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LANDMARKS PRESERVATION  
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PHASE I-A ARCHAEOLOGICAL IMPACT REPORT  
for the  
SPORTSPLEX PROJECT

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PHASE I-A ARCHAEOLOGICAL IMPACT REPORT

for the

SPORTSPLEX PROJECT

TO: AKRF, Inc.  
114 East 32nd Street  
New York, New York

FROM: Historical Perspectives  
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## INTRODUCTION

The construction of an extensive sports facility has been proposed for a seventy acre parcel within the Corona section of Queens, New York. The New York State Urban Development Corporation, initiators of this project, referred to as the Sportsplex, must submit to the necessary review boards an analysis of the potential impact of the proposed construction and the subsequent positive and negative ramifications of that construction. A concern of the New York City Landmarks Preservation Commission, one of the review agencies ruling on the impact of the project, is that prehistoric resources that might be extant on the project parcel would be disturbed and/or destroyed by the sports complex construction activity.

The Project property, situated to the east of the William A. Shea Municipal Stadium in the Flushing Meadows Corona Park, is bounded on the north by Northern Boulevard, easterly by Interstate 678, southerly by the Rapid Transit Tracks and Roosevelt Avenue, and westerly by 126th Street. Flushing Creek, to the immediate east of the Interstate, flows into Flushing Bay which is on the immediate north side of Northern Boulevard. (See Figures 1-3)

Historically the parcel was inundated marshland except for a knoll in the extreme north-northwest portion of the site that rose above sea level. The geographic location of a portion of the project site - on an elevated knoll at the confluence of two water systems - does indicate the potential for prehistoric resources of significance.

Archaeological investigations and records indicate that prehistoric people preferred occupation sites on elevated ground at the confluence of two water systems or on a terrace at the edge of a major water source. This site preference data has been supported by the discovery of numerous sites on Flushing Bay. In addition to this settlement pattern information, artifact collectors from Queens have reported finding Indian tools and tool fragments from the area just north of Shea Stadium. Due to this knowledge, the New York City Landmarks Preservation Commission felt it necessary to request an assessment of the archaeological potential of the Sportsplex Project Site parcel. Archaeological resources are finite and non-renewable and the optimum time to assess their significance and organize for recovery or preservation is in the initial stages of project planning.

The following assessment of the Sportsplex archaeological sensitivity and the potential adverse and beneficial impacts on any possible resources by the proposed development is based upon:

1. a surficial examination of and photographic record of the present conditions of the parcel;
2. research in both primary and secondary sources on the historic functions of the land through time;
3. a review of published and unpublished archaeological literature and records pertinent to the project site and project area; and
4. direct inquiries of individuals working within the project site, of historians, and of both avocational and professional archaeologists for any relevant facts concerning the primary site and the secondary impact areas.

## ARCHAEOLOGICAL RESEARCH

### Prehistoric Assessment

The North Shore of Long Island is regularly indented by bays and estuaries - a legacy of the last advance of the Wisconsinian glaciation of 10,000 - 12,000 years ago. Indian settlement at each of these verges between fresh rivers and salt bays is known both from early documents and archaeological research conducted over the past 100 years. The proposed Sportsplex Project is situated at the confluence of Flushing Creek and Flushing Bay on the North Shore of Long Island. As can be noted from several of the attached maps, there was a portion of the project site that existed above marsh level, prior to its current made-land condition. (See Figures 4, 5) Both avocational and professional archaeologists have collected Indian artifacts, conducted excavations, and filed inventory forms with the State of New York on sites within the Secondary Impact Area. Therefore, the archaeological research on the prehistoric potential of this property focused on the probable exploitation of the geographic advantages of the site area. In other words, would the known prehistoric settlement pattern of occupation sites on elevated terrain at the confluence of water systems be reflected in the below ground resources of the Sportsplex Project Site.

To understand how native Americans exploited different environmental niches over time, it is necessary to separate the prehistoric peoples into time periods according to their distinct cultural differences. Archaeologists divide the

Native American period into three sub-periods: the Paleo-Indian, the Archaic, and the Woodland, which are further divided as shown below:

PERIOD	YEARS BEFORE PRESENT (BP)
Paleo-Indian	13,000 - 10,000
Early Archaic	10,000 - 8,000
Middle Archaic	8,000 - 6,000
Late Archaic	6,000 - 3,700
Terminal Archaic	3,700 - 2,700
Early Woodland	2,700 - 2,000
Middle Woodland	2,000 - 1,200
Late Woodland	1,200 - 300

Leonard Eisenberg's research has indicated that three types of terrain were preferred for Paleo-Indian sites: (1) lowland waterside camps near coniferous swamps and near larger rivers; (2) upland bluff camps in areas where deciduous trees dominated; and (3) ridge-top camps, also where deciduous trees dominated. Eisenberg does note that the waterside settlements he studied were situated on locally well-drained soils. (Cited in Rutsch, 1983: p. 33) Archaeological reports from southern New York indicate that exploitation of upland zones was limited primarily to the Late Archaic Period and after, whereas the recent Connecticut River Valley research indicates Paleo-Indian exploitation of the upland zone ridge terraces overlooking water courses. (Gorman, 1983: pp. 18-22) The only evidence of Paleo Period occupation in Queens County is a projectile point mentioned in Saxon (1973), as noted in Rutsch (1970), for which no provenience was obtainable from the Museum of the American Indian. The scarcity of Paleo-Indian sites is indicated on the Map Showing Location of Fourteen Eastern United States and Canadian Paleo-Indian Sites. (See Figure 6)

In relation to this specific parcel, there is a strong likelihood that the nomadic hunters of the Paleo-Indian Period would have exploited the elevated knoll at the northern tip of the project site. There is, however, such a minimum of knowledge on the habitation system and population density of this earliest time that we cannot predict the extent of any such possible resource. It is evident that more scientifically documented field excavations of this Period would greatly aid our understanding of southern New York's past.

In the coastal and tidewater area of New York the Archaic Stage followed the Paleo-Indian Stage (c. 9,000 years ago) and is "represented by numerous, small, nearly always multi-component sites, variously situated on tidal inlets, coves and bays, particularly at the heads of the latter, and on fresh-water ponds on Long Island, Shelter Island, Manhattan Island, Fisher's Island, and Staten Island and along the lower Hudson River on terraces and knolls, at various elevations having no consistent relationship to the particular cultural complex." (Ritchie, 1980: p. 143) By the time of the Woodland Stage (c. 3,000 years ago) the sea level and exposed coastal regions were, in most respects, as they appear today. The archaeological evidence from Woodland Stage sites indicates a strong preference for large scale habitation sites to be within proximity to a major fresh water source (e.g., a river, a lake, an extensive wetland), and smaller scale extractive-functioning sites to be situated at other resource centers (e.g., quarrying sites, butchering stations, and shell gathering localities).

Archaic, Woodland, and Historic Period aboriginal presence in Queens County is well documented by sites

excavated by Bolton, Harrington, Skinner, Smith, Solecki, Williams, Platt, Kaeser, and Venuto. Documentary evidence shows that by 1666 the area Indians had been pushed out by the settlers, although the Indians reserved the right to hunt in the uplands of the area. Flushing Creek is the eastern boundary of the plot cited in the deed. (Riker, 1852: p. 73ff) Although Riker refers to this Indian tribe as Canarsie, a sachem of Staten Island, Thompson identifies the local Indians as part of the Rockaway tribe. (Thompson, 1939: p. 135) It is impossible to exactly locate many of the sites reported by these historians of the nineteenth century. Riker discussed the extensive shell mounds of the Indians which once existed at the Jackson farm, and a burial field at the neighboring Kouwenhoven farm at the Poor Bowery. These sites are approximately two to three miles west of the project site. It is very possible that unidentified bones and projectile points presently at the Poppenheusen Institute, on the west side of Flushing Creek, were from some of these local sites. However, it is impossible to make that connection now. M. R. Harrington's 1909 report, American Museum of Natural History Anthropological Papers, provides a map of shell deposit sites that include an area south of Flushing Creek and north of Jamaica Bay, the College Point area, and the Little Neck Bay area.

Solecki's map (See Figure 7) depicts many of the sites that were located in the Borough of Queens prior to the 1940s. The following quote outlines many Indian sites in the area that were lost during construction and development.

Building activity and public improvements have been a deterrent to the committee's research activities in the field. Out of a total of 29 Indian sites in Queens, 17 within the past three years have become entirely obliterated. In the

process of enlarging the airport at LaGuardia Field, several sites on Jackson's Creek and Bowery Bay were destroyed. The World's Fair obliterated a large site on Flushing Creek and another at Sanford and Fowler Avenues, Flushing.

Perhaps the most destructive large scale operation was the construction of the Belt Parkway which covered 17 sites.

The parkway also cut through a small site on the Lawrence estate near Flushing Bay.

The committee had scarcely begun work on Tallman's Island, at College Point, when the surveying crew for the sewage disposal plant moved in. From then on it was a hectic race between the trowel and shovel of the archaeologist and the steamshovel and bulldozer of the engineer. (Solecki, 1941: n.p.)

The archaeological sites reported closest to the proposed Sportsplex site are those at North Beach, to the north and west. (Solecki, 1941 and Smith, 1950) To the northeast are the sites at College Point: Grantville, Graham Court, Powell's Cove, Tallman Island, and Whitestone. (These sites are described in more detail on the following pages). Bolton's Map of Indian Paths shows a major trail traversing the project site. (See Figure 8)

Other prehistoric sites slightly more removed from the Sportsplex site are sites in Bayside (Williams and Platt) at Cocheron Park and Oakland Lake (Venuto and Kaeser). To the south is the Aqueduct site (Solecki). To the west are sites at Maspeth (Wisniewski and Solecki). (These sites are described in more detail on the following pages).



## QUEENS ARCHAEOLOGICAL SITES LISTED IN THE:

Nassau County Museum Files

SITE/DATE/LOCATION	EXCAVATOR	ARTIFACTS/PERIOD
North Beach #83 Ocean Ave.	Smith	<u>Woodland, Archaic</u> Pottery: vinette cordmarked North Beach brushed Chip. Stone: awls biface blank, scraper blank points: Wading River, Levanna, contract- ing stem Bone fragments: deer metapodial
<u>College Point:</u> Grantville #79 "The Woods," College Point	Smith	<u>Woodland, Trans.,</u> <u>Archaic</u> Pottery: incised, cord-marked Banner- stone, hoes? Chip. Stone: Wading River Levanna, Orient Fishtail Brewerton, contracting- stem, broad blade stem-side notch & straight stem, Vosberg-like, Rossville/ Poplar Isl. projectile points
Graham Court #94 College Point	Smith	<u>Woodland....</u> Pottery: whole vessel, stamped and cord-marked

Wilkins #100 (White-stone)	Smith	Dog Burial: leg bones & dissociated bones
14th Ave. & 142nd St. College Point		<u>Woodland....</u> Pottery: rim, body sherds Hammerstones, net-sinkers Bone awls, animal bones "Arrow-points" - no type given Aborig. pipe sherds, charcoal Surface - iron button
Powell's Cove #101 Between 7-9th Ave. & 130th Street	Smith	<u>Contact, early Colonial</u> Plan, profile, map No artifact list
Tallman's Island #128 College Point	Lopez	<u>Woodland, Archaic, Transit.</u> Pottery: vessel fragment Shells, lg. steatite sherd Chip. Stone: argil. stem pt. chert triang. pts. Orient fishtail, Wading River, notched, stemmed points, quarts biface
Bayside #40 Crocheron Park, slope N side of lake	Smith ?	? Paint stone, worked Chip. Stone: flint knife, argil. knife, flint chips, flint points
Hicks House #93 Bayside	Smith	<u>Woodland....</u> Pottery: grit & shell temper Incised, punctuate, plain, cord-warp paddle & stamped

Aqueduct (Vol. V:91) Head of Hawtree Creek and Arm of Jamaica Bay	Smith Solecki	Kaolin pipe below Colonial refuse <u>Woodland....</u> Burial: adult & child Columellae shells Bone tools Levanna points Pottery: grit temper, plain incised, serrated, punctuate, notched
Maspeth Pipe Factory #216 Maspeth Ave. & Milton St. (17th century fireplace)	Wisniewski  Solecki	94 kaolin pipes  <u>Prehistoric, Colo-</u> <u>nial</u> Red, black flint chips Broken dark flint artifact ...Colonial artifacts...
Oak land Lake Site Surface collected around the lake 1967	Venuto	<u>Archaic</u> Chip. Stone: argil- lite Lamoka, Steuben- ville, Laurentian, Rossville, Levan- na-like points Knives, net- sinkers, hand axes, mortar
The Oakland Lake Site South of Oakland Lake c. 100 yds.	Kaeser	<u>Woodland, Archaic</u> Pottery: Vinette - Abbott types Chip. Stone: knives, scrapers, drills, Projectile Points: Brewerton SN. Normanskill, Rossville, Bear Isl., Cony Lance, Cony Stem, Levan- na, Madison Stone: hammer, net- sinker, chopper, cores, paintstone Bone awls

To the north across Flushing Bay and the East River on the Bronx side are sites at Throgs Neck (Rothschild and Lavin, 1977; Bolton, 1934) and Clason's Point (Skinner, 1919; Lopez, 1955). Pelham Park area sites are reported in Lopez, 1956 and Kaeser 1963, 1964, and 1965. Although the Bronx sites across Flushing Bay from the Sportsplex location are separated by water, they should not be overlooked in the pattern of aboriginal inhabitation of the area. Sensitivity reports (Gonzalez and Daniel, 1978) and locational models (Ceci, 1980) demonstrate that waterways were no barrier between Indian groups/sites, and that reported prehistoric sites cluster around water sources and waterways. The Indians of north shore Queens possibly may have been in greater contact with those of the Bronx than the Indians of south shore Queens.

The proposed Sportsplex site is encircled by archaeological sites reported in the literature and by information from avocational and professional archaeologists. However, the only direct information of prehistoric artifacts having been found within the actual periphery of the site is that from William Asadorian, historian and staff member at the Long Island Room, Queens Borough Public Library. Asadorian states that "old timers" of the area using the library collections told him of walking the beaches of the area and finding stone "arrowheads" near Shea Stadium (to the immediate west of the project site). They were not "collectors" or "diggers," but found them on the surface. He has no way of identifying these people today. Two other amateur archaeologists with knowledge of this area, J. Duval and Dr. Theodore Kazimiroff, are both dead, according to information from Stanley Wisniewski.

Requests to the New York State Historic Preservation Office and the State Education Department for information on archaeological sites within proximity to the Sportsplex site yielded information corroborating and extending the Nassau County Museum Files/Queens Archaeological Sites. The archaeologist with the SHPO in Albany forwarded a copy of one inventory form for the Grantville Site. (See Appendix 1) The State Education Department forwarded geographic indications and file numbers on six burial/camp/village sites near the project site. (See Appendix 2) A review of the holdings at the Long Island Division of the Queens Borough Public Library revealed a 1938 report on excavations conducted at the head of Powell's Cove on the East River in College Point-north, northeast of the project site. (See Appendix 3)

As can be seen in late eighteenth and nineteenth century maps and atlases, the vast majority of the project site was a marsh prior to modern manipulation of the topography (See Figures 4 and 5) and after the sea level gained its present height. Therefore, as stated above, it is very possible that the entire exposed site area was exploited during the Archaic Period. Perhaps only the extreme northern point of the site that corresponds to what came to be called Yonker's Island/St. Ronan's Well, which was a naturally elevated knoll (approximately 46 feet above mean high water in 1891), would have hosted Woodland Period sites. (See Figure 9) This high ground of the site area was originally named after an early owner Adrian van der Donck. The exact location of this knoll on the modern landscape is shown on the 1911 Section 40 map from the Queens Topographical Bureau. (See Figure 10) The vast majority of the site would appear unlikely as a prehistoric

habitation zone during the recent periods of higher sea level, which corresponds to approximately after 3,000 years ago. However, the site may well have had greater habitation potential when the shoreline was meters or kilometers away, 10,000 - 3,000 years ago. (Edwards and Emery, 1982: p. 14) Officially recorded Native American sites within the area are located on natural soils of elevations between 0 and 60 feet above the 1891 mean high water line. (See Appendices 1, 2, and 3)

#### Historic Period Land Use Summary

The following pages record the land use history of the area known over time variously as Flushing Meadows, Corona Meadows, and Corona. The Sportsplex site proper is the northern section of the whole general area, and is referred to as the "upper meadows" in this summary. (See Figures 2 & 3) The primary purpose is to document the vast amounts of fill which have been placed over the entire study zone during the twentieth century.

The site of the proposed Sportsplex is part of the once-vast Flushing Creek meadowland which bordered both sides of this primeval stream. Before the European arrival, the area was a great sea of windblown marsh grass, inundated at every tide by the waters of the creek and naturally drained by a myriad of intersecting streamlets. Waterfowl nested in the tussocks of grass, fiddler crabs found a home in the soft muck and fish spawned in the brackish upland pools.

The first European settlers in this lush waterscape were attracted to the spot by the abundance of materials needed for settlement: timber on the uplands, potable water, thatch, fieldstone, meadowland for grazing and well-watered soil for growing crops. The earliest settlers chose the western edge of the meadowlands to make their settlement, the point beyond the reach of the high spring flood tides and where the land slopes gently upward blending imperceptibly into forest. (See Figure 11)

The first settler was Robert Coe, an Englishman, who in 1655 built a house at Colonial Avenue and what is now the middle of the Long Island Expressway. A large stream from the west, Horse Brook, debouched into Flushing Creek at this point and Coe dammed up the little stream to create a mill pond to furnish water for a grist mill. The house and mill went through many ownerships over the years and the house survived until 1930 when it fell victim to the building of Horace Harding Blvd., predecessor of the Long Island Expressway. The grist mill saw declining use through the 19th century, finally succumbing to fire in 1875. (See Figure 12)

The next settlement in the area was by John Ramsden, a Newtown magistrate, very probably in 1655 or 1656. This was on the north side of Northern Blvd. between 111th and 112th Streets. The house later passed to the Rapalyes, Lawrences and Lents; a second larger house was built about 1712 and survived with many alterations into the 1920's. (This was west of the site. See Figure 13)

In 1684, Abram Joris Brinckerhoff along with his brother-in-law, John Berrien, bought 400 acres on the Corona

meadows. Both built houses very near each other. Brinckerhoff put up his house at what is now the northeast corner of 112th Street and 39th Avenue. The Berrien house, a typical Dutch farmhouse, was built midway between 112th and 114th Streets and south of 38th Avenue. The Brinckerhoff house was enlarged and rebuilt by successive owners in the 19th century and was razed in 1910 by a development company to create Elliott Manor. The Berrien house remained unchanged in appearance for over 200 years and was finally burned down by tramps in 1906.

Other colonists drifted into Corona during the 18th century, but they carved out homesteads farther inland in the neighborhood of Junction Avenue, the old road leading to the only other grist mill at 94th Street & Grand Central Parkway, today the main entrance to LaGuardia Airport.

The meadowlands during the 17th and 18th centuries were by no means neglected by the colonists; on the contrary, it was essential for every settler no matter where he settled to carve out a patch of meadowland for himself because the salt grass provided two necessities of life: hay for the cattle to eat during the long winter and bedding for the animals in the barn. In the summer time colonists bagged geese to vary the monotony of their diet. At all times of the year Flushing Creek provided a navigable waterway to reach Flushing and the markets of New York. Up to the 19th century no one traveled overland if this could be avoided because the roads were very few in number, circuitous and in wretched condition.

The timeless solitude and age-old appearance of the vast Corona meadows began to be invaded with increasing



frequency by the works of man in the course of the 19th century. The first such incursion was the laying-down of the turnpike road of the Flushing and Newtown Road and Bridge Company which was incorporated on March 21, 1801. The company built a bridge over Flushing Creek for the first time, ending the colonial ferry service. From here the road followed the present bed for Northern Boulevard, 37th Avenue and Elmhurst Avenue to Broadway, Elmhurst. The company charged tolls ranging from 25¢ to 3¢ depending on whether one traveled by coach, wagon, horseback or walked on foot. The turnpike company went out of business in 1861. (See Figures 14 & 15)

The second and more lasting turnpike was the Hunter's Point, Newtown and Flushing Turnpike Road Company, incorporated on April 16, 1857. The road was built primarily to bring patrons to the Fashion Race Course in Corona which was then at the height of its fame. The race course lay between 34th and 37th Avenues and 98th and 104th Streets. The turnpike was constructed during 1859 and 1860 and opened in 1861. The new turnpike intersected today's Astoria Boulevard at 114th Street and then utilized the older turnpike route to Flushing Creek. Fill was laid on the meadows to widen the road of 1801 so that two lanes of traffic could be accommodated. This second turnpike road also followed the route of today's Northern Boulevard.

A few years passed and this time a railroad, the Flushing & North Side Railroad, built its line in 1868 from Whitestone to College Point, south to Flushing, then across Flushing Creek on a trestle at about 36th Avenue to the Corona side. From here the track hugged the creek bank, finally joining the Long Island R.R. track at about 44th

Avenue. This line later became the Whitestone Branch of the LIRR and continued to be operated until February 15, 1932.

The track along Flushing Creek still survives today as a freight spur for wrecking and dismantling car bodies. (See Figure 16)

Five years later a second railroad intruded on the meadows. In 1873 the Woodside and Flushing Railroad laid a track on a man-made embankment across the meadows roughly 250 to 300 feet south of and paralleling Northern Boulevard. The building and grading of the embankment which involved gouging out a ditch and piling up the muck for a right of way occupied all of 1872 and 1873, and trains began running over the single track on April 27, 1874. This service was very short-lived, ending at the end of 1878. The track thereafter lay abandoned for many years. In a 1924 aerial view the line of this forgotten railroad can still be seen. (See Photos) Twenty more years passed and the next intrusion in the meadows was made by the Newtown Railway Company, a trolley line running by a circuitous route from Woodside to Flushing. Through Corona the trolley ran along 43rd Avenue to 114th Street where the meadows began. At this point the track struck out across the meadows on a high trestle in a northeasterly direction until it came to an end at Flushing Creek. Here the track joined the Northern Boulevard trolley line and crossed the bridge into Flushing. The trolley began operating over the meadows on April 21, 1895 and continued running until 1915, when the filling of the meadows forced a shutdown of the line. (See Figure 17)

The years immediately before and during World War I witnessed one of the largest reclamation projects ever

undertaken in Queens County - the filling-in of the Corona Meadows. This huge primeval tract extending from 11th Street to Flushing Creek and from Flushing Bay to the Long Island Expressway covered hundreds of acres and acted as an almost impenetrable barrier separating western Queens and its populous villages from Flushing. Only two roads crossed these vast meadows, Northern Boulevard following the line of Flushing Bay and Strong's Causeway, obliterated by today's L.I. Expressway. (See Figure 18)

The concern that we have for ecology today and our enhanced awareness for the role of the salt marshes in the eco-system was wholly absent in the Queens of seventy-five years ago. Progress and industry were revered and the desecration of a scenic natural resource was a price that almost every small town in America was fully prepared to pay. So it was that the alluring prospect of a great industrial park in the heart of Queens resulted in the obliteration of the meadows and the unwitting creation of a vast blighted area that lasted until the 1939 World's Fair.

The whole idea of reclaiming hundreds of acres of marsh and building a huge industrial park on the site can be traced back to Michael Degnon. Degnon had made a great reputation for himself as one of the most prominent contractors in the metropolitan area. He built the Williamsburg Bridge in 1903 and later the Cape Cod Canal; still later, he was the contractor for large sections of the IRT subway and the Steinway Tunnel. His development of the big Degnon Terminal in Long Island City had proved successful and in 1907 he began to buy up every tract of salt meadow along Flushing Creek that he could get - land that up to this time had been considered all but worthless. Degnon set up two

subsidiaries of his Degnon Realty & Terminal Improvement Company called the Borough Development Office and the Flushing Bay Improvement Company to manage the filling-in of the newly-purchased marshes. Several other wealthy contractors were associated with him in the project. The Borough Construction Co. made a five-year contract with the City of New York for the removal of ashes and street sweepings from Brooklyn. The Sanitation Department in Brooklyn delivered to various depots along the line of the Long Island Rail Road at Sheepshead Bay, Vanderveer Park, East New York, Carlton Avenue, Bushwick and other stations 20 carloads of 1000 cu. yds. of sweepings per day which the railroad then delivered to sidings in the meadows for dumping. Within Brooklyn the Brooklyn Rapid Transit Company set up a subsidiary of its own called the Brooklyn Ash Removal Company. Trolley dump cars, operating at night, collected the ashes from thousands of city homes and delivered them to depots from whence the material was transferred to the Long Island Rail Road or run out by trolley to Corona. In this way, Degnon was in effect setting up a vast conveyor belt for the refuse of an entire borough to be dumped in Corona. The City of New York not only derived an income from the sale of its refuse but was spared the expense and trouble of disposal.

The filling-in of the meadows constituted only a small part of Degnon's grandiose scheme for the meadows. He envisioned a great port to be built in Corona fronting on Flushing Bay. It was anticipated that the United States Government would invest liberally in digging out the bay to accommodate large ships and then straighten and bulkhead the whole length of Flushing Creek to its headwaters in Kew Gardens. The State of New York was at this period committed

to stimulating barge traffic via the Erie Canal and the Hudson River and was actually buying up sites for building three large barge canal terminals, one at the mouth of Flushing Bay and two in Long Island City. The City of New York agreed to Degnon's request to de-map all of the "paper" streets laid out across his proposed industrial park and to furnish all the city services needed for the new port. Degnon, having worked closely with the Long Island Rail Road in Long Island City, had no difficulty in persuading the railroad to furnish all the industrial spurs and sidings that would be necessary to move freight into and out of the waterside terminal.

The first extensive filling-in was done during the winter and spring of 1910 south of the Long Island Rail Road track and down to Strong's Causeway (L.I. Expressway) which is south of the project area. An average of from three to five scow loads of ashes, loaded under the Brooklyn Bridge, were unloaded each day at the dock of the Borough Development Company on Flushing Creek. These scows were in addition to the Long Island Rail Road's daily carload deliveries. In addition, Degnon was making plans to bring to the site the dirt and rock from the new Brooklyn subways then being excavated. As an essential part of the filling-in process, a construction railway system was built across the meadows to insure that the garbage and ashes would be distributed evenly.

In September 1911 we read in the Newtown Register for the first time of a complaint that would later prove perennial - the nauseating stench of rotting garbage decomposing in the summer heat. The original contract had called for the dumping of clean ashes and street sweepings, a euphemism

for horse manure, but in practice, it proved impossible to prevent people from throwing out garbage along with their ashes. On summer days the stench pervaded the territory for miles around and forced residents to close their windows in the hottest weather. The civic associations talked about an invasion of property rights and violations of the sanitary code but the project was too well established to stop.

By this same year - 1911 - the War Department and the Queens Topographical Bureau had come through with their requirements for the development of the seaport:

According to plans the river is to be widened and docked. A marginal street is to be extended along the river front and from it are to be other streets extended through the tract. These streets are to be lined with manufacturing plants and along the river front are to be docks and freight landing facilities. Special freight tracks are to run to all parts of the district. This means that the district (Corona) will become a hive of industry and that the section of Corona and thereabouts will be filled up with the houses of workingmen.

Newtown Register, Sept. 28, 1911

In May 1913 Gov. Sulzer signed a bill providing for a state appropriation of \$259,000 for the dredging and improving of Flushing Creek. Michael Degnon, pleased with the way his project was moving along, gave to the contractors who got the job from the state another contract to fill in his section of the meadows pumping soil from the bottom of Flushing Bay onto his land. It was estimated that it would require 2,000,000 cu. yds. of material to fill in his acreage, and by taking this material out of the channel, he would in the process deepen his own docking area.

In 1914 there was another outcry against the stench on the dumps; the fill at this time had reached 114th Street & 43rd Avenue, (SW of the project area) the edge of a section where there were hundreds of private residences; the Borough Development Company made a gesture towards meeting these objections of Corona people by sprinkling liberally with disinfectant all material unloaded from scows.

An eye-witness account of December 1914 tells us that at this time 50 laborers, all wearing goggles, were at work on the contractor's railroad, handling 50 to 60 carloads of ashes and refuse deposited nightly by the scows. The fill by this time was rising higher than the Long Island Rail Road trestle and the trolley trestle immediately to the north. The new surface was now 10 to 14 feet above the old marsh level. (See old photos 1920 Corona storage)

However ugly and malodorous the dumps may have been, there were those who frequented them and even wrested a living from them. A number of Italians from the Corona Heights section of town paid the Borough Development Company for the privilege of combing through the newly-spread layers of refuse, salvaging cast-iron, metal and old bottles for resale to junk dealers. (See old photo - Note 2 Figures) Other Italians rented sections of the filled and level land for \$200 a season and cultivated vegetable gardens; the manure-laden and garage-fertilized soil proved extraordinarily rich and productive and the produce from these unconventional truck gardens brought good prices in the streets of Flushing, Elmhurst and Long Island City.

In the spring of 1915 the Borough Development Company began to consider the development of the land that had been

filled in - some 600 acres. The company engineers planned 13 north-south streets and 5 east-west streets and proposed to sell the lots to manufacturers and shippers for factories and warehouses.

The success of Degnon's first land fill induced the city to award another contract to the Borough Development Company in June 1915 to fill in the remaining salt meadows from Northern Boulevard south to the Long Island Rail Road. Included in the contract was an agreement with the New York & Queens County Railway to stop the running of trolley cars on the wooden trestle which crossed the meadows diagonally from 114th Street & 43rd Avenue to Flushing Bridge (See Figure 18), because the filling posed a threat to the stability of the piling and could endanger passengers. The trestle, built in 1895, was beginning to require costly repairs and the company was not too reluctant to close down operations and save expenses. Once the meadows were brought up to grade, it was planned to re-lay the tracks on a new street. The Public Service Commission went along with the proposal and gave its approval to the discontinuance of trolley operations of August 9, 1915.

On May 15, 1916 the new technique of filling in the upper meadows (Sportsplex Project Area) in conjunction with the dredging of Flushing Bay began. A dredge, anchored in 30 feet of water and 100 feet offshore, sucked up mud and silt from the bottom and sent it through a 1500 ft. pipeline across Northern Boulevard and then onto the meadows where the silt and water poured out in great fan-shaped deltas. (See 1924 Photo) The dredge worked day and night and poured out 35,000 gallons per minute. The silt and sediment settled while the water ran off back into the bay through a



sluice. To control the deposits, great dikes made of sod from the meadows, cut into cakes, were built up to a height of 12 ft. and several feet in thickness to impound the watery fill.

The upper meadows between Northern Boulevard and the Long Island Rail Road comprised 217 acres and engineers estimated that 3,000,000 cu. yds. of silt would be required to raise the area 10 to 14 feet above high water level and that the job would take 1½ to 2 years to accomplish. The Topographical Bureau of Queens had already established a future street layout for the area and these streets would then be regulated and graded and sewer lines installed. The Federal government would then follow up by constructing a half mile of substantial concrete bulkhead wall extending around the southern end of Flushing Bay, adapted to handling heavy water-borne traffic.

While the upper meadows were being hydraulically filled, work continued on the south tract below the Long Island Rail Road and below the project site. In the summer of 1916 the infantile paralysis epidemic of that year struck hard in the Italian colony in Corona Heights and in the effort to fix blame, the dumping operation was attacked in the press. The passage of the garbage trains through the village every night, redolent with the refuse of Brooklyn, was targeted as a contributory cause of the epidemic. The odiferous loads were dumped in close proximity to Corona Heights where in some cases mountains thirty feet high had already risen. The truck gardens cultivated by the Italians came in for strong criticism as well since both the farmers and the produce transmitted germs into the community.

Over the summer of 1916 a large tract of the upper meadows was filled in by the hydraulic method and many Coronaites turned out to watch the novel process. Many felt that this method of filling in was far superior to the garbage dumping process used in the southern half of the meadows. The silt packed down much more firmly than the garbage and there were no odors and no slow-burning fires to spread sickening odors over the neighborhood. The dredge out in the bay was eliminating the mudflats along the shore line off Northern Boulevard and the channel through Flushing Bay was already being notably widened and deepened.

In June 1917 the Topographical Bureau of Queens submitted to the Board of Estimate for its approval a map of the meadows providing for the elimination of sections of paper streets over an area of 500 acres, to permit the fullest industrial development. A number of the plants which it proposed to establish in the area covered more than a single block, one proposed foundry covered 25 or more acres. Railroad sidings would lead into all these plants.

By June 1917 from 8,000,000 to 10,000,000 cu. yds. of fill had already been deposited in both sections of the meadows. Two miles and more of bulkheads were then in process of building.

The entry of the United States into World War I in 1917 changed the whole future of the vast reclamation. The Federal Government put a ban on all construction involving the use of steel and cement and this ban effectively put a stop to any industrial development on the meadows for 1918 and 1919. After the war the impetus to develop a new seaport with an industrial park for heavy industry had

faded; the new thrust in Queens was for homes and apartments. Industry did not disappear by any means but it was well accommodated in Long Island City and Maspeth and to a lesser extent in Flushing and College Point. The Corona dumps, as they now came to be called, remained an eyesore and a "valley of ashes" as F. Scott Fitzgerald said in his Great Gatsby.

When it became obvious that the grand scheme of a Corona seaport was never to be realized, Michael Degnon, the guiding spirit behind the whole idea, allowed the Borough Development Company and the Flushing Bay Improvement Company to default on a \$500,000 mortgage of June 1911. The Title Guaranty & Trust Company took back the property and commissioned the auctioneering firm of Joseph P. Day to sell off 927 lots on Oct. 11 and 13, 1924. Two-thirds of the lots were disposed of at this sale and the remaining third went in a second auction on Oct. 18, 1924. The bank was fortunate in the timing of the sale for the subway extension from 104th Street (Alburtis Ave.) to Flushing was already under way and this enhanced the value of the unsightly property.

Queens Borough Buildings Department Index Cards record small-scale, spotty construction activity beginning in the 1920s after dumping had ceased and parcels were purchased by individuals. Neither the World's Fair of 1939-40 or the one of 1964-65, nor the building of Shea Stadium which opened in 1964 directly affected the Sportsplex site which has remained in private hands.

## CONCLUSIONS AND RECOMMENDATIONS

Though there has been some construction activity - such as buildings, rail and trolley lines, and streets - in the project area since pre-historic times, nothing the white man placed has any archaeological significance with the exception of the landfill he deposited which may be protecting potential Native American sites.

There is overwhelming evidence that there was extensive exploitation of the Sportsplex Project Secondary Impact Area by Indians. Archaeological reports have yielded information on food-gathering techniques, tool types, house patterns, burial practices, and ceramic styles. Because of the settlement pattern revealed from these discovered sites, we can be almost certain that at some time Native Americans traversed the project site and most probably used the vantage point of Yonker's Island for hunting or gathered marsh grasses along the bank of Flushing Creek. The lower sea level during the Paleo-Indian Period and the Archaic Period resulted in exposed dry ground at the base of the raised knoll in the northeastern end of the project site. There may have been aboriginal use of the entire site area but settlement patterns indicate that raised elevations were most commonly exploited during both of these time periods. During the subsequent Woodland Period the raised sea level inundated the site area resulting in the marshy character it maintained into the twentieth century. The only area above this wetland was the northeast tip of the project site. The area of "Yonker's Island" is not of a scale to host a large

Woodland habitation site but it could have accommodated a camping/temporary site.

The investigation of a prehistoric site that might yield in situ data on Paleo-Indian, Archaic, and Woodland Period sites would increase our understanding of the exploitation patterns of Native Americans. Many of the surrounding sites were investigated before archaeology gained a number of its advanced techniques and its rigorous approach. There are many unanswered questions on the aboriginal past of the Long Island area. Therefore, while it is impossible to definitively state that the study area hosts prehistoric resources, investigations to ascertain the presence or absence of such resources in the vicinity of what was once Yonker's Island should be conducted.

The first problem, of course, is to determine the boundaries of Yonker's Island in reference to today's topography. Yonker's Island is shown on many maps through time including those of 1781, 1838, 1849, 1852 (2), 1891, 1911, (Figures 4,5,9,10,13,14,15) and as a high place in a 1928 aerial photograph. (See photos) They all show the same approximate location as is suggested by an atlas of 1908 (Figure 19) which shows two structures on Reynolds' property. Common sense posits that the buildings are on fairly dry, elevated land. The only map found which shows the exact location of a high place in relation to the existing street grid is the 1911 map. (Figure 10) Street and lot measurements have stayed the same since then as can be confirmed by comparing the 1911 map with current tax maps (Figures 20 & 21). It is apparent, then, that the archaeologically sensitive zone of the Sportsplex site occupies all of block 1828 and parts of blocks 1820, 1821, and 1829,

and is bounded by 126th Street, Northern Boulevard, 34th Avenue, and about one half of the block between 127th Place and Willet's Point Boulevard.

These blocks are presently occupied by various business enterprises such as Sash Door Trim Storage, the Stadium Deli, Phoenix Power Heat, and numerous others. Interviews with personnel at A.L.S. Steel (corner of 126th Street and Northern Boulevard) and the City Sanitation Dept. garage revealed that few of the buildings in the neighborhood have basements, possibly due to "water problems" which some people had heard of. Visual inspection of the area also supports the assumption that there are few cellars placed deeply enough to disturb archaeological resources; the majority of the buildings appear to have slab floors.

The proposed location of the new stadium within the Sportsplex parcel lies to the south and east of blocks 1820, 1821, 1828, and 1829. Current plans call for a surface parking lot to cover the areas that have been identified as potentially archaeologically sensitive. A layer of concrete or asphalt when poured without disturbing the underlying soil layers can serve as a preservative shield for the archaeological resources within the soil strata. If the construction of the surface parking lot does not entail subsurface activities that would disturb underground resources beyond the extent of prior disturbance (as known and recorded in 1985) and there is no soil removal/grading action in the sensitive area, then further archaeological investigations are not warranted at this time.

If construction activity and/or grading is to take place on Blocks 1820, 1821, 1828 and 1829, then testing for archaeological remains should take place before new construction begins. The testing could be accomplished with strategically placed test trenches or individual test units. However, we feel that it would be more expedient and cost effective to gather data from soil borings prior to any actual field work. (We were unable to find a record of any previously conducted soil borings.) Used for archaeological purposes, soil borings can provide a kind of remote sensing to predict possibilities of what may lie below ground surface. On a project area such as that occupied by Sportsplex, numerous soil borings are usually a necessity. If co-ordinated in advance, the soil boring process and the subsequent logs could be of a great benefit to archaeologists in determining whether or not Yonker's Island can be detected, and if so, at what depth below fill it lies. Soils engineers, if alerted to the needs of other researchers, can furnish information on the exact depth of cultural material, the appearance of organic matter, the depth and nature of landfill, and so forth. Some adjustments to the boring process would need to be made: 1) a continuous sample taken in specific locations; 2) the use of at least a 3 inch diameter tube; 3) wet screening of the samples; and 4) the possible addition of extra soil boring locations as determined by archaeologists. It is distinctly possible that these adjustments in the boring methodology would reveal information sufficient to obviate or at least limit the scope of the recommended field work. Specifically, we know that the entire area has been covered with fill/dredged material about 10 to 14 feet deep although the exact thickness is unknown - especially if the fill "lenses out" near the Yonker's Island high point. The sensitive zone must be

sampled to the depth of the proposed construction disturbance; if that point is not below the fill, then there would be no impact on archaeological resources and no further investigations would be necessary.

In summary, soil borings data could be of assistance in defining the perimeters of a realistic testing field. If the explorations indicate that landfill is present to a standard depth of, for example, ten feet over the higher elevations of the Yonker's Island location, then heavy machinery could remove the top nine to ten feet of soil before time consuming hand excavation procedures were begun. If, on the other hand, construction impact stays within the protective mantle of fill, then there are no further archaeological considerations.

If construction activity and or grading is to take place in Blocks 1820, 1821, 1828, and 1829, Historical Perspectives recommends that after soil borings are conducted and their results studied, that testing be conducted if data so indicates in order to ascertain the presence or absence of significant pre-historic archaeological resources.



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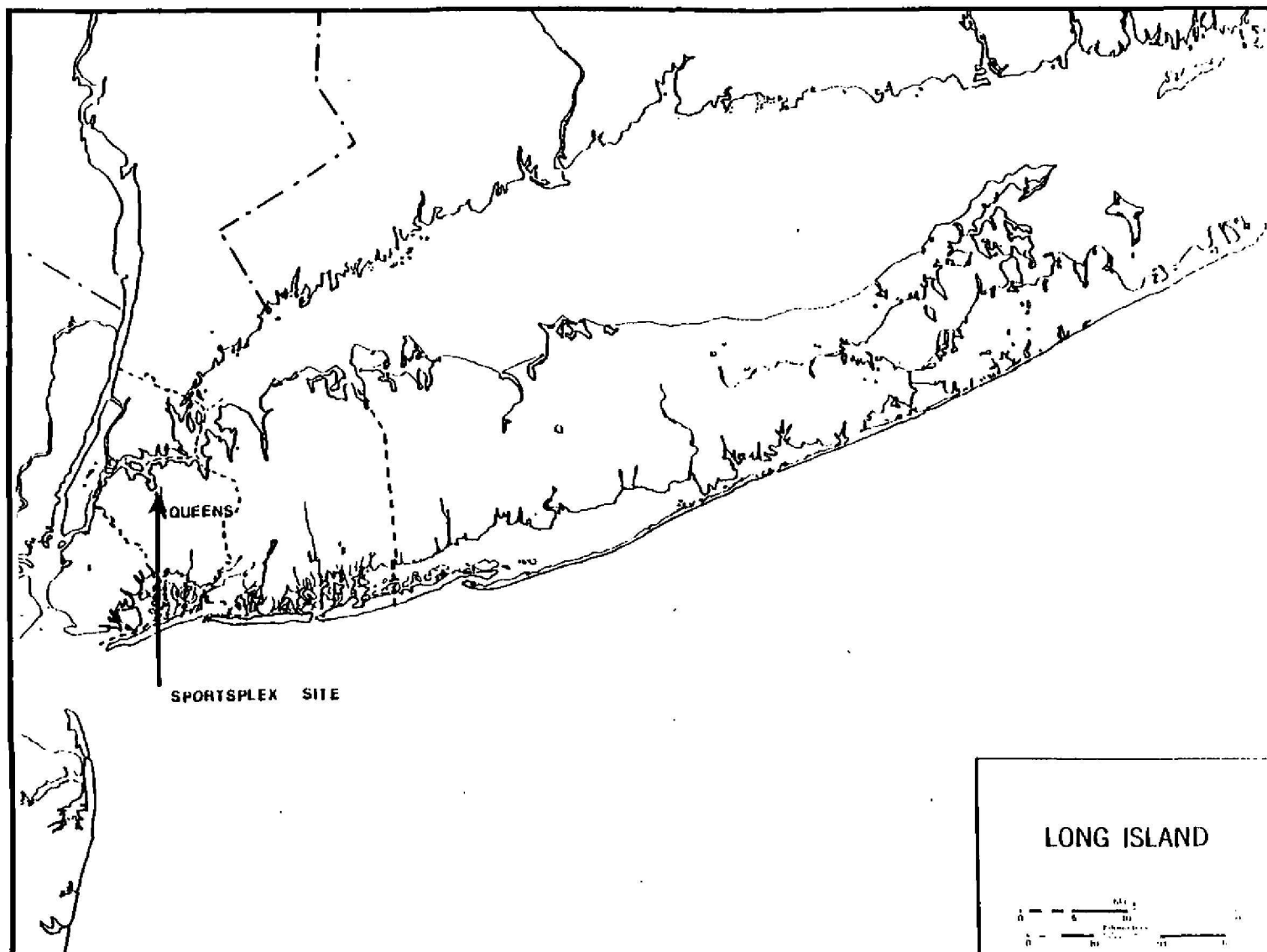
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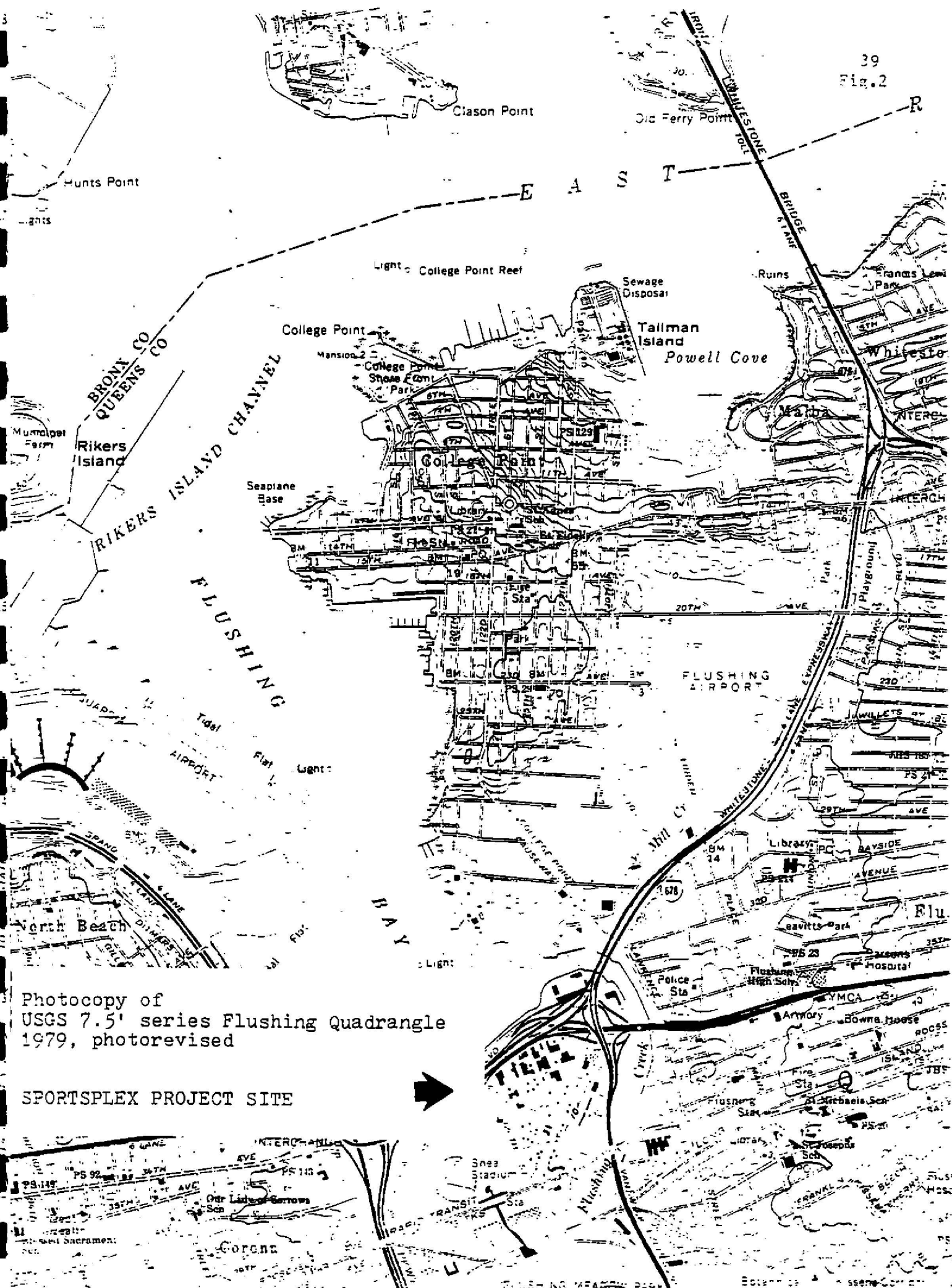
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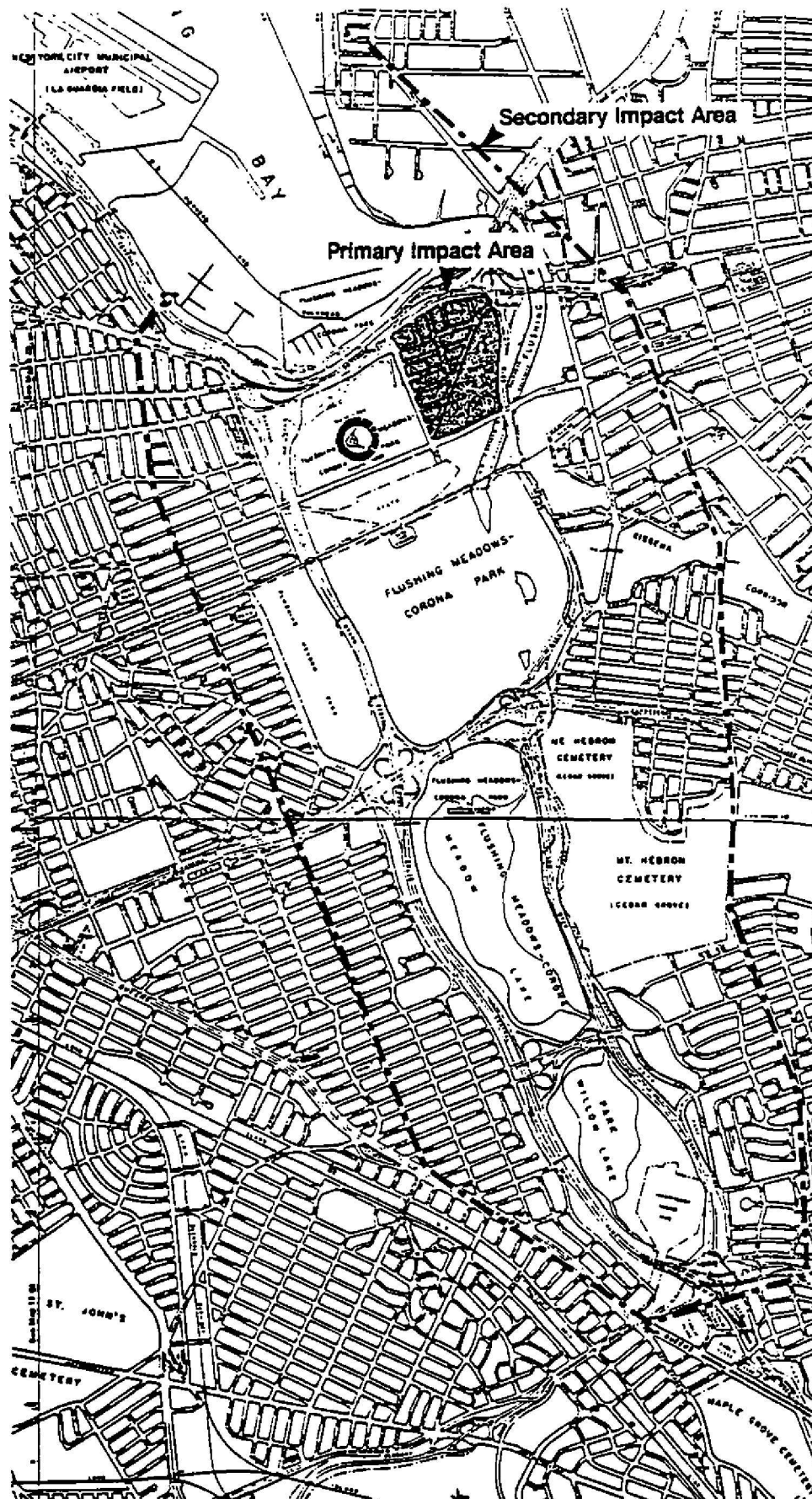
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Photocopy of Sportsplex Primary and Secondary Impact Areas  
supplied by AKRF, Inc.

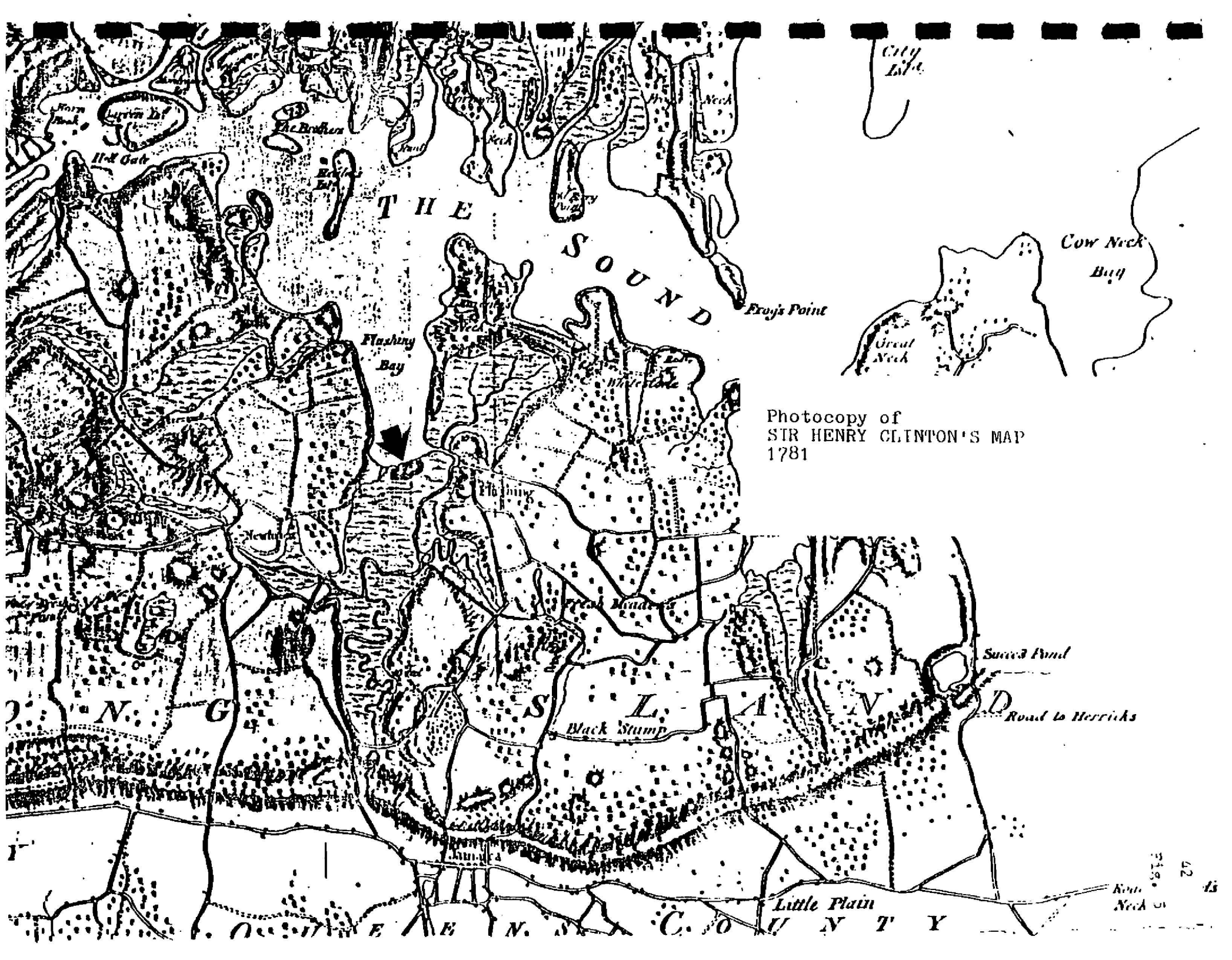


Photocopy of  
SIDNEY MAP  
1849

41

Fig. 4





Photocopy of  
SIR HENRY CLINTON'S MAP  
1781

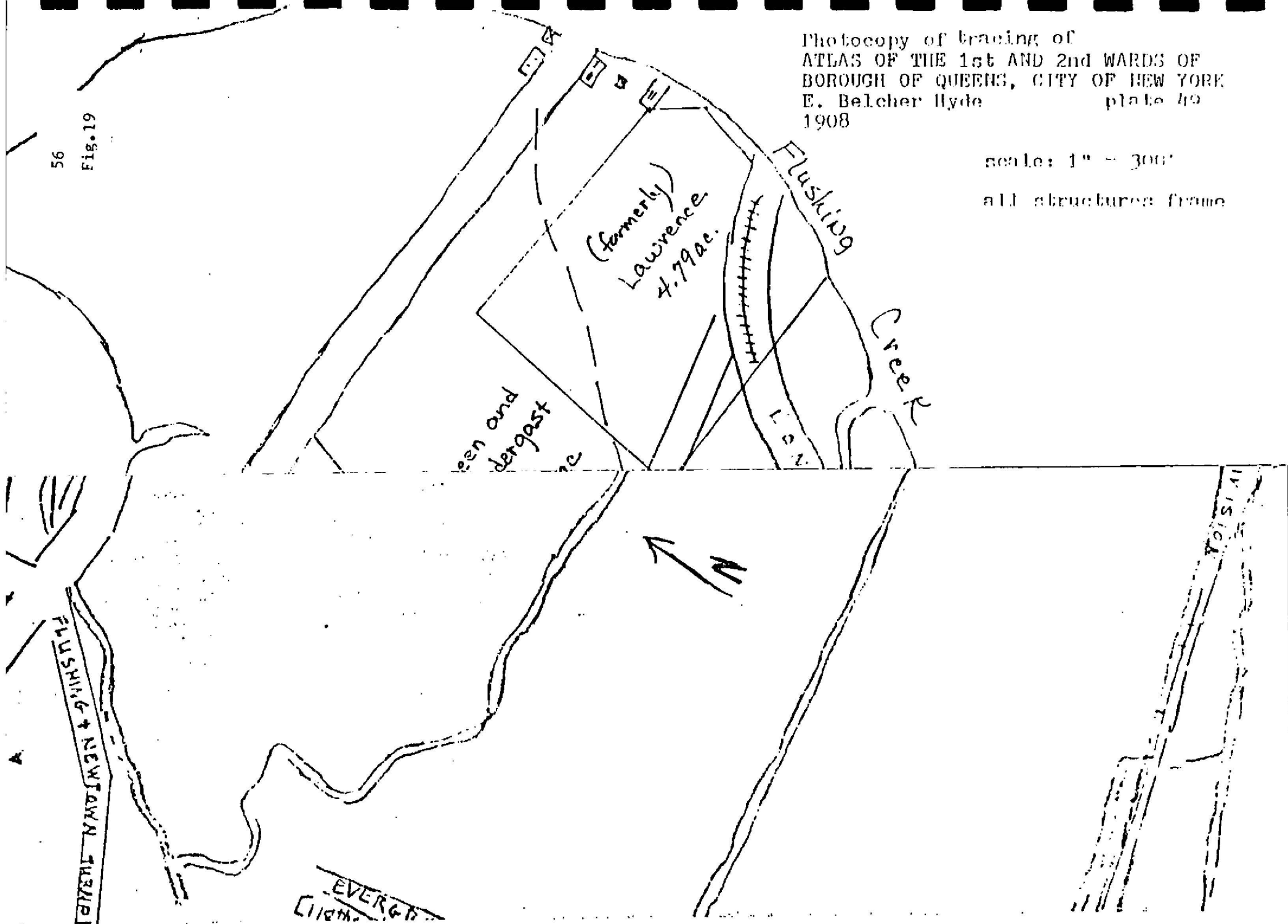
56

Fig. 19

Photocopy of tracing of  
ATLAS OF THE 1st AND 2nd WARDS OF  
BOROUGH OF QUEENS, CITY OF NEW YORK  
E. Belcher Hyde plate 49  
1908

scale: 1" = 300'

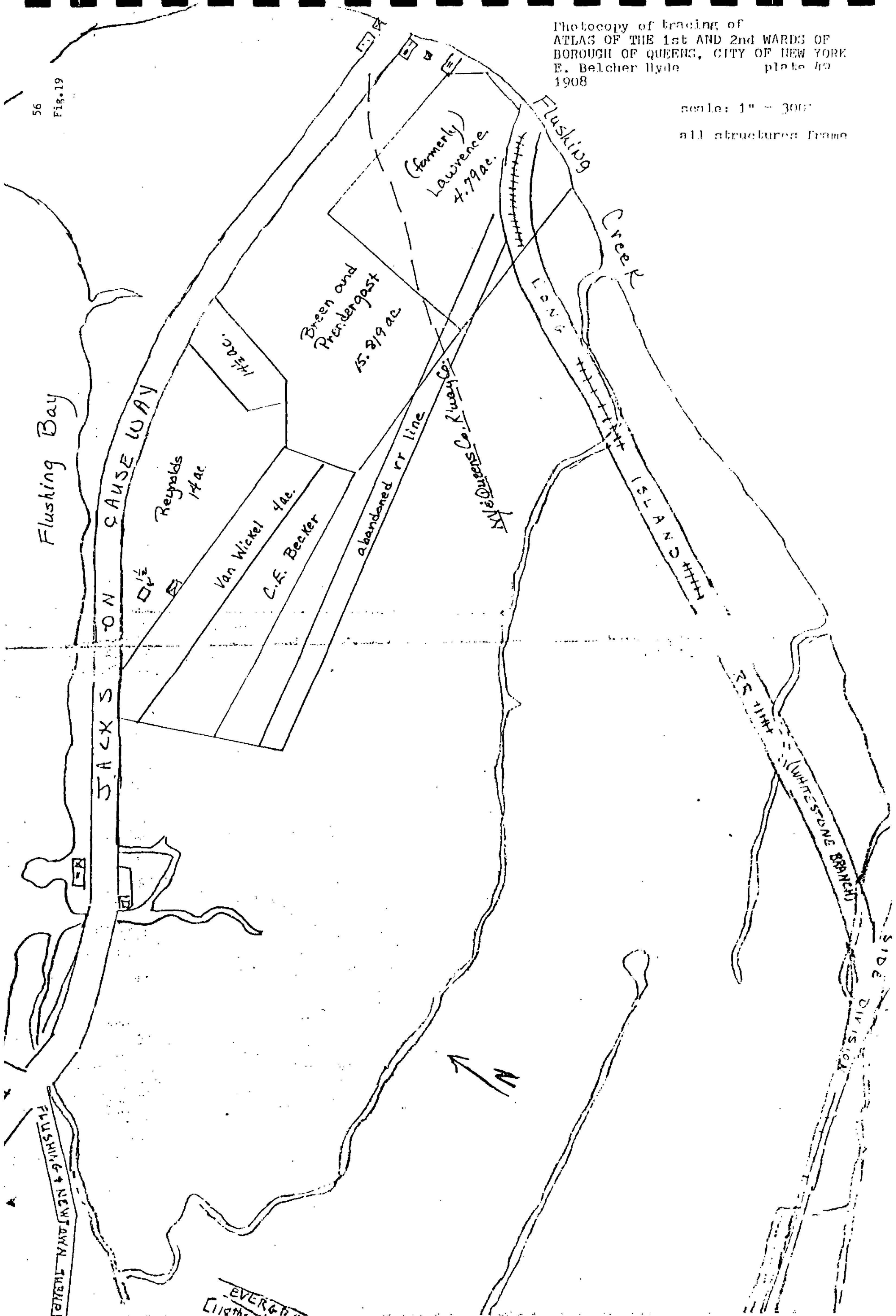
all structures frame





Photocopy of tracing of  
ATLAS OF THE 1st AND 2nd WARDS OF  
BOROUGH OF QUEENS, CITY OF NEW YORK  
E. Belcher Hyde plate 40  
1908

scale: 1" = 300'  
all structures frame



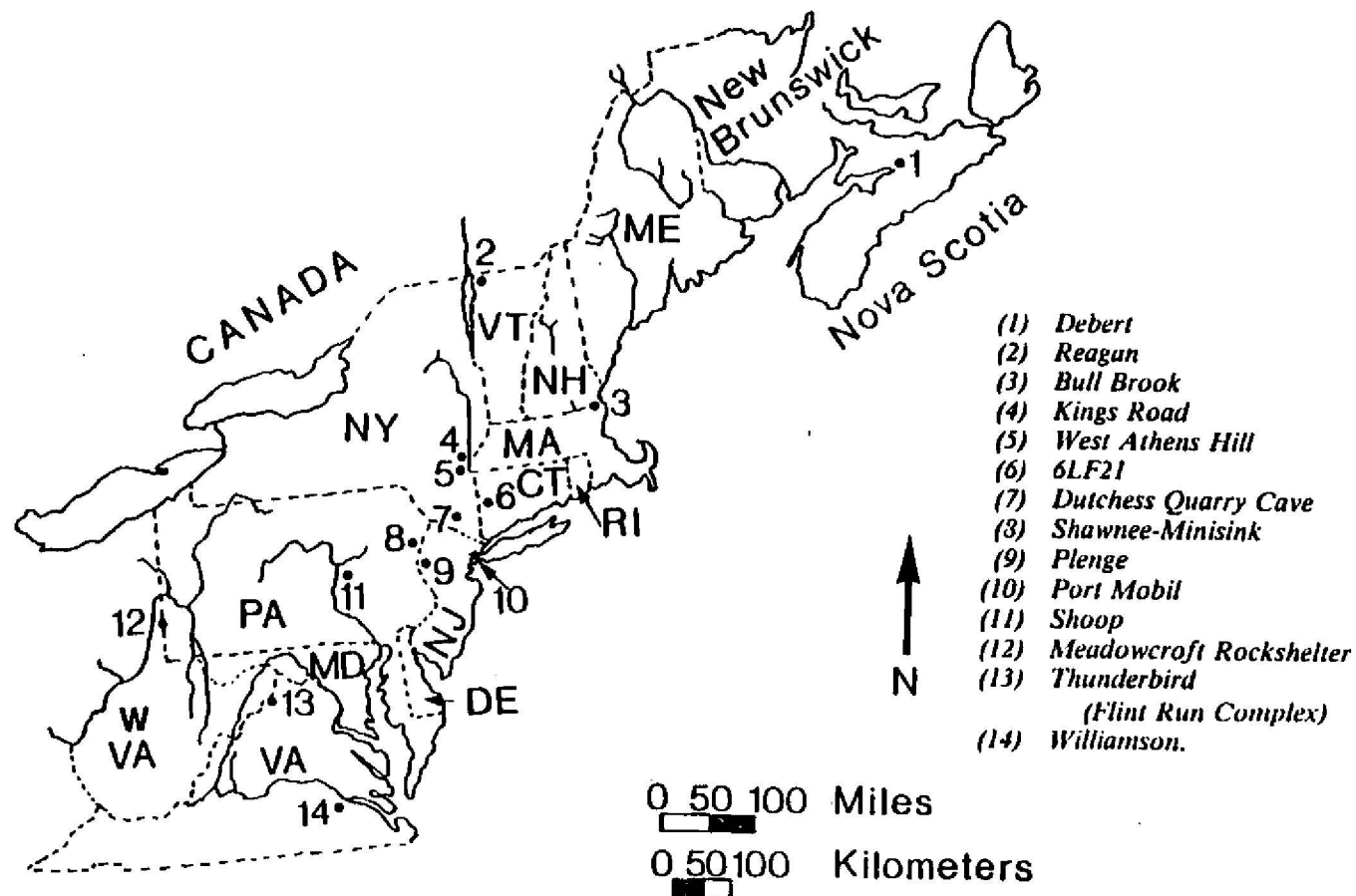
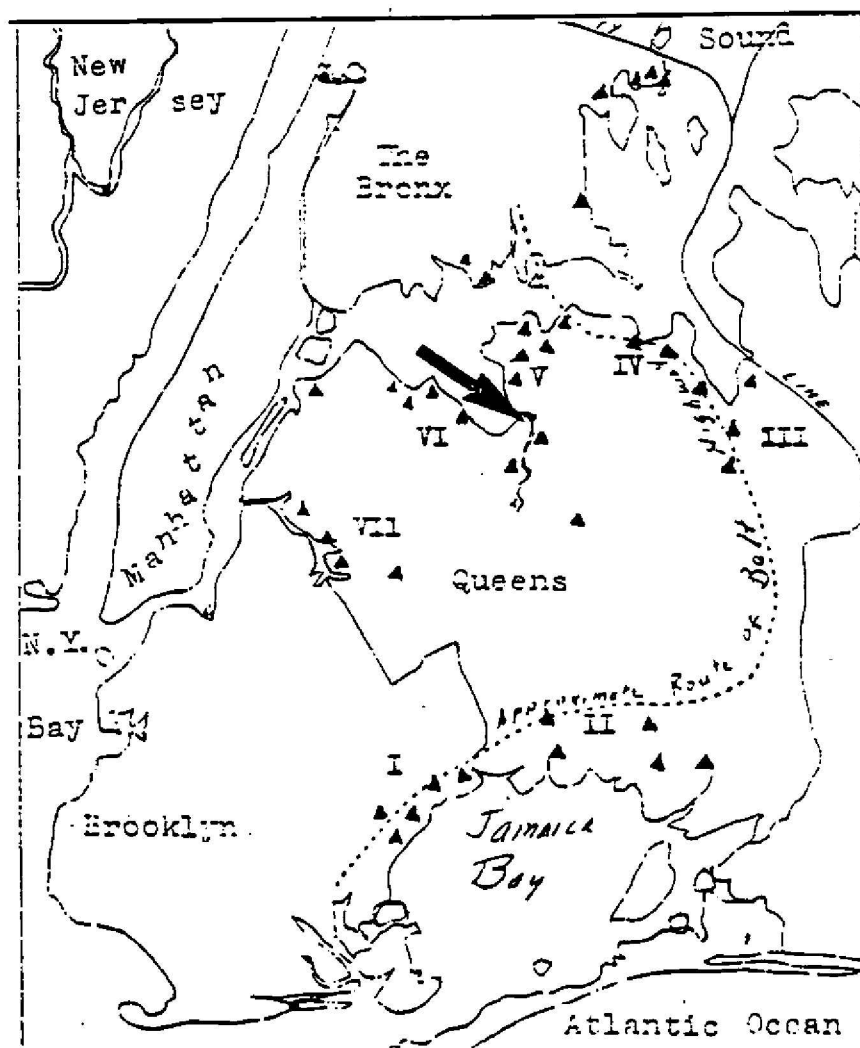


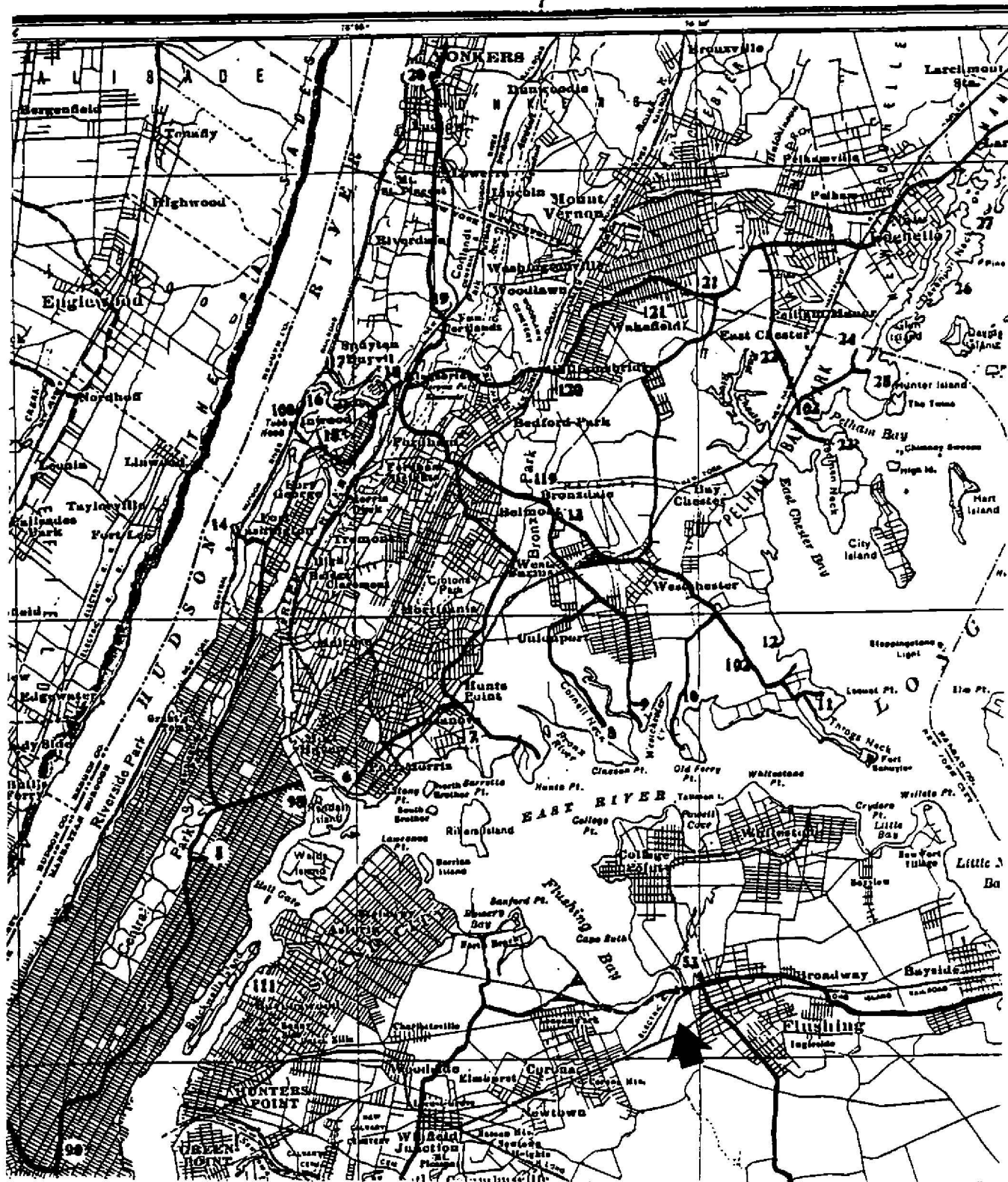
Fig. 1. Map showing location of fourteen Eastern United States and Canadian Pale-Indian sites

Photocopied from  
Solecki, 1941



INDIAN VILLAGE SITES: Triangles on diagram indicate sites explored by Committee on American Anthropology of the Flushing Historical Society. Important locations described in accompanying article are numbered.

Photocopy of  
MAP DEPICTING INDIAN PATHS IN THE GREAT METROPOLIS,  
from  
Bolton, 1920: n.p.





CONTOUR MAP

1891

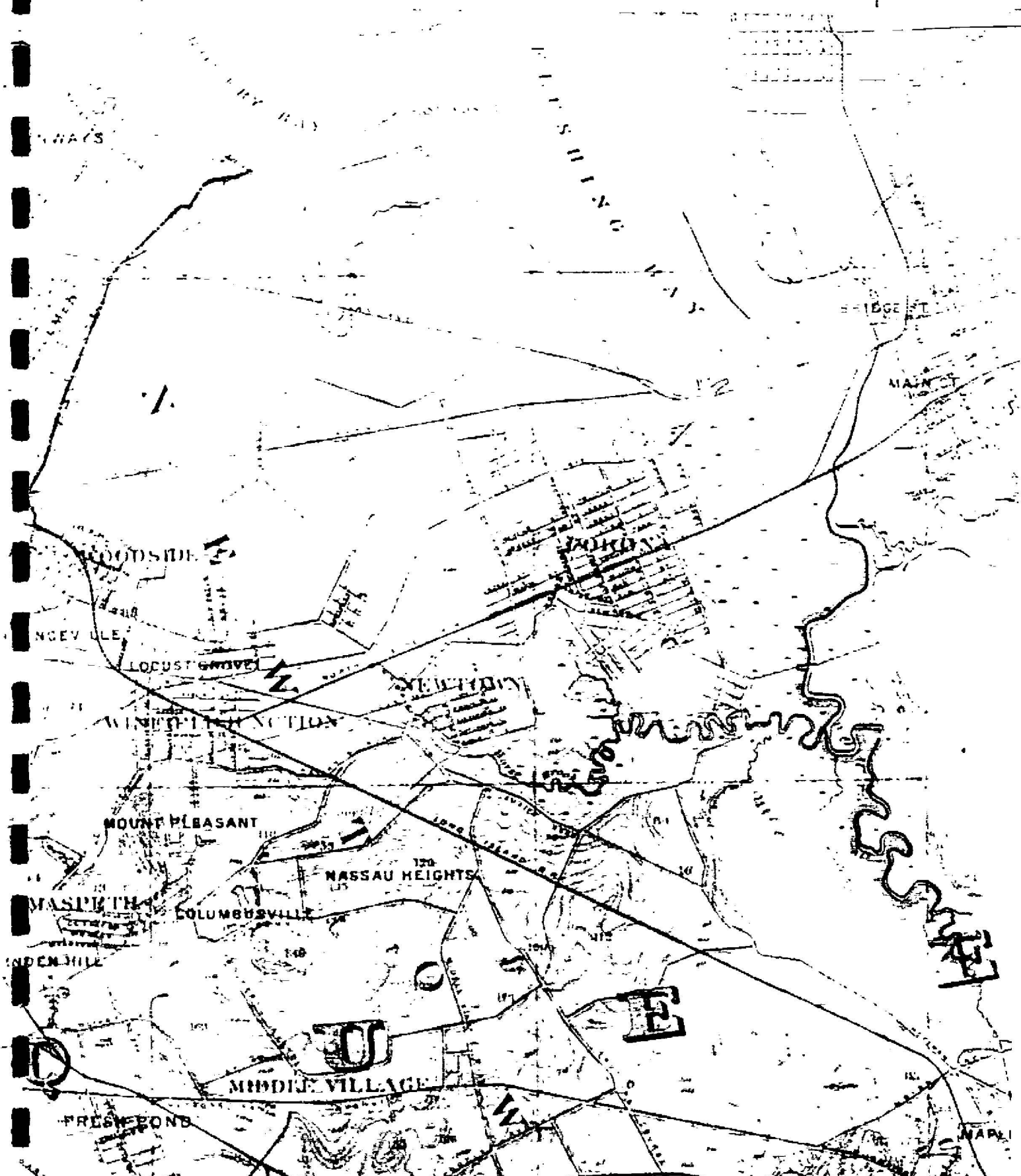
Photograph supplied by Vincent Seyfried.

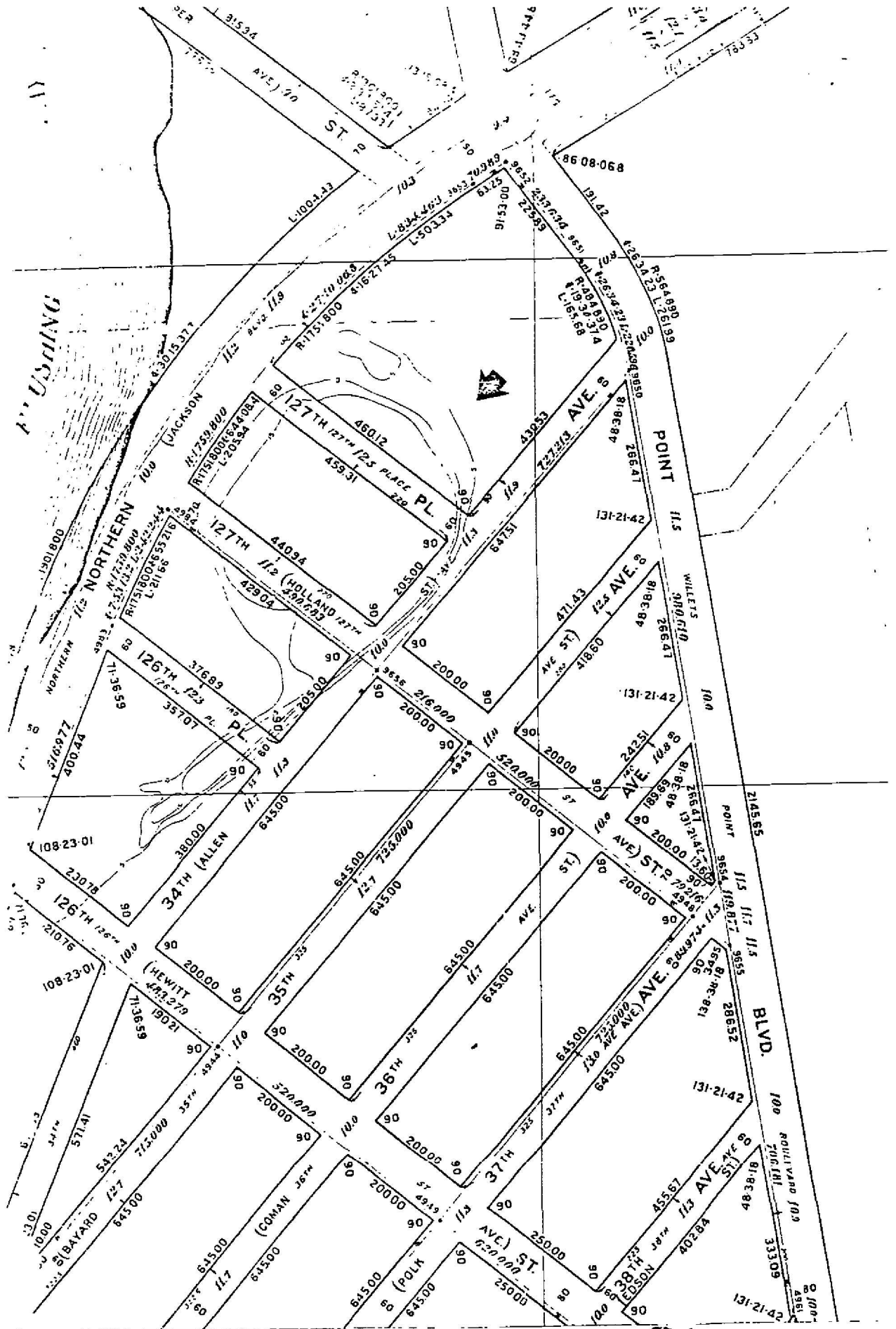
Note elevation of "Yonker's Island" is 46'.

46

1891

Power & Co.





**MAP**  
 SHOWING STREET SYSTEM FOR THE TERRITORY DESIGNATED AS  
**SECTION 40**  
 of the Final Maps of the Borough of Queens  
 Dated New York, August 23<sup>rd</sup> 1911

**Note**  
 The position of the street lines is indicated with reference to a system of monuments taken collectively.  
 Grades refer to a datum 2725 above U.S. Coast & Geodetic Survey datum and apply to intersections of center lines of streets unless otherwise indicated and are shown thus 28.0  
 Portions of existing streets shown thus ~~not included~~ within

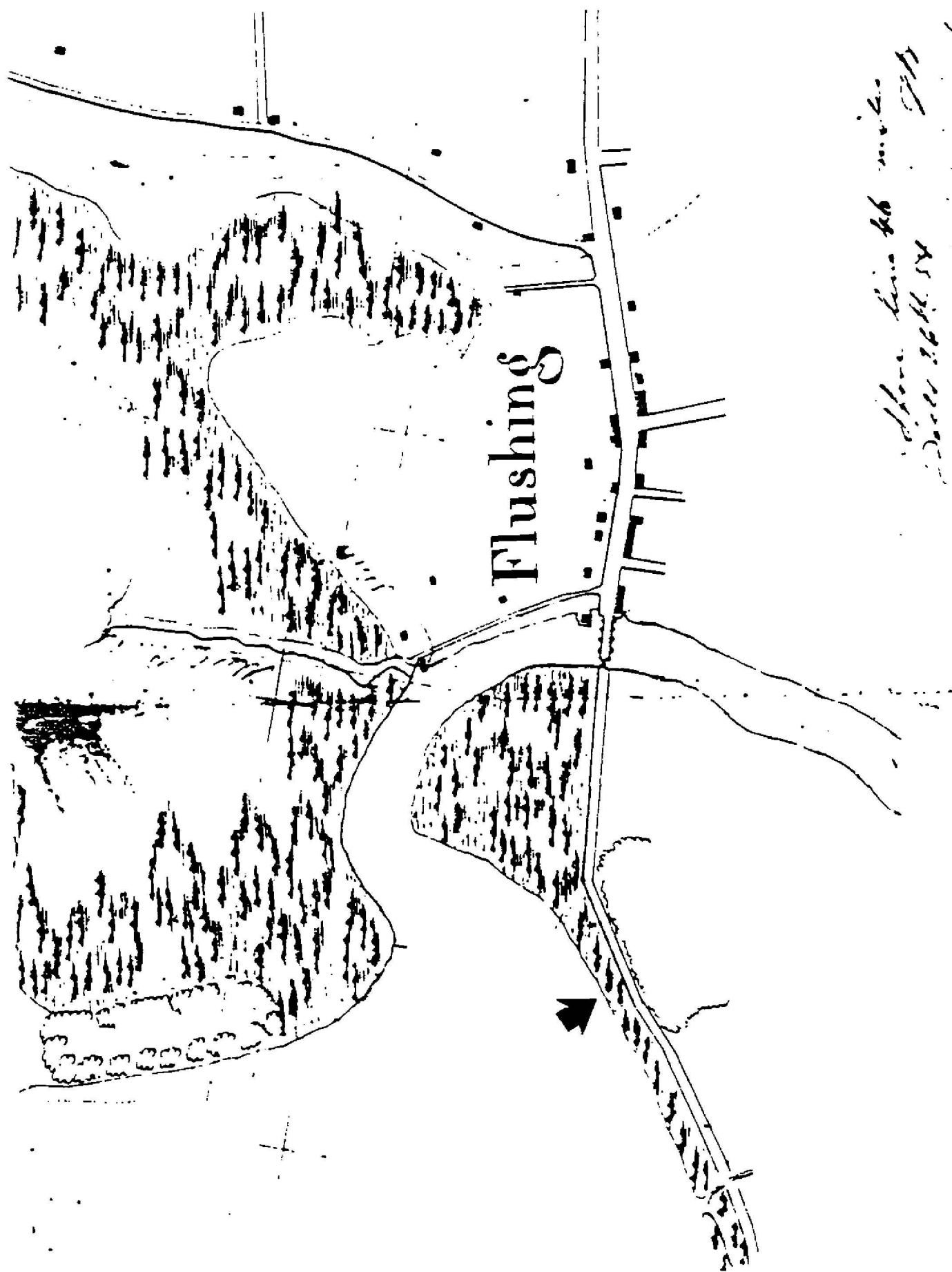


Photocopy of  
MAP OF THE COUNTIES  
Burr  
1829



**THIS**  
**WAS**  
**THE**  
**ORIGINAL**  
**MAP**  
**OF**  
**THE**  
**COUNTY**  
**OF**  
**BURR**  
**1829**  
**BY**  
**DAVID H. BURR**  
**TO**  
**BE**  
**USED**  
**BY**  
**THE**  
**SURVEYOR**  
**GENERAL**  
**OF**  
**THE**  
**STATE**  
**OF**  
**NEW**  
**YORK**  
**IN**  
**THE**  
**ACT**  
**OF**  
**THE**  
**REVISION**  
**OF**  
**THE**  
**MAPS**  
**OF**  
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**THE**  
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**YORK**  
**1829**

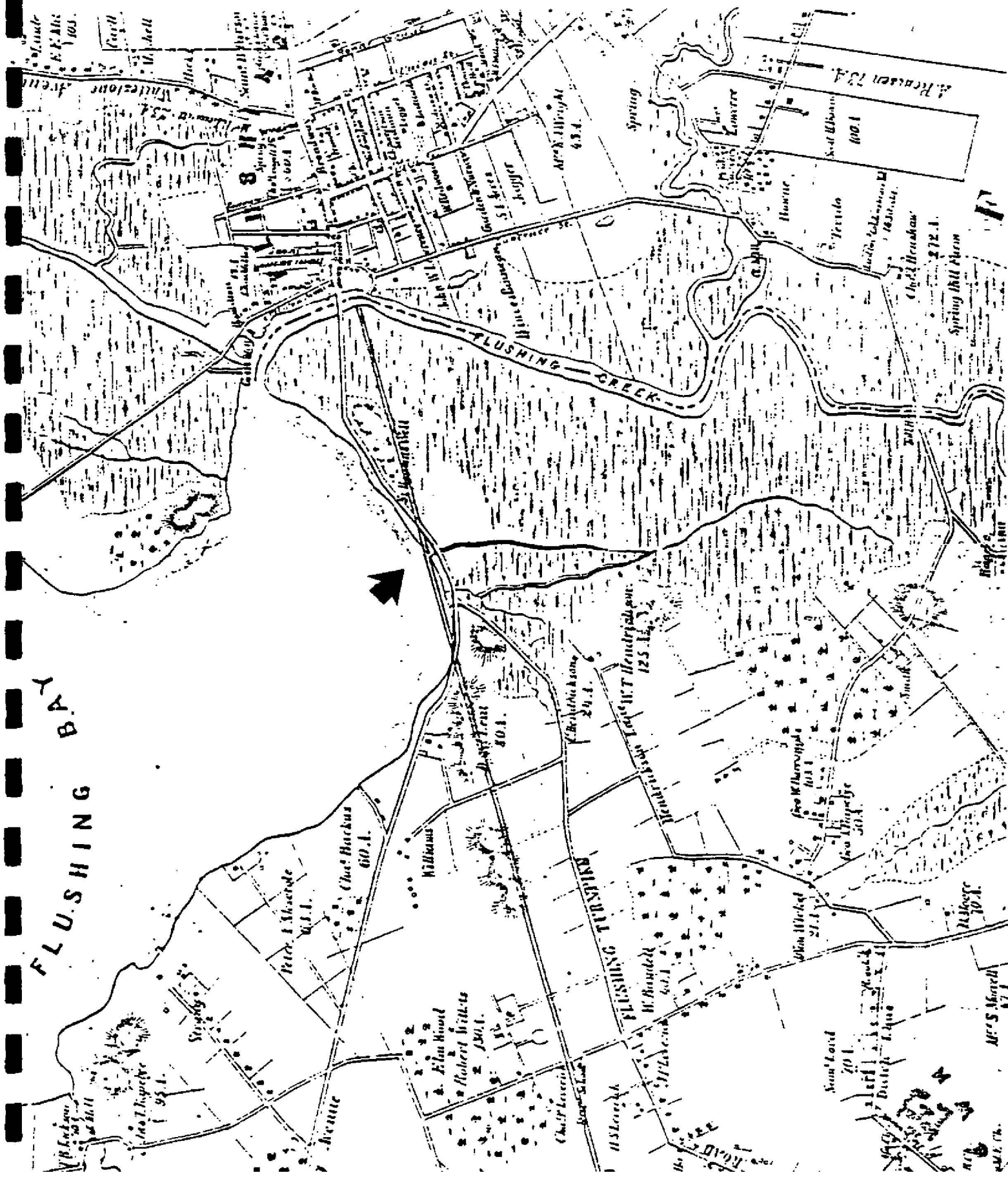


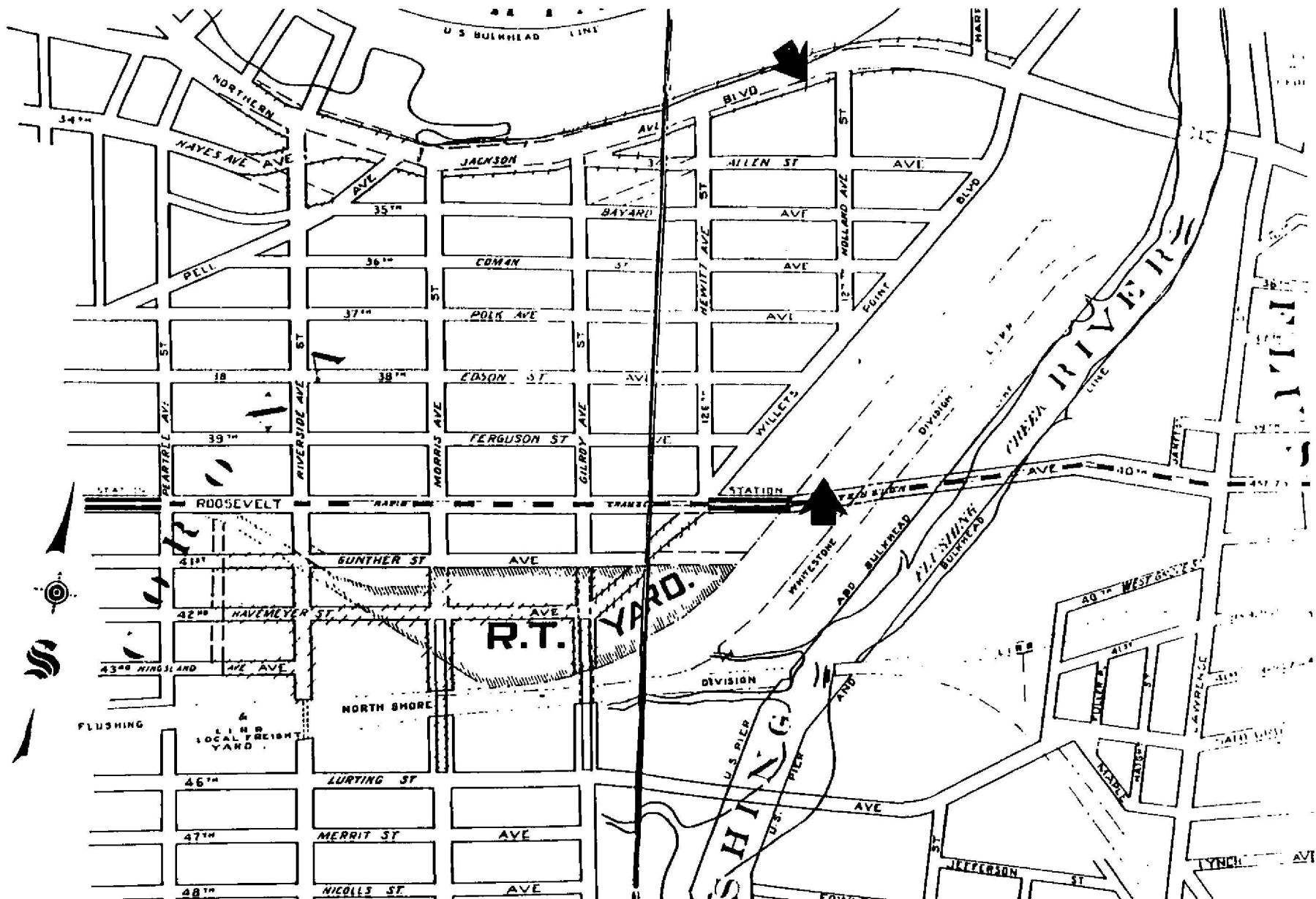


From line 46 miles  
Date 26th 58  
Map as a result of measurement  
of the water by the survey



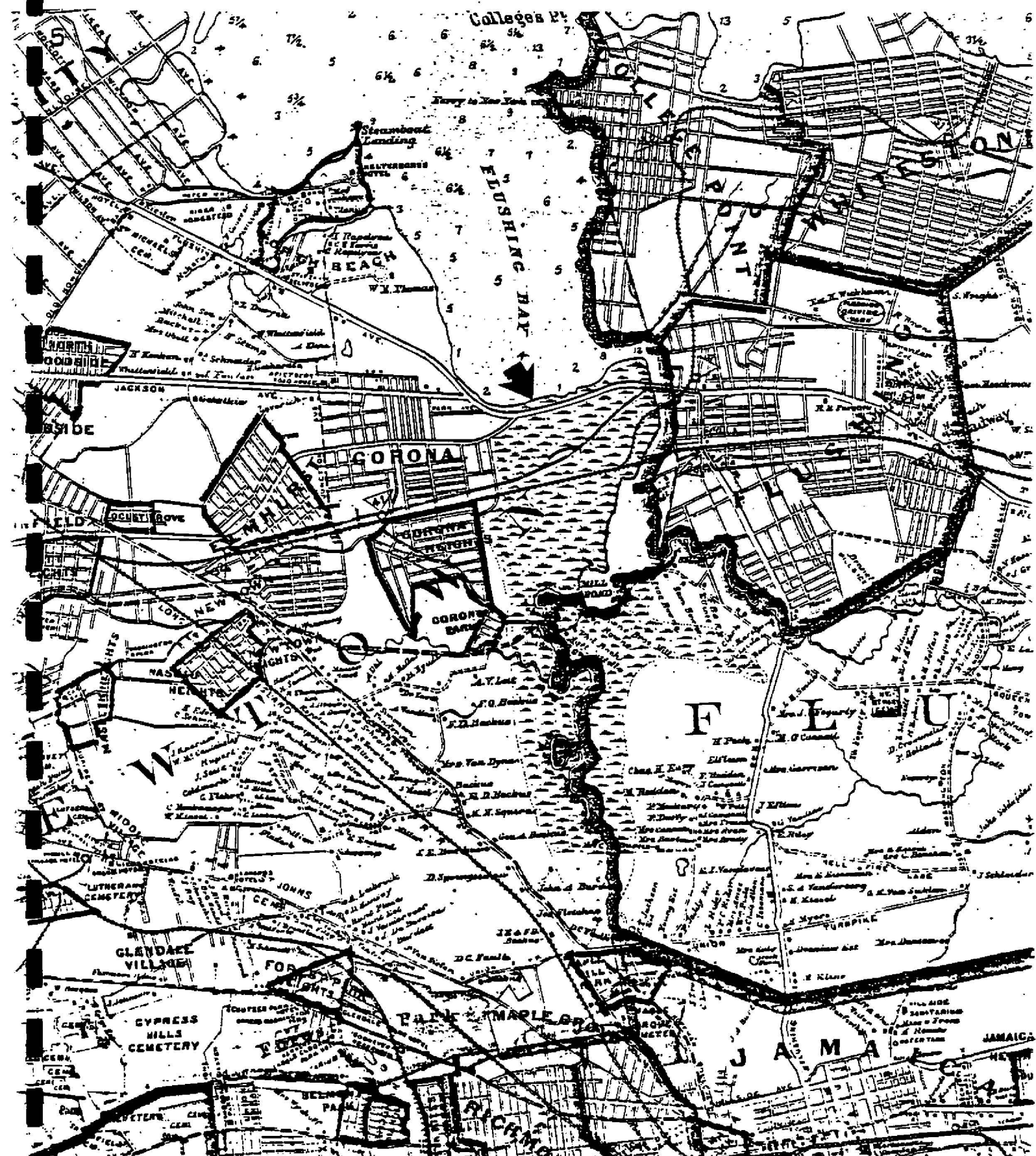
Photocopy of  
ATLAS  
1852  
Matthew Dripps



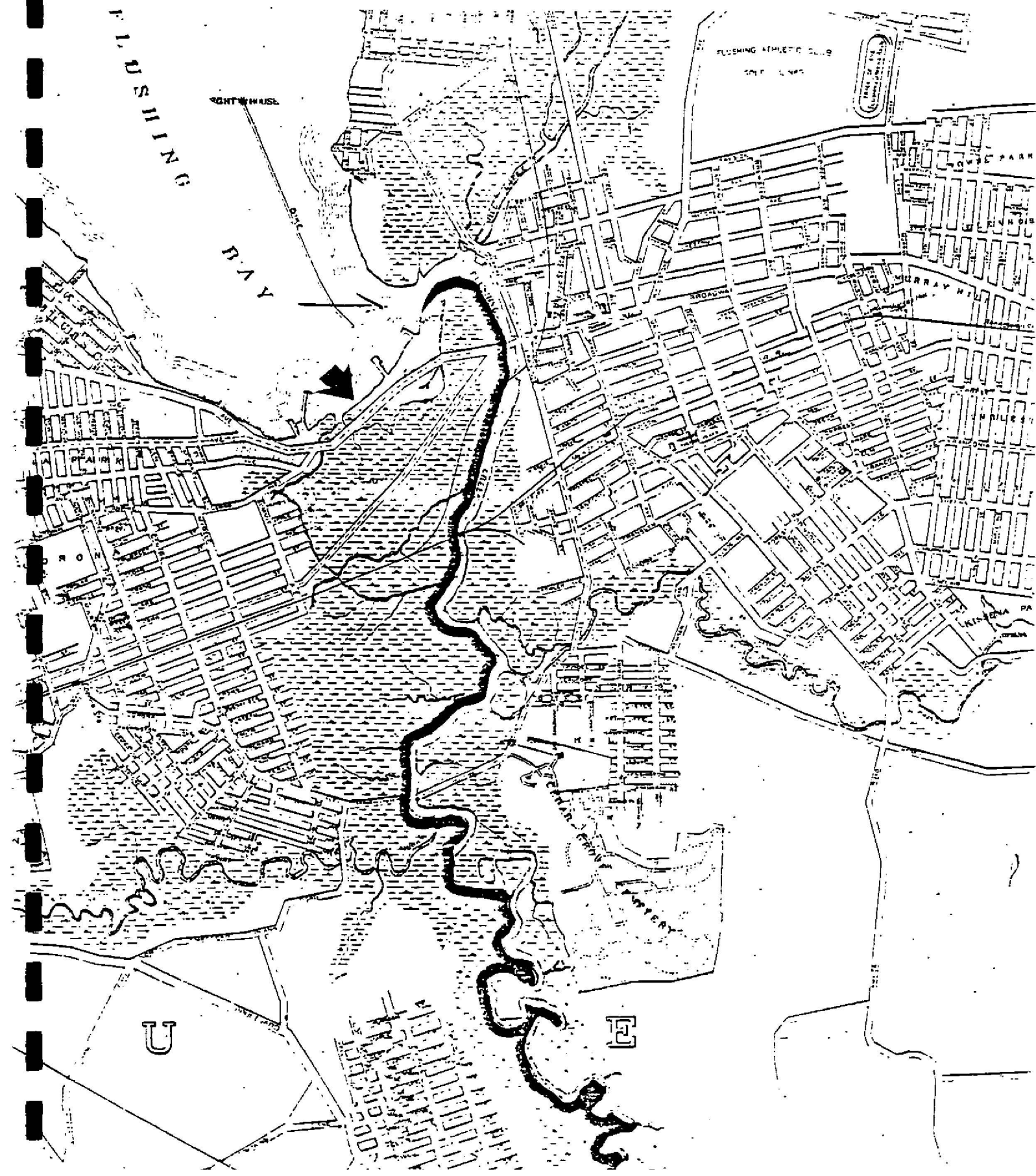


Circa 1920 photograph supplied by Vincent Seyfried.





Photocopy of  
RAND McNALLY ATLAS  
1908



PAGE

TAX MAP FURNISHED BY QUEENS  
TOPOGRAPHIC BUREAU

BOUL'D

NORTHERN

JACKSON AVE.

126TH HENRIETT AVE. ST.

SEE PAGE 1

34TH

ALLEN ST.

126TH PL.

AVE.

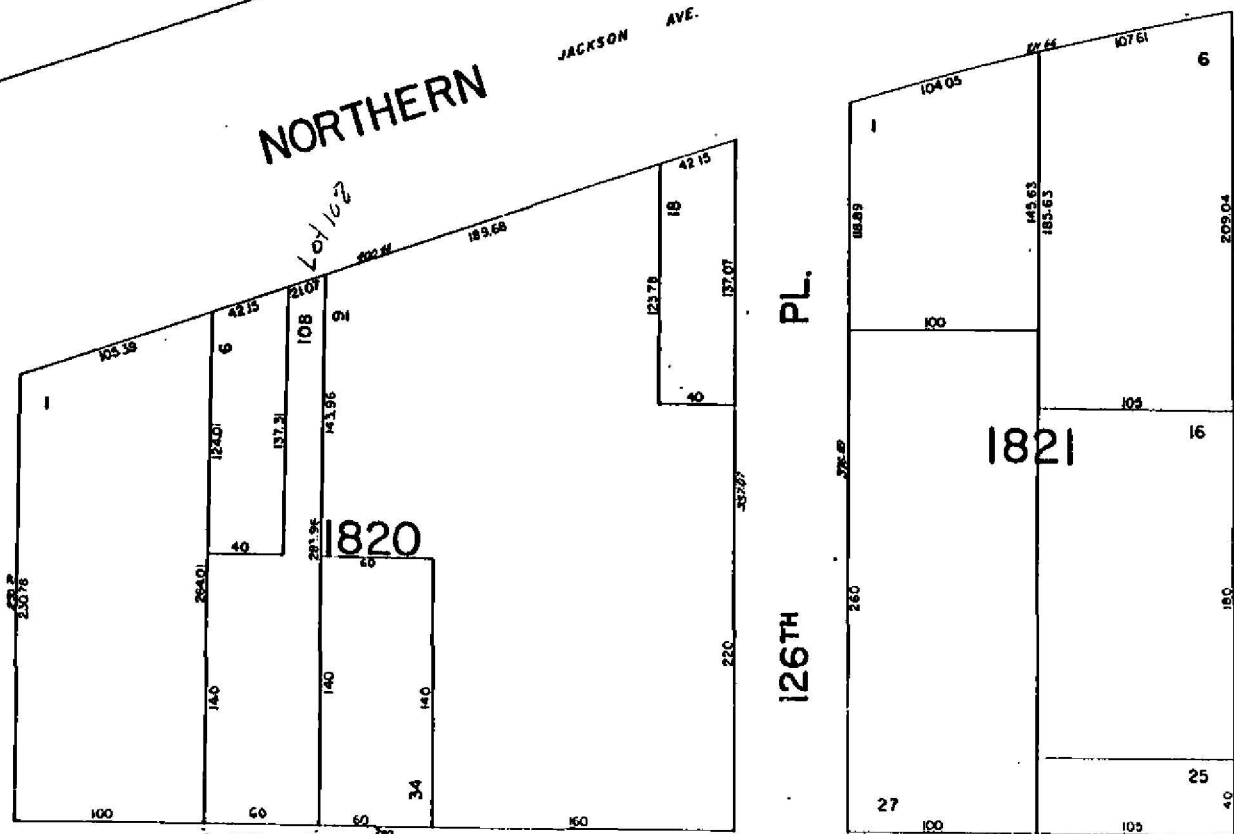
127TH HOLLAND AVE. ST.

SEE PAGE 7

57  
18.20

3

3



NORTHERN

JACKSON

ALY.

BOUL'D.

TAX MAP FURNISHED BY QUEENS  
TOPOGRAPHIC BUREAU

PAGE 2

EXP'Y

WHITESTONE

ST.

127TH

PL.

127TH

1828

1829

34TH

AVE.

7

SEE PAGE 3

SEE 2

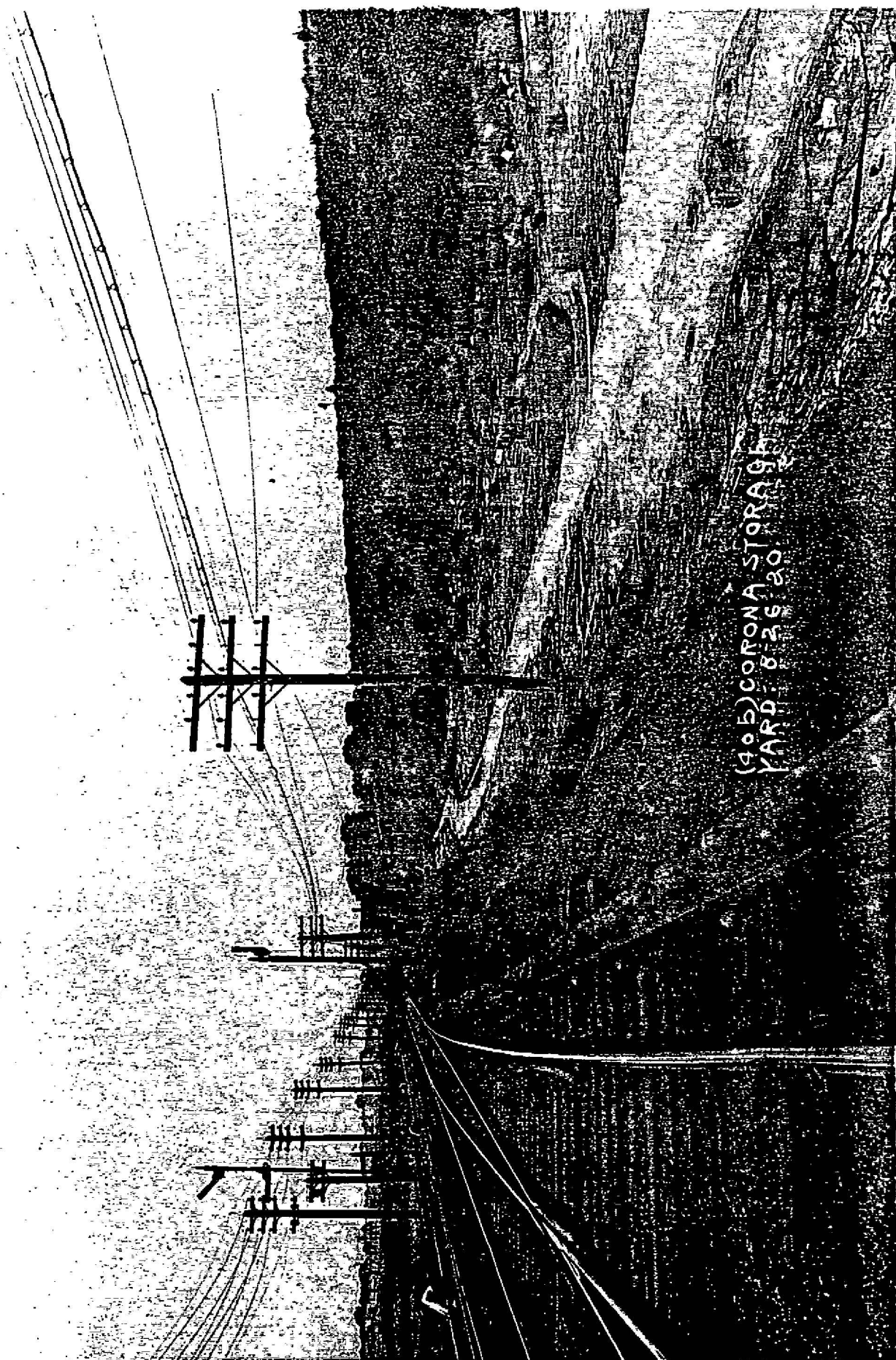
FIG. 21

58



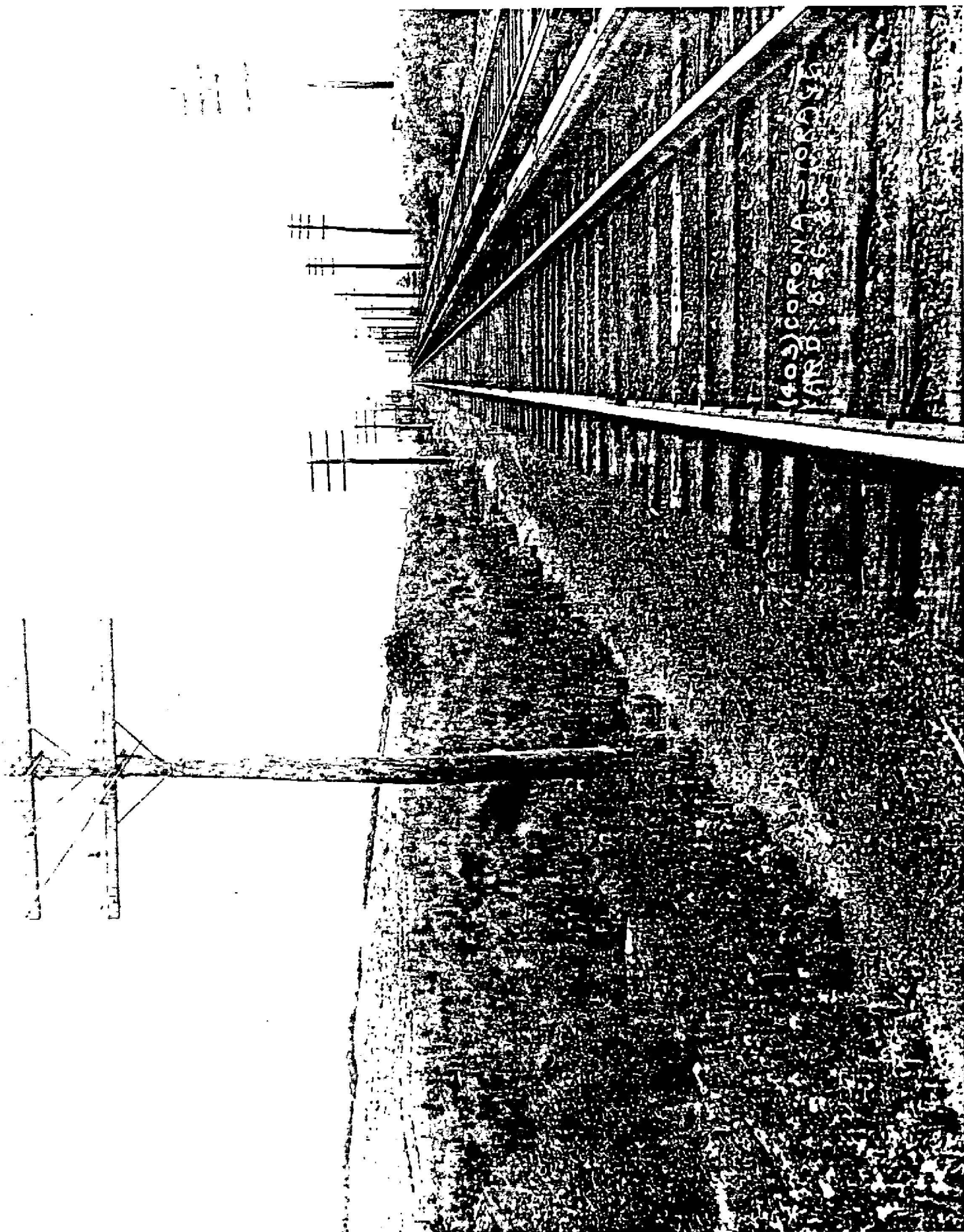
Site of Corona Storage Yard (at right), 120-123rd Streets  
looking west/Whitestone Junction. Note date.  
Photograph supplied by Vincent Seyfried.

59

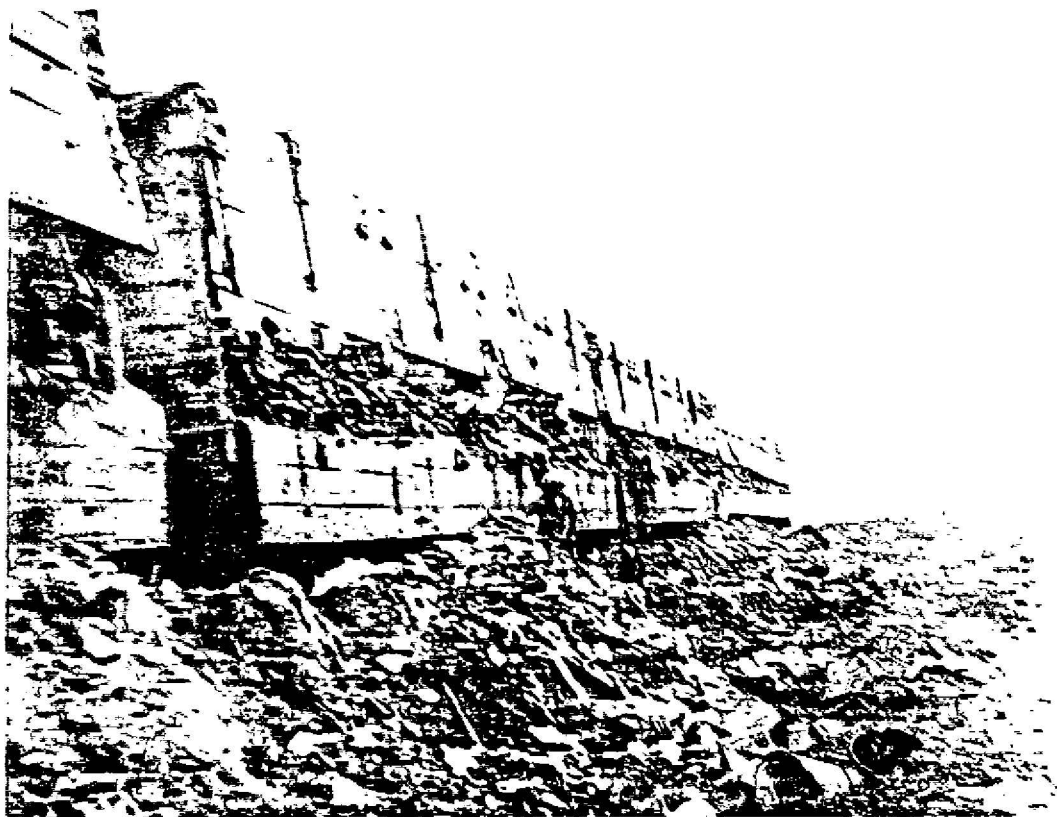


Site of Corona Storage Yard. Note date.  
Photograph supplied by Vincent Seyfried.

60

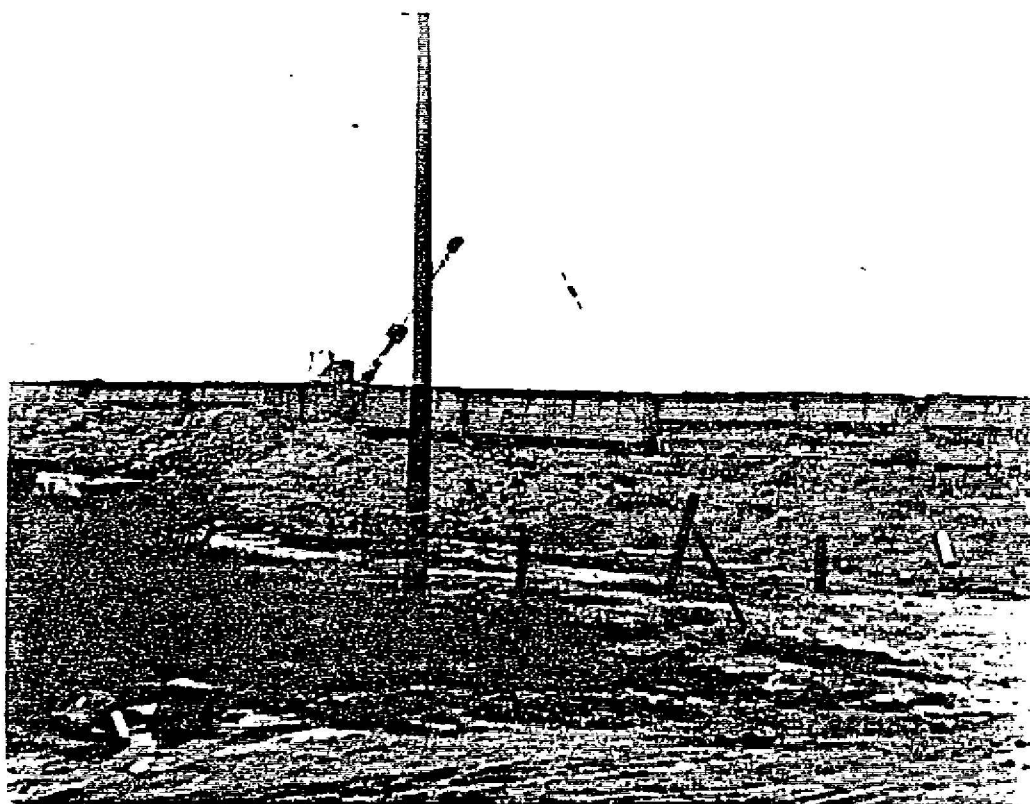


Corona Dumps looking south along train one block from  
P.S. #17 on 11th Street, Nov. 16, 1930.  
Photograph supplied by Vincent Seyfried.



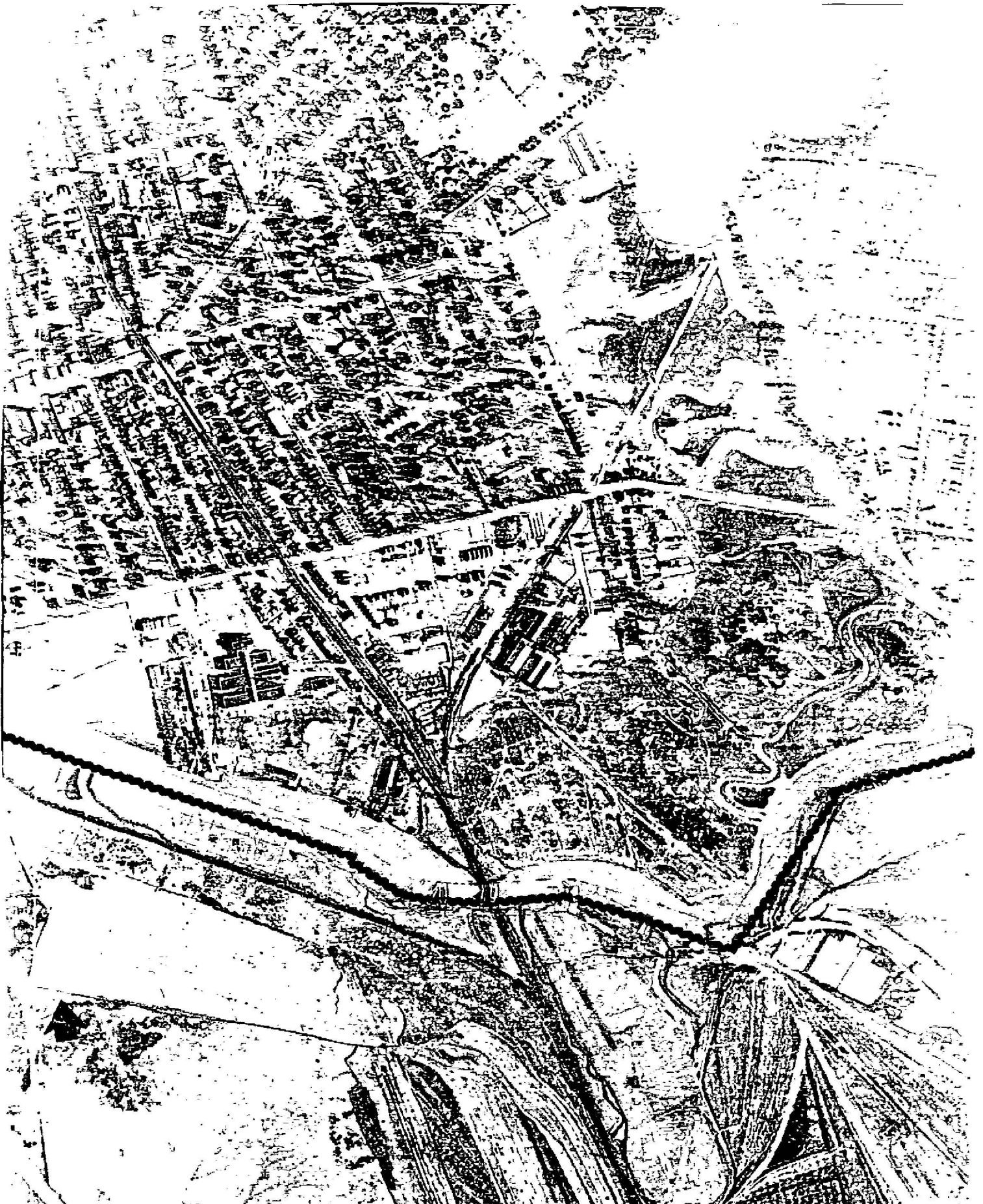
Note man and child.

Corona Dumps from P.S.#17 on 11th Street. General view  
"only 150 feet from human residence." Nov. 16, 1930.  
Photograph supplied by Vincent Seyfried.





Photocopy of Photograph of Sportsplex Project Area, 1924.  
Outlined area is of filling activity on the west side of  
Flushing Creek. Photograph supplied by V. Syefried.



Photocopy of Photograph of Sportsplex Project Area, 1924.  
Outlined area is of filling activity on the west side of  
Flushing Creek. Photograph supplied by V. Seyfried.

34

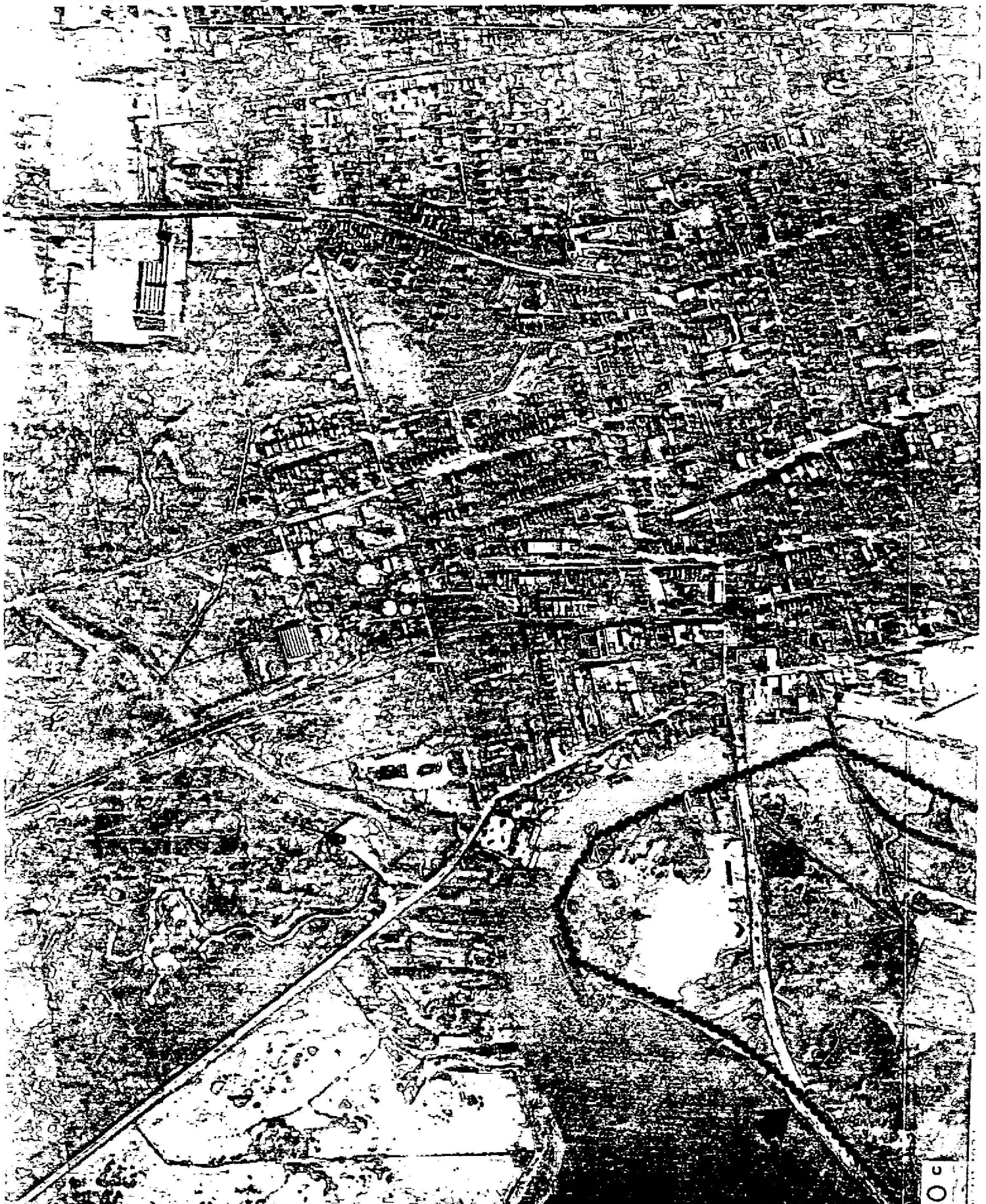




Photocopy of Photograph of Sportsplex Project Area, 1924.  
Outlined area is of filling activity on the west side of  
Flushing Creek. Photograph supplied by V. Seyfried.

5

Note elevated ground at arrow location.



## ACKNOWLEDGEMENT

We would like to express out sincere appreciation to Vincent Seyfried and Gaynelle S. Levine for their extensive and resourceful research on the history and archaeology of the Sportsplex Project Area.

Betsy Kearns

Cece Kirkorian

## ARCHEOLOGICAL SITE INVENTORY FORM

## FOR OFFICE USE ONLY

DIVISION FOR HISTORIC PRESERVATION  
NEW YORK STATE PARKS AND RECREATION  
ALBANY, NEW YORK

518 474-0479

UNIQUE SITE NO. A081-01-0133

QUAD. \_\_\_\_\_

SERIES \_\_\_\_\_

NEG. NO. \_\_\_\_\_

REPORTED BY: JANE CLARKSONYOUR ADDRESS: 652 Shore Ave Dr <sup>MAMARONECK NY</sup> TELEPHONE: (914) 698-7970ORGANIZATION (if any): meta. chapt of n.y. state archaeo assn.DATE: Feb 13 1977

1. SITE NAME: Grantville
2. COUNTY: Queens TOWN/CITY: New York VILLAGE: College Point
3. LOCATION: College Point (S.W.) bounded  
on west by Flushing Bay, east by Salt marsh

4. PRESENT OWNER: \_\_\_\_\_

5. OWNER'S ADDRESS: \_\_\_\_\_

## 6. DESCRIPTION, CONDITION, EVIDENCE OF SITE:

- ☐ STANDING RUINS ☐ CELLAR HOLE WITH WALLS
- ☒ SURFACE TRACES VISIBLE ☐ WALLS WITHOUT CELLAR HOLE
- ☐ UNDER CULTIVATION ☐ EROSION ☐ UNDERWATER
- ☐ NO VISIBLE EVIDENCE ☐ OTHER \_\_\_\_\_

## 7. COLLECTION OF MATERIAL FROM SITE:

- ☐ SURFACE HUNTING BY WHOM \_\_\_\_\_ DATE \_\_\_\_\_
- ☐ TESTING BY WHOM \_\_\_\_\_ DATE \_\_\_\_\_
- ☒ EXCAVATION BY WHOM M.C. Schreiner DATE 1930's  
& Solecki
- ☐ NONE

PRESENT REPOSITORY OF MATERIALS: Rochester Museum of  
Arts & Sciences8. PREHISTORIC CULTURAL AFFILIATION OR DATE: Pre-ceramic, Bowman's  
Brook, Classons Point

## 9. HISTORICAL DOCUMENTATION OF SITE:

See Rochester Museum. reference above

## 10. POSSIBILITY OF SITE DESTRUCTION OR DISTURBANCE:

## 11. REMARKS:

## 12. MAP LOCATION

7 1/2 MINUTE SERIES QUAD. NAME: FLUSHING

15 MINUTE SERIES QUAD. NAME: \_\_\_\_\_

U.S.G.S. COORDINATES: LONGITUDE 73° 52' 40"  
LATITUDE 40° 45' 13"

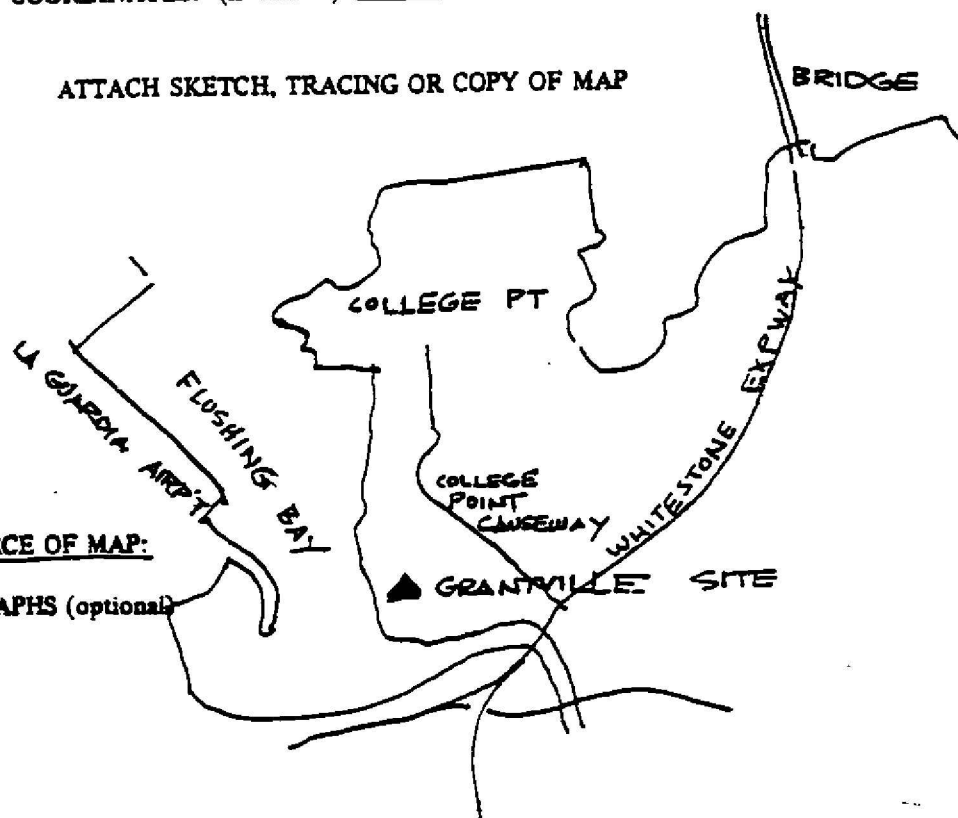
D.O.T. COORDINATES: (if known) \_\_\_\_\_

ATTACH SKETCH, TRACING OR COPY OF MAP

SOURCE OF MAP: \_\_\_\_\_

## 13. PHOTOGRAPHS (optional)

MAP.



THE UNIVERSITY OF THE STATE OF NEW YORK  
THE STATE EDUCATION DEPARTMENT  
CULTURAL EDUCATION CENTER  
ALBANY, NEW YORK 12230

NEW YORK STATE MUSEUM

DIVISION OF HISTORICAL &  
ANTHROPOLOGICAL SERVICES

Room CEC 3118  
Empire State Plaza  
Albany, NY 12230  
(518) 473-1503

To: Gaynell Stone

In response to your request dated 7/6/85, a search of the State Museum's Archeological Site Data File was conducted for the following area:

Corona, Queens Sportsplex site

Flushing 7.5 USGS quadrangle

The file search reveals that the following site(s) has (have) been reported to the Office of the State Archeologist:

#4542 camp site ACP      #4544 camp site

#4540 burial site ACP QUNS      #4524 burial sites ACP QUNS 1

#4527 village - burial site ACP QUNS - 4

#719 (College Point) village - burial site : previously called  
Graham Court site

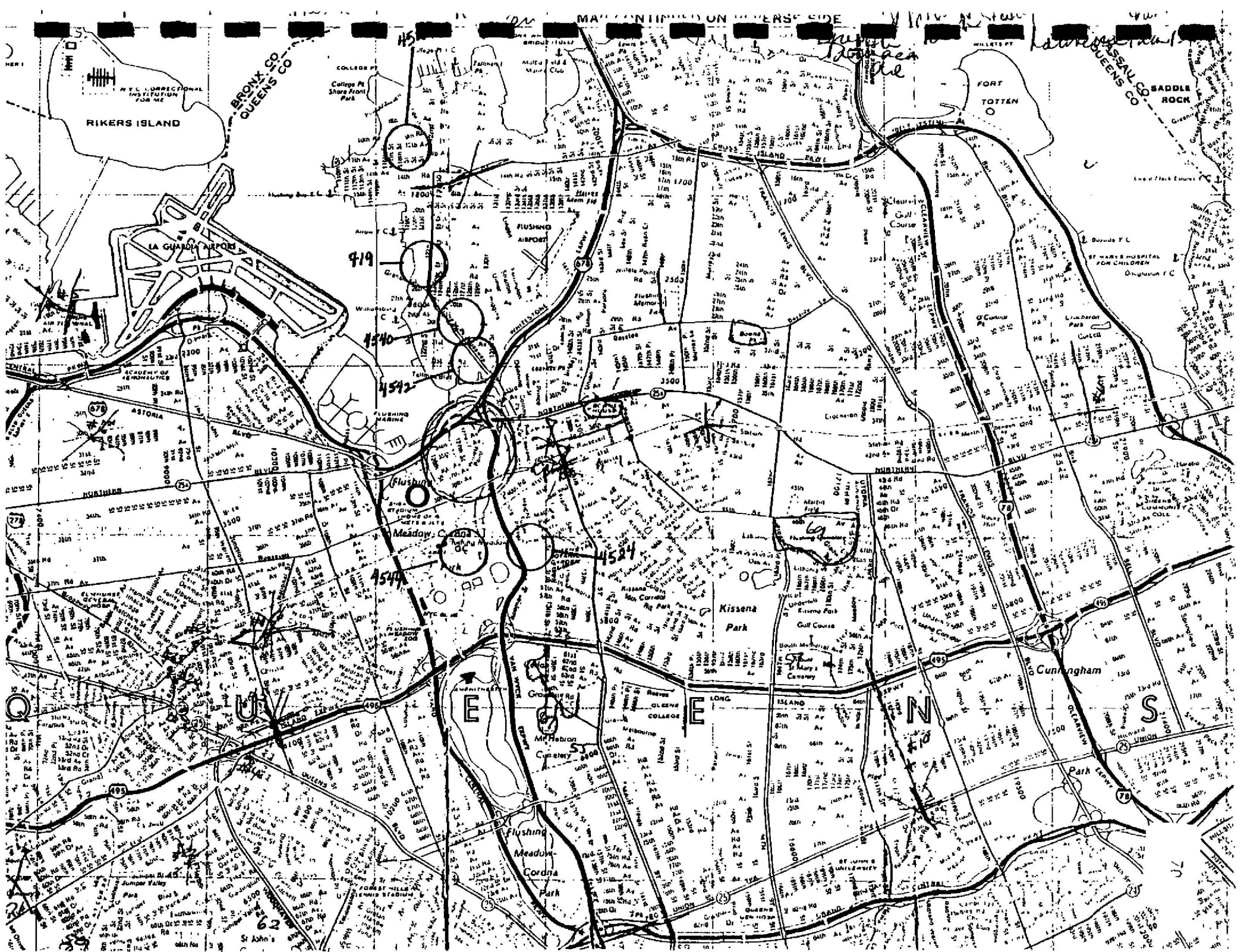
Unless otherwise noted, these sites are indicated as ten-acre circles on the enclosed maps. Please be advised that the above-listed sites may not be the only ones existent in the study area. For example, it has been the experience of our Highway Salvage Program that only about 20% of the sites encountered in fieldwork have been previously reported.

Sincerely,

Mary C. Saranich

- \* Please note that sites numbered 2766 to 5432 are reported in Arthur C. Parker's 1922 Archeological History of New York and are not field-checked. They provide a predictive model for archeological sensitivity, but are not always accurate as indicators of exact site locations.







WILKINS SITE

From: Schneider, Louis B. "The Last Indian Village at College Point."  
Undated, unpublished manuscript.

Location: Queens Borough Public Library  
Long Island Division  
Vertical File: "Indians-Matinecock"  
Jamaica, N.Y.

In 1938, the top soil and some of the sub-soil was removed at the location of the old Indian village (College Point, near head of Powell's Cove) to obtain fill for construction work at the N.Y. World's Fair site of 1939-1940. 18 fire pits were revealed for the first time in over 200 years.

Shortly thereafter, the Flushing Historical Society formed a field party and excavated further. They found marine shells and other refuse in addition to 826 pot sherds. Four fragmentary pottery pipes were found with many chipped stone projectile points such as arrowheads and spears. Scrapers, knives, plain hammerstones, abrading stones, a rectanguloid pestle, several mortar stones, a roughly trianguloid hoe or chopper, a grooved net sinker and several notched sinkers were found.

Also found: artifacts of bone and antler (very numerous), including four varieties of bone awls; rough splinter, ground and polished splinter, deer ulna partly polished, polished raccoon os penis, and one made from a sharp fish bone. Flakers of antler tines and bone used in the manufacture of projectile points were also present. Other bone artifacts found by the archaeologist included turtle carapace dishes, deer phalanges perforated for use in the "cup-and-pin game" and a worked beaver incisor.

This site, classified as the "Wilkins Site," was on the Whitestone Road in 1962.

Note: "James A. Ford and Herbert Pretzat report in letters of May 1 and May, 1950, the discovery of the flexed remains of an adult female and c at this site in a refuse-filled pit containing Bowmans Brook pottery."

(Schneider n.d.:4-5)



Sports-Plex Project Site

Northern Blvd., west-east  
from intersection with  
126th St.



Sports-Plex Project Site

126th Street, south to  
north  
from intersection with  
39th Ave./Shea Stadium  
parking lot on west side

Sport-Plex Project Site

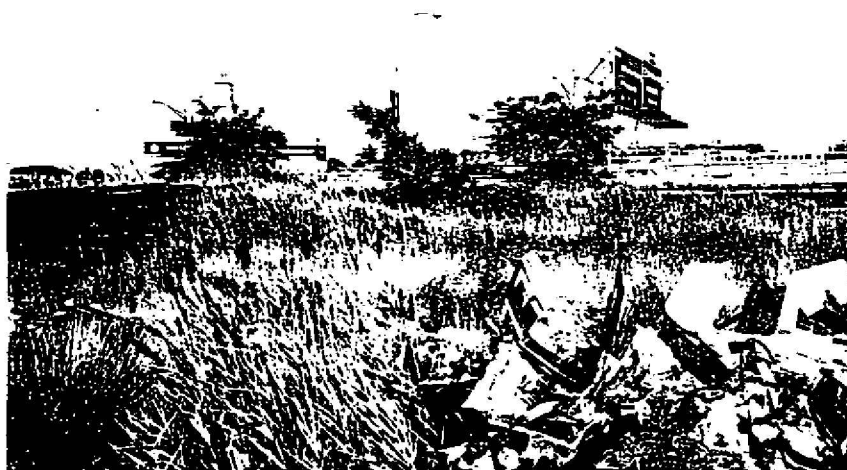
Block 1833---old Long Island  
Railroad yard  
view: north to south



Sports-Plex Project  
Site

Block 1833---old Long  
Island Railroad yard

view: west to east of  
railroad company debris  
among the phragmite



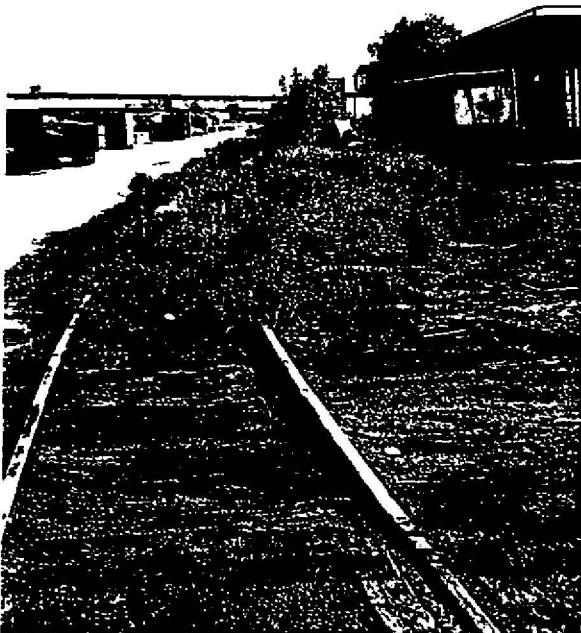
Sports-Plex Project  
Site



Block 1833---old Long  
Island Railroad yard  
view: north to south

Sports-Plex Project Site

Block 1833---old Long Island  
Railroad yard  
view: north to south

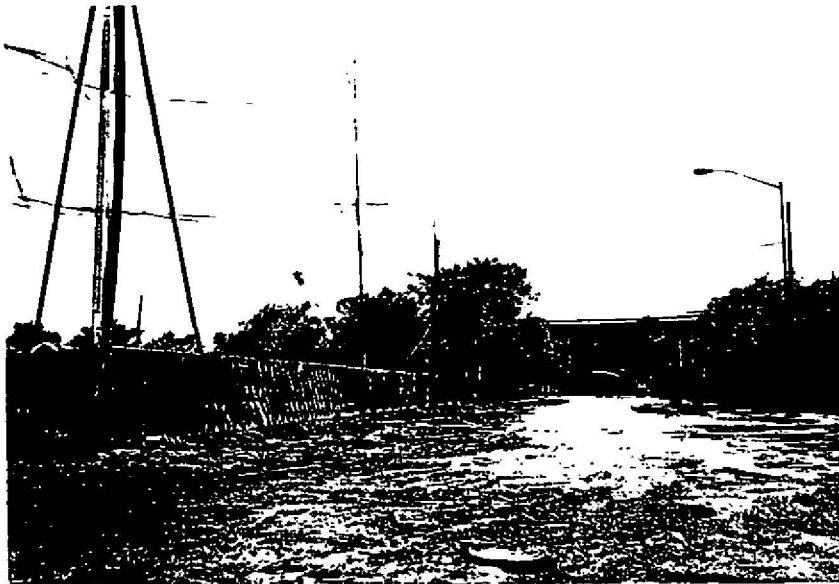


Sports-Plex Project  
Site



37th Ave.  
view: east to west from  
intersection with  
Willets Point Blvd.

note Shea Stadium in  
background



Sports-Plex Project  
Site

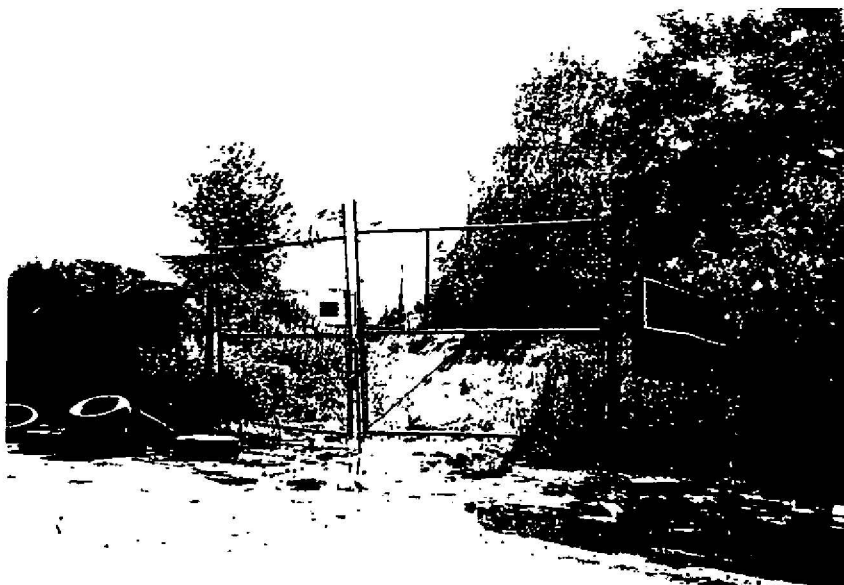
38th Ave.  
view: east to west  
from intersection with  
Willets Point Blvd.

note practice golf range  
on south side



Sports-Plex Project  
Site

34th Ave. (Allen St.)  
view: east to west from  
intersection with  
Willets Point Blvd.



Sports-Plex Project  
Site

35th Ave. (Bayard St.)  
view: east to west  
from intersection with  
Willets Point Blvd.



Sports-Plex Project  
Site

J P's Hideaway restaurant  
on Willets Point Blvd.

between 37th and 38th Ave.  
on east side



Sports Plex Project  
Site

Block 1827, at the extreme  
southern end of Willets  
Point Blvd., from the west  
side of 126th St.





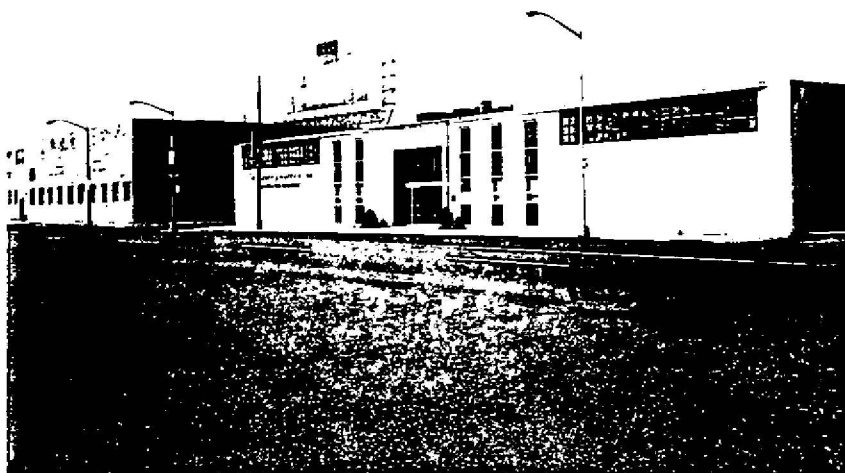
Sports-Plex Project  
Site

Willets Point Blvd.  
view: south to north  
from intersection of  
39th Ave. and the Blvd.



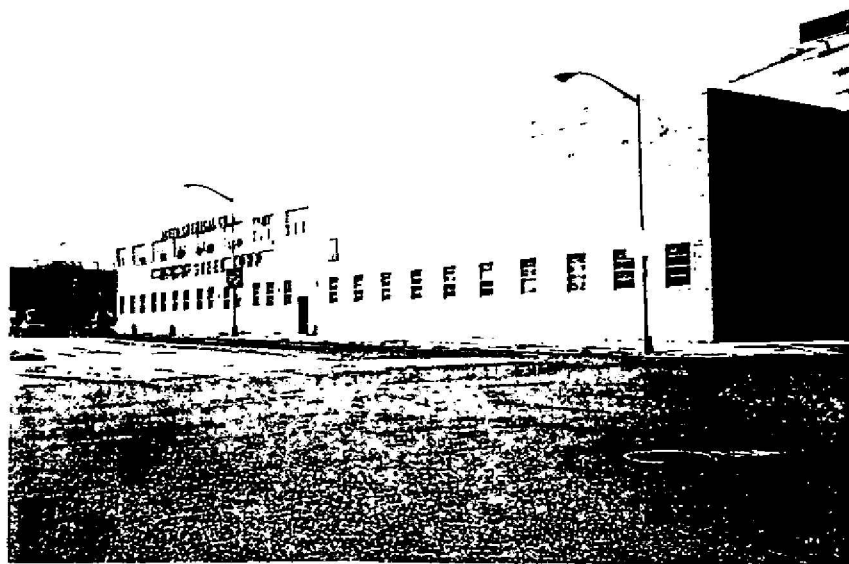
Sports-Plex Project  
Site  
southeastern corner of  
Block 1826 (833)  
view: southeast to  
northwest from inter-  
section of 39th Ave.  
and Willets Point Blvd.

Sports-Plex Project  
Site



northwest corner of  
Block 1822 (776) at the  
intersection of 126th  
St. and 34th Ave.---  
Theodore J. Burke & Son  
and  
southwest corner of  
Block 1820 (775)---  
A J S Steel Corp.

view: southwest to  
northeast



same view as above

Northern Blvd. in left  
rear

note Willets Point  
Industrial Park sign

Sports-Plex Project  
Site

Block 1829 (780),  
Dept. of Sanitation  
building and maintenance  
parking lot, from east  
to west across Willets  
Point Blvd. medians



Sports-Plex Project  
Site

northwestern corner  
of Block 1833 (838)  
from northwest to  
southeast across  
Willets Point Blvd.  
medians

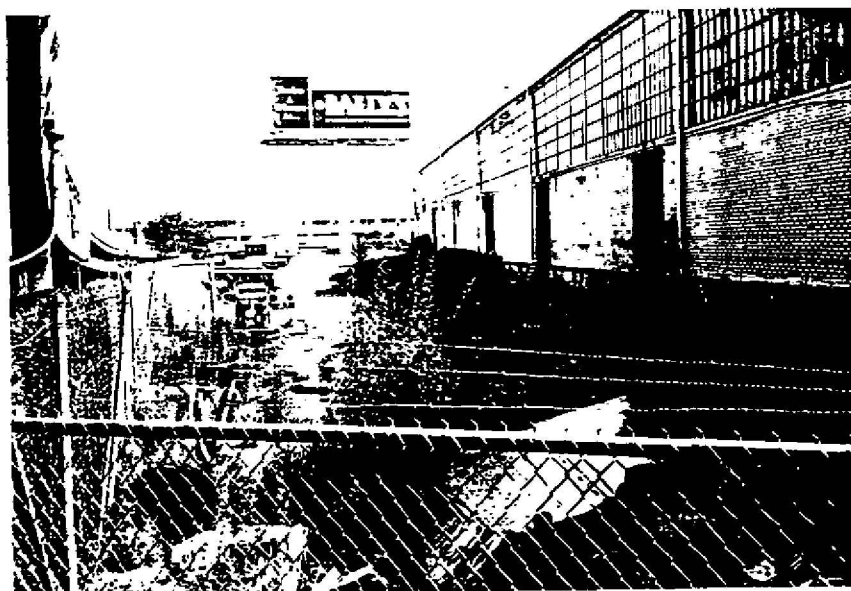


PHOTOS

Sports-Plex Project Site  
southeast portion/  
view: north to south



old Long Island RR yard  
in foreground and the  
BMT & IRT Lines and  
Roosevelt Ave. (Grand  
Ave.) in rear



Sports-Plex Project Site  
northeast portion/  
view: north to south