobb, Jane—17, female
Cobb, Ellen—10, female
Cobb, Charles—31, male, fireman?
Valentine, William—head of household: 25, male, tailor
Valentine, Mary—26, female
Martin, Mary—head of household: 24, female
Fletcher, Henry—head of household: 32, male, pencil?
Fletcher, Harriet—23, female
Fletcher, Emily—1, female
Spencer, William—head of household: 36, male, tin smith
Spencer, Ann—39, female
Spencer, Jane—9, female
Spencer, Sarah—6, female
Spencer, Mary—4, female
Spencer, William—1, male
Skelton, Isaac—head of household: 40, male, saddler
Skelton, Mary Ann—39, female
Skelton, Jane—10, female
Skelton, Henry—8, male
Skelton, Mary Ann—2, female
Calvert(?), Bernard—head of household: 40, male, shoemaker
Calvert(?), Ann, 37, female, shoemaker
Calvert(?), Robert, 17, male, shoemaker
Calvert(?), William, 15, male
Calvert(?), Mary Ann, 14, female
Calvert(?), Anna E., 10, female
Calvert(?), Bernard J., 6, male
Calvert(?), ?, 2, female

Lyonsburgh, Henry—head of household: 35, male, laborer

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Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Appendix C: Census Records

Lyonsburgh, Louisa—32, female
Lyonsburgh, Amelia—14, female
Lyonsburgh, Emma—12, female
Lyonsburgh, Henry—11, male
Lyonsburgh, Theodore—8, male
Lyonsburgh, George—6, male
Lyonsburgh, Charles—5, male
Lyonsburgh, Samuel—3, male
Lyonsburgh, Joseph—infant, male
McKee, Henry—head of household: 23, male, seamaker (?)
McKee, Mary—28, female
McKee, Henry M.—3, male
Heucking(?), Jacob—head of household: 45, male, ? maker
Heucking(?), Mary—40, female
Heucking(?), Jacob—18, male, ? maker

Brice, Israel B.—head of household: 38, male, druggist
Thompson, Lydia E.—37, female
Thompson, Mary H.—14, female
Thompson, William W.—11, male
Thompson, James—4, male
Davis, Alice—27, female
Davis, Joseph—23, male, painter
Smith, Benjamin—head of household: 23, male, grocer
Smith, Jane—22, female
Smith, Jane A.—2, female
Smith, Phebe—infant, female
Smith, Andrew J.—19, male, clerk
White, Catharine—24, female

McDonald, John—head of household, 27, male, stone cutter
McDonald, Mary—28, female
Daley, Mary—6, female
Daley, Margaret—4, female
Dunn, John—head of household, 26, male, barber
Dunn, Catherine—24, female
Dunn, Margaret—2, female
Lyons, Margaret—26, female

Ferguson, Moses—head of household, 41, male, boatman
Ferguson, Ellen—31, female
Ferguson Virginia—14, female
Ferguson, John H.—5, male
Thomas, Mary—25, female
Husted, John—27, male, boatman
Powers, Margaret—head of household, 40, female

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Richardson, John—head of household, 28, tailor
Belsey, George—head of household, 33, engineer
Belsey, Elizabeth—28, female
Belsey, Elizabeth—11, female

Tear, Daniel—head of household, 35, male, shoe merchant
Tear, Mary E.—28, female
Tear, Anna L.—7, female
Tear, Sidney A.—3, male
Tear, Sophia A.—1, female
Tear, Philip—head of household, 42, male, boatman
Tear, Isabella—38, female
Tear, John—18, male
Tear, Ann—13, female
Tear, Ellen—10, female
Tear, Philip—8, male
Tear, Thomas—7, male
Tear, Daniel—3, male
Tear, Infant—4 months, female
Tear, James—38, male, boatman
Tear, James—4, male

Luckey, James—head of household, 32, male, shoe merchant
Luckey, Eliza—26, female
Luckey, Bridget—4, female
Luckey, Eliza—1, female
McLaughlin, Hannah—34, female

McCleen, Patrick—head of household, 30, male, shoemaker
McCleen, Bridget—26, female
Butler, William—22, male, shoemaker
McLaughlin, Patrick—head of household, 36, male, hostler
McLaughlin, Margaret—28, female
McLaughlin, Mary—6, female
Smith, Matthew—57, male
Smith, Ann—31, female

Pape, John—head of household, 73, male
Pape, Ann—66, female
Haynes, Ann—40, female
Haynes, Edgar J.—13, male
Perry, Joseph—head of household, 32, male, bookkeeper
Perry, Elizabeth—33, female
Perry, Ann Eliza—4, female
Perry, Mary Jane—1, female

*Italicized entries represent households that may have fallen into the project area.*
*Available data is too vague to confidently determine household location.* Spaces between entries represent separate dwellings as indicated by the census record.
Miller, Samuel—head of household, 40, male, laborer
Miller, Matilda—34, female
Miller, William—10, male
Miller, Elizabeth—8, female
Nelson, Margaret—6, female
Nelson, Christine—1, female
Campbell, Alexander—head of household, 39, male, merchant
Campbell, Dora—26, female
Campbell John D.—4, male
Campbell, Alexander—1, male
Felade, Margaret—head of household, 35, female
Sullivan, Charles—25, male, laborer
Sullivan, Mary—37, female
Quigley, Mary—20, female
Laughler, Patrick—25, male, tailor
Dougherty, Cornelius—24, male, tailor
Carnes, Bernard—26, male, tailor
Lynch, Catherine—18, female
Felade, Daniel—27, male, tailor
Doty, Michael—22, male, tavern keeper
Louge, Felix—32, male, shoemaker
Murphy, David—head of household, 27, male, tailor
Murphy, Bridget—25, female
Murphy, George—5, male
Murphy, Jane—3, female
Handlon, James—23, male, tailor
[unknown], Ann—23, female

Orr, David—head of household, 24, male, tavern keeper
Orr, Margaret—20, female
Orr, Emma—4 months, female
Carly, Catherine—21, female
Morgan, David—head of household, 29, male, barber
Morgan, Jane—30, female
Morgan, Jane—3, female
Morgan, Andrew—6, male
Morgan, Agnes—1, female
Phillips, George—head of household, 24, male, brick mason
Phillips, Rosetta—25, female
Long, Johanna—27, female
Dugan, Ann—18, female
Manning, Patrick—head of household, 30, male, tailor
Manning, Hannah—24, female
Manning, William H.—4, male
Manning, John—2, male
Springer, Stephen—17, male, tailor

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Rhodes, John—22, male, tailor
Riley, Patrick—31, male, tailor
McLaughlin, Mary—11, female
O'Neill, Bridget—head of household, 50, female
O'Neill, Thomas—16, male, clerk
O'Neill, Mary—18, female
O'Neill, John—14, male
O'Neill, Catharine—12, female
Quilland, Mary—18, female
Bradwell, Catherine—head of household, 61, female

Thompson, William—head of household, 39, male
Thompson, Ellen—39, female
Thompson, Ellen—14, female
Thompson, Mary Ann—12, female
Thompson, William—9, male
Thompson, Caroline—6, female
Thompson, Henry—4, male
Thompson, Jane Eliza—2, female

Rose, Frederick—head of household, 48, male, clothing store
Rose, Ellen—45, female
Lewis, Teresa—23, female
Rose, Hannah—10, female
Rose, Sophia—7, female
Henrickson, Enoch—28, male, tailor
McGill, Jane—18, female

Herbert, John—head of household, 36, male, shoemaker
Herbert, Sarah—26, female
Herbert, John—5, male
Herbert, Thomas—3, male
Herbert, Sarah Ann—2, female
Herbert, Andrew—5 months, male
Brennan, John—26, male, shoemaker
Fesherson, Michael—20, male, shoemaker
Duryea, Thomas—21, male, shoemaker
Conway, Ellen—25, female
McGowan, John—21, male, shoemaker
McNally, James—19, male, tailor

**Front Street**
Claire, William—head of household: 47, male, laborer
Claire, Margaret—39, female
Claire, James—18, male, laborer
Claire, Margaret—16, female

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Appendix C: Census Records

Claire, Jane—11, female
Claire, Catharine—6, female
Claire, William—5, male
Claire, Mary Ann—1, female
Hay, Alexander—37, male, barber
Hay, Ann—32, female

Main Street

Jacobs, Sarah—head of household, 44, female
Parker, Hannah—82, female
Parker, Joshua—36, male
Frazier, Ann Maria—12, female
Godfrey, Catherine—63, female
Hinman, Herman—64, male
Brinkerhoff, Isaac—37, male, carpenter
Radford, William—19, male, pump maker
Nelson, [unknown]—38, male, painter
Jones, Richard—22, male, painter
Harrison, Cary—20, male, painter
Rhodes, Eliza—22, female
Davis, Thomas—23, male, painter
Evans, [unknown]—21, painter
Fitzgerald, John—head of household, 50, male, fancy store
Fitzgerald, Mary—36, female
Fitzgerald, Joseph—7, male
Fitzgerald, Charles—3, male
Douglas, Ann—15, female
Fitzgerald, Edward—13, male, tailor

Census 1860—Block 45

Fulton Street

Hardcastle, Joseph—head of household: 50, male, butcher
Hardcastle, Jane—40, female
Hardcastle, Jesse—9, female
Hardcastle, Isabella—8, female
Hardcastle, Alma—5, female
Hardcastle, Frederick—3, male
Hardcastle, Joseph—21, male, butcher
Murphy, Margaret—20, female, servant
Emma Moore—head of household: 28, female

James, William A. —head of household: 47, male, liquor dealer
James, Augusta—40, female
James, George S. —16, male

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James, Mary F. —14, female  
James, Frederick—10, male  
James, Ann—5, female  
Hulty, Ellen—40, female, servant  
Schultz, Augustus E. —19, male, bartender  

Wise, William—head of household: 46, male, jewelry store  
Wise, Amanda—42, female  
Wise, Clara—18, female  
Wise, William B. —15, male  
Wise, Alfred B. —10, male  
Collins, Ellen—20, female, servant  
Maher, Anastasia—22, female, servant  

Noxon, Robert—head of household: 50, male, furrier  
Noxon, Elizabeth—40, female  
Cavanagh, Laurence—head of household: 30, male, confectioner  
Cavanagh, Catherine—26, female  
Cavanagh, Matthew—8 months, male  
Williams, John—19, male, ap. confectioner  
Scanlon, Thomas—15, male, ap. Confectioner  
Duyre, Catherine—30, female, attends store  
Cusack, Margaret—30, female, attends store  
Shea, Mary F. —23, female  

Pinner, Isadore—head of household: 28, male, furniture store  
Pinner, Eliza—22, female  
Pinner, Jane—2, female  
Pinner, Emma—1, female  
Pinner, Hiram—20, male, cabinet maker  
Pinner, Joseph—18, male, segar maker  
Pinner, Marcus—72, male  
Abraham, Maurice—head of household: 42, male, cap maker  
Abraham, Hester—32, female  
Abraham, Louisa—11, female  
Abraham, Meyer—7, male  

Connor, John—head of household: 32, male, tinsmith  
Connor, Sophia—33, female  
Connor, Edith S. —5, female  
Connor, Harriet E. —3, female  
Connor, Sophia E. —1, female  
Benson, Ann—23, female, servant  
Shea, John—head of household: 26, male, sailor  
Shea, Eliza—26, female  
Padmore, John—head of household: 49, male, chronometer maker  

Italicized entries represent households that may have fallen into the project area.  
Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Appendix C: Census Records

Padmore, Hannah—41
Padmore, Hannah E. —21
Padmore, William H. —18
Emmond, Bartholomew—25, male, gold pen maker
Crawley, Mrs. —head of household: 40, female, nurse

Raesicke, Gus—head of household:
Raesicke, Mary—40, female
Raesicke, Otto—8, male
Raesicke, Pauline—6, female
Raesicke, Clara—2, female
Dochler, Adam—24, male, clerk
Brookhowe, Ann—24, female, servant

Greiner, Anthony—head of household: 27, male, barber
Greiner, Catherine—24, female
Greiner, Edward—3, male
Greiner, Rose—1, female
Guilino, Joseph—head of household: 27, male, barber
Guilino, Rose—21, female
Guilino, Ida—6 months, female
Barr, Rose—45, female
Barr, Emma—10, female
Barr, Williamana—10, female
Gray, Louis—22, male, barber
Knight, Eliza B. —head of household: 34, female, gents, furnishing store
Kinney, Catherine—32, female
Kinney, Mary—10, female
Kinney, William—8, male
Cumming, Isaac—27, male, clerk
Taylor, James—21, male, clerk
Wheeler, Edward—24, male, carman

Foster, Jane—head of household: 40, female, boarding house
Foster, Mary—35, female
Foster, Catherine—30, female
Schew, John—35, male, clerk
Schew, Julia—25, female
Schew, Julia—12, female
Schew, Carl M. —10, male
Rumbeck, Nicholas—30, gentleman
Nedlin, John—30, male, clerk
Beamer, Herman—38, male, draughtsman
Raynor, John—30, male, lithographer
Bradley, Martha—50, female
McGuire, Ann—18, female, servant

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Davis, Fanny—head of household: 34, female, confectionery
Davis, William F.—8, male
Davis, Charles—6, male
Eyer, George—36, male, painter
Eyer, Charles—27, painter
Taylor, John—19, male, confectioner
McGinley, Mary—28, female, servant
Meehan, John—head of household: 30, male, laborer
Meehan, Ann—33, female
Meehan, Mary A.—8 months, female
Carter, Ellen A.—head of household: 70, female, seamstress

Brown, Thomas—head of household: 39, male, dining saloon
Brown, Mary—37, female
Brown, John—12, male
Brown, Edward—7, male
Brown, Frank—8 months, male
Dygdard, John—45, male, carpenter
Gannon, Eliza—30, female, servant

James Street
Martin, Charles—head of household: 30, male, liquor store
End, Thomas—head of household: 37, male, carpenter
End, Julia—32, female
End, Elizabeth—10, female
End, Mary E.—8, female
End, William—6, male
End, C.—1, female
Hunter, John—head of household: 29, male, liquor dealer
Hunter, Matilda—25, female
Hunter, Julia—4, female
Hunter, Matilda—2, female
Hunter, William—infant, male
Carroll, Mary—head of household: 50, female, washerwoman

Champman, Frederic—head of household: 36, male, baker
Champman, Maria—36, female, storekeeper
Champman, Ann—10, female
Champman, Maria—8, female
Champman, Ellen—4, female
Robinson, Mary—62, female
Watfield(?), William—head of household: 38, male, porter
Watfield(?), Margaret—30, female
Watfield(?), James—12, male
Watfield(?), Jane—9, female

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Appendix C: Census Records

Watfield(?) Mary—6, female
Silversides John—head of household: 67, male, doctor
Silversides, Isabella—59, female
Daily, Owen—head of household: 36, male, peddler
Daily, Johanna—30, female
Daily, Dennis—6, male
Daily, John—5, male
Daily, Eliza—1, female
Leddy, Mary—12, female
Carr, Robert—head of household: 30, male, laborer
Carr, Catherine—25, female
Carr, Sarah—3, female
Carr, William—infant, male
Wilson, Isabella—head of household: 30, female
Wilson, William—40, male, boatman
Wilson, William—6, male
Reily, Mary E.—head of household: 36, female, attends store
Owen, Catherine—40, female, attends store

Linseburgh, Henry—head of household: 45, male, boatman
Linseburgh, Lydia—49, female
Linseburgh, Amelia—24, female
Linseburgh, Emma—22, female
Linseburgh, Henry—21, male, boatman
Linseburgh, Theodore—18, male, watchman
Linseburgh, George—15, male
Linseburgh, Charles—14, male
Linseburgh, Samuel—12, male
Linseburgh, Lauren—9, female
Linseburgh, Ada—4, female
Linseburgh, John—7, male
Tompkins, William—head of household: 24, male, musician
Tompkins, Christiana—24, female
Tompkins, Charles E.—3, male
Tompkins, Josephina L.—infant, female

Jenkins, Thomas—head of household: 53, male, shoemaker
Jenkins, Hannah—51, female
Jenkins, John—26, male,
Jenkins, Thomas—17, male, gasfitter
Jenkins, Julia—15, female, shoebonder
Henderson, Catherine—head of household: 60, female
Henderson, Barbara—25, female, dressmaker
Henderson, Isabella—23, female, dressmaker

O’Keefe, William F.—head of household: 48, male, salesman

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Appendix C: Census Records

O'Keefe, Timothy—21, male, druggist's clerk
O'Keefe, John—18, male, druggist's clerk
O'Keefe, Julia—16, female, fancy hat trimmer
O'Keefe, Kate—13, female
Williams, John—head of household: 36, male, painter
Williams, Jesse—29, female
Williams, Louisa—11, female
Williams, Edward—8, male
Williams, Sarah—5, female
Williams, James—2, male
Walsh, James—head of household: 33, male, blacksmith
Walsh, Charlotte—27, female
Walsh, Sarah—6, female
Walsh, Walter—4, male
Cook, Thomas—43, male, stereotyper
Cook, Andrew—7, male

Teare, Daniel—head of household: 43, male, shoe store
Teare, Mary—40, female
Teare, Ann—15, female
Teare, Sydney—13, male
Teare, Sophia—11, female
Teare, Louis—8, male

Birmingham, Thomas H.—head of household: 47, shoe store
Birmingham, Elizabeth—58, female
Birmingham, William—18, male
Penney, Francis—head of household: 30, male, pilot
Penney, Mary—28, female
Penney, Josephine—7, female
Penney, Thomas—5, male
Penney, Christopher—3, male
Lackey, James—head of household: 42, male, shoe store
Lackey, Eliza—36, female
Lackey, Bridget—15, female
Lackey, Eliza—12, female
Lackey, Catherine—8, female
Lackey, Margaret—4, female
Lackey, Mary—1, female
O'Neil, Rose—24, female, servant

Lahey, Patrick—head of household: 28, male, liquor store
Lahey, Catherine—22, female
Lahey, William—3, male
Lahey, Robert—1, male
Lahey, Sarah—60, female

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Lahey, James—22, male, sailor
Blackman, Edward—head of household: 21, male, brass finisher
Blackman, Mary—19, female
Blackman, George—3 months
Daily, Coleman—head of household: 40, male, ship carpenter
Daily, Bridget—40, female
Daily, Patrick—11, male
Daily, James—9, male
Cheevers, Margaret—head of household: 35, female, seamstress
Cheevers, Samuel—3, male

Smith, Philip—head of household: 40, male, grocer
Smith, Mary—32, female
Marcy, Malachi—head of household: 32, male, stone cutter
Malachi, Hannah—30, female
Malachi, Julia—8, female
Malachi, Mary—5, female
Malachi, Cralinda—2, female
Dunn, James—head of household: 40, male, cooper
Dunn, Eliza—40, female
Dunn, Mary—12, female
Dunn, Catherine—8, female
White, Alexander—head of household: 56, male, peddler
White, Ann—50, female
White, Francis—18, male, laborer
White, Thomas—11, male
Minchin, Henry—head of household: 35, male, shoemaker
Minchin, Eliza—33, female
Quinn, Mary—head of household: 40, female, washerwoman
Quinn, Eliza—11, female
Jackson, Thomas—head of household: 36, male, laborer
Jackson, Catherine—40, female
Jackson, Charlotte—14, female
Jackson, Sarah—9 months, female
Conroy, Julia—25, female
Connor, John—head of household: 27, male, laborer
Connor, Mary—24, female

Keever, William—head of household: 45, male, shoemaker
Keever, Bridget—35, female
Keever, Margaret—12, female
Keever, Mary—10, female
Keever, Ann—8, female
Keever, Stephen—5, male
Keever, Edward—1, male
Manney, Michael—26, male, shoemaker

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Appendix C: Census Records

Dee, Patrick—head of household: 23, male, laborer
Dee, Julia—25, female
Dee, John—2, male
Dee, Margaret—4 months, female
Lally, Joseph—39, male, laborer
White, Henry—head of household: 30, male, laborer
White, Mary—28, female
White, Ellen—10, female
White, Eliza—3, female
McGuire, Andrew—head of household: 27, male, butcher
McGuire, Margaret—22, female
Power, Thomas—head of household: 35, male, laborer
Power, Mary—33, female
Power, James—1, male
Sullivan, Bridget—25, female, washerwoman
Sullivan, Eugene—7, male
Diamond, Thomas—head of household: 30, male, clerk
Diamond, Mary—24, female
Diamond, Francis—2, male

Gallagher, Thomas—head of household: 35, male, shoe store
Gallagher, Ann—25, female
Gallagher, Mary—8, female
Gallagher, Sarah—1, female
McCoile, Bridget—12, female
McKenney, James—head of household: 32, male, furniture polisher
McKenney, Ellen—31, female
McKenney, John—2, male
McKenney, James—5 months, male
McCoile, Thomas—head of household: 29, male, machinist
McCoile, Mary—29, female
McCoile, Margaret—5 months, female
Lang, William—head of household: 31, male, bakery
Lang, Eliza—28, female
Lang, Margaret—6, female
Lang, William—2, male
Stewart, Robert—28, male, baker
Gilbert, James—20, male, baker
Patterson, Sarah—19, female, servant

Main Street
Claffey, Marcella—head of household: 40, female, boarding house
Clancy, John—50, male, tailor
Carver, Thomas—25, male, paper hanger
Marley, John—26, male, shoemaker
Alcott, Henry—24, male, foreman of oil factory

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Appendix C: Census Records

Milway, John—25, male, trunkmaker
Adgen, Daniel—26, male, trunkmaker
Methusen, Chris—24, male, bricklayer
Lowery, Bridget—27, female, servant
Bridges, William—40, male, bartender
Bridges, Mary—30, female
Bridges, Charles—2, male
Bridges, Mary—1, female
Morris, Bernard—32, male, shoemaker
Morris, James—6, male
Beirne, Owen—28, male, baker
Morry, Alice—28, female, sewing machine

McKinney, Archibald—head of household: 31, male, fancy goods store
McKinney, Winifred—27, female
McKinney, Alexander—1, male
McGrath, Jane—69, female
McGrath, Maria—29, female, dress maker
McLaughlin, Jane—30, female, boarding house
Welch, William—25, male, carpenter
Welch, Gerard—20, male, shoemaker
Colgan, Thomas—25, male, expressman
Cade, Ann—14, female
Cade, John—14, male
Thomas, Ellen—head of household: 25, female
Thomas, Mary—9, female
Robert, William—35, male, wood engraver

Reed, Peter—head of household: 35, male, confectioner
Reed, Margaret—33, female
Reed, Ann—10, female
Reed, Sarah—5, female

Douglass, Johanna—head of household: 39, female, fancy good store
Schilling, John—head of household: 27, male, segar store
Schilling, Grace—24, female

Census 1880—Block 45

Fulton Street
37 Fulton Street: Gillen, James—head of household: 37, male, hatter
                Gillen, Helen—wife: 29, female, keeping house

39-41 Fulton Street: Turnbull, James—head of household: 45, male, hatter
                     Turnbull, Sarah—wife: 41, female, keeping house
                     Turnbull, Alfred—son: 5, male
                     O’Connor, Sarah—servant: 35, female

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Appendix C: Census Records

51 Fulton Street
Bock, Edward—head of household: 51, male, agent
Bock, Maggie—wife: 35, female, keeping house
Trotman, Thomas—head of household: 50, male, pilot
Trotman, Hanna—wife: 45, female, keeping house
Trotman, Maggie—daughter: 18, female
Kimbol(?), G.—head of household: 53, male, printer
Kimbol(?), Elisabeth—wife: 51, female, keeping house
Kimbol(?), Mary—daughter: 25, female
Kimbol(?), David—son: 15, male
Sturhurts(?), Daniel—head of household: 44, male, janitor
Sturhurts(?), Martha—wife: 36, female, keeping house
Sturhurts(?), J.—daughter: 11, female
Sturhurts(?), A.—son: 6, male

53-55 Fulton Street:  
Hirsch, Morris—head of household: 38, male, tobacconist
Hirsch, Lotta—wife: 33, female, keeping house
Hirsch, Celana(?)—daughter: 14, female
Hirsch, Jacob—son: 13, male
Hirsch, Sarah—daughter: 11, female
Hirsch, Gilda—daughter: 4, female
Hirsch, Eddie—son: 5, male
Hirsch, Samuel—father: 84, male
Nelson, Bridget—servant: 17, female
Ostrander, Therese—boarder: 65, female
Borgus, G.—boarder: 31, male, clerk

57 Fulton Street:
Otto, August—head of household: 53, male, hotel keeper
Otto, Allace—wife: 53, female, keeping house
Otto, Anthony—son: 25, male, clerk
Otto, Frank—son: 22, male, clerk
Otto, Theodore—son: 20, male, ?
Otto, Charles—son: 18, male, clerk
Otto, August—son: 15, male, clerk
Teolihauser(?)—servant: 19, female
Kissling, Fred—head of household: 33, male, engraver
Kissling, Louise—wife: 28, female, keeping house
Kissling, Laura—daughter: 9, female
Kissling, F.—daughter: 7, female
Lensmire, George—head of household: 35, male, sailor
Lensmire, Matilda—wife: 35, female, keeping house
Lensmire, John—son: 1, male
Daa, Mary—head of household: daughter: 14, female
Daa, Julia—wife: 40, female, keeping house

61 Fulton Street:
Nicholas, Thomas—head of household: 60, male, teacher

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Slomer, James—59, male, shoemaker
Kenny, John—head of household: 34, male, paver
Kenny, Maggie—wife: 25, female, keeping house
Kenny, John—son: 4, male
Kenny, Lena—daughter: 7, female

63 Fulton Street:
Wiggins, August—head of household: 26, male, clerk
Wiggins, Sarah—wife: 25, female, keeping house
Wiggins, Edwin—son: 4, male
Wiggins, William—son: 1, male
Burk, Mary—head of household: 50, female
Burk, Mary—daughter: 15, female
Burk, John—son: 24, male, segar maker

65 Fulton Street:
Cambell, Henry—head of household: 32, male, actor
Cambell, Lizzie—wife: 23, female, keeping house
Cambell, M.—daughter: 8, female
Kinholz, ?—head of household: 53, male, barber
Kinholz, Matilda—wife: 50, female, keeping house

77 Fulton Street
Burner, Thomas—head of household: 34, male, foreman
Burner, Ellan—wife: 35, keeping house
Burner, Mary—daughter: 1
Burner, Terance—son: 4
Bolleran, John—55, male, watchman
Chorgel, Henry—27, male, hotel keeper

79 Fulton Street
Healy, Pat—head of household: 33, male, hatter
Healy, Mary—wife: 25, female, keeping house
Perrier, John—head of household: 56, male, produce
Perrier, Annie—wife: 39, female, keeping house
Perrier, Albert—son: 20, male, clerk shoe
Perrier, John—son: 16, male, clerk dry goods
Perrier, Annie—daughter: 13, female
Hinley, John—grandfather: 75, male, hatter

81 Fulton Street
McChasty, Samuel—grandfather: 87, male, coal dealer
Lickey, Lizzie—head of household: 56, female
Lickey, Bridget—daughter: 30, female
Lickey, Lizzie—daughter: 26, female
Lickey, Kate—daughter: 25, female
Lickey, Maggie—daughter: 22, female
Lickey, Annie—daughter: 19, female
Lickey, James—son: 18, male, store clerk
Lickey, Aggie—daughter: 15, female
Lickey, Julie—daughter: 11, female

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Orrgonde, ?—boarder: 13, female

87 Fulton Street
Cammer, John—head of household: 52, male, tin smith
Cammer, Sophie—wife: 50, female, keeping house
Cammer, Edith—daughter: 25, female
Cammer, Harrat—daughter: 28, female
Cammer, Sophia—daughter 21, female
Cammer, John—son: 14, male
Cammer, Charles—son: 11, male
Fulton, J.—lodger: 30, male, painter
Hill, Osean—lodger, 25, male, miller

89 Fulton Street
Anndrech, Frank—head of household: 24, male, segar maker
Anndrech, Antoinette—wife: 24, female, keeping house
Anndrech, Alfred—son: 12, male
Anndrech, Rudolph—son: 9, male
Anndrech, Lula—daughter: 3, female
Anndrech, Frank—son: 1, male
Anndrech, Molarre—grandmother: 47, female
Anndrech, M.—boarder: 23, male, segar maker
Burner, Frank—boarder: 26, male, segar maker
Boren, Gabriel—head of household: 30, male, cork maker
Boren, Earmoun—wife: 25, female, keeping house
Boren, Gabriel—son: 2 months, male
Boren, Anran—daughter: 4, female
Joseph—boarder: 26, male, cork maker
Camler—boarder: 19, cork maker
Francis—boarder: 19, female
Guass, Mishell—head of household: 58, male, shoemaker
Guass, Kate—wife: 58, female, keeping house
Guass, Jim—23, male, shoemaker
Guass, Gus—18, male, clerk hotel
Guass, Mary—10, female

91 Fulton Street
Clark, Philip—head of household: 45, male, barber
Clark, Catherine—wife: 47, female, keeping house
Clark, Mary—daughter: 29, female
Clark, William—son: 27, male, printer
Knight, Elizabeth—boarder: 51, female

95 Fulton Street
Kirsch, Geo.—head of household: 39, male, hotel keeper
Kirsch, Eileya—wife: 34, female, keeping house
Clark, B.K.—43, male, hotel keeper
Clark, W.B.—33, male, salesman
Witt, Henry—38, male, barkeeper
Obrien, Wm.—38, male, machinist?

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99 Fulton Street
Abbott, T.—head of household: 55, male, taylor
Abbott, Maggie—wife: 55, female, keeping house
Abbott, Lizzie—daughter: 25, female
Abbott, Mike—son: 17, male, clerk groceries
Dougan, Mrs.—boarder: 60, female
Kulke, John—head of household: 37, male, shipping agent
Kulke, Johana—wife: 28, female, keeping house
Kulke, Charley—son: 7, male
Kulke, John—son: 6, male
Kulke, Allee—daughter: 4, female
Fisher, Henry—head of household: 26, male, machinist
Fisher, Ella—wife: 21, female, keeping house
Sohlegel, Wm.—head of household: 39, male, candy
Sohlegel, Odile—wife: 29, female, keeping house
Hourning, Rob.—head of household: 37, male, clerk store
Hourning, Henry—son: 14, male, clerk store
Hourning, Mary—daughter: 17, female

103 Fulton Street
Vaughan, Catherine—head of household: 59, female
Vaughan, Vilout—daughter: 22, female
Furgison, George—head of household: 33, male
Furgison, Kate—wife: 27, female, keeping house
Furgison, John—son: 9, male
Furgison, William—son: 7, male
Furgison, Mary—daughter: 5, female
Furgison, Kate—daughter: 4, female
Furgison, Annie—daughter: 2, female
Silvar, Florard—head of household: 39, male, cegar maker
Silvar, Sabell—wife: 27, female, keeping house
Ramirez, Siste—38: male, cegar maker
Ramirez, Berdarde—wife: 37, female, keeping house

111 Fulton Street
Lea, Charles—head of household: 67, male, crockery
Lea, Josephine—wife: 52, keeping house

York Street
1 York Street:
Murray, Michael—head of household: 68, male, bag picker
Murray, Antonia—wife: 53, female, keeping house
Murray, Anton—son: 14, male, bag picker
Murray, Thomas—son: 8, male, bag picker
Marc, Joseph—lodger: 25, male, bag picker
Bone(?), Mike—lodger: 20, male, shoemaker
Bevdire, Jim—lodger: 40, male, bag picker
Drumond, Antony—lodger: 41, male, laborer
Brode, Frank—lodger: 25, male, laborer

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Broduc, Antony — lodger: 30, male, laborer

2 York Street
Roth, Sugello — head of household: 23, male, picker bags
Roth, Martha — wife: 23, female, keeping house
Nikolaus(?), Allen — 35, male, ice cream maker
Nikolaus(?), Mary — wife: 22, female, keeping house
Nikolaus(?), Mary — daughter: 1, female

3 York Street
Perue, Chalereuse — head of household: wife: 21, female, glasswork
Perue, Richard — husband: 23, male, laborer
Perue, Frank — lodger: 30, male, laborer
Perue, Prospet — lodger: 30, male, laborer
Perue, Antony — lodger: 30, male, laborer
Perue, Christeau — lodger: 31, male, laborer

1900 Census — Block 45
Fulton Street
33 Fulton Street:

Martin, John — head of household: 59, male, gardener
Sadler, John — lodger: 47, male, sailmaker
Rosenson, Hyman — lodger: 28, male, saloon keeper
Abbott, Timothy — lodger: 22, male, silk cutter
Coleman, Daniel — lodger: 26, male, watchman
McCormick, John — lodger: 27, male, pedlar
Lennon, Michael — lodger: 46, male, longshoreman
Hobby, Henry — lodger: 57, male, upholster Walbridge, Sandford — lodger: 37, male, laborer
Norris, Thomas — lodger: 57, male, boiler maker
Reid, Thomas — lodger: 44, male, carpenter
Brucherhoff, Charles — lodger: 36, male, carpenter
Longbein, J. — lodger: 51, male, saloon keeper
McCaffery, Thomas — lodger: 40, male, cooper
Craig, Louis — lodger: 48, male, sign writer
Jenson, C. — lodger: 29, male, longshoreman
Coughlin, Martin — lodger: 33, male, longshoreman
Cosgrove, Michael — lodger: 22, male, peddler
Quinn, William — lodger: 23, male, junkman
Burns, Timothy — lodger: 24, male, laborer
Roberts, George — lodger: 42, male, stone cutter
Yeaamores(?), Matthews — lodger: 43, male, laborer
Mellylone(?), Michael — lodger: 37, male, laborer
Farrett, George — lodger: 37, male, laborer
Jameson, Robert, jr. — lodger: 38, male, painter
Flynn, Edward — lodger: 28, male, longshoreman
Murray, James — lodger: 43, male, printer
Jameson, Robert — lodger: 63, male, mat weaver
Williams, George — lodger: 36, male, valet

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Douglas, Alexander—lodger: 54, male, longshoreman
Murray, Joseph—lodger: 25, male, laborer
Paul, William—lodger: 50, male, laborer
Dailes, John Joseph—lodger: 43, male, printer
Murtha, John—lodger: 40, male, coal shoveler
Flynn, John—lodger: 38, male, marble polisher
Casey, Edward—lodger: 43, male, marine engineer
Parker, John—lodger: 54, male, laborer
Knorr, Herman—lodger: 44, male, brass moulder
Wiegand, Jacob—lodger: 49, male, laborer
Lindsay, Thomas—lodger: 41, male, expressman
Naylor, Nels—lodger: 54, male, shoeshiner
Prentice, Daniel—lodger: 34, male, laborer
Gill, James—lodger: 42, male, laborer
Doyle, James—lodger: 28, male, ?
McCabe, Jeremiah—lodger: 34, male, brass finisher
Cleavey, Thomas—lodger: 22, male, boiler sealing?
Murphy, Michael—lodger: 28, male, blacksmith
Nicole, John—lodger: 35, male, laborer
Gillen, C.—lodger: 76, male, carpenter
Reid, Hugh—lodger: 31, male, plumber
O’Rourke, Orsen—lodger: 47, male, laborer
Kelly, Thomas—lodger: 25, male, coal shoveler
Williams, Robert—lodger: 25, male, driver
Lane, William—lodger: 45, male, laborer
McDermott, William—lodger: 31, male, laborer
Burns, John James—lodger: 41, male, driver
Garretsey, Lawrence—lodger: 35, male, laborer
Johnson, H.—lodger: 43, male, painter
Blastwood, Phillip—lodger: 21, male, driver
Fleming, Thomas—lodger: 32, male, laborer
Waldren, Francis—lodger: 23, male, helper on wagon
Smith, William—lodger: 29, male, driver
Smith, Nicolas—lodger: 43, male, longshoreman
Healy, Francis—lodger: 40, male, shoemaker
Smith, Walker—lodger: 48, male, cook
McKeon, Bernard—lodger: 53, male, laborer
O’Connor, Charles—lodger: 25, male, laborer
Adams, Michael—lodger: 49, male, laborer
Walsh, William—lodger: 22, male, laborer
Fitzroy, James—lodger: 22, male, laborer
Good, William—lodger: 28, male, laborer
Hill, Thomas—lodger: 55, male, machinist
Nagle, James—lodger: 34, male, laborer
Ebel, George—lodger: 60, male, shoemaker
Mahon, James—lodger: 29, male, peddler

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Halpin, James—lodge: 42, male, sailmaker
Merchant, George—lodge: 38, male, machinist
Hayes, Francis—lodge: 28, male, laborer
Lawrence, John—lodge: 45, male, laborer
Moore, Thomas—lodge: 48, male, teamster
McCormack, Peter—lodge: 16, male, messenger
Wilson, Stephen—lodge: 29, male, painter
Maloney, James—lodge: 27, male, laborer
Moran, William—lodge: 32, male, plumber
Baker, John—lodge: 28, male, help on wagon
Ford, George—lodge: 26, male, driver
McGahey, Charles—lodge: 33, male, laborer
Hanway, Patrick—lodge: 49, male, waiter
Duran, Edmund—lodge: 59, male, paver
Lavery, Charlels—lodge: 35, male, foreman
Monahan, Thomas—lodge: 28, male, electrician
Phillips, James—lodge: 34, male, laborer
Riley, George—lodge: 37, male, clerk
Hanway, Richard—lodge: 40, male, longshoreman
Kelbert, Joseph—lodge: 21, male, driver
Kelbert, Thomas—lodge: 19, male, laborer
Dillon, Thomas—lodge: 35, male, plumber
McCue, James—lodge: 39, male, truckman

35 Fulton Street:
Zumpini, N.—head of household: 36, male, barber
Zumpini, S.—brother: 24, male, barber
Zumpini, Maria—sister-in-law: 18, female
Richardson, George—boarder: 33, male, newspaper

37 Fulton Street:
Mingrays, S.—head of household: 50, male, teacher?
Mingrays, Caterina—wife: 34, wife
Mingrays, C.—son: 12, male, musician
Lucia, Michele—boarder: 37, male, book binder

41 Fulton Street:
Turnbull, S.—head of household: 55, female
Turnbull, A.—son: 25, male
Andrews, Margaret—boarder: 55, female, servant

43 Fulton Street:
Campbell, Thomas—head of household: 52, male, stone cutter
Clerey(?), James—lodge: 28, male, electrotyper
Robinson, John—lodge: 23, male, tinsmith
Millard, Philip—lodge: 49, male, iceman
Dougherty, Robert—lodge: 18, male, ?
Dunn, John—lodge: 61, male, laborer
Wilson, Robert—lodge: 35, male, laborer

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Blackwell, John—lodger: 31, male, laborer
Wryth, George A.—lodger: 61, male, coachmaker
McDonald, Joseph—lodger: 29, male, ?
Burke, John—lodger: 20, male, longshoreman
Dally, Michael—lodger: 56, male, longshoreman
Sullivan, Thomas—lodger: 23, male, cooper
Eaves, George—lodger: 41, male, laborer
Crawley, Willard F.—lodger: 44, male, brass worker
Busty(?), Joseph—lodger: 40, male, clerk
Morchull, Michael—lodger: 22, male, laborer
Wrigley, Arthur—lodger: 47, male, clerk
Shauk, Adam—lodger: 40, male, carwasher
Ryan, Patrick—lodger: 24, male, porter
Horlan, Daniel—lodger: 65, male, cooper
Ryan, George—lodger: 28, male, writer
Murphy, John—lodger: 18, male, waiter
Flanigan, Peter—lodger: 27, male, laborer
Brown, William—lodger: 43, male, peddler
Heiner, Joseph—lodger: 20, male, waiter
Smith, Edward—lodger: 23, male, porter

53? Fulton Street:
Otto, ?—head of household: 37, male, ?
Otto, I(? )—wife: 23, female
Otto, M.—daughter: 6, female
Otto, F.—son: 7, male
Otto, G.—daughter: 7, female
Otto, O.—daughter: 11, female
Otto, F.—son: 17, male
Caibe(?), W.—boarder: 27, male, cook
Malke, Paul—cook: 25, male
Shilling, John—boarder: 21, male, cook
Billy, John—lunchman: ?, male
Carmon, Sarah—carman: ?, female

57 Fulton Street:
Rizzuto, P.—head of household: 52, male
Rizzuto, F.—wife: 52, female
Mancuso, A.—head of household: 24, male, barber
Mancuso, P.—wife: 18, female
Mancuso, L.—son: 1, male
Campions, Angelo—head of household: 38, male, spinner
Campions, T.—wife: 30, female
Campions, M.—2, son
Grahary(?), R.—head of household: 41, female
Grahary(?), John—son: 18, male, moulder
Grahary(?), M.—daughter: 16, female, telephone operator
Mayer, John—father: 70, male

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Riddh, Natie—sister: 38, female, paper boxes
Smith, S.—head of household: 39, female, paper boxes
Smith, B.—daughter: 14, female, paper boxes
Smith, R.—daughter: 10, female
Consillion, C.—head of household: 54, female, ?
Readenburg, L.—daughter: 25, female, saleslady
Readenburg, T.—grand daughter: 6, female

59 Fulton Street: Tranquillino, J.—head of household: 32, male, barber

61 Fulton Street: Mancuso, Luigi—head of household: 50, male
Mancuso, M.—wife: 55, female
Mancuso, A.—son: 14, male, errand boy
Rizzuto, Maria—head of household: 70, female
Buchman, J.—head of household: 20, male, ?

63 Fulton Street: Bruno, Cesar—head of household: 32, male, barber
Bruno, Mary—wife: 32, female, dressmaker
Livio, V.—boarder: 18, male, barber
DeFazio, F.—boarder: 27, male, barber
Boyd, William—head of household: 40, male, laborer
Boyd, Jenny—wife: 35, female
Boyd, Thomas—son: 2, male
Tierney(?), John—stepson: 15, male, plating
Sheyton, M.—head of household: 36, male, saloon keeper
Sheyton, Y.—wife: 36, female
Sheyton, A.—daughter: 17, female, labeler
Sheyton, R.—daughter: 11, female
Sheyton, B.—daughter: 7, female
Sheyton, Edith—daughter: 1, female
Rodrigues, J.—head of household: 43, female
Rodrigues, Louisa—daughter: 19, female, tobacco stripper
Rodrigues, S.—daughter: 17, female, tobacco stripper
Rodrigues, J.—son: 16, male, silver plater
Rodrigues, M.—son: 14, male, drug store
Rodrigues, O.—son: 12, male
McCarthy, J.—head of household: 40, male, ?
McCarthy, Ellen—wife: 34, female
Flyan, James—head of household: 33, male, laborer
Flyan, Mary—wife: 28, female
Flyan, Mary—daughter: 1, female
Coleson, H.—head of household: 33, male, laborer
Coleson, Annie—wife: 30, female
Sullivan, H.—head of household: 41, male, staff rigger
Sullivan, M.—wife: 29, female, house keeper
Blar, R.—head of household: 48, female, jeweler

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Blar, V.—son: 28, male, sigarmaker

67 Fulton Street:
- Black, S.—head of household: 35, male, saloon
- Black, L.—wife: 25, female
- Black, M.—son: 12, male
- Black, R.—daughter: 14, female
- Black, F.—sister: 27, female
- Whalen, James—boarder: 47, male, painter
- Koert, Edward—boarder: 40, male, salesman
- Kiggaun(?), James—boarder: 25, male, longshoreman
- Ryan, Frank—boarder: 26, male, longshoreman
- McNamara, Thomas—boarder: 44, male, longshoreman
- Brooks, William—boarder: 39, male, clerk

69 Fulton Street:
- Bisceglia, M.—head of household: 40, male, ?
- Bisceglia, R.—wife: 34, female
- Bisceglia, Maria—daughter: 13, female
- Bisceglia, Joseph—son: 11, male
- Bisceglia, V(?)—son: 5, male
- Fiore, Pasquale—brother-in-law: 27, male, laborer
- Fiore, C.—brother-in-law: 31, male, laborer
- Molinari, N.—head of household: 42, male, barber
- Molinari, R.—wife: 28, female
- Molinari, Frank—son: 13, male
- Molinari, Cristina—daughter: 11, female
- Molinari, John—son: 9, male
- Molinari, Nellie—daughter: 4, female
- Molinari, William—son: 4, male
- Faggiano, Anthony—head of household: 32, male, longshoreman
- Faggiano, F.—wife: 24, female
- Faggiano, R.—son: 1, male
- Faggiano, R(?)—son: infant, male
- Blott, Morris—head of household: 24, male, shoemaker
- Blott, Annie—sister: 19, female, dressmaker
- Blott, E.—mother: 46, female
- Boyle, James—head of household: 40, male, steamship
- Boyle, Rosie(?)—wife: 32, female
- Boyle, Richard—son: 7, male
- Boyle, Marguerita—daughter: 4, female
- Boyle, J.—son: 2, male
- Boyle, Frank—son: infant, male

York Street
1-3 York Street:
- McGrady, V.—head of household: 50, male, coal bus.
- Keegan, Hugh—lodger: 59, male, laborer
- Stone, William—lodger: 27, male, laborer

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Austin, George—lodger: 60, male, laborer
Lartsius, James—lodger: 39, male, painter
Dumas(?), Joseph—lodger: 30, male, tinsmith
White, Malcom—lodger: 36, male, laborer
Anderson, Joseph Job.—lodger: 49, male, ayckerman
Rall, William—lodger: 42, male, laborer
Read(?), James J.—lodger: 49, male, tin roofer
Flogan, John—lodger: 37, male, driver
Plantiff, George—lodger: 41, male, clerk
O'Connell, Thomas—lodger: 51, male, boiler maker
Semurn, Charles—lodger: 51, male, tinsmith
Dininn(?), Lawrence—lodger: 48, male, dry goods clerk
Barmon, Thomas—lodger: 50, male, railroading
Boodvish, Michael—lodger: 39, male, baker
Robinson, Robert—lodger: 63, male, painter
Teoner(?), John—lodger: 39, male, boiler maker

Census 1840—Block 199

Furman Street
Thompson, Jane—head of household: 1 free white male<5; 1 free white male 30-40; 1 free white female 5-10; 1 free white female 10-15; 1 free white female 15-20; 1 free white female 20-30; 1 free white female 60-70
McColgan, Michael—head of household: 1 free white male 40-50; 1 free white female 5-10; 1 free white female 10-15; 1 free white female 40-50
Davis, William—head of household: 1 free white male 40-50; 1 free white female<5; 1 free white female 15-20; 1 free white female 30-40
Meighan, Patrick—head of household: 2 free white males 10-15; 1 free white male 40-50; 2 free white females<5; 1 free white female 5-10; 1 free white female 30-40
Stevensen, James—head of household: 1 free white male<5; 1 free white male 30-40; 1 free white female<5; 1 free white female 20-30; 1 free white female 60-70
Dougherty, Charles—head of household: 1 free white male 5-10; 1 free white male 40-50; 1 free white female 30-40
Moore, Thomas—head of household: 1 free white male 20-30; 1 free white female 20-30
Timmons, William—head of household: 1 free white male<5; 1 free white male 20-30; 1 free white female 20-30
Sweeney, John—head of household: 1 free white male<5; 1 free white male 5-10; 2 free white males 15-20; 1 free white male 20-30; 1 free white male 50-60; 1 free white female 10-15; 1 free white female 20-30; 1 free white female 40-50
Dougherty, Edward—head of household: 1 free white male<5; 1 free white male 20-30; 1 free white female 20-60
Robinson, Alexander—head of household: 2 free white males 20-30; 1 free white female 10-15; 1 free white female 20-30; 2 free white females 30-40

Census 1850—Block 199

Furman Street
Miller, G.—head of household: 37, male, cooper

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Miller, Hannah—36, female
Miller, George—12, male
Miller, Mary—10, female
Miller, Eliza—8, female
Miller, Anna—5, female
Miller, Albert—1, male
Sweeney, John—head of household: 60, male, stevedore
Sweeney, Bridget—50, female
Gordon, Thomas—10, male
Sweeney, Charles—16, male, laborer
Miller, Caleb—head of household: 27, male, laborer
Miller, Mary—20, female
Miller, Emma E.—2, female

McColgan, Bridget—head of household: 34, female
McColgan, M—10, female
McColgan, John—4, male
Collins, Patrick—36, male, laborer
Curley(?), Daniel—head of household: 41, male, laborer
Curley(?), Cecelia—32, female
Hudson, Edward—19, male, mason
Lavey, Edward—34, male, lighterman
Kane, John—32, male, lighterman
McCarley, Daniel—19, male, tailor
McColgan, Phillip—head of household: 30, male, laborer
McColgan, Betsy—29, female
McColgan, Phillip—5, male
McColgan, Elizabeth—3, female
Becovian(?), Walter—head of household: 60, male
Becovian(?), Mary—59, female

Census 1820—Block 208
Columbia Street
Morrison, John—head of household: 1 free white male<10; 1 free white male 16-26; 1 free white male>45; 1 free white female<10; 3 free white females 26-45; 1 free white female>45; 1 free black male<14; 1 free black female 14-26
Morrison, John—head of household: 1 free white male 26-45; 1 free white female 16-26; 1 person in household engaged in commerce
Ball, Doctor—head of household: 1 free white male 10-16; 1 free white male 26-45; 2 free white females 16-26; 1 free white female 26-45
Turnbull, George—head of household: 1 free white male<10; 1 free white male 16-18; 1 free white male 16-26; 2 free white males 26-45; 1 free white female<10; 2 free white females 16-26; 2 foreigners not naturalized in household

Census 1830—Block 208
Columbia Street
Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Ball, Doctor—head of household: 1 free white male 15-20; 1 free white male 20-30; 1 free white male 50-60; 1 free white female 15-20; 2 free white females 20-30; 1 free black male 24-36
Lewis, Z.—head of household: 1 free white male 5-10; 1 free white male 50-60; 1 free white female 5-10; 1 free white female 10-15; 2 free white females 15-20; 1 free white female 20-30; 1 free white female 40-50; 1 free white female 50-60; 1 free black female 24-36

Census 1840—Block 208
Columbia Street
Ball, Charles—head of household: 1 free white male 10-15; 1 free white male 50-60; 1 free white male 60-70; 1 free white female 5-10; 1 free white female 15-20; 2 free white females 20-30
Lewis, Zachariah—head of household: 1 free white male 15-20; 1 free white male 50-60; 1 free white female 15-20; 3 free white females 20-30; 1 free white female 50-60

Census 1850—Block 208
Columbia Street
Haviland, J.—head of household: 49, male, druggist
Haviland, Phebe—49, female
Haviland, Henry—22, male, clerk
Haviland, Ann—20, female
Haviland, William—18, male
Haviland, Edwin—16, male
Haviland, Sarah—14, female
Haviland, Lydia—12, female
Carpenter, Phébe K.—72, female
Leinman(?), Lydia—47, female
Hughes, Ann—20, female
Molvanoe, Ann—13, female
Haviland, Robert—head of household: 46, male, druggist
Haviland, Rebecca—32, female
Haviland, Cornelia—13, female
Haviland, Frederick—3, male
Haviland, Henriette—1, female
Coulten(?), Anna—40, female
Lougen(?), Ann E.—31, female
Carrole, John—25, male, laborer
Haviland, Charles F.—17, male, clerk

Census 1860—Block 208
Columbia Street
Haviland, James—head of household: 59, male, druggist
Haviland, Phebe—60, female
Haviland, Anna—30, female

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Appendix C: Census Records

Haviland, William—38, male, clerk
Haviland, Lydia—22, female
Seaman, Lydia—50, female
Haviland, David—18, male, clerk
Haviland, Walter—16, male
Sherdon, Rose—35, female, servant
Bradley, Mary—21, female, servant
Ganley, Julia—25, female, servant

Haviland, Daniel—head of household: 60, male, importer of drugs
Haviland, Hannah—57, female
Haviland, Mary—16, female
Haviland, Arthur—12, male
Hargt, Richard—head of household: 38, black male, nurse
Welsh, Maria—25, female, servant

Census 1880—Block 208
Columbia Heights
74 Col. Heights
Thurber, A.—head of household: 43, male, wholesale grocer
Thurber, Annie—wife: 40, female, keeping house
Thurber, Mary—daughter: 14, female
Thurber, Howard—son: 10, male
Thurber, Raymond—son: 7, male
Thurber, Lucy—mother: 80, female
Guston, A.—niece: 32, female
?, Julia—servant: 21, female
Cullen, Catherine—servant: 26, female

76 Col. Heights
Moran, Mary—head of household: 60, female, keeping house
Tappenbeck, M.—daughter: 32, female
Shields, Annie—servant: 23, female
McGuire, Mary—servant: 50, female

78 Col. Heights
Kersey, Redmond—head of household: 58, male, leather dealer
Kersey, N.(?)—wife: 50, female, keeping house
Kersey, Ellen—daughter: 25, female
Kersey, James—son: 22, male, clerk in store(?)
Kersey, N.—daughter: 20, female
Kersey, R.—son: 15, male
Kersey, A.—daughter: 13, female
Kersey, Alice—daughter: 12, female
Service, Mary—cousin: 60, female
Finn, Mary—servant: 20, female
Methis(?), Annie—servant: 28, female, nurse
O'Dowd, Mary—servant: 23, female, cook

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
80 Col. Heights

Thompson, Sarah—head of household: 50, female, boarding house
Munroe, Frank—45, male, druggist
Munroe, ?—40, female, boarder
Snyder, ?—45, male, engineer
Snyder, ?—40, female, boarder
Lee, ?—45, male, restaurant
Lee, ?—40, female, boarder
Rellinger, ?—20, female
Gooden, George—31, male, leather dealer
Shepperd, A.W.—50, male
Shepperd, ?—50, female
Easton, ?—40, male, ?
Easton, ?—38, female
Easton, William—15, male, clerk
Easton, Herbert—13, male
Swayne, Sylvester—32, male, umbrella manufacturer?
Egerton, L.—50, male, clerk
Hotchin(?), L.—29, male, dry goods
Hotchin(?), Charles—25, male, stores
Pray, John H.—40, male, lawyer
Kesingsly(?), K.—servant: 50, male
Burnie, C.—servant: 16, female
Shea, Mary—servant: 25, female
Clary, Ellen—servant: 20, female
Cunningham, J.—servant: 20, male
Exeston, S.—boarder: 35, female

Furman Street

71 Furman Street: Parego, ?—head of household: 35, male, tobacco dealer

1900 Census—Block 208

Furman Street

71 Furman Street: Adession(?), Christopher—head of household: 41, male, store manager
Olsen, Charles(?)—lodger: 46, male, longshoreman

73 Furman Street: Preido, Joseph—head of household: 37, male, longshoreman
Preido, Rosiose(?)—wife: 28, female
Preido, Esperanza—daughter: 6, female
Riccio, Antonio—head of household: 35, male, ligor (?)
business
Riccio, Nora(?)—wife: 35, female
Riccio, Mary—daughter: 15, female
Riccio, Ansiniise—daughter: 13, female
Riccio, Lonigev(?)—daughter: 2, female

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Russell, Charles—head of household: 64, male, mfg chemist

_Columbia Heights_

68 Columbia Heights: Wricher(?), George M.—head of household: 39, male, professor
Wricher(?), Lillian—wife: 39, female
Wricher(?), George F.—son: 10, male
Soustiensen (?), Anna—servant: 32, female

68 Columbia Heights: Heinrich, Gustav C.—head of household: 36, male, electrician
Heinrich, Margaret—wife: 33, female
Haskett, Hannah S.—head of household: 71, female, ? legacy
Haskett, Ada—daughter: 35, ?
Clarke, Anna K.—head of household: 55, female, ? legacy
Clarke, Midge—daughter: 29, female, high school teacher
Clarke, A.—son: 25, male, traveling salesman

70 Columbia Heights: Griggs, Mary Elisa—head of household: 39, female, designing
Griggs, Diane(?)—sister: 36, female, designing
Griggs, Margaret—sister: 33, female, teacher of music
Griggs, Annette M.—sister: 33, female, designing
Drive, Mary—servant: 26, female
Keisselburgh, William—head of household: 41, male, lawyer
Keisselburgh, Helen L.—wife: 40, female
Bennett, Clarence H.—lodger: 34, male, lawyer
DeWitt, Albert—head of household: 40, male, mechanical engineer
DeWitt, Esther Elizabeth—wife: 45, female
DeWitt, Mildred Louise—daughter: 13, female
Fultz, B.—lodger: 32, female, nurse
Connelly, Howard—head of household: 48, male, ?
Connelly, Florence—wife: 47, female
Connelly, ?—daughter: 13, female
Connelly, Florence R.—daughter: 11, female
Connelly, M.—son: 10, male
Connelly, Lillian—daughter: 3, female
Rocknell, Harriett E.—sister-in-law: 46, female
Finnerty, Kate—servant: 19, female

72 Columbia Heights: Parsons, H.—head of household: 64, male, lawyer
Parsons, Fanny—wife: 49, female

*Italicized entries represent households that may have fallen into the project area.*
*Available data is too vague to confidently determine household location.* Spaces between entries represent separate dwellings as indicated by the census record.
Parsons, Henry—son: 26, male, clerk
Parsons, B.—daughter: 23, female, music teacher
Parsons, Howard—son: 22, male
Pottle, Mary—servant: 22, female

74 Columbia Heights:
Wendell, ?—head of household: 39, male, inventor
Wendell, Theresa—wife: 35, female
Wendell, Frank—son: 19, male
Wendell, Maud?—daughter: 18, female
Wendell, Laura—daughter: 15, female
Wendell, E.—daughter: 13, female
Macklin, Elizabeth—servant: 26, female, cook

80 Columbia Heights:
McWilliam, Anne—head of household: 52, female boarding house
McWilliam, Mary—sister: 49, female
Murphy, Mary—boarder: 42, female, ? legacy
Fitzgerald, Catherine—boarder: 76, female, ? legacy
Budd, William—boarder: 67, male, landlord
Hanis(?), Lillian W.—boarder: 35, female, kindergarten teacher
Hopkins, L. (?)—boarder: 70, male, stockbroker
Hopkins, Julia—boarder: 66, female
Neichingrause(?), Eleanor—boarder: 18, female, student
Wood, Florence—boarder: 25, female, kindergarten teacher
Wood, David—boarder: 73, male, capitalist
Barney, A.—boarder: 50, male, cashier drugstore (?)
Scofield, Peter—boarder: 35, male
Thompson, John—boarder: 38, male, ?
Tasker, F.A.—boarder: 25, ?
Bates, Louis—nephew: 20, male, student
Johnson, Garner—servant: 21, male, butler
Gillick, Mary A.—servant: 20, female
Flannigan, Annie—servant: 29, female
Patton, Margaret—servant: 30, female, cook

84 Columbia Heights:
Packard, R.—head of household: 59, male, civil engineer
Packard, Harriet—wife: 62, female
Packard, Louisa—daughter: 29, female
Packard, Ralph, Jr.—son: 24, male, civil engineer
Vanhauser(?), Nora—servant: 47, female
Boucher, Mary—servant: 50, female

Census 1840—Block 245
Furman Street

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Gubbins, Catherine—head of household: 1 free white male<5; 2 free white females<5; 1 free white female 30-40
McLaughlin, Thomas—head of household: 1 free white male<5; 1 free white male 30-40; 1 free white female 20-30
Moreland, James—head of household: 2 free white males<5; 1 free white male 10-15; 1 free white male 40-50; 1 free white female 30-40
Boyle, John—head of household: 2 free white males 5-10; 1 free white male 30-40; 1 free white female<5; 1 free white female 20-30
White, Peter—head of household: 1 free white male 30-40; 2 free white females 5-10; 1 free white female 20-30
Hues, James—head of household: 1 free white male 50-60; 1 free white female 10-15; 1 free white female 50-60
Kavanaugh, Laurence—head of household: 1 free white male 20-30; 1 free white female<5; 2 free white females 20-30; 1 free white female 60-70

Census 1850—Block 245
Furman Street
McCabe, Lawrence—head of household: 35, male, porter
McCabe, Julia—35, female
McCabe, Ann Eliza—7, female
McCabe, Julia—5, female
McCabe, John L.—3, male
McCabe, William—infant, male
Winahurst(?), Susan—head of household: 37, female
Winahurst(?), Eliza—33, female
Dillon, Richard—head of household: 26, male, laborer
Dillon, Jane—26, female
Dillon, Edward—2, male
Kean, Peter—head of household: 44, male
Kean, Ann—40, female
Kean, Thomas—9, male
Kean, Edward—2, male
Elizabeth(?), Ann—24, female
Coney(?), R.—30, female
?ovens, Bridget—23, female

Baker, Charles, Jr.—head of household: 38, male, towboat agent
Baker, Elizabeth—34, female
Baker, Charles H., Jr.—16, male, clerk
Baker, Abraham—14, male
Wilson, Margaret—13, female
Uncly(?), John—head of household: 31, male, clerk
Uncly(?), Margaret—25, female
Uncly(?), William—62, male, clerk
Eastmead, Joseph—head of household: 33, male, mason
Eastmead, Richard—28, female

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Eastmead, Mary—7, female
Eastmead, Anna—4, female
Eastmead, Elizabeth—infant, female

Eason, Stewart—head of household: 28, male, shoemaker
Eason, Mary—28, female
Eason, John W.—6, male
Eason, Mary Jane—4, female
Eason, Daniel—2, male
Eason, Sarah—56, female
Eason, Mary—29, female
Eason, Ann—24, female
McKechir, Thomas—head of household: 29, male, carpenter
McKechir, Jane—25, female
McKechir, John J.—3, male
Prince, John M.—25, male, clerk
Smith, George—head of household: 35, male, lighterman
Smith, Susan—26, female

Census 1860—Block 245
Furman Street
Cain, Patrick—head of household: 54, male, seaman
Cain, Sarah—39, female
Cain, Ann—20, female
Cain, John—18, male, clerk
Cain, Sarah—16, female
Cain, Jane—12, female
Cain, Margaret—10, female
Cain, Eliza—7, female

Begley, John—head of household: 24, male, laborer
Begley, Mary—22, female
Welsh, John—head of household: 29, male, laborer
Welsh, Bridget—23, female
Welsh, Julia—infant, female
Doherty, Patrick—head of household: 29, male, laborer
Doherty, Mary—29, female
Doherty, Kate—5, female
Doherty, Barney—2, male
McGonigle, Neil—head of household: 30, male, seaman
McLaugh, Bridget—36, female
McGonigle, Mary—6, female

McKenna, Peter—head of household: 27, male, drives cart
McKenna, Mary—40, female
McKenna, Mary Ann—9, female

Italicized entries represent households that may have fallen into the project area.
Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
McKenna, Anastasia—8, female
McKenna, James—3, female
Carroll, Henry—head of household: 25, male, laborer
Carroll, R.—23, female
Carroll, Mary—infant, female
Travis, John—head of household: 42, male, laborer
Travis, Catherine—40, female
Travis, Annie—20, female
Travis, Edward—17, male, clerk
Travis, Michael—13, male
Travis, Mary—10, female
Travis, John—7, male
Travis, Catherine—3, female

Green, Barney—head of household: 40, male, stevedore
Green, Margaret—30, female
Green, Michael—10, male
Green, Thomas—8, male
Green, Mary—4, female
Green, Barney—3, male
Green, Daniel—infant, male

Cain, Mary—head of household: 40, female, washerwoman
Cain, John—15, male
McLaughlin, James—head of household: 40, male, laborer
McLaughlin, Bridget—42, female
McLaughlin, John—7, male

Duffy, John—head of household: 38, male, laborer
Duffy, Mary—38, female
Duffy, Margaret—10, female
Duffy, Eliza—7, female
Duffy, Mary—5, female
O’Neal, William—head of household: 30, male, laborer
O’Neal, Elizabeth—25, female
O’Neal, James—2, male
Colgan, Bernard—head of household: 60, male, gardener
Colgan, Catherine—56, female
Colgan, B.—16, male
O’Neal, James—head of household: 35, male, laborer
O’Neal, Mary—34, female
O’Neal, Barney—5, male
O’Neal, John—2, male
O’Neal, William—infant, male

Mooney, John—head of household: 30, male, laborer

Italicsed entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Mooney, Rosanna—36, female
Devin, Mary—10, female
O’Conner, Ellen—17, female
Farren, Ann—head of household: 50, female
Farren, Patrick—24, male, laborer
Farren, John—17, male
Farren, Daniel—15, male
Farren, Eunice—14, female
Farren, Edward—12, male
Kelly, Edward—head of household: 28, male, porter
Kelly, Margaret—28, female
Kelly, Margaret—4, female
Kelly, Mary—2, female
Kelly, Edward—infant, male

Taylor, John—head of household: 34, male, seaman
Taylor, Margaret—30, female

Wallace, James—head of household: 48, male, expressman(?)
Wallace, Sophia—46, female
Wallace, George—21, male, expressman(?)
Wallace, William—17, male, clerk
Wallace, Eugeline—19, female
Wallace, James—15, male, expressman(?)
Roddy, Hugh—26, male, cooper
Roddy, George—4, male
Conway, Mary—20, female, servant

Robertson, John—head of household: 42, male, foreman of stores
Robertson, Mary—31, female
Kelsey, John—head of household: 38, male, engineer
Kelsey, Eliza—38, female

Dixon, John—head of household: 40, male, master sheet, iron worker
Dixon, Bridget—26, female
Dixon, William—infant, male
Buckley, Ellen—21, female

Roddy, Conley—head of household: 55, male, foreman of stores
Roddy, Catharine—40, female
Roddy, Conley—12, male
Roddy, James—10, male
Roddy, Ellen—7, female
Roddy, Mary—2, female
Roddy, Elizabeth—4, female
McClaskey, J.—30, male, laborer

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*Available data is too vague to confidently determine household location.* Spaces between entries represent separate dwellings as indicated by the census record.
Logue, William—35, male, laborer
Harlyjaw(?), John—27, male, laborer
McBride, Frank—25, male, laborer
Cormell, John—18, male, laborer
Farel(?), Michael—22, male, laborer
Roddy, John—25, male, laborer
McDade(?), Ellen—36, female, servant
Shaughnessey, Margaret—20, female, servant
McCloskey, Margaret—13, female, servant

Lee, Ellen—head of household: 29, male, painter
Lee, P.—29, female
Lee, W.—12, male

Stoothoff, John—head of household: 26, male, policeman
Stoothoff, Sarah—27, female
Stoothoff, Sarah—3, female
Stoothoff, Susan—2, female
Stoothoff, John—infant, male
Ahern, Mary—35, female, servant

Greve, Theodore—head of household: 34, male, segar store
Greve, Anna—36, female
Greve, Frederick—8, male
Greve, Elizabeth—4, female

Joyce, Thomas—head of household: 34, male, merchant
Joyce, Susan—30, female
Joyce, Emma—13, female
Joyce, Thomas—11, male
Joyce, Louisa—9, female

Farren, Francis—head of household: 46, female
Farren, William—21, male, grocer
Farren, Mary—18, female
Farren, A.—15, female
O'Rourke, Ellen—25, female, servant
Cannon(?), James—head of household: 30, male, miller
Cannon(?), Margaret—30, female
Cannon(?), Mary—9, female

Gaffney, Michael—head of household: 53, male, engineer
Gaffney, Michael—26, male, sash & blind maker
Gaffney, Elizabeth—23, female
Gaffney, A.—18, female
Murphy, James—head of household: 50, male, engineer

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Murphy, Margaret—50, female
Murphy, Mary—10, female
Keenan, J.—30, male, watchman
Farrett, John—40, male, carman
Connor, J.—head of household: 40, male, policeman
Connor, Agnes—16, female
Connor, Mary—12, female

Census 1870—Block 245

Furman Street

Smith, Eugene—head of household: 30, male, baker
Smith, Clara—21, female, keeping house
Smith, Joseph—2, male
Smith, Edwin—infant, male
Braun(?), Sarah—head of household: 35, female, keeping house
Braun(?), George—12, male
Braun(?), Louis—8, male
Braun(?), Henrietta—6, female
Braun(?), Robert—5, male
O'Neil, Eunice—56, female
Gaffney, Michael—head of household: 64, male
Gaffney, Michael—37, male, carpenter
Gaffney, Bridget—26, female, keeping house
Gaffney, George—3, male
Gaffney, Elizabeth—1, female

Roddy, Connolly—head of household: 55, male
Roddy, Mary—32, female, keeping house
Roddy, Connolly, Jr.—22, male, bookkeeper
Roddy, James J.—20, male, cooper
Roddy, Ellen A.—17, female
Roddy, Elizabeth—14, female
Roddy, Mary—11, female
Roddy, George—9, male
Roddy, John—4, male
Roddy, Mary—infant, female
Quin, Sarah—servant: 17, female
Moore, Andrew—head of household: 46, male, fireman
Moore, Ann—40, female, keeping house
Moore, Elizabeth—20, female
Moore, Andrew—17, male, printer
Moore, Abraham—14, male
Moore, Agnes—10, female
Moore, William—7, male
Moore, Annie—5, female
Moore, Sarah—3, female

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Hopkins, Marcus—30, male, ferryman
Cain, William—36, male, boatman
Greve, Theodore—head of household: 45, male, grocer
Greve, Anna—45, female, keeping house
Greve, William—18, male
Greve, Matilda—14, female
Brick, Richard—31, male, clerk
Rogers, Henry—21, male, clerk
Merbourn(?), Mary—servant: 28, female

*Census 1880—Block 245*

**Furman Street**

262? Furman Street: Greve, Theodore—head of household: 50, male, liquors
Greve, Anna—wife: 49, female
Greve, William—son: 29, male, framing(?)
Greve, Matilda—daughter: 27, female, keeping house
Meillhouse, Charles—husband(?) : 31, male, bank janitor
Smith, Joseph—boarder: 24, male, barkeeper
Koster(?), Martin—boarder: 21, male, waiter
Meyer(?), Henry—boarder: 24, male, clerk

268 Furman Street: Dollow, John—head of household: 69, male, sailor
Dollow, Mary—wife: 60, female, keeping house

272 Furman Street: Butlerworth, James—head of household: 40, male, ?
Butlerworth, Hanah—wife: 36, female, keeping house

276 Furman Street: Collins, William—head of household: 37, male, engineer
Collins, Lizzie—wife: 30, female, keeping house
Collins, Annie—daughter: 12, female
Collins, Jamie—daughter: 8, female
Collins, Frank—son: 4, male

278 Furman Street: Brandenburg, Louis: head of household: 42, male, laundry
Brandenburg, Lottie: wife: 44, female, laundry
Brandenburg, Minnie: daughter: 18, female
Rohl, Mary: 76, female
Osthoff, Mary: niece: 21, female

280 Furman Street: Sheyer, Sarah: head of household: 42, female
Sheyer, Josie: daughter: 18, female
Sheyer, John: son: 16, male, truckman
Sheyer, Eddie: son: 14, male
Sheyer, Emile: son: 9, male
Cottrell, Thomas: boarder: 28, male, sailor

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282 Furman Street:  Moore, Andrew: head of household: 51, male, machinist
Moore, Jane: wife: 52, female, keeping house
Litcham(?), Margaret: daughter: 32, female, keeping house
Litcham(?), James: 33, male, policeman
Litcham(?), Emma: daughter: 5, female
Moore, Andrew: son: 27, male, speculator
Moore, Abraham: son: 23, male, boatman
Moore, Agnes: daughter: 20, female
Moore, William: son: 17, male, telegraph
Moore, Annie: daughter: 15, female
Hopkins, Mark: brother: 35, male, pilot
Kane, William: cousin: 49, male, deck hand
McComb, John: boarder: 60, male, retired

284 Furman Street:  Travis, Stephen: head of household: boarder: 40, male, elevator
Mulvey, M.: boarder: 50, male, sailor
Travis, Jennie: daughter: 10, female
Travis, Joseph: son: 11, male
Travis, John: son: 14, male

286 Furman Street:  Winehold, John: head of household: 69, male, watchman
Winehold, Thomas: son: 35, male, clerk in store
Winehold, George: son: 21, male, telegraph operator
Martin, Mary: daughter: 30, female, keeping house
Martin, Henry: son: 8, male
Martin, Thomas: son: 6, male
Martin, Lillie: daughter: 3, female

288 Furman Street:  Sumners, Sam: head of household: 48, male, shoemaker
Sumners, Kate: wife: 45, female, keeping house
Sumners, Bella: daughter: 19, female, milliener(?)
Sumners, Sarah: daughter: 13, female
Sumners, John: son: 11, male

290 Furman Street:  Grogar, Laurens: head of household: 47, male, printer
Grogar, Mary: wife: 44, female, keeping house
Grogar, Kate: daughter: 28, female, clerk in store
Grogar, Hannah: daughter: 19, female, clerk in store
Grogar, Mary: daughter: 16, female
Grogar, Fannie: daughter: 11, female
Grogar, George: son: 9, male
Cowan, George: head of household: 49, male, liquors
Cowan, Mary: wife: 43, female, keeping house
Cowan, Henry: son: 19, male, bar keeper
Cowan, Mary: daughter: 18, female, millenary(?)
Cowan, Harriott: daughter: 13, female

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Appendix C: Census Records

Cowan, George: son: 9, male
Cowan, John: son: 7, male
Cowan, Nellie: daughter: 4, female
Cowan, Richard: son: 2, male

292 Furman Street: Marion, Joseph: head of household: 45, male, porter
Marion, Kate: sister: 33, female, keeping house

294 Furman Street: Roche, Daniel: head of household: 42, male, fireman
Roche, Julia: wife: 45, female, keeping house
Roche, James: son: 20, male, fireman
Roche, Mary: daughter: 16, female, millency(?)
Roche, Julia: daughter: 14, female
Roche, Daniel: son: 9, male
Roche, Johanna: daughter: 5, female
Roche, Jeremiah: son: 8, male
Roche, Kate: daughter: 1, female
?, Bryan: head of household: 47, male, clerk in store
?, Anne: wife: 37, female, keeping house
?, Lizzie: daughter: 17, female, dressmaker
?, William: son: 16, male, carpenter
?, John: son: 14, male
?, Frank: son: 13, male
?, Edward: son: 9, male
?, Samuel: son: 6, male
?, Andrew: son: 4, male
?, Clara: daughter: 2, female

296 Furman Street: Davis, William: head of household: 45, male, sailor
Davis, Delia: wife: 38, female, keeping house
Davis, William: son: 22, male, sailor
Davis, James: son: 17, male, sailer
Davis, John: son: 12, male
Davis, Eliza: daughter: 9, female
Davis, Agnes: daughter: 8, female

298 Furman Street: Cactheas(?), John: head of household: 49, male, clerk
Cactheas(?), Margaret: wife: 47, female, keeping house
Cactheas(?), John: son: 22, male, decorator
Cactheas(?), Maggie: daughter: 19, female
Cactheas(?), Ann: mother: 72, female
Gilman, John: head of household: 34, male, dock builder
Gilman, Bridget: wife: 38, female, keeping house
Gilman, James: son: 10, male
Gilman, John: son: 11, male
Gilman, William: son: 7, male

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Appendix C: Census Records

300 Furman Street: Doyle, James: head of household: 38, male, policeman
Doyle, Nora: wife: 28, female, keeping house
Doyle, M.: daughter: 7, female
Ryan, Lizzie: sister: 22, female, shirt maker
Ryan, Hannah: sister: 18, female

302 Furman Street: Warpole, Laurence: head of household: 56, male, watchman
Warpole, Margaret: wife: 47, female, keeping house
Warpole, Edward: son: 18, male
Warpole, M.: daughter: 11, female
Warpole, Kate: daughter: 9, female
Warpole, Joseph: son: 7, male
Lenehan, John: head of household: 34, male, shoemaker
Lenehan, Annie: wife: 32, female, keeping house
Lenehan, Mary: daughter: 18, female
Lenehan, Annie: daughter: 11, female
Lenehan, Lizzie: daughter: 7, female
Lenehan, Kate: daughter: 4, female
Lenehan, John: son: 2, male
Lenehan, Maggie: daughter: infant, female

304 Furman Street: Barisil(?), Edward: head of household: 39, male, laborer
Barisil(?), Patience: wife: 45, female, keeping house
Barisil(?), Delia: daughter: 19, female
Barisil(?), Mary: daughter: 16, female

306 Furman Street: Leonard, Robert: head of household: 30, male, sailor
Leonard, Kate: wife: 28, female
Leonard, Henry: son: 9, male
Leonard, Edward: son: 6, male
Gahd(?), Bertie: mother: 57, female
Weideman, Charles: head of household: 50, male, cooper
Weideman, Barbara: wife: 44, female, keeping house
Weideman, George: son: 17, male, clerk in store
Weideman, Adolph: son: 15, male
Weideman, Rachel: daughter: 12, female
Weideman, Henrietta: daughter: 10, female
Weideman, Charles: son: 8, male
Weideman, Alexander: son: 4, male
Weideman, Edward: son: 2, male

308 Furman Street: Sussner, ?—head of household: 40, female, keeping house
Sussner, Ann—daughter: 29, female
Sussner, Clara—daughter: 26, female, boarding

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Sussner, Joseph—son: 23, male, laborer
Sussner, Charles—son: 18, male, laborer

310 Furman Street: Brooks, William—head of household: 50, male, watchman
Brooks, Catharine—wife: 48, female, keeping house
Brooks, Catharine—daughter: 21, female, clerk in store
Brooks, John—son: 18, male, bakery
Brooks, Lizzie—daughter: 17, female
Brooks, Samuel—son: 15, male
O'Grady, James—head of household: 60, male, laborer
O'Grady, Hanah—wife: 50, female, keeping house
O'Grady, John—son: 32, male, laborer
O'Grady, Daniel—son: 28, male, clerk in store
O'Grady, Morris—son: 19, male, clerk in store
O'Grady, Michael—son: 16, male, clerk in store

312 Furman Street: ?rsing, Lewis—head of household: 49, male, laborer
?rsing, Annie—wife: 40, female, keeping house
?rsing, Conrad—son: 9, male
Kelley, James—boarder: 30, male, laborer
Gardner, George—boarder: 40, male, laborer

314 Furman Street: McGrath, Robert—head of household: 40, male, laborer
McGrath, Mary—wife: 40, female, keeping house
McGrath, Robert—son: 24, male, book keeper
McGrath, Thomas—son: 20, male, laborer
McGrath, James—son: 15, male
McGrath, Eliza—daughter: 13, female
McGrath, Annie—daughter: 11, female
McGrath, William—son: 8, male
McGrath, Edward—son: 5, male
McGrath, George—son: 3, male
Dillon, John—head of household: 46, male, boarders(?)
Dillon, Jane—wife: 44, female, boarders(?)
Dillon, John—son: 24, male, laborer
Dillon, James—son: 18, male
Dillon, Henry—son: 12, male
Dillon, Richard—son: 8, male
Dillon, Thomas—son: 10, male
Dillon, Jane—daughter: 6, female

316 Furman Street: Wilks, Edward—head of household: 39, male, optician
Wilks, Hannah—wife: 39, female, keeping house
Wilks, Mary—daughter: 19, female
Wilks, John—son: 11, male
Wilks, Martha—daughter: 9, female
Wilks, Carrie—daughter: 6, female

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Wilks, William—son: infant, male

318 Furman Street: Collis, Peter—head of household: 46, male, laborer
Collis, Eliza—wife: 27, female, keeping house
Collis, Eliza—daughter: 21, female
Collis, Mary—daughter: 18, female
Collis, Sarah—daughter: 16, female
Collis, Frank—son: 15, male, laborer
Collis, Peter—son: 13, male
Collis, Martha(?)—daughter: 11, female
Collis, Annie—daughter: 6, female

320 Furman Street: Douglass, James—head of household: 38, male, truckman
Douglass, Kate—wife: 37, female, keeping house
Douglass, Mary—daughter: 12, female
Douglass, James—son: 9, male
Douglass, Francis—daughter: 7, female
Douglass, Annie—daughter: infant, female

324 Furman Street: Williams, Sarah—head of household: 80, female, keeping house
Betry, Lewis—head of household: 88, male, distraunt
Betry, Emma—wife: 85, female, keeping house

326 Furman Street: Goldnedel(?), Charles—head of household: 50, male, ?
Goldnedel(?), Johana—wife: 44, female, keeping house
Goldnedel(?), Charles—son: 13, male
Goldnedel(?), G.—daughter: 8, female
Goldnedel(?), E.—daughter: 5, female

328 Furman Street: Morris, Andrew—head of household: 50, male, caulker
Morris, Mary—wife: 54, female, keeping house
Wagner(?), M.—daughter: 23, female
Wagner(?), Julia—daughter: 4, female
Wagner(?), Lillie—daughter: infant, female

330 Furman Street: MacGowan, James—head of household: 37, male, laborer
MacGowan, Annie—wife: 35, female, keeping house
MacGowan, Edward—son: 15, male, messenger
MacGowan, James—son: 13, male
MacGowan, Kate—daughter: 11, female
Bailey, David—boarder: 32, male, laborer

1900 Census—Block 245
Furman Street

264 Furman Street: Petersen, William—head of household: 34, male, boatman

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Appendix C: Census Records

Petersen, Elizabeth—wife: 30, female
    Ilius, Charlotte—sister-in-law: 27, female
Walsh, Joseph—boarder: 43, male, timekeeper

266 Furman Street:
Galvin, D.—head of household: 33, male, boarding house
Galvin, Norah—wife: 32, female
Galvin, Daniel—son: 13, male
Galvin, Maggie—daughter: 11, female
Galvin, Norah—daughter: 7, female
Galvin, John—son: 4, male
Galvin, James—son: infant, male
Gaines(?), Peter—brother-in-law: 22, male

268 Furman Street:
Motz, Henry—head of household: 39, male, laborer
Motz, Mary—wife: 49, female
Hartwigsen(?), M.—adopted daughter: 11, female

270 Furman Street:
Wilson, John—head of household: 43, male, cook
Wilson, Catherine—wife: 38, female
Wilson, Mamie—daughter: 19, female, sales lady
Wilson, Kate—daughter: 14, female
Wilson, Anna—daughter: 11, female
Wilson, Frank—son: 5, male
Wilson, Henry—son: 2, male
Boswald, Patrick—boarder: 38, male, engineer
Fitzgerald, James—boarder: 40, male, laborer
Lorrimer (?), John—boarder: 24, male, waiter
Brady, Elizabeth—sister: 40, female, sales lady

272 Furman Street:
Larson, John—head of household: 36, male, laborer
Larson, Josephine—wife: 37, female
Anderson, Johanna—mother-in-law: 67, female
Larson, Charles—adopted son: 3, male
Olsen, Rudolph—brother-in-law: 25, male, sailor
McGlynn, Thomas—head of household: 40, male, laborer
McGlynn, Mary—wife: 41, female
McGlynn, Thomas—son: 8, male
McGlynn, A.—daughter: 7, female
McGlynn, John—son: 6, male

280 Furman Street:
Sperson, Christopher—head of household: 36, male, bookkeeper
Sperson, Mary—wife: 37, female
Sperson, John—son: 18, male, teamster
Sperson, Elmira—daughter: 17, female, housework
Holland, Loretta—cousin: 19, female

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Farley, John—cousin: 5, male
Mail, Harry—workman: 23, male, shipping clerk
Deidrich, Alvin—workman: 25, male

282 Furman Street:
Moor, Andrew—head of household: 42, male, expressman
Moor, Annie—sister: 31, female
Atchinson, Emma—niece: 24, female, sales lady
Mace, Annie—cousin: 40, female, dressmaker

286 Furman Street:
Malowe (?), Patrick—head of household, 28, male, bookman
Malowe (?), Mary—wife: 26, female
Malowe (?), Catherine—daughter: 4, female
Malowe (?), Mary—daughter: 2, female
Wright, Peter—boarder: 67, male, sailor
Schonfield(?), Max—boarder: 20, male, foreman
Eilinberg, Max—boarder: 19, male, sailor
Joseph(?), Edward—boarder: 28, male, foreman
Nelson, Charles—boarder: 39, male, sailor
Bear, Charles—boarder: 39, male, sailor
Millro(?), Frederick—boarder: 19, male, sailor
Flagart(?), James—boarder: 51, male, foreman
W____, John—boarder: 33, male, foreman
Williams, James—boarder: 34, male, foreman
Hanralian(?), James—boarder: 33, male, sailor
McCarty, John—boarder: 33, male, carpenter
Nevin, James—boarder: 31, male, foreman

288 Furman Street:
McElveney, Thomas—head of household: 49, male, laborer
McElveney, Catherine—wife: 49, female
McElveney, Carrie—daughter: 14, female
Kellar, John—step son: 33, male, shoemaker
Kellar, William—step son: 32, male, laborer
Griffin, Henry—boarder: 27, male, switchman
Bartow(?), Ellen—boarder: 60, female

290 Furman Street:
Galvin, James—head of household: 37, male, timekeeper
Galvin, Catherine—wife: 37, female
Galvin, Matthew—son: 13, male
Galvin, Mary—daughter: 10, female
Galvin, Henriette—daughter: 8, female
Smith, John—boarder: 38, male, laborer
Olsen, Henry—boarder: 26, male, laborer
Madden, Patrick—boarder: 35, male, laborer
O'Connell, William—boarder: 28, male, laborer
Hayes, Micheal—boarder: 32, male, laborer

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McLaughlin, John — boarder: 26, male, laborer
Murphy, Micheal — boarder: 36, male, shipping clerk

290.5 Furman Street:
Brennan, Thomas — head of household: 43, male, engineer
Brennan, Emily — wife: 36, female
Brennan, Mary — daughter: 13, female
Brennan, Thomas — son: 10, male
Brennan, Alice — daughter: 7, female
Brennan, Edward — son: 5, male
Brennan, Arthur — son: 3, male
Brennan, George — son: 1, male

294.5 Furman Street:
Glock, Charles — head of household: 43, male, salesman
Glock, Jennie — wife: 42, female
Glock, Bertha — daughter: 21, female, sales lady
Glock, Hattie — daughter: 20, female
Glock, Harry — son: 16, male, clerk
Glock, Cecelia — daughter: 14, female
Glock, Annie — daughter: 9, female
Glock, Samuel — son: 8, male
Glock, Morris — son: 5, male
Glock, Beatrice — daughter: infant, female

298.5 Furman Street:
McKee, Simon — head of household: 51, male, engineer
McKee, Marietta — wife: 43, female
Robertson, Agnes — sister: 32, female

302 Furman Street:
Dickson, William — head of household: 53, male, clerk
Dickson, Norah — wife: 34, female
Dickson, William — son: 12, male
Dickson, Mary — daughter: 7, female
Dickson, Harry — son: 5, male
Dickson, John — son: 2, male
Dickson, Eugene — son: infant, male

302.5 Furman Street:
Noonan, Patrick — head of household: 49, male, laborer
Noonan, Elizabeth — wife: 48, female
Noonan, Mary — daughter: 27, female, saleslady
Noonan, Yvan — son: 24, male, laborer
Noonan, Peter — son: 17, male, clerk
Noonan, Lauretta — step-daughter: 15, female, saleslady
Noonan, Christina — daughter: 8, female
Stack, Mary — niece: 10, female

304 Furman Street:
Lally, Ellen — head of household: 35, female
Lally, Michael — son: 16, male, clerk

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306 Furman Street: Lawrence, M.—head of household: 31, male, restaurant
Lawrence, Domingo—brother: 35, male

306.5 Furman Street: Lenelidu(?), John—head of household: 36, male,
shoemaker
Lenelidu(?), Anna—wife: 36, female
Lenelidu(?), Kate—daughter: 23, female, shoefitter
Lenelidu(?), Ellen—daughter: 19, female
Lenelidu(?), William—son: 14, male, clerk

310 Furman Street: Walker, John—head of household: 58, male, shipping clerk
Walker, Dora—wife: 41, female
Walker, August—son: 18, male, clerk
Walker, Otto—son: 16, male, laborer
Walker, Robert—son: 11, male
Walker, Charles—son: 10, male
Walker, Jennie—daughter: 10, female
Walker, James—son: 6, male

310.5 Furman Street: Werner, Daniel—head of household: 28, male, laborer
Werner, Amelia—wife: 38, female
Werner, William—son: infant, male
Robertson, Frederick—son: 15, male, clerk
Binder, ?—aunt: 69, female

314 Furman Street: Dingelshure, David—head of household: 42, male, laborer
Dingelshure, Ellen—wife: 41, female
Dingelshure, John—son: 21, male, laborer
Dingelshure, Christina—daughter: 17, female, waitress
Dingelshure, Mary—daughter: 14, female
Dingelshure, Kate—daughter: 11, female
Dingelshure, Tillie—daughter: 8, female
Dingelshure, George—son: 5, male
Dingelshure, Lizzie—daughter: 3, female
Dingelshure, Lillian—daughter: 2, male
Dingelshure, Sarah—daughter: 1, female
Dingelshure, Frank—son: infant, male

314.5 Furman Street: McDowell, Patrick—head of household: 53, male, court
attendant
McDowell, Josephine—wife: 44, female
McDowell, ?—daughter: 13, female
McDowell, Mazzie—daughter: 5, female

316 Furman Street: Anderson, David—head of household: 44, male, stevedore

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*Available data is too vague to confidently determine household location.* Spaces between entries represent separate dwellings as indicated by the census record.
Appendix C: Census Records

Anderson, Anna—wife: 44, female
Anderson, Clark—son: 18, male, clerk
Anderson, David—son: 15, male
Anderson, Frank—son: 13, male
Anderson, Isabelle—daughter: 11, female
Anderson, Mabel—daughter: 10, female
Anderson, May—daughter: 7, female
Anderson, Roy—son: 3, male
O’Neill, Timothy—boarder: 42, male, laborer
O’Keeffe, Daniel—boarder: 55, male
Lessaliou(?), William—boarder: 42, male

320-322 Furman Street:
Morian, Thomas—head of household: 40, male, clerk
Morian, Ellen—wife: 29, female
Morian, Minnie—daughter: 5, female
Morian, Thomas—son: infant, male
Yost, Mary—servant: 55, female

322.5 Furman Street:
Hennessy, Elizabeth—head of household: 50, female
Hennessy, James—son: 17, male, teamster
Morton, Francis—head of household: 43, male
Morton, M.—daughter: 19, female, sales lady

326 Furman Street:
Walpole, Margaret—head of household: 55, female
Walpole, Joseph—son: 25, male, clerk
Walpole, Margaret—daughter: 23, female, sales lady
Walpole, Kate—daughter: 22, female

326.5 Furman Street:
Finn, Mark—head of household: 39, male, laborer
Finn, Mary—wife: 37, female
Finn, William—son: 15, male, clerk
Finn, Helen—daughter: 14, female
Finn, John—son: 11, male
Finn, Augusta—son: 9, male
Finn, Mary—daughter: 8, female
Finn, James—son: 6, male

Census 1840—Block 258
Columbia Street
Cole, Elias—head of household: 1 free white male 20-30; 2 free white females<5; 1 free white female 20-30
Cole, Mathew(?)—head of household: 1 free white male<5; 1 free white male 5-10; 1 free white male 30-40; 1 free white female 20-30
Murry, Patrick—head of household: 1 free white male<5; 1 free white male 5-10; 1 free white male 10-15; 1 free white male 20-30; 1 free white male 30-40; 1 free white female<5; 1 free white female 20-30

*Italicized entries represent households that may have fallen into the project area.
Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.*
Cambell, Felix—head of household: 1 free white male<5; 1 free white male 15-20; 1 free white male 20-30; 1 free white female 20-30
Patent, Robert—head of household: 1 free white male 30-40; 1 free white female 20-30
Cornelius, Alonzo—head of household: 1 free white male<5; 1 free white male 20-30; 1 free white female<5; 1 free white female 5-10; 1 free white female 20-30
O’Brian, Thomas—head of household: 1 free white male 20-30; 1 free white female<5; 1 free white female 20-30
Picken, John—head of household: 1 free white male<5; 1 free white male 20-30; 1 free white female 20-30
Fagen, James—head of household: 2 free white males<5; 1 free white male 30-40; 1 free white female 20-30
Furman, John—head of household: 1 free white male 20-30; 1 free white female 20-30
Clayton, Furman—head of household: 1 free white male 20-30; 2 free white females<5; 1 free white female 20-30
Digan, William F.—head of household: 2 free white males<5; 1 free white male 20-30; 1 free white female<5; 2 free white females 20-30
Dickson, Walter—head of household: 1 free white male 20-30; 2 free white females<5; 2 free white females 20-30

Census 1850—Block 258
Atlantic Street
Van Colt, Ann—head of household: 45, female
Wilson, F.—35, female
Hubby(?), Elizabeth—28, female
Van Colt, Elmira—27, female
Van Colt, Alfred—20, male, clerk
Van Colt, A.A.—18, female
Willson, F.—6, female
Story, J.—56, male, bookkeeper
Story, Louisa—44, female
Story, Sarah—18, female
Story, Isabella—16, female
Story, John—11, male
Tibley(?), Charles—30, male
Pertine(?), Samuel—28, male, merchant
Whitehouse, Joseph—23, male, merchant
Newell, William—28, male, bookkeeper
Clop, James—head of household: 22, male, clerk
Nought(?), Wallace—28, male, clerk
Phillips, Henry—28, male, painter
Gilman, Wilson—30, male, merchant
Gilman, Henrietta—26, female
Gilman, K.—4, male
Middleton, George—22, male, merchant
Smith, Seymour—18, male, clerk
Brewster(?), H.—20, male, clerk

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Appendix C: Census Records

McGraham, R.—20, female
Mooney, Mary—21, female

Clifford, James—head of household: 42, male, laborer
Clifford, Catherine Ann—49, female
Martin, Thomas—head of household: 42, male, laborer
Martin, Jane—49, female
Martin, Jane—8, female
Podger, John—head of household: 35, male, tailor
Podger, Ann R.—28, female
Podger, Mary Elizabeth—2, female
Podger, Augusta—infant, female
Leddy, James—head of household: 26, male, painter
Leddy, Ann—60, female
Dennison(?), William—head of household: 25, male, mason
Dennison(?), Susan—22, female
Duffy, Catherine—19, female

Walter, Frederick—head of household: 38, male, merchant
Walter, Eliza—34, female
Walter, Frederick—infant, male
Clackly, S.—16, female
Moonay(?), Hannah—17, female
Milton, James—head of household: 30, male, clerk
Milton, Jane—24, female
Milton, Clarence—4, female
Milton, Elizabeth—infant, female
Fay, Margaret—19, female
Tuttule(?), Margaret—30, female
Tuttule(?), Arthur—20, male, clerk
O’Conner, Michael R.—42, male, agent
O’Conner, Eliza—36, female
O’Conner, D.—5, male
Flanigan, Mary—25, female
Delaney, Ellen—head of household: 34, female
O’Bryen, Mary Ellen—3, female
Delaney, Mary Ann—head of household: 26, female
Delaney, Catherine—24, female
Delaney, Eliza—22, female
O’Leary, Mary Ann—17, female

Thoni(?), William—head of household: 23, male, baker
Thoni(?), C.—22, female
Thoni(?), William—infant male
Thoni(?), Henry—21, male, baker
Otter, Sarah—28, female

Italicized entries represent households that may have fallen into the project area.
Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Otter, John—26, male, cabinet maker
Otter, Sarah—10, female
Sands, William—15, male, baker
Lani(?), Mary—16, female
Elkni, Elizabeth—head of household: 35, female
Elkni, Anna Jane—15, female
Elkni, Isabella—8, female
Elkni, Sophia—5, female
Mennigan(?), Patrick—25, male, stone cutter
Mosely, ?—50, male, ? blower
Parker, Louisa—22, female

State Street
Waley(?), John—head of household: 37, male, shoemaker
Waley(?), Catherine—37, female
Waley(?), John—16, male, carpenter
Waley(?), Charles—12, male
Waley(?), Elizabeth—6, female
Waley(?), Robert—5, male
Waley(?), Catherine—3, female
Waley(?), Joseph—1, male
Horohoe, Michael—head of house: 30, male, laborer
Horohoe, Ann—27, female
Horohoe, Catherine—infant, female
Kutton(?), Alex—head of household: 28, male, iron founder
Kutton(?), Ellen—26, female
Ellis, Charles—26, male, laborer
Ellis, Jane—25, female
Winke, Henry—head of household: 42, male, carpenter
Winke, Mary—42, female
Goodwin, Francis—head of household: 27, male, shoemaker
Goodwin, Ester—22, female
Goodwin, Francis—2, male
Goodwin, Charles—19, male, shoemaker
Piecup(?), M.—18, female
Fou, Edward—head of household, 41, male, laborer
Fou, Mary—44, female
Fou, Edward—41, male
Fou, Ellen—9, female
Fou, Mary Ann—6, female
Fou, Charles—5, male
Fou, Francis—2, male
Fou, Sarah June—1, female
Blascha, Charles—head of household: 39, male, coppersmith
Blascha, Mary—32, female
Blascha, mary—7, female

Italicized entries represent households that may have fallen into the project area.
Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Byrun(?), Joseph—head of household: 37, male, baker
Byrun(?), Bridget—44, female
Byrun(?), Ellen—14, female
Shields, Mary Ann—19, female
Flinn, Mary—17, female
Douley, Charles—45, male, baker
Bolf(?), James—44, male, baker
McKinney, William—21, male, baker
Conlin, Michael—head of household: 30, male, tailor
Conlin, Mary—30, female
Conlin, H.—8, female
Conlin, Mary—6, female
Rail, John—35, male, tailor
Rail, Patrick—14, male
Rail, Margaret—18, female
Halligan, John—head of household: 25, male, shoemaker
Halligan, Mary—24, female
Halligan, Mary—1, female
Vernauer(?), Charles—head of household: 25, male, tailor
Vernauer(?), Margaret—19, female
Vernauer(?), Charles—infant, male
Smith, Henry—head of household: 29, male, stone mason
Smith, Lydia—28, female
Diedrich, Jacob—head of household: 27, male, shoemaker
Meyer, John—head of household: 40, male, shoemaker
Meyer, Catherine—37, female
Meyer, George—11, male
Meyer, Josephine—5, female
Meyer, G.—?, male
Murphy, Timothy—head of household: 55, male, laborer
Murphy, Margaret—59, female
Murphy, John—head of household: 26, male, baker
Murphy, Mary—23, female
Murphy, Margaret—3, female
Murphy, William—2, male

Conroy, Peter—head of household: 57, male, laborer
Conroy, Ann—56, female
Conroy, Ann—27, female
Conroy, Thomas—22, male, laborer
Conroy, Michael—16, male, laborer
Conroy, Peter—13, male
McDonald, Daniel—head of household: 32, male, laborer
McDonald, Bridget—30, female
McDonald, Andrew—6, male

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
McDonald, Patrick—2, male
McDonald, Margaret—infant, female
Gilbride, R.—head of household: 23, male, laborer
Gilbride, Mary—20, female
McBride, Patrick—head of household: 51, male, laborer
McBride, Margaret—38, female
McBride, Catherine—10, female
McBride, Hugh—4, male
McBride, Bridget—8, female
McBride, Margaret—1, female
Rupell, David—head of household: 32, male, laborer
Rupell, Isabella—30, female
Farrell, Patrick—head of household: 23, male, tailor
Farrell, Jane—24, female
Farrell, Mary—infant, female
McLaughlin, Patrick—head of household: 33, male, laborer
McLaughlin, Catherine—39, female
McLaughlin, Ellen—6, female
McLaughlin, Catherine—3, female
McLaughlin, Mary Ann—2, female
McCabe, James—head of household: 41, male, laborer
McCabe, Mary—39, female
McCabe, Henry—17, male, laborer
Leonard, Owen—15, male, calker?

McGuire, Peter—head of household: 28, male, grocer
McGuire, Thomas—60, male, cooper
McGuire, Bridget—59, female
McGuire, Thomas—22, male, laborer
McGuire, —19, female
McIntyre, Owen—head of household: 40, male, laborer
McIntyre, Elizabeth—33, female
McIntyre, John—13, male
McIntyre, Richard—10, male
McIntyre, Mary Ann—7, female
McIntyre, Owen—5, male
McIntyre, Catherine—4, female
McIntyre, Thomas—2, male
Caferty, James—head of household: 30, male, tailor
Caferty, Margaret—30, female
Caferty, Mary—4, female
Caferty, H.—3, female
Caferty, Lavinia—infant, female
Martin, Sarah—20, female
Bennett, Mary—head of household: 47, female
Bennett, Amelia Ann—11, female

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Murphy, Timothy—head of household: 50, male, tailor
Murphy, Mary—46, female
Murphy, Daniel—22, male, tailor
Took(?), Thomas—23, male, tailor
Cavanagh, Patrick—head of household: 30, male, laborer
Cavanagh, Johanna—29, female
Cavanagh, Patrick—infant, male
Comfort, Michael—25, male, sailor
?, Luke—21, male, painter
Lanson, John—head of household: 46, male
Lanson, Catherine—38, female
Lanson, William—11, male
Lanson, Jane—3, female
Lanson, Thomas—infant, male

Molloy, Patrick—head of household: 25, male, grocer
Molloy, John—30, male, laborer
Molloy, Susan—27, female
Molloy, Francis—infant, male
Molloy, Edward—60, male
Molloy, Edward—22, male, laborer
Molloy, Theresa—16, female
Molloy, Mary—60, female
McBride, James—head of household 30, male, painter
McBride, Elizabeth—30, female
McBride, Henry—8, male
McBride, Cartwright—6, male
Flinn, Michael—head of household: 29, male, laborer
Flinn, Julia—22, female
Costello, George—32, male, laborer
Sheriff, Charles—head of household: 46, male, saddler
Sheriff, Sarah—31, female
Sheriff, Ellen—2, female
Josline, Caroline—head of household: 26, female
Josline, Charlotte—3, female
Lonay, Patrick—head of household: 30, male, laborer
Lonay, Mary—32, female
Lonay, John—13, male
Lonay, James—8, male

Columbia Place
Mamally, James—head of household: 35, male, glap(?) packer
Mamally, Catherine—27, female
Mamally, T.—5, male
Mamally, Elizabeth—2, female
Mamally, Anna—infant, female

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Appendix C: Census Records

Bradley(?), Sarah—14, female
Gillen, William—head of household: 33, male, laborer
Gillen, Ann—28, female
Gillen, Jane—4, female
Gillen, Francis M.—infant, male
Coyle, John—head of household: 30, male, glap? packer
Coyle, Rose—30, female
Duffey, Bridget—55, female
Duffey, Barney—19, male, laborer
Coyle, James—13, male
Cahill, Robert—head of household: 40, male, laborer
Cahill, Elizabeth—38, female
Cahill, Robert—16, male, glap? Packer
Cahill, Bernard—14, male
Cahill, William—12, male
Cahill, Rose—10, female
Cahill, James—8, male
Cahill, Mary—6, female
Smith, McKnight—head of household: 42, male, pilot (S. Hook)
Smith, Rebecca—36, female
Smith, Walter—19, male, ? maker
Smith, Thomas—17, male, apprentice pilot
Smith, Clinton—14, male
Smith, William—12, male

Blair, Adam—head of household: 36, male, blacksmith
Blair, Margaret—31, female
Nelson, James—34, male, blacksmith
Fife, John—18, male, blacksmith
O’Neill, James—22, male, blacksmith
Keolt, William—head of household: 24, male, havedore
Keolt, Mary—23, female
Keolt, John—2, male
Keolt, William—infant, male
McCormick, James—21, male, stone cutter
McCormick, Mary—?, female
Pardi, ?—head of household: 36, male, stone cutter
Pardi, Mary—26, female
Pardi, Margaret—1, female
Taylor, A.—head of household—66, female
Taylor, James—35, male, stone cutter
Taylor, David—32, male, stone cutter
Taylor, Janet—29, female
Taylor, D.—12, female
Cooney, Mary—head of household: 60, female
McCormick, John—2, male

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Appendix C: Census Records

Burch, William—head of household: 50, male, fruit dealer
Burch, Eleanor—42, female
Burch, Catherine—24, female
Burch, Oliver—1, male
Burch, John F.—19, male, clerk
Burch, William—17, male, student
Burch, Ellen A.—15, female
Burch, Edward A.—14, male

Heucher(?), Mary Ann—head of household: 23, female
Heucher(?), Isabella—6, female
Heucher, Margaret—1, female
Bertrand, Joseph—head of household: 38, male, baker
Bertrand, Maria—24, female
Murphy, Patrick—head of household: 32, male, shoemaker
Murphy, Julia—30, female
Murphy, Margaret—2, female
Murphy, Edward—head of household: 45, male, blacksmith
Murphy, Mary—30, female
Osborne, M.—head of household: 41, male, cartman
Osborne, C.—38, female
Osborne, Mary Elizabeth—16, female
Osborne, William—14, male
Osborne, Margaret Ann—12, female

Eaton, William—head of household: 35, male, clerk
Eaton, Francis—28, female
Eaton, Francis—7, female
Eaton, Ann W.—5, female

Farley, John—head of household: 35, male, laborer
Farley, Rose—35, female
Farley, Hugh—infant, male

Kilto, Mary—head of household: 61, female
Martin, Rachel—23, female
Martin, William—2, male
White, Ellen—16, female
Kelly, Hugh—head of household: 22, male, glass? Blower
Kelly, Ellen—29, female
McCarty, Maria L.—13, female
McCarty, Thomas—10, male
McCarty, John—8, male
Quinn, Mary—16, female
Dimon, John—head of household: 30, male, tailor
Dimon, Mary Ann—27, female

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*Available data is too vague to confidently determine household location.* Spaces between entries represent separate dwellings as indicated by the census record.
Dimon, John—1, male
Kimady, Charles—24, male, shoemaker
Smith, Patrick—head of household: 47, male, laborer
Smith, Mary—38, female
Smith, Margaret—13, female
Smith, Mary—8, female
Smith, Edward—5, male
Smith, Rosanna—3, female
Smith, Thomas—1, male
McQuilian, John—head of household: 42, male, laborer
McQuilian, Mary—66, female
McQuilian, James—15, male, laborer
McQuilian, Mary—13, female
McQuilian, Peter—3, male
Wilson, William—head of household: 60, male
Wilson, Ann—50, female
Wilson, Elizabeth—20, female
Wilson, Lusanna—18, female
Wilson, Ann—17, female
Wilson, Mary—16, female
Wilson, Jane—9, female
Galligan, James—head of household: 24, male, laborer
Galligan, Ann—24, female
Galligan, Mary Ann—infant, female
Mehan, Rebecca—62, female
Marrien(?), James—head of household: 30, male, laborer
Marrien(?), Bridget—21, female
Sutton, Eliza—30, female
Rook, Margaret—head of household: 28, female
Rook, Patrick—7, male
Rook, Thomas—1, male
Casey, Patrick—head of household: 26, male
Casey, Mary—24, female
Casey, John—infant, male

Lawson, Thomas—head of household: 32, male, grocer
Lawson, Catherine—29, female
Lynch, A.—23, female
Lynch, John—18, male, clerk
Ward, Michael—head of household: 30, male, laborer
Ward, Margaret—34, female
Ward, Mary—5, female
Ward, Louisa—1, female
Philson, Joseph—head of household: 21, male, clerk
Philson, Sophia—25, female
Philson, Mathew—5, male

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Available data is too vague to confidently determine household location. Spaces between
entries represent separate dwellings as indicated by the census record.
Appendix C: Census Records

Philson, Eliza B.—3, female
Wells, Samuel—head of household: 44, male, cabinet maker
Wells, Sophia E.—32, female
Wells, Charles—9, male
Wells, Mary Ann—6, female
Wells, William W.—3, male

Census 1860—Block 258
Atlantic Street
Greenwood, Eliza—head of household: 50, female
Greenwood, John—20, male, clerk
Duffey, Martin—head of household: 65, male
Duffey, Ellen—33, female, washwoman
Duffey, J.—1, male
Burk, Ellen—49, female
Burk, Thomas—60, male, laborer
O'Mally, John—head of household: 35, male, laborer
O'Mally, Margaret—30, female, dress maker
O'Mally, Thomas—7, male
Sutton, Ellen—30, female, dress maker
Moran, James—28, male, hatter
Moran, Bridget—32, female
Moran, Ann—14, female
Moran, Kate—13, female
Moran, Thomas—1, male
Bylan(?), John—24, male, clerk
Tohey, James—head of household: 35, male, sailor
Tohey, Margaret—35, female
Tohey, Mary—18, female, sewing machine
Tohey, Margaret—7, female
Oswald, Christiana—head of household: 60, female
Oswald, Frederick—17, male, jeweler
Kepler, John—head of household: 37, male, laborer
Kepler, Catharine—35, female
Kepler, Catharine—9, female
Kepler, John—4, male
Scott, John—head of household: 42, male, currier
Scott, Mary—30, female
Scott, Annie—1, female
Toushane, Charles—head of household: 29, male, wheelwright
Toushane, Barbara—28, female
Toushane, Louisa—6, female
Toushane, Mary—5, female
Toushane, Charles—2, male
Longrange, Charles—head of household: 38, male, glass blower
Longrange, Bridget—30, female

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Longrange, Catharine—14, female
Longrange, Sarah—13, female
Longrange, Anna—2, female

Dixon, William—head of household: 43, male, master sheet & iron worker
Dixon, Elizabeth—33, female
Dixon, Mary Ann—4, female
Dixon, John—2, male
Dixon, J.—infant, male
O’Brien, Hannah—22, female, servant

Thorn, William—head of household: 33, male, baker
Thorn, Caroline—32, female
Thorn, William—11, male
Thorn, Camelia—3, female
Thorn, Henry—30, male, baker
Otter, Mary—34, female
Thorpe, Amie—19, female, washer girl
Wode(?), Louisa—23, female
O’Neil, Mary—20, female, servant

Goldsmith, Herman—head of household: 36, male, tailor
Goldsmith, Rosa—40, female
Goldsmith, Samuel—10, male
Lucknow(?), Peter—head of household: 22, male, tailor
Bleidendofer, Adam—head of household: 32, male, shoemaker
Bleidendofer, Catharine—30, female
Bleidendofer, J.—7, male
Bleidendofer, Eliza—5, female
Bleidendofer, William—3, male
Bleidendofer, Frank—infant, male
Carroll, James—head of household: 31, male, salesman
Carroll, Mary—33, female
Ward, Stephen—11, male
Ward, E.—8, female
Ward, George—6, male
Carroll, John—infant, male
Dillon, John—head of household: 28, male, glass cutter
Dillon, Ellen—26, female
Dillon, A.—1, female
Dillon, Joseph—4, male
Join(?), John—head of household: 30, male, grover
Join(?), Mary—23, female
Join(?), John—4, male
Join(?), Charles—2, male
Join(?), Henry—infant, male

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Blydenburgh, Louisa—20, female, servant
McNamara, John—head of household: 35, male, tailor
McNamara, Margaret—30, female
McNamara, Delia—8, female
McNamara, Thomas—7, male
McNamara, Maggy—4, female
McNamara, Michael—infant, male
Mahoney, Catherine—43, female, servant
Ferks(?), Martin—20, male, grocer
Conroy, James—head of household: 46, male, laborer
Conroy, Esther—29, female
Conroy, John—2, male
Conroy, James—infant, male
Duke, Thomas—27, male, laborer
Duke, Ellen—18, female

Cullen, Patrick—head of household: 38, male, grainer
Cullen, Sarah—36, female
Cullen, Mary—5, female
Cullen, John—3, male
Cullen, Frances—infant, female
Carolsie(?), Henry—head of household: 36, male, carman
Carolsie(?), Augusta—26, female
Carolsie(?), Henry—1, male
Horst, Frederick—head of household: 35, male, jeweler
Horst, Charlette—30, female
Horst, Frederick—7, male
Horst, H.—3, male
Horst, Rudolph—infant, male
Horst, Augusta—infant, female
Herrick, Frederick—head of household: 32, male, bar keeper
Herrick, Anna—31, female
Hodgins, Thomas—50, male, porter
Hodgins, Ellen—30, female
Hodgins, Margaret—16, female
Brady, Mary—35, female
Becker, Charles—head of household: 30, male, porter
Becker, Doretta—30, female
Becker, Robert—3, male
Becker, William—infant, male

**State Street**
McGump(?), John—head of household: 35, male, laborer
McGump(?), Mary—33, female
McGump(?), John—8, male

Italicsed entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
McGump(?), James—6, male
Kelly, Thomas—head of household: 45, male, laborer
Kelly, Ann—40, female
Kelly, Thomas—8, male
Kelly, John—6, male
Kelly, Hugh—34, male, laborer
Kemoof(?), John—head of household: 50, male, sailor
Kemoof(?), Kate—40, female
Kemoof(?), John—10, male
Kemoof(?), Eliza—3, female
Doley, James—head of household: 50, male, sailor
Doley, Catharine—35, female
Doley, Catharine—7, female
Doley, Mary—5, female
Doley, Annie—2, female
McGuire, Phillip—head of household: 50, male, laborer
McGuire, Bridget—40, female
McGuire, Phillip—9, male
McGuire, James—4, male
Milaj(?), John—head of household: 46, male, shoemaker
Milaj(?), Catharine—46, female
Milaj(?), Charles—21, male, peddler
Milaj(?), Robert—15, male
Milaj(?), Catharine—13, female
Milaj(?), Mary—7, female
Milaj(?), Theresa—4, female
Burke, James—head of household: 32, female, laborer
Burke, Mary—30, female
Burke, John—3, male
Pusell(?), Bridget—head of household: 60, female
Pusell(?), John—24, male, sailor
Dougherty, James—head of household: 34, male, laborer
Dougherty, Isabella—31, female
Dougherty, William—13, male
Dougherty, James—10, male
Dougherty, Mary—7, female
Dougherty, Margaret—4, female
Dougherty, John—2, male
Dougherty, Charles—infant, male
Mulvay(?), Michael—head of household: 35, male, laborer
Mulvay(?), Mary—30, female
Mulvay(?), Mary—4, female
Mulvay(?), Hugh—6, male
O’Halleson(?), Patrick—head of household: 25, male, laborer
O’Halleson(?), Mary—23, female
Rohan, Ann—head of household: 38, female, washer & ironer

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Rohan, Thomas—14, male
Rohan, John—17, male
Rohan, Patrick—7, male

Byrne(?), Joseph—head of household: 46, male, baker
Byrne(?), Bridget—50, female
Hurley, Julia—18, female, waiter
Crowley, Mary—25, female, servant
Horan, Thomas—head of household: 50, male, laborer
Horan, Sarah—50, female
Horan, Mary—16, female
Mooney(?), Peter—head of household: 29, male, laborer
Mooney(?), Eliza—27, female
Mooney(?), Mary—7, female
Mooney(?), Margaret—5, female
Mooney(?), Elizabeth—3, female
Mooney(?), Catherine—infant, female
Sweeney, James—head of household: 30, male, ferryman
Sweeney, Margaret—23, female
Sweeney, James—3, male
Sweeney, John—infant, male
Gaffney, Patrick—head of household: 27, male, laborer
Gaffney, Mary—27, female
Gilmastui(?), Mary—20, female
Gilmastui(?), Ella—infant, female
Flim(?), Charles: head of household: 60, male, laborer
Flim(?), Edward—16, male, tobacconist
Flim(?), Margaret—15, female
Roberts, John—25, male, mason
O'Brien(?), John—head of household: 28, male, laborer
O'Brien(?), Jane—26, female
O'Brien(?), Jane—2, female

Dimmington, John—head of household: 28, male, grocer
Dimmington, Margaret—28, female
Doyle, Luke—26, male, laborer
McDonald, Daniel—head of household: 40, male, laborer
McDonald, Bridget—40, female
McDonald, Andrew—17, male, clerk
McDonald, Patrick—13, male
McDonald, Maggy—11, female
McDonald, Annie—6, female
McDonald, Michael—3, male
Conroy, Ann—38, female
Conroy, Peter—22, male, laborer
McBride, John—head of household: 60, male, confectioner

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Appendix C: Census Records

McBride, Margaret—50, female
McBride, Kate—20, female
McBride, Bridget—18, female, cap maker
McBride, Hugh—14, male
McBride, Margaret—12, female
Flynn, Myles—head of household: 35, male, laborer
Flynn, Mary—35, female
Flynn, Mary—2, female
Flynn, Kate—infant, female
Burke, William—head of household: 40, male, laborer
Burke, Susan—40, female
Burke, Mary—9, female
McCabe, James—head of household: 49, male, laborer
McCabe, Rose—49, female
McCabe, Mary Ann—9, female
Coon, John—head of household: 20, male, portrait painter
Coon, Catharine—20, female
Coon, Otto—10, male
Coon, Lewis—8, male
Coon, Lena—3, female
Coon, Henry—1, male

Farellly, John—head of household: 50, male, liquor store
Farellly, Rose—49, female
Farellly, Rose—14, female
Grimes, James—head of household: 38, male, lighterer?
Grimes, Mary Ann—26, female
Grimes, Thomas—22, male, ?
Grimes, Anna—6, female
Quinn, Charles—head of household: 24, male, pub. stores
Quinn, Bridget—24, female
Quinn, Thomas—2, male
Quinn, John—2, male
Sweeney, Charles—22, male, sailor
Sweeney, Margaret—23, female
Casey, James—head of household: 28, male, bartender
Casey, Margaret—28, female
Casey, A.—1, female
Lee, Hannah—24, female, sewing machine
Lee, Ellen—22, female
Gallagher, Michael—head of household: 51, male, laborer
Gallagher, Mary—22, female
Gallagher, Owen—15, male
Cushing, Catharine—head of household: 38, female, washer & ironer
Cushing, Ellen—8, female
Mullen(?), Thomas—head of household: 30, male, laborer

Italicized entries represent households that may have fallen into the project area.
Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Mullen(?), Bridget—28, female
Mullen(?), Mary—3, female
Mullen(?), Maggy—1, female

Census 1870—Block 258

Atlantic Street
Rosenthal, Benjamin—head of household: 35, male, clothier
Rosenthal, Lena—23, female, keeping house
Rosenthal, Mary—3, female
Rosenthal, Anna—1, female
Cohn, Sarah—19, female
Glespan, J.—head of household: 25, male, tailor
Glespan, Bridget—25, female, keeping house
Horst, Frederick—head of household: 45, male, jeweler
Horst, Elizabeth—36, female, keeping house
Horst, Herman—13, male
Horst, Rudolph—9, male
Horst, Otto—8, male
Horst, Matilda—5, female
Barclay, James—head of household: 36, male, laborer
Barclay, Margaret—35, female, keeping house
Barclay, Hannah—8, female
Barclay, Thomas—4, male
Barclay, Michael—1, male
King, Hugh—head of household: 60, male, laborer
King, Mary—50, female, keeping house
Magnetta(?), J.—head of household: 40, male, laborer
Magnetta(?), Elizabeth—34, female, keeping house

Cleva, Perpetta—head of household: 38, male, segar dealer
Glowardioni(?), Luigi—33, male, segar dealer
Clay(?), John—head of household: 31, male, engineer
Clay(?), Bridget—20, female, keeping house
Clay(?), Kate—infant, female
 McGrath, Thomas—head of household: 28, male, fireman
 McGrath, Bridget—26, female, keeping house
 McGrath, H.—1, female
 Lynch, Henry—head of household: 38, male, laborer
 Lynch, Bridget—38, female, keeping house
 Lynch, John—8, male
 Dwyer, Catharine—34, female, keeping house
 Dwyer, Maggie—16, female, seamstress
 Dwyer, Phillip B.—13, male
 Delany(?), Thomas—head of household: 45, male, laborer
 Delany(?), Mary A.—32, female, keeping house
 Delany(?), Charles—4, male

*Italicized entries represent households that may have fallen into the project area.
Available data is too vague to confidently determine household location.* Spaces between entries represent separate dwellings as indicated by the census record.
Appendix C: Census Records

Delany(?), Jane F.—2, female
Delany(?), Winifred—infant, female
Dixon, John—head of household: 47, male, stove dealer
Dixon, Bridget—31, female, keeping house
Dixon, William—11, male
Dixon, Mary—9, female
Dixon, Catherine—7, female
Dixon, James—5, male
Dixon, John—4, male
Dixon, Charles—1, male
Driscol, Margaret—servant: 24, female

Thayer, Robert H.—head of household: 39, male, druggist
Thayer, Catherine—26, female, keeping house
Thayer, Henry S.—infant, male

Davis, William—head of household: 30, male, laborer
Davis, Jane—27, female, keeping house
Davis, George—5, male
Davis, William J.—2, male
Bigger, Johanna—26, female, seamstress
Giblin, James—head of household: 30, male, carpenter
Giblin, Sarah—27, female, keeping house
Morrigan, Peter—head of household: 30, male, laborer
Morrigan, Margaret—21, female, keeping house
Morrigan, Mary—3, female
Morrigan, Elizabeth—2, female
McLaughlin, J.—66, male, newsdealer
McLaughlin, Margaret—50, female
Murray, Patrick—head of household: 50, male, laborer
Murray, Mary—45, female, keeping house
Murray, Mary—15, female
Murray, Catharine—3, female
Guinan, William—head of household: 28, male, stone mason
Guinan, Mary—27, female, keeping house
Guinan, Thomas—40, male, stone mason
Baker, Thomas—head of household: 49, male, laborer
Baker, Catharine—50, female, keeping house
Baker, Patrick—24, male, laborer
Baker, Elizabeth—18, female
Baker, Thomas—15, male

Tracy, John—head of household: 25, male, liquor store
Tracy, Bridget—20, female, keeping house
Kannovan, Bridget—head of household: 45, female, keeping house
Malony, Margaret—31, female, keeping house

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Fleming, Delia—head of household: 40, female, keeping house
Fleming, James—10, male
Brady, Julia—head of household: 40, female, keeping house
Joyce, Edward—head of household: 54, male, laborer
Joyce, Eliza—54, female, keeping house
Joyce, Edward—21, male, gas fitter
Joyce, Walter—17, male, car driver
Joyce, Catharine—12, female
Joyce, Agnes—9, female
Carr, William—head of household: 45, male, laborer
Carr, Mary—36, female, keeping house
Carr, Annie—11, female
Carr, Margaret—7, female
Carr, Catharine—4, female
O'Shanessy, Patrick—head of household: 50, male, laborer
O'Shanessy, Margaret—54, female, keeping house

State Street
Stack, Mary—head of household: 37, female, keeping house
Stack, John—17, male
Stack, Thomas—14, male
Stack, Maggie—12, female
Brennan, Michael—head of household: 25, male, seaman
Brennan, Catherine—26, female, keeping house
Brennan, Ellen—4, female
Brennan, William Henry—1, male
Brennan, Catherine—56, female
Brennan, Mary—28, female
Murphy, John—head of household: 36, male, laborer
Murphy, Margaret—37, female, keeping house
Murphy, Mary—13, female
Murphy, Timothy—11, male
McGuan(?), John—head of household: 55, male, tailor
McGuan(?), Catherine—55, female, keeping house
McGuan(?), Catherine—19, female
McGuan(?), A.—I-17, female
Waters, Patrick—head of household: 56, male, laborer
Waters, Mary—60, female, keeping house
Waters, John—19, male, laborer
Waters, Patrick—head of household: 36, male, laborer
Waters, Bridget—38, female
Waters, Susannah—1, female
Alwell, John—30, male, laborer
Alwell, Dominick—28, male, laborer
Whalen, F.—head of household: 40, male, laborer
Whalen, Ann—40, female

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Whalen, William—11, male  
Whalen, Eliza—9, female  
Whalen, John—4, male  
Lee, Mary—head of household: 50, female, keeping house  
Lee, Catherine—16, female  
Ennis, Andrew—head of household: 45, male, laborer  
Ennis, Mary—45, female, keeping house  
Ennis, James—14, male  
Ennis, Richard—13, male, errand boy  
Ennis, Mary Ann—12, female  

Moran, Francis—head of household: 37, male, shoemaker  
Moran, Mary—36, female, keeping house  
Moran, James—17, male, apprentice  
Moran, Michael—16, male, apprentice  
Moran, Francis—10, male  
Moran, Thomas—6, male  
Moran, Catherine—5, female  
Georgison, Ann J.—head of household: 87, female, keeping house  
Mehan, Terrance—47, male, laborer  
Mehan, Mary—44, female, keeping house  
Mehan, Mary E.—17, female, dress maker  
Mehan, Francis—15, male  
Mehan, Kate—13, female  
Mehan, Eliza—7, female  
Mehan, Joseph—5, male  
McDonald, Mary—head of household: 40, female, keeping house  
McDonald, Peter—18, male, trunk maker  
McDonald, Mary A.—10, female  
McDonald, Kate—9, female  
McDonald, Elizabeth—2, female  
McLaughlin, Bridget—head of household: 55, female, keeping house  
McLaughlin, John—16, male  
Hefferty, John—head of household: 22, male, laborer  
Hefferty, Eliza—20, female, keeping house  
Murphy, Elizabeth—45, female  

Conlan, Michael—head of household: 29, male, longshoreman  
Conlan, Catherine—25, female, keeping house  
Conlan, Ellen—3, female  
Conlan, Mary—1, female  
Manley, John—head of household: 35, male, constable  
Manley, Catherine—35, female, keeping house  
Manley, Thomas—12, male  
Manley, Margaret—6, female  
Manley, Patrick—2, male  

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*Available data is too vague to confidently determine household location.* Spaces between entries represent separate dwellings as indicated by the census record.
Manley, James—1, male
Manley, James—82, male
Cushing, Catherine—head of household: 45, female, keeping house
Cushing, Ellen—17, female

Grady, Daniel—head of household: 40, male, grain speculator
Grady, Susan—38, female, keeping house
Grady, James—14, male
Grady, Mary—10, female
Grady, Daniel—3, male
Grady, Susan—1, female
Hantyan(?), Julia—head of household: 63, female, widow, keeping house
Galagher, J.—head of household: 19, male, laborer
Hogan, John—66, male, laborer
Hogan, Bridget—69, female, keeping house
Clifford, William—head of household: 40, male, laborer
Clifford, Ann—35, female, keeping house
Clifford, John—11, male
Clifford, Edward—8, male
Clifford, Maria—6, female
Clifford, Margaret—3, female

Dunnington, John—head of household: 40, male, grocer
Dunnington, Margaret—38, female, keeping house
Dunnington, Augusta—8, female
Dunnington, Robert—5, male
Dunnington, Mary—3, female
Cain, Mary—45, female
McBride, John—head of household: 72, male, fruit dealer
McBride, Margaret—58, female, keeping house
Tervell(?), Catherine—30, female
Tervell(?), Margaret—7, female
Tervell(?), Catherine—4, female
Tervell(?), Mary—2, female
Flynn, Miles—head of household: 35, male, laborer
Flynn, Mary—30, female, keeping house
Flynn, Mary—12, female
Flynn, Ann—4, female
Flynn, John—2, male
Roddy, Hugh—head of household: 26, male, laborer
Roddy, Mary—26, female, keeping house
McCabe, James—head of household: 61, male, laborer
McCabe, Mary—53, female, keeping house
McCabe, Charles—10, male
Dailey, H.—42, female, widow, keeping house
Dailey, John—17, male, book keeper

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Dailey, Michael—14, male  
Dailey, Bridget—8, female  
Fagan, Margaret—head of household: 44, female, widow, keeping house

McAlister, Robert—head of household: 46, male, baker  
McAlister, Anne—19, female  
McAlister, Robert—18, male  
McAlister, John—13, male  
McAlister, Joseph—10, male  
Horan, Thomas—head of household: 70, male, porter  
Horan, Sarah—68, female, keeping house  
Moran, Mary A.—23, female  
Flynn, Michael—head of household: 33, male, laborer  
Flynn, Catherine—32, female, keeping house  
Flynn, Mary—9, female  
Flynn, Ann—7, female  
Flynn, John—6, male  
Flynn, James—1, male  
Kelly, Owen—head of household: 38, male, laborer  
Kelly, Margaret—35, female, keeping house  
Kelly, Mary—7, female  
Kelly, Kate—3, female  
Kelly, Thomas—1, male

Cullen, John—head of household: 28, male, laborer  
Cullen, Mary—25, female, keeping house  
Cullen, Delia—5, female  
Cullen, Thomas—3, male  
Cullen, Mary—1, female  
Miley, John—head of household: 54, male, grocer  
Miley, Catherine—54, female, keeping house  
Miley, Robert—22, male, shooting gallery  
Miley, Catherine—20, female, bookbinder  
Miley, Mary—18, female  
Miley, Theresa—14, female  
Burk, James—head of household: 40, male, laborer  
Burk, Mary—30, female, keeping house  
Burk, John—10, male  
Burk, Thomas—8, male  
Burk, William—6, male  
Burk, Patrick—4, male  
Burk, Michael—3, male  
Burk, Mary—1, female

Enright, Michael—head of household: 45, male, laborer  
Enright, Catharine—53, female, keeping house

Italicized entries represent households that may have fallen into the project area.  
Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Calahan, Timothy—28, male, cooper
Fitzgerald, Thomas—30, male, cooper
Gleason, Michael—head of household: 38, male, clerk
Gleason, Bridget—32, female, keeping house
Gleason, Lawrence—14, male
Gleason, Michael—12, male
Gleason, Ellen—10, female
Gleason, Margaret—8, female
Gleason, Alice—3, female
Dedmus(?), John—head of household: 60, male, laborer
Dedmus(?), Addie—10, female
Dedmus(?), John—15, male
Ray, Mary—head of household: 23, female
Doherty, Hugh—head of household: 42, male, laborer
Doherty, Mary—39, female, keeping house
Doherty, Dennis—15, male
Doherty, Fanny—15, female
Doherty, John—10, male
Doherty, Isabella—5, female
Doherty, Hugh—2, male
Cain, Thomas—head of household: 35, male, cooper
Cain, Ellen—35, female, keeping house
Cain, Michael—7, male
Cain, Mary—4, female
Cain, Frank—2, male
Kersey, Mary—54, female
Kersey, Mary—20, female, tailoress
Malahy, John—head of household: 60, male, laborer
Malahy, Mary—50, female, keeping house
McCullough, Mary—60, female

**Columbia Place**
Smith, Thomas—head of household: 32, male, licor dealer
Smith, Peter—28, male, clerk
Conner, Thomas—head of household: 30, male, laborer
Conner, Bridget—27, female, keeping house
Conner, Catherine—1, female
Smith, Bridget—29, female
Purder, John—head of household: 30, male, laborer
Purder, Catherine—26, female
Purder, Anne—2, female
Purder, Mary—infant, female
Kilmartin, Owen—head of household, 25, male, liquor store
Kilmartin, Catherine—23, female, keeping house
Kilmartin, Charles—4, male
Kilmartin, Thomas—infant, male

*Italicized entries represent households that may have fallen into the project area.
Available data is too vague to confidently determine household location.* Spaces between entries represent separate dwellings as indicated by the census record.
Egan, James—head of household: 40, male, laborer
Egan, Mary—31, female, keeping house
Egan, James—6, male
Egan, Kate—4, female

**Census 1880—Block 258**

**State Street**

4 State Street
- McDunnah, Patrick—head of household: 48, male, grocer
- McDunnah, Catharine—wife: 40, female, keeping house
- McDunnah, Ellen—daughter: 9, female
- Wardle, Harry—head of household: 24, male, plumber
- Wardle, Emma—wife: 23, female, keeping house
- Wardle, Thomas—son: 3, male
- Wardle, Garry—son: infant, male
- Wardle, Jane—mother: 50, female
- Ward, Edward—boarder: 20, male, shipping clerk
- Wardell, Thomas—brother: 18, male, blacksmith
- Riley, Thomas—head of household: 60, male, longshoreman
- Riley, Mary—wife: 56, female, keeping house
- O'Brien, Patrick—step son: 20, male, laboring

6 State Street
- Conney, Martin—head of household: 30, male, laboring
- Conney, Mary—wife: 28, female, keeping house
- Conney, John—son: 5, male
- Ryan, Jeremiah—head of household: 36, male, baker
- Ryan, Mary A.—wife: 28, female, keeping house
- Ryan, Mary—daughter: 11, female
- May, Darby—head of household: 38, male, longshoreman
- May, Johanna—wife: 38, female, keeping house
- May, Mary—daughter: 9, female
- Meehan, Patrick—head of household: 48, male, longshoreman
- Meehan, Susan—daughter: 21, female, keeping house
- Duman, Mary—head of household: 22, female, laundress

8 State Street
- Mullen, John—head of household: 40, male, laboring
- Mullen, Mary—wife: 35, female, keeping house
- Mullen, Mary—daughter: 6, female
- Fertyler(?), John—head of household: 32, male, longshoreman
- Fertyler(?), Jane—wife: 35, female, keeping house
- Fertyler(?), Margaret—daughter: 7, female
- Fertyler(?), Robert—son: 3, male
- Fertyler(?), Frank—son: infant, male
- Brown, James—boarder: 21, male, laboring
- Duwine(?), Dennis—head of household: 40, male, longshoreman
- Duwine(?), Ellen—wife: 40, female, keeping house
- Duwine(?), Catherine—daughter: 17, female, tailoress

*Italicized entries represent households that may have fallen into the project area.*

*Available data is too vague to confidently determine household location.* Spaces between entries represent separate dwellings as indicated by the census record.
Duwine(?) Michel—son: 16, male, hand in brass factory
Duwine(?) Dennis—son: 14, male
Duwine(?) John—son: 11, male
Duwine(?) Timothy—son: 9, male
Duwine(?) A.—daughter: 8, female
Duwine(?) William—son: 4, male
Nugent, Michel—head of household: 50, male, longshoreman
Nugent, Johanna—wife: 55, female, keeping house
Nugent, Margaret—daughter: 16, female
Anuright(?) M.—head of household: 41, male, dock builder
Anuright(?) Catherine—wife: 60, female, keeping house
Henry, Catherine—boarder: 22, female

10 State Street
Dennington, John—head of household: 49, male, grocery store
Dennington, Margaret—wife: 47, female, keeping house
Dennington, G.—daughter: 18, female
Mehan, Thomas—head of household: 24, male, night watchman
Mehan, Mary—wife: 22, female, keeping house
Mehan, Mary—daughter: 2, female
Mehan, James—son: infant, male
Ennis, Andrew—father-in-law: 50, male, laboring
O’Neil, James—head of household: 42, male, baker
O’Neil, Mary—wife: 41, female, keeping house
Farrell, Mary—step daughter: 20, female, laundress
Farrell, Edward—step son: 18, male, laboring
O’Neil, Ellen—daughter: 11, female
O’Neil, Sarah—daughter: 9, female
O’Ncil, Joseph—son: 6, male
Harrison, Frank—head of household: 47, male
Harrison, Margaret—wife: 44, female, hand in cotton business
Harrison, Patrick—son: 27, male, glass blower
Harrison, Mary—daughter: 25, female
Harrison, John—son: 22, male, clerk in store
Harrison, Thomas—son: 21, male, machinist
Harrison, Frank—son: 18, male, laboring

12 State Street
McLaughlin, Thomas—head of household: 45, male, bakery
Clifford, William—head of household: 45, male, laboring
Clifford, A.—wife: 45, female, keeping house
Clifford, John—son: 22, male, longshoreman
Clifford, Edward—son: 20, male, worker in glass factory
Clifford, Mary—daughter: 16, female
Clifford, Margaret—daughter: 13, female
Clifford, James—son: 9, male
Clifford, Alice—daughter: 4, female

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Clifford, Catherine—daughter: infant, female
Clifford, Ellen—daughter: infant, female
Burk, Susan—head of household: 50, female, keeping house
Burk, John—son: 20, male, plaiter
Burk, Michel—son: 17, male, laboring
Kelly, Bridget—head of household: 90, female
McEmerson(?), Bridget—head of household: 70, female, washerwoman
Ryan, James—head of household: 43, male, cooper
Ryan, Margaret—wife: 39, female, keeping house
Ryan, Mary—daughter: 8, female
Ryan, Thomas—son: 7, male
Ryan, James—son: 5, male
Murphy, John—head of household: 45, male, longshoreman
Murphy, Margaret—wife: 45, female, keeping house
Murphy, Mary—daughter: 23, female, hand in paper factory
Murphy, Timothy—son: 21, male, hand in brass factory

14 State Street
Roney, Ann—head of household: 60, female, keeping house
Roney, Patrick—son: 27, male, longshoreman
Hartigan, Mary—30, female, washerwoman
McConn(?), Ellen—head of household: 45, female, washerwoman
McConn(?), H.—son: 7, male
McConn(?), Mary—daughter: 5, female
McConn(?), Catherine—daughter: 2, female
Fagan, Catherine—head of household: sister: 35, female, washerwoman
Fagan, Ellen—niece: 4, female
Galhen, Patrick—head of household: 48, male, laboring
Galhen, Ellen—wife: 42, female, keeping house
Galhen, Mary—daughter: 18, female
Galhen, Patrick—son: 16, male, messenger boy
Galhen, John—son: 14, male
Galhen, Abby—daughter: 10, female
Galhen, Michel—son: 5, male
Walsh, Joseph—head of household: 30, male, longshoreman
Walsh, Mary—wife: 27, female, keeping house
Walsh, Joseph—son: 8, male
Monohan, James—head of household: 50, male, laboring
Monohan, Alice—wife: 49, female, keeping house
Monohan, Alice—daughter: 21, female, laundress
Monohan, Thomas—son: 19, male, hand in factory
Monohan, Ann—daughter: 15, female, operator on machine
Monohan, Margaret—daughter: 9, female
Smith, William—head of household: 70, male, laboring
Smith, Ann—wife: 60, female, keeping house

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Kelly, William—head of household: 60, male, laboring
Kelly, Margaret—wife: 50, female, keeping house

**Columbia Place**

58 Columbia Place
Frilots(?), James—head of household: 41, male, shoe fitter
Frilots(?), Eliza—wife: 60, female, keeping house
Flynn, Thomas—head of household: 48, male, laboring
Flynn, Bridget—wife: 60, female, keeping house
Flynn, Joseph—son: 13, male
Flynn, Margaret—daughter: 10, female
Gordy, James—head of household: 30, male, longshoreman
Gordy, Lizzie—wife: 25, female, keeping house
Gordy, Catherine—daughter: 6, female
Gordy, Mary—daughter: 5, female
Gordy, James—son: infant, male
Donally, Micheal—head of household: 24, male, waiter
Donally, Mary—wife: 23, female, keeping house
Donally, Catharine—daughter: 2, female
Crowley, D.—head of household: 53, male
Crowley, Catherine—wife: 50, female, keeping house
Crowley, Margaret—daughter: 8, female
Crowley, Catherine—daughter: 5, female
Crowley, Francis—son: 3, male
Jones, John—head of household: 55, male, laboring
Jones, Ann—wife: 57, female, keeping house
Jones, Patrick—son: 22, male
Jones, Hanna—daughter: 19, female, bag maker
Jones, Ann—daughter: 15, female

60 Columbia Place
Stewart, G.—head of household: 46, male, engineer
Stewart, Ann—wife: 42, female, keeping house
Stewart, Mary—daughter: 22, female, laundress
Stewart, Joseph—son: 21, male, engineer
Stewart, Ann—daughter: 9, female
Bagnell, Rose—head of household: 60, female, keeping house
Bagnell, Daniel—son: 38, male, longshoreman
Wood, James—head of household: 40, male, laboring
Wood, Sarah—wife: 38, female, keeping house
Holof, Patrick—head of household: 32, male, bottle maker
Holof, Lizzie—wife: 27, female, keeping house
Holof, J.—daughter: 5, female
Holof, V.—son: 3, male
Holof, Thomas—son: infant, male
Price, Jacob—head of household: 60, male, candy store
Fisher, Lizzie—head of household: 35, female, keeping house
Fisher, Ruth—daughter: 10, female

Italicized entries represent households that may have fallen into the project area.
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Fisher, Joseph—son: infant, male
Shechy, John—head of household: 50, male, junk
Hay, John—head of household: 24, male, truck driver
Hay, Catherine—wife: 23, female, keeping house

62 Columbia Place
Connell, Edward—head of household: 35, male, longshoreman
Connell, Alice—wife: 40, female, keeping house
Connell, Edward—son: 14, male
Connell, Mary—daughter: 11, female
Connell, Alice—daughter: 11, female
Connell, Patrick—head of household: 53, male, porter
Connell, Mary—wife: 40, female, keeping house
Connell, James—son: 13, male
Connell, John—son: 11, male
Connell, Ellen—daughter: 9, female
Connell, Johanna—daughter: 3, female
Malley, John—head of household: 45, male, court officer
Malley, Catherine—wife: 43, female, keeping house
Malley, Thomas—son: 21, male, post office
Malley, Margaret—daughter: 17, female
Malley, Patrick—son: 14, male
Malley, James—son: 12, male
Malley, John—son: 9, male
Malley, Lizzie—daughter: 7, female
Malley, Mary—daughter: 5, female
Murry, John—head of household: 35, male, laboring
Murry, Bridget—wife: 37, female, keeping house
Murry, A.—daughter: 6, female
Murry, Mary—daughter: 5, female
Murry, John—son: 2, male
Murry, Patrick—brother-in-law: 22, male, laboring
Walch, John—head of household: 38, male, longshoreman
Walch, Ann—wife: 24, female, keeping house
Walch, A.—daughter: 2, female

64 Columbia Place
Reynolds, James—head of household: 35, male, longshoreman
Reynolds, Bridget—wife: 37, female, keeping home
Reynolds, Mary—daughter: 8, female
Reynolds, John—son: 7, male
Reynolds, Margaret—daughter: 4, female
Reynolds, James—son: 3, male
Reynolds, Ellen—daughter: infant, female
Barrett, Mary—head of household: 45, female, keeping home
Barrett, William—son: 19, male, truck driver
Barrett, Bridget—daughter: 18, female, hand in tobacco factory
Barrett, Richard—son: 16, male

*Italicized entries represent households that may have fallen into the project area.*
*Available data is too vague to confidently determine household location.* Spaces between entries represent separate dwellings as indicated by the census record.
Tall, Mary A.—head of household: 60, female, keeping house
?, John—brother: 53, male, longshoreman
Flannigan, Mary—boarder: 48, female, laundress
Mackin, James—26, male, hand in brass factory
Mackin, Margaret—wife: 23, female, keeping house
Mackin, Mary—daughter: infant, female
Creak, Mary Ann—hea of household: 30, female, hand in store
Creak, John—son: 11, male
Creak, James: son: 9, male
Creak, Catherine: daughter: 7, female

**Furman Street**
375 Furman Street
Moody, Ellen—headd of household: 45, female, liquor saloon
Moody, Bridget—27, female, shirtmaker
Moody, Julia—17, female
Moody, Thomas—16, male
Moody, Ann—8, female
Kennedy, John—boarder: 60, male, laboring
Lynch, James—boarder: 31, male, liquor store
Lynch, Frank—boarder: 1, male
Kelly, John—boarder: 65, male, sailor
Brady, Mary—68, female, washerwoman
Powers, John—headd of household: 50, male, retail grocer
Powers, Elizabeth—wife: 54, female, keeping house
Powers, William—son: 22, male, longshoreman
Powers, A.—son: 13, male

373? Furman Street
Glesson, Bridget—headd of household: 42, female, keeping house
Glesson, Lawrence—son: 22, male, clerk in store
Glesson, Michel—son: 20, male, book keeper
Glesson, Ellen—daughter: 18, female
Glesson, Margaret—daughter: 16, female, cologne bottler
Glesson, Alice—daughter: 12, female
Keeley, Patrick—headd of household: 45, male, longshoreman
Keeley, Bridget—wife: 40, female, keeping home
Keeley, William—son: 16, male, pocket book maker
Fleming, Bridget—headd of household: 40, female, washerwoman
Fleming, James—son: 20, male, brass finisher
Hart, Thomas—headd of household: 70, male, book keeper
Hart, Delia—daughter: 24, female, keeping house
Delair, Henry—headd of household: 38, male, clerk in store
Delair, Ellen—wife: 40, female

371 Furman Street
Byrne, Edward—headd of household: 35, male, retail tobacco
Byrne, Margaret—wife: 36, female, keeping house
Byrne, Mary—daughter: 10, female

*Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.*
Byrne, L.—daughter: 6, female
Byrne, D.—daughter: 3, female
Byrne, J.—daughter: 1, female
Nelson, John—head of household: 65, male, night watchman
Nelson, H.—daughter: 14, female

357 Furman Street
Fooney(?), William—head of household: 28, male, laboring
Fooney(?), Ellen—wife: 27, female, keeping house
Fooney(?), Lizzie—daughter: 5, female
Fooney(?), Ellen—daughter: 2, female
Murphy, William—head of household: 41, male, carpenter
Murphy, Mary—wife: 45, female, keeping house

355? Furman Street
McCaffrey, O.—head of household: 35, male, engineer
McCaffrey, Mary—wife: 32, female, keeping house
McCaffrey, Mary—daughter: 1, female
Smith, Margaret—boarder: 36, female, laundress
Smith, Mary—boarder: 85, female

353 Furman Street
McNoble, Thomas—head of household: 47, male, saloon keeper
McNoble, Mary—wife: 36, female, keeping house
McNoble, Edward—son: 6, male
McNoble, Laura—daughter: 5, female
McNoble, Ann—daughter: 2, female
Diggins, Patrick—boarder: 27, male, longshoreman
Cantellon(?), William—boarder: 38, male, longshoreman
Carney, John—boarder: 30, male, longshoreman
Tonila(?), James—boarder: 32, male, fireman
Cantellon(?), Catharine—servant: 36, female

351? Furman Street
Nolan, Frank—head of household: 30, male, laboring
Nolan, Mary—wife: 30, female, keeping home
Lynch, Michel—boarder: 40, male, laboring
Donce(?), Daniel—head of household: 30, male, laboring
Donce(?), Mary—wife: 29, female, keeping house
Donce(?), Frank—son: 3, male
Hagan, Henry—boarder: 40, male, laboring
Kane, John—boarder: 21, male, laboring
McGuinn, James—head of household: 40, male, longshoreman
McGuinn, Delia—wife: 40, female, keeping home
McGuinn, Mary—daughter: 18, female
McGuinn, L.—daughter: 14, female
McGuinn, James—son: 12, male
McGuinn, Thomas—son: 10, male
McGuinn, L.—daughter: 6, female
McGuinn, Fanny—daughter: 3, female

Italicsized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Strimm, Charles—head of household: 26, male, toy packer
Strimm, Agusta—wife: 29, female, keeping house

Atlantic Street
17 Atlantic Street
Sincobal, Melvil—head of household: 29, male, longshoreman
Sincobal, Mary—wife: 30, female, keeping house
Baker, Thomas—head of household: 58, male, longshoreman
Baker, Catherine—wife: 60, female
Baker, William—son: 28, male, longshoreman
Baker, Thomas—son: 23, male, longshoreman
Baker, Margaret—daughter: 30, female, dressmaker
Baker, Lizzie—daughter: 25, female, sales lady
Foley, John—head of household: 35, male, longshoreman
Foley, Mary K.—wife: 30, female, keeping house
Foley, Morgan—son: 6, male
Foley, Catherine—daughter: 2, female
McCur, Bernard—head of household: 50, male, night watchman
McCur, Eliza—wife: 44, female, keeping house
McCur, James—son: 6, male
McCur, Margaret—daughter: 15, female
McCur, Christopher—son: 13, male
McCur, Bernard—son: 10, male

19 Atlantic Street
Nevins, Patrick—head of household: 45, male, laboring
Nevins, Julia—wife: 45, female, keeping house
Nevins, Catherine—daughter: 13, female
Nevins, Edward—son: 25, male, laboring
Nevins, James—son: 9, male
Joyce, Eliza—head of household: 50, female, keeping house
Joyce, Edward—son: 25, male, brass finisher
Joyce, Walter—son: 24, male, engineer
Joyce, Catherine—daughter: 18, female
Joyce, Agnes—daughter: 17, female, bookbinder
Carmen, Catherine—head of household: 40, female

21 Atlantic Street
Waldron, Martin—head of household: 53, male, laboring
Waldron, Abby—wife: 42, female, keeping house
Waldron, Mary—daughter: 16, female, paper box maker
Waldron, James—son: 15, male, hand in hat factory
O'Hara, John—head of household: 25, male, junk dealer
O'Hara, Catherine—25, female, keeping house
O'Hara, Michael—3, male
O'Hara, Patrick—2, male
O'Hara, Teresa—infant, female
King, Hugh—head of household: 70, male, longshoreman
King, Mary—wife: 68, female, keeping house

Italics entries represent households that may have fallen into the project area. 
Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Farrell, John—step son: 35, male, doorman at station house

23 Atlantic Street
Miller, Charles—head of household: 35, male, barbershop
Miller, Teressa—wife: 19, female, keeping house
Miller, Redmond—son: 2, male
Dunigan, Patrick—head of household: 35, male, longshoreman
Dunigan, Ellen—wife: 21, female, keeping house
Dunigan, Arthur—son: 1, male
Davis, William—head of household: 41, male, truck driver
Davis, Jane—wife: 36, female, keeping house
Davis, George—son: 14, male, apprentice to trunk broker
Davis, William—son: 12, male
Davis, Ellen—daughter: 5, female
Davis, Alexander—son: 2, male
Horst, Frederick—head of household: 56, male, jeweler
Horst, Elizabeth—wife: 50, female, keeping house
Horst, Herman—son: 23, male, stone setter
Horst, Rudolph—son: 20, male, stone setter
Horst, Otto—son: 17, male
Horst, Matilda—daughter: 15, female
Schoedlu, John—head of household: 55, male, longshoreman
Schoedlu, Mary—wife: 50, female, keeping house

25 Atlantic Street
Cleva, P.—head of household: 47, male, tobacconist
Cleva, Teressa—wife: 37, female, keeping house
Cleva, Victoria—daughter: 8, female
Cleva, A.—son: 5, male
Cleva, A.—daughter: 3, female
Cleva, Stella—daughter: 1, female
Scoits, Mary—servant: 14, female
Sullivan, Susan—head of household: 65, female
Sullivan, Patrick—son: 34, male, butcher
Sullivan, Ann—daughter: 29, female, tailoress
Sullivan, John—son: 23, laboring

27 Atlantic Street
Watson, Peter—head of household: 37, male, carpenter
Watson, Winiford—wife: 26, female, keeping house
Watson, A.—son: 8, male
Watson, Mary—daughter: 7, female
Watson, Lizzie—daughter: 6, female
Watson, James—son: 4, male
Watson, Catherine—daughter: 1, female
Curtan, Catherine—head of household: 67, female, keeping house
Curtan, William—son: 21, male, laboring
Sell, John—53, male, peddler(?)
Allen, Michel—head of household: 80, male, glaiisser

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Appendix C: Census Records

Allen, Mary—wife: 55, female, keeping house

29 Atlantic Street
Rosenthal, Benjamin—head of household: 42, male, clothing store
Rosenthal, D.—wife: 31, female, keeping house
Rosenthal, Mary—daughter: 13, female
Rosenthal, Amy—daughter: 10, female
Rosenthal, Lilly—daughter: 10, female
Rosenthal, Sarah—daughter: 8, female
Rosenthal, Rose—daughter: 6, female
Rosenthal, Able—son: infant, male

31 Atlantic Street
Rohen, Jeremiah—head of household: 45, male, laboring
Rohen, Mary—wife: 40, female
Rohen, Mary—daughter: 13, female
Rohen, Jeremiah—son: 15, male

33 Atlantic Street
Dixon, John—head of household: 64, male, stove store
Dixon, Bridget—wife: 54, female
Dixon, William—son: 21, male, sales man in store
Dixon, Mary—daughter: 18, female
Dixon, Catherine—daughter: 16, female
Dixon, John—son: 15, male
Hunt, Catherine—mother-in-law: 82, female

35 Atlantic Street
Thayer, Catherine—head of household: 40, female, drug store
Thayer, Sarah—daughter: 8, female
Thayer, Mable—daughter: 6, female
Barber, Edward—boarder: 40, male

1900 Census—Block 258
Columbia Place

56 Columbia Place:
Manning, John—head of household: 68, male
Harris, George—head of household: 37, male, teamster
Harris, Mary—wife: 33, female
Landaas, Christina—head of household: 45, female
Landaas, M.—daughter: 8, female
Landaas, Minnie—daughter: 6, female
Simonson, Mathias—boarder: 55, male, carpenter
Coyle, Mary—head of household: 55, female
Quilty, Mary—head of household: 54, female

60 Columbia Place:
Whetan, Helen—head of household: 49, female
Whetan, Matthew—son: 24, male, clerk
Whetan, Robert—son: 20, male, clerk
Whetan, Helen—daughter: 18, female

Italicized entries represent households that may have fallen into the project area.
Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Whetan, Maria—daughter: 13, female
Maloney, Kate—head of household: 52, female
Maloney, Stephen—son: 32, male, laborer
Maloney, Frank—son: 19, male, laborer
Maloney, Kate—daughter: 15, female

62 Columbia Place:
Malley, James—head of household: 29, male, stableman
Malley, Catherine—wife: 22, female
Malley, John—son: 2, male
Malley, Thomas—son: infant, male
?)sury, Timothy—head of household: 34, male, porter
?)sury, Annie—wife: 34, female
?)sury, Jennie—daughter: 10, female
?)sury, Mary—daughter: 5, female
?)sury, Joseph—son: 2, male
?)sury, Timothy—son: infant, male
Smith, Marion—head of household: 72, female
Smith, John—son: 36, male, cook on ship
Anderson, Stephen—boarder: 29, male, steward
Dunphy, W.—head of household: 25, laborer, male
Dunphy, Catherine—wife: 22, female
Dunphy, Martin—son: 3, male
Burke, Martin—head of household: 63, male
Burke, Marie—wife: 50, female

64 Columbia Place:
Longo, Micheal—head of household: 38, barber, male
Longo, Marie—wife: 30, female
Longo, V.—son: 8, male
Longo, Marie—daughter: 5, female
Longo, Lugia—son: 4, male
Croak, Mary—head of household: 50, female
Croak, James—son: 27, male, clerk
Croak, Kate—daughter: 24, female
Croak, John—grandson: 7, male
Croak, William—grandson: 5, male
Shaunsey(?), Patrick—head of household: 40, laborer, male
Shaunsey(?), Bridget—wife: 34, female
Shaunsey(?), James—son: 6, male

66 Columbia Place:
McYorsnesy(?), Joseph—head of household: 43, male, carpenter
McYorsnesy(?), Amelia—wife: 33, female
McYorsnesy(?), Mary—daughter: 14, female
McYorsnesy(?), —son: 5, male
McYorsnesy(?), Anthony—son: 1, male
Habernack(?), Ellen—head of household: 61, female

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Habernack(?), John—son: 24, male, boatman
Habernack(?), Nellie—daughter: 17, female
Habernack(?), Lillian—daughter: 16, female
K__edy, Ellen—head of household: 33, female
K__edy, Edward—son: 11, male
K__edy, Sarah—daughter: 9, female
K__edy, Mary—daughter: 8, female
K__edy, Catherine—daughter: 5, female
K__edy, Annie—daughter: 3, female
K__edy, Rose—daughter: infant, female
Swanson, Alex—head of household: 35, male, painter
Swanson, Hannah—wife: 33, female
Snouts, Joseph—head of household: 27, male, barber
Snouts, Rose—wife: 21, female
Snouts, James—son: infant, male
Romano(?), Antonio—head of household: 33, male, laborer
Romano (?), Carrie—wife: 33, female
Romano (?), Ronato(?)—son: 6, male
Romano (?), Susan—daughter: 4, female
Romano (?), Tessie—daughter: 2, female
Romano (?), Christina—daughter: infant, female
Romano (?), Christina—sister: 40, female
Romano (?), Annie—sister: 19, female
Degraw, Mary—niece: 13, female
Morrell, Joseph—head of household: 34, male, laborer
Morrell, Providence—wife: 24, female
Morrell, Carmello—son: 6, male
Morrell, Annie—daughter: 5, female
Morrell, Elizabeth—daughter: infant, female
Jimino(?), Sebastino—boarder: 26, male, laborer
Potan, Maurice—head of household: 25, male
Potan, Mary—wife: 22, female
Potan, Sebastaro(?)—son: 2, male
Potan, Charles—son: infant, male
Castellano, Frank—head of household: 47, male, fruit stand
Castellano, Mary—wife: 40, female
Castellano, Joseph—son: 13, male
Castellano, Frank—son: 12, male
Castellano, Mary—daughter: 10, female
Castellano, Louis—son: 7, male
Hogan, James—head of household: 48, male, steam fitter
Hogan, Francis—wife: 50, female
Hogan, James—son: 19, male, elevator boy
Saltalanocchia, M.(? )—head of household: 42, male, fruit stand
Saltalanocchia, Grace—wife: 40, female

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Saltalanocchia, Mary—daughter: 17, female, operator
Saltalanocchia, Angelo—son: 14, male, errand boy
Saltalanocchia, Marie—daughter: 7, female
Saltalanocchia, Joseph—son: 6, male
Saltalanocchia, John—son: 4, male
Saltalanocchia, Kate—daughter: 2, female
Ferlazzo, A.—head of household: 31, male, laborer
Ferlazzo, Francis—wife: 27, female
Ferlazzo, Thomas—son: 1, male
Chingo, Frank—boarder: 38, male, laborer
Cappello, John—boarder: 33, male, laborer
Merrimac, Barto—boarder: 40, male
Messico(?), Micheal—boarder: 28, male, laborer
Nastelo (?), Vinz.—head of household: 25, male, laborer
Nastelo (?), T.—wife: 25, female
Carreselo, Joseph—head of household: 23, female, cigarette maker
Carreselo, Mary—wife: 29, female
Carreselo, Rose—daughter: 6, female
Marcia, Barto—head of household: 26, male, laborer
Marcia, Grace—wife: 27, female
Marcia, Antonio—son: 1, male
Lorincia, Angeloa—sister: 21, female
Natolia, Antonia—head of household: 29, female, laborer
Natolia, Hannah—wife: 28, female
Magoria, Antonio—boarder: 30, male, gardener
Mulligan, Manuel—boarder: 29, male, laborer
Duane, Leonard—boarder: 30, male, laborer
Dunston(?), Dominick—boarder: 24, male, laborer
Swalm, Oxel—head of household: 47, male, shoemaker
Swalm, Arthur—son: 16, male, machinist
Swalm, Ludwig—son: 12, male
McGrath, Margaret—boarder: 26, female
Trayner, ?—head of household: 35, male, laborer
Trayner, Jennie—wife: 25, female
Trayner, Joseph—son: 5, male
Trayner, E.—daughter: 4, female
Trayner, Catherine—daughter: 3, female
Trayner, Henry—son: infant, male
Thing(?), Thomas—head of household: 37, male, laundry
Sing, Yaw—workman: 27, male, laundryman

Atlantic Avenue

17 Atlantic Avenue: Milvey(?), Catherine—head of household: 65, female
McCormack, John—lodger: 40, male, laborer

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
McKay, Patrick—lodger: 44, male, teamster
Moland (?), M.—lodger: 50, male, laborer
Feeney (?), James—lodger: 29, male, clerk
Ryan, Thomas—lodger: 24, male, laborer
R____, James—lodger: 32, male, laborer
McLannon, William—lodger: 38, male, laborer
Jacobson, Thomas—lodger: 28, male, laborer
McGlynn, John—lodger: 26, male, laborer
Doyle, James—lodger: 34, male, laborer
Laferty, D.—lodger: 40, male, laborer
Donohue, Fred—lodger: 25, male, laborer
Cristy, John—lodger: 37, male, laborer
Murphy, James—lodger: 30, male, laborer
Herman, John—lodger: 20, male, laborer
Lewis, James—lodger: 28, male, laborer
McFarley, D.—lodger: 37, male, laborer
Dady (?), Owen—lodger: 44, male, laborer
Downs, Bernard—lodger: 50, male, laborer
Bell, Joseph—lodger: 28, male, laborer
Mock, John—lodger: 22, male, laborer
Mullins, Henry—lodger: 39, male, laborer
Brown, Henry—lodger: 30, male, laborer
Wilson, Williams—lodger: 55, male, laborer
McGowan, James—lodger: 38, male, laborer
Hoelburg, William—lodger: 23, male, laborer
Stachurn, Matthew—lodger: 33, male, laborer
O'Toole, John—lodger: 24, male, laborer
Mouks, James—lodger: 27, male, laborer
Duffy, John—lodger: 26, male, laborer
Murray, James—lodger: 37, male, laborer
Hares(?), Alfred—lodger: 40, male, laborer
Russell, William—lodger: 57, male, laborer
Dolan, William—lodger: 33, male, laborer
Tracey, Joseph—lodger: 28, male, laborer
O'Hearn, John—lodger: 32, male, laborer
Casey, John—lodger: 20, male, laborer
Thurn(?), James—lodger: 19, male, laborer
McVeigh, William—lodger: 34, male, laborer
Broderick, Thomas—lodger: 38, male, laborer
Walsh, James—lodger: 27, male, laborer
Canohan, Thomas—lodger: 35, male, laborer
Dockerty, Bernard—lodger: 24, male, laborer
Hall, James—lodger: 33, male, laborer
Burton, William—lodger: 38, male, laborer
Cunningham, Daniel—lodger: 29, male, laborer
Smith, Nicholas—lodger: 31, male, laborer

Italicized entries represent households that may have fallen into the project area.
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McDevitt, Micheal—lodger: 39, male, laborer
James, Charles—lodger: 28, male, laborer
Martin, James—lodger: 24, male, laborer
Madden (?), Thomas—lodger: 37, male, laborer
Glaumon, Micheal—lodger: 31, male, laborer
Burry, John—lodger: 29, male, laborer
Lynch, William—lodger: 21, male, laborer
Allen (?), Thomas—lodger: 36, male, laborer
Lee, Thomas—lodger: 35, male, laborer
Dennhaus (?), William—lodger: 27, male, laborer
Regan, James—lodger: 33, male, laborer
Doyle, Joseph—lodger: 41, male, laborer
Kelly, Thomas—lodger: 54, male, laborer
Monahan, William—lodger: 37, male, laborer
Williamson, George—lodger: 51, male, tailor
Riley, George—lodger: 20, male, laborer
Peterson, John—lodger: 45, male, laborer
O’Brien, Patrick—lodger: 32, male, laborer
Gray, John—lodger: 37, male, laborer
Dougherty, John—lodger: 41, male, laborer
Sullivan, Timothy—lodger: 62, male, laborer
Dougherty, Bernard—lodger: 45, male, laborer
O’Brien, James—lodger: 44, male, laborer
Wharton, John—lodger: 66, male, laborer
Ryan, Thomas—lodger: 31, male, laborer
Dohagy, Frederick—lodger: 39, male, laborer
Maher, Samuel—lodger: 37, male, laborer
Brennan, John—lodger: 43, male, laborer
McCabe, Thomas—lodger: 37, male, laborer
Wilson, Joseph—lodger: 28, male, laborer
Cox, John—lodger: 44, male, laborer
Flynn, James—lodger: 21, male, laborer
Madden, John—lodger: 35, male, laborer
Ryan, William—lodger: 37, male, laborer
Grady, John—lodger: 28, male, laborer
Doolin, Michael—lodger: 49, male, laborer
Murphy, Michael—lodger: 70, male, laborer
Darnell(?), James—lodger: 30, male, laborer
Simpson, William—lodger: 40, male, laborer
Benson, Andrew—lodger: 35, male, laborer
Johnson, Bernard—lodger: 40, male, laborer
Mechan(?), John—lodger: 39, male, laborer
Henry, Joseph—lodger: 30, male, laborer
Hanlon, John—lodger: 34, male, laborer
Lanson, Henry—lodger: ?, male, laborer
O’Brien, William—lodger: 44, male, laborer

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Appendix C: Census Records

Peterson, Henry—lodger: 24, male, laborer
Riley, John—lodger: 31, male, laborer
Bartlett, Joseph—lodger: 40, male, laborer
Mitchell, William—lodger: 29, male, laborer
Brenson, John—lodger: 35, male, laborer
Morgan, James—lodger: 22, male, laborer
Myer, Henry—lodger: 30, male, laborer
Gaffney, George—lodger: 32, male, laborer
Johnson, Alex—lodger: 25, male, laborer
Wallace, James—lodger: 29, male, laborer
Trimball, Michael—lodger: 39, male, laborer
Amesburg, Samuel—lodger: 35, male, laborer
Trimball, Thomas—lodger: 40, male, laborer
Keary, James—lodger: 30, male, laborer

21 Atlantic Avenue:
Lynch, James—head of household: 50, male, restaurant
Lynch, Mary—wife: 33, female
Lynch, Margaret—daughter: 15, female
Lynch, James—son: 13, male
Lynch, Mark—son: 9, male
Lynch, Hannah—daughter: 5, female

23 Atlantic Avenue:
Cleva, P.—head of household: 67, male, seag store
Cleva, Theresa—wife: 55, female
Cleva, V.—son: 27, male, clerk
Cleva, E.—son: 25, male, clerk
Cleva, Stella—daughter: 21, female
Cleva, Romeo—son: 19, male, clerk
Cleva, H.—son: 19, male, clerk
Cleva, A.—daughter: 15, female
Fisher, C.—head of household: 23, male
Fisher, A.—wife: 22, female
Lung, Sing—head of household: 42, male, laudryman
Kee, James—40, male, workman
Lee, Sam—41, male, workman
Shelton, Frederick—lodger: 25, male, butcher

25 Atlantic Avenue:
Maklstead, Kate—head of household: 53, female
Maklstead, T.(?)—daughter: 19, female, saleslady
Maklstead, William—son: 18, male, newsstand
Labotte(?), Julie—head of household: 62, female
Labotte(?), George—son: 33, male
Labotte(?), S.(?)—son: 28, male, saloon keeper
Labotte(?), William—son: 23, male, clerk
Bass, Oscar—head of household: 50, male, clerk
Bass, B.—wife: 50, female

Italicized entries represent households that may have fallen into the project area.
Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Appendix C: Census Records

Kenny, John—lodger: 25, male, bartender
Sabath, William—head of household: 40, male
McAvoy, Robert—lodger: 45, male, laborer

27 Atlantic Avenue:
Rubino, V.—head of household: 52, male, laborer
Rubino, Amelia—wife: 48, female
Rubino, Frank—son: 23, male, barber

29 Atlantic Avenue:
Anderson, C.—head of household: 41, male, porter
Anderson, Maria—wife: 27, female
Anderson, Lillian—daughter: 10, female
Corell, Elizabeth—head of household: 37, female
Johnson, Robert—head of household: 54, male, laborer

Furman Street

371 Furman Street:
Rolinolfe(?), C.—head of household: 25, male, barber
Rolinolfe(?), Anna—wife: 19, female
Rolinolfe (?), Nicholas—son: 2, male
Bellino, A.—workman: 27, male, barber
Latz, Bernard—head of household: 41, male, laborer
Latz, M.—wife: 42, female
Latz, Maggie—daughter: 18, female, servant
Latz, Bernard—son: 11, male
Latz, Rose—daughter: 9, female
Latz, William—son: 8, male
Latz, B.—son: infant, male
Brady, ?—illegible
Brady, illegible
Brady, illegible
Brady, Margaret—daughter: 5, female
Brady, Charles—head of household: 30, male, laborer
Brady, Yda—wife: 29, female
Summitt(?), A.—head of household: 40, male, laborer
Summitt(?), A.—wife: 35, female
Summitt(?), A—daughter
Drum, Margaret—head of household: 48, female
Drum, Mary—daughter: 23, female, sales lady
Drum, John—son: 21, male
Ferraroli, Frank—head of household: 20, male, barber
Ferraroli, A.—wife: 23, female
Ferraroli, R.—son: 1, male
Conaty, John—head of household: 28, male, barkeeper
Conaty, Margaret—wife: 28, female
Conaty, John—son: 17, male, clerk
Higgins, Hugh—head of household: 39, male, barkeeper

Italicized entries represent households that may have fallen into the project area.
Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
Higgins, Mary—wife: 37, female
Higgins, Hugh—son: 5, male
Mooney (?), Thomas—head of household: 40, male, teamster
Mooney (?), Mary—wife: 40, female

373 Furman Street:
Nevins, Bridget—head of household: 70, female

375 Furman Street:
Griffin, John—head of household: 42, male, laborer
Griffin, Julia—wife: 36, female
Grattarolo, F.—head of household: 41, male, restaurant
Grattarolo, Paula—wife: 35, female
Rossi, Antonio—boarder: 25, male
Condon, John—boarder: 33, male, laborer
O’Brien, John—boarder: 54, male, engineer

State Street

6 State Street:
Donahue, P.—head of household: 34, male, laborer
Donahue, Johanna—wife: 35, female
Donahue, Norah—daughter: 5, female
McMann(?), Bridget—head of household: 32, female
McMann(?), Mary—daughter: 11, female
Price, William—head of household: 32, male, laborer
Price, Catherine—wife: 32, female
Price, William—son: 11, male
Price, Christopher—son: 6, male
Price, John—son: 4, male
Price, Frank—son: infant, male
Coffey, Patrick—head of household: 36, male, laborer
Coffey, Catherine—wife: 39, female
Coffey, Thomas—son: 13, male
Coffey, A.—daughter: 11, female
Coffey, John—son: 5, male
Downey, James—head of household: 43, male, laborer
Downey, Ellen—wife: 35, female
Downey, Elizabeth—daughter: 13, female
Downey, Edward—son: 11, male
Downey, Thomas—son: 9, male
Downey, Joseph—son: 6, male
Downey, Hugh—son: 4, male
Downey, Agnes—daughter: 1, female
Downey, Ellen—daughter: infant, female

8 State Street:
Power, Margaret—head of household: 40, female
Power, Morris—son: 19, male, laborer

*Italicized entries represent households that may have fallen into the project area.*
*Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.*
Power, Ann—daughter: 16, female, waitress
Power, Margaret—daughter: 14, female
Hoppar, William—heal of household: 29, male, electrician
Hoppar, Nellie—wife: 22, female
Callahan, C.—head of household: 37, male, laborer
Callahan, Hannah—mother: 59, female
Casey, Mary—heal of household: 55, female
Casey, Micheal—son: 24, male, conductor
Farrell, Johanna—granddaughter: 10, female
Guthrio, Patrick—heal of household: 45, male, laborer
Guthrio, James—son: 17, male, clerk
Guthrio, Theresa—daughter: 15, female
Guthrio, S.—daughter: 14, female
Murtia(?), Frank—boarder: 42, male, cooper
Doyle, Edward—boarder: 34, male, laborer

10 State Street:
Mulvey, Micheal—heal of household: 35, male, butcher
Mulvey, Mary—wife: 34, female
Harkins, Mary—servant: 20, female
Dunnigan, William—heal of household: 71, male
Dunnington, M.—sister: 65, female
O’Niell(?), Mary—heal of household: 39, female
O’Niell(?), Joseph—son: 26, male, laborer
O’Niell(?), Elizabeth—daughter: 31, female
Brothers, Mary—heal of household: 60, female

12 State Street:
Coogan, Lillian—heal of household: 40, male, laborer
Coogan, Ellen—wife: 40, female
Coogan, Johanna—daughter: 1, female
Callahan, Lawrence—stepson: 18, male, laborer
Callahan, Peter—stepson: 16, male, messenger
Callahan, Mary—stepdaughter: 14, female
Callahan, Kate—stepdaughter: 11, female
Callahan, John—stepson: 9, male
Hartigan, Mary—heal of household: 62, female
Murphy, Peter—heal of household: 35, male, laborer
Murphy, A.—wife: 35, female
Murphy, Norah—daughter: 12, female
Murphy, Patrick—son: 8, male
Murphy, John—son: 3, male
Murphy, Harry—son: infant, male
Lynch, Lizzie—heal of household: 42, female
Lynch, William—son: 18, male, laborer
Lynch, M.—daughter: 15, female, sales lady
Lynch, John—son: 10, male

*Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location.* Spaces between entries represent separate dwellings as indicated by the census record.
14 State Street:

illegible, J.—head of household: 40, male, laborer
illegible, ?—wife: 35, female
Callahan, John—son: 11, male
Callahan, Cassie—daughter: 7, female
Callahan, William—son: 6, male
Callahan, Bridget—daughter: 4, female
Lynch, Martin—head of household: 39, male, laborer
Lynch, Bridget—wife: 38, female
Lynch, Bernard—son: 14, male, butcher
Lynch, Margaret—daughter: 11, female
Lynch, Micheal—son: 9, male
Lynch, John—son: 9, male
Lynch, A.—daughter: 2, female

Italicized entries represent households that may have fallen into the project area. Available data is too vague to confidently determine household location. Spaces between entries represent separate dwellings as indicated by the census record.
APPENDIX D

TAX ASSESSMENT RECORDS
<table>
<thead>
<tr>
<th>Ward</th>
<th>Modern Block</th>
<th>Street Address</th>
<th>Year</th>
<th>Owner/Occupant</th>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>1</td>
<td>Bounded by Marshall, Pearl, Jay, &amp; East River</td>
<td>2/1</td>
<td>Estate of Samuel Mitchell</td>
<td>Wharf–200ft Bulkhead</td>
<td>20000</td>
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<tr>
<td>2</td>
<td>1</td>
<td>Bounded by Marshall, Pearl, Jay, &amp; East River</td>
<td>2/1</td>
<td>Estate of Samuel Mitchell</td>
<td>Wharf–200ft Bulkhead</td>
<td>18000</td>
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<tr>
<td>2</td>
<td>1</td>
<td>Bounded by Marshall, Pearl, Jay, &amp; East River</td>
<td>2/1</td>
<td>Estate of Samuel Mitchell</td>
<td>Store houses—125x75(4stor),25x40(1stor),50x40(2stor)</td>
<td>70000</td>
</tr>
<tr>
<td>2</td>
<td>1</td>
<td>Bounded by Marshall, Jay, John, &amp; Pearl</td>
<td>4/1</td>
<td>Samuel L. Mitchell</td>
<td>75x130–4 stories</td>
<td>60000</td>
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<tr>
<td>2</td>
<td>1</td>
<td>Bounded by Marshall, Jay, John, &amp; Pearl</td>
<td>4/1</td>
<td>Samuel L. Mitchell</td>
<td>4 Stories</td>
<td>70000</td>
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<tr>
<td>2</td>
<td>1</td>
<td>Bounded by Marshall, Jay, John, &amp; Pearl</td>
<td>4/1</td>
<td>Samuel L. Mitchell</td>
<td>Storehouses—125x75(4stor),25x40(1stor),50x40(2stor)(Dimensions increased in 1875)</td>
<td>70000</td>
</tr>
<tr>
<td>2</td>
<td>1</td>
<td>Bounded by Marshall, Jay, John, &amp; Pearl</td>
<td>4/1</td>
<td>Estate of Samuel Mitchell</td>
<td>Storehouses—125x75(4stor),25x40(1stor),50x40(2stor)</td>
<td>70000</td>
</tr>
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<td>Estate of Samuel Mitchell</td>
<td>Storehouses—125x75(4stor),25x40(1stor),50x40(2stor)</td>
<td>70000</td>
</tr>
<tr>
<td>2</td>
<td>1</td>
<td>Bounded by Pearl, Marshall, &amp; East River</td>
<td>19/1</td>
<td>Samuel L. Mitchell</td>
<td>N/A</td>
<td>10000</td>
</tr>
<tr>
<td>2</td>
<td>1</td>
<td>Bounded by Pearl, Marshall, &amp; East River</td>
<td>19/1</td>
<td>Estate of Samuel Mitchell</td>
<td>146ft in front of Bulkhead in front of Large Store</td>
<td>13000</td>
</tr>
<tr>
<td>2</td>
<td>1</td>
<td>Bounded by Pearl, Marshall, &amp; East River</td>
<td>19/1</td>
<td>Samuel L. Mitchell</td>
<td>N/A</td>
<td>9000</td>
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<td>2</td>
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<td>Bounded by Pearl, Marshall, &amp; East River</td>
<td>19/1</td>
<td>Samuel L. Mitchell</td>
<td>N/A</td>
<td>10000</td>
</tr>
<tr>
<td>2</td>
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<td>Bounded by Pearl, Marshall, &amp; East River</td>
<td>19/1</td>
<td>Samuel L. Mitchell</td>
<td>N/A</td>
<td>8000</td>
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<td>2</td>
<td>1</td>
<td>Bounded by Pearl, Marshall, &amp; East River</td>
<td>19/1</td>
<td>Estate of Samuel Mitchell</td>
<td>146ft in front of Bulkhead in front of Large Store</td>
<td>8000</td>
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<tr>
<td>2</td>
<td>1</td>
<td>Bounded by Pearl, Marshall, &amp; East River</td>
<td>19/1</td>
<td>Estate of Samuel Mitchell</td>
<td>146ft in front of Bulkhead in front of Large Store</td>
<td>15500</td>
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<td>2</td>
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<td>Bounded by Marshall, Pearl, John, &amp; East River</td>
<td>20/1a</td>
<td>Samuel L. Mitchell</td>
<td>Store yard?–1-19 stories?</td>
<td>45000</td>
</tr>
<tr>
<td>2</td>
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<td>Bounded by Marshall, Pearl, John, &amp; East River</td>
<td>20/1a</td>
<td>Samuel L. Mitchell</td>
<td>Store yard?–1-19 stories?</td>
<td>Combined Value with Ward Map No. 3 34000</td>
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<td>2</td>
<td>1</td>
<td>Bounded by Marshall, Pearl, John, &amp; East River</td>
<td>20/1a</td>
<td>Estate of Samuel Mitchell</td>
<td>Store yard?–187x95–5 houses? 234ft of pier on Bulkhead</td>
<td>Combined Value with Ward Map No. 3 80000</td>
</tr>
<tr>
<td>2</td>
<td>1</td>
<td>Bounded by Marshall, Pearl, John, &amp; East River</td>
<td>20/1a</td>
<td>Estate of Samuel Mitchell</td>
<td>Store yard?–187x95–5 houses? 234ft of pier on Bulkhead</td>
<td>Combined Value with Ward Map No. 3 120000</td>
</tr>
</tbody>
</table>

Appendix D
<table>
<thead>
<tr>
<th>Ward</th>
<th>Modern Block</th>
<th>Street Address</th>
<th>Original Block/Lot</th>
<th>Year</th>
<th>Owner/Occupant</th>
<th>Description</th>
<th>Value</th>
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</thead>
<tbody>
<tr>
<td>2</td>
<td>1</td>
<td>Bounded by Marshall, Pearl, John, &amp; East River</td>
<td>20/1a</td>
<td>1866-1869</td>
<td>Samuel L. Mitchell</td>
<td>Block?</td>
<td>40000</td>
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<td>Bounded by Marshall, Pearl, John, &amp; East River</td>
<td>20/1a</td>
<td>1870-1873</td>
<td>Samuel L. Mitchell</td>
<td>Store yard? 1-19 addresses?</td>
<td>45000</td>
</tr>
<tr>
<td>2</td>
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<td>Bounded by Marshall, Pearl, John, &amp; East River</td>
<td>20/1a</td>
<td>1875-1876</td>
<td>Samuel L. Mitchell</td>
<td>Store yard? 1-19 stories?</td>
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<td>20/1a</td>
<td>1876-1880</td>
<td>Estate of Samuel Mitchell</td>
<td>Store yard? 137x95(5stor), 234 ft of pier on Bulkhead</td>
<td>Combined Value with Ward Map No. 3 34000</td>
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<tr>
<td>2</td>
<td>1</td>
<td>Bounded by Marshall, Pearl, John, &amp; East River</td>
<td>20/1a</td>
<td>1882-1885</td>
<td>Estate of Samuel Mitchell</td>
<td>Store yard? 187x95-5 houses? 234 ft of pier on Bulkhead</td>
<td>Combined Value with Ward Map No. 3 90000</td>
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<td>1</td>
<td>Bounded by Marshall, Pearl, John, &amp; East River</td>
<td>20/3</td>
<td>1877</td>
<td>Samuel L. Mitchell</td>
<td>Store yard?</td>
<td>Combined Value with Ward Map No. 3 34000</td>
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<td>1</td>
<td>Bounded by Marshall, Pearl, John, &amp; East River</td>
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<td>1881</td>
<td>Estate of Samuel Mitchell</td>
<td>Store yard? 187x95-5 houses? 234 ft of pier on Bulkhead</td>
<td>Combined Value with Ward Map No. 3 80000</td>
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<tr>
<td>2</td>
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<td>Bounded by Marshall, Pearl, John, &amp; East River</td>
<td>20/3</td>
<td>1886</td>
<td>Estate of Samuel Mitchell</td>
<td>Store yard? 187x95-5 houses? 234 ft of pier on Bulkhead</td>
<td>Combined Value with Ward Map No. 1a 120000</td>
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<tr>
<td>2</td>
<td>1</td>
<td>Bounded by Marshall, Pearl, John, &amp; East River</td>
<td>20/3</td>
<td>1874-1876</td>
<td>Samuel L. Mitchell</td>
<td>Store yard?</td>
<td>4000</td>
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<td>1876-1880</td>
<td>Estate of Samuel Mitchell</td>
<td>Store yard? 137x95(5stor), 234 ft of pier on Bulkhead</td>
<td>Combined Value with Ward Map No. 3 34000</td>
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<tr>
<td>2</td>
<td>1</td>
<td>Bounded by Marshall, Pearl, John, &amp; East River</td>
<td>20/3</td>
<td>1882-1885</td>
<td>Estate of Samuel Mitchell</td>
<td>Store yard? 187x95-5 houses? 234 ft of pier on Bulkhead</td>
<td>Combined Value with Ward Map No. 1a 90000</td>
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<tr>
<td>2</td>
<td>7</td>
<td>John St(Nth Side)</td>
<td>21/1</td>
<td>1882</td>
<td>Philadelphia &amp; Reading Coal &amp; Iron Co.</td>
<td>Stores?</td>
<td>19000</td>
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<tr>
<td>2</td>
<td>7</td>
<td>John St(Nth Side)</td>
<td>21/1</td>
<td>1866-1869</td>
<td>David Whitmore</td>
<td>Pier</td>
<td>15500</td>
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<td>2</td>
<td>7</td>
<td>John St(Nth Side)</td>
<td>21/1</td>
<td>1870-1873</td>
<td>David Whitmore</td>
<td>Pier</td>
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<tr>
<td>2</td>
<td>7</td>
<td>John St(Nth Side)</td>
<td>21/1</td>
<td>1874-1877</td>
<td>David Whitmore</td>
<td>Stores &amp; Pier</td>
<td>19000</td>
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<tr>
<td>2</td>
<td>7</td>
<td>John St(Nth Side)</td>
<td>21/1</td>
<td>1876-1881</td>
<td>Philadelphia &amp; Reading Coal &amp; Iron Co.</td>
<td>Stores?</td>
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<tr>
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<td>John St(Nth Side)</td>
<td>21/1</td>
<td>1883-1886</td>
<td>Philadelphia &amp; Reading Coal &amp; Iron Co.</td>
<td>Stores?</td>
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<td>7</td>
<td>John St(Nth Side)</td>
<td>21/2</td>
<td>1866-1869</td>
<td>Wydell &amp; Co.</td>
<td>Pier</td>
<td>12000</td>
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<tr>
<td>2</td>
<td>7</td>
<td>John St(Nth Side)</td>
<td>21/2</td>
<td>1870-1873</td>
<td>Wydell &amp; Co.</td>
<td>Pier</td>
<td>15000</td>
</tr>
<tr>
<td>2</td>
<td>7</td>
<td>John St(Nth Side)</td>
<td>21/2</td>
<td>1874-1877</td>
<td>Wydell &amp; Co.</td>
<td>Stores &amp; Pier</td>
<td>15000</td>
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<tr>
<td>2</td>
<td>7</td>
<td>John St(Nth Side)</td>
<td>21/2</td>
<td>1878-1881</td>
<td>Wydell &amp; Co.</td>
<td>Stores &amp; Piers</td>
<td>12000</td>
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<td>Original Block/Lot</td>
<td>Year</td>
<td>Owner/Occupant</td>
<td>Description</td>
<td>Value</td>
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<td>D.H. Whitmore</td>
<td>N/A</td>
<td>Combined Value with 111-113 Plymouth St. 25000</td>
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<td>1873</td>
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<td>Ferry buildings &amp; Bulkhead, Foot of Main St. Pier Bulkhead, and Ferry House</td>
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<td>1866-1867</td>
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<td>1868-1869</td>
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<td>Original Block/Lot</td>
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<td>Description</td>
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<td>35/2</td>
<td>1870-1872</td>
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<td>Ferry buildings &amp; Bulkhead, Foot of Main St. Pier Bulkhead, and Ferry House</td>
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<td>1875-1876</td>
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Appendix D
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<th>Ward</th>
<th>Modern Block</th>
<th>Street Address</th>
<th>Original Block/Lot</th>
<th>Year</th>
<th>Owner/Occupant</th>
<th>Description</th>
<th>Value</th>
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<td>2 stories</td>
<td>Combined Value 38/18&amp;38/2 45000</td>
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<td>38/2</td>
<td>1866-1869</td>
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<td>2 stories</td>
<td>Combined Value 38/18&amp;38/2 40000</td>
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<td>38/3</td>
<td>1874-1877</td>
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<td>Description</td>
<td>Value</td>
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<td>26</td>
<td>18 Main St.</td>
<td>38/4</td>
<td>1881</td>
<td>Isaac M. Smith</td>
<td>Bldg—20x60(3stor)</td>
<td>3500</td>
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<td>38/4</td>
<td>1882</td>
<td>N/A</td>
<td>N/A</td>
<td>3500</td>
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<td>Heirs J. Murdock</td>
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<td>18 Main St.</td>
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<td>1872-1873</td>
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<td>N/A</td>
<td>3750</td>
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<td>1876-1877</td>
<td>Florence M. Murdock</td>
<td>Bldg—20x60(3stor)</td>
<td>3700</td>
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<td>1878-1880</td>
<td>Isaac M. Smith</td>
<td>Bldg—20x60(3stor)</td>
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<td>18 Main St.</td>
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<td>1883-1886</td>
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<td>N/A</td>
<td>3500</td>
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<td>2</td>
<td>26</td>
<td>20-22 Main St.</td>
<td>38/5</td>
<td>1881</td>
<td>H.B. Duryea (Guardian)</td>
<td>2 Bldgs—15x40, 15x40 (2 stor)</td>
<td>3500</td>
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<td>2</td>
<td>26</td>
<td>20 Main St. (West Side)</td>
<td>38/5</td>
<td>1866-1869</td>
<td>H.B. Duryea (Guardian)</td>
<td>N/A</td>
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<td>20-22 Main St.</td>
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<td>1870-1871</td>
<td>H.B. Duryea (Guardian)</td>
<td>N/A</td>
<td>3750</td>
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<td>38/5</td>
<td>1872-1873</td>
<td>H.B. Duryea (Guardian)</td>
<td>N/A</td>
<td>3750</td>
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<td>1874-1877</td>
<td>H.B. Duryea (Guardian)</td>
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<td>3700</td>
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<td>1876-1880</td>
<td>H.B. Duryea (Guardian)</td>
<td>2 Bldgs—15x40, 15x40 (2 stor)</td>
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<td>20-22 Main St.</td>
<td>38/5</td>
<td>1882-1883</td>
<td>H.B. Duryea (Guardian)</td>
<td>2 Bldgs—15x40, 15x40 (2 stor)</td>
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<td>Water St. (North Side)</td>
<td>38/6</td>
<td>1866-1869</td>
<td>Heirs J. Murdock</td>
<td>2 Bldgs—13x35(2stor),13x35(2 1/2stor)</td>
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<td>87-89 Water St.</td>
<td>38/6</td>
<td>1870-1874</td>
<td>Heirs J. Murdock</td>
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<td>38/6</td>
<td>1874-1875</td>
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<td>87-89 Water St.</td>
<td>38/6</td>
<td>1876-1877</td>
<td>Florence M. Murdock</td>
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<td>38/6</td>
<td>1878-1881</td>
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<td>38/7</td>
<td>1881</td>
<td>Jennie Showers/S. Powers?</td>
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<td>4000</td>
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<td>Water St. (North Side)</td>
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<td>1866-1869</td>
<td>George J. Palmer</td>
<td>Bldg—25x48(4stor)</td>
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<td>38/7</td>
<td>1870-1871</td>
<td>D.S. &amp; A.G. Jones</td>
<td>Bldg—25x48(4stor)</td>
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<td>38/7</td>
<td>1872-1873</td>
<td>D.S. &amp; A.G. Jones</td>
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<td>1876-1877</td>
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<td>Ward</td>
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<td>Street Address</td>
<td>Original Block/Lot</td>
<td>Year</td>
<td>Owner/Occupant</td>
<td>Description</td>
<td>Value</td>
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<td>85-Water St.</td>
<td>38/7</td>
<td>1878-1880</td>
<td>Jennie Showers/1/S.</td>
<td>Bldg--25x48(4stor)</td>
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<tr>
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<td>26</td>
<td>85 Water St.</td>
<td>38/7</td>
<td>1882-1883</td>
<td>Jamie Spowers?</td>
<td>Bldg--25x48(4stor)</td>
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<td>Bldg--23x48(4stor)</td>
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<td>38/8</td>
<td>1871</td>
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<td>1866-1869</td>
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<td>2 stories</td>
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<td>James Nesmith</td>
<td>2 stories</td>
<td>Combined Value 38/8-38/10 150000?</td>
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<td>38/9</td>
<td>1872-1873</td>
<td>James Nesmith</td>
<td>N/A</td>
<td>Combined Value 38/8-38/10 7500 (Burned down?)</td>
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<td>38/9</td>
<td>1874-1876</td>
<td>James Nesmith</td>
<td>4 stories</td>
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<tr>
<td>2</td>
<td>35</td>
<td>1-5 Fulton St.</td>
<td>55/13</td>
<td>1870</td>
<td>William Ogline?</td>
<td>Three Bldgs--20x65, 40x55(4stor) (store with basement)</td>
<td>40000</td>
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<td>35</td>
<td>1-5 Fulton St.</td>
<td>55/13</td>
<td>1881</td>
<td>William H. Ogilvie?</td>
<td>Three Bldgs--20x65, 40x55(4stor) (store with basement)</td>
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<td>Fulton St. (North Side)</td>
<td>55/13</td>
<td>1866-1869</td>
<td>William Ogilvie?</td>
<td>60x65--4 stories</td>
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<td>35</td>
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<td>55/13</td>
<td>1871-1873</td>
<td>William Ogline?</td>
<td>Three Bldgs--20x65, 40x55(4stor) (store with basement)</td>
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<td>35</td>
<td>1-5 Fulton St.</td>
<td>55/13</td>
<td>1874-1877</td>
<td>William A.Ogilsie?</td>
<td>Three Bldgs--20x65, 40x55(4stor) (store with basement)</td>
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<td>2</td>
<td>35</td>
<td>1-5 Fulton St.</td>
<td>55/13</td>
<td>1878-1880</td>
<td>William H. Ogilvie?</td>
<td>Three Bldgs--20x65, 40x55(4stor) (store with basement)</td>
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<td>35</td>
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<td>55/14</td>
<td>1886</td>
<td>Mrs. E.P. Fay?</td>
<td>Bldg--22x1217(4stor)</td>
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<td>Street Address</td>
<td>Original Block/Lot</td>
<td>Year</td>
<td>Owner/Occupant</td>
<td>Description</td>
<td>Value</td>
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<tr>
<td>2</td>
<td>35</td>
<td>7 Fulton St.</td>
<td>55/14</td>
<td>1880</td>
<td>Mrs. E.P. Fey?</td>
<td>Bldg–22x54(4stor)</td>
<td>12000</td>
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<td>35</td>
<td>7 Fulton St.</td>
<td>55/14</td>
<td>1881</td>
<td>Mrs. E.P. Fey?</td>
<td>Bldg–22x54(4stor)</td>
<td>15000</td>
</tr>
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<td>35</td>
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<td>55/14</td>
<td>1867-1869</td>
<td>Mrs. E.P. Fey?</td>
<td>Bldg–22x121/4(4stor)</td>
<td>8000</td>
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<tr>
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<td>35</td>
<td>7 Fulton St.</td>
<td>55/14</td>
<td>1870-1873</td>
<td>Mrs. E.P. Fey?</td>
<td>Bldg–22x54(4stor)</td>
<td>10000</td>
</tr>
<tr>
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<td>35</td>
<td>7 Fulton St.</td>
<td>55/14</td>
<td>1874-1877</td>
<td>Mrs. E.P. Fey?</td>
<td>Bldg–22x54(4stor)</td>
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<td>1878-1879</td>
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<td>R.P. Story</td>
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<td>Description</td>
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<td>Bldg-18x45(4stor)</td>
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<td>Bldg-4 stories</td>
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<td>1868</td>
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<td>Bldg-27x40(3stor)</td>
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<td>1874-1877</td>
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<td>Street Address</td>
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<td>Year</td>
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<td>Year</td>
<td>Owner/Occupant</td>
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Appendix D
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<th>Ward</th>
<th>Modern Block</th>
<th>Street Address</th>
<th>Original Block/Lot</th>
<th>Year</th>
<th>Owner/Occupant</th>
<th>Description</th>
<th>Value</th>
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<td>P. Reynolds</td>
<td>Bldg-17x35 (4stor)</td>
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<td>P. Reynolds</td>
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<td>Year</td>
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Appendix D
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<tr>
<td>1</td>
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<td>14-167(43/6)</td>
<td>1883-1884</td>
<td>Samuel McLean</td>
<td>2 Piers</td>
<td>230000</td>
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<td>1</td>
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<td>17-1863-1864</td>
<td>C.R. Roberts</td>
<td>329x166--5 stories</td>
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<td>19(43/12)</td>
<td>1884</td>
<td>John Watson</td>
<td>Elevator--3stories(new shed)</td>
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<td>1884</td>
<td>W.H. &amp; E.D. Haybeck</td>
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<td>22-25(43/15)</td>
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<td>John T. Martin</td>
<td>677x143--5 &amp; 4? Stories</td>
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<td>Plot &amp; Buildings</td>
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<td>1862</td>
<td>Brooklyn City RR</td>
<td>Lot, House</td>
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<td>536</td>
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<td>Original Block/Lot</td>
<td>Year</td>
<td>Owner/Occupant</td>
<td>Description</td>
<td>Value</td>
</tr>
<tr>
<td>------</td>
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<td>1866-1868</td>
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<td>N/A</td>
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<td>537</td>
<td>1862</td>
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<td>1</td>
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<td>537</td>
<td>1870</td>
<td>William Hinman</td>
<td>House—4stories—26x60</td>
<td>$26,250</td>
</tr>
<tr>
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<td>12 Fulton St.</td>
<td>537</td>
<td>1866-1868</td>
<td>William Hinman</td>
<td>House—4story—25x60</td>
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<tr>
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<td>537</td>
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<td>House—4stories—26x60</td>
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<td>538</td>
<td>1847</td>
<td>William Hinman</td>
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<td>$18,000</td>
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<tr>
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<td>200</td>
<td>N/A</td>
<td>538</td>
<td>1862</td>
<td>William Hinman</td>
<td>Lot</td>
<td>$21,000/$21,000</td>
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<td>538</td>
<td>1870</td>
<td>William Hinman</td>
<td>House—4stories—21x54</td>
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<td>House—4story—21x57</td>
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<td>538</td>
<td>1871-1873</td>
<td>William Hinman</td>
<td>House—4stories—21x54</td>
<td>Combined Value (537-539) $26,000</td>
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<td>1847</td>
<td>William Hinman</td>
<td>N/A</td>
<td>$18,000</td>
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<tr>
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<td>200</td>
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<td>1862</td>
<td>William Hinman</td>
<td>Lot</td>
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<td>539</td>
<td>1870</td>
<td>William Hinman</td>
<td>House—4stories—22x54</td>
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<td>539</td>
<td>1866-1869</td>
<td>William Hinman</td>
<td>House—4story—22x57</td>
<td>$21,000</td>
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<tr>
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<td>16 Fulton St.</td>
<td>539</td>
<td>1871-1873</td>
<td>William Hinman</td>
<td>House—4stories—22x54</td>
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<td>536(2/8)</td>
<td>1874-1876</td>
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<td>8-10 Fulton St.</td>
<td>536(2/8)</td>
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<td>Brooklyn City RR Co.</td>
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<td>536(2/8)</td>
<td>1881-1884</td>
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<td>12-14 Fulton St.</td>
<td>537(2/7)</td>
<td>1874-1876</td>
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<td>1877-1880</td>
<td>William Hinman</td>
<td>House—4stories—26x60</td>
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<td>537(2/7)</td>
<td>1881-1882</td>
<td>William Hinman</td>
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<td>William Hinman</td>
<td>House—4stories—21x59</td>
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<td>538</td>
<td>1881-1882</td>
<td>William Hinman</td>
<td>House—4stories—21x59</td>
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<td>538</td>
<td>1874-1876</td>
<td>William Hinman</td>
<td>House—4stories—22x59</td>
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<td>Year</td>
<td>Owner/Occupant</td>
<td>Description</td>
<td>Value</td>
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<td>1877-1880</td>
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<td>539 (2/5)</td>
<td>1881-1882</td>
<td>William Hinman</td>
<td>House--4stories--22x50</td>
<td>32000</td>
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<td>540</td>
<td>1847</td>
<td>Est of Gabriel Leveridge</td>
<td>N/A</td>
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<td>201</td>
<td>N/A</td>
<td>540</td>
<td>1862</td>
<td>Heirs G. Lavicher?</td>
<td>Lot, Stores (3 stories)</td>
<td>7000/7000</td>
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<td>540</td>
<td>1870</td>
<td>Heirs G. Lavicher?</td>
<td>House--24x50</td>
<td>8750</td>
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<tr>
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<td>20 Fulton St.</td>
<td>540</td>
<td>1866-1869</td>
<td>Heirs G. Lavicher?</td>
<td>House--24x50</td>
<td>7000</td>
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<td>20 Fulton St.</td>
<td>540</td>
<td>1871-1873</td>
<td>Heirs G. Lavicher?</td>
<td>House--24x50</td>
<td>8700</td>
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<td>201</td>
<td>N/A</td>
<td>541</td>
<td>1847</td>
<td>Conkin Carl?</td>
<td>N/A</td>
<td>N/A</td>
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<td>201</td>
<td>N/A</td>
<td>541</td>
<td>1862</td>
<td>Conkin Carl?</td>
<td>Plot, House (3 story), &amp; stable</td>
<td>12000/12000</td>
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<td>24 Fulton St.</td>
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<td>1866</td>
<td>Brooklyn City RR</td>
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<td>541</td>
<td>1867-1869</td>
<td>Brooklyn City RR</td>
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<td>541</td>
<td>1870-1873</td>
<td>Brooklyn City RR Co.</td>
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<td>201</td>
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<td>1881</td>
<td>D.D. Whitney</td>
<td>House--5 1/2stories--25x50</td>
<td>8000</td>
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<td>201</td>
<td>20 Fulton St.</td>
<td>540 (3/1)</td>
<td>1874-1876</td>
<td>Heirs G. Leveridge?</td>
<td>House--4 1/2stories--24x50</td>
<td>8700</td>
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<td>1</td>
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<td>20 Fulton St.</td>
<td>540 (3/1)</td>
<td>1879-1880</td>
<td>D.D. Whitney</td>
<td>House--4 1/2stories--24x50</td>
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<td>20 Fulton St.</td>
<td>540 (3/1)</td>
<td>1885-1886</td>
<td>D.D. Whitney</td>
<td>House--5 1/2stories--25x50</td>
<td>10000</td>
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<td>20 Fulton St.</td>
<td>540 (3/1)</td>
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Appendix D
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<td>N/A</td>
<td>555</td>
<td>1862</td>
<td>Montague Ward</td>
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<td>52 Fulton St.</td>
<td>555</td>
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<td>Montague Ward</td>
<td>House--4stories--10x75</td>
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<td>555</td>
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<td>Montague Ward</td>
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<td>556</td>
<td>1847</td>
<td>Joshua Tolford &amp; Alden Spooner</td>
<td>N/A</td>
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<td>556</td>
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<td>Heirs of R. Tafford?</td>
<td>Plot, Frame House (3 stories)</td>
<td>3200/4200</td>
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<td>1847</td>
<td>Benjamin N. David</td>
<td>N/A</td>
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<td>557</td>
<td>1862</td>
<td>B.W. Davis</td>
<td>Plot, House?</td>
<td>Combined Value</td>
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<td>557</td>
<td>1866</td>
<td>B.W. Davis</td>
<td>2 Houses--4stories, 48x42</td>
<td>Combined Value (557&amp;558) 16000</td>
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<td>1867-1869</td>
<td>B.W. Davis</td>
<td>2 Houses--4stories, 48x42</td>
<td>Combined Value (557&amp;558) 20000</td>
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<td>1870-1873</td>
<td>B.W. Davis</td>
<td>2 Houses--4stories--48x42</td>
<td>Combined Value (557&amp;558) 25000</td>
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<td>1847</td>
<td>Benjamin N. David</td>
<td>N/A</td>
<td>N/A</td>
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<td>Ward</td>
<td>Modern Block</td>
<td>Street Address</td>
<td>Original Block/Lot</td>
<td>Year</td>
<td>Owner/Occupant</td>
<td>Description</td>
<td>Value</td>
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<td>1862</td>
<td>B.W. Davis</td>
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<td>B.W. Davis</td>
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<td>1867-1869</td>
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<td>1870-1873</td>
<td>B.W. Davis</td>
<td>2 Houses−4 stories−48x42</td>
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<td>Plot (on Doughty St.)</td>
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<td>(On Doughty St.)</td>
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<td>1867-1869</td>
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<td>(On Doughty St.)</td>
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<td>Plot (on Doughty Street)</td>
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<td>562</td>
<td>1866</td>
<td>L. Brundees? &amp; Co.</td>
<td>(On Doughty St.)</td>
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<td>(On Doughty St.)</td>
<td>Combined Value (550,551,561,562) 20000</td>
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<td>1870-1873</td>
<td>L. Brandia</td>
<td>Combined Value (550,551,561,562) 25000</td>
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<td>563</td>
<td>1862</td>
<td>Heirs Joshua Tolford</td>
<td>Plot, House</td>
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<td>563</td>
<td>1866</td>
<td>Heirs Joshua Tolford</td>
<td>House−4 stories</td>
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<td>563</td>
<td>1870</td>
<td>Heirs Joshua Talford</td>
<td>House−4 stories−20x42</td>
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<td>Heirs Joshua Tolford</td>
<td>House−4 stories</td>
<td>Combined Value (547&amp;563) 11000</td>
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<td>Heirs Joshua Talford</td>
<td>House−4 stories−20x42</td>
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<td>48-48 Fulton St.</td>
<td>(4/6)</td>
<td>1888</td>
<td>Julia? BrandisBreudie?</td>
<td>3 Houses−21x42(4sto),49x30(3sto),21x42(4sto)</td>
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<td>1</td>
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<td>28 Fulton St.</td>
<td>542 (4/1)</td>
<td>1874-1875</td>
<td>Valentine Smith &amp; Stephen Wood</td>
<td>4 stories</td>
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<td>542 (4/1)</td>
<td>1875-1876</td>
<td>Valentine Smith &amp; Stephen Wood</td>
<td>4 stories</td>
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<td>1</td>
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<td>542-543 (4/1)</td>
<td>1877-1880</td>
<td>Valentine Smith &amp; Stephen Wood</td>
<td>3 Houses−60x66(2sto);34x45(4sto);20x42(4sto)</td>
<td>27000</td>
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<td>542-543 (4/1)</td>
<td>1881-1882</td>
<td>The Brooklyn Daily Eagle Corp.</td>
<td>3 Houses−65x45(3sto);34x45(4sto);20x42(4sto)</td>
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<tr>
<td>Ward</td>
<td>Modern Block</td>
<td>Street Address</td>
<td>Original Block/Lot</td>
<td>Year</td>
<td>Owner/Occupant</td>
<td>Description</td>
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<td>542-543 (4/1)</td>
<td>1883-1884</td>
<td>The Brooklyn Daily Eagle Corp.</td>
<td>3 Houses—65x45(3sto);34x45(4sto);20x42(4sto)</td>
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<td>542-543 (4/1)</td>
<td>1885-1888</td>
<td>The Brooklyn Daily Eagle Corp.</td>
<td>3 Houses—65x45(3sto);34x45(4sto);20x42(4sto)</td>
<td>40000</td>
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<td>543 (4/1)</td>
<td>1874-1875</td>
<td>Valentine Smith &amp; Stephen Wood</td>
<td>4 stories</td>
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<td>202</td>
<td>32 Fulton St.</td>
<td>543 (4/1)</td>
<td>1875-1876</td>
<td>Valentine Smith &amp; Stephen Wood</td>
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<td>34 Fulton St.</td>
<td>544(4/15)</td>
<td>1874-1875</td>
<td>The Brooklyn Daily Eagle Corp.</td>
<td>4 stories</td>
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<td>34 Fulton St.</td>
<td>544(4/15)</td>
<td>1875-1876</td>
<td>The Brooklyn Daily Eagle Corp.</td>
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<tr>
<td>1</td>
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<td>34 Fulton St.</td>
<td>544(4/15)</td>
<td>1877-1880</td>
<td>The Brooklyn Daily Eagle Corp.</td>
<td>Bldg—16x42—4stories</td>
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<td>36 Fulton St.</td>
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<td>1875-1876</td>
<td>The Brooklyn Daily Eagle Corp.</td>
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<td>The Brooklyn Daily Eagle Corp.</td>
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<td>38 Fulton St.</td>
<td>546(4/3)</td>
<td>1874-1875</td>
<td>The Brooklyn Daily Eagle Corp.</td>
<td>4 stories</td>
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<td>202</td>
<td>38 Fulton St.</td>
<td>546(4/3)</td>
<td>1875-1876</td>
<td>The Brooklyn Daily Eagle Corp.</td>
<td>4 stories</td>
<td></td>
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<tr>
<td>1</td>
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<td>38 Fulton St.</td>
<td>546(4/3)</td>
<td>1877-1880</td>
<td>The Brooklyn Daily Eagle Corp.</td>
<td>2 Bidgs—21x48(4sto);21x72(2sto)</td>
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<td>1881-1884</td>
<td>The Brooklyn Daily Eagle Corp.</td>
<td>2 Bidgs—21x48(4sto);21x72(2sto)</td>
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<td>1885-1888</td>
<td>The Brooklyn Daily Eagle Corp.</td>
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<td>40 Fulton St.</td>
<td>547(4/14)</td>
<td>1880</td>
<td>Harriet A. Noyet?</td>
<td>Bldg—21x40(4sto)</td>
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<td>Street Address</td>
<td>Original Block/Lot</td>
<td>Year</td>
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<td>Description</td>
<td>Value</td>
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<td>1874-1876</td>
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<td>Bldg.-21x46(4sto)</td>
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<td>1882-1884</td>
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<td>Bldg.-21x46(4sto)</td>
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<td>1885-1886</td>
<td>William Ducker</td>
<td>Bldg.-21x46(4sto)</td>
<td>Combined Value (547&amp;563) 15000</td>
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<td>547(4/14)</td>
<td>1887-1888</td>
<td>William Ducker</td>
<td>Bldg.-21x46(4sto)</td>
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<td>548(4/5)</td>
<td>1874-1876</td>
<td>D.K. Ducker</td>
<td>Bldg.-21x15(4sto)</td>
<td>15000</td>
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<td>1879-1880</td>
<td>D.K. Ducker</td>
<td>Bldg.-21x15(4sto)</td>
<td>Combined Value (548&amp;549) 12000</td>
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<td>548(4/5)</td>
<td>1881-1882</td>
<td>D.K. Ducker</td>
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<td>548(4/5)</td>
<td>1883-1884</td>
<td>D.K. Ducker</td>
<td>Bldg.-21x48(4sto)</td>
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<td>548(4/5)</td>
<td>1885-1886</td>
<td>D.K. Ducker</td>
<td>Bldg.-21x48(4sto)</td>
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<td>202</td>
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<td>548(4/5)</td>
<td>1887-1888</td>
<td>D.K. Ducker</td>
<td>Bldg.-21x48(4sto)</td>
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<td>44 Fulton St.</td>
<td>549(4/13)</td>
<td>1874-1876</td>
<td>D.K. Ducker</td>
<td>2 Bldgs.-21x42(4sto);21x28(1sto)</td>
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<td>549(4/13)</td>
<td>1879-1880</td>
<td>D.K. Ducker</td>
<td>2 Bldgs.-21x42(4sto);21x28(1sto)</td>
<td>Combined Value (548&amp;549) 12000</td>
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<td>44 Fulton St.</td>
<td>549(4/13)</td>
<td>1881-1884</td>
<td>D.K. Ducker</td>
<td>Bldg.-21x42(4sto)</td>
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<td>D.K. Ducker</td>
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<td>Bldg.-21x42(4sto)</td>
<td>7700</td>
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<td>Bldg.-19x98-4stories</td>
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<td>58 Fulton St.</td>
<td>556(4/11)</td>
<td>1880</td>
<td>Harriet A. Noyet?</td>
<td>House—3stories—20x46</td>
<td>6000</td>
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<td>Street Address</td>
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<td>60 Fulton St.</td>
<td>557(4/12)</td>
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<td>2 Houses—4 stories—48x42</td>
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<td>60-64 Fulton St.</td>
<td>557-558(4/12)</td>
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<td>2 Blds—28x50(4sto); 20x56(4sto)</td>
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<td>4 stories—25x58</td>
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<td>Year</td>
<td>Owner/Occupant</td>
<td>Description</td>
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<td>1887-1888</td>
<td>John Bunce?</td>
<td>4 stories--25x58</td>
<td>12000</td>
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<td>1874</td>
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<td>5 stories</td>
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<td>1875</td>
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<td>5 stories</td>
<td>Combined Value (656&amp;681) 20000</td>
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<td>100 Fulton St.</td>
<td>656(45/27)</td>
<td>1876</td>
<td>Anna M. Kern</td>
<td>5 stories</td>
<td>Combined Value (656&amp;681) 15000</td>
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<tr>
<td>1</td>
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<td>656(45/27)</td>
<td>1881</td>
<td>Mary N. Waller</td>
<td>5 stories--25x56</td>
<td>Combined Value (656&amp;681) 17000</td>
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<td>1877-1880</td>
<td>Joseph Berger?</td>
<td>5 stories</td>
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<td>Mary N. Waller</td>
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Appendix D
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Appendix D
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<td>Nicholas Luquer</td>
<td>3 stories–27x40</td>
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<td>Rosie Krone</td>
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<td>Year</td>
<td>Owner/Occupant</td>
<td>Description</td>
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<td>William H. Peck</td>
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<td>126 Fulton St.</td>
<td>647(43/14)</td>
<td>1877-1878</td>
<td>Thomas Bryan</td>
<td>4 stories - 23x40</td>
<td>8000</td>
</tr>
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<td>212</td>
<td>126 Fulton St.</td>
<td>647(43/14)</td>
<td>1876-1880</td>
<td>Thomas Bryan</td>
<td>4 stories - 23x40</td>
<td>7000</td>
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<td>126 Fulton St.</td>
<td>647(43/14)</td>
<td>1881-1884</td>
<td>Thomas Bryan</td>
<td>4 stories - 23x40</td>
<td>8000</td>
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<td>647(43/14)</td>
<td>1885-1888</td>
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<td>1874-1876</td>
<td>Emeline Marx</td>
<td>4 stories</td>
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<td>8000</td>
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<td>7000</td>
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<td>4 stories - 23x40</td>
<td>8000</td>
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<td>212</td>
<td>120-122 Fulton St.</td>
<td>649(43/16)</td>
<td>1881</td>
<td>C.E. Smith</td>
<td>2 Bldgs - 30x40, 20x30 (4 stories)</td>
<td>12500</td>
</tr>
<tr>
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<td>120-122 Fulton St.</td>
<td>649(43/16)</td>
<td>1874-1876</td>
<td>C.E. Smith</td>
<td>3 1/2 stories</td>
<td>12500</td>
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<td>C.E. Smith</td>
<td>3 1/2 stories</td>
<td>12500</td>
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<td>649(43/16)</td>
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<td>C.E. Smith</td>
<td>3 1/2 stories</td>
<td>12000</td>
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<td>C.E. Smith</td>
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<td>1881</td>
<td>John N. Eitel</td>
<td>4 stories - 30x90</td>
<td>15000</td>
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<td>1879-1880</td>
<td>John N. Eitel</td>
<td>4 stories - 30x90</td>
<td>14000</td>
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<td>1885-1888</td>
<td>John N. Eitel</td>
<td>4 stories - 30x90</td>
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<td>652(43/18)</td>
<td>1881</td>
<td>J.D. Bahrt?</td>
<td>3 1/2 stories - 27x65</td>
<td>10000</td>
</tr>
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<td>Henry Crummy?</td>
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<td>Henry Crummy?</td>
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<td>1885-1886</td>
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<td>212</td>
<td>108-110 Fulton St.</td>
<td>653(43/19)</td>
<td>1881</td>
<td>J.W. Peck</td>
<td>3 stories - 35x30</td>
<td>7000</td>
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<td>Ward</td>
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<td>Street Address</td>
<td>Original Block/Lot</td>
<td>Year</td>
<td>Owner/Occupant</td>
<td>Description</td>
<td>Value</td>
</tr>
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<td>653(43/19)</td>
<td>1874-1876</td>
<td>J.W. Peck</td>
<td>3 stories</td>
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<td>212</td>
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<td>653(43/19)</td>
<td>1877-1878</td>
<td>J.W. Peck</td>
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<td>212</td>
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<td>3 stories--35x30</td>
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<td>J.W. Peck</td>
<td>3 stories--35x30</td>
<td>8400</td>
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<td>1</td>
<td>245</td>
<td>N/A</td>
<td>1(40A/6)</td>
<td>1877-1880</td>
<td>Conoly? Raddy?</td>
<td>3 stores</td>
<td>4400</td>
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<td>1881-1884</td>
<td>Union Ferry Co.</td>
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<td>1885-1888</td>
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<td>N/A</td>
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<td>1877-1880</td>
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<td>1882-1884</td>
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<td>5-6C(41/5)</td>
<td>1881</td>
<td>Franklin Woodruff</td>
<td>2 Piers--140x116, 3 stores 140x200</td>
<td>300000</td>
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<tr>
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<td>245</td>
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<td>5-6C(41/5)</td>
<td>1882</td>
<td>Franklin Woodruff</td>
<td>2 Piers--140x116, 3 stores 140x200</td>
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<td>245</td>
<td>N/A</td>
<td>5-6C(41/5)</td>
<td>1877-1880</td>
<td>Franklin Woodruff</td>
<td>2 Piers--140x116, 3 stores 140x200(new sheds &amp; stores)</td>
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<tr>
<td>1</td>
<td>245</td>
<td>N/A</td>
<td>5-6C(41/5)</td>
<td>1883-1884</td>
<td>Franklin Woodruff</td>
<td>2 Piers--140x116, 3 stores 140x200</td>
<td>500000</td>
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<td>245</td>
<td>N/A</td>
<td>7-10(42/6)</td>
<td>1877</td>
<td>J.H. Prentice</td>
<td>3 Piers &amp; stores; 23 houses on Furman (25bdgs on lot)</td>
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<td>1878</td>
<td>J.H. Prentice</td>
<td>3 Piers &amp; stores; 23 houses on Furman (25bdgs on lot)</td>
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<td>1879</td>
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<td>3 Piers &amp; stores; 23 houses on Furman (25bdgs on lot)</td>
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<td>7-10(42/6)</td>
<td>1880</td>
<td>J.H. Prentice</td>
<td>3 Piers &amp; stores; 23 houses on Furman (25bdgs on lot)</td>
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<td>N/A</td>
<td>7-10(42/6)</td>
<td>1881</td>
<td>Estate of John H. Prentice</td>
<td>2 Piers &amp; Stores</td>
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<td>1882</td>
<td>Estate of John H. Prentice</td>
<td>2 Piers &amp; Stores</td>
<td>550000</td>
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<td>1883-1884</td>
<td>Estate of John H. Prentice</td>
<td>2 Piers &amp; Stores(new cover on pier)</td>
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<tr>
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<td>3 Atlantic St.</td>
<td>946(40A/4)</td>
<td>1881</td>
<td>Julia G. Jerome</td>
<td>House--3 1/2B--20x40</td>
<td>8000</td>
</tr>
<tr>
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<td>1882</td>
<td>Julia G. Jerome</td>
<td>House--3 1/2B--20x40</td>
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<td>1883</td>
<td>Justus C. Weinpatell?</td>
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<td>Year</td>
<td>Owner/Occupant</td>
<td>Description</td>
<td>Value</td>
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<td>1885-1888</td>
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<td>1885-1888</td>
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<td>948(40A/2)</td>
<td>1881</td>
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<td>Ward</td>
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<td>Street Address</td>
<td>Original Block/Lot</td>
<td>Year</td>
<td>Owner/Occupant</td>
<td>Description</td>
<td>Value</td>
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<td>1885-1886</td>
<td>Bridget Nevins</td>
<td>House-3 1/2 stories-20x36</td>
<td>3300</td>
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<td>1</td>
<td>258</td>
<td>375 Furman St.</td>
<td>80(39/21)</td>
<td>1877</td>
<td>Thomas Doody</td>
<td>House-3 1/2 stories-20x36</td>
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<td>House-3 1/2 stories</td>
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<td>1878-1880</td>
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<td>3300</td>
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<td>1881-1884</td>
<td>Thomas Doody</td>
<td>House-3 1/2 stories-20x36</td>
<td>3300</td>
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<td>1885-1888</td>
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<td>258</td>
<td>2 State St.</td>
<td>897(39/19)</td>
<td>1874</td>
<td>J.H. Sachman</td>
<td>House-3 1/2 stories-18x40</td>
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<td>2 State St.</td>
<td>897(39/19)</td>
<td>1880</td>
<td>Cath. McDonough</td>
<td>2 Houses-3 1/2 stories-20x45,20x27</td>
<td>Combined Value (897&amp;898) 5800</td>
</tr>
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<td>1881</td>
<td>Cath. McDonough</td>
<td>2 Houses-3 1/2 stories-20x45,20x27</td>
<td>Combined Value (897&amp;898) 5800</td>
</tr>
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<td>2 Houses-3 1/2 stories-20x45,20x27</td>
<td>Combined Value (897&amp;898) 5800</td>
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<tr>
<td>Ward</td>
<td>Modern Block</td>
<td>Street Address</td>
<td>Original Block/Lot</td>
<td>Year</td>
<td>Owner/Occupant</td>
<td>Description</td>
<td>Value</td>
</tr>
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<td>4 State St.</td>
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<td>Cath. McDonough</td>
<td>Houses-3 1/2stories-22x40</td>
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<td>6 State St.</td>
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<td>House-3 1/2stories-22x40</td>
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<td>1</td>
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<td>35 Atlantic St.</td>
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<td>House-5stories-20x45</td>
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<td>938(39/7)</td>
<td>1875-1876</td>
<td>E.B. Litchfield</td>
<td>House-5stories-20x45</td>
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<tr>
<td>1</td>
<td>258</td>
<td>33 Atlantic St.</td>
<td>937(39/7)</td>
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<tr>
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<td>31 Atlantic St.</td>
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<td>31-35 Atlantic St.</td>
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<td>House-5stories-20x45</td>
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<td>1</td>
<td>258</td>
<td>31-35 Atlantic St.</td>
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<td>E.B. Litchfield</td>
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<td>258</td>
<td>31-35 Atlantic St.</td>
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<td>1882-1884</td>
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<td>4 Houses-5stories-20x45</td>
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<td>258</td>
<td>31-35 Atlantic St.</td>
<td>938(39/7)</td>
<td>1885-1888</td>
<td>E.D. Litchfield</td>
<td>4 Houses-5stories-20x45</td>
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<td>29 Atlantic St.</td>
<td>938(39/6)</td>
<td>1874</td>
<td>W.&amp;J. Dixon</td>
<td>House-3 1/2stories-20x45</td>
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<td>W.&amp;J. Dixon</td>
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<td>W.&amp;J. Dixon</td>
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<tr>
<td>1</td>
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<td>27 Atlantic St.</td>
<td>940(39/5)</td>
<td>1874</td>
<td>Tina? Rosenthal</td>
<td>House-3 1/2stories-20x45</td>
<td>5600</td>
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<td>940(39/5)</td>
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<td>Tina? Rosenthal</td>
<td>House-3 1/2stories-20x45</td>
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<td>1876</td>
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<td>Ward</td>
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<td>Street Address</td>
<td>Original Block/Lot</td>
<td>Year</td>
<td>Owner/Occupant</td>
<td>Description</td>
<td>Value</td>
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<td>Kelsey's &amp; Loughlin</td>
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<td>1</td>
<td>258</td>
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<td>941(39/4)</td>
<td>1874</td>
<td>Connelly Roddy</td>
<td>House - 3 1/2 stories - 20x45</td>
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<td>941(39/4)</td>
<td>1875</td>
<td>Connelly Roddy</td>
<td>House - 3 1/2 stories - 20x45</td>
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<td>1882-1884</td>
<td>Connelly Roddy</td>
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<td>N/A</td>
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<td>1866-1869</td>
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<td>1870-1873</td>
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<td>400</td>
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<td>258</td>
<td>Interior</td>
<td>941a(39/22)</td>
<td>1874-1876</td>
<td>Heirs of Aaron Bulke?</td>
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<td>1885-1888</td>
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<td>942(39/3)</td>
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<td>Perfetto? Cliva?</td>
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<td>1874-1876</td>
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<td>House - 3 1/2 stories - 20x45</td>
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<td>23 Atlantic St.</td>
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<td>Perfetto? Cliva?</td>
<td>House - 3 1/2 stories - 20x45</td>
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<td>23 Atlantic St.</td>
<td>942(39/3)</td>
<td>1882-1884</td>
<td>Perfetto? Cliva?</td>
<td>House - 3 1/2 stories - 20x45</td>
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<td>1885-1888</td>
<td>Perfetto? Cliva?</td>
<td>House - 3 1/2 stories - 20x45</td>
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<td>21 Atlantic St.</td>
<td>943(39/2)</td>
<td>1881</td>
<td>J.H. Heissenbuttle?</td>
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<td>6600</td>
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<td>21 Atlantic St.</td>
<td>943(39/2)</td>
<td>1874-1876</td>
<td>J.H. Heissenbuttle?</td>
<td>House - 4 stories - 20x45</td>
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<td>21 Atlantic St.</td>
<td>943(39/2)</td>
<td>1877-1880</td>
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<td>House - 4 stories - 20x45</td>
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<td>21 Atlantic St.</td>
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<td>1882-1884</td>
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<td>House - 4 stories - 20x45</td>
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<td>1875</td>
<td>J.H. Heissenbuttle?</td>
<td>House - 4 stories</td>
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<tr>
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<td>258</td>
<td>19 Atlantic St.</td>
<td>944(39/1)</td>
<td>1876</td>
<td>J.H. Heissenbuttle?</td>
<td>House - 4 stories</td>
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<td>945(39/1)</td>
<td>1874</td>
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<td>House - 4 stories</td>
<td>15000</td>
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Appendix D
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<th>Ward</th>
<th>Modern Block</th>
<th>Street Address</th>
<th>Original Block/Lot</th>
<th>Year</th>
<th>Owner/Occupant</th>
<th>Description</th>
<th>Value</th>
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<td>1</td>
<td>258</td>
<td>17 Atlantic St.</td>
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<td>1875</td>
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<td>House—4 stories</td>
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<td>House—4 stories</td>
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<td>2 Houses—20x45,20x75—4 stories</td>
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<td>David Dows &amp; Co.</td>
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<td>1871-1873</td>
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<td>Storehouses--200x190(4 stories)</td>
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<td>53/30</td>
<td>1872-1873</td>
<td>Corporation City of NY</td>
<td>Union Ferry Co. Lessees?New Pier &amp; Slip</td>
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</tr>
<tr>
<td>2</td>
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<td>Water St. (North Side)</td>
<td>53/30</td>
<td>1874-1875</td>
<td>Corporation City of NY</td>
<td>Union Ferry Co. Lessees?</td>
<td>150000</td>
</tr>
<tr>
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<td>Water St. (North Side)</td>
<td>53/30</td>
<td>1876-1877</td>
<td>Corporation City of NY</td>
<td>Union Ferry Co. Lessees?</td>
<td>150000</td>
</tr>
<tr>
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<td>1878-1880</td>
<td>Corporation City of NY</td>
<td>Union Ferry Co. Lessees?For their interest</td>
<td>175000</td>
</tr>
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<td>For land</td>
<td>128000</td>
</tr>
<tr>
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<td>Plymouth St (Nth Side)</td>
<td>53/40</td>
<td>1882-1886</td>
<td>NY &amp; Brooklyn Bridge Co.</td>
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<td>121 Fulton St.</td>
<td>50/12</td>
<td>1882-1886</td>
<td>Richard M. Nichols?</td>
<td>Bldg--20x45(4stor)</td>
<td>120000</td>
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<tr>
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<td>1-5 Fulton St.</td>
<td>50/13</td>
<td>1964</td>
<td>William H. Ogilou</td>
<td>Three Bldgs--20x65, 40x55(4stor) (store with basement)</td>
<td>75000</td>
</tr>
<tr>
<td>Ward</td>
<td>Modern Block</td>
<td>Street Address</td>
<td>Original Block/Lot</td>
<td>Year</td>
<td>Owner/Occupant</td>
<td>Description</td>
<td>Value</td>
</tr>
<tr>
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<tr>
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<td>50/13</td>
<td>1882-1883</td>
<td>William H. Ogilou</td>
<td>Three Bldgs—20x65, 40x55(4stor) (store with basement)</td>
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<td>50/13</td>
<td>1885-1886</td>
<td>William H. Ogilou</td>
<td>Three Bldgs—20x65, 40x55(4stor) (store with basement)</td>
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<tr>
<td>2</td>
<td>N/A</td>
<td>7 Fulton St.</td>
<td>50/14</td>
<td>1882-1884</td>
<td>Heirs of P. Fay?</td>
<td>Bldg—22x54(4stor)</td>
<td>15000</td>
</tr>
<tr>
<td>2</td>
<td>N/A</td>
<td>123 Fulton St.</td>
<td>50/14</td>
<td>1882-1886</td>
<td>Herman Immershoff</td>
<td>Bldg—20x45(3stor)</td>
<td>12000</td>
</tr>
<tr>
<td>2</td>
<td>N/A</td>
<td>7 Fulton St.</td>
<td>50/14</td>
<td>1885-1886</td>
<td>Heirs of P. Fay?</td>
<td>Bldg—22x54(4stor)</td>
<td>14000</td>
</tr>
<tr>
<td>2</td>
<td>N/A</td>
<td>127-129 Fulton St.</td>
<td>50/15</td>
<td>1882</td>
<td>B.C. RR Co.</td>
<td>Bldg—14x35(2 1/2stor)</td>
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<td>B.C. RR Co.</td>
<td>Bldg—20x35(2 1/2stor)</td>
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<td>50/15</td>
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<td>B.C. RR Co.</td>
<td>Bldg—20x145?(2 1/2stor)</td>
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<td>B.C. RR Co.</td>
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<td>B.C. RR Co.</td>
<td>Bldg—20x35(2 1/2stor)</td>
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</tr>
<tr>
<td>2</td>
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<td>135 Fulton St.</td>
<td>50/15</td>
<td>1883</td>
<td>B.C. RR Co.</td>
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<td>Richard Newton?</td>
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<tr>
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<td>50/15</td>
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<td>B.C. RR Co.</td>
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<td>2</td>
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<td>50/15</td>
<td>1884-1886</td>
<td>B.C. RR Co.</td>
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<td>50/15</td>
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<td>Richard Newton?</td>
<td>Bldg—22x54(4stor)</td>
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<tr>
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<td>50/16</td>
<td>1882-1884</td>
<td>R.R. Story?</td>
<td>Bldg—22x54(4stor)</td>
<td>14800</td>
</tr>
<tr>
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<td>50/16</td>
<td>1885-1888</td>
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<tr>
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<td>N/A</td>
<td>13 Fulton St.</td>
<td>50/17</td>
<td>1882-1884</td>
<td>Ida M. Valentine</td>
<td>Bldg—24x98(4stor)</td>
<td>17500</td>
</tr>
<tr>
<td>2</td>
<td>N/A</td>
<td>13 Fulton St.</td>
<td>50/17</td>
<td>1885-1886</td>
<td>Ida M. Valentine</td>
<td>Bldg—24x98(4stor)</td>
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</tr>
<tr>
<td>2</td>
<td>N/A</td>
<td>15 Fulton St.</td>
<td>50/18</td>
<td>1882-1884</td>
<td>George W. Bergen</td>
<td>Bldg—24x82(4stor)</td>
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<tr>
<td>2</td>
<td>N/A</td>
<td>15 Fulton St.</td>
<td>50/18</td>
<td>1885-1886</td>
<td>George W. Bergen</td>
<td>Bldg—24x82(4stor)</td>
<td>16000</td>
</tr>
<tr>
<td>2</td>
<td>N/A</td>
<td>17 Fulton St.</td>
<td>50/19</td>
<td>1884</td>
<td>William McQuade</td>
<td>Bldg—34x45(4stor)</td>
<td>17000</td>
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<tr>
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<td>50/19</td>
<td>1882-1883</td>
<td>William McQuade</td>
<td>Bldg—34x45(4stor)</td>
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<tr>
<td>2</td>
<td>N/A</td>
<td>17 Fulton St.</td>
<td>50/19</td>
<td>1885-1886</td>
<td>William McQuade</td>
<td>Bldg—34x45(4stor)</td>
<td>16000</td>
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<tr>
<td>2</td>
<td>N/A</td>
<td>21 Fulton St.</td>
<td>50/21</td>
<td>1882-1884</td>
<td>J.L. Moore</td>
<td>Bldg—15x45(4stor)</td>
<td>11000</td>
</tr>
<tr>
<td>2</td>
<td>N/A</td>
<td>21 Fulton St.</td>
<td>50/21</td>
<td>1885-1886</td>
<td>J.L. Moore</td>
<td>Bldg—15x45(4stor)</td>
<td>10000</td>
</tr>
<tr>
<td>2</td>
<td>N/A</td>
<td>23 Fulton St.</td>
<td>50/22</td>
<td>1885-1886</td>
<td>J.H. Prince?</td>
<td>Bldg—18x45 (4stor)</td>
<td>10000</td>
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<tr>
<td>2</td>
<td>N/A</td>
<td>19 Fulton St.</td>
<td>50/277</td>
<td>1882-1883</td>
<td>Ann E. Schanck</td>
<td>Bldg—24x45(4stor), interior vacant</td>
<td>14700</td>
</tr>
<tr>
<td>2</td>
<td>N/A</td>
<td>19 Fulton St.</td>
<td>50/277</td>
<td>1882-1883</td>
<td>Ann E. Schanck</td>
<td>Bldg—24x45(4stor), interior vacant</td>
<td>14500</td>
</tr>
<tr>
<td>2</td>
<td>N/A</td>
<td>19 Fulton St.</td>
<td>50/277</td>
<td>1885-1886</td>
<td>Ann E. Schanck</td>
<td>Bldg—24x45(4stor), interior vacant</td>
<td>13700</td>
</tr>
<tr>
<td>2</td>
<td>N/A</td>
<td>117-119 Fulton St.</td>
<td>50/5</td>
<td>1882-1883</td>
<td>Charles Fowler</td>
<td>2 Bldgs—30x40(4stor)</td>
<td>10000</td>
</tr>
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Appendix D
<table>
<thead>
<tr>
<th>Ward</th>
<th>Modern Block</th>
<th>Street Address</th>
<th>Original Block/Lot</th>
<th>Year</th>
<th>Owner/Occupant</th>
<th>Description</th>
<th>Value</th>
</tr>
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<td>2</td>
<td>N/A</td>
<td>117-119 Fulton St.</td>
<td>50/5</td>
<td>1884-1886</td>
<td>Charles Fowler</td>
<td>2 Bldgs–30x40(4stor)</td>
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<tr>
<td>2</td>
<td>N/A</td>
<td>125 Fulton St.</td>
<td>50/8</td>
<td>1886</td>
<td>John F.C. Elfers</td>
<td>Bldg–20x45</td>
<td>16000</td>
</tr>
<tr>
<td>2</td>
<td>N/A</td>
<td>125 Fulton St.</td>
<td>50/8</td>
<td>1882-1883</td>
<td>John F.C. Elfers</td>
<td>Bldg–20x45</td>
<td>13000</td>
</tr>
<tr>
<td>2</td>
<td>N/A</td>
<td>125 Fulton St.</td>
<td>50/8</td>
<td>1884-1885</td>
<td>John F.C. Elfers</td>
<td>Bldg–20x45</td>
<td>14000</td>
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APPENDIX E

LAND RECORDS
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<tr>
<th>Modern Block</th>
<th>Historic Block</th>
<th>Date</th>
<th>Grantor</th>
<th>Grantee</th>
<th>Liber:Page</th>
</tr>
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<tbody>
<tr>
<td>1</td>
<td>1</td>
<td>1/6/1859</td>
<td>George F. Taylor</td>
<td>Samuel L. Mitchell</td>
<td>491:14</td>
</tr>
<tr>
<td>1</td>
<td>1</td>
<td>12/6/1849</td>
<td>Francis L. and Louisa Waddell</td>
<td>Samuel L. Mitchell</td>
<td>206:262</td>
</tr>
<tr>
<td>1</td>
<td>1</td>
<td>5/7/1839</td>
<td>Henry Rankin, Isaac Carow, James Heard (as receivers) Globe Insurance Co.</td>
<td>Michael Dougherty</td>
<td>81:362B</td>
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<tr>
<td>1</td>
<td>1</td>
<td>5/13/1702</td>
<td>Freeholders of Brooklyn</td>
<td>Minutes of Town History</td>
<td>2:225a</td>
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<tr>
<td>1</td>
<td>1</td>
<td>5/13/1702</td>
<td>Freeholders of Brooklyn</td>
<td>Jarvis and Jacob Hanssen, Cornelius Van Dugn as Trustees—Freeholders of Brooklyn</td>
<td>2:225</td>
</tr>
<tr>
<td>1</td>
<td>21</td>
<td>7/2/1895</td>
<td>Caister Offerman, Henry H. Heissenbuttel</td>
<td>Moquin-Offerman Heissenbuttel Coal Co.</td>
<td>2:194</td>
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<td>21</td>
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<td>George Taylor</td>
<td>Samuel L. Mitchell</td>
<td>491:14</td>
</tr>
<tr>
<td>1</td>
<td>21</td>
<td>12/6/1849</td>
<td>Francis L. and Louisa A. Waddell</td>
<td>Samuel L. Mitchell</td>
<td>202:262</td>
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<tr>
<td>1</td>
<td>21</td>
<td>2/13/1840</td>
<td>Matthias Bruen</td>
<td>Herman Bruen</td>
<td>88:33</td>
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<td>1</td>
<td>21</td>
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<td>D.B.Keefer, A.P., Ostrons (?)</td>
<td>Matthias Bruen</td>
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<tr>
<td>1</td>
<td>21</td>
<td>5/7/1839</td>
<td>Thomas H. Smith, exor of</td>
<td>Matthias Bruen</td>
<td>81:356</td>
</tr>
<tr>
<td>1</td>
<td>21</td>
<td>5/7/1839</td>
<td>Thomas H. Smith, (heirs of)</td>
<td>Matthias Bruen</td>
<td>81:351</td>
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<td>21</td>
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<td>Matthias Bruen</td>
<td>81:346</td>
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<td>21</td>
<td>5/7/1839</td>
<td>Thomas H. Smith, (heirs of)</td>
<td>Matthias Bruen</td>
<td>81:341</td>
</tr>
<tr>
<td>1</td>
<td>21</td>
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<td>Frederic Depeyster, Master Chancery</td>
<td>Henry Rankin, Isaac Carser, James Heard as receivers—Globe Insurance Co.</td>
<td>76:223</td>
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<td>John Ward</td>
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<td>21</td>
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<td>Benjamin Clark</td>
<td>John Ward</td>
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<td>George Taylor</td>
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<tr>
<td>1</td>
<td>81</td>
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<td>Francis L. and Louisa A. Waddell</td>
<td>Samuel L. Mitchell</td>
<td>206:262</td>
</tr>
<tr>
<td>1</td>
<td>81</td>
<td>9/16/1846</td>
<td>Herman and Adrianna McW Bruen</td>
<td>Samuel L. Mitchell</td>
<td>153:12</td>
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</table>

1 Block closed 12/13/1910, see Block 9A (part of modern block 1).
2 Block closed 12/31/1910, see Block 7A. Block 7A (parts of modern block 1, 7, 16, & 26)—Opened 1/1/1911, closed 12/31/1916, see Block 26A.
3 Block closed 12/31/1916, see Blocks 25A & 26A (parts of modern blocks 25 & 26).
4 Block closed 12/31/1950, became Block 258A (modern block 258).
<table>
<thead>
<tr>
<th>Modern Block</th>
<th>Historic Block</th>
<th>Date</th>
<th>Grantor</th>
<th>Grantee</th>
<th>Liber/Page</th>
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<tr>
<td>1</td>
<td>8</td>
<td>2/13/1840</td>
<td>Matthias Bruen</td>
<td>Herman Bruen</td>
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<td>Matthias Bruen</td>
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<td>Michael Dougherty</td>
<td>81:362b</td>
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<tr>
<td></td>
<td></td>
<td></td>
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<td>Matthias Bruen</td>
<td>81:356</td>
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<td>5/7/1839</td>
<td>Thomas H. Smith (heirs of)</td>
<td>Matthias Bruen</td>
<td>81:341</td>
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<td>Matthias Bruen</td>
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<td>Henry Rankin, Isaac Carow, James Heard (as</td>
<td>76:229</td>
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1 Block closed 12/13/1910, see Block 9A (part of modern block 1).
2 Block closed 12/31/1910, see Block 7A. Block 7A (parts of modern block 1, 7, 16, & 26)—Opened 1/1/1911, closed 12/31/1916, see Block 26A.
3 Block closed 12/31/1916, see Blocks 25A & 26A (parts of modern blocks 25 & 26).
4 Block closed 12/31/1950, became Block 258A (modern block 258).
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<td>72</td>
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<tr>
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<td>John H. Waydell</td>
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<td>Will</td>
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<tr>
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1 Block closed 12/13/1910, see Block 9A (part of modern block 1).
2 Block closed 12/31/1910, see Block 7A. Block 7A (parts of modern block 1, 7, 16, & 26)—Opened 1/1/1911, closed 12/31/1916, see Block 26A.
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4 Block closed 12/31/1950, became Block 258A (modern block 258).
<table>
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<tr>
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<td>Brooklyn White Lead Company</td>
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<td>John Moon</td>
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<tr>
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<td>Thomas H. Smith (exr of)</td>
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<tr>
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<td>Frances L. and Louisa A. Waddell</td>
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<tr>
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</table>

¹ Block closed 12/13/1910, see Block 9A (part of modern block 1).
² Block closed 12/31/1910, see Block 7A. Block 7A (parts of modern block 1, 7, 16, & 25)—Opened 1/1/1911, closed 12/31/1916, see Block 26A.
³ Block closed 12/31/1916, see Blocks 25A & 26A (parts of modern blocks 25 & 26).
⁴ Block closed 12/31/1950, became Block 238A (modern block 238).
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<td>Peter Sharpe</td>
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</table>

1 Block closed 12/13/1910, see Block 9A (part of modern block 1).
2 Block closed 12/3/1910, see Block 7A. Block 7A (parts of modern block 1, 7, 16, & 26)—Opened 1/1/1911, closed 12/31/1916, see Block 26A.
3 Block closed 12/31/1916, see Blocks 25A & 26A (parts of modern blocks 25 & 26).
4 Block closed 12/31/1950, became Block 258A (modern block 258).
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<tr>
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<td>25A</td>
<td>8/7/1901</td>
<td>Alex E. and Margaret Om</td>
<td>Thomas A. McIntyre</td>
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<tr>
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<td>25A</td>
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<td>1:103</td>
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<td>25(^3)</td>
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<td>David Dows</td>
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<td>William Ogg (as substituted trustee), John Barr (deceased)</td>
<td>1596:444</td>
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<td>William H. Marsten</td>
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<td>Richard F. Blydenburgh (executor of)</td>
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1 Block closed 12/13/1910, see Block 9A (part of modern block 1).
2 Block closed 12/31/1910, see Block 7A. Block 7A (parts of modern block 1, 7, 16, & 26)—Opened 1/1/1911, closed 12/31/1916, see Block 26A.
3 Block closed 12/31/1916, see Blocks 25A & 26A (parts of modern blocks 25 & 26).
4 Block closed 12/31/1950, became Block 258A (modern block 258).
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<tr>
<th>Modern Block</th>
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<th>Grantor</th>
<th>Grantee</th>
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<td>10/26/1865</td>
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<td>Jesse S., William J. and Richard F. Blydenburgh</td>
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<tr>
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<td>8/4/1864</td>
<td>Jasper W. Gilbert (referee), David E. Wheeler et al. (plaintiffs)</td>
<td>David Dows</td>
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<td>David E. Wheeler</td>
<td>Benjamin Haxton</td>
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<td>Thomas C. Moore</td>
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<td>Thomas C. Moore</td>
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<td>Harriet Marston</td>
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<td>Isaac N. Seymour (as trustee), Myra R. Haxton, John G. Vose</td>
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1 Block closed 12/13/1910, see Block 9A (part of modern block 1).
2 Block closed 12/31/1910, see Block 7A. Block 7A (parts of modern block 1, 7, 16, & 26)—Opened 1/1/1911, closed 12/31/1916, see Block 26A.
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<table>
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<th>Grantor</th>
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<td>Maria, and Cornelia Jackson</td>
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<td>Hamilton H. Jackson (executor and heirs of)</td>
<td>Francis Griffen (executor of)</td>
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<td>Hamilton H. Jackson (executor and heirs of)</td>
<td>Richard F. Blydenburgh</td>
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<td>David E. Wheeler</td>
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<td>Hiram Berdan</td>
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<td>George B. Rapelje, as receiver, Cornelia Jackson</td>
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1 Block closed 12/3/1910, see Block 9A (part of modern block 1).
2 Block closed 12/3/1910, see Block 7A. Block 7A (parts of modern block 1, 7, 16, & 26)—Opened 1/1/1911, closed 12/31/1916, see Block 26A.
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4 Block closed 12/31/1950, became Block 258A (modern block 258).
<table>
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<th>Grantee</th>
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<td>James Lee</td>
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<td>James Tell</td>
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<td>Frances Griffin, William C. Wetmore, Charles G. Havens (as trustees) Hamilton H., Maria, Cornelia A. Jackson</td>
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1 Block closed 12/13/1910, see Block 9A (part of modern block 1).
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1 Block closed 12/13/1910, see Block 9A (part of modern block 1).
2 Block closed 12/31/1910, see Block 7A. Block 7A (parts of modern block 1, 7, 16, & 26)—Opened 1/1/1911, closed 12/31/1916, see Block 26A.
3 Block closed 12/31/1916, see Blocks 25A & 26A (parts of modern blocks 25 & 26).
4 Block closed 12/31/1950, became Block 258A (modern block 258).
<table>
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<td></td>
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<td>and Christiana A. Peters</td>
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<td>John Barr</td>
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<td>Brooklyn and Jamaica Railroad Co.</td>
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<td>James Clark</td>
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<td>Jacob Rapelje</td>
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<td>Village of Brooklyn (trustees)</td>
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1 Block closed 12/13/1910, see Block 9A (part of modern block 1).
2 Block closed 12/31/1910, see Block 7A. Block 7A (parts of modern block 1, 7, 16, & 26)—Opened 1/1/1911, closed 12/31/1916, see Block 26A.
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4 Block closed 12/31/1950, became Block 258A (modern block 258).
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<td>Richard F. Blydenburgh (executor of)</td>
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<td>William J. Blydenburgh</td>
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<td>William J., Jesse S., and Richard F Blydenburgh</td>
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1 Block closed 12/13/1910, see Block 9A (part of modern block 1).
2 Block closed 12/31/1910, see Block 7A. Block 7A (parts of modern block 1, 7, 16, & 26)—Opened 1/1/1911, closed 12/31/1916, see Block 26A.
3 Block closed 12/31/1916, see Blocks 25A & 26A (parts of modern blocks 25 & 26).
4 Block closed 12/31/1959, became Block 258A (modern block 258).
### Appendix E: Land Records

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1 Block closed 12/13/1910, see Block 9A (part of modern block 1).

2 Block closed 12/31/1910, see Block 7A. Block 7A (parts of modern block 1, 7, 16, & 26)—Opened 1/1/1911, closed 12/31/1916, see Block 26A.

3 Block closed 12/31/1916, see Blocks 25A & 26A (parts of modern blocks 25 & 26).

4 Block closed 12/31/1950, became Block 258A (modern block 258).
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<td>James Lee</td>
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1 Block closed 12/13/1910, see Block 9A (part of modern block 1).
2 Block closed 12/31/1910, see Block 7A. Block 7A (parts of modern block 1, 7, 16, & 26)—Opened 1/1/1911, closed 12/31/1916, see Block 26A.
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4 Block closed 12/31/1950, became Block 258A (modern block 258).
<table>
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<th>Modern Block</th>
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<th>Date</th>
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<td>John Jackson (executor of)</td>
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1 Block closed 12/13/1910, see Block 9A (part of modern block 1).
2 Block closed 12/31/1910, see Block 7A. Block 7A (parts of modern block 1, 7, 16, & 25)—Opened 1/1/1911, closed 12/31/1916, see Block 26A.
3 Block closed 12/31/1916, see Blocks 25A & 26A (parts of modern blocks 25 & 26).
4 Block closed 12/31/1950, became Block 258A (modern block 258).
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<td>Matthias Bruen</td>
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<td>Caleb Smith</td>
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<td>John H. Smith</td>
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<td>Austin L. Sands</td>
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<td>David Codwise (master in chancery)</td>
<td>Matthias Bruen</td>
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<td>Mark and Abigail Fowler</td>
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<td>Cornelia Sands</td>
<td>Henry Sands</td>
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</table>

1 Block closed 12/13/1910, see Block 9A (part of modern block 1).
2 Block closed 12/31/1910, see Block 7A. Block 7A (parts of modern block 1, 7, 16, & 26)—Opened 1/1/1911, closed 12/31/1916, see Block 26A.
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<th>Grantee</th>
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<td>Jas Nesmith (executor and trustee)</td>
<td>Thos. McIntyre</td>
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<td>26</td>
<td>26</td>
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<td>Thos. A. and Anna McIntyre</td>
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<td>1, 7, 16, &amp; 26</td>
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<td>5/17/1898</td>
<td>Anna Eliza Mitchell</td>
<td>John Arbuckle, William V.R. Smith, James N. Jarvie, William A. Jamison, Arbuckle Brothers</td>
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<td>Thos. A. McIntyre</td>
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<td>8/14/1906</td>
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<td>John Arbuckle, Wm A. Jamison</td>
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<td>John Arbuckle, William VR Smith, James V. Jamison</td>
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<td>12/5/1904</td>
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<td>Robert Gair</td>
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<td>Richard Teichmann</td>
<td>1789:78</td>
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<td>8/22/1900</td>
<td>Brooklyn Elevated Railroad Co. (receiver of)</td>
<td>Brooklyn Union Elevated Railroad Co.</td>
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1 Block closed 12/13/1910, see Block 9A (part of modern block 1).
2 Block closed 12/31/1910, see Block 7A. Block 7A (parts of modern block 1, 7, 16, & 26)—Opened 1/1/1911, closed 12/31/1916, see Block 26A.
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<td>5/13/1892</td>
<td>Thomas and Emma (wife) Hudson</td>
<td>Equitable Guarantee and Trust Co. (as Trustee of) (est of) Helen R. Bradford, (formerly) Rodgers, Theodore Rogers</td>
<td>2115:464</td>
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<td>8/30/1866</td>
<td>Andrew and Ellen Rogers</td>
<td>Francis Markey</td>
<td>720:458</td>
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<td>7/8/1899</td>
<td>Frank D. Creamer (sheriff)</td>
<td>Florence B. D. Reynolds, Alice M. Dike</td>
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<td>Caroline E. Mets (formerly) Forder</td>
<td>Howard Daisley</td>
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<td>John C. DeWolf</td>
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<td>Joseph B. Markey</td>
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<td>Nathan Zeman</td>
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<td>Moses Siegler and Charles Rubinger</td>
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<td>Chas. F., Jane (wife), Henry A. and Cedlam (wife) claffin</td>
<td>Sarah Woolstencroft</td>
<td>2005:377</td>
</tr>
</tbody>
</table>

1 Block closed 12/13/1910, see Block 9A (part of modern block 1).
2 Block closed 12/31/1910, see Block 7A. Block 7A (parts of modern block 1, 7, 16, & 26)—Opened 1/1/1911, closed 12/31/1916, see Block 26A.
3 Block closed 12/31/1916, see Blocks 25A & 26A (parts of modern blocks 25 & 26).
4 Block closed 12/31/1950, became Block 258A (modern block 258).
<table>
<thead>
<tr>
<th>Modern Block</th>
<th>Historic Block</th>
<th>Date</th>
<th>Grantor</th>
<th>Grantee</th>
<th>Liber:Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>245</td>
<td>245</td>
<td>1/29/1895</td>
<td>Anna P. Terry, Marlane, and Henry D. Brookman, William S. P., Ella C. S.,</td>
<td>Thomas A. McIntyre</td>
<td>1:114</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>John H., Henry, Grace, N. Sartel, Mary I. Prentice, Mary P., Edward L.</td>
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<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>H. Talmage, Ellen P. Kellog, Martha P. and Teresa Strong, Emma P. and</td>
<td></td>
<td></td>
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<td></td>
<td>Joseph C. Willets</td>
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<td>245</td>
<td>257/12</td>
<td>1/29/1895</td>
<td>The Woodruff Warehouse Co.</td>
<td>Brooklyn Wharf and Warehouse Co.</td>
<td>1:101</td>
</tr>
<tr>
<td>245</td>
<td>257/29</td>
<td>8/7/1901</td>
<td>William Walton (sheriff)</td>
<td>Brooklyn Wharf and Warehouse Co.</td>
<td>14:99</td>
</tr>
<tr>
<td>245</td>
<td>257/40</td>
<td>2/1/1889</td>
<td>Charles T. Young (et al)</td>
<td>Stephen M. Kiernan</td>
<td>1859:505</td>
</tr>
<tr>
<td>245</td>
<td>257/40</td>
<td>5/2/1895</td>
<td>Justus C. Weinamp</td>
<td>Stephen M. Kiernan</td>
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<tr>
<td>245</td>
<td>257/41</td>
<td>11/18/1887</td>
<td>Anna M. Mangels (et al)</td>
<td>Union Ferry Co. Brooklyn</td>
<td>1774:320</td>
</tr>
<tr>
<td>258</td>
<td>272°6</td>
<td>10/30/1899</td>
<td>William D. Roddy, Mary C. Walsh (formerly Roddy)</td>
<td>Julia Sabath</td>
<td>10:423</td>
</tr>
<tr>
<td>258</td>
<td>272°7</td>
<td>6/2/1873</td>
<td>John F. Emma Heisenbuttel</td>
<td>Perfetto Cleva</td>
<td>110:49</td>
</tr>
<tr>
<td>258</td>
<td>272°8</td>
<td>2/7/1896</td>
<td>Breining, Adellina M., Rebecca M. Nearing, marina Gesina, Frank H. and</td>
<td>John F., Henry C. and Frank H. Heisenbuttel,</td>
<td>3:302</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Martha A. (wife) Heisenbuttel</td>
<td>Edward H. Nearing</td>
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<td>258</td>
<td>272°17</td>
<td>12/20/1892</td>
<td>Catharine Wright</td>
<td>Ellen Crimmens</td>
<td>2153:280</td>
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</tbody>
</table>

1 Block closed 12/13/1910, see Block 9A (part of modern block 4).
2 Block closed 12/31/1910, see Block 7A. Block 7A (parts of modern block 1, 7, 16, & 26)—Opened 1/1/1911, closed 12/31/1916, see Block 26A.
3 Block closed 12/31/1916, see Blocks 25A & 26A (parts of modern blocks 25 & 26).
4 Block closed 12/31/1950, became Block 258A (modern block 258).