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**STAGE 1A  
ARCHAEOLOGICAL  
DOCUMENTARY STUDY**

**ATLANTIC YARDS ARENA  
AND REDEVELOPMENT  
PROJECT  
BROOKLYN, NEW YORK**

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ENVIRONMENTAL REVIEW

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**STAGE 1A ARCHAEOLOGICAL DOCUMENTARY STUDY**

**ATLANTIC YARDS ARENA AND REDEVELOPMENT PROJECT  
BROOKLYN, NEW YORK**

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## EXECUTIVE SUMMARY

The proposed redevelopment of the Atlantic Yards in Brooklyn, New York includes plans for an 800,000 square-foot arena – the Atlantic Yards Arena - which would be the focal point of Brooklyn Atlantic Yards, an urban complex of housing, commercial, and retail space, as well as approximately six acres of landscaped public open space. The proposed redevelopment of this area has necessitated the completion of an EIS by the Empire State Development Corporation (ESDC), and an assessment of cultural resources. The cultural resources report, which includes a Stage 1A Archaeological Assessment, will be submitted to the New York City Landmarks Preservation Commission (LPC) and the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) for review.

The proposed project encompasses only a small segment of City Block 1128, and all or most of City Blocks 927, 1118, 1119, 1120, 1121, 1127, and 1129. These blocks lie roughly between Vanderbilt Avenue, Flatbush Avenue, Dean Street, and Atlantic Avenue. The LPC's preliminary evaluation of the project site (September 19, 2005) concluded that a Stage 1A study is required for the following blocks and lots, which constitute the Area of Potential Effect (APE):

- Block 1118, Lots 6, 21, 22, 23, and 25
- Block 1119, Lot 1
- Block 1127, Lots 45, 46, 47, 48, 50, 55, and 56

Research for this Stage 1A study entailed extensive investigations into the ownership, development, and occupancy of the APE lots. Deed, tax, and census records were sought, and city directories were reviewed. Numerous cartographic sources were also consulted. Research concluded the following lots in the APE may be sensitive for 19<sup>th</sup> century shaft features:

BLOCK	MODERN LOT#	HISTORICAL LOT#	RESOURCE	DATE RANGE
1119	1	4	Coal Yard – shaft features	ca.1852-ca.1874
	1	4	Carriage Factory – shaft features	ca.1867-ca.1874
	1	4	Residential (tenements) shaft features – Possible African American occupants	ca.1869
	1	58	Residential shaft features-no known occupants	ca.1850-ca.1868
	1	59	Residential shaft features-no known occupants	ca.1850-ca.1868
1127	48	41	Residential shaft features- Campbell, Keegan, Moran	ca.1855-ca.1874
	48	41	Footprint of structure	ca.1766/67-ca.1839
	48	46	Residential shaft features-Clark, Boyle, Farrell	post 1850-ca.1877
	50	47	Residential shaft features-Galvin, Costello, Gray	post 1850-ca.1876
	55	52	Residential shaft features-no known occupants between ca.1864/65-1873. Kelly 1874 onward	post 1864/65-?
	56	53	Residential shaft features-Keany/Kenney 1866 onward	post 1862 and probably post 1864/65-?

The recommendations for further work on these lots differ slightly due to the variability of the resource types and the specific issues presented by each.

For historical Lot 4 on Block 1119 – modern Lot 1 – research should first be aimed at addressing the extent and precise location of subsurface impacts caused by the installation of gasoline tanks on this lot. This determination would undoubtedly need to be completed as part of the required hazardous materials assessment for Lot 1. Once the locations of the tanks are defined, this data should be compared to the area of archaeological potential by an archaeologist. If there are sections of the lot that do not bear evidence of underground tanks and were identified as potentially archaeologically sensitive, then archaeological field testing may be warranted.

If the lot is deemed potentially archaeologically sensitive, then additional research on the potential African American residents of historical Lot 4 should be undertaken at the Brooklyn Historical Society when it reopens to pursue archival records that may not be available elsewhere. It may also be necessary to go page by page through the 1867/68 and 1868/69 directories – available at several repositories – to note the residence of all African Americans in Brooklyn in an attempt to find the actual occupants of the project lot. If indeed the reported African American occupancy of Lot 4 is confirmed through this additional documentary research, and the additional study of prior subsurface impacts concludes that there are portions of this lot that are undisturbed, then the lot may be considered potentially sensitive for archaeological deposits in shaft features that may be associated with the African American residents. In this scenario, Stage 1B testing of the lot would be warranted. Potential archaeological resources could contribute to a better understanding of the mid-19<sup>th</sup> century lifeways of this under-documented population.

For the remainder of the lots that have been identified as potentially sensitive for historical shaft features, field testing is recommended. This would take the form of a comprehensive Stage 1B investigation, which is designed to ascertain the presence/absence, type, and extent of archaeological resources on a site. It is not a full-scale excavation. A protocol for field investigations should be prepared and submitted to SHPO and LPC for approval. If National Register eligible resources are identified during testing, SHPO and LPC must be notified before further action, such as mitigation, is undertaken.

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## INTRODUCTION

The proposed redevelopment of the Atlantic Yards in Brooklyn, New York includes plans for an 800,000 square-foot arena – the Atlantic Yards Arena - which would be the focal point of Brooklyn Atlantic Yards, an urban complex of housing, commercial, and retail space, as well as approximately six acres of landscaped public open space. The proposed redevelopment of this area has necessitated the completion of an EIS by the Empire State Development Corporation (ESDC), and an assessment of cultural resources. The cultural resources report, which includes a Stage 1A Archaeological Documentary Study, will be submitted to the New York City Landmarks Preservation Commission (LPC) and the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) for review.

The proposed project encompasses only a small segment of City Block 1128, and all or most of City Blocks 927, 1118, 1119, 1120, 1121, 1127, and 1129. These blocks lie roughly between Vanderbilt Avenue, Flatbush Avenue, Dean Street, and Atlantic Avenue (Figures 1, 2). The LPC's preliminary evaluation of the project site concluded that many of the lots had been previously disturbed during the 19<sup>th</sup> and 20<sup>th</sup> centuries and, as a result, they now lack archaeological potential (September 19, 2005). Deep excavations associated with the creation of the Long Island Railroad's (LIRR) Carlton Avenue Freight Yard and the depressed rail tracks along Atlantic Avenue impacted vast portions of the project site, as did the cut-and-cover excavations undertaken for the Brooklyn IRT subway beneath Flatbush Avenue and at associated subway stations. In addition, other lots were entirely disturbed by deep excavations for foundations and basements beneath multi-story commercial and residential structures.

As per LPC recommendations, a Stage 1A Archaeological Documentary Study is required for the following blocks and lots, which constitute the Area of Potential Effect (APE):

- Block 1118, Lots 6, 21, 22, 23, and 25
- Block 1119, Lot 1
- Block 1127, Lots 45, 46, 47, 48, 50, 55, and 56

The blocks and lots that define the APE are situated south of Atlantic Avenue and north of Dean Street, between Flatbush and Sixth Avenues (Figure 3). The documentary study for the APE is designed to assess each of these lots to determine whether further archaeology may be warranted, as per the City Environmental Quality Review (CEQR) Technical Manual (2001), and as per the OPRHP adopted Standards of the New York Archeological Council (NYAC 1994).

## RESEARCH GOALS AND METHODS

As noted above, the Stage 1A Archaeological Documentary Study addresses only those Blocks and Lots that were determined to have archaeological potential based on a preliminary evaluation by LPC. Although the evaluation encompasses only 13 modern lots on three City Blocks, several of these lots are actually amalgamations of multiple historical lots.

For each modern lot, sufficient information was gathered to assess the subsurface disturbance record, both horizontally and vertically, and to establish the potential for precontact period and historical archaeological resources. Where disturbance could not be verified, each lot was studied intensively to establish its historical development and residential episodes. Lots with research potential that did not experience subsurface disturbance may have retained their archaeological potential, and were further studied through archival and cartographic research.

Research was designed to address the following questions:

- Which of the project site lots are likely to have had potentially significant resources deposited on them; and,
- Which sections of the potentially sensitive lots have experienced the least amount of subsequent subsurface disturbance?

Information was sought to establish the historical ownership, development, and occupancy of each project lot in order to determine which of the lots were more likely to yield resources relating to specific residential periods, as well as which lots experienced disturbance that may have impacted any potential earlier resources. In order to answer these questions, the following research was undertaken.

#### *Review of Primary and Secondary Sources*

Primary and secondary source material was researched in order to document the prior usage of the project site. This was essential toward developing an overall site history and for assessing potential resources within a historical context. Historical maps and atlases were obtained from the Map Division of the New York Public Library, the Brooklyn Public Library, and through on-line searches of various cartographic repositories. Brooklyn Farm Maps were also sought at the Brooklyn City Register's Office and the Kings County Clerks Office, and Tax Maps were sought at the Municipal Archives. These were compared for early and later land use, topography, historical events, and documented subsurface disturbance episodes. While 18<sup>th</sup> century maps provided information on historical use, later 19<sup>th</sup> and 20<sup>th</sup> century maps and atlases were reviewed to more intensively scrutinize development episodes. When available, historical photographs were reviewed for additional site information. Concurrently, New York City Building Department records were sought for each lot in order to establish lot disturbance. If a building with a deep basement was found to have impacted the entirety of a lot, then the lot was deemed disturbed and no further research was undertaken. However, if the cartographic sources and Building Department records failed to establish a lot's disturbance, then additional research was completed.

For those lots lacking verifiable disturbance, the Registers and Indices of Applications for Sewers at the Borough Office of the Sewer Department of the City of New York in the Brooklyn Municipal Building were researched to determine if and when individual historic structures were connected to these public utilities. If a building on a lot was constructed either after, or in conjunction with, the advent of public utilities, then the lot was considered to lack the potential for archaeological deposits associated with the occupants' use simply because shaft features



(e.g., wells, privies, and cisterns) would not have been necessary. In contrast, if a building on a lot was constructed *prior* to the availability of sewer and water, then additional documentary research was undertaken in order to establish historical use and residential episodes.

Where additional documentary research was deemed appropriate, deed, tax, and census records were reviewed, as were City Directories at the New York Public Library, the New York City Municipal Archives, the New-York Historical Society, the Brooklyn Public Library, the Kings County Clerks Office, and the Kings County Register. In some instances research was hindered. For example, 19<sup>th</sup> century conveyance records have neither lot numbers nor addresses recorded; Brooklyn directories were alphabetical, rather than by address; and available tax records do not predate 1869. It should also be noted that at the time the research for this project was undertaken (November-December 2005), the Brooklyn Historical Society (BHS) was closed to the public, and, therefore, access to potentially pertinent documents was not possible. However, a research request for information about the APE's history was sent to the BHS on November 17, 2005.

#### *Field Visit*

A field visit was undertaken in November 2005 at which time site photographs were taken documenting existing conditions (Photographs 1-4). Any evidence of site disturbance not previously found in the documentary records was noted.

### **SITE LOCATION AND CURRENT CONDITIONS**

The blocks and lots that devise the APE are situated south of Atlantic Avenue and north of Dean Street, between Flatbush and Sixth Avenues (Figures 1-3). The neighborhood is currently characterized by mixed residential, commercial, and industrial use. Block 1118 is a small triangular-shaped block bounded on the north by Atlantic Avenue, on the southwest by Flatbush Avenue, and on the east by Fifth Avenue. The APE for Block 1118 includes only modern Lots 6, 21, 22, 23, and 25 (Figure 3). Block 1119 is bounded by Fifth Avenue on the west, Atlantic Avenue on the north, Sixth Avenue on the east, and Pacific Street on the south. The APE for Block 1119 includes only modern Lot 1, which is at the extreme western end of the block (Figure 3). The remainder of the block was extensively disturbed by an open-air below-grade railroad yard. Block 1127 is bounded by Flatbush Avenue on the west, Pacific Street on the north, Sixth Avenue on the east, and Dean Street on the south. The APE for Block 1127 includes modern Lots 45, 46, 47, 48, 50, 55, and 56 (Figure 3).

#### **Geological Conditions**

Brooklyn lies at the very western end of Long Island within Kings County. Long Island, and hence Brooklyn, is part of the Atlantic Coastal Plain, a gently sloping land surface near the eastern edge of the continent. It is part of a continuous surface that extends offshore (Isachsen et al 2000:149). In New York State, Long Island and Staten Island are the only portions of the Atlantic Coastal Plain that protrude above water. The Coastal Plain deposits beneath Long Island form one of the best aquifers in New York State (Ibid.:228).

Continental glaciation has affected the surficial geology of Long Island as glaciers have advanced and receded at least three times in the last million years. Geologically, Long Island is formed from two spines of glacial moraine, consisting largely of clay, sand, gravel, and loose rock over deeply-buried bedrock. These two spines, the Harbor Hill Moraine and the Ronkonkoma Moraine combine west of central Nassau County to form the Terminal Moraine, a single ridge marking the limit of the ice sheets' advance. These moraines were formed during the two most recent events of the Wisconsin glaciation when till was piled or dumped along the edge of the melting ice. The moraine reaches a height of almost two hundred feet above sea level in some parts of Brooklyn and Queens (Gratacap 1901; Schuberth 1968). Its crest lies approximately 400 feet south of the project area, along the Eastern Parkway.

North of the moraine, the complex rising and subsidence of the coastal plain, relieved of its glacial burden, as well as the rising sea level caused by the volume of melting ice, created a coastline of embayed rivers or estuaries, with extensive marshy tracts, which stabilized approximately 3,000 years ago (Schuberth 1968). Brooklyn is separated from Manhattan and the mainland by the East River – which is actually not a river but both a tidal strait and a tidal estuary.

### Predevelopment Conditions

Meandering creek systems, no longer visible on the present landscape, formerly drained predevelopment Brooklyn. The closest of these to the project site was the Gowanus Creek which once ran northeast from the East River up to a point where Fourth Avenue crosses Warren Street, about six blocks southwest of the project site (Perris 1855). A small tributary to this creek ran as far north as Pacific Street, terminating in the block directly west of Block 1127 (Dripps 1868).

Street elevations (above sea level) for the intersections surrounding Block 1118 have remained virtually unchanged since at least 1888. No elevations predating the ca. 1832 establishment of the Brooklyn and Jamaica Railroad on Atlantic Avenue, later the Long Island Railroad, could be found. The following table provides the elevations above sea level over the last 100 years:

DATE	Atlantic and Flatbush Ave.	Atlantic and Fifth Ave.	Flatbush Ave. and Pacific St.
Sanborn 1888	NA	43'	NA
Sanborn 1898	NA	NA	44.6'
Sanborn 1926	44'	41'	44'
Hyde 1929	43.5'	41'	45'
Sanborn 1988	44'	41'	45'

The data derived from cartographic sources indicates that since the street and railroad systems were established in and around the project area in the mid-19<sup>th</sup> century, the elevations around Block 1118 have remained virtually unchanged.

Block 1119 is bounded by Fifth Avenue on the west, Atlantic Avenue on the north, Sixth Avenue on the east, and Pacific Street on the south. The APE for Block 1119 includes only modern Lot 1, which is at the extreme western end of the block (Figure 3). The remainder of the block has

experienced extensive subsurface disturbance with the early 20<sup>th</sup> century Long Island Railroad (LIRR) Atlantic Avenue Improvement plan. This involved extensive excavations to Atlantic Avenue and Block 1119 to place track lines in an underground cut and to create a below-grade freight yard.

Street elevations above sea level for the intersections surrounding Block 1127 have remained virtually unchanged since at least 1888. The following table provides the elevations above sea level over the last 90 years:

DATE	Pacific St. and Flatbush Ave.	Pacific St. and 6 <sup>th</sup> Ave.	Dean St. and Flatbush Ave.	Dean St. and 6 <sup>th</sup> Ave.
Sanborn 1888	NA	48'	NA	53'
Sanborn 1906	44'	53'	50'	54'
Sanborn 1926	45'	50'	50'	54'
Hyde 1929	45'	50'	50'	54'
Sanborn 1979	45'	50'	50'	54'

The data derived from cartographic sources indicates that since the street and railroad systems were established in and around the project area in the mid-19<sup>th</sup> century, the elevations around Block 1127 have remained virtually unchanged.

## GENERAL PROJECT SITE HISTORY

### Precontact Period

The archaeological and ethnographic record has demonstrated that Native Americans utilized Brooklyn's resources for thousands of years (Bolton 1922; Cropsey 1925; Denton 1902; Furman 1874; Onderdonk 1849; Stiles 1870). What are now Atlantic, Flatbush, and Fifth Avenues were once the approximate routes of Native American trails – improved upon by early colonists and turned into formal roads and later turnpikes (Armbruster 1919:27; Grumet 1981:70). These main paths merged in the project site, originating from outlying areas and terminating at the East River near what is now Fulton Street (Bolton 1934:62).

According to historian Bolton, at the time of European Contact, the Canarsee -a local Native American group occupying the Brooklyn area - utilized large tracts of upland fields for maize cultivation, with living and camping activities concentrated along the shore and along year-round watercourses (Bolton 1922:130). The Canarsee were reportedly a western Long Island tribe of the Metoac or Metouwus Confederacy, with the principal site and headquarters at what is now Flatbush (Solecki 1982:97). According to maps made prior to 1840, Native Americans were occupying at least four long houses in the Kings County area. These "houses" were reportedly utilized during the colder seasons and were located approximately at 1) Flatlands; 2) the present site of Borough Hall; 3) Indian Pond at Bay Parkway and the King's Highway; and, 4) Fort Hamilton (Cropsey 1925:9). No previously identified encampments or villages were noted either in the project site or in the immediate vicinity (Ibid.).

Bolton identified two precontact sites within a half-mile of the project site. The first of these was Werpos, located at what are now Hoyt and Baltic Streets in the City of Brooklyn about five blocks southwest of the project site. The second was Marechawik, which was reportedly a village where the local sachem made his home. Marechawik was situated at Gallatin Place and Elm Place, also in the City of Brooklyn. This site would have been about five blocks northwest of the project site (Bolton 1922).

### Site File Search

Known Native American sites in Brooklyn have been identified at locations that are typically on well-drained soils in proximity to fresh water. A site file search was undertaken at the NYSOPRHP and the New York State Museum (NYSM) to identify previously inventoried precontact sites in proximity to the APE. Only one NYSM precontact site was identified within a one-mile radius of the APE. Arthur C. Parker, who cites Furman and Moore's 1874 *Antiquities of Long Island* as the source of his data, reported site NYSM #3606. Parker reports that the site was a camp or village in Brooklyn. Furman and Moore write "the surface of this sand hill, which is about 70 feet high, is covered with stones, many of which are completely vitrified, and others nearly decomposed, by the action of fire; and about a foot and a half, and in some places between three and four feet, below the surface is a distinct layer or stratum of ashes and cinders, interspersed with pieces of coarse earthenware and the stone heads of Indian arrows" (Furman and Moore 1874:98). They also report finding broken tobacco pipes amongst the artifacts. The NYSM places the approximate location of the site somewhere near the

intersection of Flatbush Avenue and Warren Street, about three blocks southeast of the project site. However, a diagram of the site presented in Furman and Moore's book indicates that the "sandy hill" lies between the intersections of Jay, Front, Bridge, and York Streets, which would place it directly west of the Brooklyn Navy Yard at least a mile northwest of the project site (Ibid.:99).

### **Historical Period**

In 1646, the Village of "Breuckelen" was authorized by the Dutch West India Company, and it was one of the original six towns of Kings County when the county/town system was established in 1683. Blocks 1118, 1119, and 1127 were historically located at the intersection of three of Brooklyn's earliest roads, each said to follow old Native American trails (Figure 4). The Flatbush Road - and later Turnpike - once ran roughly parallel to the extant Flatbush Avenue. Its former route traversed Blocks 1119 and 1127, extending from the Village of Brooklyn southeast to Flatbush. It was first laid out as part of the Ferry Road, and then improved in 1704 as part of the Kings Highway. The Highway forked in what is now Block 1119, with one branch leading to Jamaica (the Jamaica Road and later Turnpike) and the other leading to Flatbush.

The Jamaica Road (now the approximate route of Atlantic Avenue) was at one point a Plank Road. Both the Flatbush Road and the Jamaica Road were part of the original Ferry Road which terminated at the ferry landing at the foot of Fulton Street in the Village of Brooklyn (Armbruster 1919:27). Another road forked off of the Flatbush Road to the south roughly along what is now Fifth Avenue and bisected what are now City Blocks 1118 and 1119. This was locally known as the Gowanus Road (or Lane) and reportedly followed a former Indian trail that terminated at Gowanus Cove (Ibid.). Although these roads were laid out in the early 18<sup>th</sup> century, both Flatbush and Jamaica Roads were not turned into turnpikes until the 1850s.

As late as 1840 all public highways were dirt roads (Armbruster 1919:13). Although the rocks had been removed from the road beds and holes had been filled in, each spring frost heaved more rocks making the roads almost impassable. In the early 1850's, plank roads were built and were initially considered to be an improvement over the dirt roads. But the planks rotted quickly and the roads were soon in a dilapidated state. Efforts were then made to macadamize the roads (Johnson 1894:7). In 1865 tracks of a horse-drawn railroad were laid upon what is now Atlantic Avenue.

When the Brooklyn and Jamaica Road was converted to a turnpike, a toll house was erected about one block north of the project site near what is now the intersection of St. Felix Street and Hanson Place (Armbruster 1919:30; Martin 1834, Figure 8). It was later moved to the Valley Grove Tavern near what is now Prospect Park. A portion of the Jamaica Turnpike north of its intersection with the Flatbush Turnpike was later replaced by Fulton Street. In 1855 the citizens of Flatbush formed the Brooklyn and Flatbush Plank Road Company and purchased the Brooklyn, Jamaica and Flatbush Turnpike Company's interest in the Flatbush Road. The City of Brooklyn then constructed what is now Flatbush Avenue from Fulton Avenue, Brooklyn, to the Flatbush town line, west of the original turnpike road. In doing so, the curves of the old road were eliminated. The newly macadamized road was opened in 1856 (Armbruster 1919:34). Shortly thereafter, the old Road to Flatbush (a.k.a. Fulton Street) was closed.

The importance in these historical roads lies not only with the role that they played in the early development of the project site, but also the role that they played in the Battle of Brooklyn during the American Revolution.

Numerous maps and descriptions of the Battle of Brooklyn report that the British took up positions along the Jamaica Road, possibly in or near the project site (Fadden 1776; Johnston 1776; Onderdonk 1849; Haskell 1807). Historians Stiles (1884) and Armbruster (1919) state that two hundred feet south of the old Dutch Cowenhoven house, which formerly stood northwest of the project site and north of Atlantic Avenue near Fort Greene Street on Block 2001 (Ratzer 1766/67), stood Baker's Tavern, mentioned in Onderdonk's *Revolutionary Incidents* (Figures 5, 6). Its precise location is of some debate and is further addressed in the section discussing Block 1119 below. However, it is reported that much of the fighting during this skirmish occurred somewhere near this tavern.

During the Battle, the British successfully attacked the Americans from behind, and captured Brooklyn for much of the Revolution.

*In Prospect Park there is a marker for what is known as Battle Pass. Battle Pass had a large oak tree known as Dongal Oak. The tree was felled and the Americans took position behind it and along a corridor blocking Battle Pass. The British attacked from Bedford (around Fulton and Bedford Avenue) behind the defensive line. Americans fled in all directions. They were bayoneted near the Atlantic Ave. LIRR train station at Baker's Tavern. They were chased into the woods which are now remolded to Prospect Park, up Flatbush Ave., and down Park Slope on Port Road which was located near First Street.*

(<http://www.brooklynonline.com/bol/history/battle.xhtml>)

Following the American Revolution, the Town of Brooklyn expanded in size and population, and in 1816 the Village of Brooklyn incorporated (Armbruster 1919:16, 23). As the area grew, so did the need to improve transportation. The first railroad chartered on Long Island was the Brooklyn & Jamaica Railroad, originally conceived as a route from New York to Boston by way of train and boat across Long Island Sound. Chartered in 1832, the line ran from the ferry landing on the East River in the village of Brooklyn east to Jamaica, a distance of about ten miles (Ross 1903:7).

*When originally built the Brooklyn & Jamaica Railroad ran in Atlantic avenue from South Ferry to Flatbush avenue, and at Flatbush avenue its right-of-way had been secured through farming lands without any regard to city streets, and ran pretty generally north of the present Atlantic avenue from Flatbush avenue to East New York, so-called at that time. In laying out the streets of the city, the corporations interested were induced to surrender their right-of-way that they had secured north of Atlantic avenue; and to have the rails placed in the present Atlantic avenue as laid out by the city authorities... The New York & Jamaica Railroad Company was organized about 1857, and constructed a railroad from the terminus of the Long Island Railroad in Jamaica to the water's edge at*



*Hunter's Point, and when ready for opening the trains of the Long Island Railroad, instead of running over the Brooklyn & Jamaica Railroad into the city of Brooklyn, turned off at Jamaica and were brought to Hunter's Point. This diverted the main line of travel on Long Island from the city of Brooklyn to the new terminus. This new line was opened in 1860. About the same time its property, corporate rights, and franchises were acquired by the Long Island Railroad Company. From that time the Brooklyn & Jamaica Railroad was run as a branch road between Jamaica and East New York. The effect of this readjustment was to take the Brooklyn & Jamaica Railroad out of the main line of travel, and reduce it to a road of very insignificant importance, so far as its steam traffic was concerned.* (Ross 1903:7)

The Brooklyn and Jamaica Railroad subsequently became the property of the Atlantic Avenue Railroad Company. Steam trains were eventually banned in the city of Brooklyn and horse-drawn cars replaced the steam engines on Atlantic Avenue.

Concurrent with the growth in population was a need to improve sanitation in the growing urban environment. Previous to 1857, there were only five miles of sewers in Brooklyn, and these were reportedly built to relieve areas where water accumulated during heavy rains (Stiles 1884:596). The Board of Water Commissioners of the City of Brooklyn was established in 1857, and in 1858 the first water pipes were laid in city streets with water being supplied from the Ridgewood reservoir. Atlantic Avenue had a six-inch water line laid down in 1860 (Borough office of the Sewer Department of the City of New York). The Water Commission was also empowered to devise a system of sewerage and drainage for the entire city. Although they accomplished providing water and sewer lines to some portions of the city, not all of Brooklyn was adequately serviced for many years.

In 1862 properties were assessed for sewers in Dean Street between Court Street and Flatbush Avenue, directly west of the APE (Brooklyn Daily Eagle August 11, 1862- *Sewer Assessments Part of District 23*). In 1863 sewer assessments were made for:

- Dean Street from Flatbush Avenue to Pearsall Street; (now Sixth Avenue);
- Flatbush Avenue from Atlantic Avenue to Dean Street;
- Atlantic Avenue from Flatbush Avenue to Pearsall Street (now Sixth Avenue);
- Fifth Avenue from Flatbush Avenue to Baltic Street; and,
- Gowanus Road (now Fifth Avenue) from Atlantic Avenue to Flatbush Avenue.

This assessment indicates that all three of the project blocks which form the APE were surrounded by streets that were assessed for sewers in the early 1860s (Brooklyn Daily Eagle Jan 13, 1863; *Sewer Assessments Part of District No. 11 and No 22*). In all likelihood, the sewers were built shortly after these assessments. This contention is supported by a March 1867 advertisement in the Brooklyn Daily Eagle for three-story "cottages" on Dean Street near Flatbush Avenue "with all modern improvements" (Brooklyn Daily Eagle, March 29, 1867), a likely reference to indoor plumbing.

It was also during the 1850s and 60s that the current system of streets and avenues was imposed on the landscape, despite the fact that plans had been made for them as early as the 1830s. In 1834 the Town of Brooklyn became the City of Brooklyn, and in 1898 it became one of the five boroughs of the City of New York. The expansion of the urban center through the 19<sup>th</sup> century probably had the greatest influence on the development of the project area.

The detailed development of each historical lot within the APE is presented below.

### Site File Search

A site file search was undertaken at the NYSOPRHP, the NYSM and LPC. Four OPRHP historic archaeological sites were identified within a one-mile radius of the APE.

Site Name and Number	Description	Location	Distance to APE
OPRHP 04701.013923 Atlantic Terminal Historic Site	19 <sup>th</sup> century brick and stone lined shaft features w/domestic artifacts on vacant urban lots (1840s-1860s)	Block bounded by Carlton and Atlantic Avenues, Cumberland and Fulton Streets	<500' northeast of site
OPRHP 04701.015450 Hoyt-Schermerhorn	19 <sup>th</sup> century brick and stone features w/domestic artifacts on urban lots (1860s)	Block bounded by State, Atlantic, Smith and Hoyt Streets	+/- 1500' northwest of site
OPRHP 04701.000508 Bishop Magavero Site	19 <sup>th</sup> century brick and stone privy and cistern features (1850s-1860s)	Block bounded by Hoyt, Pacific, Dean, and Bond Streets	+/- 1500' west of project site
OPRHP 04701.014947	Revolutionary War Mass Grave (potential)	Block bounded by 6 <sup>th</sup> and 7 <sup>th</sup> Streets, 3 <sup>rd</sup> and 4 <sup>th</sup> Avenues	Ca. 1 mile southwest of project site

Of particular relevance to the APE are the three archaeological sites within a one-mile radius bearing evidence of domestic features dating to the mid-19<sup>th</sup> century. The three sites span the period from the 1840s through the 1860s. During this particular period the street grid system that had been proposed for Brooklyn in the 1840s was slowly being realized – although there was an incongruity between the date a street or avenue was mapped and when it was actually regulated and opened. Concurrently, the farms that once characterized much of Brooklyn were being subdivided into urban lots and developed. The City of Brooklyn was pushing outwards in the only two directions it could – south and east - without an urban infrastructure in place to support the new development. As a result, houses, manufacturers, and commercial enterprises were being established on lots without access to municipal sewer and water. Without these public amenities or established neighborhood wells and cisterns, individual lots would have required wells, cisterns, and privies for inhabitants and/or workers. The shaft features associated with the three domestic sites that were investigated archaeologically bore evidence of this critical period in Brooklyn's history.



**BLOCK 1118**

The APE for Modern Block 1118 includes Lots 6, 21, 22, 23, and 25. Historically, these lots were designated by the following addresses and lot numbers:

2005 Lot #s	1888 Lot #s (Sanborn)	2005 Addresses	1888 Addresses	1929 Lot #s (Hyde)	1929 Addresses
6	6	151-175 Flatbush (odd)	175 Flatbush	6 (12 lots merged)	153-173 Flatbush (odd)
6	7		173 Flatbush		
6	8		171 Flatbush		
6	9		169 Flatbush		
6	10		167 Flatbush		
6	11		165 Flatbush		
6	12		163 Flatbush		
6	13		161 Flatbush and 606 Atlantic		
6	14		159 Flatbush and 604 Atlantic		
6	15		157 Flatbush and 602 Atlantic		
6	16		155 Flatbush and 598 Atlantic		
6	17		153 Flatbush and 594 Atlantic		
21	21	608 Atlantic	608 Atlantic	21	608 Atlantic
22	22	610 Atlantic	610 Atlantic	22	610 Atlantic
23	23	612 Atlantic	612 Atlantic	23	612 Atlantic
25	25	616 Atlantic	616 Atlantic	25	616 Atlantic
25	26	618 Atlantic	618 Atlantic	26	618 Atlantic

Block 1118 was also previously identified as Block 335 from at least 1869 to at least 1874, and Block 4 from at least 1877 to at least 1881. The following discussion references the historical lot numbers, ca. 1888, as presented on the above table.

The project site blocks were originally part of the 1647 conveyance of land to Gerritsen Van Couwenhoven (sic) (Liber 1:45). It remained in the Cowenhoven family until 1817 when a descendent of the original landholder sold off what is now Block 1118 to John Ham (Appendix A).

Historical maps indicate that Block 1118 was vacant in 1766 and throughout the Revolutionary War (Ratzer 1766/67; Stiles 1804; Haskell 1807; Onderdonk 1849; Faden 1776; Johnston 1776, Figure 4-6). Few early 19<sup>th</sup> century maps are detailed enough to include structures (e.g., Butt 1846; Colton 1849). In 1827 the project site was vacant, but in 1834 a structure is mapped directly north of Block 1118 in the footprint of Atlantic Street near its intersection with Gowanus Lane (Hooker 1827, Figure 7; Martin 1834, Figure 8). An 1834 plan of the Brooklyn and Jamaica Turnpike indicates that the building in the street is Bakers Tavern (discussed at length under Block 1119) and that it stood immediately adjacent to – but slightly north of – the new rail tracks (Douglass 1834). Furthermore, both an 1839 Farm map and the 1844-45 U.S. Coast Survey show a structure east of Block 1118 on the opposite side of the Gowanus Road in what

would now be Block 1119 (Farm Map 1839; Figure 9; USC&GS 1844-45, Figure 10). Another structure, the Cowenhoven House, stood to the north of what is now Atlantic Avenue (and then the Flatbush Turnpike), about a block northwest of Block 1118. No structures are depicted on Block 1118 in the APE through at least the mid-19<sup>th</sup> century (Hooker 1827; Martin 1834; Farm Map 1839; USC&GS 1844-1845; Dripps 1850, Figures 7-11).

Conveyance records (Liber 42:131, Appendix A) and early farm maps (e.g., Butt 1846; Colton 1849; Perris 1855; Beers 1874; Dripps 1850, Figure 11) indicate that Block 1118 fell within the Thomas Poole landholdings between 1834 and 1852, but the Poole dwelling stood several blocks south of the APE. Historian Stiles provides a detailed description of the buildings along the Road to Gowanus, which ran approximately along the route of Fifth Avenue through the eastern portion of Block 1118:

*Leaving the Flatbush turnpike, just above the toll-gate, we take the road to Gowanus (established in 1704), which ran southerly in the same general direction as the present Fifth avenue until it reached the vicinity of the present Fifth street... The first house, at which we arrive, was a low one-story building on the westerly side of the road in the vicinity of the present Dean and Bergen streets. It stood on the low ground, at some distance from the road; and, together with the farm attached, was the property of Thomas Poole, who had purchased it from Thomas Baisley. At the period of which we write, it was occupied by Van Houten, a milkman.*  
(Stiles Vol. 2 1884:178).

Stile's description of the dwellings along the Gowanus Road fails to place any in either the project site or the APE. Cartographic sources support that none stood on Block 1118 through at least the mid-1800s (e.g., Ratzer 1766/67; Farm Maps 1839; USC&GS 1844-1845; Dripps 1850, Figures 7-11).

After Thomas Poole died, his heirs conveyed lots on the block to John Cooper, George Soper, Thomas Powers, and Margaretta Remsen (Liber 276:495; Liber 283:369; Liber 283:371, 377, Appendix A). In 1855 William Powers, Margaret Barr, and Peter Wyckoff, executors of the estate of Thomas Poole, were assessed for 15 vacant lots in the vicinity of Flatbush and Fifth Avenues (Brooklyn Daily Eagle May 10, 1855). Cartographic sources indicate that the block remained vacant through at least 1869, despite the fact that the formalized system of streets had been established around most of it by the 1850s<sup>1</sup> (Perris 1855, Dripps 1850, 1869; Figures 11, 12).

In 1871 Gowanus Lane was closed and Fifth Avenue was regulated and opened between Atlantic Avenue and Pacific Street, bordering the east side of the block (Brooklyn Daily Eagle April 27, 1871). This final road opening effectively created the triangular shape that Block 1118 is today, and preceded - and probably provoked - its development. Between 1869 and 1873 Margaretta Remsen was taxed for six lots on this block (none of which had street addresses); the Whalen Brothers were taxed for three lots; J. Vreeland was taxed for two lots; and, F. Morse was taxed for two lots (Brooklyn Annual Records of Assessed Valuation of Real Estate, Roll 17, ...9th

<sup>1</sup> The 1855 Perris *Insurance Maps of Brooklyn* that provides details of development was not produced for the portion of Brooklyn south of Atlantic Avenue and east of Fourth Avenue.

Ward, 1869-1873:1, Appendix C). The 1873/74 assessment is the first where street numbers were recorded for the lots on the block (Ibid.: 1873-74:3-4).

It is not until 1880 that Block 1118 is cartographically depicted with any development (Bromley 1880). By that time the block had been subdivided into city lots and all were shaded, suggesting that they each hosted a structure. More detailed building data is shown on the Sanborn 1888 insurance map (Figure 13).

Development on the block occurred at the time that sewer and water lines became available in the surrounding cross roads. As previously noted, sewer assessments were made for all three streets surrounding Block 1118 in 1863 (Brooklyn Daily Eagle January 13, 1863; *Sewer Assessments Part of District No. 11 and No 22*). Sewer hook-up data that were available for the APE lots, record the following (note: no data were available for historical Lots 6 through 12, which are presumed to be lost):

2005 Lot #	2005 Address	1888 Lot #	1888 Address	Sewer Hook-Up Date (DEP)	Owner at Time of Hook Up
6	151-175 Flatbush (odd)	13	161 Flatbush and 606 Atlantic	10/19/1872	S.B. Vreeland
6		14	159 Flatbush and 604 Atlantic	10/19/1872	S.B. Vreeland
6		15	157 Flatbush and 602 Atlantic	10/19/1872	S.B. Vreeland
6		16	155 Flatbush and 598 Atlantic	10/19/1872	S.B. Vreeland
6		17	153 Flatbush and 594 Atlantic	10/19/1872	S.B. Vreeland
21	608 Atlantic	21	608 Atlantic	10/19/1872	S.B. Vreeland
22	610 Atlantic	22	610 Atlantic	10/19/1872	S.B. Vreeland
23	612 Atlantic	23	612 Atlantic	11/2/1872	S.B. Vreeland
25	616 Atlantic	25	616 Atlantic	2/24/1873	H.H. Remsen
25	618 Atlantic	26	618 Atlantic	2/27/1873	H.H. Remsen

A few developers, who owned most of the project lots, appear to have constructed row houses on them in 1872 and 1873. In fact the tax data for the block indicates that buildings on the lots in the APE were "new" in 1872 and 1873, and that all the new buildings are four-stories in height (Brooklyn Annual Records of Assessed Valuation of Real Estate, Roll 17, ...9th Ward, 1869-1873:1, Appendix C). In 1888 all of the lots in the Block 1118 APE are shown with four-story buildings with stores at street level, while the back yards were left undeveloped (Sanborn 1888). These back yards are not considered sensitive for 19<sup>th</sup> century residential shaft features since sewer and water lines were available for connection to the buildings when they were constructed in the early 1870s. Therefore, there would have been no need for cisterns, privies, and wells on any of the lots in the APE.

The project lots appeared unchanged in 1906 (Sanborn 1906). However, by 1926 all of the buildings on modern Lot 6 had been razed, the lots had been consolidated, and a BMT subway station had been built across historical Lots 11 through 17 (Sanborn 1926; Hyde 1929; Figure 14). Furthermore, a one-story structure had been built across a portion of historical Lots 6 and 7, and a two-story building had been constructed on historical Lot 9. Lots 21, 22, 23, and 25 remained virtually unchanged, except that a one-story addition was now present across the back end of historical Lot 26 so that the entire lot was developed.

The Fifth Avenue El was opened in 1889. Originally known as the Brooklyn Union Elevated Railroad, the elevated structures ran down Flatbush Avenue, turning onto Fifth Avenue. The El was ceased in 1940 as subway service expanded in Brooklyn.

Under Dual Contracts, in 1920 the Brooklyn BMT (formerly the BRT) subway was constructed beneath Flatbush and Fifth Avenues and a station entrance was constructed on Block 1118. A large portion of what is now Lot 6 was disturbed by this construction. The subway beneath Flatbush Avenue was built via cut-and-cover construction, as was the station at Atlantic Avenue ([www.nycsubway.org](http://www.nycsubway.org)). Special care was required as excavations for the subway were undertaken beneath the Flatbush Avenue roadway which supported both an elevated railroad and at-grade streetcars (Engineering Record 1904:514-515, 1905:705-707, 1905a:745-747). The station not only served the Brooklyn BMT, but was also connected to a major transportation hub for the elevated line above Flatbush Avenue, and the Long Island Railroad Depot just to the north. Additional subway lines were constructed beneath Flatbush Avenue, with tunnels spanning multiple levels. The existing subway stations at the Atlantic Avenue/Pacific Street complex are reported at the following approximate depths below grade (measurements are +/- 10 feet as per [www.nycsubway.org](http://www.nycsubway.org)):

- LIRR Station, 20 feet below street
- IRT Station, 20 feet below street
- BMT (D/Q) Station, 50 feet below street
- BMT (M/N/R) Station, 40 feet below street

The location of the former subway station on Block 1118, Lot 6, as well as land to the west bordering Flatbush Avenue, have been disturbed by excavations for the extensive network of subway tunnels, accessways, and passages (Hyde 1929; Figure 14). A 1940s photograph of the east side of Flatbush Avenue, between Atlantic Avenue and Pacific Street, shows both the subway entrance and the backs of the buildings at 608-616 Atlantic Avenue (Lots 21 through 25; Figure 15).

The subway station was still present in 1950, as was a one-story building built across the Flatbush Avenue side of historical Lots 6 and 7. The remainder of modern Lot 6 was utilized for car parking (Sanborn 1950). The buildings on Lots 21-25 appear to have remained unchanged from the early 20<sup>th</sup> century, with the exception of small one-story additions at the backs of Lots 22 and 23 (Sanborn 1950). Sometime between 1950 and 1979 the subway station and other structures on modern Lot 6 were razed (Sanborn 1979). Currently, all of Lot 6 is vacant and utilized for equipment storage and Lots 21-25 are developed as they were in 1950 (Sanborn 2002; OASIS November 2005, Photograph 1).

Building Department records did little to elucidate disturbance episodes for the lots within the APE. No historical records were available at the New York City Municipal Archives, and modern records reported that the extant four-story buildings on Lots 21, 22, 23, and 25 were built in 1931, despite the fact that alteration permits on most of the lots date as early as 1901 (OASIS and BIS November 30, 2005). No demolition or new building permits could be found for Lots 21-25, which does not support the contention that the extant buildings were constructed in 1931.

Therefore, the buildings on Lots 21, 22, 23, and 25 are quite possibly the original ca.1872/1873 structures (Ibid.). Regardless, none of the lots in the APE are potentially sensitive for historical shaft features since sewer and water lines were connected to buildings as they were constructed.

**BLOCK 1119**

The APE for Block 1119 includes modern Lot 1. Historically, this lot was designated by the following addresses and lot numbers:

2005 Lot #	2005 Addresses	1886 Lot # (Robinson)	1886 Addresses	1929 Lot # (Hyde)	1929 Addresses
1	622 Atlantic	3	626 Atlantic	1 (lots 3 and 4 merged)	624-626 (merged)
1	622 Atlantic	4	628 Atlantic		
1	623 Pacific	58	627 Pacific	61	627 Pacific
1	623 Pacific	59	627 Pacific	62	625 Pacific

Block 1119 was previously identified as Block 336 from at least 1869 to at least 1874, and Block 5 from at least 1877 to at least 1881. The following discussion references the historical lot numbers, ca. 1886, as presented on the above table.

Historically, Block 1119 was the site of the intersection of three of early Brooklyn's important roadways:

- the Road to Jamaica (later the Jamaica Turnpike or the Brooklyn and Jamaica Turnpike and sometimes referred to as Fulton Street west of its intersection with the Flatbush Road), which ran slightly south of what is now Atlantic Avenue through Block 1119;
- the Brooklyn and Flatbush Road (later Flatbush Turnpike), which veered off to the southwest through the middle of Block 1119; and,
- the Road to Gowanus (later Gowanus Lane), which originated at the Jamaica Road and ran roughly along the approximate path of modern Fifth Avenue (Figures 4, 8, 9).

The relationship of these early roads to the modern landscape is illustrated on both the 1846 and the 1849 Commissioner's Maps. These maps are based on surveys prepared for the sole purpose of imposing a more structured street grid system over the existing roads and undeveloped farms (Butt 1846; Colton 1849). Both of these maps indicate that the APE lots were situated south of the Flatbush Turnpike and directly east of the Road to Gowanus. Undated Farm Maps from the Brooklyn County Clerk's Office (#B19 and B#27; Figure 16) confirm this.

Historical maps indicate that Block 1119 was vacant in 1766 and throughout the Revolutionary War (Ratzer 1766/67; Haskell 1807; Onderdonk 1849; Faden 1776; Johnston 1776; Figure 4). However, in the 1880s historian Stiles created a Map of the Battle of Brooklyn "August 27, 1776," which indicates that a structure stood on or near the APE. His map, which was copied at the Long Island Historical Society – now the Brooklyn Historical Society, (currently closed to researchers<sup>2</sup>) – places "Bakers Tavern" on the north side of the Jamaica Turnpike, on or directly northeast of Block 1119. However, his map also mistakenly places the junction of the Road to Jamaica and the Brooklyn and Flatbush Turnpike as *northwest* of the intersection of Gowanus

<sup>2</sup> A research request for information on Bakers Tavern was sent to the Brooklyn Historical Society on November 17, 2005. A December 17, 2005 response indicated that there was little information at the Society, beyond 19<sup>th</sup> century pictures that were already found at other repositories.

Road and the Brooklyn and Flatbush Turnpike rather than *southeast* of this intersection – an error that is critical when trying to place historical features on the landscape.

Stiles cites Onderdonk's *Revolutionary Incidents* as placing Bakers Tavern near the intersection of these three early colonial roads; the Road to Jamaica; the Brooklyn and Flatbush Road; and, the Road to Gowanus (Stiles 1884:169). However, a detailed review of Onderdonk's *Revolutionary Incidents* failed to find a reference to the precise location of the tavern (Onderdonk 1849). An in-depth discussion of the location of the tavern in relation to the APE is presented below.

As with Block 1118, Block 1119 was once part of the larger Cowenhoven landholdings. In 1823 Cowenhoven transferred the land that now comprises Block 1119 to Leffert Lefferts, Jeremiah Johnson and Cyrus P. Smith (executor for J. Cowenhoven) (Liber 13:526, Appendix A), and in the following year Lefferts, Johnson and Smith sold the land to Jacobus (a.k.a. James) Pearsall (Liber 15:281). Mid-19<sup>th</sup> century maps confirm that the lots in the APE were indeed part of the James Pearsall Farm (Farm Maps B#19 and B#27 nd; Butt 1846; Colton 1849; Perris 1855; Dripps 1869; Beers 1874; Figures 11, 12, and 16). The 1840 Brooklyn Directory lists Hannah Pearsall, widow of James, living on Fulton Street near Bridge Street, nowhere near the project site (Leslie and Chichester 1840).

Subsequently in the 1840s Lefferts, Johnson and Smith again sold land on the block to a number of people including Douglass, Vesey, Brickly, Gorham, Dalton, and Feeney (1843), Douglass (1844), the City of Brooklyn (1845), and Sylvanus Baker (1847) (Liber 110:61; Liber 111:298; Liber 112:465; Liber 114:512; Liber 115:107, 215, 247; Liber 116:372; Liber 127:3; and Liber 164:138). John Barrett bought property from Baker in 1849, on Block 1119, as did Robert Campbell (Liber 193:197; Liber 193:274, Appendix A). Robert Campbell worked as an oil cloth printer in Parmentiers Garden, at a factory owned by Joseph Underhill, east of the APE. The Barretts (John and Elizabeth) sold their property in 1851 to William Ward, but he was not listed in the 1859 directory (Liber 233:67). The Campbells (Robert and Nancy) sold their property to Andrew Martin in 1861, who then sold it to Ellen Campbell six months later (Liber 551:252; Liber 561:223). The owners of the lots in the APE during this period of time is uncertain since the 19<sup>th</sup> century conveyance records do not reference lots or street addresses, and tax records for Brooklyn do not predate 1869.

**Historical Lots 3 and 4:** Historical Lots 3 and 4 constitute the north half of the Block 1119 APE, and front Atlantic Avenue at the extreme western end of the block. Cartographic sources indicate that the Pearsall farm included the Block 1119 APE, but Stiles places the Pearsall house south of Poole's – also south of the project site. He sites it on the west side of Gowanus Lane and describes it as "an ancient stone house, occupied by tenants. It had previously belonged to Thomas Parsells (sic) a blacksmith who had owned and cultivated a small farm here" (Stiles 1884:179). Clearly, the Pearsall house is outside of the APE.

Both historical Lots 3 and 4 were vacant through at least 1834 (Hooker 1827, Figure 7; Douglass 1834), but an 1837 survey of the Brooklyn and Jamaica Turnpike shows an "L" shaped structure labeled "new house" on the east side of Gowanus Lane, south of Atlantic Street (now Avenue) (Fosdick 1837). In 1839 it is portrayed with a small outbuilding directly to the south, and it



appears that the dwelling may have stood partially on historical Lot 3 (Field Map 1839, <http://arrts-archives.com/atlaverr1.html>, Figure 9). The northeastern corner of the building appears to traverse the northwestern corner of historical Lot 3. By this date James Pearsall – former owner of all lots in the APE – was deceased and his farm was being subdivided in preparation for sale (Field Map 1839). Both structures fronted onto Gowanus Lane and were situated on a parcel of land that spanned historical Lots 1-4, with Lots 1 and 2 eventually being absorbed into Fifth Avenue. The rear of the lot spanned both historical Lots 3 and 4, which are now part of modern Lot 1. The 1845 U.S. Coast Survey also shows this structure at the southeast intersection of the Jamaica Turnpike (Atlantic Avenue) and the Road to Gowanus, with no other structures on or near the APE (USC&GS 1844-1845; Figure 10). In contrast to other cartographic sources, undated Farm Maps from the Brooklyn County Clerk's Office (#B19 and #B27; Figure 16) show the lot boundaries associated with this structure as traversing only the northwest corner of historical Lot 3, at the northwest corner of Block 1119, as opposed to both lots. This graphic also depicts the Brooklyn and Flatbush Turnpike across the northern half of historical Lot 4 (Figure 16).

Historian Stiles states that there was a house at the junction of the Flatbush and Jamaica roads, on the east side of the Flatbush Turnpike, but provides no information as to its former inhabitants or age (Stiles 1884:135). An 1845 advertisement in the Brooklyn Daily Eagle offered “To Let the property occupied by William Hughs at the junction of Atlantic Street and Flatbush Turnpike known as the Pearsall Farm containing about 22 acres of land” (February 21, 1845). This may be referencing to the structure standing in 1839 and 1845. If so, it appears that it was rented – or let – to several different people prior to the sale of Pearsall's lots in the late 1840s.

Although the 1840 Directory lists two William Hughes, both milkmen, neither lived near the project site (Leslie and Chichester 1840). Instead, the directory does list several residents near the corner of Fulton (then Flatbush Turnpike), Gowanus Lane (now Fifth Avenue), and Atlantic Street (now Avenue) (Leslie and Chichester 1840). These include:

- John Barr, who operated a hotel near the corner of Fulton and Atlantic;
- James Ellis, a milkman who lived at Gowanus Lane near Atlantic;
- James Ramsey, a grocer who lived at the corner of Gowanus Lane and Atlantic; and,
- The Long Island Railroad Office at the foot of Atlantic Avenue (maps place this northwest of the APE).

What the 1840 Directory does not provide are the addresses or precise locations of each of these residents so it is not clear if any of them occupied the structure on that may have extended onto historical Lot 3. No tax records were available for this period, and census records did not provide street addresses in 1840. Furthermore, in 1842 the Long Island Railroad advertised to “Let...the house and store at the junction of the Flatbush and Jamaica Turnpike and Gowanus Road and Atlantic Streets” which could be the structure mapped in 1839 and 1845, or a reference to a parcel north of Atlantic Avenue where the Rail Road owned property (Brooklyn Eagle April 11, 1842).

In 1848 the land formerly known as the Pearsall Farm was put up for auction by S. Cambreling (Brooklyn Daily Eagle December 9, 1848). The parcel was to be sold wholly or in subdivided



lots. By 1850 maps no longer depict a structure on the east side of Gowanus Lane, and the APE was entirely vacant (Dripps 1850, Figure 11). Also by this time, the meandering Jamaica Road had been closed and replaced by Atlantic Avenue. In 1855 an agreement was reached between the Long Island Railroad Company and the City of Brooklyn, allowing for the Railroad to cede to the City a strip of land on the south side of Atlantic Avenue between Gowanus Lane and Clason (sic) Avenue – including the area directly north of Block 1119. This was done to allow the grading and improvement of the avenue and to permit the property “along the line of the avenue to be improved and brought into the market” (Brooklyn Daily Eagle April 3, 1855). This probably helped spur development on Block 1119. Also in 1855, Joseph Husson purchased 13 lots formerly on the Pearsall Farm, situated east of Flatbush Avenue, including houses, buildings, and a coal yard, which may have been on or near the APE (Brooklyn Daily Eagle May 10, 1855).

In 1869 Fifth Avenue had not yet been laid out so Block 1119 extended westward slightly farther than it does today, terminating at Gowanus Lane. By this time a coal yard had been established across historical Lots 3 and 4, but individual lots were not devised. Instead, there was a cluster of about seven structures on a large tract labeled “Powers Coal Yard” that happened to encompass what eventually became historical Lots 3 and 4 (Dripps 1869; Figure 12). Two of these buildings fronted onto Atlantic Avenue on historical Lot 3, and two buildings stood at an angle in the center of historical Lot 4 (Ibid.). At least two of the buildings were west of the APE in the path of what eventually became Fifth Avenue (Ibid.). Although portions of historical Lots 3 and 4 at their south ends were undeveloped, the areas were probably utilized for coal storage and similar activities.

The Power’s Brothers operated coal yards at Columbia near Pacific Street and at Furman near Joralemon Street in 1853, and by 1854 they had a coal dock at the foot of Atlantic Street (Brooklyn Daily Eagle March 22, 1853). In 1859 Henry G. Powers was reportedly operating a coal and wood company on “Atlantic Ave. near 5<sup>th</sup> Ave.” (Hearne’s 1859/60). They apparently left the coal business in 1864 when it was advertised to lease (Brooklyn Daily Eagle May 10, 1864). The 1864 advertisement indicated that the coal yard had been established 12 years prior, dating its inception to approximately 1852 (Ibid.).

Conveyance records from the 19<sup>th</sup> century do not provide lot numbers or addresses, but they do indicate that the Powers were associated with several lots on the block as early as 1863 when Susan and Joseph Hussan sold land to Henry Powers (Liber 599:372, Appendix A). An additional parcel was sold by Hussan to Henry Powers in 1866, followed by another in 1869 (Liber 732:456; Liber 736:235). Henry Powers sold a parcel to George Powers in 1867 (Liber 770:466), and then George Powers sold a portion of it to Elizabeth Powers later the same year (Liber 770:485). Additional exchanges of land on the block occurred between Elizabeth, Henry, and George Powers through at least the 1880s (Liber 887:540; Liber 926:7, 8; Liber 1222:145; Liber 1235:76; Liber 1381:242; Liber 1382:297, Appendix A).

A December 30 1864 newspaper article about a “miracle medical cure” experienced by the son of Henry J. Powers, stated that his “residence and home is in the City of Brooklyn, Long Island, No. 629 Pacific Street” (Brooklyn Daily Eagle), which may have been on or near the project site. In 1886 historical Lot 58 (part of modern Lot 1) was situated at 627 Pacific Street, rendering house number 629 directly adjacent to, but not in, the APE. It should be noted, however, that

street numbers changed periodically between the early 1860s and 1880s (e.g., 1866 and 1873<sup>3</sup>) so there is no guarantee that he actually lived on Block 1119.

As early as 1867 the Powers were also operating a Carriage Factory somewhere on or in the APE. In 1867 there was an advertisement for an auction to be located opposite the "Powers Carriage Factory, on Atlantic Avenue at Elliot Place," which would place the factory on or near the APE (Brooklyn Daily Eagle October 19, 1867). On November 10, 1868 G. Powers (probably George) received a permit to connect a building or buildings on historical Lots 3 and 4 to the sewer on Atlantic Avenue, and although water connection records were not available for these lots, these structures were likely connected to municipal water at roughly the same time (Borough Office of the Sewer Department).

As per a law of 1869 appointing a Commission for the opening of Fifth Avenue between Flatbush and Atlantic Avenues (adjacent to the APE), in April of 1871 efforts were being made to regulate and open the avenue for a distance of 200 feet in length by 75 feet in width at the west end of Block 1119 (Brooklyn Daily Eagle April 27, 1872). Regulating the street involved the "taking of lands and houses." Assessments were made to both Henry J. Powers and George A. Powers, and objections to assessments were made by Michael Bennett and Henry G. Powers (Ibid.). Each 20 by 100 foot lot in the line of the road was assessed for roughly \$615. In November of that same year, both Henry J. and George A. Powers still owed money on their assessments, despite the fact that the road had been regulated and opened (Ibid.; September 8, 1871).

Tax records indicate that in both 1869-1873 and 1873/74 H. G. Power and C. G. Powers were assessed for three lots on Block 1119 fronting Atlantic Avenue (Brooklyn Annual Records of Assessed Valuations of Real Estate, Roll 17...9<sup>th</sup> Ward, 1873-1874:5-6, Appendix C). While no street numbers were provided on the assessor's list, the lot enumerations suggest that they likely included the project lots.

Further citing the Powers association with the property is the 1873 Boyd Directory of Brooklyn, which lists the H. G. Powers Carriage Manufacturing Company on Atlantic Avenue at the corner of Fifth Avenue (Boyd 1873). The directory also lists the Taylor and Jones Wood and Coal Company at 630 Atlantic Avenue, an address which coincides with the 1886 address of a lot directly east of the APE lots (Ibid.).<sup>4</sup> Four years prior to the directory listing there was a "disastrous fire" in or near the APE on the Power's property. An account of the fire stated that it was an extensive conflagration on Atlantic Avenue, near Flatbush, which resulted in the destruction of several buildings.

*The fire originated from the boiling over of a kettle of varnish in the coal and wood yard of Taylor, Jones & Co., located in the rear of the building No. 862*

<sup>3</sup> As per the efforts of the Committee for Renaming and Renumbering Streets (Brooklyn Daily Eagle March 6, 1866; March 1, 1873).

<sup>4</sup> The Brooklyn Eagle (September 2, 1870) cites that the 1870 address of 630 Atlantic Avenue was formerly number 876, suggesting that in the 1860s the project lot addresses on Atlantic Avenue were numbered in the 860s and 870s.

*Atlantic Avenue, which was occupied as a carriage manufactory by Henry G. Powers & Co., for whose use the varnish was being prepared. Immediately upon the boiling over of the varnish, it ignited and, spreading over a quantity of wood, and setting it on fire, the flames communicated with the carriage factory, and from thence with three frame tenement houses occupied by several colored families, and some sheds at the marble yard of Thomas Foley, extended to the house of Alexander McLean, painter, No. 868 Atlantic Avenue...Five dwellings, Nos. 555 to 563 inclusive, on Pacific Street, at the rear of the fire, were each damaged.*  
(Brooklyn Daily Eagle August 28, 1869)

Regarding the same incident, the New York Times reports:

*...owing to the difficulty encountered by the firemen in getting at the fire, before they could control the flames, they extended to three frame tenement-houses occupied by a number of colored families, some sheds at the marble works of Thomas Foley, and to the house of Alexander McLean, painter, No. 868 Atlantic-avenue. The tenement-houses and the sheds were destroyed. The colored people lost most of their furniture.*  
(New York Times August 28, 1869)

Neither Alexander McLean nor Thomas Foley - both cited in the newspaper accounts - are listed as living in or near the APE in either 1859/60 or 1873 directories; nor were they listed near the APE on the 1860 or 1870 Federal Censuses (Hearne's 1859/60; Boyd 1873; U.S. Federal Census 1860, 1870). Furthermore, the 1873/74 tax assessment do not list either name for any lots on Block 1119, but the enumeration of lots suggests it was under the ownership of H. G. Powers, who owned five buildings, not all on Lot 3 (Brooklyn Annual Records of Assessed Valuation of Real Estate, Roll 17...9<sup>th</sup> Ward, 1873-1874:5-6; Appendix C). An 1868 advertisement in the Brooklyn Daily Eagle for rooms to let at 868 Atlantic Avenue for "a small family" (February 1, 1868) suggests that McLean and Foley occupied or rented buildings or rooms from Powers for only a brief period of time.

The reference to several tenements in or near the APE occupied by African American families in 1869 is not entirely surprising given that there is a documented 19<sup>th</sup> century African American residential presence in the area. As late as 1810 the Cowenhovens maintained seven slaves at their homestead on former Block 2001 northwest of the project site, and George Powers, whose farm was several blocks west of the project site, owned one slave (U.S. Federal Census 1810; Appendix B). Descendents of these and other enslaved peoples were known to have settled nearby.

In 1985 an archaeological assessment was undertaken for the Atlantic Terminal project, directly north of the APE on the opposite side of Atlantic Avenue (HPI 1985). The report states:

*The southern extremities of the blocks along Atlantic from South Portland to Clermont may have been occupied by blacks, though the evidence as to exactly when, where, and how extensive as presented in HISTORIC FORT GREENE is somewhat vague. In describing the ethnic diversity of the Ft. Greene area, the 1890 Federal Census is quoted as saying that in the blocks bounded by Lafayette*

*and Atlantic, South Portland and Washington Streets "the buildings were principally private dwellings, with some tenements inhabited by a small colored population" (Historic Fort Greene 1973, p.III-8). The authors go on to say "Little is known about Fort Greene's first black population...Seth Scheiner in Negro Mecca writes that by 1860 the black population of Brooklyn was concentrated in two communities, with 53.3% living in the Borough Hall/Fort Greene area."* (Historical Perspectives Inc., 1985:20)

Deed, tax, directory, and census research was not successful at placing an African American population on or near the APE in the 1850s, 1860s or 1870s primarily because of the lack of reverse directories – those done by address rather than alphabetically by resident (U.S. Federal Census 1850, 1860, 1870; Hearne's 1850/51, 1859/60; Boyd 1873). Furthermore, it is not clear which of the seven buildings that stood within the limits of Powers Coal Yard in 1869 were in fact the tenements reported in the two newspaper accounts. Possibly, these may have been the three structures fronting directly onto Atlantic Avenue, which stood at the north ends of historical Lots 2 and 3 (only historical Lot 3 is in the APE). However, they could have been other structures – such as those in the center of historical Lot 4, or they could have been out of the APE entirely.

If there were indeed tenements occupied by African Americans on or near the APE during this time, this is a reflection of the general pattern of settlement in this area. Through census and directory research, author Scheiner found that in the 1860s the Borough Hall-Fort Greene African American neighborhood extended from the Brooklyn Navy Yard south and east to Atlantic Avenue, then along Atlantic Avenue until it reached the Bedford-Stuyvesant area (Scheiner 1965:23). By 1870 the population had declined in the eastern portion of this area, with the western and southern portions increasing (Ibid.). In 1890 there were two distinct African American communities in Brooklyn, and one of these was along Atlantic Avenue extending south and east from the Fort Greene Park district up to an including the Bedford-Stuyvesant neighborhood. The lots on Block 1119 in the APE were on the fringe of the African American population that was centered at Bedford-Stuyvesant.

Sometime between 1874 and 1877 Powers constructed a four-story factory on historical Lot 3 (Brooklyn Annual Records of Assessed Valuation of Real estate, Roll 17, ...9th Ward, 1877-1881:13-14). In 1880 the lot is shown covered by a structure, while historical Lot 4 was shown as vacant with the former route of the Brooklyn and Flatbush Turnpike depicted as crossing the northern half of this lot (Bromley 1880). In 1886 historical Lot 3 was unchanged, while there were two sheds at the southern end of historical Lot 4 – each lot being about 20 feet wide by 100 feet deep (Robinson 1886). Two years later, a building covering the entirety of historical Lot 3 was occupied by the E.G. Webster and Son silverware factory (Sanborn 1888, Figure 13). Historical Lot 4 was vacant except for a one-story shed that crossed the entire southern end of the lot (Sanborn 1888).

By 1906 the Atlantic Avenue Improvement plan had been implemented and the majority of the block east of modern Lot 1 had been completely excavated for a below-grade rail road freight yard. Also at this time, the building covering the entirety of historical Lot 3 was shown as five-stories tall (Sanborn 1906). Historical Lot 4 had three structures on it, identified as part of the

silverware factory. One-story buildings without basements paralleled each other on the extreme eastern and western sides of the lot. Between these was an open courtyard, which led to a five-story structure on the southern-third of the lot (Ibid.).

The lots were unchanged when the Hyde 1929 atlas was published, but shortly thereafter a demolition permit was issued for the razing of four buildings on Lot 1- recorded as three, four, and five-stories in height - a consolidation of historical Lots 3, 4, 58, and 59 (Hyde 1929; DEM. 300-1929). In 1946 a New Building Permit (NB) was issued for a gasoline service station and garage for more than five cars, as well as a diner for historical Lots 3 and 4 (NYC DOB NB#258, 1946). The fire department approved the installation of gasoline tanks at that time (Ibid.), but no plans showing the locations of the tanks were found at the Brooklyn Buildings Department. A 1940s tax photograph of the lot obtained at the Municipal Archives shows a gas station present but is of such poor quality that is unclear where the filling tanks for the station stood - which would be an indicator of where the fuel storage tanks were buried.

In 1951 historical Lot 4 is depicted with a one-story structure for the filling station at its south end and a one-story building along its eastern side on the northern end (Sanborn 1951). A Certificate of Occupancy (CO) was renewed for the service station in 1955 and again in 1968 (NYC DOB CO#231598, April 23, 1958; CO#198913, February 9, 1968). By 1979 the one-story filling station had been renovated for use as a truck rental facility, while the rest of the lot remained vacant (Sanborn 1979). The lot has since remained unchanged (Photograph 2).

While the entirety of historical Lot 3 was disturbed by the construction of a five-story commercial structure with a basement in the 1880s, there were portions of historical Lot 4 that may not have experienced subsurface disturbance deep enough to have entirely obliterated earlier shaft features that may have once been present on the lot.

Historical Lot 4 was developed sometime between 1850 and 1868, but the exact date is unknown because there are no detailed maps or tax records dating to this limited time period. Sewer lines were connected to a building on the lot in 1868. Research indicates that the lot had two structures on it in ca.1869, and may have once contained a portion of a coal yard (ca.1852-ca.1874), carriage factory (ca.1867-ca.1874), and tenements occupied by African Americans (ca.1869). The southern one-third of the lot was developed with the construction of a five-story building in the early 20th century, and a later gas station was located in this area. While both of these activities would have disturbed this portion of the lot, the remainder of the lot hosted only one-story structures lacking documented basements. These structures might not have caused deep impacts. Therefore, the portion of the lot outside of the location of the five-story structure and the underground gasoline tanks - the locations of which were not verified due to a lack of Building Department Records - might be sensitive for shaft features associated with the lot's use during the 1850s and 1860s. However, specific residents of the potential dwellings in the APE for this period of time are not known.

**Historical Lots 58 and 59:** These lots are shown as vacant on maps through 1850 (Hooker 1827; Farm Map 1839; Field Map 1839; Dripps 1850, Figures 11, 12). The first development is depicted cartographically in 1869 when a large portion of the south side of the block had been subdivided into narrow city lots, each roughly 20' by 100', with historical Lots 58 and 59 shown



as partially developed. Each of these lots contained what appeared to be a row house on their southern ends fronting Pacific Street with the north half of each lot left vacant (Dripps 1869, Figure 12).

In 1880 historical Lots 58 and 59 had their southern ends shaded indicating partial development, but no details are depicted; in 1886 both lots had multi-story buildings across their southern halves, while their northern halves were vacant (Bromley 1880, Robinson 1886). In 1888 the buildings were depicted as three-story dwellings fronting Pacific Street, with the northern half of each lot left vacant (Sanborn 1888, Figure 13). The lots were unchanged in 1898 (Hyde 1898).

By 1906 after the Atlantic Avenue Improvement had been completed, most of Block 1119 east of the APE was literally removed. Also by this time, the three-story buildings on the south halves of historical Lots 58 and 59 each possessed basements, and each building had a one-story addition to the north, which covered most of the lot. Both of these lots, however, had small undeveloped areas at their extreme northern ends abutting the buildings on historical Lots 3 and 4 (Sanborn 1906). The site was unchanged when the Hyde 1929 atlas was published (Figure 14), but shortly thereafter a demolition permit was issued for the razing of four buildings on modern Lot 1, which was then a consolidation of historical Lots 3, 4, 58, and 59. The buildings were reported as three, four, and five-stories with each measuring 20' by 100' (DEM. 300-1929).

By 1951 all of the buildings had been razed and the majority of Lot 1 was paved for parking. Historical Lots 58 and 59 were vacant, and remained so through out the rest of the 20<sup>th</sup> century (Sanborn 1951, 1979, 2002).

The original date of construction for the row houses on historical Lots 58 and 59 is not definitive, but in 1868 Joseph Husson received permits for connecting buildings on each of these lots to the public sewer (Borough Office of the Sewer Department). There was no listing for Husson (or Hussen) anywhere in Brooklyn in the 1840 Leslie and Chichester Directory; the 1850/51 or 1859/60 Hearn's Directories; and the 1873 Boyd Directory, suggesting that he was an absentee landowner. The Brooklyn Daily Eagle reports that Joseph Husson purchased a number of lots on or near Block 1119 in 1855, and together with William Bates purchased more lots in 1858 (Brooklyn Daily Eagle May 10, 1855, May 21, 1858). Neither Bates nor Husson lived in the APE (U.S. Federal Census 1850, 1860). Conveyance records report that Husson was selling lots on the block in the early 1860s (Liber 599:372, Appendix A). In 1870 he was also assessed for sidewalks along Carlton Avenue between Pacific and Dean Streets, further supporting his status as real-estate developer rather than site resident (Brooklyn Daily Eagle June 13, 1870).

Tax records show that in 1873/74 W. Walters was assessed for historical Lot 58 while Rebecca Eastman was assessed for historical Lot 59 (Brooklyn Annual Records of Assessed Valuation of Real Estate, Roll 17...9<sup>th</sup> Ward, 1873-1874:5-6, Appendix C). Neither Walters nor Eastman are listed as residents in the APE on the 1870 Federal Census or the 1873 directory (U.S. Federal Census 1870; Boyd 1873). Furthermore, it was not possible to establish residents of the lots in the 1860s and 1870s since there are no reverse directories available for Brooklyn. Of note, Joseph Hussen (sic) paid taxes on the lot directly west of historical Lot 59 at the intersection of Fifth Avenue and Pacific Street at the same time (Ibid.). Husson seemingly developed many of the lots in this neighborhood, selling them off as feasible. Husson, possibly like Walters and

Eastman, was clearly a speculator and/or absentee landlord and probably rented apartments in the three-story buildings to a transient population.

Both historical lots 58 and 59 might have archaeological potential because they were developed sometime between 1850 and 1869. While it is possible that the lots were developed in 1868 when sewer permits were issued for the lots, it is also possible that they were developed prior to 1868 and that the structures on the lots stood for up to 18 years before being connected to municipal sewer and water. While the southern ends of the lots lack archaeological sensitivity due to the former presence of three-story dwellings which would have impacted this location, structures that stood on the remainder of these lots were only one-story in height and lacked reported basements. Therefore, the northern two-thirds of each lot might be potentially sensitive for shaft features associated with the ca.1850-1868 dwellings that were once present on these lots. Residents of the structures for the period of potential sensitivity are currently unknown.

### **Baker's Tavern**

Historians Stiles (1884) and Armbruster (1919) state that two hundred feet south of the old Dutch Cowenhoven house, which formerly stood north of Block 1118 on the north side of Atlantic Avenue (the Road to Jamaica) near what is now Fort Greene Street, stood Baker's Tavern. They suggest that in the 1840s this was known as the Old Bull's Head Tavern and that the Long Island Rail Road trains used to stop in front of it (Figure 17). Both historians also place the tavern on the north side of Atlantic Avenue, about 100 feet north of the APE, and indicate that the Long Island Rail Road Depot was eventually built over its location (Armbruster 1919:26; Stiles 1884:169). It should be noted, however, that most of Armbruster's writings simply mimicked Stiles, sometimes verbatim.

Three maps have been found showing the tavern's reported 18<sup>th</sup> century location; however one was created by Stiles in 1884, and as such its accuracy is questionable. He placed the tavern on the north side of Atlantic Avenue, outside the APE. The second map was Onderdonk's 1849 map of the Battle of Brooklyn, which shows an "s" on the north side of the Road to Jamaica near its intersection with the Brooklyn and Flatbush Road (Figure 5). He indicates that the "s" is at the location of the famed tavern where Revolutionary War activity took place (Onderdonk 1849). A third map, which is reportedly a reproduction of another Onderdonk map, places the tavern on the *south* side of the Jamaica Turnpike, possibly within the APE (Figure 6). A description by Lossing that accompanies a reproduction of this map states that the place of severest contest was "upon the slope between the Flatbush Avenue and the Long Island rail-way, between Bedford and Brooklyn, near Baker's Tavern (17), at a little east of the junction of these avenues" (Lossing 1850). This vague description does not help to clarify the location, given that it is not clear if Lossing is referring to the original Flatbush Turnpike or the later Flatbush Avenue. If it was east of the original Flatbush Turnpike, then the tavern stood outside of the APE since all of the APE lots were southwest of the turnpike. If it was east of Flatbush Avenue, but south of the railroad tracks along Jamaica Road (now Atlantic Avenue), then the tavern could have been in or near the APE.

Minutes of the Town Meetings for Brooklyn mention Nicholas Jaust Baker in 1671, but no other information is recorded. Conveyance records do little to clarify whether or not an 18<sup>th</sup> century

tavern stood in the project site. Records from the 18<sup>th</sup> century indicate that most of Block 1119 was part of larger Cowenhoven tract at that time, and passed between the hands of Cowenhoven, Remsen, and Lefferts, then back to Cowenhoven (Brooklyn Conveyance Records, Block 1119).

Little information was found regarding the 19<sup>th</sup> century Bulls Head Tavern, which was *reportedly* the same structure as the 18<sup>th</sup> century Bakers Tavern. In an 1840 directory of Brooklyn the Bulls Head Tavern was operated by Lloyd and Goldsmith and stood at "Fulton Street, opposite Jackson Street." The reference to Jackson Street places it about five blocks northwest of the project site (Leslie and Chichester 1840; Morse and Breese 1842; Butt 1846). In 1850 it was listed as on Fulton near Hudson Street, also about five blocks northwest of the project site (Hearne's 1850). However, if the 1845 lithograph of the Bulls Head tavern, identified as "formerly Bakers Tavern" - is accurate, it actually stood somewhere adjacent to the railroad tracks, which were only present on Atlantic Avenue at that time (Figure 17; 1842 Morse and Breese). Furthermore, the lithograph shows the tracks of the railroad at an angle that could only suggest that the tavern was located to its north (Figure 17).

In 1854 the Board of Excise granted a license to William Goldsmith for the Bulls Head Tavern on Atlantic Avenue, which suggests that it had moved by that date (Brooklyn Daily Eagle July 20, 1854). The Eagle further reports (in an 1887 reminiscence of questionable validity) that the Bulls Head Tavern was originally located on Fulton Street near Sands Street, and that it was torn down in the 1850s and replaced by houses (Brooklyn Daily Eagle July 24, 1887). Prior to being razed it was reportedly frequented mostly by farmers, and in front were hay scales used for weighing grain (Ibid.). When William Goldsmith died in 1885 he was listed as living at 631 Atlantic Avenue, which would place his residence on the north side of Atlantic Avenue, out of the APE (Brooklyn Daily Eagle, November 9 1885).

It is not clear from any of these sources whether the Bulls Head Tavern is in fact the same structure as the ca.1776 Bakers Tavern -- which was reportedly near the intersection of Atlantic Avenue near Flatbush Road likely directly north of the APE. It is, however, clearly not the same structure as the 19<sup>th</sup> century Bakers Tavern, which was also operating in 1840 and 1850. It is possible that by 1854 Baker had sold his tavern to Goldsmith who reopened it as the Bulls Head Tavern.

An 1834 plan of the Brooklyn and Jamaica Turnpike indicates that at that time Baker's Tavern stood in what is now the footprint of Atlantic Avenue directly north of Block 1118, and slightly west of its intersection with Gowanus Lane. At that time the tavern stood immediately adjacent to -- but slightly north of - the new rail tracks that were being laid for the Brooklyn and Jamaica Turnpike (Douglass 1834). Historically, this would have placed the 18<sup>th</sup> century tavern on the south side of the Road to Flatbush, or the Flatbush Turnpike, and west of the Road to Gowanus. However, sometime between 1834 and 1837 the tavern was relocated to the north side of Atlantic Avenue onto Block 1127, out of the roadbed, and north of the APE (Fosdick 1837).



The 1840 directory lists the Sylvenius (sic) Baker, hotel at corner of Fulton<sup>5</sup> and Jamaica. Although Silvenus (sic) Baker was listed in the 1820 Census of Brooklyn, at that time he was a farmer – probably somewhere near the project blocks as his neighbors were Abraham Bennett and Thomas Poole, names both associated with the general project area. Poole's farm was directly west of the Gowanus Lane, with his farmhouse situated several blocks south of the APE. Litigation over land in the 1860s referenced Silvenus (sic) Baker as having married one of Poole's daughters, Mary (Brooklyn Daily Eagle October 12, 1860). However, by 1850 his wife is recorded as Sarah (U.S. Federal Census 1850).

Conveyance records show that Sylvanus Baker first acquired a piece of land on Block 1119 in 1847 (Liber 164:138). He sold a portion of it off to Robert Campbell in 1849 (Liber 193:197), and another tract to John Barrett the same year (Liber 193:274, Appendix A).

An 1843 advertisement for the sale of lots by the Trustees of the estate of John Cowenhoven references Sylvanias Baker's Tavern near the project site. The estate subdivided and sold land on the north side of Atlantic Avenue; the family house formerly standing north of Atlantic Avenue opposite Block 1118 on city Block 2001 (Farm Map #B19 and B27). The Cowenhoven lots adjoined the Railroad and the Flatbush Turnpike and were described as "well located and desirable for small tenements and mechanic's shops, each lot having two fronts – one of the Railroad, and the other on the old Turnpike road." Lots were also for sale "on Atlantic Avenue from Baker's Tavern to Claremont Street," which is about five blocks east of the project site. A map of the property was available to view at Mr. Baker's Tavern (Brooklyn Eagle May 20, 1843).

In 1846 it was reported that the dwelling house and tavern of Sylvanus (sic) Baker was destroyed by fire (Brooklyn Eagle May 20, 1846). The newspaper account places the property "on Fulton Street at its intersection with the L. I. Railroad" (Ibid.). Baker reportedly lost his house and stables, along with two horses and a wagon. The local newspaper reports that extinguishing the fire was hindered by the fact that there "is no public cistern in that part of Brooklyn," a testament to the lack of accessibility to municipal water at the time of the fire (Ibid.).

In 1847 Sylvanus Baker owed back taxes for two lots on Atlantic Avenue, both vacant (Brooklyn Eagle December 4, 1847). In 1848 and 1849 he continued to have overdue taxes on two lots and a house, then described as being situated on the east side of Fulton Street, which would place the lots north and/or east of the APE (Brooklyn Eagle, December 26, 1848, February 13, 1849). A deed from Leffert Lefferts, Jeremiah Johnson, and Cyrus P. Smith to Sylvanus Baker dated May 21, 1847 (Liber 164:138; Appendix A) describes Baker's property as follows:

*Beginning at a point on the south side of the Brooklyn and Jamaica RR distant easterly 112'6" from the junction of the Brooklyn and Flatbush Turnpike Rd and Brooklyn and Jamaica RR adjoining land this day conveyed to Peter*

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<sup>5</sup> During this period of time, Fulton Street was the name applied to the portion of the Brooklyn and Jamaica Turnpike west of its junction with the Flatbush Turnpike in Block 1119.

*Douglas<sup>6</sup>....running thence east along the Brooklyn and Jamaica RR 75' thence south 84'9" to the old Brooklyn and Jamaica Turnpike Road thence north 51' along said old road to the Brooklyn and Flatbush Turnpike Rd thence northwest along the Brooklyn and Flatbush Turnpike Rd 30'4 1/2" to said land of Peter Douglas and thence north along the last mentioned land 76'8" to the point or place of beginning.*

This description places a segment of the Baker property on the northeastern portion of Block 1119 and on land north of Block 1119, which is now in the footprint of Atlantic Avenue – outside of the current APE.

Further confirming that the 19<sup>th</sup> century Baker's Tavern was north of the APE is a Cowenhoven deed from 1844 (Liber 118:144) which reads, in part " ...unto \_\_\_ Van Tassel, Blcksmith, for lot on Atlantic Ave to the east of Baker's Tavern on which said lot Van Tassel has erected a dwelling house..."(Ibid.). An article in the Brooklyn Eagle stated that in 1846 Nicholas Van Tassel, blacksmith, had a house and lot at 448 Atlantic, which was then located at the northeast corner of Hampden Avenue, which is now S. Elliot Street on the north side of Atlantic Avenue (Brooklyn Daily Eagle, January 6 1846). Furthermore, Van Tassel is listed in the 1850 directory at Atlantic and Hampden Avenues (Hearne's 1850). This further confirms that Sylvanus Baker's tavern was north of the APE by this time.

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<sup>6</sup> In 1840 Peter Douglas is listed as the keeper of the first toll gate on Jamaica Road (Leslie and Chichester 1840), and in 1844 Douglass purchased a lot somewhere on Block 1119 (Liber 116:372).

**BLOCK 1127**

The APE for Block 1127 includes modern Lots 45-48, 50, 55, and 56. Historically, these lots were designated by the following addresses and lot numbers:

2005 Lot #s	2005 Addresses	1886 Lot #s (Robinson)	1886 Addresses	1929 Lot #s (Hyde)	1929 Addresses
45	481 Dean	43	481 Dean	45	481 Dean
46	479 Dean	43 1/2		46	479 Dean
47	477 Dean	44		47	477 Dean
48	475 Dean	37 (w 1/2)*	650 Pacific	48	36 Sixth Ave
48	475 Dean	38 (w 1/2)		48	36 Sixth Ave
48	475 Dean	39 (w 1/2)		48	36 Sixth Ave
48	475 Dean	40 (w 1/2)		48	36 Sixth Ave
48	475 Dean	41 (n 1/2)	485 Dean	43	38 Sixth Ave/ 485 Dean
48	475 Dean	42 (n 1/2)	483 Dean	44	483 Dean
48	475 Dean	45		48	475 Dean
48	475 Dean	46	475 Dean	48	475 Dean
50	473 Dean	47	473 Dean	50	473 Dean
55	463 Dean	52	463 Dean	55	463 Dean
56	461 Dean	53	461 Dean	56	461 Dean

\*due to changes in lot configurations, w 1/2 indicates west half of lot only; n 1/2 indicates north half of lot only

Block 1127 was also historically identified as Block 337 from at least 1869 to at least 1874, and Block 3 from at least 1877 to at least 1881. The following discussion references the historical lot numbers, ca. 1886, as presented on the above table.

Historically, Block 1127 was located southwest of the Road to Flatbush (a.k.a. Brooklyn and Flatbush Turnpike), which ran through the extreme northeastern corner of the block (Figure 7, 11). In 1766/67 there is a farm complex portrayed on or near Block 1127, although the complex does not appear on maps produced during the American Revolution (Ratzer 1766/67; Haskell 1807; Onderdonk 1849; Faden 1776; Johnston 1776, Figure 4). The scale of the 1866/67 map does not permit the farm complex to be sited on the modern landscape with any degree of accuracy.

As with Blocks 1118 and 1119, Block 1127 was once part of the larger Cowenhoven landholdings. Between 1783 and 1823 Cowenhoven transferred the land that now comprises Block 1127 to Leffert Lefferts, Jeremiah Johnson and Cyrus P. Smith (executor for J. Cowenhoven) (Liber 13:526), and in 1824 Lefferts, Johnson and Smith sold the land to Jacobus (a.k.a. James) Pearsall (Liber 15:281, Appendix A). In 1848 the land formerly known as the Pearsall Farm was put up for auction by S. Cambreling (Brooklyn Daily Eagle December 9, 1848). The parcel was to be sold wholly or in subdivided lots.

In both 1827 and 1834 there was a building depicted southwest of the Flatbush Road somewhere near or on Block 1127, which may have been in the APE (Hooker 1827, Figure 7; Martin 1834, Figure 8). In 1839 there was a small structure shown across the northern part of Block 1127 and

the proposed route of Pacific Street, northwest of the APE on what eventually became historical Lot 30 (Figure 9). The location of this structure was between 60 and 100 feet outside of the APE. Another 1839 map shows two additional structures in the APE on historical Lots 37 through 42 (discussed below)

In 1845 the block was vacant, as it was in 1850 (USC&GS 1844-1845, Figure 10; Dripps 1850, Figure 11). What is now Sixth Avenue was then called Pearsall Street (Ibid). The Pearsall Farm was subdivided and sold in 1848, and between 1850 and 1869, Block 1127 experienced more intensive development (Dripps 1850, 1869, Figures 11, 12).

The following lot histories describe historical development during the mid-19<sup>th</sup> century. Directory and census research on these lots has revealed that there was a large Irish population on Block 1127. Almost all of the residents are either immigrants born in Ireland, or first generation Irish Americans.

**Historical Lots 37, 38, 39, and 40:** Historical Lots 37-40 share a similar development history so they are addressed together. In 1839 a structure straddled historical Lots 37 through 40, angled so it faced the Flatbush Turnpike (Field Map 1839). The structure was associated with a second building, which stood slightly to the southeast, and the two buildings may constitute the same farm complex mapped in 1766/67, 1827, and 1834 (Ratzer 1766/67, Figure 4; Hooker 1827, Figure 7; Martin 1834, Figure 8). One of these two buildings may have been a dwelling, while the other could have been a barn. By 1845 no buildings are shown in the vicinity of the lots, and in 1850 all of these lots are clearly vacant (USC&GS 1844-1845, Figure 10; Dripps 1850, Figure 11). By 1869 a structure was built across the extreme western ends of historical Lots 39 and 40, while historical Lots 37 and 38 remained undeveloped (Dripps 1869; Figure 12). In 1880, 1886 and 1888 all the lots were vacant (Bromley 1880; Robinson 1886; Sanborn 1888, Figure 13). By 1906 the George Bernard and Company sporting good manufacturer had been built across portions of historical Lots 37 and 38 (Sanborn 1906). In 1929 all of the lots were covered by the A.G. Spalding and Brothers Company building, a six-story structure with a basement (Sanborn 1929, Figure 14). Spalding apparently manufactured bicycles among other things (Brooklyn Daily Eagle March 25, 1898). The building stood through the remainder of the 20<sup>th</sup> century and is still present (Sanborn 1950, 1979, 2002, Figure 18).

An alteration permit issued for modern Lot 48 in 1954 indicates that the building on the front of the lot (bordering Atlantic Avenue directly north of the APE) at that time was one-story with a cellar (ALT 1591-1954). The six-story building on the back of the lot (in the APE) is also reported as having a cellar (Ibid.). The presence of a six-story building with a basement that covered all of historical Lots 37 through 40 has undoubtedly eradicated any potential archaeological remains associated with the ca.1766/67-1839 structure.

**Historical Lot 41:** Historical Lot 41 is now part of modern Lots 43 and 48. Only the north half of historical Lot 41 falls in the APE on the eastern end of modern Lot 48 (Figures 13, 18). In 1839 an "L" shaped building stood on the northern portion of historical Lot 41 (Field Map 1839). It was associated with another structure that spanned historical Lots 37-40 and was discussed above. Both buildings may date as early as 1766/67 ((Ratzer 1766/67, Figure 4; Hooker 1827, Figure 7; Martin 1834, Figure 8). The building may have been a house or barn, and was

constructed so that it faced the Flatbush Turnpike. No structures are shown on or near the lot in 1845 (USC&GS. 1845, Figure 10).

By 1850 the entire lot was vacant (Dripps 1850; Figure 11). In 1869 the portion of Lot 41 in the APE was vacant, but served as the backyard to a building, which had been constructed at the extreme southeastern corner of Block 1127 (Dripps 1869; Figure 12). The northern end of the lot in the APE was unchanged in 1880, 1886, 1888, 1898, and 1906, and the building at the south end of the lot out of the APE was mapped as a three-story dwelling (Bromley 1880; Robinson 1886; Sanborn 1888; Figure 13; Hyde 1898; Sanborn 1906). In both 1926 and 1929 the portion of the lot in the APE was covered by a one-story addition utilized as an employee's room for the A.G. Spalding Brothers Sporting Goods factory, which stood to the north (Sanborn 1926, 1929; Figure 14). This addition is still present (Sanborn 1950, 2002; Figure 18).

In 1863 sewer assessments were made for Dean Street from Flatbush Avenue to Pearsall Street (now Sixth Avenue; Brooklyn Daily Eagle Jan 13, 1863; *Sewer Assessments Part of District No. 11 and No 22*). In 1869/70 Thomas Campbell was paying taxes on the lot (Brooklyn Annual Records of Assessed Valuation of Real Estate, Roll17, ...9<sup>th</sup> Ward 1869-1873:9, Appendix C) and in April of 1874 D. Campbell received a permit to connect a structure on this lot to the municipal sewer system (Borough Office of the Sewer Department).

Dennis Campbell began purchasing lots on Block 1127 as early as 1847, and continued purchasing additional lots through 1850 (Liber 161:528, 161:530, and 231:13; Appendix A). That year, Dennis Campbell, a 39 year old milkman, is listed as living in the 9<sup>th</sup> ward of Brooklyn with his wife, two children, and two unrelated laborers (U.S. Federal Census 1850; Appendix B). The 1850 directory, however, indicates he is living at Flatbush Road (Hearne's 1850/51; Appendix B). Five years later, an 1855/56 directory lists Dennis Campbell, a milkman, on Dean Street at its corner with Pearsall (Smith 1855/56), and in 1860/61 he is listed at the same location, but working as a grocer (Hearne's 1860/61). The 1860 census indicates that he is a 50 year old grocer living with his wife, two sons (one a physician), and three unrelated young men, somewhere in the 9<sup>th</sup> Ward of Brooklyn (U.S. Federal Census 1860; Appendix B). In 1870 he is living with his wife Mary, his son, Thomas, and two other men (U.S. Federal Census 1870). In the 1873/74 directory he is listed as a grocer living at 485 Dean Street, which definitively places him on historical Lot 41 (Boyd 1873), and in 1873/74 he is still paying taxes on that lot (Appendix C).

By 1877 Catherine Minjo was assessed for taxes on the lot which contained a three-story 25-foot by 36-foot building, suggesting that Campbell sold it sometime between 1873/74 and 1877 (Brooklyn Annual Records of Assessed Valuation of Real Estate, Roll17, ...9<sup>th</sup> Ward 1877-1881:9-10, Appendix C). However, conveyance records indicate that Thomas Campbell sold lots to Catherine Mongo in 1880 and 1881 (Liber 1380:807 and Liber 1420:258; Appendix A). It appears that members of the Campbell family lived on historical Lot 41 from ca.1855 through at least 1874, when a sewer was connected to the dwelling on this lot, and possibly through 1880.

The northern portion of historical Lot 41 in the APE hosted a dwelling in 1839 – and possibly as early as 1766/67 – for which no records could be found. By 1850 the building had been razed and Block 1127 was subsequently lotted. A new structure was built on the south end of

historical Lot 41 sometime between 1850 and 1855 when the Campbells appear to be living on it. There is the possibility that the portion of the lot that falls within the APE once hosted privies, cisterns, and or wells, possibly associated with the Campbell residency ca.1855 to ca.1874, but it may also bear evidence of the earlier ca.1839 structure – though probably not shaft features since the footprint of the structure covered the lot. The portion of historical Lot 41 that is located in the APE is now covered by a one-story building that has stood since sometime between 1906 and 1926. There is no evidence that the structure possesses a basement (Sanborn 1906, 1926, 1951; Hyde 1929, Figure 14). No Building Department records were found for this lot, which would provide more data regarding foundation depths. As a result, historical Lot 41 is potentially sensitive for remnants of a ca.1839 structure of unknown use and occupancy in addition to (possibly truncated) shaft features. These shaft features may be associated with the Campbell's residency on the lot from ca.1855 to ca.1874, and two other families (Moran and Keegan) in 1860 and may exist beneath the foundation of the extant one-story addition.

**Historical Lot 42:** Like historical Lot 41, historical Lot 42 is now part of modern Lot 48, with only the north half of the historical lot falling in the APE (Figures 13, 18). In 1850 and 1869 the entire lot was vacant (Dripps 1850, 1869; Figures 11, 12). By 1880 a three-story building with a basement had been constructed on the southern half of the lot, outside the APE, and the portion of the lot in the APE formed its back yard (Bromley 1880). In 1888 the building was depicted as a three-story dwelling, one of several row-houses that fronted Dean Street, and the portion of the lot in the APE was still undeveloped (Sanborn 1888; Figure 13). In 1926 this portion of the lot was covered by a one-story addition utilized as an employee's room for the A.G. Spalding Brothers Sporting Goods factory, although it is not depicted three years later on the Sanborn 1929 map (Sanborn 1926, 1929; Figure 14). The addition is depicted again in 1950 (Sanborn 1950) and it is still present (Sanborn 2002; Figure 18).

Sewers were installed on Dean Street in the early 1860s, and cartographic sources indicate the lot was initially developed between 1869 and 1880 (Dripps 1869, Figure 12; Sanborn 1880). In June of 1875 D. Campbell received a permit to connect a structure on this lot to the municipal sewer system (Borough Office of the Sewer Department). In all likelihood this was issued at the time the row-house was built, indicating that there was no need for shaft features on any portion of the lot, including the section that falls within the APE.

**Historical Lots 43:** Historical Lot 43 is equivalent to modern Lot 45 (Figures 13, 18). In 1850 and 1869 the entire lot was vacant (Dripps 1850, 1869; Figures 11, 12). By 1880 a three-story building with a basement had been constructed on the southern half of the lot, with a vacant back yard spanning the north half of the lot (Bromley 1880). In 1888 the building was depicted as a three-story dwelling, one of several row-houses that fronted Dean Street, and north half of the lot was still undeveloped (Sanborn 1888; Figure 13). In 1929 there was a narrow rectangular one-story structure at the extreme northern end of the lot, which was an extension from the building on adjacent historical Lot 42 (Sanborn 1929; Figure 14). It, too, was part of the larger A. G. Spalding & Brothers Company that stood directly to the north. The two buildings on the lot were still standing in 1950, and are currently extant (Sanborn 2002; Figure 18).

Sewers were installed on Dean Street in the early 1860s, and cartographic sources indicate the lot was initially developed between 1869 and 1880 (Dripps 1869, Figure 12; Sanborn 1880). In



June of 1875 D. Campbell received a permit to connect a structure on this lot to the municipal sewer system (Borough Office of the Sewer Department). In all likelihood this was issued at the time the row-house was built, indicating that there was no need for shaft features on the half of the lot that fell within the APE.

**Historical Lot 43A:** Historical Lot 43A is equivalent to modern Lot 46 (Figures 13, 18). The lot was undeveloped in 1850 and 1869, but by 1880 there was a row house on the south end of the lot fronting Dean Street (Dripps 1850, 1869, Figures 11, 12; Bromley 1880). In 1888 the building was depicted as a three-story dwelling with a basement (Sanborn 1888; Figure 13). The north half of the lot was never developed, and remains vacant today (Sanborn 1929, 1950, 2002; Figures 14, 18).

Sewers were installed on Dean Street in the early 1860s, and cartographic sources indicate the lot was initially developed between 1869 and 1880 (Dripps 1869, Figure 12; Sanborn 1880). In March of 1877 D. Campbell received a permit to connect a structure on this lot to the municipal sewer system (Borough Office of the Sewer Department). In all likelihood this was issued at the time the row-house was built, indicating that there was no need for shaft features on the half of the lot that fell within the APE.

**Historical Lot 44:** Historical Lot 44 is equivalent to modern Lot 47 (Figures 13, 18). The lot was undeveloped in 1850 and 1869, but by 1880 there was a row house on the south end of the lot fronting Dean Street (Dripps 1850, 1869, Figures 11, 12; Bromley 1880). In 1888 the building was depicted as a three-story dwelling with a basement (Sanborn 1888; Figure 13). The lot remained unchanged in 1929 (Sanborn 1929; Figure 14), however, by 1950 the building on the lot had been razed and the entire lot was left vacant (Sanborn 1950, 1979, 2002; Figure 18).

Sewers were installed on Dean Street in the early 1860s, and cartographic sources indicate the lot was initially developed between 1869 and 1880 (Dripps 1869, Figure 12; Sanborn 1880). In September of 1877 D. Campbell received a permit to connect a structure on this lot to the municipal sewer system (Borough Office of the Sewer Department). In all likelihood this was issued at the time the row-house was built, indicating that there was no need for shaft features on the half of the lot that fell within the APE.

**Historical Lot 45:** Historical Lot 45 is equivalent to a portion of modern Lot 48 fronting Dean Street (Figures 13, 18). The lot was undeveloped in 1850 and 1869, but by 1880 there was a row house on the south end of the lot fronting Dean Street (Dripps 1850, 1869, Figures 11, 12; Bromley 1880). In 1888 the building was depicted as a three-story dwelling with a basement (Sanborn 188; Figure 13). The lot remained unchanged in 1929 (Sanborn 1929; Figure 14). After 1929 what had formerly been the Spalding factory directly north of this lot had become the Seagoing Uniform Company and Volley Ball Factory (Sanborn 1950). Sometime during this period the factory expanded onto the northern end of historical Lot 45, and the building at the south had been razed (Sanborn 1950). The lot has remained unchanged since that time (Sanborn 1979, 2002; Figure 18).

Sewers were installed on Dean Street in the early 1860s, and cartographic sources indicate the lot was initially developed between 1869 and 1880 (Dripps 1869, Figure 12; Sanborn 1880). On



September 5, 1855 Thomas Campbell received a permit to connect a building on this lot to the public sewer line (Borough Office of the Sewer Department). In all likelihood this was issued at the time the row-house was built, indicating that there was no need for shaft features on the half of the lot that fell within the APE.

**Historical Lot 46:** Historical Lot 46 is equivalent to the western half of modern Lot 48 fronting Dean Street (Figures 13, 18). Sometime between 1850 and 1869 a structure was built at the southern end of the lot fronting Dean Street, while the northern portion of the lot was left undeveloped (Dripps 1850, 1869, Figures 11, 12). The building is still present in 1880, and in 1888 is depicted as three-story dwelling with a basement (Sanborn 1888, Figure 13). In 1886 a second building is depicted at the extreme northern end of the lot (Robinson 1886), and in 1888 this is also shown as a three-story dwelling, but it does not have a basement (Sanborn 1888, Figure 13). An undeveloped yard remained between the two buildings. The lot appeared unchanged in 1906, but between 1906 and 1929 both buildings were razed and the lot was rendered vacant (Sanborn 1906, 1929; Figure 14).

After 1929, what had formerly been the Spalding factory directly north of this lot had become the Seagoing Uniform Company and Volley Ball Factory (Sanborn 1950). During this period the factory expanded onto the northern end of historical Lot 46, effectively over the location of the former three-story dwelling while the southern two-thirds of the lot remained vacant (*Ibid.*). The lot has remained unchanged since this time (Sanborn 1979, 2002; Figure 18, Photograph 3).

Sewers were installed on Dean Street in the early 1860s, and cartographic sources indicate the lot was initially developed between 1850 and 1869 (Dripps 1850, 1869, Figures 11, 12). In November of 1850 Stephen Cambreling sold this lot to Josiah and Anna Rogers, and in 1854 they defaulted on their mortgage, and judgment was brought against them by Cyrus P. Smith, trustee, and the lot was resold at public auction (Brooklyn Daily Eagle May 18, 1854). On July 1, 1872 Clark(e) received a permit to connect a building on this lot to the public sewer (Borough Office of the Sewer Department). Clarke appears to have purchased property on Block 1127 from John Heard in 1854 (Liber 73:21). However, he sold off a portion of it two years later (Appendix A).

From 1869 through 1881 James Clark was assessed for taxes on this lot (Brooklyn Annual Records of Assessed Valuation of Real Estate, Roll 17/18, 9<sup>th</sup> Ward 1869-1873:6, 1873-74:9-10, 1877-1881:9-10, Appendix C). The 1859/60 lists James Clark as a porter living on Dean Street near Flatbush Avenue – however no street address is provided (Hearne's 1859/60, Appendix B). In 1860 the U.S. Federal Census lists James Clark as a 50 year old laborer living with his wife Bridget (40), two sons, and a daughter somewhere in the 9<sup>th</sup> ward of Brooklyn (U.S. Federal Census 1860, Appendix B). At that time the Farrell family was also listed a living on the same lot – but not necessarily in the same structure (Appendix B). James Clark is again listed as being 50 years old on the 1870 U.S. Federal Census, but at that time is married to a woman his age named Mary. The same children, now all ten years older, are listed as living with James and Mary, and he is reportedly working as a cotton mender (U.S. Federal Census 1870). Patrick Boyle and his wife Mary are also listed as residing on the same lot (*Ibid.*: Appendix B). The 1877/78 directory lists James Clark as residing at 475 Dean Street – historical Lot 46 (Lain's 1877/78, Appendix B).

The first residential construction on historical Lot 46 dates between 1850 and 1869, and Clark may have been living on it as early as 1859/60. It is entirely possible that the dwelling at the south end of the lot fronting Dean Street was built before the availability of sewer and water in the early 1860s. The earliest record of a sewer connected to this lot is 1877, however it may be the building was actually connected earlier, but there are just no records remaining of this event. Therefore, the center of the lot that did not experience any development may be sensitive for potential shaft features which would post-date 1850 and pre-date 1877 when the sewer lines were connected to this lot. Any potential features may be associated with Clark's residential use of the property, and may also bear evince of use by the Farrell and Boyle families.

**Historical Lot 47:** Historical Lot 47 is equivalent to modern Lot 50 (Figures 13, 18). Sometime between 1850 and 1869 a building was constructed at the south end of the lot fronting Dean Street (Dripps 1850, 1869; Figures 11, 12). The building is still present in 1880, but by 1886 the structure had been razed and a two-story dwelling had been built at the northern end of the lot (Robinson 1886, Sanborn 1888; Figure 13). By 1906 a four-story dwelling had been built across the southern half of the lot, and a three-story dwelling stood at the northern end of the lot (Sanborn 1906). A vacant yard remained between the two structures. The lot appeared unchanged in 1929 and 1950 (Sanborn 1929, 1950, Figure 14) and throughout the remainder of the 20<sup>th</sup> century (Sanborn 1979, 2002, Figure 18, Photograph 4).

Sewers were installed on Dean Street in the early 1860s, and cartographic sources indicate the lot was initially developed between 1850 and 1869 (Dripps 1850, 1869, Figures 11, 12). From 1869 through 1881 James Galvin was assessed for taxes on this lot (Brooklyn Annual Records of Assessed Valuation of Real Estate, Roll 18, 9<sup>th</sup> Ward 1869-1873:6, 1873-74:9-10, 1877-1881:9-10). On May 8, 1876 Sowven (sic; perhaps an extremely poor transcription of Galvin) received a permit to connect a building on this lot to the public sewer line (Borough Office of the Sewer Department).

In 1850 James Galvin, mason, is listed as living on Navy Street (Hearne's 1850), but by 1859/60 he is listed as a bricklayer living on Dean Street near Flatbush Avenue (Hearne's 1859/60; Appendix B). While there is no James Galvin (or Calvin) recorded in the 1860 census records for Ward 9 of Brooklyn, by 1870 he is recorded in this neighborhood living with his wife, two daughters, and a son (U.S. Federal Census 1860, 1870, Appendix B). At that time two additional families, Costello and Gray, were also living on the same lot (Ibid.).

The first residential dwelling on this lot was built sometime between 1850 and 1869, probably before 1860 when James Galvin may have been living here. The earliest sewer permit found for the lot dates to 1876, despite the fact that sewer lines were in the adjacent street beds by the early 1860s. An earlier sewer permit may have been issued for the lot, but no evidence of one was found in the Borough Office of the Sewer Department records. Therefore, it is possible the ca.1860s dwelling built at the south end of the lot fronting Dean Street was constructed before the availability of sewer and water. Since the northern end of the lot was disturbed by the later construction of an additional three-story dwelling, the center of the lot that did not experience any development may be sensitive for potential shaft features which would post-date 1850 and pre-date 1874; the period of time when the Galvin family occupied the site. These potential shaft

features may also bear evidence of the Costello and Gray families, who also lived on the lot in 1870.

**Historical Lot 52:** Historical Lot 52 is equivalent to modern Lot 55 (Figures 13, 18). In 1850 the lot was vacant, but by 1869 a building appears to have been constructed on its southern end fronting Dean Street (Dripps 1850, 1869; Figures 11, 12). The scale of the 1869 Dripps map is such that it is unclear whether or not there was a definitively a structure on the front of the lot at that time (Ibid.). There was definitely at least one structure on the lot in 1880 (Bromley 1880), and by 1886 a second structure was cartographically depicted at the north end of the lot (Robinson 1886). In 1888 the building fronting Dean Street was a four-story structure with a store, and the building at the north end of the lot was a three-story dwelling (Sanborn 1888; Figure 13). The lot remained unchanged throughout the 20<sup>th</sup> century, and neither structure is reported as having a basement on maps and atlases (Hyde 1898, 1929; Sanborn 1906, 1950, 2002). No building permits providing additional information about the structures were available.

A review of the deeds pertaining to the lot show that it was original sold by Stephen Cambreling to Edward Phalen in the 1840s (Appendix A). In 1851 Phalen sold this and three other lots to William and Lawrence Bennett for \$1,700 (Liber 248, p.50). The Bennetts sell off two lots to John Dillon and Richard Gorman in 1852 for \$1260 (Liber 4288, p.195), and the same year Dillon conveys his interest in four lots to Gorman for \$2.00 (Liber 478, p.1). Gorman (a lawyer as per the 1854/55 directory) and his wife retain ownership of the lot through 1858 when they sell it to Elizabeth Lacey (Liber 478, p.16). The following year (1859) Elizabeth and Edward Lacey sell the lot to John McLaughlin for \$700 (Liber 495, p.45). It is unclear how McLaughlin lost title to the lot, but in 1864 it is reconveyed to Mary Ann McLaughlin (wife of John) by John McGroarty for \$500 (Liber 641, p.482). The following year Mary Ann McLaughlin sells the lot to John Kelly for \$1000 (Liber 680, p.17). Kelly retains the lot through 1904.

The deed research strongly suggests that the lot was initially developed sometime between 1864, when it sold for \$500, and 1865, when it sold for \$1000. Despite the fact that the lot was sold to Kelly in 1865, tax assessments for the lot list J. Laughlin (or McLaughlin) as paying taxes on it from 1869 through at least 1881 (Brooklyn Annual Records of Assessed Valuation of Real Estate, Roll 18, 9<sup>th</sup> Ward 1869-1873:6, 1873-74:9-10, 1877-1881:9-10). The tax records for the period between 1869 and 1873 are listed together on one assessment sheet which reports two structures on the lot, one being a four-story building. The entry does not indicate if both structures were present in 1869; only that they both were by 1873. From 1869 through 1871 the lot is assessed for a value of \$1,650. By comparison, a nearby vacant lot is assessed at \$750, which suggests that at least one structure is standing on the lot in 1869. Also for comparison, the only other lot on the block with an identical assessed value as historical Lot 52 in 1869 has a three-story building on it. This may suggest that the original structure on the lot is also three-stories in height.

In 1872 the assessed value of the lot jumps considerably to \$4,500, suggesting that there is a capital improvement with either the redevelopment of the lot or the construction of a second building at its north end. A notation in the remarks section of the assessment simply states "1872" but does not record which event this date is documenting; the redevelopment of the lot

with two buildings or the construction of a second building (Brooklyn Annual Records of Assessed Valuation of Real Estate, Roll 18, 9<sup>th</sup> Ward 1869-1873:6).

A review of census and directory records failed to place any Laughlin or McLaughlin family (spelled in as many variations as feasible) or Kelly family in the APE from 1850 through 1873 (U.S. Federal Census 1860, 1870; Hearne's 1850/51, 1859/60; Boyd 1873; Lain 1877). However, from 1873/74 through at least 1884, John Kelly – a junk dealer then grocer – is listed as living at 463 Dean Street, and in 1875 Barney Kenny, a laborer, is listed as living in the building at the rear of 463 Dean Street (Appendix B). Interestingly, Barney Kenney (sic) and his mother Rose were listed as residents of 461 Dean Street (Lot 56) in 1873. Kenney had apparently moved onto Lot 55 in 1875, but back on to Lot 56 in 1876. The census and directory records show that Irish immigrants predominantly occupied the neighborhood during this period of time, and that some residents were transient while others resided in dwellings for several decades.

Since the original date of construction of the first building on historical Lot 52 appears to date to sometime between 1864 and 1865, it may have been built before or in conjunction with the availability of sewer and water in the early 1860s. No sewer or water connection permits were available for this lot to confirm when these utilities were connected to the building on it. Therefore, the center of the lot that did not experience any development may be sensitive for potential shaft features which could date to ca.1864/65 onward. Although the Kellys owned the lot at this time, they did not appear to reside on it until 1873/74. Therefore, potential shaft feature deposits predating 1873 could not be linked with a specific set of residents.

**Historical Lot 53:** Historical Lot 53 is equivalent to modern Lot 56 (Figures 13, 18). In 1850 the lot was vacant, but by 1869 a building had been constructed on its southern end fronting Dean Street (Dripps 1850, 1869; Figures 11, 12). The lot had at least one structure on it in 1880 (Bromley 1880), but by 1886 a second structure was cartographically depicted at the north end of the lot (Robinson 1886). In 1888 the building fronting Dean Street was a four-story structure with a store, and the building at the north end of the lot was a two-story dwelling with a basement (Sanborn 1888; Figure 13). The lot appeared unchanged through at least 1929 (Hyde 1898, 1929; Sanborn 1906, Figure 14). Sometime between 1929 and 1950 the building at the north end of the lot was razed (Sanborn 1950; Figure 1950).

A review of the deeds pertaining to the lot show that it was original sold by Stephen Cambreling to Edward Phalen in the 1840s (Appendix A). In 1851 Phalen sold this and three other lots to William and Lawrence Bennett for \$1,700 (Liber 248, p.50). The Bennetts sell off two lots to John Dillon and Richard Gorman in 1852 for \$1260 (Liber 4288, p.195), and the same year Dillon conveys his interest in four lots to Gorman for \$2.00 (Liber 478, p.1). Gorman (a lawyer as per the 1854/55 directory) and his wife retain ownership of the lot through 1858 when they sell it to Peter Morison for \$600 (Liber 478, p. 121). Morison sold the lot in 1862 to Edward Keany for \$575 (Liber 572, p. 328). The Keany/Kenny family retained ownership of the lot through 1923.

The deed research suggests that the lot was first developed after 1862 when Edward Keany purchased what was probably a vacant lot based on the comparative value of adjacent vacant

lots. From 1869 through 1871 Edward King was assessed for taxes on historical Lot 52 which was then valued at \$2,000, indicating that at least one building stood on it by this time. Between 1872 and 1873 Edmond (sic) King was still assessed for taxes on the lot, but the value of it had escalated to \$4,500 (Brooklyn Annual Records of Assessed Valuation of Real Estate, Roll 18, 9<sup>th</sup> Ward 1869-1873:6). The lot reportedly had two structures on it by 1873, one being four-stories in height. The remarks section of the assessment record also has a notation of "1872" but no reference as to what event this date is documenting; the entire redevelopment of the lot with two buildings or the construction of a second dwelling on the lot's north end. From 1877 through 1881 Edward Kenney was assessed for taxes on the lot.

Directory research could not definitively place any residents on the lot prior to 1871/72, although it appears that Edward Kenny (sic) was probably living on it as early as 1866/67 (Appendix B). Two years earlier, Kenny was living on Atlantic Avenue, out of the APE. This suggests that the lot may have been developed by Kenny sometime between 1863 and 1866 when he appeared to have moved onto the lot. By 1875 Edward Kenny (sic) had moved to the dwelling on the rear of the lot. Members of the Kenny family continued to live on the lot through 1903 (Appendix B), and were joined by Bridget Kelly (widow of Thomas) from 1874 through 1884, and by McCormack, Rutherford, Grady, and James from 1877 onward (Appendix B). Most of the residents appear to be blue-collar workers.

Since the original date of construction of the first building on historical Lot 53 dates to sometime between 1862 and 1866, but probably closer to 1864/65<sup>7</sup>, it is possible that it was built before or in conjunction with the availability of sewer and water in the early 1860s. No sewer or water connection permits were available for this lot.

No specific residents could be found for the period between 1862 and 1866 (U.S. Federal Census 1860, 1870; Hearne's 1850/51, 1859/60; Lain's 1862/63, 1863/64, 1865/66). Therefore, while the center of the lot that did not experience any development may be sensitive for potential shaft features that would post-date 1862, potential shaft feature deposits predating 1866 – if indeed the first structure on the lot predates 1866 – could not be connected to specific residents. Any potential shaft deposits post-dating 1866 could be associated with the Keany/Kenny family as well as other occupants.

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<sup>7</sup> The extant dwelling on the front of Lots 55 and 56 are identical and appear to have been built at the same time. If this is indeed the case, then the first structure built on Lot 56 (historical Lot 53) probably dates to ca. 1864/65.



## SUMMARY OF ARCHAEOLOGICAL POTENTIAL

The Stage 1A Archaeological Documentary Study of the Atlantic Arena APE found that there are areas with potential archaeological sensitivity, and there are areas that lack archaeological sensitivity due to prior disturbance and/or the lack of an initial deposition.

**Block 1118:** Block 1118 was found to lack historical archaeological potential because all of the lots on the block were developed in 1872/1873 and had sewer lines – and presumably water – connected to them at that time. No cartographic, tax, or documentary records were found to suggest development on the block prior to this period of time. Therefore, modern Lots 6, 21, 22, 23, and 25 on Block 1118 are not considered sensitive for historical shaft features.

In addition, the APE lots are also not considered to be potentially sensitive for precontact resources. There are no reported known precontact sites in the area, and there are no distinguishing topographic features, which would have made this particular area attractive for precontact settlement. Furthermore, the lots have experienced considerable development in the 19<sup>th</sup> and 20<sup>th</sup> centuries. These episodes of construction have caused subsurface impacts to the APE lots that would have disturbed or destroyed any potential precontact resources.

**Block 1119:** The APE for Block 1119 includes modern Lot 1, which includes historical Lots 3, 4, 58, and 59. Block 1119 was found to have the potential to possess 19<sup>th</sup> century shaft features on historical Lots 4, 58, and 59.

Historical Lot 4, located at 622 Atlantic Avenue, constitutes the east half of modern Lot 1 on the north half of the lot and has a rather complicated development historic. It was developed sometime between 1850 and 1868 and sewer lines were connected to building(s) on the lot in 1868. There were two structures on the lot in ca.1869, and it may have once contained a portion of a coal yard (ca.1852-ca.1874), carriage factory (ca.1867-ca.1874), and tenements reportedly occupied by African Americans in two newspaper accounts (ca.1869). The southern one-third of the lot was later developed with a five-story building, and a gas station was subsequently located in this area. The remainder of the lot hosted only one-story buildings lacking documented basements. Therefore, the portion of the lot outside of the footprint of the five-story structure and the underground gasoline tanks – the locations of which are not known due to the lack of Building Department records – *might* be sensitive for shaft features associated with the lot's use during the 1850s and 1860s (Figure 19). Specifically, this could include buried shaft features containing archaeological deposits associated with the reported African American residency. Although specific residents of the potential dwellings in the APE for this period of time are currently unknown, potential archaeological deposits associated with an African American population could provide information about everyday lifeways that is not necessarily available in the documentary record.

Both historical Lots 58 and 59, located on the south half of modern Lot 1 at 623 Pacific Street, might have archaeological potential because they were developed sometime between 1850 and 1869. It is possible that the lots were developed in 1868 when sewer permits were issued for the lots, but it is equally possible that they were developed earlier than this. Only the northern two-thirds of each lot might be potentially sensitive for shaft features associated with the ca.1850-

1868 dwellings that once stood on these lots, but residents of the structures for the period of potential sensitivity could not be ascertained (Figure 19).

Modern Lot 1 lacks archaeological potential for precontact resources due to multiple historical and modern development episodes. While this development may not have eradicated deeper shaft features from earlier historical use of the lot, there is a strong probability that fragile precontact resources – if they were ever deposited in this area – have been completely disturbed.

**Block 1127:** The APE for Block 1127 includes modern Lots 45, 46, 47, 48, 50, 55, and 56, which translate to historical Lots 37 through 47, 52, and 53. Many of these lots were found to lack historical archaeological because the earliest buildings on the lots were connected to municipal sewer lines. However, historical Lots 41, 46, 47, 52, and 53 – which constitute a portion or all of modern Lots 48, 50, 55, and 56 – may be potentially sensitive for historical shaft features (Figure 19). It is highly unlikely that any precontact resources would be found on any of the lots in the APE due to intensive 19<sup>th</sup> and 20<sup>th</sup> century development.

Historical Lot 41, now part of modern Lot 48 at 475 Dean Street, is located near the extreme southwest corner of Block 1127. The northern portion of the lot in the APE hosted a dwelling in 1839 (and possibly as early as 1766/67). This was razed and a new structure was built on the south end of historical Lot 41 sometime between 1850 and 1855 when the Campbells appear to be living on it. There is the possibility that the portion of the lot that falls within the APE once hosted privies, cisterns, and or wells, possibly associated with the Campbell residency ca.1855 to ca.1874 (and two other families in 1860: Keegan and Moran), but it may also bear evidence of the earlier ca.1839 structure – though probably not shaft features since the footprint of the structure covered the lot (Figure 19).

Historical Lot 46, now part of modern Lot 48, is also at 475 Dean Street. The first residential construction on the lot dates between 1850 and 1869, and the Clark family may have been living on it as early as 1859/60. A second dwelling was later built at the extreme northern end of the lot. The dwelling at the south end of the lot fronting Dean Street may have been built before the availability of sewer and water in the early 1860s; the earliest sewer permit found for the lot dates to 1877, but it is possible that one was issued earlier. Therefore, the center of the lot may be sensitive for potential shaft features which would post-date 1850 and pre-date 1877 (Figure 19). Any potential features may be associated with Clark's residential use of the property, and may also bear evidence of use by the Farrell (ca.1860) and Boyle (ca.1870) families.

A soil boring was undertaken in the area of potential archaeological sensitivity on historical Lot 46. The boring log reports fill from the surface down to about two feet (60 cm) below grade, and seemingly natural soils – silt with sand and some gravel – beneath this to eight feet (240 cm) below grade (Soil Boring SB-274082; Roux Associates 2006). The seemingly undisturbed subsurface conditions portrayed in this boring log support the assessment that this area is potentially sensitive for historical archaeological resources.

Historical Lot 47 is now modern Lot 50, located at 473 Dean Street. The first residential dwelling on this lot was built sometime between 1850 and 1869, and James Galvin may have been living here in 1860. The earliest sewer permit found for the lot dates to 1876, but an earlier



permit may have been issued for the lot, although none were found. Therefore, it is possible the ca.1860s dwelling built at the south end of the lot fronting Dean Street was constructed before the availability of sewer and water. Since the northern end of the lot was disturbed by the later construction of an additional three-story dwelling, the center of the lot that did not experience any development may be sensitive for potential shaft features which would post-date 1850 and pre-date 1874; the period of time when the Galvin family occupied the site (Figure 19). These potential shaft features may also bear evidence of the Costello and Gray families, who also lived on the lot in 1870.

Historical Lot 52 is modern Lot 55, located at 463 Dean Street. Since the original date of construction of the first dwelling on the lot appears to date to ca.1864/65, it may have been built either before or in conjunction with the availability of sewer and water in the early 1860s. No sewer or water connection permits were available for this lot. Therefore, the center of the lot that did not experience any development may be sensitive for potential shaft features which would post-date 1864/65 (Figure 19). While associated deposits could not be linked with a specific set of residents prior to 1873, post-1873 deposits could be linked with the John Kelly family. The neighborhood is known to have a considerable Irish population. Likely, pre-1873 resources could be linked with this particular population.

Historical Lot 53 is modern Lot 56, located at 461 Dean Street. Since the original date of construction of the first building on the lot appears to date to sometime between 1862 and 1866, it is possible that it was built either before or in conjunction with the availability of sewer and water in the early 1860s. No sewer or water connection permits were available for this lot. No specific residents could be found for the period predating 1866 when Edward Kenny appears to have moved onto the lot. Census research has found that this neighborhood had a sizable population of Irish immigrants. While the center of the lot that remained undeveloped may be sensitive for potential shaft features which would post-date 1862 - and possibly 1864/65 - potential resources could not be connected to specific residents prior to 1866 (Figure 19).

**All Sensitive Lots:** Most of the potential resources which may exist in the APE date from the 1850s onward, with the exception of historical Lot 41 on Block 1127 which was covered by a structure in 1839 that may date as early as 1766/67. Although the footprint of the building may exist on historical Lot 41, there are probably no associated shaft features in the APE. The 1850 to 1860 redevelopment of the project area was similar to that found at the Duffield Street site, which is located about ten blocks west of the current project site (Historical Perspectives 2004). The Duffield Street project site was redeveloped in the late 1840s and 1850s by mostly absentee landlords with a very transient group of middle-class residents - professionals, crafts people, merchants, shopkeepers, etc. Residents changed addresses yearly along both sides of the street. Some residents lived near their workplace, while others did not. For the most part, most Brooklyn dwellers did not live or work at the same address for an extended period of time.

There is the potential for intact subsurface remains from the APE lots; a relative rarity in an area redeveloped with large commercial and industrial structures. While the documentary study of the project lots shows that some were owned by absentee landlords and probably experienced transient residential episodes (e.g., Lot 1 on Block 1119), other lots were occupied continuously by one or more families for between ten and twenty years, and sometimes longer.

## CONCLUSIONS AND RECOMMENDATIONS

Research for this Stage 1A Archaeological Documentary Study entailed extensive investigations into the ownership, development, and occupancy of the APE lots. Deed, tax, and census records were sought, and city directories were reviewed. Numerous cartographic sources were also consulted. Research concluded that there are specific lots in the APE that may be sensitive for 19<sup>th</sup> century shaft features. Sensitive lots with potential resources are summarized in the following table:

BLOCK	MODERN LOT#	HISTORICAL LOT#	RESOURCE	DATE RANGE
1119	1	4	Coal Yard – shaft features	ca.1852-ca.1874
	1	4	Carriage Factory – shaft features	ca.1867-ca.1874
	1	4	Residential (tenements) shaft features – Possible African American occupants	ca.1869
	1	58	Residential shaft features-no known occupants	ca.1850-ca.1868
	1	59	Residential shaft features-no known occupants	ca.1850-ca.1868
1127	48	41	Residential shaft features- Campbell, Keegan, Moran	ca.1855-ca.1874
	48	41	Footprint of structure	ca.1766/67-ca.1839
	48	46	Residential shaft features-Clark, Boyle, Farrell	post 1850-ca.1877
	50	47	Residential shaft features-Galvin, Costello, Gray	post 1850-ca.1876
	55	52	Residential shaft features-no known occupants between ca.1864/65-1873. Kelly 1874 onward	post 1864/65-?
	56	53	Residential shaft features-Keany/Kenney 1866 onward	post 1862 and probably post 1864/65-?

If cultural material exists in shaft features on these APE lots, collections could be compared with other archaeological material that has been excavated from neighboring sites. A comparison of resources from these potentially sensitive lots to those excavated directly to the north of Atlantic Avenue for the Atlantic Terminal project would enable archaeologists to assess the material remains of a diverse group of individuals and families as the area changed from a farming community to an urban neighborhood.

The recommendations for further work on these lots differ slightly due to the variability of the resource types and the specific issues presented by each.

For historical Lot 4 on Block 1119 – modern Lot 1 – research should first be aimed at addressing the extent and precise location of subsurface impacts caused by the installation of gasoline tanks on this lot. This determination would undoubtedly need to be completed as part of the required hazardous materials assessment for Lot 1. Once the locations of the tanks are defined, this data should be compared to the area of archaeological potential presented on Figure 19 by an archaeologist. If there are sections of the lot that do not bear evidence of underground tanks and

were identified as potentially archaeologically sensitive, then archaeological field testing may be warranted.

If the lot is deemed potentially archaeologically sensitive, then additional research on the potential African American residents of historical Lot 4 should be undertaken at the Brooklyn Historical Society when it reopens to pursue archival records that may not be available elsewhere. It may also be necessary to go page by page through the 1867/68 and 1868/69 directories – available at several repositories – to note the residence of all African Americans in Brooklyn in an attempt to find the actual occupants of the project lot. If indeed the reported African American occupancy of Lot 4 is confirmed through this additional documentary research, and the additional study of prior subsurface impacts concludes that there are portions of this lot that are undisturbed, then the lot may be considered potentially sensitive for archaeological deposits in shaft features that may be associated with the African American residents. In this scenario, Stage 1B testing of the lot would be warranted. Potential archaeological resources could contribute to a better understanding of the mid-19<sup>th</sup> century lifeways of this under-documented population.

For the remainder of the lots that have been identified as potentially sensitive for historical shaft features, field testing is recommended. This would take the form of a comprehensive Stage 1B investigation, which is designed to ascertain the presence/absence, type, and extent of archaeological resources on a site. It is not a full-scale excavation. A protocol for field investigations should be prepared and submitted to SHPO and LPC for approval. If National Register eligible resources are identified during testing, SHPO and LPC must be notified before further action, such as mitigation, is undertaken.

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Photograph 1: Block 1118 on right. Facing east from the intersection of Flatbush and Atlantic Avenues.



Photograph 2: Block 1119 on right. Facing east from the intersection of Atlantic and Fifth Avenues.





Photograph 3: Block 1127, historical Lot 46, modern Lot 48 at 475 Dean Street. Facing northwest from Dean Street.



Photograph 4: Block 1127, historical Lot 47, modern Lot 50 at 473 Dean Street. Facing north from Dean Street.



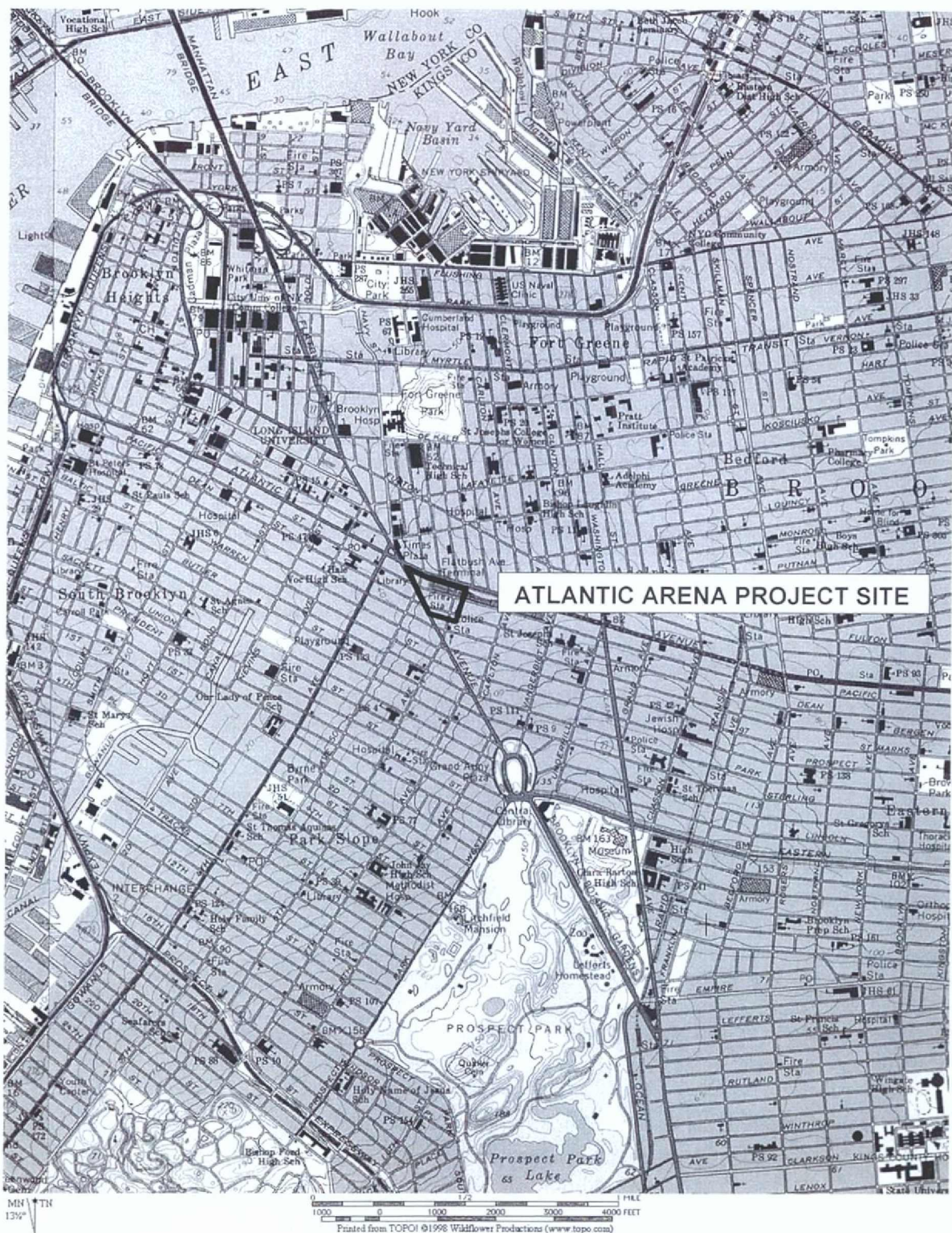


FIGURE 1: U.S.G.S. Topographic Map, Brooklyn, N.Y. Quadrangle. Atlantic Arena Project Site.





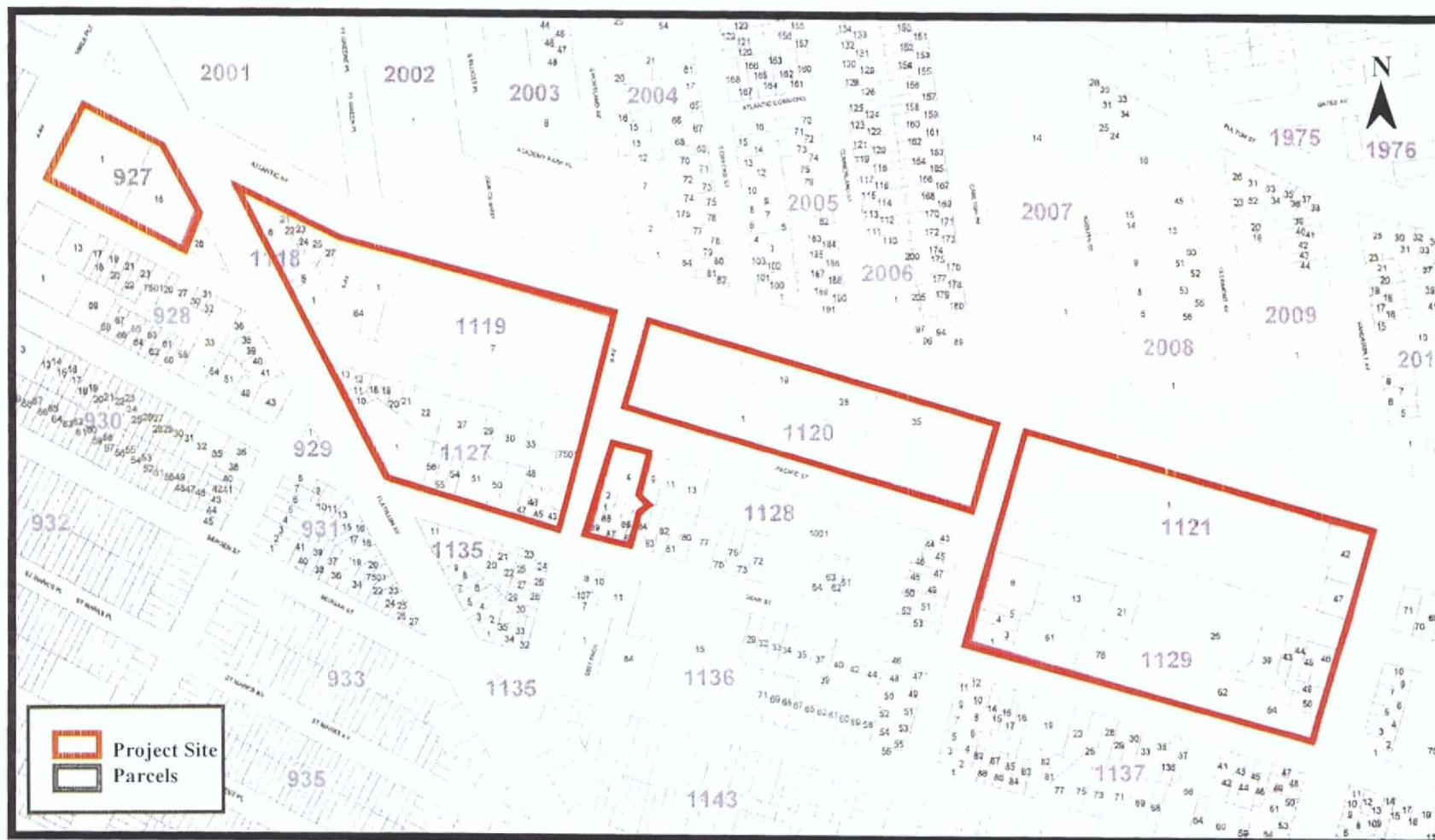


Figure 2. Atlantic Arena Project Site Boundaries.

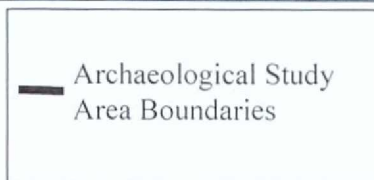
Source: AKRF, Inc.





**FIGURE 3**  
Atlantic Arena Area of Potential Effect (APE) Boundaries.

Approximate Scale: 1" = 310'





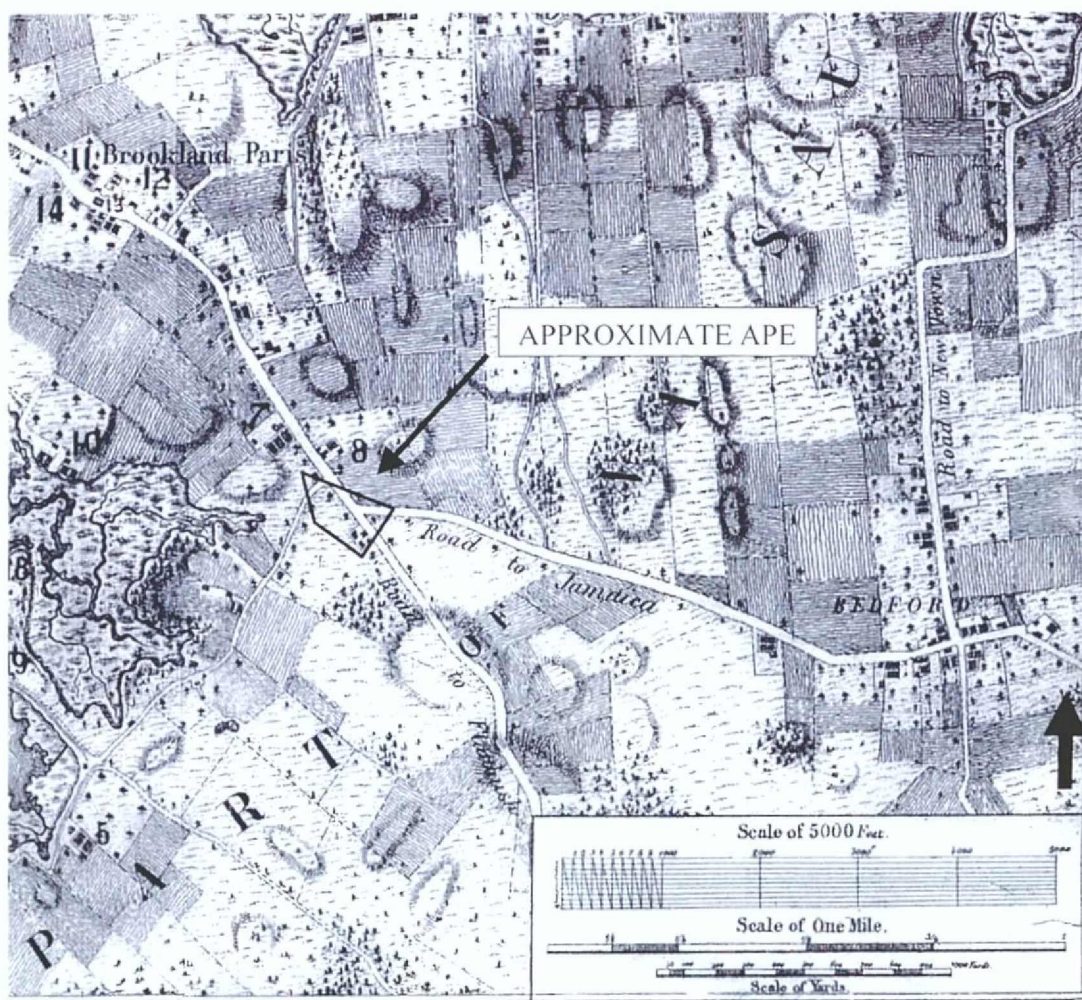
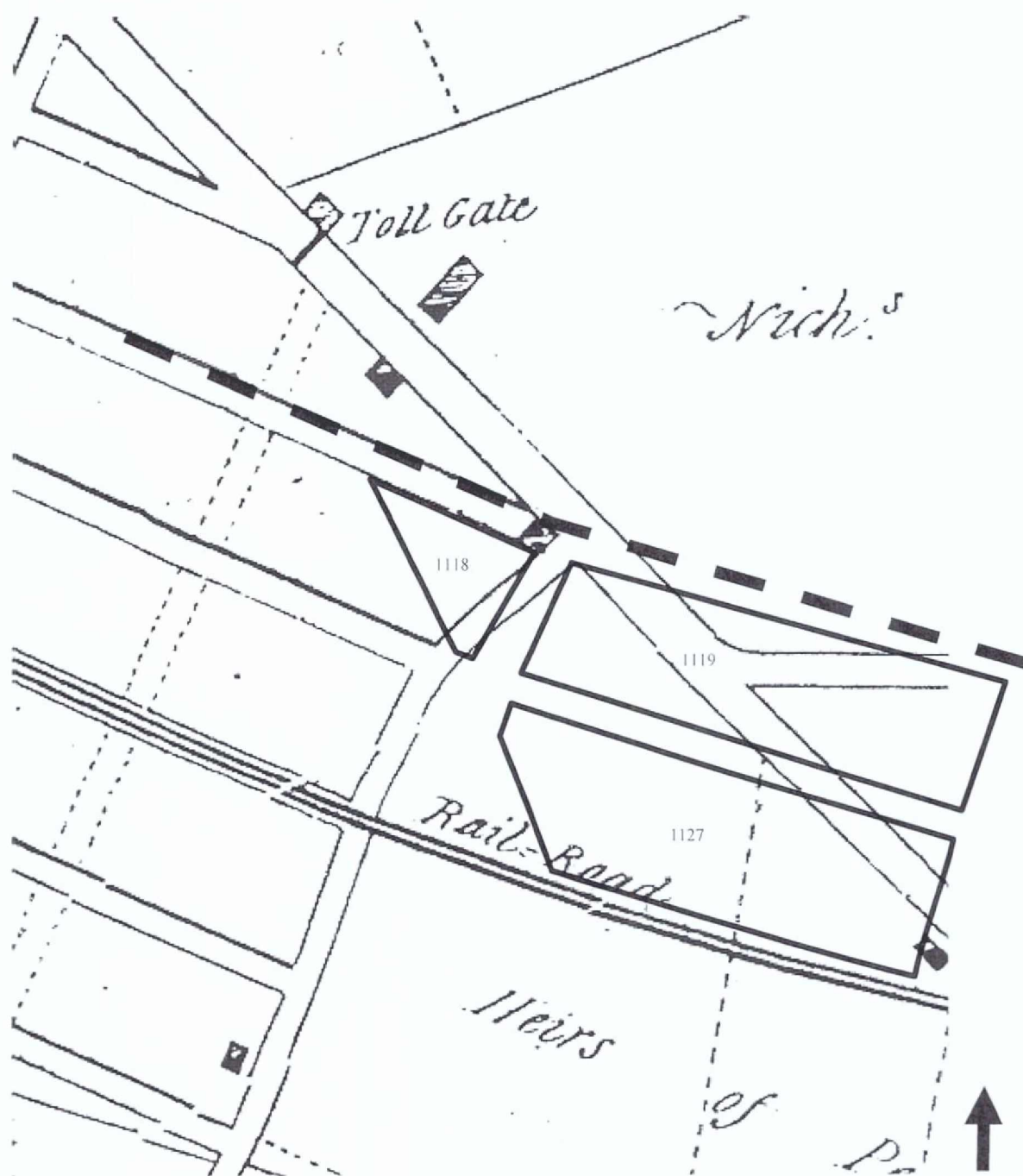


FIGURE 4: *Plan of the City of New York in North America: surveyed in the years 1766 and 1767. Ratzer, 1767.*



KEY: 8 - "The old Cowenhoven house- the family mansion of the ancestor of very numerous descendants, many of whom now reside Brooklyn."

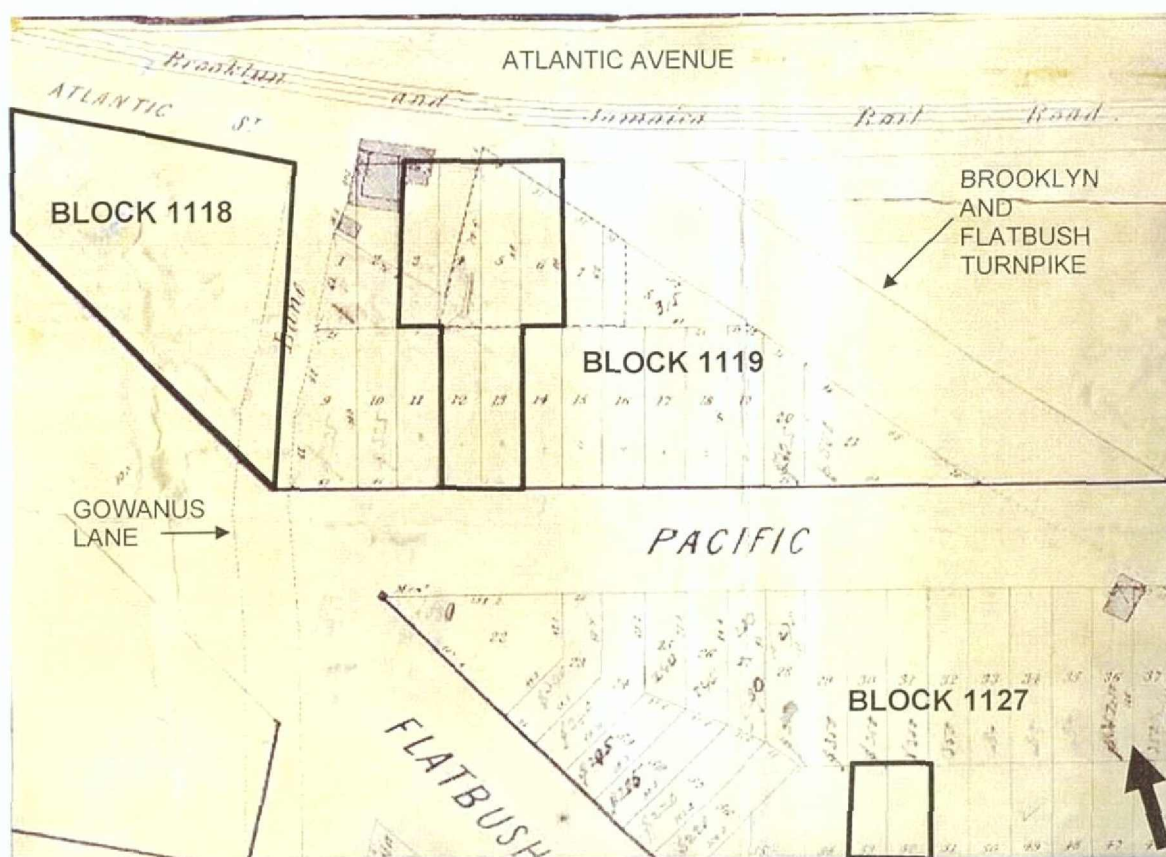


**FIGURE 8:** *Map of the City of Brooklyn.* Martin, 1834.

Note: Map erroneously places the Rail Road on the route of Pacific Street rather than its correct location on what is now Atlantic Avenue. Dashed line represents correct route of Rail Road.

No scale.





**FIGURE 9:** *Farm Map, ca.1839.* Source: ARRT's ARRchives.  
<http://arrts-archives.com/atlaverr1.html>



No scale.





**FIGURE 10:** *Map of New-York Bay and Harbor and the Environs (No. 369).* F.R. Hassler, USC&GS 1844/45.

No scale.





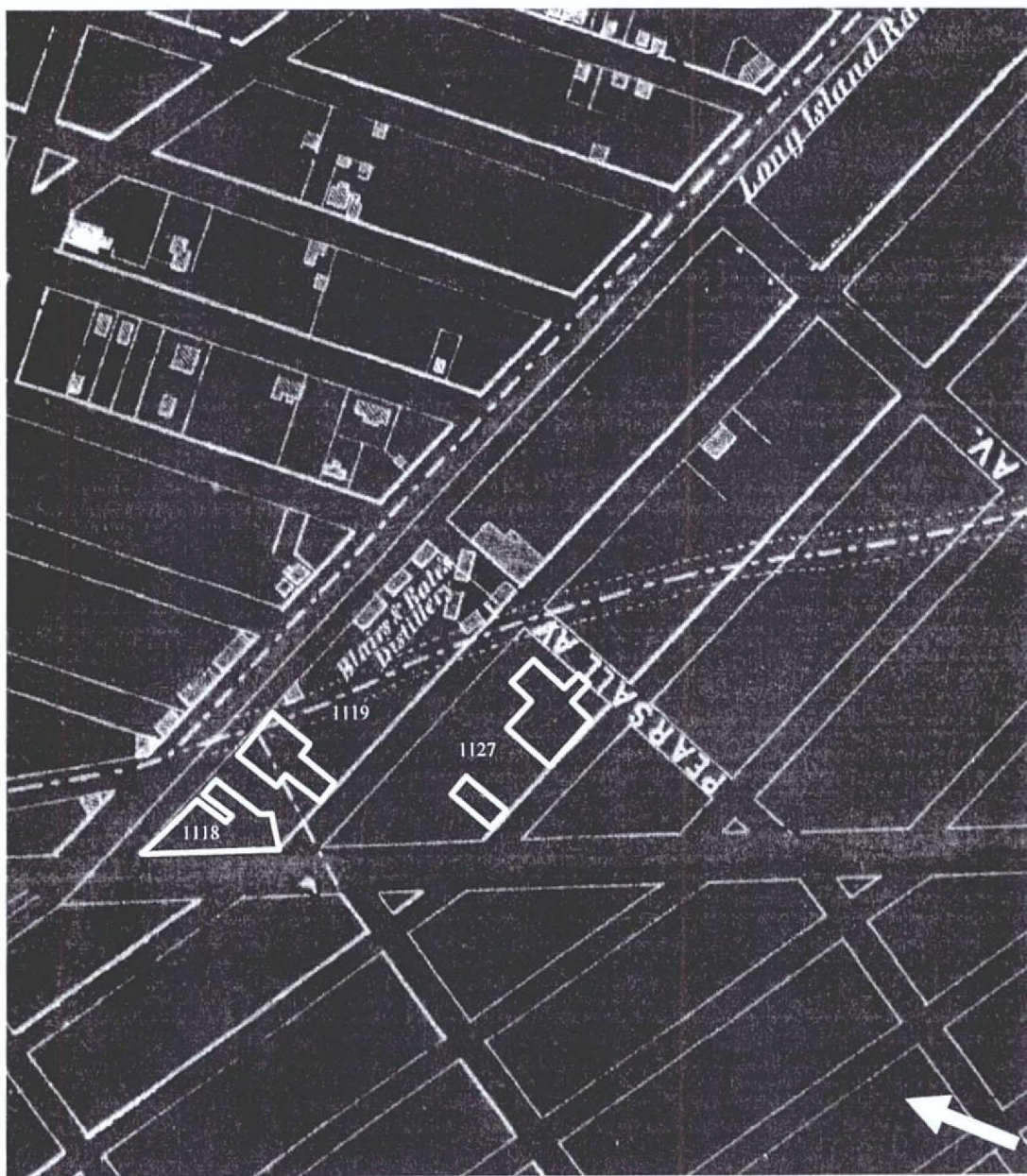
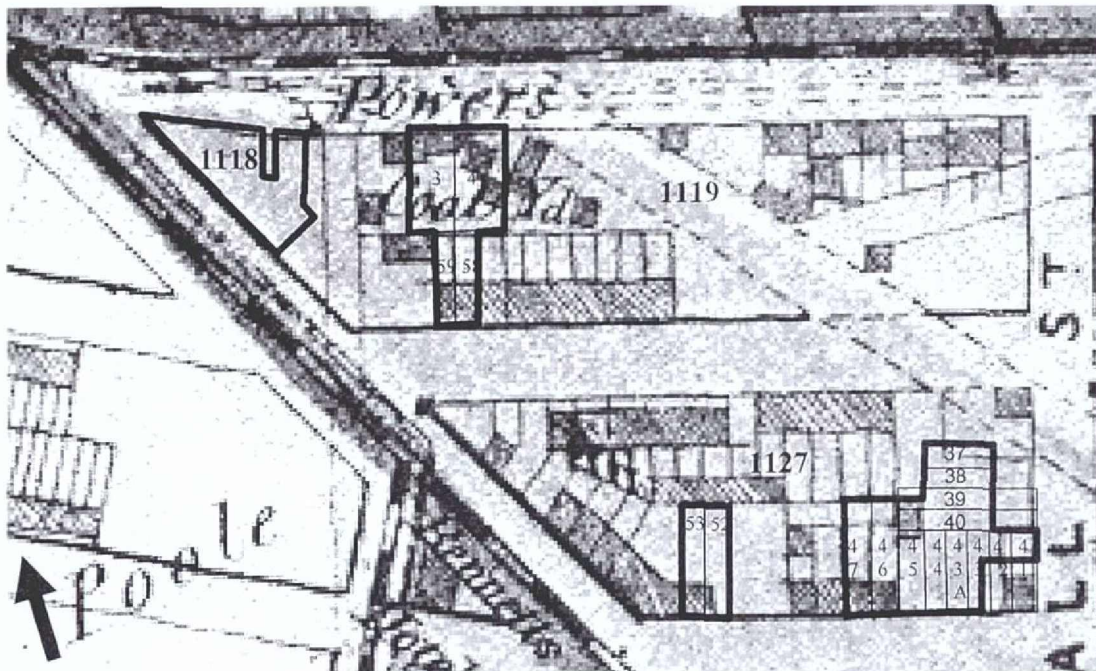


FIGURE 11: *Map of the City of Brooklyn, Long Island.* Dripps 1850.

No scale.





**FIGURE 12:** *Map of the city of Brooklyn: being the former cities of Brooklyn & Williamsburgh and the town of Bushwick, as consolidated January 1<sup>st</sup>, 1855 by an act of the legislature of the State of New York...showing also a part of the City of New York. Dripps 1869.*



No scale.



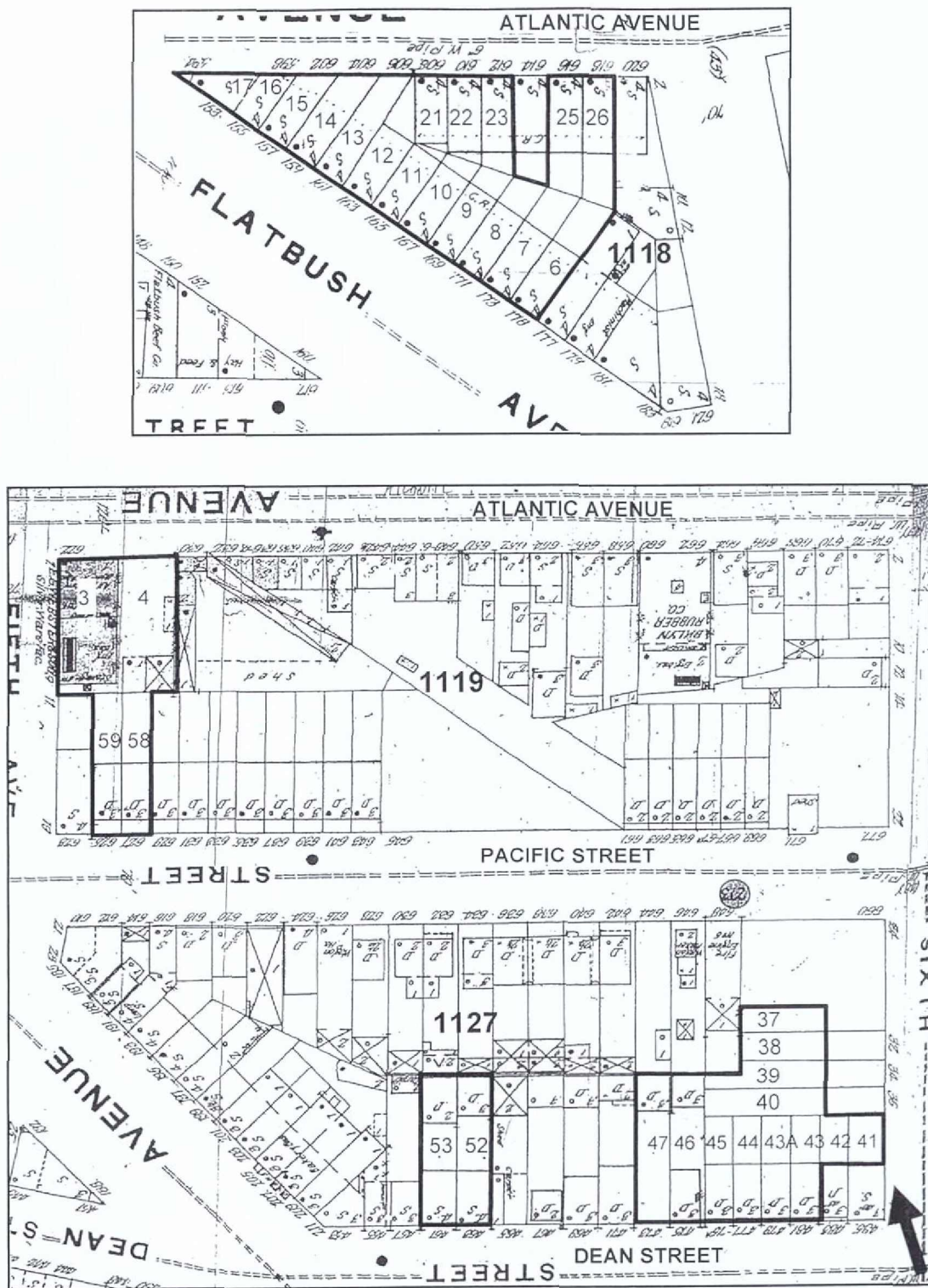


FIGURE 13: Sanborn Insurance Maps: Brooklyn. Sanborn 1888.

Note: Lot numbers provided reflect those on the 1886 Robinson Atlas of the Borough of New York.



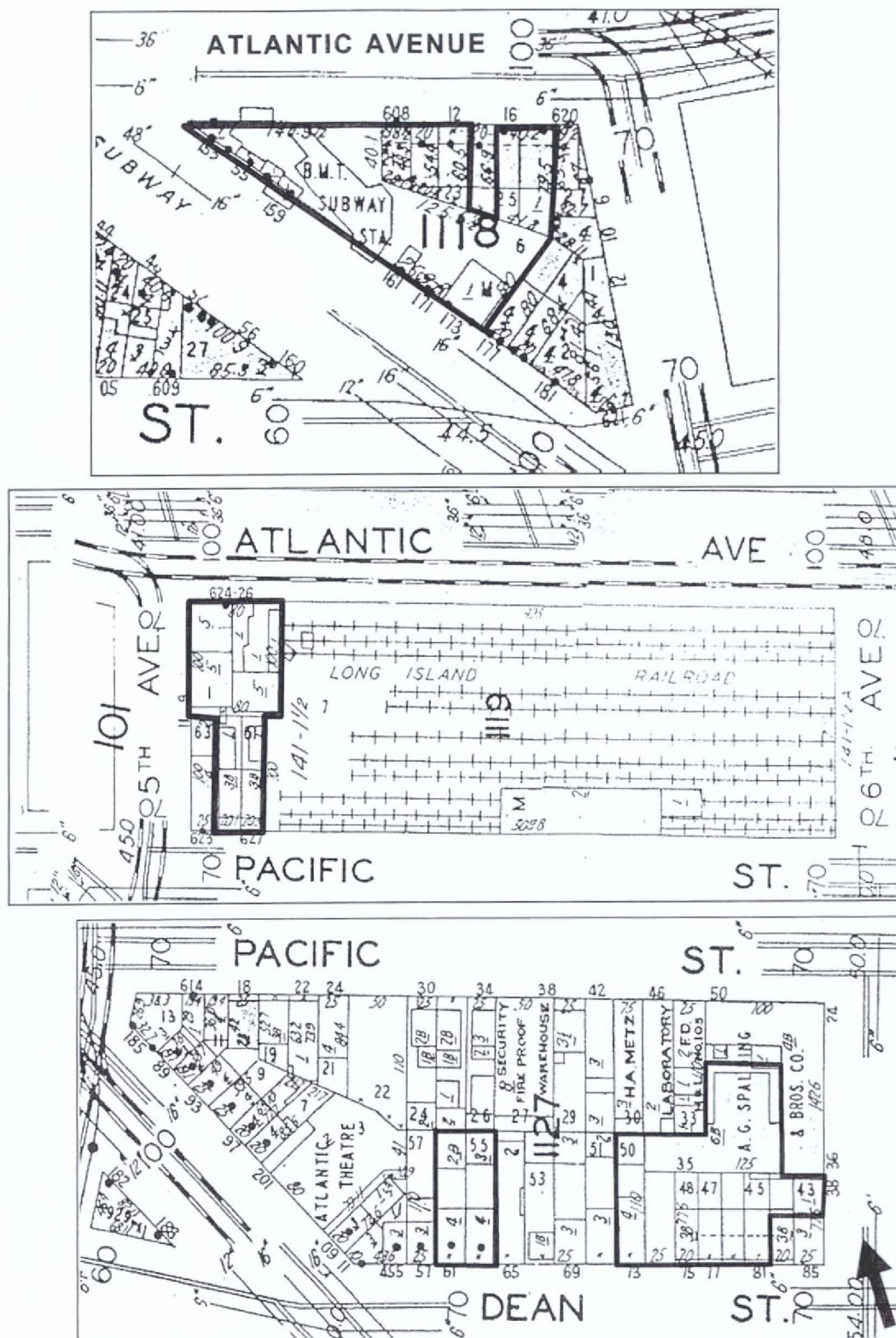


FIGURE 14: *Atlas of the Borough of Brooklyn, City of New York.* Hyde 1929.

No scale.







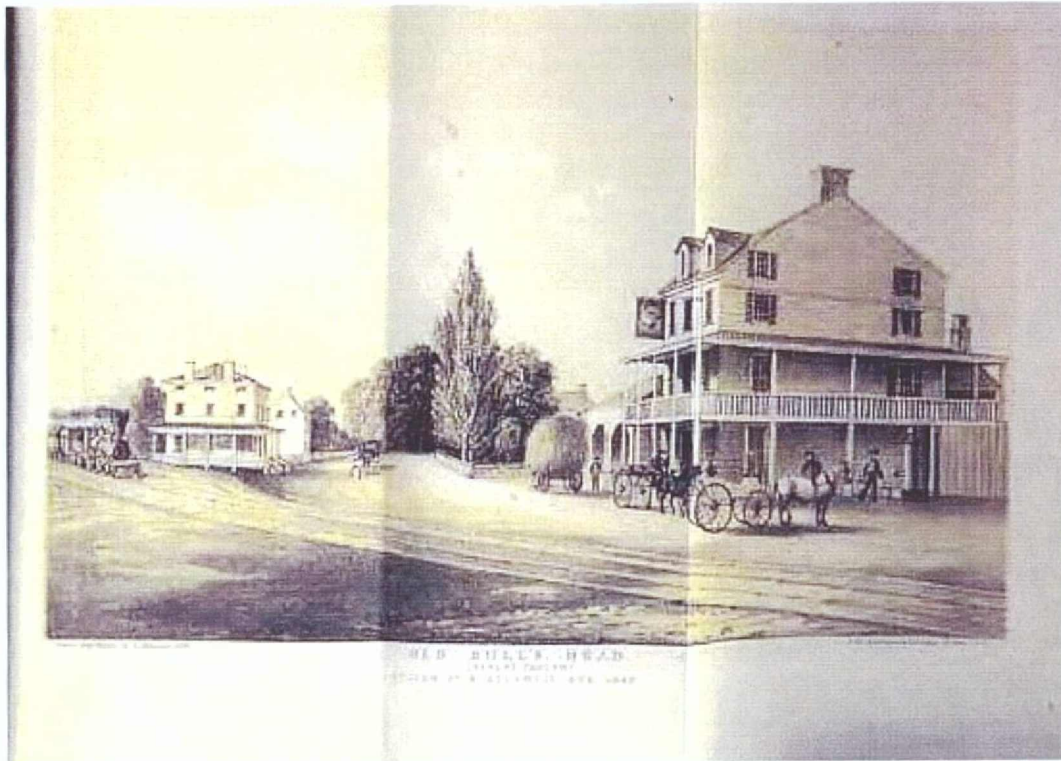
**FIGURE 15:** *Photographic views of New York City, 1870's-1970's: Brooklyn.* Photograph 0166-D7. New York Public Library Digital Gallery. Percy Loomis Spencer, photographer.



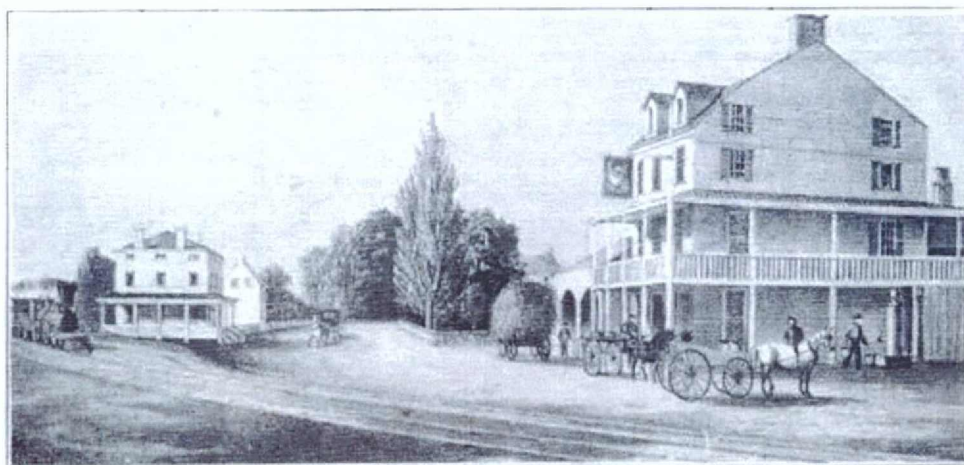
On reverse: Flatbush Avenue east side between Atlantic and Pacific Street showing the entrance of the B. M. T. subway station. Shown too are rears of tenements fronting on Atlantic Avenue and bearing numbers 608 and 616. May 17, 1940.







Caption Reads: "Old Bull's Head (Bakers Tavern) Fulton Rd. & Atlantic Ave. 1845."  
Printed in *The Manual of the Common Council of the City of Brooklyn for 1864*.



BROOKLYN EAGLE POST CARD, SERIES 14, NO. 83.  
OLD BULL'S HEAD TAVERN ON FLATBUSH AVENUE IN 1845.

Same view. Caption Reads: "Brooklyn Eagle Post Card Series. Old Bull's Head Tavern on Flatbush Avenue in 1845."

FIGURE 17: *Bull's Head Tavern Lithographs, ca.1845.*



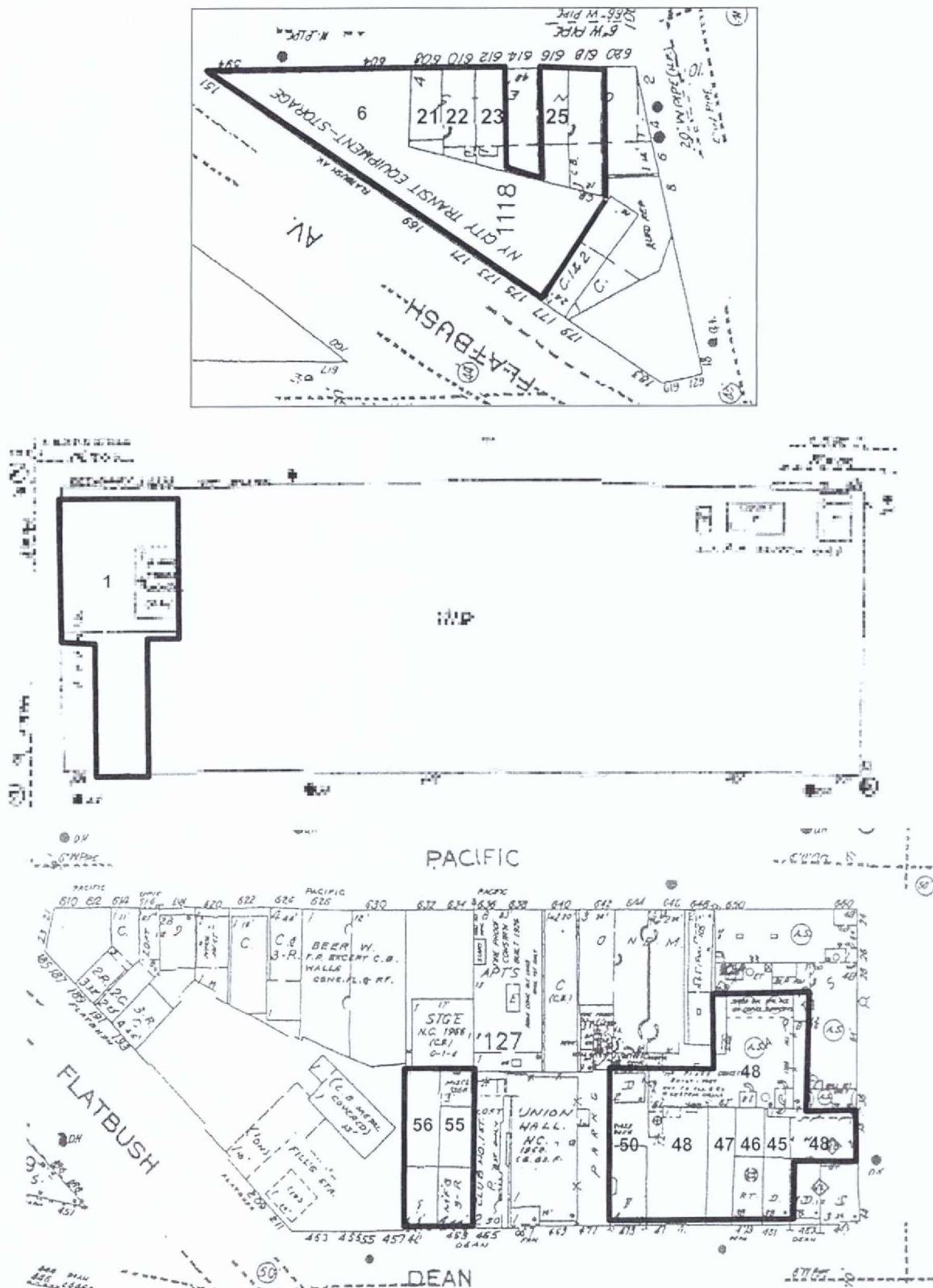


FIGURE 18: Sanborn Insurance Maps: Brooklyn. Sanborn 2002.  
Modern lot numbers are shown.





FIGURE 19: Potential Archaeological Sensitivity, Atlantic Arena 2005.



 - Approximate areas of potential historical archaeological sensitivity





Photograph 1: Block 1118 on right. Facing east from the intersection of Flatbush and Atlantic Avenues.



Photograph 2: Block 1119 on right. Facing east from the intersection of Atlantic and Fifth Avenues.





Photograph 3: Block 1127, historical Lot 46, modern Lot 48 at 475 Dean Street. Facing northwest from Dean Street.



Photograph 4: Block 1127, historical Lot 47, modern Lot 50 at 473 Dean Street. Facing north from Dean Street.



Grantor	Grantee	Date	Liber	Page
<b>Block 1118, Lot 27</b>				
Leonard Moody	Marianna H Moody	3/6/1905	54	84
<b>from unlotted 19th c register</b>				
Lillian H Moody	Leonard Moody	10-15-1894	2264	278
Leonard Moody	Lillian H Moody	1-7-1892	2085	296
Marianna H Moody				
Patrick O'Toole	Leonard Moody	4-9-1888	1800	494
Margaret E O'Toole				
Albro J Newton	Patrick O'Toole	4-9-1888	1800	488
William Curry	Albro J Newton	7-7-1886	1679	371
Mary Curry				
3 deeds to William Curry:				
Samuel B Vreeland	William Curry	12-15-1884	1585	148
Margaret L Vreeland				
Samuel B Vreeland	William Curry	3-27-1885	1598	542
Margaret L Vreeland				
Charles Jones (as assignee)	William Curry	3/27/1885	1599	476
Samuel B Vreeland (bankrupt)				
Margaretta P Remsen	Samuel B Vreeland	3-27-1873	1095	489
Daniel D Remsen				
<b>multiple sales from Remsens to Vreeland</b>				
M and D Remsen	Samuel B Vreeland	3-27-1873	1095	485
M and D Remsen	Samuel B Vreeland	3-25-1873	1095	249
M and D Remsen	Samuel B Vreeland	3-25-1873	1095	245
M and D Remsen	Samuel B Vreeland	3-25-1873	1095	242
M and D Remsen	Samuel B Vreeland	3-25-1873	1095	238
M and D Remsen	Samuel B Vreeland	3-25-1873	1095	235
M and D Remsen	Samuel B Vreeland	3-25-1873	1095	231
M and D Remsen	Samuel B Vreeland	3-1-1873	1091	197
M and D Remsen	Samuel B Vreeland	3-1-1873	1091	193
M and D Remsen	Samuel B Vreeland	3-1-1873	1091	189
M and D Remsen	Samuel B Vreeland	2-1-1873	1087	20
M and D Remsen	Samuel B Vreeland	10-16-1872	1072	130
M and D Remsen	Samuel B Vreeland	9-7-1872	1066	237
M and D Remsen	Samuel B Vreeland	9-7-1872	1066	234
M and D Remsen	Samuel B Vreeland	7-27-1872	1061	423
M and D Remsen	Samuel B Vreeland	7-27-1872	1061	419

Grantor	Grantee	Date	Liber	Page
M and D Remsen	Samuel B Vreeland	7-27-1872	1061	414
Albro J Newton	Samuel B Vreeland	2-13-1873	1089	28
Conrad Vreeland	Samuel B Vreeland	2-13-1873	1089	29
Ellen Hughes	Samuel B Vreeland	11-15-1872	1076	388
Samuel B Vreeland	Conrad Vreeland	10-23-1872	1072	130
Margaret L Vreeland				
City of Brooklyn	Ellen Hughes	7-25-1872	1061	246
City of Brooklyn	Margaretta P Remsen	2-9-1872	1033	322
Remsen purchases can not be clearly traced				
City of Brooklyn	Margaretta P Remsen	2-9-1872	1033	322
City of Brooklyn	Joseph Husson	2-10-1872	1033	430
George Powers	Elizabeth Powers	7-1-1867	770	485
Henry G Powers	George Powers	7-1-1867	770	466
no deeds are recorded at all for Block 1118 between Jan 1859 and Feb 1864				
George A Powers	Margaretta P Remsen	10-14-1858	485	529
Mary L Powers				
<b>Block 1118, Lot 25</b>				
Henry Hesterberg	City Real Estate	9/8/1905	56	327
(sherriff)				
(unable to trace this back)				
<b>Block 1118, Lot 23</b>				
Catherine J Smith	William Logan	12-2-1895	5	412
<b>from unlotted 19th c register</b>				
Catherine J Smith does not appear as grantee				
She sells another property to Logan in 1894:				
Catherine J Smith	William Logan	9-6-1894	2256	529
also:				
Robert J Dean	William Logan	9-4-1894	2256	366
(as assignee)				
William E Smith				
Margaretta P Remsen	William E Smith Jr	7-3-1875	1208	387
Daniel D Remsen				

Grantor	Grantee	Date	Liber	Page
Margaretta P Remsen Daniel D Remsen	William E Smith Jr	7-3-1875	1208	390
Margaretta P Remsen Daniel D Remsen	William E Smith Jr	7-3-1875	1208	393
See previous page for Remsen conveyances				
<b>Block 1118, Lot 22 (610 Atlantic)</b>				
Sarah E Belden Milton Belden (heir)	Frank M Belden	2/2/1917	3652	125
from unlotted 19th c register				
Julia Toulmin Hector Toulmin	Milton B Belden	7-8-1884	1566	54
Van H Higgins Elizabeth S Higgins	Julia Toulmin	1-27-1881	1430	325
Henry J Furber Elvira I Furber	Van H Higgins	6-23-1879	1359	1
William E Smith Catherine J Smith	Henry J Furber	5-26-1877	1280	186
See William E Smith conveyances for Lot 23 above				
<b>Block 1118, Lot 21 (608 Atlantic)</b>				
Valentine Loewe Robert Getty Catherine Loewe	Mary A Neary	6/8/1907	3001	348
from unlotted 19th c register				
Alexander McCue Mary J McCue	Catherina E Loewe	3-15-1883	1499	134
Margaretta P Remsen Daniel D Remsen	Alexander McCue	3-2-1883	1497	369
See previous page for Remsen conveyances				

Grantor	Grantee	Date	Liber	Page
early 1850's conveyances, unknown lots				
heirs of Thomas Poole	John W Cooper	4-16-1852	276	495
heirs of Thomas Poole	George W Soper	6-3-1852	283	369
heirs of Thomas Poole	Thomas P Powers	6-3-1852	283	371
	Margaretta P Remsen			
Thomas Poole (heirs of)	Thomas P Powers	6-3-1852	283	377
Thomas P Powers (guardian of)	Margaretta P Remsen			
Thomas P Powers	George A Powers	7-5-1855	399	216
Stephen Cambreling Anne Cambreling	Ellen Hughes	2-25-1850	211	378
George Powers (executors of)	Mary Powers	4-7-1848	177	114
Mary Powers	William B Lloyd	11-12-1850	229	297
	don't see Lloyd again in conveyances			
Brooklyn and Jamaica Railroad, LIRR	City of Brooklyn	12-29-1855	412	283

Year	Census (C) or Directory (D)	Page	Ward	Name	Occupation	Address
<b>BLOCK 1119</b>						
Tracking names from newspaper articles, conveyances, and tax assessments:						
1810	C			Jacob Cowenhoven & family (plus 7 slaves)		none - mapped north of Jamaica Tpk out of APE
1810	C			Thomas Pearsall & family		none - mapped south of APE
1810	C			George Powers & family (plus 1 slave)		none
1810	C			Thomas Pool (sic) & family		none - mapped south of APE
	C					
1820	C			Silvenus Baker & family	2 residents - in agriculture	Gowanus (listed between Thomas Poole, Abraham Bennett)
1825	D	26		Leffert Lefferts, esq.		Bedford, 3 miles from Ferry
1830	D	42		Leffert Lefferts, esq.		Bedford, 3 miles from Ferry
1830	D	60		Cyrus P. Smith	attorney and counsellor at law and public notary	87 Cranberry, h 56 Hicks
1834/5 1835/6 1837/8	D	15		Sylvanus Baker	tavern	Fulton above toll gate
1840/41	D			Lloyd and Goldsmith	Bullshead Tavern	Fulton opposite Jackson
1840/41	D	11		James Bennett	farmer	Gowanus Road
1840/41	D	12		William A. Bennett	gardner	Gowanus Road
1840/41	D	12		William A. Bennett	milkman	Parmentier's Garden
1840	C		7	Sylvenus Baker & family		(none - listed below John Cowenhoven)
1840/41	D	34		Sylvenus Baker	hotel	Fulton, corner of Jamaica Road
1845/46	D	19		Sylvanus Baker		Fulton, c of Jamaica Road
1845/46	D	21		James Bennett	farmer	Gowanus Road
1845/46	D	21		James Bennett	milkman	Flatbush Rd. near Prospect Hill
1845/6	D			Miles Wood	farmer	37 Jackson Av.
1850	C	259	10	Sylvanus Baker (56)	Innkeeper	none
				Sarah (35)		
				Dorothea (9)		
				Mary Jones (17)		
				Michael McGlover (18)	barkeeper	
1850/51	D	27		Sylvanus Baker	hotel	junction Flatbush Tpk. & Atlantic Ave.
1850/51	D	37		James Bennett	farmer	Gowanus Road
1850/51	D	37		William Bennett		160 Atlantic

Year	Census (C) or Directory (D)	Page	Ward	Name	Occupation	Address
1850/51	D	38		William Bennett	milkman	Fifth Ave. near Atlantic
1850	C	259	10	Miles Wood (50)	Innkeeper	none-listing after Baker
				Caroline (52)		
				Margaret (7)		
				Caroline (6)		
				Samuel (5)		
1850/51	D	392		Miles Wood	farmers retreat	junction Flatbush Tpk. & Atlantic Ave.
1850	C	259	10	Oliver Bond (50)	wheelwright	none - listing after Wood
				Elizabeth (39)		
				Oliver (17)	wheelwright	
				Ellsworth (14)		
				John (10)		
				W. (9)		
				George (6)		
				Jane (1)		
				Catherine Clark (23)		
1850/51	D	46		Oliver Bond	wheelwright	Flatbush Tpk. near Atlantic Ave.
1850	C	259	10	William Powers (50)		none- listing after Bond
				Mary Powers (80)		
				Delia Baker (24)		
				Fanny Jenkins (22)		
1850/51	D	296		William Powers		Flatbush Tpk. near Powers St
1850/51	D	296		Mary Powers		Flatbush Tpk. near Powers St
1850/51	D	296		Hannah Powers	widow	Flatbush Tpk. near Powers St
1850	C	260		George Perkins (3)		
				Robert Holmes (34) (B)*	laborer	
				Dinah Gibson (21)		
1850	C	260	10	Nathaniel Powers (30)	grocer	none-listing after Wm Powers
				Hannah Powers (53)		
				Henry J. Powers (26)	grocer	
				Wm Tucker (23)	physician	
				Mary Tucker (18)		
1850/51	D	296		Nathaniel H. Powers	grocer	Powers corner Pacific (out of APE)
1850	C	269	11	William Goldsmith (43)	Innkeeper	none
				Katherine (33)		
				Ellen (6)		
				Josephine (4)		
				Mary (1)		
				William Hulse (11)		
				Mary Crolus (30)		
				Mary Prendergast (34)		
				Joseph (14)		
				Mary (12)		
				Mary Goldsmith (77)		
1850/51	D	152		William Goldsmith	tavern	Bullshead Tavern, Fulton near Hudson Ave.



Year	Census (C) or Directory (D)	Page	Ward	Name	Occupation	Address
1850	C	182	10	George Powers (31)	painter	none
				Frederica (32)		
				Joanna (6)		
				William (1)		
1850/51	D	296		No George Powers near APE		
1850/51	D	37		James Bennett	farm	Gowanus Road
1850/51	D	38		William Bennett	milkman	Atlantic Ave. near 5th Ave.
1850/51	D	38		William and LJ Bennett	tavern	Jamaica Road near Atlantic Street
1850/51	D	138		Thomas Foley	laborer	Flatbush Road near Atlantic Avenue.
1854/5	D	41		James Bennett	farmer	Gowanus Road
1854/5	D	41		James Bennett	milkman	Pacific corner of Vanderbilt Av.
1854/5	D	42		LJ Bennett	hotel	Flatbush road Fifth Ave.
1854/5	D	42		William Bennett	milkman	Fifth Ave. near Atlantic
1854/5	D	42		William Bennett	Bull's head Tavern	Atlantic Ave. Junction of Flatbush Ave.
1854/5	D	42		William and J.L. Bennett	hotel	Atlantic Ave. Junction Flatbush Ave.
1854/5	D	53		Oliver Bond	wheelwright	Flatbush Av n Powers (out of APE)
1854/5	D	184		Thomas Foley	laborer	Flatbush Rd. near Pacific
1854/5	D	419		Henry G. Powers	coal yard	Columbia corner Pacific & Furman near State h 220 Livingston (out of APE)
1854/5	D	419		Nathaniel H. Powers	coal dealer	Furman near State h Flatbush Tpk. near Powers (out of APE)
1854/5	D	419		Hannah Powers	widow	Flatbush Tpk. near Powers
1855/6	D	43		John Barrett	carriagemaker	Atlantic near Smith, h 269
1855/6	D	43		Oliver Bond	wheelwright	Atlantic st. near Flatbush av., h Flatbush Road near Canton St.
1855/6	D	43		Oliver Bond, Jr.	wheelwright	Atlantic st. near Flatbush av., h Flatbush Road near Portland Ave.
1855/6	D	48		James Bennett	baker	h Pacific near Willow (out)
1855/6	D	48		William Bennett	liquors	Atlantic Av. corner of Fifth Ave. h same
1855/6	D	48		Thomas Foley	laborer	h Flatbush Road, corner Pearsall St. (6th Ave)
1855/6	D			William Goldsmith	liquors	Fulton Ave. near Hudson
1855/6	D	188		Jacob King	blacksmith	h Atlantic St. near Flatbush Rd.
1855/6	D	258		Powers Brothers (Nathaniel H. & Henry G.)	wood and coal	Furnam near Joralemon
1855/6	D	289		Miles Wood	hotel	Flatbush Road, corner Atlantic Ave. h Dean St. near Washington Ave.

Year	Census (C) or Directory (D)	Page	Ward	Name	Occupation	Address
1859	D	324		Henry G. Powers Coal and Wood Co.		yard: Atlantic Ave. near 5th Avenue h: 220 Livingston
1859	C	25		Michael Bennett	liquor	store: Atlantic Ave. near Canton h Flatbush Ave corner 5th Ave.
1859/60	D			No Thomas Foley, William Goldsmith in area		
1860/1	D	35		Oliver Bond	wheelwrt	Atlantic, h 257 Raymond
1860/1	D	35		Oliver Bond, Jr.	wheelwright	580 Atlantic, h. rear 580 Atlantic
1860	C	29	10	Henry J. Powers (36)	coal yard	none
				Elizabeth (30) (nee Valentine)		
				Lizzie (6)		
				Henry J. (3)		
				Ann Dempsey (28)	servant	
				Ellen Meehan (30)	servant	
1860/1	D	347		Henry G. Powers	flour, feed, coal, wood	Atlantic Av., corner of Fifth Av., h 20 Livingston
1860	C		10	George Powers (41)	painter	
				Frederica (42)		
				Joanna (16)		
				William (11)		
				Elizabeth (8)		
1860/1	D	347		George Powers		h Washington Av. corner of Greene Av.
1860	C		10	Michael Bennett (30)	liquor	
				Ellen (26)		
				William (13)		
				William (1 mos)		
				Mary McNamara	servant	
1860/1	D	26		Michael Bennett	hotel	Flatbush Av. corner of Fifth Ave.
1860/1	D	147		Thomas Foley	milk	h Pearsall (6th) corner Pacific
1870	C		10	Michael Bennett (40)	liquor	
				Ellen (36)		
				William (23)		
				William (10 mos)		
				Margaret (6)		
				Ellen (4)		
				Lorella (2)		
1873/74	D			T. Foley & Co. Marble		corner of Atlantic Ave near Clason Ave.
				H.G. Powers Carriage Manufacturing		Corner of Atlantic Ave. near 5th Ave.

Year	Census (C) or Directory (D)	Page	Ward	Name	Occupation	Address
				Taylor and Jones Wood and Coal		630 Atlantic Ave.
1877/78	D	743		Henry G. Powers	wagonmaker	Atlantic Ave cor 5th, h:578 Pacific

\*Sources: 1820, 1830, 1840, 1850, 1860 Federal Census; Spooner's Directory 1825; Nichol's Directory 1830, 1834/35, 1835/36, 1837/38; Leslie and Chichester Directory 1840; Smith's Directory 1855/56; Hearne's Directory 1845/46, 1850/51, 1854/55, 1859/60, 1860/61; Boyd's Directory 1873/74; Lain's Directory 1877/78.

# APPENDIX C

# TAX ASSESSMENT TABLES

ALL BOLDDED NAMES ARE DEFINITELY IN APE

## **BLOCK 1118 (formerly Block 335)**

**1869-1873** (Brooklyn Annual Records of Assessed Valuation of Real Estate, Roll 17, ...9<sup>th</sup> Ward, 1869-1873:1)

*Bounded by Atlantic & Flatbush Ave. & Pacific Sts*

Name	Street #	Street	# on Ward Map	Remarks
Remsen, Margaretta P.			1	New 1873
			2	Ditto
			3	Ditto
			4	Ditto
			5	Ditto
Whalen Bros			16	Ditto
			6	Ditto
			7	Ditto
Vreeland, J B			8	Ditto
Saxon, Wm or M			9	1872
Morse, F C			10	Ditto
Do			11	Ditto
Vreeland, C			12	Ditto
Witte, E			13	Ditto
Nieles or Willis, J D			14	Ditto
Do			15	Ditto
			17	New 1873
			18	Ditto
			19	Ditto
			20	Ditto
			21	Ditto
			22	Ditto
			23	Ditto

**1873-1874** (Brooklyn Annual Records of Assessed Valuation of Real estate, Roll 17, ...9<sup>th</sup> Ward, 1873-74:3-4)

*Flatbush Ave East Side*

Name	Street #	Street	# on Ward Map
Remsen, Margaretta P	153/155	Flatbush Avenue	1
	157	Flatbush Avenue	2
	159	Flatbush Avenue	3
	161	Flatbush Avenue	4
	163	Flatbush Avenue	5
	165	Flatbush Avenue	6
	167	Flatbush Avenue	7
Vreeland, S B	169	Flatbush Avenue	8
Sasson, M	171	Flatbush Avenue	9
Morse, F C	173	Flatbush Avenue	10
Morse, F C	175	Flatbush Avenue	11
Vreeland, C	177	Flatbush Avenue	12
Witte, E	179	Flatbush Avenue	13
Miller, J D	181	Flatbush Avenue	14
Do	183	Flatbush Avenue	15
Whalen Bros	621	Flatbush Avenue	16



1873-1874 (Brooklyn Annual Records of Assessed Valuation of Real estate, Roll17, ...9th Ward, 1873-74:4)

*Atlantic Avenue South Side*

Name	Street Number	Street	# on Ward Map
No name listed			16A
No name listed			17
No name listed			18
No name listed			19
No name listed			20
No name listed			21
No name listed			22

**BLOCK 1119 (formerly Block 336)**

1869-1873 (Brooklyn Annual Records of Assessed Valuation of Real estate, Roll17, ...9th Ward, 1869-1873:2-4)

*Atlantic Avenue South Side*

Name	Street #	Street	# on Ward Map	# Stories	Size of House	Remarks
Hughes, M			1			Not on map
Ives, J R			2	2		Not on map
Do			3			Not on map
Do			4			Not on map
Powers, H G			5	4	40 & 90	
Do			6B			
Gray, Emily			6A	1		
Do	648	Atlantic	7	2		
Ward or Hand, (blank)	650	Atlantic	8	3B		
Barrett, John	652	Atlantic	9	3		
Campbell, May (?)	654	Atlantic	10	2		
Coad (?), James (?)	656	Atlantic	11	3		
(Illegible)	658	Atlantic	12	3		
Maystrum, Edward (?)	660	Atlantic	13	3 ½		
Dixon, N (?)	662	Atlantic	14			
Hughes, John	664	Atlantic	15	3		
Brennan, Ellen	666	Atlantic	16	2		
Fallen, John	668/670	Atlantic	17	3		

*Pacific Street North Side*

Name	Street #	Street	# on Ward Map	# Stories	Size of House	Remarks
Hudson, Joseph			18			Plot
Hussen, Joseph			6			
Do			6 ½			
Do			6C			
Do			6D			
Do			19			
Ash, John G	643	Pacific	20	3B		
Do	641	Pacific	20a	3B		

Powers, C G			21			
Oakley, B J	639	Pacific	22	3B		New 1872
Barnes, G D	637	Pacific	23	3B		
(Illegible)	635	Pacific	24	3B		
Crawford, (?)	633	Pacific	25	3B		
Mandeville (?)	631	Pacific	26	3B		
Bradley Currier	629	Pacific	26	3B		
Walters, (?) B	627	Pacific	27	3B		
Eastmond, (?) (?)	625	Pacific	28	3B		
Hussen, (?)	623	Pacific	29			

1873-1874 (Brooklyn Annual Records of Assessed Valuation of Real estate, Roll 17, ...9th Ward, 1873-1874:5-6)

*Atlantic Avenue South Side*

Name	Street #	Street	# on Ward Map	# Stories	# Houses on Lot	Remarks
<b>Powers, H G</b>			5	4		
Do			6B		5	
Gray, Emily			6A			
Powers, C G			21			
Gray, Emily	648	Atlantic	7	2		
Ward, (blank)	650	Atlantic	8	3B		
Barrett, John	652	Atlantic	9	3	2	
Campbell, Ellen	654	Atlantic	10	2	2	
Kron, Nicholas	656	Atlantic	11	3	2	
Do	658	Atlantic	12	3		
Swanstrom, J P	660	Atlantic	13	3 ½	3	
Kron, N	662	Atlantic	14	3		
Hughes, John	664	Atlantic	15	3 ½		
Remsen, Ellen	666	Atlantic	16	2		
Fallon, John	668/ 670	Atlantic	17	3	3	

*Pacific Street North Side*

Name	Street #	Street	#on Ward Map
Hudson, Joseph			18
Do			6C, D, E
Do			6 ½
Do			19
Ash, John G	643	Pacific Street	20
Do	641	Pacific Street	21 (?)
Oakley, B J	639	Pacific Street	22
Barnes, G D	637	Pacific Street	23
Spencer, T F	635	Pacific Street	24
Crawford, M J	633	Pacific Street	25
Fuller (?) & Buel (?)	631	Pacific Street	26
Bradley & Currier	629	Pacific Street	26
Walters, W B	627	Pacific Street	27
Eastman, Rebecca	625	Pacific Street	28
Hussen, Joseph	623	Pacific Street	29

1877-1881 (Brooklyn Annual Records of Assessed Valuation of Real estate, Roll 17, ...9th Ward, 1877-1881:13-14)

*Atlantic Ave S Side*

Name	Street #	Street	# on Ward Map	# Stories	Size of House	Remarks
Powers, G A		Atlantic	1	4	36x100	Factory 1880
Do		Atlantic	5		12x30	Office
Gray, Emily		Atlantic	9			
Do	648	Atlantic	10			
Kinnsey, Augustus	650	Atlantic	15	2B		
Barrett, John	652	Atlantic	16	3		
Campbell, Ellen	654	Atlantic	17	2 & 3	2	
Hohorst, Gerit	656	Atlantic	18	3	2	
Beatty, Margaret	658	Atlantic	19	3		
Mrs. A.S. Rogers	660	Atlantic	20	3 ½	3	
Do	662	Atlantic	21	3		
Hughes, John	664	Atlantic	22	3 ½		
Remsen, Ellen	666	Atlantic	23	2		
Fallon, John	668/ 670	Atlantic	24	3	3	

*Pacific Street N Side*

Name	Street #	Street	# on Ward Map	# Stories	Size of House	Remarks
Hudson, Joseph			28			
Do			40			
Do			41			Int.
Do			42			Int.
Do			43			
Do			45			
Do		Pacific	46			Int.
Paul, Ellen	643	Pacific	50	3B		
Ash, John	641	Pacific	51	3B		
Mosley, Matthew	639	Pacific	52	3B		
Sims, Francis	637	Pacific	53	3B		
Spencer, T F	635	Pacific	54	3B		
Voorhees, John	633	Pacific	55	3B		
Husson, William	631	Pacific	56	3B		
Comings, Mary	629	Pacific	57	3B		
Stone, Henry	627	Pacific	58	3B		
Osborn, C W	625	Pacific	59	3B		
Hussen, (?)	623	Pacific	60			

**BLOCK 1127 (formerly Block 337)**

1869-1873 (Brooklyn Annual Records of Assessed Valuation of Real estate, Roll 17, ...9<sup>th</sup> Ward,  
1869-1873:6)

*Pearsall St (Sixth Ave) W Side*

Name	Street #	Street	# on Ward Map	# Stories	Size of house	Remarks
Hussen, Joseph			22		Gent.	
Do			23		do	
Campbell, Thomas			24			
Do			25			
Do			26			

*Dean St N Side*

Name	Street #	Street	# on Ward Map	# Stories	# Houses on Lot	Remarks
Campbell, Thomas	485	Dean	27	3		
Do		Dean	44			
Do		Dean	45			
Do		Dean	46			
Do		Dean	28			
Clark, James	475	Dean	29	5		
Galvin, James	473	Dean	30	5		
Cassidy, Philip	471	Dean	31	5	2	
Riley, (blank)	469	Dean	32	5		
Moore, Michael	467	Dean	33	2	2	
Do	465	Dean	34			
Laughlin, J—II	463	Dean	35	4	2	1872
King, Edward	461	Dean	36	4	2	1872
Grom or Grim, Martin	451?	Dean	37	3	2	
Grim (?), Martin	455?	Dean	38	3		

1873-1874 (Brooklyn Annual Records of Assessed Valuation of Real estate, Roll 17, ...9<sup>th</sup> Ward,  
1873-1874:9-10)

*Dean Street North Side*

Name	Street #	Street	# on Ward Map	# Stories	# Houses on Lot	Remarks
Campbell, Thomas	485	Dean	27			
Do		Dean	44-46			
Do		Dean	28			
Clark, James	475	Dean	29	3		
Galvin, James	473	Dean	30	3		
Cassidy, Philip	471	Dean	31	3		
Riley, (blank)	469	Dean	32	3	2	
Cassidy, Philip	467	Dean	33	2	2	
Moore, Michael	465	Dean	34			
McLaughlin, J	463	Dean	35	4	2	
King, Edmund	461	Dean	36	4	2	
Groom, Martin	451(?)	Dean	37	3	2	
Do	455 (?)	Dean	38	3	2	

1877-1881 (Brooklyn Annual Records of Assessed Valuation of Real estate, Roll 18, ...9<sup>th</sup> Ward, 1877-1881:9-10)

*Sixth Avenue W Side*

Name	Street #	Street	# on Ward Map	# Stories	# Houses on Lot	Remarks
S.C. Williams		Sixth	35			
J. Husson		Sixth	36			
Do		Sixth	37			
Thomas Campbell		Sixth	38			
Do		Sixth	39			
Do		Sixth	40			

*Dean St N Side*

Name	St. #	Street	Size of House	Stories/ Basement	Houses On Lot	# on Ward Map
Minjo, Catherine J. <sup>1</sup>	485	Dean	25x36	3		41
Do		Dean	20x40	3 B		
Do	483	Dean		3 B		42
Do	481	Dean	20x40	3 B		43
Do	479	Dean		3 B		43A
Do	477	Dean	20x40	3 B		44
Do	475A	Dean	20x40	3 B		45
Clark, James	475	Dean		3	2	46
Galvin, James	473	Dean		3		47
Cassidy, Philip	471	Dean		3	2	48
Do <sup>2</sup>	469	Dean			2	49
Cassidy, P	467	Dean		2	2	50
Duffy, Nicholas	465	Dean		2		51
Laughlin, JcB	463	Dean		4		52
Kenney, Edwd	461	Dean				53
Grim, Martin	451(?)	Dean		3		54
Do	455(?)	Dean			2	1

<sup>1</sup> Catherine J. Minjo was listed as the tax payer in 1880 for Lots 41-43 and as tax payer in 1881 for Lots 43A-45. No other surnames are listed for these lots.

<sup>2</sup> Philip Cassidy was listed as the tax payer as of 1878 for Lot 49. No other surname is listed for this lot.