



The New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor North NY NY 10007 Tel: 212-669-7700 Fax: 212-669-7960 TTY 212-669-7788
<http://nyc.gov/landmarks>



October 16, 2007

Mr. John Jurayj
429 South 5th Street 3b

Brooklyn, NY 11211

Re: Forman Building, Brooklyn

Dear Mr. Jurayj

Thank you for submitting a request for evaluation. Staff will review the material and keep you informed of the process. We appreciate your interest in historic preservation and in the work of the Landmarks Preservation Commission.

Sincerely,

A handwritten signature in cursive script that reads "Mary Beth Betts".

Mary Beth Betts
Director of Research



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June 4, 2008

Councilmember Diana Reyna
444 South 5th Street

Brooklyn, NY 11211

Re: Forman Building, Brooklyn

Dear Councilmember Diana Reyna

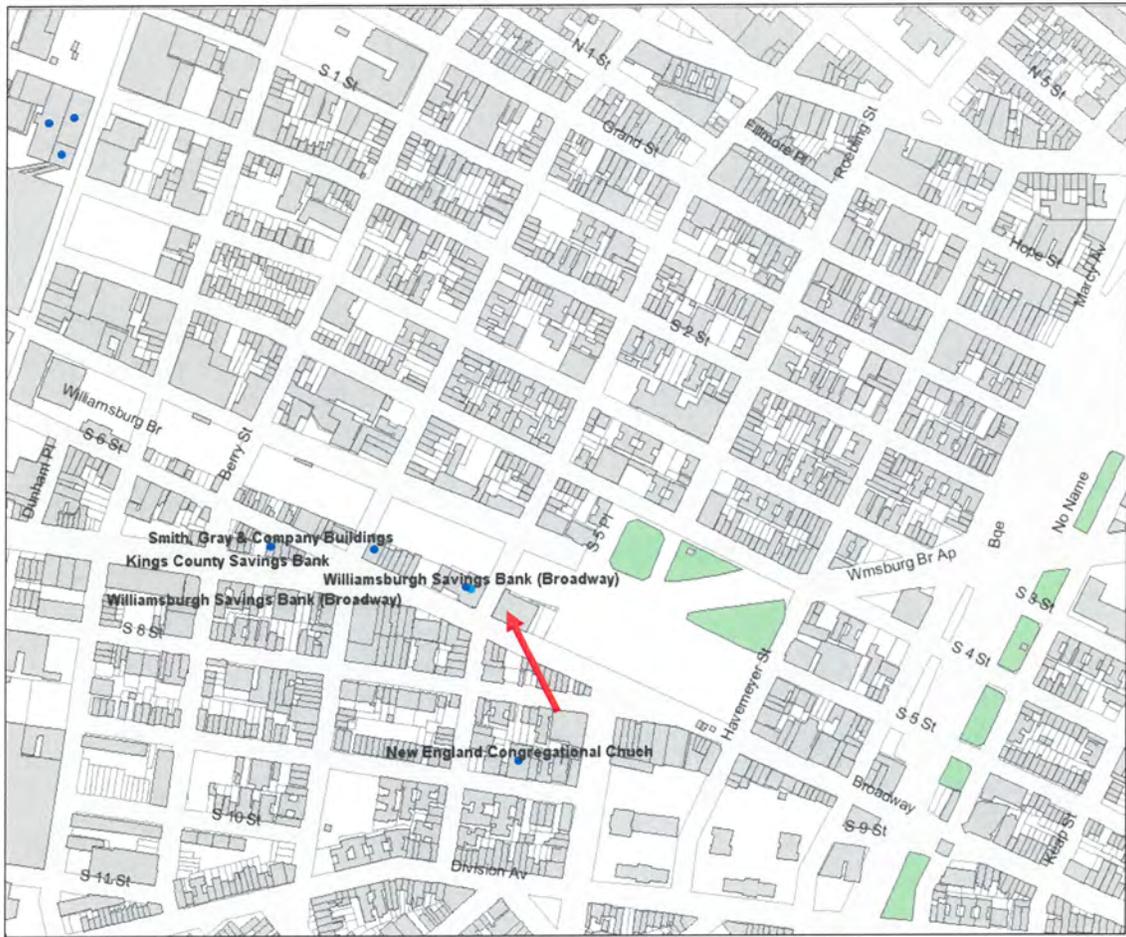
Thank you for submitting a request for evaluation. Staff will review the material and keep you informed of the process. We appreciate your interest in historic preservation and in the work of the Landmarks Preservation Commission.

Sincerely,

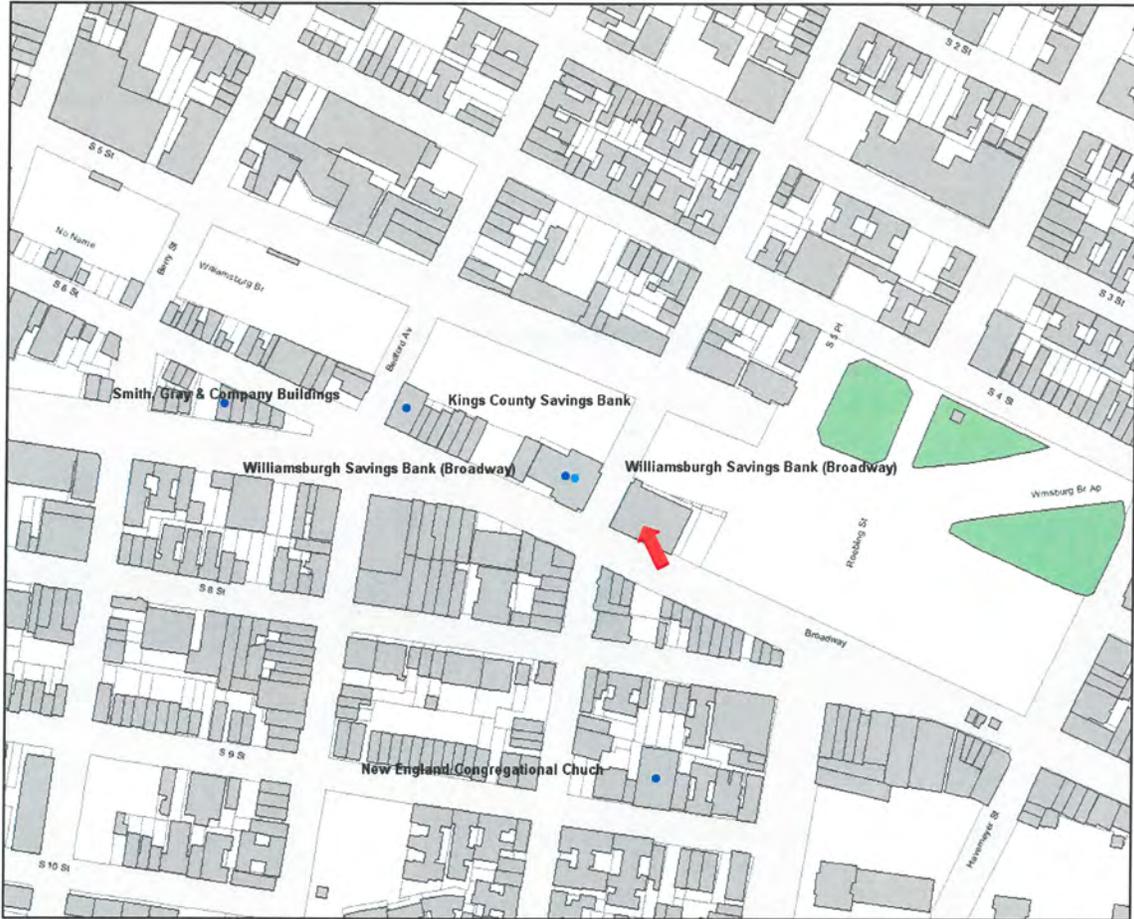
Mary Beth Betts
Director of Research

cc: Robert B. Tierney, Chair

Request for Evaluation
Forman Building (195 Broadway) (Brooklyn)



Request for Evaluation: 183-195 Broadway (Brooklyn)



Bushwick Boulevard was the name proposed for the road taking in Bushwick Avenue and other streets.
Bushwick Road, also known as Old Bushwick Road, (see Old Bushwick Road).
Bushwick Street—lower part of present Metropolitan Avenue, near the shore was later called Woodhull Street, then North Second Street.
C Street is now Clay Street.
Calvary Road or Calyer Road is now part of Calyer Street.
Centre Street is now part of Melrose Street.
Charles Place, Bowronville, was near Myrtle Street.
Charles Place, later Yates Place, then Sumner Place, is now Fayette Street.
Charles Street, later First Street, now part of Kent Avenue.
Chase Avenue, North Brooklyn, in 50's, part of Kent Avenue.
Central Place is now Goodwin Place.
Chestnut Street is now part of DeKalb Avenue.
Clay Street from Front Street to Newtown Creek.
Clifford Street is now Clifford Place.
Clinton Avenue or Clinton Street, Greenpoint.
Clove Road from Fulton Avenue, between Bedford and Nostrand Avenues, to Flatbush.
Colonade Row, Williamsburgh, was on Kent Avenue, from South 8th to South 9th Streets.
Colonade Row, Bushwick, was on the east side of Smith Street, now part of Humboldt Street between Richardson and Herbert Streets.
Conselyea Street, Bowronville, is now Stanhope Street.
Covert Avenue is now part of Seneca Avenue, a part became Leopold Place, now Purdy Place.
Cripplebush and Mespat Road was replaced by Flushing Avenue.
Cross Roads Cripplebush and Mespat Road and Bushwick Road, now Bushwick and Flushing Avenues.
Cypress Hills Macadamized Road, formerly Cypress Hills Plank Road, is now a part of Johnson Avenue, from Bogart Street to Flushing Avenue and further out Cypress Avenue.
D Street is now Dupont Street.
DeKalb Place, Bowronville, is now part of DeKalb Avenue.
Dick Street, from Commercial Street to Newtown Creek, between Ann and Eve Streets.
Division Avenue, from Hooper Street to East New York is now Broadway.
Division Street is now Division Place.
Driggs Street, formerly Fifth Street, Williamsburgh, is now part of Driggs Avenue.
Dunham Street was the lower part of Grand Street.
Duryea's Lane ran from Division Avenue to Bushwick Road, between Eldert and Covert Streets.
Duryea Street is now part of Hancock Street.
E Street is now Eagle Street.
Eighth Street, Williamsburgh, is now part of Marcy Avenue.
Eighth Street, Greenpoint, is now Diamond Street.
Eleventh Street, Williamsburgh, is now part of Hooper Street.

Elizabeth Street, later Fairfax Street, is now part of Chauncey Street.
Elm Street is now part of Hart Street.
Evergreen Avenue was originally the part of Bushwick Avenue above Menahan Street.
Eve Street, from (old) Union Avenue, Greenpoint, to Newtown Creek between Box and Commercial Streets.
Ewen Street, is now part of Manhattan Avenue.
F Street is now Freeman Street.
Fairfax Street, formerly Elizabeth Street, is now part of Chauncey Street.
Ferry Street was near Washington Street, Greenpoint.
Fifth Street, Williamsburgh, later Driggs Street, is now part of Driggs Avenue.
Fifth Street, Greenpoint, is now Eckford Street.
Fifth Street, Bushwick, later Van Cott Street or Avenue, is now part of Driggs Avenue.
Filmore Street, was located near Smith Street.
First Street, Williamsburgh, is now part of Kent Avenue.
First Street, Greenpoint, is now Guernsey Street.
First Street, Bushwick, is now part of Calyer Street.
Fourth Street, Williamsburgh, is now part of Bedford Avenue.
Fourth Street, Greenpoint, is now part of Leonard Street.
Fourth Street, Bushwick, later Nassau Street, is now Nassau Avenue.
Franklin Block, Greenpoint, was on Franklin Street, between Milton Street and Greenpoint Avenue.
Franklin Block, Bushwick, was on Herbert Street.
Franklin Place was on south side of Powers Street between Graham Avenue and Ewen Street.
Franklin Street, Bushwick Green, was near Graham Avenue.
Fresh Pond Lane was a narrow lane leading from the southerly end of New Bushwick Lane to the Fresh Ponds of Newtown, about present Moffat Street.
Front Street, laid out on map under water.
Fulton Avenue is now part of Fulton Street.
Furman Street is now Furman Avenue.
G Street is now Green Street.
Green Street is now part of Greene Avenue.
Guilford Street is now part of Olive Street.
Green Street, Bushwick is now part of Greene Avenue.
Greenpoint Avenue, formerly L Street, then Greenpoint Avenue, the National Avenue, is now Greenpoint Avenue again.
Gwinnett Street is now part of Lorimer Street.
H. Street is now Huron Street.
Hamburg Street formerly Johnson Avenue, later Hamburg Avenue is now Wilson Avenue.
Hamburg Avenue see Hamburg Street.
Harrison Street is now Harrison Place.
Henry Street is now North Henry Street.
Hickory Street is now Lexington Avenue.
Homer Street, later Third Street, now Berry Street.

Orchard Street is now part of Manhattan Avenue.
Orient Street is now Orient Avenue.
P Street is now part of Calyer Street.
Paca Avenue is now part of Rockaway Avenue.
Paine Street, replaced by River Street, now Wallabout Street, part was closed.
Park Place is now Park Street.
Peck Slip was a name applied to foot of Broadway around ferry to Peck Slip, New York City.
Pilling's Lane ran near Sumpter Street to Bushwick Road.
Prospect Street is now Noll Street.
Q Street is now Quay Street.
Reed Avenue is now Reid Avenue.
Reed Road connected the Hunterfly and Cripplebush Roads.
Reid Square was bounded (on map) by Stuyvesant Avenue, McDonough Street, Reid Avenue and Halsey Street.
Remsen Street is now Maujer Street.
River Street is now Wallabout Street.
Rockaway Path, or Rockaway Pass in Revolutionary days, led from the southerly end of New Bushwick Lane or Old Bushwick Road, across the Green Hills, to the Kings Highway, or present Jamaica Avenue.
Sandford Street is now Bayard Street.
Schols Street is now Scholes Street.
Schuyler Street is replaced by Atlantic Avenue.
Second Street, Williamsburgh, is now part of Wythe Avenue.
Second Street, Bushwick, is now part of Meserole Avenue.
Second Street, Greenpoint, is now part of Lorimer Street.
Seventh Street, Williamsburgh, is now part of Havemeyer Street.
Seventh Street, Greenpoint, is now Newell Street.
Sixth Street, Williamsburgh, is now Roebling Street.
Sixth Street, Greenpoint, is now Oakland Street.
Skillman Street is now Skillman Avenue.
Smith Avenue, formerly Wyckoff Street, is now part of Humboldt Street.
Smith Street is now part of Humboldt Street.
South Seventh Street is now part of Broadway.
South Sixth Street east of Bedford Avenue is now part of Broadway.
Spring Terrace was on Meeker Avenue.
Spruce Street was Jefferson Street Bushwick, later became Agate Street is now Florence Place.
Swaaten Fly was the marshy ground at the junction of North Second and Eighth Streets.
Tenth Street, Williamsburgh, is now part of Keap Street.
Thames Street, from Varick Avenue to Newtown Creek is now Thomas Street.
Third Street, Williamsburgh, is now Berry Street.
Third Street, Greenpoint, later Orchard Street, is now part of Manhattan Avenue.

Norman Avenue.
Townsend Row was near Ann Street, North Brooklyn.
Twelfth Street, Williamsburgh, is now part of Hewes Street.
Union Avenue, Greenpoint, later Union Place is now part of Manhattan Avenue.
Union Place, formerly Union Avenue, Greenpoint, is now part of Manhattan Avenue.
Union Street, formerly Third Street, Bushwick, then Norman Street is now Norman Avenue.
Van Cott Street, or Avenue, ran from Leonard Street to Meeker Avenue, is now part of Driggs Avenue.
Vanderveer Street, or Avenue, is now part of Eastern Parkway extension.
Vandervoort Street is now Vandervoort Avenue.
Van Pelt Avenue is now Engert Avenue.
Van Ranst Street, from the river shore to Walter Street between Grand and North First Streets.
Van Voorhies Street is now part of Decatur Street.
Varick Avenue is now Varick Street and Varick Avenue.
Vigelius Street, formerly John Street, is now part of Jefferson Avenue.
Wall Street is now Arion Place.
Walloon Street is now Wallock Street.
Walter Street, later Water Street, now River Street.
Washington Place was on east side of South Sixth Street, between Fourth and Fifth Streets.
Washington Street, Bowronville, later Bremen Street, is now Stanwix Street.
Washington Street, Greenpoint, is now West Street.
Washington Street, Bushwick Green, is now Hausman Street.
Washington Street, Bushwick Cross Roads, from Remsen to Grand Street, between Jefferson and Waterbury Streets later Lafayette Street, is now La Grange Street.
Washington Street, Williamsburgh, later Dunham Street, now lower part of Grand Street.
Water Street ran from Wallabout Bridge to Williamsburgh Ferry, replaced by Kent Avenue, part ran later from South First to North Third Streets, remnant is present River Street.
Wesley Place was on east side of South Second Street, between Fifth and Sixth Streets.
Williamsburgh and Cypress Hills Plank Road is now part of Johnson Avenue and of Cypress Avenue.
Williamsburgh and Jamaica Turnpike is now part of Metropolitan Avenue
Williamsburgh Road, part of the Road was incorporated in Kent Avenue remnant became Hospital Lane, now Williamsburgh Road again.
William Street, Bushwick, is now Monitor Street.
William Street, Bowronville, is now Aberdeen Street.
Williams Row was on (Old) Madison Street, on present Troutman Street.
Witherspoon Street is now Vernon Avenue.

6:30 boat of the Peck Slip Ferry generally carried home most of the passengers. Zeke always held the boat for a few minutes longer for the tardy ones and even when the boat had been running off and was half way out of her slip at the shout of "hold on Zeke", he would bring her back to the bridge. This he would do several times in succession as passengers would come running and shouting. The crowd would make no objection, they rather liked it. If any one would be left behind, they would miss him and feel sorry. In 1851 the Williamsburgh Ferry Company was authorized to build a dock between South Sixth and South Seventh Street, because a new ferry was started which was to have its landing on the foot of South Seventh Street.

South Seventh Street, a part of South Sixth Street and the continuation of South Sixth Street eastwards, through the swamps had been merged into one street which was to be the main thoroughfare. As the upper part had formed in its crude form of a farmers road, a continuation of Division Avenue, it had gradually become known as Division Avenue. Now this name was officially applied to it, and the old Division Avenue, which ran from the river to the junction with South Sixth Street just above Eleventh Street was renamed Broadway, and the new Ferry was called Division Avenue Ferry. This ferry running to Grand Street, New York, was started on May 1, 1851. After a short time, the people of Williamsburgh thought Broadway to be a more desirable name for their main street so the new street became Broadway, and the older street became Division Avenue again. But the ferry remained Division Avenue Ferry and if people in New York took this ferry, expecting to get to Division Avenue, and found themselves put on shore at Broadway, they generally asked a few questions and then disappeared in a southerly direction. A new landing had been completed on the New York side, adjoining the Grand Street ferry on the north. Commutation on this ferry was five dollars for six months for men and three dollars and seventy-five cents for women. The ferry was run by the same company which ran the Peck Slip and Grand Street Ferries.

A great fire broke out in 1853 around the Peck Slip Ferry on the Long Island landing. The Great Republic was burnt and the Red Rover, lying in the slip adjoining Peck Slip Ferry, eastside, was on fire. The White Squall was cut adrift, and a schooner was on fire. The ferry boat Niagara, William Freestone, Jr., being the pilot, pulled the Red Rover out into the river. The Williamsburgh Ferry Company had then eight boats, viz: The Qualaska, Oneota, Niagara, Canada, Minnesota, Cayuga, Oneida and Seneca.

The Catherine Street Ferry boat ran on January 16, 1853, into the Minnesota. Smith and Bulkley were the owners of the Catherine Street Ferry. In August, 1853 the Steamboat Keystone ran into the Qualaska, N. Balsir, Sr., pilot, near the mouth of the New York Slip. The Grand Street boat Oneida, Frederick Ellis, pilot, collided on August 1853 with the California of the Houston Street Ferry. On this occasion both boats were considerably damaged. The California had been lying in her slip on the Williamsburgh side. The rebuilding of the Ferry dock on foot of Broadway

was authorized in 1853 and while the construction was underway the boats appear to have made their landing at South Fourth Street.

The boats at that period were of a poor kind. The windows were like portholes. The cabins were about the height of the later boats. Stoves perched upon an elevated plateau of brick, red with rust from men spitting upon them. The coal ashes scattered around served to absorb the tobacco juice that failed to strike the stove. This was the ladies cabin, the men's cabin was still worse.

Differences of opinion will always be found, everybody looks at things through his own eyes. We have the description of the boats by the Evening Post of 1851, which tells us that the boats of this company were furnished in a style approaching on luxury. On the other hand we have the words of a local poet who tried his best to leave to posterity a true picture of the trips on board of these boats as he enjoyed them, looking through his own eyes. We quote a few lines:

"Those leaky scows, stuffed with old rags
Well mixed with tar and feathers . . .
Conveyances for man and brute
With filth up to the knees
Come on! Why don't you all commute
And take the ocean breeze?
Old 'Noah's Ark' lies at the dock
Too rotten even to burn . . .
Her smoke-pipe how it stoops with age
All rusty and forlorn
Built when 'fast crabs' were all the rage
Ere Noah himself was born."

The poet here refers to Noah Waterbury and to his namesake the ferry boat, at the time of the fire.

Referring to one of the collisions, he says:

"The loitering smoke-stack as it fell
Sent up a pitchy cloud! . . .
The breach that made two boats of one
They soldered up with glue.
Look out! Look out ye mud scow boys
We've got you on the hip
We'll make considerable noise
And mean to have Peck Slip."

The last part evidently refers to the efforts of George Law and his associates to secure the landings used by the old company for the own ferry.

In 1850 the ferry privileges were all in the hands of Austin D. Moore. The rates of passage were called extortionate and the service deplorable. Dr. Berry, the later Mayor, and his son John Berry, assisted by a few friends, one of which was the famous lawyer, George Law, conceived the plan of organizing an opposition company as likely to remedy some of the glaring defects in the service then existing.

They secured in December 1852 a franchise for a ferry running from a slip adjoining Catherine Street Ferry on the north, at the property

Union Avenue and Lorimer Street were removed to Cypress Hills Cemetery about 1856.

Putnam Hook and Ladder Company No. 2 was in 1855 located on Devoe Street between Union Avenue and Lorimer Street, the stables of Perley Bartlett's stages were at Humboldt. In 1851 it was proposed that the Williamsburgh authorities should acquire the old Methodist burying ground bounded by Devoe, Lorimer and Powers Streets and Union Avenue for the site of a park. This was known as Freestone's burying ground, Thomas Freestone, the undertaker, evidently having been connected with the Methodist Church. The entrance to the grounds was on Devoe Street near Union Avenue. Adjoining the grounds were Webster's Smithy on Union Avenue and across the street Oakley's packing house, (see Union Avenue) afterwards this latter building was occupied by Saffen's printing shop. Manger's blanket factory was near Union Avenue. An old wooden pump was on the corner of Union Avenue. Mazick, the milkman, was at Devoe and Lorimer Streets, Neidig's chair factory at Leonard Street was on fire in 1869. The Eelpot was located at Graham Avenue and Devoe Street. Edward Holden's file and saw factory was located on Devoe Street, Harvey Brundage, the builder, lived in the 60's near Lorimer Street. Leonard Ruoff, undertaker, was in the 80's located at No. 244. Hartwell H. Bellows was since 1865 making zinc wash boards. He was located at Devoe and Leonard Streets. In 1883 he removed to the Tuttle building on Kent Avenue foot of Wilson Street. John W. Jones, patent medicines, was located at No. 104.

DIVISION AVENUE

Was opened from the East River to Broadway and Hooper Street in 1859.

An old time stone fence ran along Division Avenue forming the dividing line between Williamsburgh and Brooklyn. Beyond the fence were pasture lands. These were known as Boerum field along the ball grounds to Flushing Avenue and as Wheat Hill to the Lee Avenue Church. Peter Meyer's grocery was in the early 80's at the north west corner of Bedford Avenue. He came to this country in 1853 and opened a grocery store in this vicinity in 1868. The Amphion Musical Society held the same position in the Eastern District which the Philharmonic Society held in the Western District. The Society was organized in October 1880 and its building erected at what is now 437-441 Bedford Avenue for an opera house was opened in the same year under the management of C. M. Wicke. It was not a financial success and in January 1888 it was taken over by Knowles and Morris as a theatre. Edward Knowles remained the manager until 1897. The Windsor Club, founded 1878, was located opposite the Amphion Clubrooms on Division and Lee Avenues. The Seneca Club was located at No. 125. Billy McClory, a notorious New York character, conducted an amusement place on the corner of Division Avenue and Clymer Street. The Clubhouse of the Bedford Wheelmen, organized in 1891, was in its early days located at No. 153. John Bennett, the undertaker, was

146

BROOKLYN'S EASTERN DISTRICT

since about 1867 and for many years located at Nos. 153-55, James Van Sise's milk store was in the early 60's at No. 163. He received his supply of milk from the dairy farm with 50 cows on Long Island kept by his sons. Carton's Union Hall was located at the junction of Division Avenue, Lee Avenue and Clymer Street. Variety performances were given here about 1880. The hall was afterwards for a time the headquarters of the Amphion Musical Society. The Washington House at No. 183 corner Roebing Street was opened in 1875 by Herman Hedeman. The building originally two stories in height was subsequently enlarged and was the headquarters of the Washington Gun Club, a rendezvous for all Williamsburgh sports for a quarter of a century. Charles E. Van Sise kept the hotel in 1899. Announcement was made on May 11, 1899 of the purchase of the Rawson property near Division and Marcy Avenues for the projected headquarters of the Brooklyn Bureau of Charities. The cornerstone of the Williamsburgh Branch Library was laid on November 28, 1903, on the site known as the Cedar Woods in the early days at Division and Marcy Avenues.

William Dick engaged in sugar refining with a partner in 1858 at the corner of Pike and Cherry Streets, New York City. The business grew and more room was needed. In 1863 they erected a large brick building at the foot of Division Avenue, Williamsburgh, abutting on the river. William Dick resided at No. 77 Union Avenue in 1865. In the 80's the firm name was Dick and Meyer. Edgar Conklin, brewer, was located at Division and Kent Avenues in the 80's. The A. & G. Polhemus livery stables were kept by Albert and Garrett A. Polhemus, who resided at 26 Morton Street. In the 60's their stables were located at No. 87, then called Broadway and in the 80's at No. 106 Division Avenue. Julius C. Ubert, druggist, established his business in 1883 on the corner of Lee Avenue. The Acme Club was organized in February 1881. The club was re-organized in 1883 under the name of Windsor Club. The Club rooms were over Ubert's drug store. John Bennett's livery stables were located in the 60's on South 7th Street corner 3rd Street and in the 80's at No. 153-55 Division Avenue. The Washington Club was organized on May 17, 1880. Henry Altenbrand was the president and H. Hedeman, the treasurer. The Club rooms were located at Division Avenue and Roebing Street. A monthly shoot was held at Ridgewood Park. Hugh Carrick, a painter, was located in the 60's at South 4th and Keap Streets and in the 80's at No. 284 Division Avenue. The plumber, J. T. Matthews, was No. 288.

The Andrew Baird house was in 1853 located at Division and Wyt. Avenues. The Amphion Hotel was located in 1890 at No. 125 in the next year, on October 27, the new club house of the Loyala Union was opened at No. 125. Fred C. Wherly, teacher of languages, was located at No. 118. Excelsior Hose Company No. 9 was located at No. 255 near Marcy Avenue. Jordon & Sons' stone yard was at the corner of Keap Street.

DODWORTH STREET

Henry Ohland, provision dealer, was at No. 28. Dannemann Brothers, iron railing manufacturers, were located at No. 18.

147

RE: DIVISION AVE STREET (NAME - ~~WYTHAM~~)
CONFUSED WITH
BROADWAY - see p. 20
AND p. 144

in 1884 on the same site. His son Louis Merz subsequently kept a café on Broadway near Myrtle Avenue and later one near Ralph Avenue until prohibition came along. Osterman's Hotel was in the Liebman Building at No. 18, adjoining Merz's place. Osterman had for a time a branch on Fulton Street in lower Brooklyn. Harned Brothers established their cigar factory in 1863 and removed in 1875 to No. 18 Broadway, here also was located F. Sprower, Brush Manufacturer. The Williamsburgh Times was established in 1848 in the basement of Americus Hall, a one-story building at what is now No. 208 Grand Street. The Times removed from here in 1850 to the second-story of the three-story building at 145 Grand Street, remaining there five years. In 1855 the name was changed to East Brooklyn Daily Times but after a few days the word East was dropped. In 1858 part of the Broadway building was leased, the quarters were enlarged from time to time until the entire building 20-22 Broadway, Liebman Building, was occupied. The Times removed in 1914 to former Sprague National Bank building at 4th and Atlantic Avenue and has since erected a new building in that locality on Atlantic Avenue. The Gates Avenue Branch of the Times was at 1030 Gates Avenue a quarter century ago, the 26th Ward Branch at 2799, Atlantic Avenue and the City Hall Branch at 333 Washington Street. J. and R. Ainslie established their mattress factory in 1873 and removed to 20-22 Broadway in 1879.

Sylvester Tuttle, who established his coal business in 1846, was at No. 26 South 7th Street. S. Tuttle died in 1874. Tuttle Sons & Company had in the 80's seven coal yards, the oldest one on Fulton Street near Nostrand Avenue was established in the early 50's. The Wharf and Kindling Wood Factory is on Kent Avenue between Wilson and Ross Streets. The Busy Bee Restaurant was at No. 38 Broadway. Henry F. Koch's Cigar Store and Steam Ship Agency was located at No. 48.

The Dime Savings Bank of Williamsburgh was incorporated on April 19, 1864, and opened on June 11, of that year, in the basement of the Williamsburgh City Bank. Four years later the bank removed to its own building at Nos. 3 and 5 Broadway, after Neville's livery stables had removed from that site, and occupied the two stores on the ground floor. In 1875 the bank took up quarters in its new building at No. 52 at the south west corner of Wythe Avenue. The institution erected a new building at the Bridge Plaza on the north east corner of Havemeyer and South 5th Streets to which it removed in February, 1908; this has since been enlarged. The City Hotel on the corner of Wythe Avenue was kept by Samuel K. Hoggett in 1852.

The Mechanics Bank of Williamsburgh was organized in 1853 as a state bank, starting in 1854 on Grand Street near Kent Avenue. The bank was in 1858 located corner Broadway and Dunham Place. It was re-organized as Manufacturers National Bank and erected a building on south west corner Broadway and Berry Street, and became a branch of the Manufacturers Trust Company.

A. P. Avery Insurance Broker established 1876 was at No. 66, and at one time at 136. E. F. Gaylor, architect, established 1882, at No. 66. Lion Manufacturing Company Shirt Manufacturers since 1882, at No. 66. John Fellows Tool Manufacturer was at No. 70, the factory was on Dunham

Place, the business was established in 1864 by Lewis and John Fellows, John Fellows became sole proprietor in 1879. John Teare, Real Estate Broker started in 1859 at No. 74, Pendleton & Pendleton, Insurance, at No. 76, the Manufacturers National Bank erected its building at No. 84. E. J. Stowell established his Sportsman's Depot in 1870 at No. 86. The Long Island Improved Roofing Company was established in 1838. J. W. Ellis & Company were the owners in the 80's, their factory was on Flushing and Bedford Avenues. Wirth Brothers established in 1868, had their jewelry store at 92, George T. Brown, insurance broker, at No. 96, was one of the organizers of the Kings County Wheelmen's Club and its president for the first two years. The Phenix Insurance Company of Brooklyn, organized in 1853, had its Eastern District Office at No. 98 and subsequently at No. 114. The Williamsburgh Office of the Long Island Railroad Company was a quarter century ago at No. 98, the Bushwick Station of the railroad at Bushwick Place and Montrose Avenue, the Bedford Station at Atlantic and Franklin Avenues, and the East New York Station on Atlantic and Vesta Avenues. The Wells Fargo Company Express Office was here too.

George W. Coger established his plumber and gas fitter business in 1858 at No. 104. The American Express Company Office was at No. 106, branch offices were at 954 Broadway, 1392 Bedford Avenue and 255 Lee Avenue. The Westcott Express Company also was at No. 106 and a branch at 954 Broadway. E. J. Hayden & Company, sign makers, were located at No. 108. Jacob Morch started his jewelry store on Grand Street in 1858, he removed to No. 110 Broadway in 1880. Lindgren's Express Office was at No. 110.

John Loughran's grocery was on the south west corner of Bedford Avenue, the site was later occupied by McKeon and Todd's clothing store and finally the Nassau Trust Company's building was erected upon it. McKeon and Todd were located in Brooklyn since 1870 and occupied this store since about 1878. The site is known as No. 136.

The south east corner of Broadway and Bedford Avenue was in the 40's occupied by the heckling loft of William Henry's Ropewalk. This ropewalk extended from Bedford Avenue to a point between Roebling and Havemeyer Streets and from Broadway to South 8th Street. In this heckle loft the First Methodist Protestant Church was organized in 1832. Thomas C. Moore, a Contractor, erected here in 1855 Washington Hall. Moore left this property to his brother John C. Moore, whose children sold it in 1884 to Smith Gray & Company. This firm took down the building in 1886, and erected their new iron structure upon its site. Washington Hall was occupied by many concerns at various times. The upper floor was originally occupied by Traynor's Dancing Academy. J. S. Berger, whose real name was J. Schoeneberger kept the Odeon in the early days, he later removed to Washington Hall and subsequently to Lee Avenue Academy, the former Baptist Church on Lee Avenue. Theall and Carton's Comique (Variety) Theatre had occupied the second floor until 1878 when it was removed to Apollo Hall, the former Odeon. The Kings County Savings Institution occupied one side of the first floor from 1860 to 1865; subsequently this floor was used as a billiard and pool parlor.

The other side was taken up by the Washington Market and Sons of Temperance at one time held their meetings here. In the closing years the place was known as Broadway Theatre. Next door at No. 146 was Jim's Inn, kept in 1870 by Jim Witt.

Charles Luger's Café, Billiards and Bowling Alley started in 1876 were in the 80's at old No. 134. Peter's Tavern is located at No. 178 and kept by Peter Luger for many years. P. Relyea's Undertaker was in the 80's at No. 142. Relyea's establishment was at 3 Willet Street, New York. When many of his neighbors removed from the East Side to Williamsburgh Relyea opened a branch in Williamsburgh in 1877. Relyea had been in charge of the Abraham Lincoln Funeral Proceedings in New York City by the New York Aldermanic Committee. He brought the coffin containing the remains of the President from the Navy Yard by way of Jackson Street ferry to New York. On the way from the Ferry House to the City Hall he set the coffin down in the triangular plot of land formed by the junction of Grand Street and East Broadway in order to give his neighbors an opportunity to see the President's face once more.

The Broadway Club was located at No. 146. The City Academy was in 1855 located on Broadway between Roebling and South 8th Streets. The site was then known as No. 132 South 6th Street. A stone structure stood in the 40's at the junction of Broadway and South 8th Street, this was the heckling house for William Henry's Ropewalk, which latter has been mentioned before. A reminder of the olden days may be seen at the north east corner of Marcy Avenue. One of the flagging stones on the sidewalk directly under the Elevated Rail Road Station shows two impressions, into which iron rings fitted. This slab was the cover of a fire cistern. How the rings had been fastened cannot be noticed today, because the surface of the stone has been worn down by the millions of steps which have passed over it since the stone served as cover.

ALONG THE NORTH SIDE OF BROADWAY

The Farmers and Citizens Bank of Long Island erected its sandstone building on the north west corner of Kent Avenue. This bank was chartered on June 21, 1852. Until the bank building was completed, the institution occupied the second-story of the Peck Slip Hotel. The Capital of the bank was 200,000. dollars; the number of shares 8000 par 25. dollars. Had a savings department. The bank wound up its affairs in 1868. William Burgdorff opened "Burgdorff's Hotel" in this building in 1883, run on the European Plan. Michael Minden was for nearly forty years in the hotel business, and conducted places on both sides of the river. In the 80's had a hotel in New York which was as well known as the Fifth Avenue Hotel and the Hoffman House. He then started a café on Sixth Avenue and then came to Brooklyn, locating in the old Farmers and Citizens Bank building. His café and restaurant soon became the rendezvous of turfmen. When the vicinity of the ferries became deserted, Minden opened a place on Broadway and Myrtle Avenue and subsequently the New Minden House on Howard Avenue and Monroe Street on the site of the old Bushwick Hospital, prohibition closed this place. He also kept for a time

a place on Delancey Street near the Williamsburgh Bridge entrance, another place on Ocean Parkway and one at Jamaica Avenue and Washington Street in Jamaica known as the Four Corners.

Edward Neville kept the Kings County Hotel with billiard room, reading room on the north east corner Kent Avenue at Nos. 1 to 7 South 7th Street. The hotel occupied the three-story building erected by the Lake family. The Great Northwestern Zephyr Association met here. Neville's livery stables were at Nos. 15 and 17 on the corner of Dunham Place occupying also No. 13 Dunham Place. Here carriages and saddle horses could be hired at all hours. Neville died about 1855. Alfred Theall of the Odeon ran the hotel in 1853, Neville's widow, Elizabeth Neville, continued to run the livery stables, subsequently the Dime Savings Bank occupied the site of the stable for a time and in 1858 the Mechanics Bank was located here. Later on Kings County Hotel was opened next door to the old place, it was known as Broadway Hotel in 1893.

The Williamsburgh City Fire Insurance Company was chartered March 23, 1853 and was at first located in the building of the Williamsburgh City Bank. Subsequently the company erected its building on the site of Neville's Kings County Hotel. This building is known as No. 13 Broadway.

The Hotel Wellington was on the north west corner of Dunham Place at No. 27, another earlier hotel, known as the Williamsburgh Shades was on the north east corner of Dunham Place. Frederick Ring, Jr., established himself in the flour business during the Civil War on this site. Hoeft of the Peck Slip Hotel was a partner in this flour mill and remained such until his death which occurred in 1876. Ring too was connected with the mill to his end which came in 1892. The present building was erected in 1869, and was refitted in 1881. After several changes the business was incorporated as Kings County Milling Company and was carried on until 1893. Neville's livery stables were in 1870, at 15-17 South 7th Street.

Dave Waring's Restaurant was in 1870 at No. 21 South 7th Street. James Murphy's Café at Broadway and Berry Street closed its door when prohibition set in; John L. Sullivan often visited this place and on September 7, 1892, when Corbett took the championship from Sullivan there was a sad company assembled under Sullivan's picture in Jim Murphy's Café.

Taylor and Fox Realty Co. Ltd. was located at No. 45; here also was the office of James C. Eadie auctioneer and real estate broker who started in business about 1868. C. Olandt had been in the grocery business in Greenpoint from 1852 until 1880 when he retired. However in 1882 he opened a hat store at 61 Broadway.

Robert Thurston erected in 1843 the square frame building No. 77, at the corner of Berry Street. Thurston kept a shoe and boot store in another building and the square building was rented to another party who opened a paint store in it. In 1867 Thurston formed the firm of Thurston and Meesick and opened a paint store in his own building. After a few months he bought out his partner's interest and carried on alone for a year. In 1868 or 69 he admitted his two sons R. H. and N. C. Thurston as

partners. He died in 1877. The firm then became known as R. Thurston's Sons. William Morgan established his real estate and insurance business in 1843, his son John B. Morgan was admitted as partner in 1857. Wm. Morgan died in 1877. John B. Morgan's office was at No. 85 in the 80's. In the same building was the men's furnishing goods store of Saul Brothers a quarter century ago.

Smith Gray & Co. established their clothing business in Williamsburgh in 1859. They erected the iron front building at No. 95, the first of its kind on Broadway and occupied it in 1870. They erected another building in Greenpoint corner Greenpoint and Manhattan Avenues in 1878 and opened a branch store. In 1881 they also occupied the Lyceum Building corner South 8th Street and Bedford Avenue. The retail department occupied in 1883 the ground floor of 95 and the adjoining half of the Kings County Insurance Building at No. 97. They also occupied Nos. 87, 91, 93. Another branch was opened in November 1888 corner Fulton Street and Flatbush Avenue; ten years after the firm had occupied their new building erected on the site of Washington Hall on the south east corner of Bedford Avenue.

The buildings on the north side of Broadway occupied by Smith Gray and Co. or rather Smith & Gray had various tenants, Hurd & Grim, Attorneys, were located since 1881 at No. 89, had been heretofore connected with the law firm of Fisher, Hurd & Voltz. The offices of the Williamsburgh Gas Light Company had been in 1855 at No. 93. The Postal Telegraph & Cable Company had a branch office here a quarter century ago. At that time the Eckford Club was housed in No. 95. The Kings County Fire Insurance Company erected its building at No. 97 in 1870. The Nassau Insurance Company and the Citizens Insurance Company also had offices in this immediate vicinity in the early 90's. Charles A. Grim's Law offices were in 1889 at No. 99 and at that time the Nassau Trust Company was located at No. 101.

Crest Mfg. Company shirt manufacturers were at No. 111; William A. Rudolph news dealer at 113, Judge Adolph H. Goettings at No. 115. The Judge was a captain of the 28th Regiment. John Garcia manufactured clear Havana cigars at No. 117.

The James Groton Duncan House stood upon an elevation at the north east corner of Broadway and Bedford Avenue. The Kings County Savings Institution was incorporated in 1860; the first meeting was held on June 8th, 1860 and the first floor of Washington Hall was rented for the banking room. In 1865 the James Groton Duncan property was purchased and the corner stone for the new bank building was laid on September 10th, 1867 and the offices were opened for business on December 28th, 1868. In 1870 the Y. M. C. A. held their meetings in this building. In 1872 Carpenter's Business College was located here, and Woods Brooklyn School at the beginning of the present century.

Joe Nichthausen, haberdasher, was located at No. 141, Anthony Steyrer who was steward at the old Wall House, ran Tony's Restaurant at No. 145 since the early 90's. The insurance office of Kelsey Suydam and Mollenhauer was at No. 147. The Western Union Telegraph Company had a quarter of a century ago an office at No. 153, other offices of this

company were then located at 736 Grand Street, 154 Greenpoint Avenue, 1366 Broadway, 434 Sumner Avenue, 1124 Myrtle Avenue and 1211 Bedford Avenue.

Having reached the end of old South 7th Street, we shall henceforth notice the buildings on either side of the road as we pass along. Heiser's Assembly Rooms were at No. 156. The Eastern District Messenger Company had an office at No. 163, and branch offices at 736 Grand Street and 154 Greenpoint Avenue. The Bell Arc Light Company was located at No. 174.

The Williamsburgh Savings Bank was incorporated on April 9th, 1851 and started business in the basement of the Universalist Church on South 3rd Street corner Bedford Avenue. The bank erected its own building corner South 3rd Street and Bedford Avenue, which was occupied in January 1854 and in later years was used by the Williamsburgh Hospital. The bank erected its new building at No. 175 on the north west corner of Broadway and Driggs Avenue and occupied it in 1875. An addition to this building, conforming in every detail of design to the original structure was erected in 1906. On April 9, 1928 the bank laid the corner-stone of another bank building at corner Hansom Place and Ashland Place. There will be 33 office floors above the banking room, starting 90 feet above street level. William Wall was the president of this bank in 1856.

Brainard G. Latimer started in 1854 his carpet store at Grand Street and Driggs Avenue. In later years the firm then known as B. G. Latimer & Sons occupied the north east corner of Broadway and Driggs Avenue, and finally removed to Flatbush Avenue in downtown Brooklyn.

Adjoining Latimer's was Howe's Furniture store on Broadway, R. M. Howe started this business in 1848, he died in 1875. The store was located in the 50's at 86 South 1st Street. Since 1876 the firm of R. M. Howe's Son was located at No. 184 Fourth Street, now a part of Bedford Avenue. Nathaniel Corr, dealer in prints and works of art, was in the 60's located at No. 184 Broadway and No. 183 South 8th Street. R. L. Jones, Milliner, established in the early 60's was in the 80's located at No. 190. Jacob Brothers, pianos, were at No. 195, with branch stores at 973 Broadway and 487 Fulton Street. The Williamsburgh Auto and Storage Company was at No. 197 a quarter century ago. John Hoerle's boot and shoe store at No. 201. Diedrick Allers opened a café about 1870 on the north west corner of Roebling Street. The building was taken down for the widening of Roebling Street. Allers removed to the south east corner of South 8th and Roebling Streets and his son conducted the place until 1921. The Broadway Hotel with billiard and pool room, was kept at No. 220 by Claus Kuck in the early 80's. H. Mitthack, confectioner, started in 1882 at No. 222. George G. Kendrick, undertaker, since about 1867 was in the early 80's located at No. 224, and later at No. 274. The Zechiel building stood on the south west corner of Havemeyer Street, before that street was widened. The First National Bank now occupies this corner plot. The Broadway Cycle & Auto Company was located in 1905 at No. 270. Joseph Rosenthal, dealer in stoves and heaters, was at 274 with a branch at 39 Flatbush Avenue.

The Private Hospital of Dr. Thomas Holmes was in 1855 on the south east corner of Broadway and Marcy Avenue, then known as No. 179 South 6th corner Eighth Street. In this low frame structure many bodies of soldiers of the Civil War were embalmed. In later years the building was used as a cigar shop and was demolished in 1914, to make room for a motion picture place.

Anson's Brooklyn and New York Express Office was at No. 314. In 1856 Charles Florence, a gardener, was located at corner Rodney Street, the corner was then known as South 6th and 9th Streets. Edward J. O'Brien, steam heating, at No. 340, Robert L. Anderson & Brothers Real Estate office, was at No. 342. The Singer Sewing Machine Company had a store at No. 351 a quarter century ago, other stores were located at 836 Broadway, 280 Grand Street, 593 Grand Street, 104 Graham Avenue, 426 Bushwick Avenue, 724 Manhattan Avenue, 1231 Fulton Street and 2630 Atlantic Avenue, East New York. The store of the Brooklyn Naphtha Renovating and Carpet Dusting Works was at 377-79 Broadway, the works were at 414 South 5th Street in the 80's.

M. Lindhorn established in 1873 his flour, feed, grain and hay business at 384-6 Broadway corner Rutledge Street including No. 332 Rutledge Street in 1881, M. Oltman became his partner. H. C. Luckenbach's piano place was at No. 386. The offices of Dodd's Express and the New York Transfer Company were at No. 390. McElreary and Hanck, of which Geo. W. Hanck was a partner, plumbers supplies, were at No. 440.

Peter Bertsch & Son Sign Manufacturer-plant was in 1905 known as 464 Broadway, Peter Bertsch was a captain of Troop D 11th Brigade National Guard until the troop was disbanded by Governor Cornell. His extensive Carriage and Wagon painting establishment was since 1869 at old No. 374. Vollkommer & Company hay and grain were located at No. 499, on the triangle formed by Broadway, Union Avenue and Johnson Avenue. The Warehouse was at 23 and the sales stables at 25 Johnson Avenue. The Empire State Dairy Company at 502 Broadway.

The German Savings Bank opened for business at 84 Montrose Avenue on June 30th, 1866. The site for the bank building on north east corner of Broadway and Boerum Street at No. 531 was purchased in 1873 and the building was occupied in 1875. In 1919 additional ground was purchased and the new portion of the bank building was opened in 1922. The bank is known since June 19, 1918 as Lincoln Savings Bank. On August 8, 1924, the Lincoln Savings Bank absorbed the Sumner Savings Bank at 12 Graham Avenue.

The Gayety Theatre at the south east corner of Throop Avenue and Middleton Street at the junction with Broadway was built by Hyde & Behman and was opened in 1892. In the 80's the headquarters of the 19th Ward Cavalry was Gutmann's Café on Throop Avenue opposite the Zindel Park. The horse stables were at Lorimer Street and Wallabout Street. John Kummerer, who kept a butcher shop corner Broadway and Wallabout Street was the captain of the Cavalry. His son and Peter Bertsch were his aides. One Buppei on Manhattan Avenue was specialist in making the boots for the horsemen. Before Broadway was laid out there was a swamp at what is now Broadway and Lorimer Street. Lorimer Street south of

Broadway was for many years known as Gwinnett Street. Here lived in the early 40's a company of colored people in mere shacks. They appear to have been somewhat fanatic in their religious views, yet they worshipped in three different churches. They had changed their abode several times until they finally settled here. Subsequently Chick Wright became the leader of the group. He would get his subjects ready in the early morning with their push carts for the market. There they bargained with the Long Island farmers and returned in the late hours of the day. The corn purchased was boiled in the washboiler. At midnight hot corn was sold on the streets. Many took their stand at the theatre at Union and Montrose Avenues.

Albert Shinoke kept a restaurant at 549 Broadway. Tuttle's coal yard at junction of McKibbin Street was long in charge of a man by the name of Fries. In the same block was Oppenheim's Book store, second hand books only. Zindel Park at the junction of Broadway, Lorimer Street and Throop Avenue was improved in 1876, the common Council having appropriated 4000. dollars for this purpose. The fountain which had been standing at open space at the junction of Broadway, South 6th Street and Bedford Avenue, was removed when the Elevated railroad was built on Broadway in 1888 and was set up in Zindel Park.

Wallabout Creek crossed Broadway at River Street or present Wallabout Street, between the creek and Flushing Avenue was the Nigger Pond.

A quarter century back Frank Walker the auctioneer was located at No. 608, B. Sackin, plumbers supplies, at No. 632. G. A. Meyer, dealer in wallpaper, established his business in 1869 at old No. 504 corner Gerry Street. J. M. Reinhart established his dry goods business in 1875, at old No. 526. Adolph Worman, Sewing machines, was at No. 652, Daniel Sheer & Company, plumbers' supplies, at No. 656. Charles Gomer's Sons, clothiers, were at 661. After the Gomers retired from business, their up-to-date building was for years occupied by a branch Post Office. Philip Levy established himself in the clothing business in New York City together with his brother in 1865, he removed to Williamsburgh in 1875 and opened a place, alone at old Nos. 566-68 Broadway. Another clothier, I. Loewenthal, started about 1876 at old No. 596, between Thornton Street and Flushing Avenue. George Namm, picture frames, was at No. 674. In 1856 the gardener John Rider lived on Broadway near Whipple Street. Aaron Westheim opened in 1878 his dry goods store at No. 687, adding subsequently the buildings at either side No. 685 and 689 to his establishment. He retired from active business in 1911. Uzman and Kannofsky, dealers in boots and shoes, had their store for many years at No. 694. Allgaier's shoe store was at No. 714.

Eisenbach & Company's haberdasher store was at 716, the weighing platform at Broadway and Flushing occupied a part of the site of Batterman's Dry Goods Store. Henry Batterman's Dry Goods Store was originally located at the junction of Broadway and Manhattan Avenue. When he removed his plant to the junction of Broadway, Graham and Flushing Avenues, his brother William opened a carpet store in the older building at Broadway and Manhattan Avenue. W. E. Heissler's Lunch Room was at

No. 758. Peter Hoenighausen, provision dealer, was at No. 762. F. W. Woolworth & Company, 5 & 10 Store in Williamsburgh, was at 765 Broadway, their Bushwick store at 1281 Broadway and Greenpoint Store at 857 Manhattan Avenue a quarter century back. Jacob N. Herrle established his tea and coffee business in 1878, was located since 1880 at old No. 624 corner Sumner Avenue.

Leopold Meyer Jeweler was at No. 772. The Citizens Trust Company was organized October 11, 1905, with offices at 774 Broadway corner Sumner Avenue. Absorbed on July 1, 1912, the Broadway Bank at 12 Graham Avenue, and on August 1, 1914, the Manufacturers National Bank at 84 Broadway became Manufacturers Citizens Trust Company. In 1915 the word Citizens was dropped. The West Side Bank at 481 Eighth Avenue, New York, was absorbed on June 15, 1918. About 1920 an office was established at 139 Broadway, at Cedar Street, New York, to which the main office from 774 Broadway, Brooklyn, was moved on May 1923. Ridgewood National Bank was absorbed September 1, 1921. North Side Bank of Brooklyn with offices at 225 Havemeyer Street, 710 Grand Street and 33 Grand Street was merged with the Manufacturers Trust Company. The office at 33 Grand Street was now discontinued. Other banks absorbed, were the Industrial Bank, 4th Avenue and 27th Street, New York, and on August 14, 1923, the Columbia Bank with offices at 513 5th Avenue, New York, 415 Broadway, New York, and 1042 Westchester Avenue, the Bronx. A new building was erected at 190 Joralemon Street, Brooklyn, in 1923, which was opened April 14, 1924. Other banks merged with the Manufacturers Trust Company were, the Yorkville Bank, 3rd Avenue and 85th Street, New York, on May 1, 1925, the Gotham National Bank at Broadway and 59th Street on June 1, 1925, the Fifth National Bank, Lexington Avenue and 23rd Street, New York, also on June 1, 1925; the Commonwealth Bank at Bowery and Spring Street with four branches on July 29, 1927, the Standard Bank with one branch also on July 29, 1927, the United Capital National Bank and Trust Company with 8 branches (comprising the former Capital National Bank, the United National Bank and Long Acre National Bank) on June 6, 1928. An up to date bank building has since been erected at the site of the original Citizens Trust Company building by the Manufacturers Trust Company which was opened in 1928.

Whittelsey's Omnibus House stood on the south side of Broadway a little east of Sumner Avenue, on the site later occupied by the warehouse of Gaus and Miller, wholesale grocers. The latter firm was reorganized as Miller & Gaus. Empire Ribbon Company, silk manufacturers, was at No. 790. The Merchants Bank of Brooklyn was located at Broadway and Ellery Street.

Abraham N. Russoff, photographer, was located at No. 808. Louis Stutz & Sons, provision dealers, at No. 809. Old Washington Hall is standing on the north side of Broadway west of Park Street. The original Washington Hall was located on Broadway and Bedford Avenue. This second Washington Hall was conducted by Martin B. Euler and was patronized in the winter season by organizations which used Euler's Broadway Park for their picnics in summer time.

Broadway was cut through a hill from about Park Avenue to Myrtle Avenue and as late as the 70's farms were beyond Myrtle Avenue with rail fences along the roadway. At Gates Avenue was a deep depression and in the rainy season, the water coming from all four directions formed a pond there.

The Great Atlantic & Pacific Tea Company which had in 1875 one store at 35-37 Vesey Street, Manhattan, had thirty years later stores in the Eastern District of Brooklyn at 857 Broadway, 1325 Broadway, 1729 Broadway, 189 Grand Street, 402 Grand Street, 687 Grand Street, at Manhattan Avenue near Kent Street, 1191 Fulton Street and 2629 Atlantic Avenue, East New York. The Yonkers Sporting Goods & Novelty Company was located at 869. The Law Office of Moffett & Kraener was at No. 894, Columbia Phonograph Company at No. 898. The Clark residence stood at or near the line of Belvidere Street. The architect Theobald Eugelhardt, who started in 1875, was located at 905 north east corner Arion Place. Among the buildings erected by Eugelhardt were Batterman's dry goods store and Arion Hall. He resided at 277 Hart Street. The former Arion Hall is at No. 13 Arion Place north of Broadway. The Arion Society was founded in 1865 in a school house in Williamsburgh and the hall was erected in 1887. The society sold the building in 1921. Just east of Arion Place at the north side of Broadway was Gottfried Westernacher's Restaurant. Westernacher kept also a large hotel at Rockaway Beach for a time. Leo Teller erected the Broadway Theatre corner Stockton Street on part of the site of the Myrtle Avenue Car barns. The theatre was opened March 21, 1904. The provision dealer Edward C. Krummuel was located at No. 906 and the haberdashery of Henry Steinmeyer was at No. 913; the sporting goods store of H. H. Michaelson was at No. 914. John H. Heissenbittel's Restaurant at No. 916. George Forrest opened a painters' supplies store on Broadway in 1870; in 1879 he removed his place across the street to No. 939.

The Hanover House stood upon a little hill on Broadway at Jefferson Street. It was a two-story structure with a summer garden in the rear. The building was torn down in 1901. The Exchange Stables occupied in the 80's the north side of Broadway from Melrose to Jefferson Streets.

On the south east corner of Myrtle Avenue on the site now occupied by the Vigelius Building stood the Franklin Hotel which was taken down in May 1893, the site belonged to the Vigelius estate. The hotel was partly hidden from view on the Broadway side by high buildings and its rustic appearance was thereby considerably modified by not coming into direct contrast with the neighboring improved structures built in 1835 in the midst of farm and pasture land, when Broadway and Myrtle Avenue were country roads the old inn was a silent spectator to the resistless march of progress. In the first quarter of the 19th century Samuel Williams came from England to Williamsburgh and settled there with his family. By trade he was a ship painter and he soon captured a good business along the New York water front and in the Wallabout. After some ten years he found himself in good circumstances and looked around for remunerative investments. It was on one of these expeditions that the central situation of the present Broadway and Myrtle Avenue corner suggested to Williams

the establishing of a halfway house. For a brief period Williams had run a stage starting from Peck Slip Ferry and picking up passengers on the way. After giving it a six months trial he abandoned this enterprise. However, he probably discovered on his trips that a goodly number of his passengers were bound for Bowronville and East New York and this may have influenced him in some degree in selecting this spot. As a boniface Williams proved a success, his genial manners and ample hospitality soon rendered him a favorite with the dusty traveler as well as a desirable neighbor. His hotel soon became one of the important resorts and the thoroughbreds of those days were his guests. The neighbors of Williams were nearly all of the old Dutch stock including branches of the Debevoise, Suydam, Conselyea, Vandervoort and Rapalye families. Samuel M. Meeker, the Delmonicos and William T. Mills were owners of large estates nearby. Mills built the first hotel in San Francisco, known as the Phoenix. He was one of a party of "Forty Niners" who left the Franklin Hotel for the gold fields. He returned with a considerable fortune.

Samuel Williams wanted to make a lengthy journey through England and this prompted him to turn the hotel business over to his successor, Obidiah Smith, a New York hotel man became the host. Williams returned from England and opened a hotel at Rockaway which he conducted for several years. Returning to Brooklyn, he resided there until his death, which occurred in May 1891. Obe Smith was a worthy successor to Williams, the soul of wit and humor and a friend in need and the Franklin Hotel continued to flourish. The Jenny Lind stages used to stop at Conselyea's stage house at the Cross Roads and now the Franklin Hotel also became a stopping place. It also was then terminus of the stages running from Fulton Ferry via Myrtle Avenue. Owners of fast horses driving to and from the Centreville and Union Courses stopped here regularly. Tom Stewart succeeded Obe Smith and he in turn was succeeded by Richard W. Lawrence, who was the owner in 1850. When the Myrtle Avenue Plank Road was established to shorten the distance to Jamaica the new road started at Lawrence's Franklin Hotel. Andrew Wemble became the next host about the time the Civil War broke out. Louis H. Meyer came to the Franklin Hotel about 1874; at first he had three partners. He and his brother Henry bought out Pope and Muller's interests and ran the place themselves. Louis H. Meyer finally acquired his brother's interest in the hotel and he continued as host of the Franklin Hotel until the end. On the north side of Broadway east of Myrtle Avenue was a blacksmith shop and many a horse shoe was tightened here, while the owners of the horses were discussing politics and the races in the hotel across the road.

Cutler's Dry goods store was in the early 90's on the south east corner of Myrtle Avenue. John B. Wendell's Real Estate Office, one-story high stood on the north east corner adjoining was a feedstore. The site was later occupied by original Berlin Department store which was destroyed by fire on December 24, 1892. A branch of the Corn Exchange Bank is there now.

Eddie Wynkopp's Restaurant was on the north side just above Myrtle Avenue, the place was subsequently known as Robert's and finally

as Sachs'. John Auer & Sons, builders, were at No. 957; here also Jacob Fels, plasterer, was located. Adolph Levy Company, Opticians, at 966. The Bushwick Savings Bank, organized in 1873, was in the 70's located on the north side of Broadway opposite Stuyvesant Avenue. Subsequently the institution removed to 466 Grand Street near Graham Avenue. Some of the buildings were removed in 1914 when physical connection between the Broadway and Myrtle Avenue L Roads was made. Holler's Photographic Studio was a quarter century ago and for many years thereafter at No. 984. John J. Adelman & Brothers Real Estate office at 1000. R. W. Bennett & Company had a haberdashery at No. 1011. The second department store known as The Berlin was located at No. 1013. The Zoellner Maenner Chor was started on November 18, 1890 and was formed in 1865. On December 17, 1890, the Warner Institute Building corner Willoughby Avenue was purchased and the society removed to its new home on February 28, 1891. This building and Post Office, No. 8, adjoining, were destroyed by fire on March 16, 1892. Two lives were lost and the property damage amounted to 125,000. dollars. Chas. Richter was the steward of the Hall. He died in 1923. The Society subsequently held its meetings in Heiser's Assembly Rooms at 156 Broadway. H. Loeffler established his boot and shoe store about 1860 on Broadway corner Keap Street; he removed his store in 1882 to No. 903. Herman Germain's notion store was located at No. 1029. In 1905 Charles T. Culter's Dry goods store was at No. 1061, opposite Reid Avenue. One Friday set up a tent in the early 80's at the junction of Broadway and Suydam Street for musical and thespian entertainments. In 1888 Friday's Summer Pavilion was located at Broadway and Reid Avenue. Joseph Ryan started his paint and wall paper store in 1877, on Broadway near Lafayette Avenue and subsequently removed to old Nos. 915-17 Broadway. Studley and Ibbotson, stoves and heaters, were at No. 1070. T. & F. Meyer, signs and awnings, were at No. 1111.

There was a picnic ground about 1875 along Chestnut Street, now part of DeKalb Avenue, north of Broadway. John Treslow and D. R. James subsequently cut up these grounds into building lots. Lemaire Brothers' Hotel was at No. 1151; Charles Rader, paper dealer at No. 1200, Charles Muller's Restaurant at No. 1238. A grocery was in 1870 at Greene Avenue. Henry Kleemeyer, formerly located in South Brooklyn removed to this store at Nos. 1236-38 in 1878, it was a general store stock consisting of groceries, hay, feed, straw, etc. The 9th Sub-Pre. Police Station was in 1870 corner Greene Avenue. The People's Bank of Brooklyn was in 1905 at No. 1246, this bank had safety vaults. Phil. Kring, pianos, was at No. 1259. H. Germain's Notion store was at No. 1275.

At Grove Street and opposite Ralph Avenue was the Loftus Wood property with a frontage of 72 feet on Broadway running back to Bushwick Avenue 550 feet and an L 74 feet wide on Grove Street. There were two frame dwellings on these grounds and some stables and out buildings. The one house popularly known as the White House stood at No. 1329. Broadway (old Nos. 1259-61) subsequently the home of John King O'Berry, was sold to H. Von Glahn in May 1911 and was demol-

ished in 1913. Two-story buildings with stores were erected on the site 1913-14. The other house at 16-18 Grove Street was in later years used as storage house by a furniture concern. It was severely damaged by fire in 1924 and remains a ruin. Loftus Wood had an iron foundry on Kent Avenue and in later years he was the president of the Franklin Avenue Rail Road Company. He located here in 1860. This was the last large residence standing on Broadway. The owners were Loftus Wood, 1860-1884; Loftus Wood O'Berry, 1884-1896; John King O'Berry, 1896-1901.

The old Mott Mansion, a large frame building on Howard Avenue and Monroe Street, close to Broadway had been for years kept as a hotel by a member of the Mott family until it became the club house of the Connolly Club. The Bushwick Hospital Society was started in 1891 and was incorporated on March 7, 1893. The society purchased the plot 100 x 100 feet on which the Mott Mansion stood about 1896 for a sum less than 15,000. dollars. The hospital occupied the old frame structure for about 17 years. It was the third home of the hospital. The second had been the old mansion at 1038 Gates Avenue, where later the Kings County Republican Club had its headquarters. This second home had been opened on September 1st, 1894, as a non-sectarian hospital for epileptics. The hospital sold the Mott house in 1912 and purchased the site for its fourth home at the north east corner of Howard and Putnam Avenue and erected a brick building upon it in 1913. The Mott house was then taken down and the New Minden house erected upon its site.

The Lorremore Mansion stood in 1880 at the corner of Broadway and Quincy Street. An old frame building at the south west corner of Broadway and Quincy Street was used for a police station. The station subsequently was transplanted to another old house opposite and still later to Quincy Street and Ralph Avenue where it became known as the 154th Precinct Station house.

Wood, Harmon & Company Real Estate Office was at No. 1348, B. Benjamin & Company Dry goods store at No. 1359, Lemaire Brothers Café was at 1360. At Linden Street was the garden of Samuel M. Meeker running back to Bushwick Parkway. The other half of the block up to Gates Avenue and also extending to Bushwick Parkway was owned by Augustus Leverich and also used as garden. George C. Bennett, founder of the Williamsburgh Times, erected his two-story residence on Broadway between Gates Avenue and Palmetto Street about the end of the Civil War. It was subsequently moved to the centre of the block on Gates Avenue bearing the number 1090 on Gates Avenue. In later years the structure was known as Bushwick Mansion. It was taken down at the beginning of 1928. George C. Bennett was born September 24, 1825, in a suburb of London, England. He came to this country in 1836.

The Hart House stood on Broadway near Gates Avenue, on the site now occupied by the Presidential Apartment House. James H. Hart, who kept a jewelry store on Fulton Street, located here in 1868. The grounds took up the greater part of the block bounded by Gates Avenue, Ralph Avenue, Broadway and Monroe Street. Hart moved his residence later to the Gates Avenue side of his plot and the house was enlarged and altered and is now known as Hart's Hall. East and west of Broadway were lanes

leading to the homesteads of Suydam, Meserole, Bleecker, Schaeffer, etc., families. The 25th Ward House, kept in the early 70's by Captain J. R. Anderson was at the corner of Gates Avenue. Brown's Drug store was since about 1880 located at corner Gates Avenue. Christopher D. Mathews had his real estate office at 1367. The 9th Sub-Precinct Station house was on Broadway and Gates Avenue in 1870. This became subsequently the 14th Precinct occupying for the station house an old fashioned two-story frame house surrounded by a large garden on Broadway between Green Avenue and Grove Street in the 80's. In 1886 the station house is recorded as located at 1083 Broadway. In 1891 the 14th Sub-Precinct became the 20th Precinct and subsequently the 154th Precinct.

John J. Strebel sporting goods store was at No. 1390. L. Himmelreich & Sons haberdashery at No. 1415, Max Fritsche's Picture and frame store was at No. 1421, H. Heymann's Sons dry goods store at No. 1443, W. H. Agricola's real estate store at No. 1466, John H. Noethiger's sporting goods store at No. 1522, E. H. Meinhardt's Restaurant at No. 1544. From Weirfield to Halsey Street the block was occupied by Thomas Warren Field's vegetable garden and pear orchard. The Magenta Hotel was at No. 1576. The Bushwick National Bank was opened on the south east corner of Hopkinson Avenue at junction of Macon Street. A frame building was rebuilt in 1823-24 and a new addition built since on the Broadway side. William Dangler's Millinery store at No. 1679, Broadway storage house at No. 1712, H. A. Baker & Company's Department store was at No. 1720, Bert S. Clark, pianos at No. 1752.

Martin B. Euler's Broadway Park took up two blocks and was bounded by Broadway, Chauncey Street, Bushwick Parkway and Granite Street. This park formerly had been an apple orchard. Washington Park adjoined Broadway Park. Some of the old trees are still standing on the lots on the Broadway side. Martin B. Euler conducted both parks.

The French Fathers of Mercy purchased in 1871 land on Broadway near the New Lots town line. In 1872 the parish of St. Francis de Sales was organized. This became later the parish of Our Lady of Lourdes. About 1875 a frame edifice was erected and on October 4, 1896 the cornerstone of the brick edifice was laid on Aberdeen Street. This edifice was dedicated on December 10, 1906. The rectory is at No. 1875 Broadway.

Ditmas Jewell established in 1856 his grain and feed business at the junction of Broadway and Fulton Street.

The short remaining portion of Broadway is located in the former town of New Lots, the present 26th Ward of Brooklyn. Howard's Half House was the most noted of the road houses and a landmark from earliest days. It played its part in the Revolutionary War. William Howard, it is believed, built this tavern in 1715, it was enlarged in 1779 and in later times it was altered. It was demolished in 1893. The Halfway House stood at the junction of Broadway and Jamaica Avenue on the site of the present Railroad Men's Building. Wm. Howard kept the tavern until his death; his son Joseph was the next owner, he died in 1777. Joseph's son William, born in 1762, was living in 1852 on the farm in New Lots. One of his daughters, Catherine, married Phil Reid. The latter died September 24, 1893, at the age of 66. He erected the second

Howard House on Atlantic and Alabama Avenues in the 50's. After the Howards other men had kept the Halfway House as tenants. Among those were Col. Ogden Woodruff, Hiram Woodruff and Simeon Hoogland. The old structure had been for years neglected, its outside appearance had become rather shabby but inside it was well preserved. The Howard estate including then a few acres of land and the old tavern, was purchased in 1867 by the Brooklyn City Railroad Company. This company erected stables and car barns here. W. Car, the superintendent of the railroad car stables, resided for some time in the old building. The old car stables were taken down at the same time as the inn. A large piece of ground in back of the new stables was used for pasturing the horses. In 1880 it was first proposed to take down the old tavern. The work of demolition was begun on October 16, 1893. During the last years of service as a road house, the place was known as the Old Continental Hotel and as the Hunter's Home. At the time of the Revolutionary War a big white oak tree stood in the middle of the road, a little east of the Halfway House. Lightning destroyed this tree in later times. The stage coaches running from Fulton Ferry to Jamaica stopped at the Halfway House. The Flushing stage was the first public conveyance to accommodate the denizens of the Eastern District. As early as 1801 these stages ran from Flushing via Jamaica, New Lots and Bedford to Fulton Ferry. The Eastern District people met the stages at Bedford Corners or at Howard's Halfway House. Subsequently these stages ran from Flushing via Newtown and Bushwick to Williamsburgh and over the ferry, ending the trip at Chatham Square, New York City. Jim Fallis' Hotel and blacksmith shop was next to the Howard Halfway House. On the opposite side but near the Halfway House stood a row of cottages erected by Phil Reid about 1850. These cottages with gardens in front and rear had been a place of delight to the wayfarer, in later days they became dilapidated and were known as Italian Row, they were taken down about 1909. The cottages had been built on land of the Howard estate, a little east of Manhattan Crossing. The Augustus Ivans House stood near the Halfway House, Ivans was in 1858 authorized to lay railroad tracks along Broadway; heretofore he had been running a stage from Grand Street and Peck Slip Ferries via Broadway to East New York. The J. P. Bloomer house stood in the 70's between the Jamaica Plank Road (Fulton Street) and Broadway opposite Williams Place. The old Furman House stood in what is now the L Road yard, adjoining the former Breikopf and Tromer Brewery. It was a large building with white columns. It stood on the slope and towards the south spread the Furman Orchard. The latter was subsequently known as Spencer Orchard, Spencer having married into the Furman family. Mrs. Furman built a second house at Broadway and Manhattan Junction. This was moved to Conway Street between Broadway and Norman Place. It is painted a yellow color. Mrs. Furman built a third Furman House in the same vicinity which faces Broadway.

The Broadway Railroad Company received a charter in 1858 for running horse cars on Broadway and branch lines on Reid and Sumner Avenues. In the following year cars drawn by two horses were operated from Broadway Ferry along Broadway to Alabama, Atlantic and Georgia

Avenues to Jamaica Avenue. In 1861 a branch line was operated from Broadway Ferry along Broadway, Johnson and Bushwick Avenues to Montrose Avenue where the South Side Railroad Depot was located. These cars returned to the Ferry via Montrose Avenue, South 5th Street and 12th Street. These tracks were abandoned in 1876 and subsequently removed. About 1880 cars were drawn by steam dummies, at first all the way from the ferries to East New York, but after a severe accident had happened the steam cars were abolished from lower Broadway and four horses were now used to haul the heavy cars as far as Sumner Avenue, where the dummies were attached to haul the cars to East New York. About 1881 two horse-cars replaced the combination dummy and horse cars. The carbarns were on Broadway near Sumner Avenue and subsequently at the junction of Broadway and Jamaica Avenue. The office of the company was at No. 21 Broadway. The Broadway Rail Road Company was succeeded by the Brooklyn, Queens County and Suburban Rail Road Company. The Reid Avenue branch line ran from the ferry via Broadway to Reid Avenue, Fulton Street, Utica Avenue to Atlantic Avenue. The Sumner Avenue branch line ran from the ferry via Broadway, Sumner Avenue, Fulton Street and Troy Avenue to Bergen Street.

The Ralph Avenue branch line had its depot at Ralph Avenue between Atlantic Avenue and Pacific Street. About the early 90's cars began to run from Broadway Ferry via Broadway and Ralph Avenue to Atlantic Avenue. This line not proving a success, trolley cars were subsequently run from Park Row via Brooklyn Bridge, Fulton Street, Myrtle Avenue, Broadway and Ralph Avenue to Atlantic Avenue. Another change came when the Williamsburgh Bridge trolley service had been installed viz: from Delancey Street, Manhattan, via this bridge, Broadway, Ralph and Rockaway Avenues to Canarsie. The Cypress Hills Extension line was in later years opened from Fulton Street and Alabama via Fulton Street to Cypress Hills Cemetery. The Sumner Avenue carbarns extended on the block between Troy and Albany Avenues from Bergen to Dean Streets.

The stables of the Reid Avenue car line were on Reid Avenue from Chauncey to Marion Streets. The Broadway line cars were painted a buff color and carried a white light with red centre. The Reid Avenue cars were of a green color and had a green light; the Sumner Avenue cars were of a white color and carried a white light. The first open car ran from Broadway Ferry to East New York in the Summer of 1866, the car was drawn by six white horses. It had seats for forty passengers. The superintendent of the railroad, Crandall, handled the reins. Those invited guests for this first trip were entertained at the Howard House on Atlantic Avenue, then called a palatial hotel. Among the guests were G. S. Thatchford, James Fitzgerald, Squire Hickok, Ivans (father of the later Republican Candidate for Mayor about 1890), Mathew Capon, Editor of East New York Sentinel, C. W. Collier, C. Frank Collier, Thomas Jefferson and Herman H. Schwitering.

A petition for the opening of South 7th Street was granted on January 2, 1834. Broadway was a country road, there were a few houses along its line but it was not much of a thoroughfare. Though the streets had been laid out and lines had been run and stakes had been driven by

surveyor Ewen, still but few had been opened and worked. The boom in lots had not quite commenced. Improvements were mainly limited to the original settlement, the north side. It was in the neighborhood of ropewalks, distilleries and business places generally. The first village trustees elected were Noah Waterbury, Abraham Meserole, Thomas T. Morrell, Lewis, Sandford and Peter Cornell. A majority of these belonged to the south side and this section received some attention but down to 1835 no great improvements were made. But now began the era of speculation in lots. The lower ferry was established running from Broadway to Peck Slip in New York City, streets were opened, graded and paved. This had the effect of starting up prices of real estate. Lots went up on Broadway to 250. dollars and corner lots sometimes brought 300. dollars.

In the 60's Broadway was widened twenty feet on the north side of the street from the river to Bedford Avenue and on the south side of the street from Bedford Avenue to Hooper Street. The houses were moved back. The Williamsburgh Savings Bank purchased the site on the corner of Driggs Avenue, 112 x 100 feet, for the sum of 110,000. dollars. This plot with the house upon it could have been bought for 20,000. dollars prior to the widening of Broadway (South 7th and part of the South 6th Street) Broadway is now 100 feet wide between the river and Bedford Avenue and 80 feet between Bedford Avenue and the junction of Fulton Street.

Present Division Avenue was for a time part of the main road, as Broadway from Keap Street toward East New York was originally called Division Avenue and both parts formed a continuous road. Later a part of South 6th and all of South 7th Streets were incorporated in the main road, called Broadway in 1861. At first, after this combination road had been made it was called Division Avenue and the original Division Avenue, from the river to Hooper Street was renamed Broadway. The name Broadway could long be found on the markers on some houses along Division Avenue, there may be some there yet. A marble slab inscribed Broadway was on the Oliver house on Division Avenue. The house of the old Williamsburgh Watchman, Hawkes, at the corner of Wilson Street had such a sign, also Bode's Butcher store on the same intersection. Eventually the name Broadway was found more desirable for the main thoroughfare and it was applied to it and Division Avenue became once more Division Avenue.

Eckbert and Smith ran in 1855 the Division Avenue stage line, these stages ran over the full length of Broadway for several years when tracks were laid and horse-cars began to run in 1859. In 1880 a steam railroad was started running from the ferry to East New York. After a short while a serious accident caused the abandonment of steam operated cars on the lower Broadway. The cars, large and heavy as they were, were hauled from the ferry to a point above Sumner Avenue by four horses. Here a dummy engine was attached which pulled the cars to East New York. This steam line had been inaugurated with the hope that it would help building up the lands along its line and at East New York. In 1882 the dummy cars were discontinued and the lighter and smaller

horse-cars were put on the entire route. At that time very little was built upon above Flushing Avenue and there were vacant stretches below Flushing Avenue too.

Above Flushing Avenue were here and there substantial blocks, but they were few and far between. There was even an occasional row of flat-houses, but for the most part the dwellings were isolated with rather large grounds around them. Then there were rows of temporary one-story shops. The breaks, unbuilt upon, sometimes extended for two or even three blocks and after passing Gates Avenue there were with the exception of a row of frame houses above Woodbine Street, not more than a half dozen houses on the mile and a quarter to the old Howard Halfway House where Brooklyn terminated.

An old house stood in 1894 on the north side of Broadway west of Ralph Avenue. The building stood about forty feet back from the street, it had a porch in front. The space in front of the house was the parking place of vans and the depository of comparatively useless odds and ends. Ten years earlier this was the precinct police station, the front yard was a well kept grass plot, with flower beds and rose bushes, the pride of Sergeant Buckholst. The police had then moved to more pretentious quarters on Gates Avenue and the old house was occupied by a dealer in second hand goods.

When the Broadway "L" structure was built in 1888 a derrick broke while hoisting a girder at Fayette Street. The girder fell upon a passing Reid Avenue car and several people were killed.

A clock on Broadway told the time of the principal cities of the world.

Noah Waterbury was the first president of the Williamsburgh City Bank organized in 1852, he resigned in 1861 and was succeeded by Nicholas Wyckoff who held the office until his death in 1883. The bank became the First National Bank of Brooklyn in 1865 and became a unit of the Bank of the Manhattan Company in December 1928.

The Farmers & Citizens Bank had gone out of existence in 1868 and the bank building had been used for a time as a hotel by Burgdorff. About the time when the 23rd Street ferry was opened Michael Minden leased the building and started the Minden House. Mike Minden acquired his early hostelry experience as a bartender at James Walkely's resort, known as the Doctors at 6th Avenue and 31st Street in New York City. From there he went to the Hoffman House. He opened his first establishment on 6th Avenue, New York. Then he opened the Minden House which he had remodelled into one of the finest cafés and restaurants in the country. After the Williamsburgh Bridge had been opened and the ferries were deserted he opened a place at Broadway and Myrtle Avenue, then another place at the Williamsburgh Bridge Plaza on Delancey Street, New York. Again he started a café at Jamaica Avenue and Washington Street, Jamaica, and finally the New Minden House at Howard Avenue and Monroe Street. Upon the death of Hiram Howe, Minden also continued the latter's famous Ocean Parkway Road house, a celebrated rendezvous in the days of the race courses at Sheepshead Bay, Gravesend and Brighton.

William Lake, a native of Ireland, was the contractor who opened

the first streets in the village. Whenever he needed more men he had them sent over from his native isle. To invest their earnings he and his sons built the very substantial brick building on the north east corner of Kent Avenue, known as the Kings County Hotel. In the earlier days before the savings banks had been proven a success to everybody's satisfaction, the usual way of investing surplus capital was to build. Contractor Moore thus erected Washington Hall. The merchants erected stately mansions, in the construction and furnishing of which the best material was used. The land owners freely contributed to building of churches, they were bountifully rewarded for their liberality. In those days the population followed the churches, while in our days the churches have to try to follow the population. The owner of a large tract of land had it surveyed and laid out into blocks. He could afford to offer to a congregation the site for a church building in the centre of his tract, free of any charge. The block upon which the church was erected became the centre of the settlement, all around lots were sold and houses erected, while the block upon which the church stood remained an undivided lot on the map in the tax office, exempt from taxes. In course of time when the section had been built up, the lots on the central block became rather valuable and the owner was then rewarded for the donation of the site as well as his contribution to the building fund of the church.

Edward Neville ran the Kings County Hotel he opened a billiard parlor and had a reading room where the daily newspapers were kept on file, Col. Webb's Courier and Engineer, Brant's Evening Post and Stone's Commercial Advertiser. Passengers crossing the ferries made this their stopping place and while waiting for the boat fortified themselves for the trip. To wait a half hour for the boat and spend another half hour on the trip was the usual thing; sometimes it took a good deal longer, it depended greatly on the tide. Neville, himself lost his life, by falling off a ferry boat, his body was recovered subsequently in the East River.

South of the Kings County Hotel across Broadway stood the famous stone house of Capt. D. Griswold, grim but large and stately. It was owned and probably occupied for some time by David Dunham, who also lost his life by drowning in 1823. The Dunham Mansion stood north of the Kings County Hotel on Kent Avenue, whether David Dunham, or his son David Ross Dunham or both occupied this mansion appears uncertain.

Most of the gay assemblies, balls, dances, etc., took place in these three buildings, the stone house, the Kings County Hotel, and the Dunham Mansion. Hanfield and Huff ran the stone house as a hotel for some time and later opened a resort on the sandbluff along the river, replacing thus the stone house. The members of the militia used to assemble in the stone house. On the north side the Fountain Inn and the North American Hotel were the places where many gatherings were held. But the south side and north side both made up sleighing parties running to Collier's Tavern at Maspeth, John I. Snediker's on the Jamaica Road at Cypress Hills and to Caleb Weeks at Jamaica.

The Williamsburgh City Fire Insurance Company whose building later occupied the site of the Kings County Hotel was organized on March 23, 1853, with a capital of 150,000. dollars, which was increased in

January 1867 to 250,000. Edmund Driggs was the first president. One reading the array of men which constituted the first board of directors of this pioneer corporation is impressed by the power and energy represented by these names. The list makes it plain to the reader that the public interests of the Eastern District were in the hands of men of the highest standing in their communities, they were not men of Williamsburgh only but also of Bushwick and the neighboring town of Newtown. This is the list:

Edmund Driggs	Mills P. Baker
John A. Cross	Richard Berry
William J. Pease	James D. Sparkman
Nathaniel Briggs	Nicholas Wyckoff
Thomas Truslow, Jr.	Reuben Withers
John E. Forbes	John K. Woolsey
William Cooper	Daniel Maujer
Hiram Russell	John Penfold
Jabez Williams	William Marshall
Daniel Powell	John J. Van Alst
Peter Cooper	Henry S. Leverich
James L. Truslow	Aaron C. Underhill
Charles H. Marshall	James M. Waterbury
David Provost	William Wall
Abraham Vandervoort	John E. Davidson

The flour mill at the corner of Dunham Place was built in 1869 by Tonjes, Hoeft & Company. After Hoeft had died in 1876, the firm became Tonjes, Moller & Company.

The Gretsck building on the south side of Broadway was built in 1915.

Gothic Hall on the south west corner of Berry Street, kept by H. B. Gee, was a great resort for horsemen. Gee was succeeded by William Hathorn. The building was torn down about 1897 to make room for the Manufacturers National Bank. Gee's son Abraham was for many years chief clerk in the Navy Yard. At one time he kept the Monitor House on Berry Street, back of Thurston's paint store, which was on Broadway.

McGarey's Iron Works were on the north side of Broadway between Berry Street and Bedford Avenue. The Masons met in the original Smith & Gray Building on the north side of the street west of Bedford Avenue, which was in those days an immense structure. In 1922 the Eckford Club was located at No. 95. The organization was founded in 1865 as the Eckford Baseball Club of Williamsburgh and subsequently became known as Eckford Social Club and finally as Eckford Club.

William Henry's ropewalk long blocked improvements in this vicinity but it gave employment to many people. On the site of the heckle lot this plant Washington Hall was erected. The Theatre Comique was located in this building. Jake Berger, also known as Jake Berry, was the Manager. He had wagons running supplying the public with "Dr. Brown's", a soft drink. Prior to that the theatre was managed by Theall and Carton, James E. Carton being the comedian. Half of the first floor was used for the bank, the other side was occupied by a general market, known as Washington Market. This was a famous

market in its days, at which the housewives were wont to get their daily and weekly supplies. The basement floor was divided into stalls and was occupied by a number of small tradesmen, express and telegraph offices. Among these were Henry Engelker, who remained until the building was sold to Smith & Gray and torn down. Charles Reese, a tailor, also was a life-long tenant. Tom Brown's billiard parlor was at one time in the basement. When the market was discontinued, the first floor was divided into offices. Among the tenants here were the Atlantic and Pacific Telegraph Company, Husted's Express also had an office here and under the stoop leading to the theatre was Beardsley's Restaurant. When the bank removed Walter's billiard parlor was established there and Sumner and Dolan's Real Estate office Exchange. Among the other firms occupying that part of the building were Avery and Pendleton, fire insurance, Ridgen and Thomas, real estate, and Burroughs, the latter. On the Bedford Avenue side was Meyer's Candy store, next to it was a drug store. Then a man named Husted leased the basement floor for a shooting gallery of which the leading business men were liberal patrons and many of these became expert shots. At one time there were ten tenants in the basement, more than all the tenants upstairs put together. In those days the tenants had to go for water over to the pump where later the Empire Theatre was built. After Theall and Carton's tenure had expired the theatre was leased to Jake Berger. It appears that Theall and Cartons and J. S. Berger exchanged theatres; perhaps not by a friendly agreement, Berger may have offered a higher rent then secured the lease in Washington Hall; but nevertheless it was an exchange of places. When Berger later left to open the Lee Avenue Academy, the Theatre Comique became Gray's Theatre, but the old name "Comique" was still used by the public for the place. Hooley, before the days of Hooley's Opera House, was an end man in the minstrel show given here. Johnny Thompson, in his famous play "On Hand" was a prime favorite in that period and good prices were charged for admittance. J. J. McCluskey, who wrote "Across the Continent" and other plays, and Gus Williams were among the actors who appeared here. When the site was finally purchased by Millard Smith for the sum of 90,000 dollars, he gave the contract for the demolition of Washington Hall to George Lanzer and another landmark disappeared.

Dr. Barker's drug store was located at old No. 145 South 7th Street.

Broom-Corn Smith lived in a detached house on the north east corner of Broadway and Driggs Avenue on grounds extending east. This house was torn down and a large building was erected on its site. Latimer's Carpet store, William Howe's furniture and Carpet store and Jacob Bros. piano store occupied this building.

Andrew Harman, Sr., kept a butcher store on Broadway and Bedford Avenue, his packing house was at the corner of Roebing Street; he also resided there. His sons drove the wagons delivering meat to the grocers, who at times, in the 50's sold meat as well as liquors. Harman's stables were about where the Post Office now is located. At one time there were three buildings on the open space in front of the Post Office site. The smallest of these was moved to Ross Street about 250 feet south of

Marcy Avenue; the law would not permit the erection of a frame building on the site, so this frame structure was repaired until it had grown into a three-story and basement dwelling.

When Broadway was widened between Havemeyer Street and Marcy Avenue a row of four large brick houses were moved with some of the tenants living in them. There was a lot from Havemeyer Street to these houses and Burcham's Coal Yard from the houses to Marcy Avenue. The Burcham brothers were carpenters and builders. They built five three-story and basement houses on Ross Street and Marcy Avenue, three on Marcy Avenue, between Ross and Rodney Streets and five on Rodney Street and Marcy Avenue. On Broadway they moved four frame houses and a detached frame house to the rear end of the lots and built a row of one-story stores. Honeywell's fan factory was on the corner of Havemeyer Street, when Broadway was widened this plant was moved to the rear of the lot and thereafter faced Havemeyer Street between Broadway and South 9th Street.

Dr. Holmes' Hospital stood on the south side of the street near Marcy Avenue. The doctor had his farm house on Marcy and Division Avenues, with an old barn, shay, oxcart, cow, chicken, pigeons, a big monkey and a dog born with three legs. When this dog died the doctor embalmed the animal and put it in a glass case which stood for many years outside his drug store near Marcy Avenue. Dr. Thomas Holmes was one of the first men to embalm bodies of officers and soldiers of the Civil War.

Harvey G. Law's mat factory was on Broadway opposite the original Hewes Street. The Nigger Pond included the site of the Lincoln Savings Bank on Boerum Street. The little fountain which stood in front of the Kings County Savings Institution was removed in 1888, when the L. Structure was built and moved to Zindel Park bounded by Broadway, Throop Avenue, Middleton and Lorimer Streets, it stood on the Lorimer Street end of the park. Meyer's Stationery store was at Broadway and Gerry Street, here law blanks could be bought. After the firing on Fort Sumter the first flag hung at halfmast, appeared at the medicine and chemical works at Broadway and Whipple Street.

The thoroughfare which is known today as Broadway was constructed in 1850 across the salt meadows or swamp, the old wagon road was utilized wherever it was possible. Traveling along this road had been extremely disagreeable, on account of the miasma from the low ground and rain and snow storms sweeping across the road without hindrance. The stretch from Division Avenue to Flushing Avenue was in 1840 sparsely built on and the tide passed through it from the Wallabout Creek to Newtown Creek. The Wallabout Creek crossed the road at Wallabout Street and it was contemplated to extend the creek to Newtown Creek; thus creating a canal through which the tide would have flowed. However houses were erected on the side of the creek, the occupants throwing garbage and ashes into the water partly filled up the creek. The Board of Health then ordered the City to fill in the creek in order to abolish the nuisance. In 1855 the new road was graded and paved.

Additional ground was purchased in the early 30's by the Ferry Company for the slips, etc., of the 23rd Street Ferry on the north side of Broadway, around the old Farmers and Citizens Bank building.

Obadiah Harned, a cigar maker, was located in the 60's at 91 South 1st Street. Prior to the Civil War cigar makers made the cigars which they sold to their customers in their homes. The war brought a tax, levied on cigars and tobacco. In order to enable the government to secure this revenue, certain places were licensed as cigar shops, each one was given a number and the revenue stamps were to be sold to these shops only and the shop keeper had to give an account of raw material used and of all the cigars sold. In consequence of this the individual cigar makers had to give up making cigars in their homes and had to do their work in a licensed place. Thus the man with more enterprise than others, opened a cigar store and had some of the other men make cigars in this store, often a rear room was the work shop. Thus all the big cigar factories in New York City originated. The first shops were started in the Bowery and in the early 80's practically all cigars were made south of Stanton Street. The firm of Harned Brothers became a landmark at the lower end of Broadway, in the 80's their place was known as No. 18 Broadway.

Rockfeller Brothers, painters, were then at No. 22. The former Genessee Mills at No. 10 South 7th Street were in 1865 known as the Williamsburgh City Flour Mills. On the site of the old mill building the Liebman Building was erected in 1883 or 84 for the Brooklyn Daily Times which was then owned by Bernard Peters. Sylvester Tuttle established his coal business in 1841, he died in 1874. Unloading coal by horse power was abolished when the Tuttle concern bought in 1865 a block of waterfront on the Wallabout between Ross and Wilson Streets and built the first coal pockets in Brooklyn. James Rodwell, a builder, had his office in 1865 at No. 21 South 7th Street, and twenty years later at 45 Broadway. He was born in England in 1823 and came with his parents to New York in 1831 and three years later to Williamsburgh. He was a member of Christ Church, Protestant Episcopal. He built the church of St. Vincent de Paul on North 6th Street. St. John's College and St. Mary's R. C. Church on Maujer Street, the Universalist Church (All Souls) South 9th Street near Bedford Avenue, the building of the Williamsburgh Gas Light Company on Bedford Avenue and South 2nd Street and the 47th Regiment Armory at Marcy Avenue and Lynch Street.

T. E. Wallace was a carpenter by trade. In 1873 he established a men's furnishing goods store at 61 Broadway, in 1876 he enlarged his plant and occupied No. 55, three years later he added No. 53 and purchased No. 104 Second Street, next to the corner. After three years more had passed he purchased in 1882 the corner building. He now formed the several parts in one large store.

William Kampfmüller opened the first bird and gold fish store in Brooklyn in 1869 on Broadway between Berry Street and Bedford Avenue. In later years he was at No. 71 between Wythe Avenue and Berry Street. He had several gold fish ponds out on Long Island. Next door at No. 73 was the gents furnishing goods store of A. W. DeGraw.

Robert Thurston was a paper hanger living in the 60's at No. 57 South 2nd Street. In the 80's R. Thurston's Son was the sign over the store at No. 77, where paints were sold. Elijah B. Bundick, tailor, was in the 60's at No. 76 South 7th Street and in the 80's at No. 90 Broadway. Wirth Brothers, Jewelers, were located at No. 92, the elder brother had started the business at No. 96, Henry C. Reimer, a printer, was located at No. 99. George W. Coger came to Williamsburgh in 1859 and bought the branch store of the plumber, John A. Brush at No. 11 South 7th Street, he later removed to No. 20, in 1867 to No. 1031 Broadway, in 1882 to No. 104. He did the plumbing work in the buildings of the Williamsburgh Savings Bank, the Kings County Savings Institution. He installed hot air furnaces in the 60's, Edward Carley, plumber, was also at No. 104. August Jahn established his florist business at No. 108, he was located there for many years and then removed to Nostrand Avenue beyond Fulton Street. Jacob Morch, jeweler, was located in the 60's at 180 Grand Street and twenty years later at No. 110 Broadway.

Edward Smith started his Williamsburgh business in 1864 in company with his brother-in-law Allen Gray, opening a clothing store on Fourth Street. Before the close of the Civil War they established a clothing factory on Broadway and in 1868 removed their store to Broadway. In 1870 they built the large store on the north side of Broadway, this was known as No. 91. They erected a building on the corner of Greenpoint and Manhattan Avenues which was opened in 1877. The Smith building at No. 60 4th Street was occupied as a factory in 1881 and the ground floor used as an additional store. The big building on the south east corner of Bedford Avenue was erected in 1886, replacing the older store on the north side of Broadway.

John S. McKeon had been a member of the firm of Gray, McKeon & Company, his later partner Todd had started in the clothing business about 1863. In 1878 the firm of McKeon and Todd was formed which located on south west corner of Broadway and Bedford Avenue. Wrights Business College was established in 1873 by Henry C. Wright and was located in the 80's at north east corner of Broadway and Bedford Avenue.

Edwin Gateson, a plumber, was in the 60's located at No. 38 South 7th Street and in the 80's at No. 125 Broadway. Cornelius Jansen, a painter, living in the 60's at 139 4th Street, kept a painters supply store in the 80's at No. 127 Broadway. Charles H. Berry, a sign painter, was located in the 60's at 97 South 6th Street and in the 80's at No. 144 Broadway. Charles Weber, photographer, was at No. 130.

Brainard G. Latimer established his carpet business in 1855 on Grand and Roebling Streets, afterwards locating at 196-8 Grand Street. In 1865 the firm was known as Latimer Brothers at No. 186 Grand Street. The firm removed to Broadway and Driggs Avenue in 1884 and finally to Flatbush Avenue. Richard M. Howe's furniture store was located in the 60's at 114 (old 87) Grand Street. In 1874 the firm became R. M. Howe & Son. The elder Howe died in the following year. His son carried on the business under the firm name of R. M. Howe's Son. Wm. N. Howe, the son, opened in 1876 a larger store at No. 148 South 4th Street and removed in 1883 to 191-193-195 Broadway.

Annie F. Lawrence, costumes, was located in the 80's at No. 164 Broadway, when Roebling was widened and room made for the bridge approach, the store was removed to South 8th Street and Roebling Street. W. C. Carrick, dealer in painter supplies, was at the corner of Hewes Street. William H. Wilkeyson, a painter living at 166 South 6th Street in the 60's, established his business in 1858. His paint and wall paper store was in the 80's at No. 277 Broadway.

Peter Bertsch established his business of Japanning and painting and gilding in 1863 at 64 Montrose Avenue. In the 80's he was located at No. 374 Broadway. F. Gretsch at No. 379 was a manufacturer of small musical instruments, Henry Williams, a plumber, was at No. 404. George Lyding, dealer in pianos at No. 487. James S. Schneider, a sign painter, established his store at No. 571, selling the paints, oils, dyes, and chemicals in the 80's. After years he retired and sold the business which was later removed to Broadway near Myrtle Avenue. Henry Batterman's old store at the junction of Broadway and Manhattan Avenue was in 1884 after many years occupied by William Batterman's carpet store. A. Pfaendler at No. 683 was another manufacturer of musical instruments, of the smaller kind. E. E. Bunce's flour and feed business was at No. 825, he had another place at No. 1138 Myrtle Avenue. Theobald Engelhardt, the architect had been with his father in the carpenter business in the early 80's he was located at No. 14 Fayette Street, thereafter he erected his house on the corner of Broadway and Wall Street, now called Arion Place. Henry Haller, the photographer, was in the 80's at No. 149 Ewen Street.

James H. Hart kept his jewelry store in the 60's at No. 241 Fulton Street and resided in 1865 at No. 19 Greene Avenue, in the 80's his store was located at No. 313 Fulton Street.

F. Sprower's Brush factory occupied since 1879 the four-story building at No. 18 Broadway. The Williamsburgh Shades, a hotel in the 50's was located at the corner of Dunham Place. C. Olandt had lived in Greenpoint since 1852, where he kept a grocery, he retired in 1880. After two years rest, he opened a hat store at No. 61 Broadway. He had come to the United States in 1840. E. F. Gaylor, architect, had worked with his father since 1868, in 1881 he opened his office at No. 66. John Teore, a native of London, came to Brooklyn about 1845. In 1859 he opened a real estate office at No. 74 Broadway, where he was located in the 80's. He was the agent of the Wall estate and other estates. Samuel T. Maddox, born at Williamsburgh in 1853 opened his law office at No. 77, in 1877. William Morgan established his real estate office in 1843, in 1857 he admitted his son John B. Morgan into partnership. The elder Morgan died in 1877, his son was located in the early 80's at No. 85 Broadway. E. J. Stollwell established in 1870 his Sportsman's Depot at No. 86. Hurd & Grim opened their law office in 1881 at No. 89.

The Long Island Roofing Company, J. W. Ellis & Company proprietors, was founded in 1838. In 1857 the son of the founder came into possession. The factory was located at the corner of Flushing Avenue in the 80's. About 1840 John Hawkes built a cottage on South 7th Street just west of Berry Street, some years later this was converted into a store and became known as No. 104 Broadway, it was occupied by Worth

Bros., jewelers. The Phenix Insurance Company established in 1853, started a branch at No. 98 Broadway in 1869. A. S. Crowell was the manager of the branch. Richardson Brothers photographic gallery was opened in 1879 at No. 107. William O. Sumner's real estate office was in the 80's at 120 Broadway and No. 76 4th Street. R. L. Jones established his millinery store about 1860, he was located in the 80's at No. 190. The Broadway Hotel with billiard and pool room at No. 220 was conducted by Claus Kuck since 1880. Next door at No. 222 was H. Milthack's confectionery store. Milthack came to the United States in 1863.

George G. Kendrick, undertaker, was at No. 274, M. F. Lindhorn established his flour, feed, grain and hay business in 1873 at No. 384-86 Broadway and 332 Rutledge Street, Oschmann became his partner in 1881. George A. Meyer came to the United States in 1859 and established his business in 1869. He sold wall papers, picture frames, window glass, etc. In the 80's he was located at No. 504. I. Lowenthal, born in Germany, came here about 1847, his clothing store was since 1876 at No. 596 between Thornton Street and Flushing Avenue. Jacob N. Herrle, established his tea and coffee store in 1878. Since 1880 he was located at No. 624 at the corner of Sumner Avenue.

Joseph Ryan started his painter supply and paper hanging business in 1877 on Broadway near Lafayette Avenue. In 1880 and 1881 he erected the two buildings at Nos. 915 and 917 at the corner of Reid Avenue. The store was wiped out by fire at one time. George Forrest came to Brooklyn about 1858, he opened a painter supply store on Broadway in 1870. In 1877 he removed to 939, opposite his former place. James and Oliver Johnston formed in 1882 the firm of Johnston Brothers and started their famous grocery house on Flatbush Avenue and Nevins Street. They had branch stores at Broadway and Ralph Avenue and at the corner of Wythe Avenue and Clymer Street. C. E. Day and Brothers drug store was located at No. 1002 at Ralph Avenue. The telegraph office was in their store in the early 80's.

C. Krick came to the United States in 1849 and settled at Williamsburgh. In 1867, he went to Broadway and started a nursery at Nos. 1097 to 1107 Broadway on the north side between Bleecker and Menahan Streets. His grounds covered two acres, and had twelve hot houses. About 1880 a number of detached houses were erected in this neighborhood. Henry Kleemeyer came to the United States in 1867, and to Brooklyn in 1868. He kept a grocery, hay, straw and feed store since 1878 at No. 1236-38 Broadway in the vicinity of Hancock Street.

The Eckford Club was since 1854 one of the finest amateur baseball organizations in the Atlantic States. In 1865 the club was organized as a social club and had adopted the crest of the Eckford family of England for its seal.

Judge Adolph H. Goetting, born in Germany in 1847, came in 1852 with his parents to this country and the family settled in the 16th Ward in Williamsburgh. His law office, in later days, was at No. 115 Broadway.

Miller's Hotel was located in 1895 at No. 17.

The Nassau Trust Company started business in 1888. A. D. Wheelock, born in Massachusetts in 1823 was the first president, the bank located at No. 101.

A new police station was opened on Broadway near Driggs Avenue on January 30, 1905.

J. W. Smith located on the south west corner of Broadway and Hooper Street at the junction of Division Avenue, established his harness and saddlery business in 1872.

The Corn Exchange Bank of New York secured control of the building formerly occupied by the Broadway Branch of the Williamsburgh Trust Company at the corner of Myrtle Avenue on March 26, 1908.

A fire at Broadway, Hart and Lawton Streets on January 4, 1893, caused a loss of 200,000. dollars. The Bedford Cutter and Grassman Department Store later located here.

The Peoples Bank at Broadway and Greene Avenue was opened on May 1, 1893, the new bank quarters were opened here on January 20, 1898.

The corner of Broadway and Greene Avenue was selected for the site of Postal Station S. on August 10, 1892.

The department store of H. A. Baker & Company was located at Broadway and Cooper Street, fire on June 10, 1905, caused a loss of 120,000. dollars. Subsequently Burden & Company (Peter Burden formerly located on Manhattan Avenue, Greenpoint) had their department store here, which also was destroyed by fire on February 11, 1911.

The old house which stood upon the grounds purchased by the French Fathers of Mercy in 1871 was used as a summer residence. The first edifice of St. Francis de Sales was erected in 1875 on the corner of Broadway and De Sales Place and the Rev. Guicheteau was put in charge; the church is now known as the Church of Our Lady of Lourdes.

The numbering of houses along Broadway having been revised in the 80's, change of location of some of the stores having taken place and new ones added, it may be advisable to insert a list of a number of establishments as they were known in 1890.

Nos. 5-9 the Minden House

12 Peck Slip Hotel

15 Broadway Hotel

16 Louis G. Mertz Café

17 Henry Stamper Cigar Manufacturer

18 Osterman's Hotel

19 Kings County Hotel

22 Jacob Wolfson Cigar Manufacturer

23 George Seidenzahl Cigar Manufacturer, established 1863

31-35 Kings County Milling Company

39 Samuel Himmelreich Gents Furnishings, had a branch at 295 Broadway

45 James Rodwell Mason and Taylor and Fox Real Estate Office

48 Henry F. Koch Ticket Agency and Cigar Store

49 John E. Higgs Umbrellas

53-59 Thos. E. Wallace & Brother, Gents Furnishings

54 City Hotel

- 60 Stephen G. Burroughs Mason
- 66 John L. Rebham Printer, H. Demas Strong Lawyer and Lomis, Williamson & Company Neckwear Manufacturers
- 73-75 George F. Leyh Optician and Trussmaker
- 74 Thomas Gibbons Mason and John S. Collins Spring Bed Manufacturers
- 77 William Kampfmüller Sporting Goods
- 87 William Young & Company Hatters
- 82 Archibald N. McBean Lumber with a branch at 95 Gwinnett Street
- 83 Edward M. Holt Rubber Goods
- 85 John B. Morgan Real Estate
- 92 Henry C. Renner Printer
- 100 John M. Petersen Optician
- 101 Nassau Trust Company
- 102 Office of Catholic Youth
- 102 Parks Brothers, Paper Makers and James Delaney Printer and Heim Brothers Printers
- 103 German American Real Estate Title Guarantee Company
- 104 Worth Brothers Jewelers
- 108 Parr and Plough Photographers
- 111 Office of Brooklyner Courier, Arthur C. Huene & Brothers Printing Shop
- 113 Richardson Brothers Photographers
- 126 Frederick Wunder Millwright
- 128 August Jahn Florist
- 130 Jacob Morch Jeweler
- 150 Charles Gerlach Photographer
- 153 Joshua Stevenson Photographer
- 160 Peter Relyea Undertaker, Alanson F. Briggs Photographer
- 185 Brainard G. Latimer & Sons Carpets
- 192 Edward M. Williams Sewing Machines
- 193 R. M. Howe's Son Furniture
- 195 Jacob Brothers Pianos
- 201 Henry Jarvis Shirt Maker
- 220 Martin J. Glynn Dealer in Teas, with a branch at 1794 Fulton Street
- 225 Jacob Harman Provisions
- 243 Augustus E. Lawrence Costumer on corner South 8th Street. Louis Herbert & Company Window Shades
- 250 John H. Baptiste & Company Printers
- 270 Matthew Macnair Dealer in Toys
- 290 M. M. Dugan Health Food
- 307 John Weidenroth Photographer
- 308 Samuel Stuart Stoves
- 320 Dolan Smelting Company at corner Rodney Street. D. G. Yuengling, Jr., Brewery Depot
- 348 Esther Smith Umbrellas
- 369 George Beck Baby Carriages

384 Livingston and Wenzel Druggists
 392 Matthew Smith Mason
 431 Augustus H. Voegel & Company Novelties and Yarns, Solomon Sinsheimer Waistbands, Schwab & Riel Surgical Instruments. On August 5, 1896 a fire in this building caused a loss of 50,000. dollars, another fire on February 10, 1909 destroyed the building at 433 with a loss of 150,000. dollars.
 464-476 Peter Bertsch, Coach and Sign Painter
 474 Frank W. Benner Musical Instruments. Corner Johnson Avenue: Vollkommer & Company Hay and Straw
 510 John B. Schmitz Metal Worker. Corner Boerum Street: Fred W. Vollmeyer Teacher of Languages
 551 Ruchl & Son Printers
 575 Samuel Oppenheim Dealer in Second Hand Books
 696 Frank J. Lang & Sons Truss Makers
 629 Frank J. Buchwalter Hatter
 634 Emil Pfretzschner Provisions
 638 The National Game & Toy Company, George A. Meyer Novelties
 653 William Goehringer Furniture
 674 Robert Palmer Novelties
 679 F. Wetherall Photographer
 681-83 Frederick Weisbrod Butcher was located here since about 1862 for many years
 690 Albert Wiener Hatter
 691 Phillip Herrschaft Hatter
 708 Philip Levy Clothier
 709 Jacob Wolf Photographer
 714 Blasius Allgaier Shoe Dealer
 716 Eisenbach & Company Gents Furnishings with branch at 620 Broadway
 722 Herman Scheidt Baker
 738 Stultz & Bauer Pianos
 740 Joseph Westheimer Gents Furnishings
 749 Henry Batterman Dry Goods
 756 Kannofsky & Zimmerman Milliners
 760 George Keim Milliner
 762 Peter Hoenighausen Provisions
 763 Frank Mayer & Company Clothiers
 767 Bernard Mintz Pawn Broker and Jacob N. Herrle Dealer in Teas
 772 Michael Metschler Dealer in Teas
 773 M. Pfaendler, Notions
 776 Fink Brothers Bakers
 785 Joseph Link Sporting Goods
 796 Gaus & Miller Wholesale Grocers
 807 Richard Domarenius Wood and Willow Ware
 809 Louis Stutz Provisions
 810 Isaac Rostovsky Watch Maker
 822 John J. Wanzel Confectioner
 829 Samuel A. Weber Dancing Teacher

836 J. M. Grube Truss Maker
 838 John A. Schwarz Furniture
 839 C. Traum Furniture
 842 Charles Fredericks Photographer
 850 E. F. Wagner Photographer
 851 Henry Schneider Provisions
 857 The Great Atlantic and Pacific Tea Company
 867 Frank Naehrer Stoves
 877 August Severin Druggist
 878 Mueller and Hartmann Watch Makers
 887 Walter & Hunterburg Dealers in Teas
 889 Haecker & Kueck Hatters with a branch at 198 Grand Street
 908 Peter Trombetta Photographer
 931 Richard Heine Trunk Manufacturer
 933 Bernard Faber Paper Dealer
 937 Christoph Dohne Café
 950 Charles Cutter Dry Goods
 969 Charles Roessle Printer
 983 Jacob & Sons store was destroyed by fire on January 28, 1891
 984 William Naumann Musical Instruments and Henry Haller Photographer
 995 George Werst Blacksmith
 1010 Frederick G. Milligan, Sewing Machines
 1021 Henry Wilson Stationer
 1025 Bernard M. Masur, Gents Furnishings
 1034 Brooklyn Tea Company and T. T. Donovan Printer
 1077 Falk Brothers Photographers
 1081 Anton Eaton Provisions
 1107 Daniel Scott Stoves
 1111 Henry Martens Livery Stables
 1135 I. H. Neill Dealer in Teas
 1189 Andrew E. Law Dealer in Teas
 1257 Anton Betz Taxidermist
 1281 Henry L. Eisner Provisions
 1207 William C. Krick Florist
 1309 William H. Blakely Stoves
 1373 S. G. Richards Stoves
 1381 Joseph B. Hughes Dealer in Teas
 1414 Rudolph L. Scharf Lawyer
 1453 Max Fritsche Frame Maker
 1457 James Condron Horse Shoer
 1489 W. Agricola Real Estate Agent
 1593 Hyde & Gload Manufacturing Company Slate Mantels

BROOKLYN AVENUE

Bedford Park contains four acres of the old Spanier-Adams estate. The old residence on the ground near the Brooklyn Avenue side became the children's museum. The Brooklyn Institute of Arts and Sciences took formal possession of the Spanier Mansion on May 10, 1893. The park is

BROOKLYN EASTERN DISTRICT

6:30 boat of the Peck Slip Ferry generally carried home most of the passengers. Zeke always held the boat for a few minutes longer for the tardy ones and even when the boat had been running off and was half way out of her slip at the shout of "hold on Zeke", he would bring her back to the bridge. This he would do several times in succession as passengers would come running and shouting. The crowd would make no objection, they rather liked it. If any one would be left behind, they would miss him and feel sorry. In 1851 the Williamsburgh Ferry Company was authorized to build a dock between South Sixth and South Seventh Street, because a new ferry was started which was to have its landing on the foot of South Seventh Street.

South Seventh Street, a part of South Sixth Street and the continuation of South Sixth Street eastwards, through the swamps had been merged into one street which was to be the main thoroughfare. As the upper part had formed in its crude form of a farmers road, a continuation of Division Avenue, it had gradually become known as Division Avenue. Now this name was officially applied to it, and the old Division Avenue, which ran from the river to the junction with South Sixth Street just above Eleventh Street was renamed Broadway, and the new Ferry was called Division Avenue Ferry. This ferry running to Grand Street, New York, was started on May 1, 1851. After a short time, the people of Williamsburgh thought Broadway to be a more desirable name for their main street so the new street became Broadway, and the older street became Division Avenue again. But the ferry remained Division Avenue Ferry and if people in New York took this ferry, expecting to get to Division Avenue, and found themselves put on shore at Broadway, they generally asked a few questions and then disappeared in a southerly direction. A new landing had been completed on the New York side, adjoining the Grand Street ferry on the north. Commutation on this ferry was five dollars for six months for men and three dollars and seventy-five cents for women. The ferry was run by the same company which ran the Peck Slip and Grand Street Ferries.

A great fire broke out in 1853 around the Peck Slip Ferry on the Long Island landing. The Great Republic was burnt and the Red Rover, lying in the slip adjoining Peck Slip Ferry, eastside, was on fire. The White Squall was cut adrift, and a schooner was on fire. The ferry boat Niagara, William Freestone, Jr., being the pilot, pulled the Red Rover out into the river. The Williamsburgh Ferry Company had then eight boats, viz: The Qualaska, Oneota, Niagara, Canada, Minnesota, Cayuga, Oneida and Seneca.

The Catherine Street Ferry boat ran on January 16, 1853, into the Minnesota. Smith and Bulkley were the owners of the Catherine Street Ferry. In August, 1853 the Steamboat Keystone ran into the Qualaska, N. Balsir, Sr., pilot, near the mouth of the New York Slip. The Grand Street boat Oneida, Frederick Ellis, pilot, collided on August 1853 with the California of the Houston Street Ferry. On this occasion both boats were considerably damaged. The California had been lying in her slip on the Williamsburgh side. The rebuilding of the Ferry dock on foot of Broadway

was authorized in 1853 and while the construction was underway the boats appear to have made their landing at South Fourth Street.

The boats at that period were of a poor kind: The windows were like portholes. The cabins were about the height of the later boats. Stoves perched upon an elevated plateau of brick, red with rust from men spitting upon them. The coal ashes scattered around served to absorb the tobacco juice that failed to strike the stove. This was the ladies cabin, the men's cabin was still worse.

Differences of opinion will always be found, everybody looks at things through his own eyes. We have the description of the boats by the Evening Post of 1851, which tells us that the boats of this company were furnished in a style approaching on luxury. On the other hand we have the words of a local poet who tried his best to leave to posterity a true picture of the trips on board of these boats as he enjoyed them, looking through his own eyes. We quote a few lines:

"Those leaky scows, stuffed with old rags
Well mixed with tar and feathers . . .
Conveyances for man and brute
With filth up to the knees
Come on! Why don't you all commute
And take the ocean breeze?
Old 'Noah's Ark' lies at the dock
Too rotten even to burn . . .
Her smoke-pipe how it stoops with age
All rusty and forlorn
Built when 'fast crabs' were all the rage
Ere Noah himself was born."

The poet here refers to Noah Waterbury and to his namesake the ferry boat, at the time of the fire.

Referring to one of the collisions, he says:

"The loitering smoke-stack as it fell
Sent up a pitchy cloud! . . .
The breach that made two boats of one
They soldered up with glue.
Look out! Look out ye mud scow boys
We've got you on the hip
We'll make considerable noise
And mean to have Peck Slip."

The last part evidently refers to the efforts of George Law and his associates to secure the landings used by the old company for their own ferry.

In 1850 the ferry privileges were all in the hands of Austin D. Moore. The rates of passage were called extortionate and the service deplorable. Dr. Berry, the later Mayor, and his son John Berry, assisted by a few friends, one of which was the famous lawyer, George Law, conceived the plan of organizing an opposition company as likely to remedy some of the glaring defects in the service then existing.

They secured in December 1852 a franchise for a ferry running from a slip adjoining Catherine Street Ferry on the north, at the property

RE: BROADWAY

BROOKLYN'S EASTERN DISTRICT

John Conselyea's land was located on both sides of South Sixth Street from the river to a point a little east of Berry Street. He conveyed it in 1821 to David Dunham.

The monopoly granted to Fulton & Livingston for the use of steamboats had been annulled by the decision of the United States Court in 1824.

The population of Williamsburgh was
in 1814— 759 in 1835—estimated 3000 in 1850—30780
in 1820— 934 in 1840— 5094 in 1851—estimated 35000
in 1827—1007 in 1845—11338 in 1852—estimated 38000
in 1830—1117 in 1847—12000 in 1854—48367

In 1820 there were 182 colored persons included in the number of 934 and in 1830 there were 72 colored included in a total of 1117.

Henry Payson published the first Williamsburgh Directory in 1847 and continued its publication in 1848 and 1849. Samuel and T. T. Reynolds' Directory was published 1850 and continued to 1854.

The 1850 directory contained 5300 names
The 1851 directory contained 5603 names
The 1852 directory contained 7345 names
The 1853 directory contained 8518 names
The 1854 directory contained 10925 names

Reynolds' North Brooklyn Directory of 1852 contained 52 names.

Reynolds' Greenpoint and Bushwick Directory of 1854 contained 1318 names. Each name represented a family of from 4 to 6 members.

After that Smith's Brooklyn Directory was issued for some years in two separate parts, for, as the publisher says, in view of the small amount of business intercourse between the two sections, it was thought expedient to compile the names of the Western District and Eastern District in separate departments.

The western development was to the west of Bedford Avenue, the eastern development was on both sides of Broadway, all the way out to East New York. To be sure part of this growth was on territory of the old town of Brooklyn, Broadway being the town line, but it was distinctly an Eastern District product and so can justly be classed. The intervening land between the two developments made each district.

The old time undertakers were Schlitz, Steinmetz, Sauder, Peth, Roemmele, John Snyder and Hamilton.

THE SOLID MEN OF WILLIAMSBURGH

In 1847 a list in pamphlet form was published containing the names of Citizens of Brooklyn and Williamsburgh whose possessions in real and personal estate amounted to 10,000 dollars and upward. The solid men of Williamsburgh, thus enumerated, were 44 in number.

Ainslie, James \$15,000
Baker, Wells P. 20,000
Brown, William H. E. 20,000
Berry, Richard B. 20,000
Burdett, Joshua A. 15,000
Cook, John 15,000

Coffin, Timothy \$10,000
Darlington, Thomas 10,000
Cummings, Abijah P. 35,000
Duncan, Fleming 25,000
Farley, Edward 20,000
Graves, Downing G. 25,000
Lake, Thomas 30,000
Lake, Richard 35,000
Lake, William 40,000
Layton, William 30,000
Leaycraft, Richard 200,000
Leaycraft, William 10,000
Minturn, E. and H. 150,000
Moore, Thomas C. 15,000
Morrell, Francis V. 25,000
McBrien, John 15,000
Meserole, David M. 20,000
Miles, W. B. 25,000
Miller, John 20,000
Odell, Jonathan 25,000
Polley, Graham 40,000
Richardson, Lemuel 30,000
Ricard, George 25,000
Sargeant, Thomas 25,000
Skillman, John 35,000
Sparkman, James D. 300,000
Ten Eyck, Richard 25,000
Thursby, John 25,000
Ulford, Levi N. 40,000
Van Sant, T. J. 25,000
Wall, William 25,000
Waterbury, J. 175,000
Waterbury, N. 200,000
Waterbury, L. 40,000
Van Dorn, Rev. W. H. 40,000
Warner, T. 30,000
Withington, Elijah 30,000
Burdon, Jos. W. 15,000

The original charter of Williamsburgh named five trustees to serve till the time of the village election viz: Noah Waterbury, Abraham Meserole, Lewis Sandford, Thomas T. Morrell, John Miller. The latter declined to serve. The Board was sworn in on April 26 and organized on April 30, 1827. Noah Waterbury was chosen president, Abraham Meserole Secretary and Lewis Sandford Treasurer. Their only noteworthy acts were the granting of several tavern-licenses, the proceeds, ten dollars for each license accruing to the poor of the town of Bushwick and procuring a survey by Daniel Ewen, for which three hundred dollars were raised by special tax. The first village election was held on November 5, 1827, and the old trustees were now elected by a nearly unanimous vote, except that Peter C. Cornell was elected in place of John Miller. The trustees held their

RE: BROADWAY

The Bushwick Road has been replaced by the twin roads Bushwick Avenue and Broadway. At the shore end of this road a block house was built, the central point of the settlement. To this point the roads led, also the row boat ferry of 1797, the Grand Street ferry of 1817, the Peck Slip ferry of 1835. From this point the stages started off, the horse cars, the "L" trains and the trolleys. The Williamsburgh Bridge produced here the same effect as did the Brooklyn Bridge on the Fulton Ferry, the starting point was slightly changed but the roads had been firmly established.

The Clove Road and Cripplebush Road, feeder lines, together have been replaced by Bedford Avenue.

The turnpike roads were started in the first decade of the 19th Century. They were good dirt roads, the rocks had been removed from the road bed, and holes had been filled in, still in the early spring days, when the frost came out of the ground, they were almost impassable.

In the early 50's the plank roads were built and they appeared to be a great improvement over the turnpike roads. But the planks rotted quickly and the plank roads were soon in a dilapidated state. The shareholders lost their entire investments. The Jamaica and Brooklyn Plank Road Company was formed on May 21, 1850 and the planks were laid upon the old turnpike road. In 1865 the tracks of the horse railroad were laid upon the same road. The two companies consolidated in 1880 and became known as the Jamaica and Brooklyn Rail Road Company. The first trolley car on Long Island ran along this road on January 1, 1888. The motor was installed in the centre of the car and from that point, the motor man operated the car, he was in a position to look over the heads of the passengers.

In the early 80's the macadamized roads came to the front.

Pent roads were roads with gates or bars which separated the different farms through which these roads ran.

The main farmer's roads were the Brooklyn and Newtown Turnpike and the Brooklyn and Jamaica Turnpike. These roads were connected by the Hunterfly Road and the Cripplebush Road. The latter was continued at Bedford by the Clove Road which ran to Flatbush. The Hunterfly Road connected the Newtown Turnpike with the Jamaica Turnpike as well as with Flatlands Neck Road (a part of the present Kings Highway).

Loit's Lane or Reid Road ran from the Cripplebush Settlement to the Hunterfly Road.

In 1872 it was decided to straighten the old roads and most of the old homesteads, with the exception of those on Flatbush Avenue; through the town of Flatbush, were found to be standing in the way of the new lines and in many cases they were allowed to dilapidate.

To reach Brooklyn from Williamsburgh, prior to 1826 one had to travel over the Jamaica Turnpike to Bushwick Village, to the Cross Roads and via the Cripplebush Road to Bedford and along the Brooklyn and Jamaica Turnpike to Brooklyn. In the 20th century language this would be as follows: from the ferry along Metropolitan Avenue to Bushwick Avenue, along that avenue to Flushing Avenue, along Flushing Avenue to Bedford Avenue, along Bedford Avenue to Fulton Street and down

Fulton Street to any point as far as Fulton Ferry. After the Shore Road was opened a traveler crossed the bridge at the Naval Hospital in order to get onto the Newtown Turnpike, now Flushing Avenue and then west to Jackson Street, now called Hudson Avenue.

A resident of New York who in later years removed to Williamsburgh described his first visit to Williamsburgh in 1850 as follows: "We came over to Brooklyn by way of South Ferry and then by stage we went to Williamsburgh. The stage ran as much as I remember it, by way of Atlantic Avenue, Court and Fulton Streets, DeKalb Avenue, Bedford Avenue, Fourth Street and South Seventh Street to the Ferry. There were very few houses then on Bedford Avenue, between Flushing Avenue and where now the fountain stands at Division Avenue, I sat on top of the stage and was shown one of the Wallabout tide mills, which, my impression is, stood about where Scholes' coal yard now is, on the Wallabout Creek. There were some brick houses on Bedford Avenue near Clymer Street and also some near Division Avenue. There were a few very handsome mansions and extensive grounds attached along Bedford Avenue. Among those pointed out to me was the residence of Mrs. Scholes on the south west corner of Bedford Avenue and Ross Street. When we reached the ferry at the foot of South Seventh Street, a youth I got talking with, told me of a popular summer garden, which was as I recollect at the foot of South Tenth Street. I saw some nice looking residences northward toward Grand Street along the line of First Street.

My father and a friend of his and myself in an old fashioned buggy drawn by an ancient horse, drove up South Seventh Street and as we went slowly, I heard the gentlemen tell all about the different neighborhoods we passed. Up to about Sixth Street, I recall seeing stores and beyond that houses with small gardens. The houses mostly two-story frame ones were nearly all painted white and until above that on the north side of South Seventh Street we came to what I heard was the 'Swamp' where I was told, 'Dutch' had mostly settled."

On the south side of South Seventh Street beyond this point was reached I saw quite extensive plantations recently cultivated, which were known as Wheat Hill, now the most fashionable portion of the 19th Ward. The highland began at Division Avenue and descended slightly to where Hooper or Hewes Street now is and the lowland went from there to about Flushing Avenue which at one time was known as the flooded district.

In the early 50's farms and swamps were between North Second Street and Greenpoint, to the south were the Wheat Hill and Nigger Pond, elevations and depressions. Broadway from Flushing Avenue to East New York had a few houses above Myrtle Avenue, it was a country road to the Cemetery of the Evergreens. East New York was little more than a name. Even Dutchtown was largely a wilderness.

As the 13th Ward gradually developed into a manufacturing district, the 19th Ward began to fill up with the greater part of its wealthy citizens.

169 streets and avenues end in Broadway, and 12 cross it between

Flormont, makers of watch case springs, were at No. 66. Starr and Fellows' lamp and gas fixtures factory was located at Nos. 71-83 Boerum Street and Nos. 88-100 on Johnson Avenue. In later times George Tiemann & Co., makers of surgical instruments, were at No. 81. The undertaker George Peth was located at No. 123. William B. Jurgens established his wholesale grocer stores at Nos. 179-81 Boerum Street, corner Humboldt Street and at 161-165 McKibbin Street. Between Humboldt Street and Bushwick Avenue was a kindling wood yard. Joseph Hemberger, the cabbage cutter, was at No. 220. The plant of the Williamsburgh Flint Glass Company was at No. 260 and the chemical works of the F. H. Kalbfleisch Company at Boerum and White Streets.

BOGART STREET

Was formerly known as Sandford Street, named for Edward Sandford, a distinguished real estate lawyer.

BOX STREET

Was formerly known as B Street. David Evans, mason, was located at No. 43.

BRIDGEWATER STREET

Was in later times mapped as Front Street and Bridgewater Street. The Central Refining Company was located at Bridgewater corner Webster Streets.

BROADWAY

Altitudes along the line of Broadway.

At Kent Avenue 17 feet	At Bedford Avenue 47 feet
At Union Avenue 15 feet	At Graham Avenue 25 feet
At Myrtle Avenue 65 feet	At Halsey Street 45 feet
At Cooper Avenue 68 feet	At Eastern Parkway Extension 93 feet

The lower portion of Broadway from the East River up to Bedford Avenue was originally known as South 7th Street and this portion is in this sketch described as the south side and the north side of the thoroughfare. Beyond Bedford Avenue a portion of South 6th Street was made a part of Broadway and it will not be necessary to describe the two sides of that portion of the road separately.

ALONG THE SOUTH SIDE

A century ago Captain D. Griswold's stone residence of colonial type stood in grounds which occupied the block bounded by Broadway, Kent Avenue, South 8th Street and Wythe Avenue. The Williamsburgh Garden occupied later the water front between Broadway and South 8th Street, the old stone house on the east side of Kent Avenue was apparently included in this establishment. One Hanfield kept the resort, including a hotel with bowling alleys and baths. M. B. Whittlesey's Stage Coach Office was in the 50's at No. 4 South 7th Street. The East New York and the Bushwick horse car lines used two of the four tracks at the foot of Broadway, the others were used by the Hunter's Point line. Two extra

horses were used to help haul the cars up the steep grades and such were stationed at several points along the routes.

As late as the 80's the ferry boats were not provided with gates to hold the passengers aboard until the boats were securely fastened by chains in the slips. As soon as the boat touched the bridge in the ferry slip the passengers began to leave the boat and an endless stream of humanity assembled at the comparatively small space where the various carlines had their respective starting points. If it happened that some of the lines were not represented at that moment by cars, the prospective car passengers looked up the street to see to which line the next approaching car belonged. In day time it was an easy matter to distinguish the colors of the cars, but in the dark, in the rush hour of a winter evening, this was impossible. To overcome this difficulty every car line had a different colored bullseye inserted on the upper right hand corner of the front and rear of its cars. Behind the little round colored glass stood a kerosene lamp in a closed box. So when a red, green or any other colored light came into view it was at once known to which line the incoming car belonged.

The Williamsburgh City Bank was organized at a meeting held in Samuel M. Meeker's Office, 18 South 7th Street, on February 2, 1852, and started business on April 13, of the same year in the basement of the Universalist church on Bedford Avenue and South 4th Street and removed subsequently to South 3rd Street and Bedford Avenue. When the bank building at the south west corner of Broadway and Kent Avenue, now known as No. 400 Kent Avenue, was completed the bank removed to it. The capital was 330,300. dollars. Share Par 50. dollars. Noah Waterbury was the president in 1856. The bank remained a state bank until the National Bank Act was passed and then was incorporated as the First National Bank of Brooklyn on December 16, 1864. (Chartered March 21, 1865.) Nicholas Wyckoff was the first president of the National Bank. When the Williamsburgh Bridge had been opened the institution erected a new building on the south west corner of Broadway and Havemeyer Street and removed to it on January 18, 1909. The building at the ferry, after standing vacant for years was occupied 1916-18 by the office of the Manhattan Ferry Company and subsequently by the engineers of the Department of Bridges. In August 1926 the bank opened an office at 26 Court Street.

Frederick Hoeft, who had been connected with Hanfield, kept the Peck Slip Hotel on the south east corner of Kent Avenue. He also had a salt water bath establishment at the foot of South 9th Street. In the basement of the hotel was the restaurant.

In the 50's Smith Leach and Jewell's Genesee Flour Mills occupied a portion of the former Capt. Griswold grounds. This portion was then known as Nos. 6 to 10 South 7th Street. The same firm owned the Brooklyn City Flour Mills at the foot of Fulton Street in lower Brooklyn. The site of the Genesee Mills became later occupied by the Liebman Building. The plant of the Independent Press was at Nos. 12-14 South 7th Street. Carl Merz opened his cafe and restaurant about 1871 in the frame building No. 16 Broadway, adjoining the Peck Slip Hotel, a new building was erected

BROOKLYN'S EASTERN DISTRICT

RE: BROADWAY

The Oriental Building was located on Atlantic Avenue near Alabama Avenue. St. Clement's Protestant Episcopal Church, organized as a mission on November 11, 1888, held services in the Oriental Building. St. Clement's Church on the corner of Pennsylvania and Liberty Avenues was dedicated on September 21, 1890, was demolished April 1929.

The Brooklyn and Rockaway Beach Railroad was chartered on December 4, 1863. The road was opened in October 1865, extending from East New York to Canarsie Landing, a stretch of three and a half miles. Henry H. Adams was the president of the company in the early 90's.

Among the business establishments located on Atlantic Avenue in 1890 were: Joseph Dykers & Company, produce, near Snediker Avenue, printer at 2520, George D. Short, provisions, at 2529, Louis Struthwolf, sporting goods, at 2558, George S. Capstick, sewing machines, at 2579, William Jessen, photographer, at 2583, in the same building was the office of the only public typewriter in East New York, Miss Ella Boone. Frank T. Gilbert, sewing machines, at 2608, Morris Skalink, photographer, at 2633; McLaughlin and Smith, surveyors, at 2636, Theodore Hinterman, musical instruments, at 2647, Schluechtner Bros., hardware, at 2665, Schiellein's Assembly Rooms were at the corner of Vermont Street, Edward J. Justin, dancing teacher, was located near Vermont Street, Noyes G. Palmer and Son, surveyors, at the corner of Wyona Street, John McGahie, dealer in teas, kept at 2725. A. W. Baker, watchmaker, at 2784, Walter M. Meserole, surveyor, at 2789. The office of the Brooklyn Sentinel and Herald was located near Hendrix Street. At the corner of Schenck Avenue was George U. Forbell's lumber yard. The office of the Brooklyn Advance and Long Island Record was at 2921, K. A. Murphy, mason, at 2923, Gustave Nathan, printer, at the corner of Cleveland Street. Hampton & Creveling's lumber yard was at the corner of Norwood Avenue.

BARBEY STREET

The John C. Schenck House stood on Barbey Street between Fulton Street and Atlantic Avenue. John C. Schenck was born in 1837, the son of Isaac Schenck and Catherine Meserole. He married Josephine M. Pelly and had one daughter, Elizabeth Meserole Schenck.

BELMONT AVENUE

Nager's Hotel on Belmont Avenue formerly called Bay Avenue was run by Simon Nager, who was born in New York City in 1849. He was constable of New Lots for twelve years. His son, Sim, subsequently kept a resort on Atlantic and East New York Avenues.

A fire on April 21, 1905 in the furniture factory at Nos. 31-37 Belmont Avenue caused a damage of \$100,000.

BRADFORD STREET

When the Metropolitan Police Department was abolished, the Kings County towns were left without police protection. The Brooklyn Police Bill was accordingly amended, giving authority to the Town Boards to apply to the Police Commissioner of the City of Brooklyn for as many men as were deemed necessary. The Town of New Lots applied in 1871 for the

appointment of three men, who were duly appointed in 1873. Three more were asked and were appointed. A station house and lockup were established in a rented structure located on Liberty Avenue but it proved to be too small for the purpose. An act was secured providing for the expenditure of \$2,000. for a Town Hall. A plot 100 x 50 feet in size was purchased of Horace A. Miller in Bradford Street between Fulton Street and Atlantic Avenue for the sum of \$1400. and a two-story and basement brick building was erected at what is now known as No. 109. This was opened on December 11, 1873. The police occupied the ground floor, the cells were in the basement; the upper floor was used for public assemblies, lectures, etc. After the town was annexed in 1886 to the City of Brooklyn, the Town Hall was solely used as a police station, known as the 17th Precinct. On November 13, 1889 the 26th Ward Homeopathic Hospital and Dispensary was opened here and the building is now known as the Bradford Street Hospital.

Turner Hall was a three-story frame building 37½ x 60 feet in size erected at a cost of a little over \$4,000. on the west side of Bradford Street near Atlantic Avenue. The hall was formally opened on July 4, 1864. Fechland was the keeper. The place accommodated singing societies, etc. The East New York Turner Society was organized on November 20, 1859. Adjoining the Turner Hall and probably originally forming a part of that institution, is a small structure which served as a court house. From this structure runs Pig Tail Alley one block to Miller Avenue between Atlantic and Liberty Avenues.

G. T. Abel, carriage painter, was located at No. 14 Bradford Street.

Bradford Street was formerly Butler Avenue.

The town government consisted of a Town Board, four Justices of the Peace, a County Supervisor and a Town Clerk.

A little engine house stood on the west side of Bradford Street about 100 feet south of Atlantic Avenue and opposite Pig Alley in the back of Masonic Hall. Masonic Hall was in the 70's located at the corner of Bradford Street and Atlantic Avenue. The building was later known as the Beinhauer House; the Lindau Photo Studio was in this house.

BRISTOL STREET

Bristol Street was formerly known as Baltic Street. Thomas Sherger, varnish maker, kept near Sutter Avenue.

BROADWAY

A few short blocks of Broadway, near its junction with Jamaica Avenue, are lying within the limits of the former town of New Lots. Mrs. Furman erected a house at Broadway and Manhattan Junction, this was moved to Conway Street between Broadway and Norman Place. Another house erected by Mrs. Furman was in this vicinity, facing Broadway. Phil H. Reid built a row of six cottages at the junction of Broadway with Fulton Street just east of Ditmas Jewell's grain and feed place about 1850. At that time the row was a most delightful place, facing the Green Hills. The Cemetery of the Evergreens now occupies this part of the hills. To the left was the Spencer Orchard. From the rear of the houses the

BROOKLYN DISTRICT

RE: BROADWAY

Laurence Mansion could be seen and nearby was the Augustus Ivins House. The row of cottages fell in course of years into decay, in their last years were known as Italian Row and were finally demolished in 1909. The Furman Orchard started just below Italian Row and extended west several blocks. The Furman House on the hillside to the north faced the orchard; it had big white columns. Butler's roadhouse stood on the north side of Broadway near the Furman House which latter stood in the present L Road yard, adjoining Trommer's Brewery. Spencer's Orchard formerly was Furman's Orchard—Spencer had married Mrs. Furman's daughter.

BUSHWICK AVENUE

The J. T. Trommer Brewery at 1632 Bushwick Avenue, was formerly known as Breitkopf and Trommer's Brewery.

CHESTNUT STREET

The Solidarity Watch Case Co. was in 1905 located at No. 242 Chestnut Street.

CLEVELAND STREET

Cleveland Street formerly known as Jefferson Street, was named for Grover Cleveland.

T. Schulz Sons, toy-maker, were located on Cleveland Street near Liberty Avenue.

CRESCENT STREET

Crescent Street was formerly known as Cypress Avenue. Cypress Avenue was a station on the Long Island Railroad in the 80's. The Fox homestead on Crescent Street and Atlantic Avenue was last occupied by one Edgerton, the building has been razed.

What is now known as the Old Mill was established on the Bull Creek about 1770 by one Van Brunt, at the same period when the Red Mill, across the Flatlands town line was built. Until 1810 the Bull Creek Mill stood at the second floodgate about a half mile south of the present site. In that year the mill was taken down and the present structure was built from the timbers of the original mill at the foot of Crescent Street, on the east side of the roadway. The mill was owned by L. Van Wicklen and is still by many called Van Wicklen's Mill. The Creek is now known as Old Mill Creek. The old Van Wicklen house is standing a little distance to the north on the east side of the street. Van Wicklen's hotel, a two-story and attic frame structure, was standing near the mill on the west side of the road. In former days old time prize fights were held here. Fire destroyed the old structure on December 30, 1924, together with several buildings standing also on the west side of the roadway. These had been formerly known as the cottages. The hotel and cottages had been standing vacant for years.

The Red Mill on Fresh Kil, alias Vanderveer's Mill, was operated about 1770 by Dominicus Vanderveer. The mill stood until the beginning of the present century, about a half mile south of the New Lots Road at Flatlands Avenue and about E. 109th Street. The remains of the Red

Mill were still visible a few years ago. The adjacent land has since been filled in.

Archibald Greensword's stone yard and G. H. Noll's stone yard were near Jamaica Avenue.

EAST NEW YORK AVENUE

East New York Avenue was formerly known as Flatbush Road. Charles Van Hultz's blacksmith and wheelwright shop stood in the 70's on East New York Avenue near the Hunterfly Road (now Howard Avenue). Jacob Blum's establishment of the same kind was on the same road near Chester Street, formerly called Center Street, at the same period, and Thomas F. Ryan's milk dairy at the corner of Rockaway Avenue formerly known as Paca Avenue.

The former Brown House at Junius Street (formerly called Johnson Avenue) is now occupied by the Lutheran Hospital.

James L. Williams' residence stood in the early 40's and for many years opposite the old Howard Halfway House at the junction of the Jamaica and Flatbush Roads or at Fulton Street and East New York Avenue, facing Jamaica Avenue. The house was later turned around and stands in grounds bounded by Fulton Street, East New York Avenue and Williams Place, on the north side of East New York Avenue and Williams Place. It was for a time known as the Green residence, then as Lubbs Hotel and finally became Trinity Hospital. The hospital was in 1924 enlarged and stuccoed, since again enlarged.

The car barn of the Cypress Hills three cents Jigger line stood on the south west corner of Alabama Avenue. The building was altered and was opened on June 30, 1890 as Peter Bennett's Casino. Fire destroyed the structure in the early 90's. It was replaced by Brooklyn Music Hall which subsequently became the Gotham Theatre. It was known under that name a quarter-century ago.

The residence of William Alexander stood on the Flatbush Road in 1859.

Charles Fienbold, wagon maker, was located on East New York Avenue near Howard Avenue; Lorenz Vogl, wagon maker, near Rockaway Avenue; Ezra Chichester, horse shoer, corner Stone Avenue and Jacob Lehman, blacksmith, near Stone Avenue.

ELDERTS LANE

Elderts Lane was for a time known as Enfield Street, corrupted from Endfield Street, this being the end of the fields of the town.

The old, time-honored name of Elderts Lane, however, has been restored. Among the earliest settlers was the Eldert family. The Eldert farm originally extended from the Hills to Forbells. The old Eldert farmhouse stood about 25 feet east of the line of Elderts Lane and about 150 feet north of Fulton Street, facing Atlantic Avenue. The house was built of stone, the walls were of a thickness of thirty inches. A large cherry tree stood close to the side of the house.

The Kouwenhoven House, also called Conover House, stood on the west side of the road about 300 feet south of Atlantic Avenue, a two-

in 1884 on the same site. His son Louis Merz subsequently kept a café on Broadway near Myrtle Avenue and later one near Ralph Avenue until prohibition came along. Osterman's Hotel was in the Liebman Building at No. 18, adjoining Merz's place. Osterman had for a time a branch on Fulton Street in lower Brooklyn. Harned Brothers established their cigar factory in 1863 and removed in 1875 to No. 18 Broadway, here also was located F. Spower, Brush Manufacturer. The Williamsburgh Times was established in 1848 in the basement of Americus Hall, a one-story building at what is now No. 208 Grand Street. The Times removed from here in 1850 to the second-story of the three-story building at 145 Grand Street, remaining there five years. In 1855 the name was changed to East Brooklyn Daily Times but after a few days the word East was dropped. In 1858 part of the Broadway building was leased, the quarters were enlarged from time to time until the entire building 20-22 Broadway, Liebman Building, was occupied. The Times removed in 1914 to former Sprague National Bank building at 4th and Atlantic Avenue and has since erected a new building in that locality on Atlantic Avenue. The Gates Avenue Branch of the Times was at 1030 Gates Avenue a quarter century ago, the 26th Ward Branch at 2799. Atlantic Avenue and the City Hall Branch at 333 Washington Street. J. and R. Ainslie established their mattress factory in 1873 and removed to 20-22 Broadway in 1879.

Sylvester Tuttle, who established his coal business in 1846, was at No. 26 South 7th Street. S. Tuttle died in 1874. Tuttle Sons & Company had in the 80's seven coal yards, the oldest one on Fulton Street near Nostrand Avenue was established in the early 50's. The Wharf and Kindling Wood Factory is on Kent Avenue between Wilson and Ross Streets. The Busy Bee Restaurant was at No. 38 Broadway. Henry F. Koch's Cigar Store and Steam Ship Agency was located at No. 48.

The Dime Savings Bank of Williamsburgh was incorporated on April 19, 1864, and opened on June 11, of that year, in the basement of the Williamsburgh City Bank. Four years later the bank removed to its own building at Nos. 3 and 5 Broadway, after Neville's livery stables had removed from that site, and occupied the two stores on the ground floor. In 1875 the bank took up quarters in its new building at No. 52 at the south west corner of Wythe Avenue. The institution erected a new building at the Bridge Plaza on the north east corner of Havemeyer and South 5th Streets to which it removed in February, 1908; this has since been enlarged. The City Hotel on the corner of Wythe Avenue was kept by Samuel K. Hoggett in 1852.

The Mechanics Bank of Williamsburgh was organized in 1853 as a state bank, starting in 1854 on Grand Street near Kent Avenue. The bank was in 1858 located corner Broadway and Dunham Place. It was re-organized as Manufacturers National Bank and erected a building on south west corner Broadway and Berry Street, and became a branch of the Manufacturers Trust Company.

A. P. Avery Insurance Broker established 1876 was at No. 66, and at one time at 136. E. F. Gaylor, architect, established 1882, at No. 66. Lion Manufacturing Company Shirt Manufacturers since 1882, at No. 68, John Fellows Tool Manufacturer was at No. 70, the factory was on Dunham

Place, the business was established in 1864 by Lewis and John Fellows, John Fellows became sole proprietor in 1879. John Teare, Real Estate Broker started in 1859 at No. 74, Pendleton & Pendleton, Insurance, at No. 76, the Manufacturers National Bank erected its building at No. 84. E. J. Stowell established his Sportsman's Depot in 1870 at No. 86. The Long Island Improved Roofing Company was established in 1838, J. W. Ellis & Company were the owners in the 80's, their factory was on Flushing and Bedford Avenues. Wirth Brothers established in 1868, had their jewelry store at 92, George T. Brown, insurance broker, at No. 96, was one of the organizers of the Kings County Wheelmen's Club and its president for the first two years. The Phenix Insurance Company of Brooklyn, organized in 1853, had its Eastern District Office at No. 98 and subsequently at No. 114. The Williamsburgh Office of the Long Island Railroad Company was a quarter century ago at No. 98, the Bushwick Station of the railroad at Bushwick Place and Montrose Avenue, the Bedford Station at Atlantic and Franklin Avenues, and the East New York Station on Atlantic and Vesta Avenues. The Wells Fargo Company Express Office was here too.

George W. Coger established his plumber and gas fitter business in 1858 at No. 104. The American Express Company Office was at No. 106, branch offices were at 954 Broadway, 1392 Bedford Avenue and 255 Lee Avenue. The Westcott Express Company also was at No. 106 and a branch at 954 Broadway. E. J. Hayden & Company, sign makers, were located at No. 108. Jacob Morch started his jewelry store on Grand Street in 1858, he removed to No. 110 Broadway in 1880. Lindgren's Express Office was at No. 110.

John Loughran's grocery was on the south west corner of Bedford Avenue, the site was later occupied by McKeon and Todd's clothing store and finally the Nassau Trust Company's building was erected upon it. McKeon and Todd were located in Brooklyn since 1870 and occupied this store since about 1878. The site is known as No. 136.

The south east corner of Broadway and Bedford Avenue was in the 40's occupied by the heckling loft of William Henry's Ropewalk. This ropewalk extended from Bedford Avenue to a point between Roebling and Havemeyer Streets and from Broadway to South 8th Street. In this heckle loft the First Methodist Protestant Church was organized in 1832. Thomas C. Moore, a Contractor, erected here in 1855 Washington Hall. Moore left this property to his brother John C. Moore, whose children sold it in 1884 to Smith Gray & Company. This firm took down the building in 1886, and erected their new iron structure upon its site. Washington Hall was occupied by many concerns at various times. The upper floor was originally occupied by Traynor's Dancing Academy. J. S. Berger, whose real name was J. Schoeneberger kept the Odeon in the early days, he later removed to Washington Hall and subsequently to Lee Avenue Academy, the former Baptist Church on Lee Avenue. Theall and Carton's Comique (Variety) Theatre had occupied the second floor until 1878 when it was removed to Apollo Hall, the former Odeon. The Kings County Savings Institution occupied one side of the first floor from 1860 to 1865; subsequently this floor was used as a billiard and pool parlor.

BROOKLYN'S EASTERN DISTRICT

BROOKLYN'S EASTERN DISTRICT

The market house in Catherine Market in New York City was rebuilt in 1836 and it became desirable to reach this market from Williamsburgh. This led to the establishment of the ferry at Peck Slip in 1835, the site of the original Long Island Ferry and midways between Catherine and Fulton Markets. This ferry brought Williamsburgh into a closer connection with the business men of New York City and the latter's attention was attracted by the many advantages of the place.

From the white sandy beach the slowly ascending road led to the crest of the village, a sandy bluff of a height varying from twenty to fifty feet on the line of later Fourth Street or present Bedford Avenue. From this extended slope the view was unique in extent and variety. Across the river was the market with its busy multitude, like a beehive, and on the Williamsburgh side, the East River Garden, a resort, and beyond the mansions and gardens of wealthy citizens. To the north the white shot-tower, the penitentiary on Blackwell's Island appearing between the foliage like an old time castle and beyond Hellgate. The tree covered bluffs on either side of the river brought the view to a close in the northerly direction. To the South the Wallabout Bay, the Naval Hospital, the Navy Yard and Brooklyn City with costly mansions on the Heights. Beyond the batteries of Governor's, Bedloe's and Ellis Island and Castle Williams, in the distance Staten Island and a part of the Jersey coast was within the range of vision.

Landward the waters of the Bushwick, Newtown and Wallabout Creeks, the farm and garden lands, the Wheat Hill and Johnson Woods of North Brooklyn and Baker's Woods behind Bushwick village, the Bushwick hills, elevations of various heights and in the rear the Green Hills covered with evergreens, presented a very attractive view. The summit of the Green Hills was 150 feet above the present grade of Eastern Parkway. The forest trees covering the hills were on an average fifty feet tall. These trees gave a sky line of 200 feet above the present level of the Parkway. The main road, Division Avenue, the Shore Road, the Williamsburgh and Jamaica Turnpike, the Maspeth Road, the Newtown Turnpike and the Ravenswood Turnpike connected the village with the surrounding settlements.

The beach rose from the water's edge to the line of Kent Avenue where was a small sandbluff, along which the Shore Road was established at an early date. Between the Shore Road and the large sandbluff along the line of Bedford Avenue the land rose so gradually that it appeared to be level. The sand beach in the foreground, the terrace above, the beach skirted by the Shore Road, the green turf with numerous white painted dwellings here and there made a pretty picture.

The Shore Road had been opened from the Brooklyn line—at Division Avenue, to Grand Street in 1828 and was connected with the Ravenswood Turnpike Road about 1840. Thus a beautiful drive of about four miles was created passing through a checkered landscape of hill and dale, meadow and thicket over Bushwick Creek which was navigable as far as Graham Avenue and over Newtown Creek which was bordered with green sedge banks and was the abode of various game fish.

Division Avenue and its continuation which became subsequently Broadway existed as a rough wagon road as early as 1840 from the riverside where a stone pier was built in that year at the foot of South 10th Street, out to the junction with Fulton Street. Along this road were ponds, which afforded good skating during the winter season. From Wallabout Creek to Flushing Avenue stretched the marsh known as the Nigger Pond. At Flushing Avenue was Horton's Tavern and James I. Johns kept a dry goods store there.

Nearly the whole of Williamsburgh was owned by the Meserole, Boerum, Remsen, Titus, Vandervoort, Troutman, and Wyckoff families.

The Kijkuit or Keikout was the high bluff along the line of Fourth Street. The name means Lookout. The block house was erected here on this bluff because the site commanded an excellent view of the East River as well as the surrounding land, in times of danger of attacks by Indians.

The Meserole farm in this section was called the Keikout farm, it contained 107 acres of land, between the East River and Roebling Street and between Broadway and North First Street. Jean Meserole came from France in 1663, he is known as the first owner. He built his house upon the Keikout bluff and it most likely formed the westerly wing of the later Miller homestead. Jean Meserole died in 1695, the farm remained undivided until the death of John Meserole 3rd in 1756, his heirs sold some of the land. A part came into the possession of Charles Titus in 1785 and he left it in 1802 to his son Charles. The son sold it to Justus Thompson and the latter sold about six acres to Noah Waterbury. The balance of 25 acres passed under foreclosure to General Jeremiah Johnson who sold it in 1825 to Garrett and Grover C. Furman.

The old Miller homestead was demolished in 1853 when the bluff was leveled, the earth was dug down some sixty feet and the Keikout became a thing of the past.

In 1828 the Berry, Devoe and Van Cott farms were bought and laid out in building lots.

In 1834 the 13th and 14th Wards were divided into lots, in 1836 real estate in Williamsburgh commanded higher prices than it did nearly a half century later.

After the village limits had been extended in 1835 the map showed seventy two streets, thirteen of these were opened and regulated, the majority being dirt roads and four were paved with cobblestones, taken from the farm fences which had been removed for the opening of the streets.

In 1837 there were ten stores and taverns and fifty-nine stables and barns.

In the early days the only buildings on the shore were the Waterbury Distillery erected 1819 on North Second Street and the American House at the foot of Grand Street.

However there were buildings east of Kent Avenue.

David Dunham, a New York Merchant, purchased at a sheriff's sale James Homer Maxwell's right, title and interest in Williamsburgh, when they were sold on execution in favor of James J. Roosevelt in 1818. Dunham shared his purchase with Moses Judah and Samuel Osborn. His son established the first steamferry from New York to Williamsburgh.

RE: BROADWAY

Greenpoint Y. M. C. A. was started about 1885 as an independent society near Franklin Street. After some time it became the Greenpoint branch of the regular Y. M. C. A. From the original place the Y. M. C. A. went to a building on Manhattan Avenue near Meserole Avenue about where the Commerce Club later was located. The society took possession of the place at Lorimer Street and Meserole Avenue in 1908.

The 7th Police Precinct used for its station house about 1860 a building rented of Josiah Carver at about 275 dollars per year; this was located at the corner of Franklin Street. The force consisted of twelve men. Subsequently a station house was erected at the north east corner of Manhattan Avenue, the 17th Ward bell tower of the Eastern District Fire Department stood in the rear of this building, the tower did not rise above the height of the station house. This precinct became known as the 161st Precinct. The City Mission wood yard was at No. 114. The Brooklyn City Mission and Tract Society had beside its branch at No. 114, an Italian branch at No. 20 Conselyea Street and a Jewish branch at No. 620a Quincy Street.

The Star, a weekly published in Long Island City, had its Brooklyn office at No. 133; Louis Chevallier, sewing machine place, was at No. 136, J. B. Pearlstein, photographer, at No. 146, Mac Lac Company, shellac concern, was located at No. 147, the Robinson Stoneware Company at No. 244, the Federal Varnish Company at No. 295. The Eclipse Oil Works were at Newtown Creek. The Eclipse Box and Lumber Company was also on Greenpoint Avenue, also the American Varnish Company.

The Turn Hall on Greenpoint Avenue, where the Indians used to sell patent medicines was later occupied by the Greenpoint Sporting Club. Judge Elliott had a running track for training purposes on Greenpoint Avenue, where Jewel Street is now. Jack Frank kept a road house on Greenpoint Avenue, the farmers used to stop here "to feed their horses". Henry McKenna kept a hay and feed store on Greenpoint Avenue. Bird Brothers kept a furniture store at Greenpoint Avenue. The Blissville Bridge was completed in 1900; one Kneip used to keep a boat house on the Greenpoint Avenue side and Dick Scott kept one on the Blissville side. Valley Forge Engine Company No. 11 on Greenpoint Avenue was organized soon after the consolidation of 1855. Washington Hall was in the 50's at Greenpoint Avenue and West Street.

Mills Brothers, photographers, were located at No. 39 Greenpoint Avenue, Thomas F. Ames, tobacconist, at No. 47. T. J. Meadon's Sons, metal workers, at No. 51, the Eckford Cigar Manufactory was in the 80's located at No. 53, in 1890 George W. Sloane, steam generators, was located at No. 53 and at No. 150, Hindley and Keehan, hardware and stoves, were at No. 61. James E. Brown, storage, at No. 62; George Smith, mason, at No. 63 Greenpoint Avenue and 74 Kent Street. David C. Vail, printer, was at No. 70, here was the office of the Greenpoint News. C. & T. Perry's law office was in 1890 at No. 77. The William P. Miller Company, oil manufacturers, located at No. 100, Nellie Thorpe, sewing machines, at No. 101, Wesley Haff, storage, at No. 114, Fitchett Brothers, printers, at No. 127, American Tea Company at No. 129. Bartholdi Hall stood at No. 144. The office of the Greenpoint Daily Star was in 1890 at No. 150,

the Anglo-American Roofing Company was in this building. The Singer Manufacturing Company, makers of sewing machines, were at No. 152. William N. Parks, sewing machines, at No. 154. Reynolds Hall was at No. 156, Smithsonian Hall at No. 170, John Falkner, horse shoer, at No. 191. John C. Cushman, mason, at No. 291, the Kings County Varnish Works at No. 297. Tucker's Portable House Company at No. 308 and the Eclipse Lubricator Company at the Newtown Creek.

GROVE STREET

Was laid out by Watson Bowron in 1858. The street was named Grove Street because it was cut through Boulevard Grove. Patrick Flood, horse shoer, was located at No. 169 Grove Street.

GUERNSEY STREET

The lots on Guernsey Street near Norman Avenue were known as Paddy Flood's place; a trestle ran from these lots to the south side, or as it was called in the early days, "the orchard". When Grover Cleveland ran for president, the Paine's Firework concern put a set piece with the nominee's picture outlined in these lots. Paddy Flood's place was about 1890 the home grounds of the Greenpoint Athletic Club. An old blacksmith shop at Guernsey Street near Norman Avenue was kept by an old German; the forge bellows in this place were operated by dogs running a tread mill, which furnished the power. The stables of James C. Rider and Company were at No. 63. John I. Meserole built his house about 1800 near Norman Avenue. The Old Ladies' Home, first located on Dupont Street, was later on Guernsey and Oak Streets, the institution known as Greenpoint Home for the Aged, was established in 1882. A. M. Ainslie Manufacturing Company, makers of spring beds, were located at No. 22.

HALSEY STREET

William Payne, the antiquarian, lived for 35 years in the old Lefferts farm house at No. 22 until his death in January 1899. He bought the farm in 1864, the house faced toward Bedford Avenue, across Bedford Avenue stood Storm's Tavern, one of the old time hostleries on the Jamaica Turnpike at the junction of the Clove Road and the Cripplebush Road. The turnpike road cut through a tract of dense woods, which lay between the house and the road and beyond. The Halsey School was at No. 173. Philip F. King, plumbing and heating, was located at No. 260, Merchants Express Company at No. 534, the Opera Stables, George B. Shill proprietor, were at No. 536, Jefferson Club at No. 754a, Magicians, a publication, was at No. 805.

A large open field stretched from Rockaway Avenue down to a plain on Halsey Street near Broadway. In this plain was a pond, more or less large, according to rainfall. This plain became the circus grounds. The Saratoga Park occupies now part of the plain. In 1912 The Halsey Theatre was erected upon the old circus grounds, between Saratoga Avenue and Broadway by the T. A. Clark Company, the Benedict Amusement Company being the lessee. The cost of the site was 10,000 dollars and that of the building 300,000 dollars, seating capacity 2400. About the same

female members who subsequently united in the formation of a Congregational Society. On June 13, 1843 the Rev. Joseph Rawson Johnson was installed as pastor. In February 1844 when there were eighty-six members a proposition to transfer their relation to the Old School Presbytery of New York again divided the feelings and opinions of the church and finally three elders and twenty members were at their own request dismissed on March 29, 1844, for the purpose of organizing another church to be placed under the New York Presbytery. In April 1845 the Rev. Johnson was dismissed from his ministerial relation and he was succeeded by the Rev. James W. McLane who was installed on September 2, 1845. During his pastorate a new brick edifice was erected in 1848 on the north east corner of South 4th Street and Roebling Street with a lecture room two stories high, facing Roebling Street, on the rear of the edifice. Dr. McLane died in February 1864 and he was succeeded by the Rev. Joseph H. Robinson. The congregation dissolved about 1887 and the church property was sold to the (later Trinity) Methodist Protestant Church. The tornado of September 1853 threw the spire of this church down upon a brick house on the south side of South 4th Street cutting the house down to the second story.

P. S. No. 20 on South 4th Street between Havemeyer Street and Marcy Avenue was originally known as South 4th Street School. Kelly the principal was succeeded by Jacob Woodruff.

Dr. Karl Zellhoffer resided in the 80's at No. 175 South 4th Street. In 1890 the Havemeyer and Elders' Sugar Refining Company was located at the foot of this street. In 1865 the Rodney Thursby house was known as No. 89 South 4th Street and later as No. 160 South 4th Street. Rodney Thursby occupied the house until about 1890. St. Leonard's Academy was located at No. 140, W. J. Stanley, mason, at No. 352 and Anna Heck, drawing teacher, at No. 403.

The Pond's Extract factory at South 5th Street and Kent Avenue was destroyed by fire about 1886. The huge clock with faces on two sides of the tower or cupola could be seen across the river on the Manhattan side, a considerable distance. It compared in size with the clock of the Metropolitan Tower on Madison Square in Manhattan.

The Orchard was located in the 40's along the line of South 5th Street. Berry Street was not then cut through. There was a large number of fruit trees on this tract. William Turton a native of New York settled in Williamsburgh in 1844. He occupied a frame house in the Orchard. It stood on South 5th Street on the line of Berry Street. Turton was Alderman in 1865.

A few Episcopalians held for about two years services over the engine house on South 2nd Street which led to the formation of St. Mark's Church. This church was organized in 1837, the third ecclesiastical organization in the village. A frame edifice was erected on South 5th Street and Bedford Avenue, practically on the site of the later stone church. The Rev. William Morris, afterwards Rector of Trinity Church, in New York City, had brought together four communicants, this was the nucleus of the church. On Easter 1838 the Rev. Samuel C. Davis succeeded, there were then twelve communicants. During his ministration a brick chapel

was erected in the rear of the later stone church. In October 1839, there being then 18 communicants and a Sunday School of thirty scholars the Rev. Samuel M. Haskins became the rector. In May 1841 a stone church, 45 x 90 feet, built in the Tudor Gothic style, and seating 550 people, was consecrated. The edifice was enlarged and adorned in 1854. In 1846 St. Marks colonized Christ's Protestant Episcopal Church and movement was started at Maspeth which led to the establishment of a church there. St. Paul's was organized in 1848, the Rev. George W. Fash became the rector. In 1846 Rev. Haskins organized St. James (colored congregation and in 1847 Ascension Church in Greenpoint, and in 1848 Calvary Church. All these were established through the Rev. Haskins labors with the aid of Trinity Church in New York City.

SOUTH 5TH STREET

Was opened in 1852. P. H. Drake and Company, patent medicine were located at No. 41. The hotel known as the Wall House on the north east corner of Bedford Avenue was erected about 1855 by Ex-Mayor William Wall. It bore the numbers 74 to 78 on Fourth Street. The hotel was known as Hotel Boswyck when it was purchased by Richard Hickey in 1893. The church and the hotel had to be demolished to make room for the Williamsburgh Bridge.

The Third Methodist Episcopal Church was in 1851 located at South 5th Street near Driggs Avenue, the First Baptist Church was in 1870 located on Driggs Avenue corner South 5th Street. The Central Methodist Episcopal Church, organized in 1868, stood in 1899 on South 5th Street near Driggs Avenue. The block bounded by South 5th Street, Driggs Avenue, South 6th Street and Roebling Street was in the 40's occupied by the residence and garden of Broom-corn Smith. The headquarters of the Williamsburgh Bible Society organized 1845 were on South 5th Street between Driggs Avenue and Roebling Street at No. 99.

William Huschle's Son, paper box manufacturer, was located at No. 429.

The ground floor of the Wall House at Nos. 74-78 Fourth Street at the corner of South 5th Street was originally occupied by the dry goods store of H. E. Mather at No. 74, on the corner side and by the tailor shop of Orpheus Wood at No. 78. Mather's store was called the Ladies Dry Goods Emporium of the Eastern District Brooklyn, goods were delivered in any part of the City of Brooklyn free of delivery charges.

The First Baptist Church was started in 1838. The edifice on the south eastern corner of Driggs Avenue and South 5th Street was erected in 1843. The edifice was taken down in 1898 to make room for the Williamsburgh Bridge.

The Third Methodist Episcopal Church was colonized by the First Methodist Episcopal Church and organized on May 6, 1849. The edifice was standing in 1865 on the corner of South 5th Street and Driggs Avenue. The edifice had a tower which was subsequently condemned and taken down. The organization was organized on May 6, 1849 as the Third Methodist Episcopal Church of Williamsburgh and became later St. John's Methodist Episcopal Church, the present edifice on the corner of Bedford Avenue and Wilson Street was dedicated on April 3, 1868.

present building was erected in 1894 on the site of a structure occupied a half century earlier by Seward's dry goods store. The Grand Street Museum was erected in 1885 at No. 166, and was subsequently known as Grand Street Theatre. It was situated on the south side of the street west of Driggs Avenue. Nathan Hale Lodge Order of United Americans met at No. 166. The Williamsburgh Post Office was in 1855 at No. 141 (old) between Bedford and Driggs Avenues and Masonic Hall at No. 145. Here met the DeWitt Clinton Chapter No. 142, Royal Arch M & Cassia Lodge No. 4, Hyatt Lodge 205 and Marsh Lodge 188, there also was the Times Office. Peter Shute, the daguerreotypist, was in 1846 located at 183 Grand Street (new). In 1905 the Williamsburgh Photo Company occupied No. 183, with branches at 1018 Broadway, 485 Fulton Street and 597 Fifth Avenue. Brown's pork store which had in the early days been at the foot of the street was later at present No. 207. In 1905 J. Brown, provision dealer, was located at No. 202. Americus Hall was at present No. 208, in the cellar of this building the Williamsburgh Daily Times was organized in 1848. George W. Buckingham's grocery occupied the ground floor, Buckingham resided in later days on the north east corner of South 2nd and Roebing Streets. H. J. Sandak's men's furnishing goods store was at No. 215.

The Literary Emporium held its meetings at the book store of J. C. Gandar which occupied in the 50's the north east corner of Driggs Avenue. Ethan Allen Lodge of the Order of the United American Mechanics, also met here, the building is now a part of Whalen Brothers furniture store. Judge Green's Law offices were located in the early days in a white house on the south west corner of Driggs Avenue, Shellas and Chesnut's carpet store occupied this site from 1883 until 1893. J. G. Koehler's drug store was since 1855 at No. 218. Koehler had a branch store in 1883 at No. 244 Broadway. One of the first delicatessen stores was the one established about 1882 by H. Schulz, Jr., at No. 220.

The Tuttle Building was erected in 1878 between Driggs Avenue and Roebing Street. Edwin S. Piper established in 1885 the Grand Bazaar in this building. P. Gorman and Sons opened in 1857 a small store on North 11th Street between Wythe and Bedford Avenues, removed subsequently to larger quarters on North 6th Street between Wythe and Bedford Avenues and about 1883 to a two-story and basement house on Driggs Avenue and Filmore Place, and opened a large dry goods store about 1891 at Nos. 229-231, adding two years later the two adjoining buildings. The firm was then changed to John J. Gorman and Company and retired in 1913 from active business. Spangenberg's Candy store was in the early days at present No. 246. At that time George Mackay's shoe store was at No. 251, remaining there for many years. Stillwater's shoe store was then at No. 267 on the north east corner of Roebing Street and next door was Livingston's drug store. Stillwater's store at No. 267 was in the early 90's occupied by Adam Schulz's furniture store, in 1905 the firm was known as Adam Schulz's Son. Sperry Brothers, jewelers, were since 1870 located at No. 272. B. H. Livingston's drug store, mentioned above, was established in 1848, in 1893 it occupied Nos 273-75.

Adolphus Baker's dry goods store occupied in the 40's a building at the corner of Havemeyer Street. Baker built the Masonic Temple here. The Unique Theatre, later known as The Comedy and popularly called The Bum, was located at No. 198 in 1905, subsequently this resort was located on the south east corner of Havemeyer Street until demolished in 1923. John P. Teale's Phoenix Iron Works were located at old No. 230 between Havemeyer Street and Marcy Avenue, in the same building was Teale's Columbian Hall. The building was twice destroyed by fire on July 7, 1850 and on January 1853, later the name Columbian was substituted for Phoenix. Opposite was the New Market. Weber and Habich, provision dealers, were at No. 340. G. A. Kirchner, manufacturer of jewelers' tools, dies, etc., was located since about 1882 at old No. 282, the business was established in 1875 and had formerly been at Myrtle Avenue, Kirchner had the agencies of various sewing machines. George J. Smith, commercial printer, was in the early 80's at old No. 286 near Marcy Avenue. The Long Island Zeitung plant was located between Marcy Avenue and Rodney Street.

Jan de Swede, one of the early settlers, had built his dwelling at the head of de Swede's Kil, a branch of de Noorman's Kil or Bushwick Creek near Grand and Rodney Streets. Charles H. Reynolds established his coal business in 1860 here on Grand Street near Rodney Street.

Whale oil having become scarce, kerosene was first introduced in 1860. In that year the business of William Tomkins and Son, chandelier manufacturers, was established. Their place was at old No. 328 near Rodney Street. Eagle Music Hall was located at No. 439 near Keap Street. Free Mason Hall was located in the 50's at old No. 309, between Keap and Hooper Streets. Here met Columbia Lodge No. 8 of the American Protective Association. Meader, the photographer, was at Union Avenue. The Metropolitan Wine Rooms, opened in 1852, were at No. 399, in the early 80's. J. McEntee was the proprietor in 1869. The Union Hotel and livery stables kept by Francis Swift were located at Union Avenue. Reynolds, the photographer, was located at No. 403 near Union Avenue.

John Snyder established in 1843 his undertaker business, forty years later his son, John H. Snyder, had his office at No. 409. Their livery stables were at No. 12 to 16 Powers Street. Carl Schultz established a boot and shoe store in 1860, he died in 1867 and was succeeded by Emil Bochat. In 1883 Charles Schultz Bochat, the then proprietor, was located at Nos. 415-17. Adolph Schmidt at No. 421 established his dry goods and ladies' suits business in 1865. William Strauss and Company, clothiers, opened business in 1877 at No. 431. The Second Baptist Church met at Grand and Leonard Streets.

Frank E. Morgan's sporting goods store at No. 450 was established in 1881. John M. Otto, roofing and sheet metal work, established in had his warehouse at No. 453, the works were at No. 46 Maujer St. Walker Brothers, photographers, were located near Lorimer Street, W. Hennigar's photo gallery was also here at 415. The Watch, Clock and jewelry factory of the Reydel and Schweibold Manufacturing Company was in the early 80's at No. 460. Getting and Hinman's Law Offices, established about 1868 were since about 1882 at No. 464. Trunz and Petermann,

BROOKLYN'S EASTERN DISTRICT (INFO ON OTHER PART OF MAP)



Map
 OF THE VILLAGE OF
WILLIAMSBURGH,
 KINGS COUNTY,
 NEW YORK.
 As laid out by the Commissioners,
 appointed by the Legislature in 1827.
 Reduced from the large Map in possession
 of the Trustees of the Village, Surveyed by D. Egan.
 Engraved & Published by H. M. DOWELL.
 1833.

Scale of 800 Feet

The Nassau Trust Company started business in 1888. A. D. Wheelock, born in Massachusetts in 1823 was the first president, the bank located at No. 101.

A new police station was opened on Broadway near Driggs Avenue on January 30, 1905.

J. W. Smith located on the south west corner of Broadway and Hooper Street at the junction of Division Avenue, established his harness and saddlery business in 1872.

The Corn Exchange Bank of New York secured control of the building formerly occupied by the Broadway Branch of the Williamsburgh Trust Company at the corner of Myrtle Avenue on March 26, 1908.

A fire at Broadway, Hart and Lawton Streets on January 4, 1893, caused a loss of 200,000. dollars. The Bedford Cutter and Grassman Department Store later located here.

The Peoples Bank at Broadway and Greene Avenue was opened on May 1, 1893, the new bank quarters were opened here on January 20, 1898.

The corner of Broadway and Greene Avenue was selected for the site of Postal Station S. on August 10, 1892.

The department store of H. A. Baker & Company was located at Broadway and Cooper Street, fire on June 10, 1905, caused a loss of 120,000. dollars. Subsequently Burden & Company (Peter Burden formerly located on Manhattan Avenue, Greenpoint) had their department store here, which also was destroyed by fire on February 11, 1911.

The old house which stood upon the grounds purchased by the French Fathers of Mercy in 1871 was used as a summer residence. The first edifice of St. Francis de Sales was erected in 1875 on the corner of Broadway and De Sales Place and the Rev. Guicheteau was put in charge; the church is now known as the Church of Our Lady of Lourdes.

The numbering of houses along Broadway having been revised in the 80's, change of location of some of the stores having taken place and new ones added, it may be advisable to insert a list of a number of establishments as they were known in 1890.

Nos. 5-9 the Minden House

12 Peck Slip Hotel

15 Broadway Hotel

16 Louis G. Mertz Café

17 Henry Stamper Cigar Manufacturer

18 Osterman's Hotel

19 Kings County Hotel

22 Jacob Wolfson Cigar Manufacturer

23 George Seidenzahl Cigar Manufacturer, established 1863

31-35 Kings County Milling Company

39 Samuel Himmelreich Gents Furnishings, had a branch at 295 Broadway

45 James Rodwell Mason and Taylor and Fox Real Estate Office

48 Henry F. Koch Ticket Agency and Cigar Store

49 John E. Higgs Umbrellas

53-59 Thos. E. Wallace & Brother, Gents Furnishings

54 City Hotel

116

- 60 Stephen G. Burroughs Mason
66 John L. Rebham Printer, H. Demas Strong Lawyer and Lomis, Williamson & Company Neckwear Manufacturers
73-75 George F. Leyh Optician and Trussmaker
74 Thomas Gibbons Mason and John S. Collins Spring Bed Manufacturers
77 William Kampfmüller Sporting Goods
87 William Young & Company Hatters
82 Archibald N. McBean Lumber with a branch at 95 Gwinnett Street
83 Edward M. Holt Rubber Goods
85 John B. Morgan Real Estate
92 Henry C. Renner Printer
100 John M. Petersen Optician
101 Nassau Trust Company
102 Office of Catholic Youth
102 Parks Brothers, Paper Makers and James Delaney Printer and Heim Brothers Printers
103 German American Real Estate Title Guarantee Company
104 Worth Brothers Jewelers
108 Parr and Plough Photographers
111 Office of Brooklyner Courier, Arthur C. Huene & Brothers Printing Shop
113 Richardson Brothers Photographers
126 Frederick Wunder Millwright
128 August Jahn Florist
130 Jacob Morch Jeweler
150 Charles Gerlach Photographer
153 Joshua Stevenson Photographer
160 Peter Relyea Undertaker, Alanson F. Briggs Photographer
185 Brainard G. Latimer & Sons Carpets
192 Edward M. Williams Sewing Machines
193 R. M. Howe's Son Furniture
195 Jacob Brothers Pianos
201 Henry Jarvis Shirt Maker
220 Martin J. Glynn Dealer in Teas, with a branch at 1794 Fulton Street
225 Jacob Harman Provisions
243 Augustus E. Lawrence Costumer on corner South 8th Street
Louis Herbert & Company Window Shades
250 John H. Baptiste & Company Printers
270 Matthew Macnair Dealer in Toys
290 M. M. Dugan Health Food
307 John Weidenroth Photographer
308 Samuel Stuart Stoves
320 Dolan Smelting Company at corner Rodney Street. D. G. Yuengling, Jr., Brewery Depot
348 Esther Smith Umbrellas
369 George Beck Baby Carriages

117

BROOKLYN'S

EASTERN DISTRICT RE:

SITE ~~RENTERS~~ 1890?
RENTERS

384 Livingston and Wenzel Druggists
 392 Matthew Smith Mason
 431 Augustus H. Voegel & Company Novelties and Yarns, Solomon Sinsheimer Waistbands, Schwab & Rierl Surgical Instruments. On August 5, 1896 a fire in this building caused a loss of 50,000. dollars, another fire on February 10, 1909 destroyed the building at 433 with a loss of 150,000. dollars.
 464-476 Peter Bertsch, Coach and Sign Painter
 474 Frank W. Benner Musical Instruments. Corner Johnson Avenue: Vollkommer & Company Hay and Straw
 510 John B. Schmitz Metal Worker, Corner Boerum Street: Fred W. Vollmeyer Teacher of Languages
 551 Ruchl & Son Printers
 575 Samuel Oppenheim Dealer in Second Hand Books
 696 Frank J. Lang & Sons Truss Makers
 629 Frank J. Buchwalter Hatter
 634 Emil Pfretzschner Provisions
 638 The National Game & Toy Company, George A. Meyer Novelties
 653 William Goehringer Furniture
 674 Robert Palmer Novelties
 679 F. Wetherall Photographer
 681-83 Frederick Weisbrod Butcher was located here since about 1862 for many years
 690 Albert Wiener Hatter
 691 Phillip Herrschaft Hatter
 708 Philip Levy Clothier
 709 Jacob Wolf Photographer
 714 Blasius Allgaier Shoe Dealer
 716 Eisenbach & Company Gents Furnishings with branch at 620 Broadway
 722 Herman Scheidt Baker
 738 Stultz & Bauer Pianos
 740 Joseph Westheimer Gents Furnishings
 749 Henry Batterman Dry Goods
 756 Kannofsky & Zimmerman Milliners
 760 George Keim Milliner
 762 Peter Hoenighausen Provisions
 763 Frank Mayer & Company Clothiers
 767 Bernard Mintz Pawn Broker and Jacob N. Herrle Dealer in Teas
 772 Michael Metschler Dealer in Teas
 773 M. Pfaendler, Notions
 776 Fink Brothers Bakers
 785 Joseph Link Sporting Goods
 796 Gaus & Miller Wholesale Grocers
 807 Richard Domaratius Wood and Willow Ware
 809 Louis Stutz Provisions
 810 Isaac Rostovsky Watch Maker
 822 John J. Wanzel Confectioner
 829 Samuel A. Weber Dancing Teacher

836 J. M. Grube Truss Maker
 838 John A. Schwarz Furniture
 839 C. Traum Furniture
 842 Charles Fredericks Photographer
 850 E. F. Wagner Photographer
 851 Henry Schneider Provisions
 857 The Great Atlantic and Pacific Tea Company
 867 Frank Naecher Stoves
 877 August Severin Druggist
 878 Mueller and Hartmann Watch Makers
 887 Walter & Hunterburg Dealers in Teas
 889 Haecker & Kueck Hatters with a branch at 198 Grand Street
 908 Peter Trombetta Photographer
 931 Richard Heine Trunk Manufacturer
 933 Bernard Faber Paper Dealer
 937 Christoph Dohne Café
 950 Charles Cutter Dry Goods
 969 Charles Roessle Printer
 983 Jacob & Sons store was destroyed by fire on January 28, 1891
 984 William Naumann Musical Instruments and Henry Haller Photographer
 995 George Werst Blacksmith
 1010 Frederick G. Milligan, Sewing Machines
 1021 Henry Wilson Stationer
 1025 Bernard M. Masur, Gents Furnishings
 1034 Brooklyn Tea Company and T. T. Donovan Printer
 1077 Falk Brothers Photographers
 1081 Anton Eaton Provisions
 1107 Daniel Scott Stoves
 1111 Henry Martens Livery Stables
 1135 I. H. Neill Dealer in Teas
 1189 Andrew E. Law Dealer in Teas
 1257 Anton Betz Taxidermist
 1281 Henry L. Eisner Provisions
 1207 William C. Krick Florist
 1309 William H. Blakely Stoves
 1373 S. G. Richards Stoves
 1381 Joseph B. Hughes Dealer in Teas
 1414 Rudolph L. Scharf Lawyer
 1453 Max Fritsche Frame Maker
 1457 James Condron Horse Shoer
 1489 W. Agricola Real Estate Agent
 1593 Hyde & Gload Manufacturing Company Slate Mantels

BROOKLYN AVENUE

Bedford Park contains four acres of the old Spanier-Adams estate. The old residence on the ground near the Brooklyn Avenue side became the children's museum. The Brooklyn Institute of Arts and Sciences took formal possession of the Spanier Mansion on May 10, 1893. The park is

owner. In 1866 Andrew D. Baird finished the yard at Wythe Avenue of Gill and Baird. Andrew D. Baird Hawley lumber dealer was located Rodney Street; Richard G. Phelps Kent Avenue and Hewes Street. D. book factory in 1867 at Nos. 201-2 founded the publishing concern in 80's at old No. 109 Kent Avenue.

The Peoples Gas Light Company hauer Sugar Refining Company by Peoples Gas Light Company for 11, 1896.

Mollenhauer's steam yacht The July 7, 1896.

Frederick Devoe, a son of John his house was known as No. 184 of South 4th Street. The sides of shingles. In 1877 the house was tu grounds around it were occupied land attached to his residence. The farm, known as Devoe Street, Morgan Avenue. The house and lot He died in 1829, his widow die seven children. Their second oldest Wakeman and he resided in New York. L. Devoe died in 1858 leaving la his will he made ample provision American Bible Society was mad after Devoe's demise this society i part of the avails of this legacy ar the testator's widow about 75,000 the society.

The house numbers along I changed, when First Street, Willi Avenue in 1885. The numbers in are given, as they are in use tod been mentioned elsewhere, under

John Braun, ship chandler, w Beer Company, makers of soft provisions, at No. 86. A. Altenbrar provisions, at No. 127. The Col. days on Kent Avenue near North goods, was located at No. 112, Ja Peter J. Mount, nickel plater, and facturers of church chairs, were lo visions, at No. 297. R. J. Waddell at No. 341. Brooklyn Leather Be No. 355, Hiram Williams, naval st

station, engine house and repair shop and here a locomotive replaced the dummy engine and the trains turned east around the Bushwick flats and Newtown Creek. Nearby at the creek's bank at the head of navigation were the docks of the railroad. Along here was the old swimming hole called the "Two Cent Place", at this resort the boys of the 80's used to play ball on Sundays.

Burr and Company's Block and Pump works were at the corner of South 8th Street and Kent Avenue. The Young Ladies Institute of the Misses Field was located at Berry Street. J. F. McCarthy, photogravure printer, was at No. 110. The Lyceum Building at the north east corner of Bedford Avenue was erected by Edward Smith and is now known as Smith Building. In 1874 it was used for public occasions, in 1876 the Union Club had its quarters here and in 1881 Smith Gray and Company occupied it for manufacturing purposes. Edward Smith was a member of this firm. The building was occupied by Stover's Dry Goods Store when a fire visited the place on April 29, 1887. In the early 90's Goerke Brothers Dry Goods Store was located here.

W. H. Gaylor appointed by Mayor Seth Low in 1881 Commissioner of Buildings, resided at No. 110, he was an architect and builder by profession. Trenor's Academy was on South 8th Street between Bedford and Driggs Avenues and near Bedford Avenue. Here were the Third Unitarian Church and the Harvard Benevolent Society, connected with this church. The Captain Francis A. Babington House was in 1855 located at No. 131 between Driggs Avenue and Roebling Street. Captain Babington was a pilot. This site was later occupied by Yale Hall. Yale Hall was at Nos. 131-33, here the Eastern District Y. M. C. A. was organized in 1889 and was located here until 1906. The Brooklyn Eastern District Library Association was in 1870 located here at No. 131-33. The Long Island Business College at Nos. 143-49, between Bedford and Driggs Avenues was in November 1921 purchased by the City of New York for the sum of 70,000 dollars from the estate of Henry C. Wright. The building was acquired by the city for the use by the Continuation School to take the place of P. S. No. 166 on South 4th Street near Havemeyer Street which building had been reduced in size by cutting through Grand Street Extension and had subsequently been condemned. The Pontiac Club was located at No. 152; A. E. Lawrence, costumer, at No. 212, the Williamsburgh News Company, news dealers, and Henry Woerner, manufacturers of paper boxes, at No. 216.

McQuade's Ropewalk, midway between South 8th and South 9th Streets, ran from Driggs Avenue to Roebling Street. It blocked Bedford Avenue, if any one wanted to cross the street, he stepped down two steps, stooped under the rope and went out of the building through the door on the other side. When this ropewalk was taken down "from across Roebling Street and up the alley" small houses were erected which stood sideways and the name McQuade's Alley alias McQuade Place was applied.

Professor Trever's Dancing School was at South 8th Street in 1855, at the site occupied in 1898 by the Y. M. C. A. rooms. Trever afterwards was in Washington Hall at Broadway and Bedford Avenue.

Loftus Wright, painter, was located in the 80's at No. 216. Phoenix Hall was at No. 118. William A. French and G. A. Webb, dancing teachers, were in this building. French had an additional place at No. 163 Clymer Street. John Kelly, horse shoer, was located at No. 118 also, Mary A. Wilford, elocution teacher, at No. 206, R. A. Smith and Brother, printers, at No. 216, Charles J. McGinnis, horse shoer, at No. 220.

SOUTH 9TH STREET

Frederick Hoeft's Salt Water Baths were in 1855 at the foot of South 9th Street. DeCastro and Donner's Sugar Refinery was at the foot of this street, the Brooklyn Poultry Company was at No. 11; William Vogel and Brothers, manufacturers of sheet iron and tin ware, at Nos. 37 to 47.

The Wall Mansion, a brown stone building at No. 66 midway between Wythe Avenue and Berry Street, was built in 1854 and occupied by William Wall, the second and last Mayor of the City of Williamsburgh. When consolidation took effect on January 1, 1855 the keys to the City of Williamsburgh were handed over to the municipal officers of the consolidated City of Brooklyn in the parlors of this building. The house was taken down in April 1914 to make room for an apartment house. The residence of Dr. Abraham Berry, the first Mayor of Williamsburgh, was in 1866 located at South 9th and Berry Streets.

The Grecian Building was located between Berry Street and Bedford Avenue; Professor Silas Metcalfe's Academy for Young Ladies occupied the basement. The Amphion Theatre at Bedford Avenue was built in 1887. The New England Congregational Church on the north side of the street between Driggs Avenue and Roebling Street was erected in 1853. Fire destroyed the edifice on December 22, 1893, it was rebuilt in the following year. The Society was organized in 1851 and first worshipped in a hall on Driggs Avenue and South 1st Street. Merged later with the Lee Avenue Congregational Church, organized 1854, and they became known as the United Congregational Church at Lee Avenue and Hooper Street. The Baptists held meetings in this edifice in the early 80's until their new church at Lee Avenue and Keap Street was completed. An Evangelical Lutheran Congregation subsequently occupied this building on South 9th Street. The Iroquois Club was located at No. 190, the Calvary Protestant Episcopal Church was in 1893 located on the south east corner of Marcy Avenue. The Eastern District Branch of the Y. M. C. A. erected its new building during 1904-05 on this corner. George P. Jacobs and Company, steam fitters and plumber supplies, w located near Rodney Street.

All Souls Universalist Church founded in 1845 laid the cornerstone of the edifice on South 9th Street in 1872. The chapel on Wythe Avenue was rented for 200 dollars a year in 1845. The Church on Bedford Avenue (4th Street) was erected in 1848 at a cost of 7000 dollars. The church on South 9th Street was completed in 1874 at a cost of \$62,714.25. The new chapel on South 10th Street was completed in 1876, cost of building was \$21,105.24. Cost of the plot on Ocean and Ditmas Avenues, Flatbush, acquired in 1905 was \$15,194.22, cost of building and equipment \$39,453.07. Cost of Parish house on Ocean Avenue and Ditmas Avenue in 1908 was \$21,689.64.

RE: SOUTH 4TH THRU SOUTH 8TH
NECESSARY TO INCLUDE AS FOLLOW
-THRU INFO ON DEVOE ESTATE
& PART AS HISTORY OF ROADWAY

burial ground dug over to the depth of six feet in November 1878. When a plate or fragment of a coffin sufficiently large to show the bones once enclosed was found, these were deposited in boxes, subject to the order of friends or relatives, but there were not one dozen which could be recognized. All the remaining bones were put in proper boxes and placed in a vault for that purpose.

Mill Lane was a narrow lane which led from the Woodpoint Road to Luqueer's Mill. John DeVoe built his house on the Old Mill Road.

Johannes DeVoe was born in Morrisania, N. Y., on February 6, 1728. He crossed the East River and settled in Bushwick where he married Maria Bennett, a granddaughter of Captain Pieter Praa, on May 25, 1750. After some years he erected the stone house on the north side of the Old Bushwick Road near the corner of the Woodpoint Road. The latter was a small crooked lane which led to the general landing place on Bushwick Creek where the farmers of the neighborhood kept their strongly made skiffs and rowboats which carried their various farm products to the New York markets. Johannes DeVoe died in 1813 and his wife soon after. Five children survived them.

On the opposite side of the Old Bushwick Road, a few yards west of the stone house stood another building which Johannes DeVoe had erected, at first he used it for a granary and for winter roots, reserving a portion for his slaves. Afterwards it was altered for one of his sons, but this son removed to other quarters. Then it became the home of his grandson John at the time of his marriage and John died in that house. In 1878 Peter Cooper was the owner of this building. The barn stood about three hundred feet north of the house; this structure was erected about 1785; Charles Debevoise purchased the barn in 1853 and removed it to his lane.

William, a son of Johannes DeVoe, occupied the old homestead built by his father. He used to attend the Fly Market and Catherine Market in New York City in his rowboats. He died in 1832, he had three children. William's sister Maria, born in 1750, married in 1777 David Mollenar, his name afterward became Miller. He died in 1817. Mrs. Miller died upon her Keikout farm in the old Meserole Homestead in 1854 aged 101.

ORMOND PLACE

Was Fleet Street, Bedford, in 1850, Ormond Street in 1860 and is now Ormond Place.

PAIDGE AVENUE

Was first Bridge Street, became later known as Bridge Avenue and is now Paidge Avenue.

Cheney and Hewlett were located on Paidge Avenue and Newtown Creek, Setauket and Brant Streets. The Union Iron Works were on Paidge Avenue and Newtown Creek.

PALMETTO STREET

Was laid out about 1850 by Watson Bowron and was opened about 1870 through the farm of Adrian Martense Suydam.

The Euclid Club was located at No. 22, John L. Nostrand, Surveyor, at No. 25, John Lamb, mason, at No. 82.

PARK AVENUE

Was opened in 1839 from Hudson Avenue to Clinton Avenue. The street was opened in 1840 from Franklin Avenue to Bedford Avenue and in 1850 to Spencer Street.

The Marine Barracks on Park Avenue were built about the outbreak of the Civil War. The Long Island Warehouse was erected at No. 881. The line of the Brooklyn and Long Island Cable Company was completed in 1884 and the cars ran from Fulton Ferry via Front, Washington, Concord and Navy Streets and Park Avenue to Broadway. This line was operated as a cable road but was not a success. Horses had to be used at all points when the cars had to turn a curve, in order to get from one street into another. The line was abandoned. When the Nassau Electric Company was organized in 1895, the route of the Park Avenue cable line was used by the new company for a trolley line and was extended from Broadway via Park Street, Beaver Street, Bushwick Avenue, Jefferson Street and Central Avenue to the Cemetery of the Evergreens. In 1929 arrangements were made to take the tracks off Central Avenue, the Park Avenue cars making use of the Wilson Avenue car tracks and reaching the terminus at the cemetery by way of Cooper Street.

McDermott and Howard, morocco manufacturers, were located at the corner of Schenck Street, Thomas McLaughlin, horse shoer, at No. 350, Lawrence McNamara, wheelwright, at the corner of Classon Avenue; fire on January 16, 1892, destroyed the plant of the Hatters Fur Cutting Company, located on Park Avenue from Walworth to Sandford Streets, Thomas W. Hynes and Company, straw goods, were located at Nos. 574 to 584. Matthew J. McKenna, horse shoer, was located at No. 706, Valentine Bruchhaeuser, mason, at No. 739. Lewis Shangalman's Knitting Works were located at No. 805, Charles Drager, mason, at No. 819 and Frank and J. G. Jenkins, Jr., storage at No. 889.

PATCHEN AVENUE

Thomas A. De Mill, a New York Commission Merchant of Water Street, New York, erected in the 60's his house in the midst of an open cornfield at what is now the north east corner of Patchen Avenue and Quincy Street. Symonds and Poor Carbonator Company, Soda Water Apparatus, were located at No. 100. The two-story frame building at the corner of Jefferson Avenue was occupied by the Patchen Avenue Gang about 1878. This gang consisted of Billy Porter, Shang Draper, Johnnie Irving and Gil Yost with their supposed wives. The men passed as gentlemen of leisure living upon their resources. The women dressed in the utmost good taste and style. Things went on smoothly until one night the flour and feed store of Ibert in the Eastern District was broken into and a safe containing a large sum of money was boldly carried off. Other places were in a similar manner cleaned out. These four couples had been the burglars. Porter was arrested in England in 1888. The house has been removed to 153 Marion Street.

BROOKLYN EASTERN DISTRICT

meetings in a small frame house standing with its gable end to South First Street about 75 feet north of Grand Street, wherein also was a tin store and an office of the Justices of the Peace. The first session on April 30, when the Board organized had been held in the house of Van Alst and Cutting.

John L. Graham was appointed Counsel of the Board in 1829, James R. Whitney in 1831 and Ebenezer Griffin in 1836. The following streets were staked out and opened during the first years: North Third, First, South Second and South Fourth Streets.

In 1829 the first hook and ladder company was organized and the first postmaster appointed for Williamsburgh. In August 1829 a complaint was lodged with the Board about a swing or scup on the southerly side of Grand Street as a nuisance on Sunday; ten months later it was again that the swing was in full operation on Sundays and its immediate suppression was ordered. In 1830 also a petition was made to restrain swine from running at large, the petition was laid on the table. Nearly two years later measures were taken to establish a pound and to impound the swine thereafter. In the following year the pound was broken open and the swine let out, a reward of twenty dollars was offered.

In 1829 a meeting was held in order to raise the sum of 150 dollars for village expenses by tax. In 1831 the sum of \$600 was raised in the same way and for the same purpose. In 1833 the president was authorized to borrow the sum of 1000 dollars for the use of the village. At the time of election in 1831 on November 7, 217 votes were cast, at a special meeting for the election of trustees and treasurer on December 6, 1831 but 17 votes were cast.

On February 13, 1832 the trustees paid a bill for refreshments furnished the firemen at the burning of Cornell's Distillery. In 1833 a committee was appointed to confer with the Brooklyn and Jamaica Rail Road Company relative to a branch to Williamsburgh. In 1837 some opposition was manifested to the proposed location of the route of the railroad which had since become the Long Island Rail Road.

A legislative act was passed on April 18, 1835 extending the village limits. All the later 16th Ward from the Sweed's Fly Road to Bushwick Avenue, as well as a portion of the later 18th Ward between Humboldt Street and the Old Woodpoint Road were added. The new charter created a Board of nine trustees to be annually elected. Edmund Frost was chosen president of this new Board. The energy and enterprise of this new board soon started a new era in the history of the place. Several large and substantial wharves and docks were built, new avenues of trade were opened by the construction of turnpikes, more streets laid out and a new ferry established to Peck Slip, a movement which more than anything else perhaps contributed to the increase of Williamsburgh's population and prosperity, inducing many New Yorkers to take up their residence here.

The part of the town of Bushwick annexed in 1835 was known to the people of Williamsburgh as the "new village". It was laid out with streets, the names applied to streets were those of the farm owners and land proprietors such as Conselyea, Devoe, Ainslie, Van Cott, Meserole, 25 Williamsburgh, Devoe, Ainslie, Graham and others.

On November 30, 1836 a public meeting was called to petition the Legislature to again extend the village limits. Then came the crash, the financial crisis of 1837. Litigation and difficulties began to arise in relation to opening of Avenues and Streets and on October 17 of that year the subject of an entire revision of the village charter was proposed.

Very shortly a large part of the new village became populated by Germans and it received the sobriquet of Dutchtown. There were then three distinct sections, known popularly as North side, South side and Dutchtown.

In 1835 one hundred "monuments" of red stone were ordered to be placed on the corners of the streets in the village. The Board of Trustees appointed a committee to petition for a bank and insurance company for the village. In 1836 The New York Evening Post was appointed as one of the papers in which Corporation notices were to be inserted; this appointment, however, was revoked and The New York Times was appointed. David Olmstead was appointed Keeper of the Cells. In May 1837 Edward Sandford was appointed Counsel to the Board. On July 17, at a special election held for Trustee, William Leaycraft received 63 votes, Jno. C. Minturn 53, and David Garrett 22. On April 9, 1838, Meeting of the Lyceum was held in the Trustees Hall.

On March 14, 1838 a public meeting was called to investigate the debts and financial affairs of the village, two weeks later the Board refused to grant the committee appointed at that meeting the use of the books of the village for investigation purposes.

Schenck Way was clerk of the Board of Trustees from 1832 to 1838, he was also Street Commissioner, Constable and held nearly every office but that of collector. Henry Payson was the village clerk from 1839 until 1845. He received a salary of only thirty dollars. The president of the village and the trustees did not receive any salaries.

In 1844 an amended village charter was adopted, the village separated from Bushwick as "the town and village of Williamsburgh." Three trustees and a collector were chosen for each district.

James B. Wilson, the town builder, came in the 30's with his parents to Williamsburgh. The family located on Kent Avenue and South Fifth Street. The Wilson homestead was of Colonial Architecture and one of the finest buildings overlooking the river. Wilson erected among other buildings a three-story brick building on the southwest corner of Broadway and Bedford Avenue, where the Nassau Trust Company later located, the first frame church of Christ, Episcopal Church on Division Avenue near Bedford Avenue, the present Christ Church, the Times Building, and hundreds of dwellings and business structures in Williamsburgh and Brooklyn. James B. Wilson died in 1909, at the age of 92. One of the last survivors of "Colonial style" houses stood at No. 447 Kent Avenue.

William Capes' shipyard was the only one in the early days. Outside the distillery the ropewalks were the main industry. Schermerhorn and Bancker's and John Luther's ropewalks extended from Wythe Avenue to Driggs Avenue between North Third and North Fourth Streets.

The old and thickly populated portion was from Grand Street to North Fourth Street and here were the houses of the active and influential

J. J. Black was at No. 612. The Elm Street Mission was started by the Methodist Protestant Church. The Bushwick Democratic Club was organized on October 14, 1890. Adolph H. Goetting was the first president of this club. The club house on the north east corner of Hart Street, formerly occupied by the Elm Street Methodist Church was dedicated on September 28, 1892.

Charles Henry Reynolds was born in New York City in 1837. At the age of twelve he became an apprentice in Harper and Brothers plant. After his seven years of apprenticeship he worked two years as journeyman for the firm. The slack time of 1860 brought about the laying off of help and he was without work. He lived with his mother on Grand Street, Williamsburgh, since 1850. He leased a lot at No. 238 Grand Street, put up a building of rough boards, 8 x 10 feet in size and covered the board roof with tar paper. At that time kerosene was introduced to supplant whale oil which was becoming increasingly scarce. He bought a barrel of kerosene and started an oil store. The next year he took a partner, the firm becoming Lewis and Reynolds. They added the wood trade to the oil business. After another year, George Robinson took Lewis' place and the firm became C. H. Reynolds and Company. The new firm added coal to the wood business. Their coal yard was at the corner of South 1st and Rodney Streets. The oil and wood trade was continued at the old place, the wood was sawed at first by horsepower and later by a small five horsepower steam engine. Ten years later Robinson sold his interest to Reynolds and went South. In 1877 Reynolds bought two acres of land out on Grand Street. He built an office at No. 893, also a stable and a coal pocket. In 1881 he erected a planing and molding mill. In 1883 he admitted into partnership his two sons and his brother-in-law Gilbert M. Vander Water and the firm became C. H. Reynolds Sons and Company. The plant was continuously enlarged.

Calvary Protestant Episcopal Church was formerly known as St. Barnabas Church. Services were commenced early in 1869 by the Rev. Henry A. Dows in a rented house on the north west corner of Evergreen Avenue and Jefferson Street. The church erected on Evergreen Avenue between DeKalb Avenue and Stockholm Street was opened for service on December 12, 1869. This church was evidently removed to a new site on Bushwick Avenue between Kosciusko Street and Kossuth Place, and still later to Bushwick Avenue near Grove Street.

Joseph Sabin resided on the corner of Broadway and Weirfield Street, in a house he had bought of Thomas W. Field. Field owned the entire block, his residence still is standing on the Bushwick Avenue side of the block between Weirfield Street and Halsey Street. Sabin was born in England in 1821, he came to the United States in 1838, he died on June 5, 1881. Joseph Sabin's attention had been attracted to the subject of Americana while he was cataloguing the library of E. B. Corwin in 1856. His great work, the Dictionary of Books relating to America from its discovery to the present time, was begun in 1856, but the first volume was not published until 1867. He retired from active business in 1879, to be able to give more time to this work. He was engaged upon the 13th

Volume which brought the work down to the letter P., when death closed his labor in 1881. One of his sons continued the work.

Charles Henry Reynolds who later resided at No. 810 Bushwick Avenue established a wood yard in 1860 and in later years, coal yards on Morgan Avenue, at Meserole Avenue and Scholes Street, at 875 to 893 and at 876-884 Grand Street on Newtown Creek, and at the corner of South 1st Street and Rodney Street.

When kerosene was first introduced in 1860 it was called Crystal Oil. The light produced by this oil was superior to anything hitherto used in brilliancy and it was eagerly welcomed by the public and sold readily at a dollar a gallon, though it was inferior to kerosene as it was later known after a refining process had been developed. C. H. Reynolds started in business at that time selling oil and supplying the people with lamps and fixtures for burning the newly discovered oil. He later gave up the oil business and went in the coal business. The lamp business was later owned by J. A. LeMaistre, who succeeded Reynolds in 1878. James H. Tomkins became LeMaistre's partner; LeMaistre retired in 1882 and Tomkins admitted his son into the partnership. They manufactured kerosene fixtures and sold the William Day paper shades as a specialty. Their place of business was at old No. 328 Grand Street.

The commanders of the 32nd Regiment, National Guard, were Colonels Henry Edward Roehr, John Rueger, Louis Bossert, Louis Finkelmeyer and Henry C. Clark.

The hotel of the Boulevard Brewery was on Bushwick Avenue near Noll Street. The cost of the residence of Mrs. Catherine Lipsius at the corner of Willoughby Avenue was 35,000. dollars. Theobald Engelhardt was the builder. The German Evangelical Mission Church was organized in 1868 and incorporated in 1871. The edifice on Hopkins Street, between Sumner and Throop Avenues was dedicated in 1873. In 1904 the building was sold to the Brooklyn American Roumanian Congregation. The new edifice on Bushwick Avenue corner Menahan Street was dedicated in 1908.

Johannes De Voe purchased about 1810 from James Roosevelt a large stone house with thirty-five acres of land attached to it. This house was known as the De Voe Mansion at No. 62 Bushwick Avenue when fire destroyed it in April 1876. Prow De Voe an officer in the Revolutionary Army, who was engaged in the Battle of Long Island was the son of Johannes De Voe. He and his brother John had inherited the mansion at their father's death in 1813. The brothers occupied the house. John died in 1841 at the age of 85.

The following list contains a number of establishments along the line of Bushwick Avenue, as they were known in 1890. At No. 14 Charles Maschmeyer, cigar manufacturer, 31 G. Bosch and Brothers, provisions, 108 Henry W. Meyer, tobacconist, 109 L. Ruoff and Son, undertakers, at the corner of Scholes Street were the iron works of Francis S. Haas and Son, 193 Ernest Ochs, brewer.

At the corner of Meserole Street was Warren G. Abbott's brewery, a fire at this plant on January 23, 1893 caused a loss of 75,000 dollars, on June 18, 1895, the plant of the Abbott and Katz Brewing Company on Bushwick Avenue, valued at 600,000 dollars was again on fire. Dr. Henry

Division Avenue and its continuation which became subsequently Broadway existed as a rough wagon road as early as 1840 from the riverside where a stone pier was built in that year at the foot of South 10th Street, out to the junction with Fulton Street. Along this road were ponds, which afforded good skating during the winter season. From Wallabout Creek to Flushing Avenue stretched the marsh known as the Nigger Pond. At Flushing Avenue was Horton's Tavern and James I. Johns kept a dry goods store there.

Nearly the whole of Williamsburgh was owned by the Meserole, Boerum, Rensen, Titus, Vandervoort, Troutman, and Wyckoff families. The Kijkuit or Keikout was the high bluff along the line of Fourth Street. The name means Lookout. The block house was erected here on this bluff because the site commanded an excellent view of the East River as well as the surrounding land, in times of danger of attacks by Indians.

The Meserole farm in this section was called the Keikout farm, it contained 107 acres of land, between the East River and Roebling Street and between Broadway and North First Street. Jean Meserole came from France in 1663, he is known as the first owner. He built his house upon the Keikout bluff and it most likely formed the westerly wing of the later Miller homestead. Jean Meserole died in 1695, the farm remained undivided until the death of John Meserole 3rd in 1756, his heirs sold some of the land. A part came into the possession of Charles Titus in 1785 and he left it in 1802 to his son Charles. The son sold it to Justus Thompson and the latter sold about six acres to Noah Waterbury. The balance of 25 acres passed under foreclosure to General Jeremiah Johnson who sold it in 1825 to Garrett and Grover C. Furman.

The old Miller homestead was demolished in 1853 when the bluff was leveled, the earth was dug down some sixty feet and the Keikout became a thing of the past.

In 1828 the Berry, Devoe and Van Cott farms were bought and laid out in building lots.

In 1834 the 13th and 14th Wards were divided into lots, in 1836 real estate in Williamsburgh commanded higher prices than it did nearly a half century later.

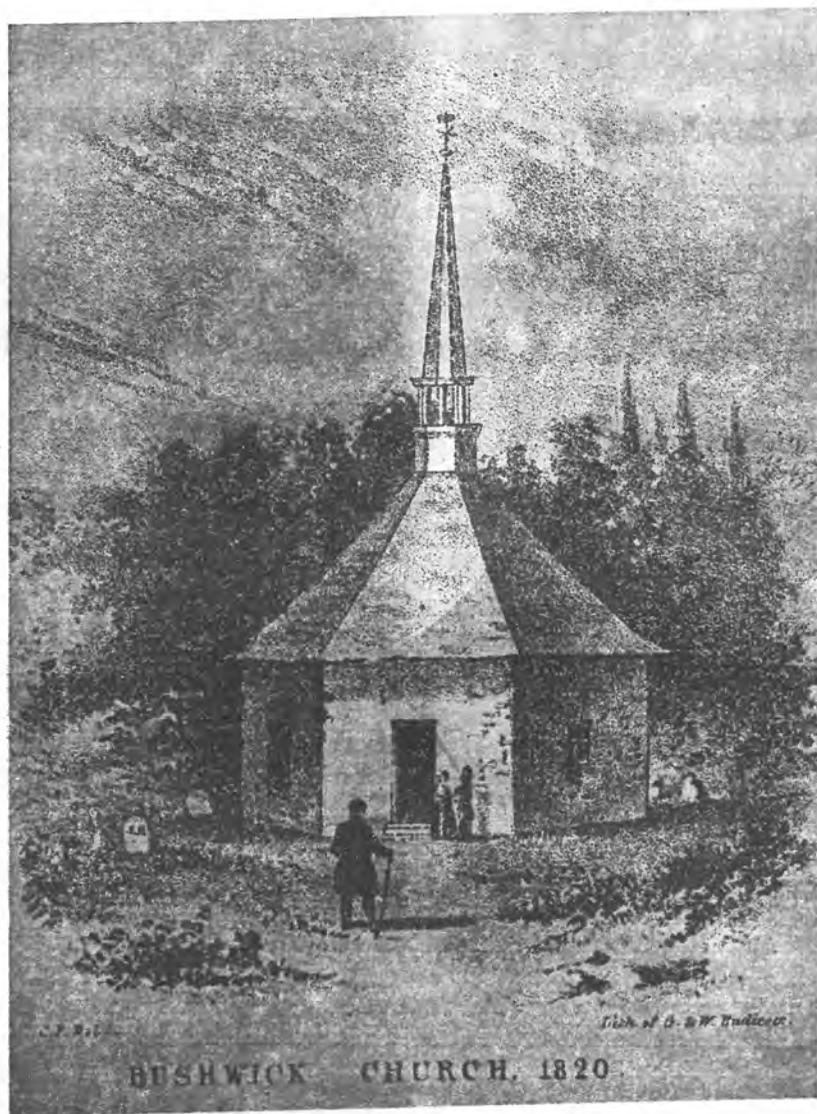
After the village limits had been extended in 1835 the map showed seventy two streets, thirteen of these were opened and regulated, the majority being dirt roads and four were paved with cobblestones, taken from the farm fences which had been removed for the opening of the streets.

In 1837 there were ten stores and taverns and fifty-nine stables and barns.

In the early days the only buildings on the shore were the Waterbury Distillery erected 1819 on North Second Street and the American House at the foot of Grand Street.

However there were buildings east of Kent Avenue.

David Dunham, a New York Merchant, purchased at a sheriff's sale James Homer Maxwell's right, title and interest in Williamsburgh, when they were sold on execution in favor of James J. Roosevelt in 1818. Dunham shared his purchase with Moses Judah and Samuel Osborn. His son established the first steamferry from New York to Williamsburgh.



by this war, the courts and town meetings were transplanted to the old tavern at the Cross Roads. This war being over, the Bushwick folk's whole interest again was centred on farming.

The younger generation, however, being more progressive had become restless. One by one, they went to settle down in the fast growing settlement at the river shore known as Williamsburgh. In 1828 a church was erected there which was helped along by the old town church and in the following year the Bushwick people replaced their own church by a new edifice on the old site in the centre of the church yard. To the west was the village green, to which a branch of the Bushwick Creek extended. Around the Green stood some old Dutch farmhouses, as the Beadel House on Metropolitan Avenue, the Conselyea House and Mill on the creek at Jackson Street, the Van Ranst House also on the Creek at Withers Street and the Blackwell House at Frost Street. Across the Woodpoint Road, opposite the church, stood the Town House and the Liberty Pole in its front. Further north near the old town burying ground stood on either side of the road a Devoe House and still further along near Meeker Avenue, the old Manor House and the Debevoise farmhouse, the barn of which had been the quarters of Hessians in the Revolution.

On the Woodpoint road just north of the Church at Skillman Avenue stood the school house, erected in 1768, 20 x 50 feet in size, of stone, with a long sloping roof like the farmhouses. In this school English and Dutch were used until the new school was erected in 1829. There the sermons were now preached in English and in the school the Dutch language was also now eliminated.

To the south was the old Charles Schenck farmhouse at Montrose Avenue.

The Williamsburgh-Jamaica Turnpike Road was built in 1813-14. Stephen B. and Samuel Masters operated the turnpike for about twenty years. The toll gate stood near the grist mill and bridge which latter occupied the site of the present Metropolitan Avenue Bridge. Here was a white sandy beach and there were three boat houses on this beach. When the Brooklyn and Newtown Turnpike Road was built the toll gate was moved to the point where the two roads crossed, i. e., at Metropolitan and Flushing Avenues. Martin J. Suydam began to run a stage from the ferries through Grand Street and Metropolitan Avenue to Newtown. A few houses were erected along the Jamaica Road in the 40's.

In 1840, Maspeth Plank Road too was opened and several houses were built along this road in 1846. On the north of this road was a patch of forest land known as Backus Woods. The road crossed Furman's Island.

Peter Cooper had operated since 1820 a glue factory on Manhattan Island, which he had purchased for the sum of 2,000. dollars, under a twenty-one year lease. This plant was located on the Middle Road, about between Fourth and Fifth Avenues and between 31st and 32nd Streets on Murray Hill. Cooper bought in 1840 ten acres of land at Bushwick and transplanted his factory to that place. Peter Cooper was born in 1791, he died in 1883. His two brothers married the Beadel sisters. Gypsies used to camp at the place where William Cooper erected his residence and a smaller house next to his own for the use of a niece. In front of the

RE: DEVOE

The remains of about 250 bodies which had been removed from the old town burying ground on Kingsland Avenue, Withers and Frost Streets in 1879 and had been re-interred under the church building, had subsequently been again taken out and removed to the Cemetery of the Evergreens. The Sunday school building had been erected in a corner of the church yard in 1878-79 in an attempt to rejuvenate the old church; this had involved the removal of several graves and had started a controversy which disrupted the small congregation.

The Bushwick people constituted a part of the Collegiate Church of the county and as such were ministered to by the pastors of the Five Dutch Towns. Revs. Freeman and Antonides were the first regular ministers and preached here alternately every third Sunday. There is still extant a receipt from the Rev. Freeman for his salary in 1709.

There was a tradition that after the Battle of Long Island a detachment of the American Army passing through this town left their wounded and sick in the Bushwick Church to be cared for by the Dutch farmers. Lord Howe, after finding that the Bushwick folk had given sympathy to the enemy, ordered the rebel church to be closed up and it remained thus until peace was restored.

After the year 1800 a bill passed in Albany gave the village title to ten acres of land in the village, then in possession of the Reformed Dutch Church, on the ground that they had held continued possession of the property for more than 50 years. That document did not give the boundary lines but went a long way toward proving the title to the property. When the territory of the village of Williamsburgh was extended in 1835, it was provided that a piece of land occupied by the Reformed Dutch Church for public worship and a burying ground known by the name of Bushwick Church shall be excepted and excluded from the said village of Williamsburgh and the same shall continue to form part of the said town of Bushwick.

The Bushwick Church Records, which were in 1921 in the custody of the Rev. C. K. Clearwater at Elmhurst, L. I., are as follows: Register of Church of Bushwick 1792-1871. Old Bushwick Church Records 1873-1880. Old Bushwick Church 1880-1896. Old Bushwick Consistorial Records 1876-1910.

The Rev. S. Miller Hageman was on November 9, 1894, dismissed as pastor of Old Bushwick Reformed Church. He then opened a meeting place at Humboldt Street and Skillman Avenue on November 18, 1894, 600 people being assembled. He called the place the New Old Bushwick Church and this was dedicated on February 14, 1895. He resigned as pastor of Old Bushwick Church on November 14, 1895.

The Bushwick Town School was organized in 1662. Two years later the English rule succeeded the Dutch rule in the Colony and the free school system was abolished. For the next century and a half the schools depended upon the support of its patrons. The School was held in the church or Town House and the Dutch tongue was taught. In 1768 the church masters bought a plot of ground from Abraham Bogart and erected a school house about 20 x 50 feet in size with a long sloping roof. In this school the Dutch and English languages were used until 1829,

when the new church edifice was erected and English was thereafter used in church and school. When Martin Kalbfleisch settled in Greenpoint there was no school house in that part of the town. The school in Bushwick village was in a run down condition. Kalbfleisch applied for permission to make use of the old structure, repaired it and obtained the services of a teacher. This school, standing on the south west corner of Skillman Avenue and the Old Woodpoint Road, was long known as Bushwick District School No. 1. After consolidation in 1855 the institution became P. S. No. 23. The City Superintendent of Schools said in his report, referring to the Bushwick School: this building belongs to the period prior to that of Rip Van Winkle, Ichabod Crane and Sleepy Hollow. Fire consumed the building before the year had ended. New P. S. No. 23 was erected on the north side of Conselyea Street west of Humboldt Street. Additions have been built since and the school now covers the ground on Humboldt Street and extends on Conselyea Street and Skillman Avenue.

The Town House stood near the church just across Old Woodpoint Road. The Court occupied the main floor, excepting a small room at the southern end, in which the town records were kept. About 1805 one Gibson leased this small room and opened a bar. When the lease expired the barroom was discontinued. The War of 1812 caused large meetings to be held and the Town House being too small for this purpose, the town court was removed to the tavern at the Cross Roads. This tavern was at the time kept by Abraham Bogart. The old town house was subsequently cut in two and the two small buildings were occupied as dwellings and were still standing a score years ago. A liberty pole was long standing in front of the Town House.

The burying ground of the Canon Street Baptist Church in New York City was bounded by the Woodpoint Road, Humboldt, Withers and Frost Streets. In 1864 the congregation was authorized to remove the remains of the bodies.

A Devoe House stood on either side of the Old Woodpoint Road in the vicinity of the town burying ground. One of these houses, a little stone structure, was still standing in 1910, buried by stores and dwellings in the middle of the block bounded by Withers and Frost Streets.

The Manor House stood on a neck of land between Newtown Creek and the salt meadows and bounded by Meeker Avenue on the South. This tract had since 1660 been the plantation of Pieter Jansen De Witt. Pieter Lott, the son-in-law of De Witt, purchased the farm in 1720. Abraham Polhemus of Brooklyn, born 1719, settled in Bushwick, where he died in 1781. He bought the farm in 1749 and erected the Manor House on the Woodpoint Road, on what is now the roadway of Monitor Street near Engert Avenue, close to the junction of Meeker Avenue. It stood back from the roadway in a big clump of trees; facing south east, its rear being toward the creek. It was an unusually large frame house of Dutch architecture with half doors, four good rooms on the ground floor and a large hall running through the centre and wide piazzas along the front and rear. In course of the years the house had become dilapidated and shattered by age and the storms of the hard winters of the 40's and was almost untenable. It was at that time known as the Menius Manor House.

BROOKLYN EASTERN DISTRICT

RE DEVOE

Cypress Hills Plank Road, but the old road has since been improved and is doing good service.

Forest Park was acquired by the City of Brooklyn about 1895.

THE KINGS HIGHWAY

As laid out by a commission appointed in 1704, consisted of a main road and a number of branch roads, but all were parts of the Kings Highway. The main road ran from the Brooklyn Ferry, after having passed Brooklyn Church the road forked one arm leading to Jamaica, and the other to Flatbush and Flatlands. This main road was called the Ferry Road. The one branch, the Jamaica Road and the other the Flatbush Road, they are now known as Fulton Street and Flatbush Avenue. The branch roads or feeder-lines, were: Red Hook Lane reaching to the Red Hook; Gowanus Lane, a former Indian trail, running along the line of Fifth Avenue to Gowanus Cove, to Yellow Hook and the Narrows; the Big Lane or Church Lane, running from the Flatbush branch to Flatlands Neck; the Little Lane or Lott's Lane, running from the Flatbush Road to Canarsie; the road still known as Kings Highway, running from the Flatbush Road to Denyse's Ferry at New Utrecht; the Clove Road, a former Indian trail, leading from Bedford Corners to the salt meadows on Jamaica Bay and another arm to Flatbush Village; the Cripplebush Lane running from Bedford Corners to the Cripplebush settlement, (this lane was extended in 1805 to the Newtown Road thus connecting it with the Bushwick Cross Road); the new Bushwick Road running from the Jamaica branch (Fulton Street) to the Bushwick Road, the latter ran from Bushwick village and Newtown Creek and along the Kuj Kuit Lane on the Williamsburgh shore.

What is still known as Kings Highway had already been taken off the official map and the road was to be discontinued. Only the efforts of the then Borough President Riegelmann saved this important thoroughfare from being cut up and being replaced by streets forming square blocks. Whoever knows Kings Highway will appreciate the importance of this act; a great injury to Brooklyn has thus been averted. The old roads were the only way of communication between the various villages and all streets were built up with the object in view of deriving as much benefit as possible from the main road to which each street formed an approach.

The entire road system of Long Island was influenced by a little creek which cut across Manhattan Island, which has long been filled in and is forgotten. This creek ran from the west shore in the vicinity of Christopher Street through the Collect pond, about where the Tombs are located now, to the neighborhood of Peck Slip on the East River. On the west shore the creek was known as Bestevaar Kil and on the east shore as the Old Kil. After the Indian War of 1643-45 the Dutch authorities divided the lands which had been reserved by the Indians at the time when they sold their territories to the Dutch. Now the Indians had fled during the War and the Dutch seized the opportunity and took what had still been Indian land. The Canarsie band had settled now on the North River above the Tappaen band, their fellow-tribesmen, the Rockaway band, had settled in Morris County, N. J., on what still is known as the Rockaway

River. The Indians of Manhattan Island had removed to the land between the North River and Hackensack River. On Lucini's map of 1648, this tract between the two rivers is called Isola Manhattan, i.e., the island of the Mannhattans. Some of the Manhattan band had removed to Nyack in the town of New Utrecht on Long Island. These bands all belonged to the tribe known as the Easterners and at certain times they would come together for the purpose of holding a tribal council. Their old council place had been at Bedford, the name Bedford being a corrupted form of the Dutch word Bestevaar; meaning "old men", i.e., the place where the wise (old) men meet. The Indians crossed the North River and followed the creek across Manhattan Island and then crossed the East River to the foot of Fulton Street, Brooklyn. Here the Indian trail led to the council place and to New Utrecht.

When the Dutch established the ferry landings, they simply followed the example of the Indians and rowed their boats from Peck Slip, New York, to Fulton Street, Brooklyn. Thus the point was fixed to which all roads lead, which have been constructed on the island.

The old creek, the Indians, the Dutch rule are no more, Fulton Ferry itself is gone, still the foundation of the road system remains and its influence will always remain. The cross-island roads, naturally never led directly to the ferry, yet they were the feeders for the main roads leading westward. Every vehicle coming from any place upon Long Island, bound for New York City and every vehicle coming from New York City and destined for any place on the island had to come to this point or else start off here. After the farmer wagon came the stage coach, followed by the steam railroad, the horse car, the Elevated Road and the trolley car. The steam rail road could not run through the populated part of the town to Fulton Ferry, when the Brooklyn Bridge was built, the starting point was transferred; the Long Island Rail Road was forced some sixty years ago to divert its line to Hunters Point, the Pennsylvania Depot on Manhattan Island has since become the terminus of the Long Island Rail Road. These changes have come, but the roads had been firmly established, the arteries of communication remain the same. The means of traveling have been changing in rapid succession. Fulton Ferry has been replaced by Jamaica as the point to which all roads lead. All means of communication through Brooklyn, the trolley lines, "L" roads, subways, automobile roads, etc., have become shuttle lines between the old and the new gates to the island.

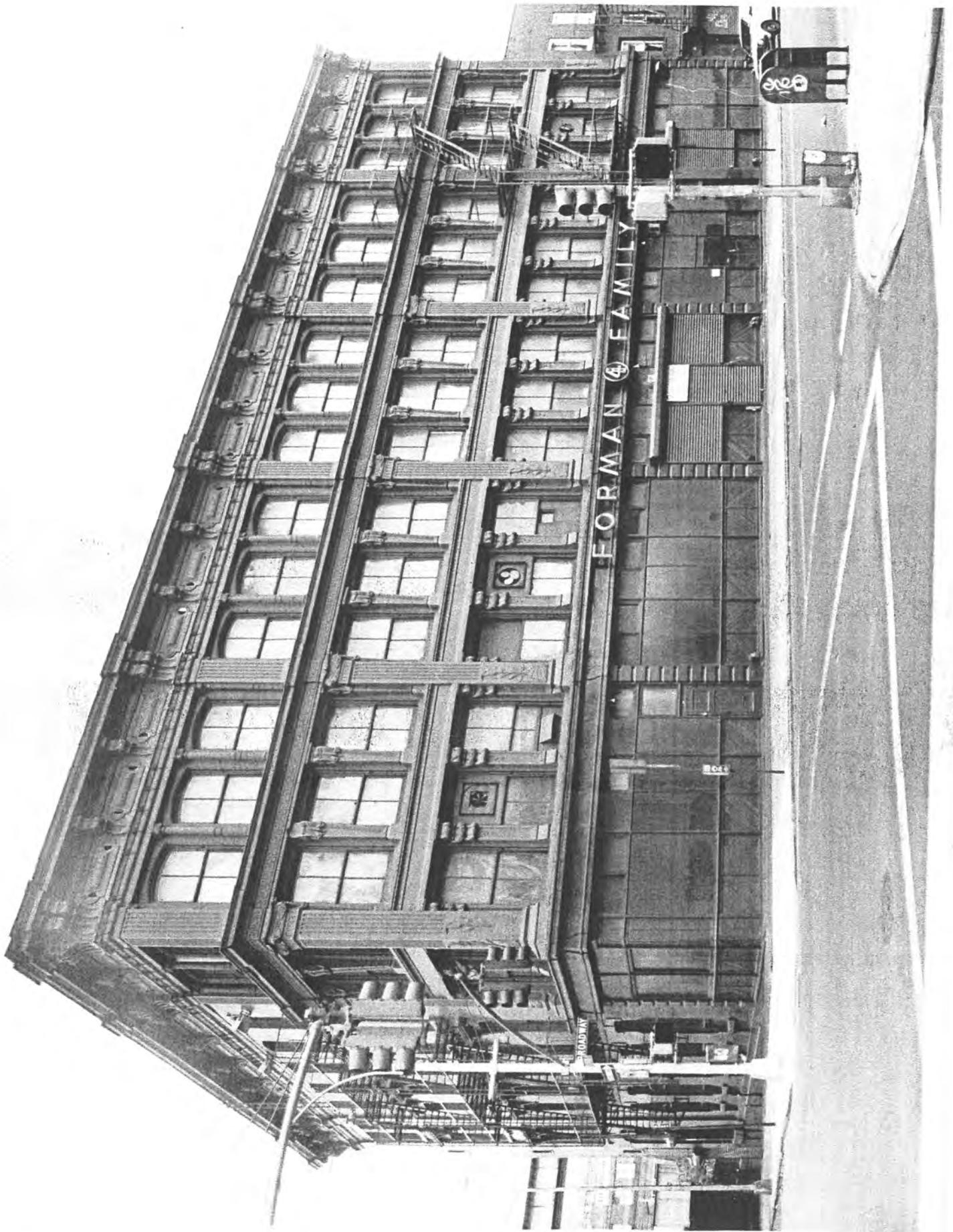
If all the lines of the Kings Highway had been preserved Brooklyn would reap immense benefits from that fact. The only lines of the highway which still remain are the main line: Fulton Street and its twin road, Atlantic Avenue, which was especially constructed for the railroad, which could not run through Fulton Street, the Flatbush Road, the Bushwick Road, the Flatlands Neck Road, now forming part of Kings Highway and what is still known as Kings Highway although not over its entire length. Through the town of New Utrecht, the road has been destroyed.

It is hardly necessary to say a word about Fulton Street, nor about Flatbush Avenue. The latter thoroughfare is destined to be one of the busiest streets in the country, from the Manhattan Bridge to the ocean.

(RUNS INTO INFORMATION ON PAGE 56)

BROOKLYN'S EASTERN DISTRICT

RE: BROADWAY



Friends of **GAST
IRON** *architecture*

235 East 87th Street
New York, New York 10028
(212) 369-6004

November 20th, 1979

Henry-Russell Hitchcock
Sir Nikolaus Pevsner
Honorary Co-Chairman

RECEIVED

NOV 26 1979

LANDMARKS PRESERVATION
COMMISSION

Hon. Kent Barwick
Chairman
Landmarks Preservation Commission
305 Broadway
New York, NY 10007

Dear Kent;

It has come to our attention that the cast-iron building at 185-195 Broadway, in Williamsburg, Brooklyn, may be considered for designation in 1980. In our opinion, this is the finest remaining cast-iron building in Brooklyn, and deserves designation immediately.

The Friends of Cast-Iron Architecture sponsored a study of the iron front buildings in Williamsburg, carried out by Alta Indelman in 1976. She ascertained that No. 185-195 Broadway was built in 1882 for shoe dealers James R. Sparrow and James R. Sparrow, Jr., to the designs of W.B. Ditmars, whose architectural office was also on Broadway.

The building's iron facade has double-story Ionic pilasters with a unique and charming lily motif. The architectural iron elements for this structure were cast by the Atlantic Iron works, whose foundry labels can be seen on the building's front. The building is now owned and has been for forty years by the Forman family, which conducts in it the family business of manufacturing decorative metal tableware. The Formans also own the Peter Luger restaurant across the street.

Although cast-iron buildings could once be found throughout downtown Brooklyn, the half-dozen examples in and around Broadway in Williamsburg are about the only survivors in that borough; the two recent losses of the 1866 building of Williamsburg Gas Light Co. (later Brooklyn Union Gas) at 324 Bedford Avenue, and the old King's County Fire Insurance Co. at 97-101 Broadway (demolished just a year and a half ago) make the preservation of the remaining structures of even greater importance.

It is our hope that No. 185-195 Broadway will be calendared for a 1980 hearing, and we will be happy to furnish any further information from our files which could be helpful.

Cordially,

Margot Gayle

Margot Gayle
President

President: Margot Gayle Treasurer: Alfred Koenig Ass't. Tres: Michael Brooks
Secretary: Julia Hullar

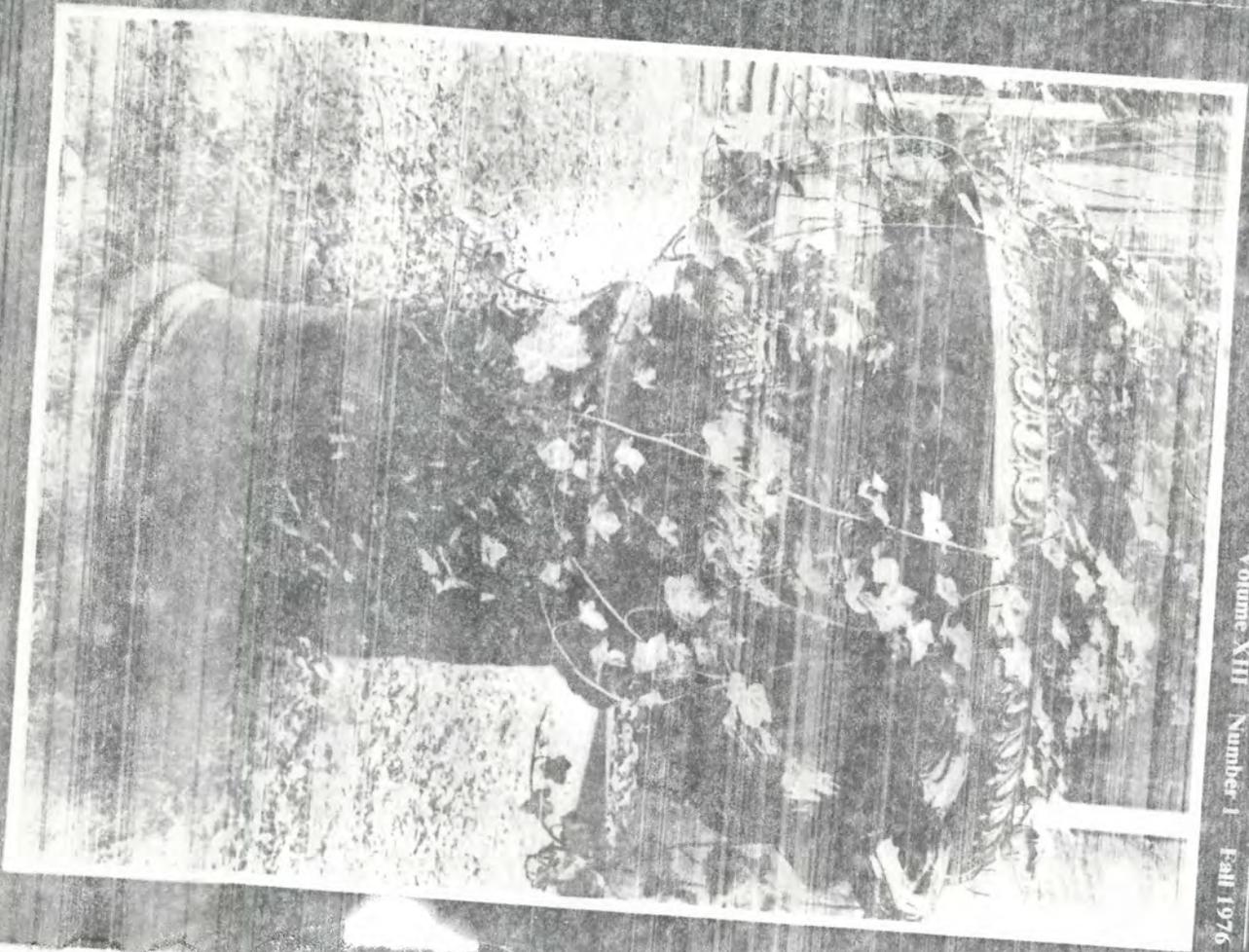
Vice-Pres: Peter Blake Alan Burnham James M. Fitch Brendan Gill William John Hawkins
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Tours Co-Chm: Alta Indelman Anthony Robins Harvey Rosenberg PR: Susan Leicher
Design: Edmund V. Gillon Renewals: Rozanna Radakovich Books: Margaret Hance

*Margot Gayle
Julia Hullar*

The Journal of
Long Island History

Volume XIII Number 1 Fall 1976



Williamsburgh's Iron-Front Buildings

Little is known regarding how many iron-front structures may have graced the streets of 19th century Brooklyn. This lends special interest to the half-dozen iron-front buildings concentrated along Broadway and on Bedford Avenue in Williamsburgh, which give evidence of the days when this area was an active urban center with a vigorous commercial life. Now most of the iron fronts there are in poor condition, but their size and style help us visualize the days in the latter half of the 19th century. Days when, between the East River and Havemeyer Street, there stood a rich assortment of fine retail establishments, prominent banks, and insurance companies. There were also large factories and wholesale concerns, not to mention industries that lined the banks of the river, including breweries, lumber yards, and sugar refineries. The iron-front buildings were a significant part of this picture.

At the foot of Broadway, a busy ferry connected the "Eastern District" (Williamsburgh) with Manhattan, adding to the area's commercial activity. Many businesses established earlier in Manhattan sought out the open spaces of then-suburban Williamsburgh because it was so accessible by ferry. They moved their factories and stores across the river from "overcrowded" New York.

The spectacular span of the Williamsburgh Bridge, completed in 1903, had a stultifying effect on the commercial life of this part of Broadway. Within a few decades, the bridge killed off the ferry, which had generated the traffic along these blocks, and with it went the business in the iron-front buildings. Ferry service dwindled to a halt by 1931. This same sequence of events had occurred at Fulton Ferry, where the effect of the Brooklyn Bridge had been the throttling of the busy commercial life of lower Fulton Street. There, the admired and beloved Brooklyn Bridge killed off the ancient Fulton Ferry to Manhattan. Only two blocks from the once-busy Ferry house the Ironclad Bank at the corner of Fulton and Front Streets was left high and dry.

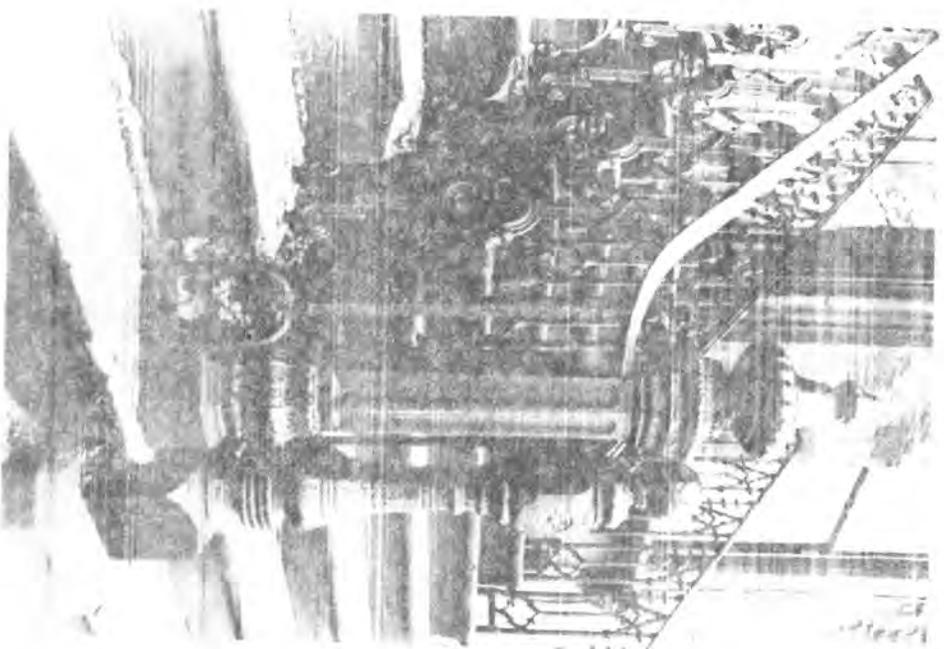
Williamsburgh's half-dozen iron-front buildings, except for one, suffer grievously from neglect. Yet there is not the shadow of a doubt that, with an adequate investment of skill and money, these could be handsome, viable structures again. Rehabilitation of 19th century iron-front buildings is taking place at scattered points all over the country, as far apart as Salt Lake City, Richmond, Wilmington, New York City and Binghamton in upstate New York.

The single example of iron architecture in Williamsburgh that is in good condition is an industrial structure that has been admirably maintained through the years. It can be seen at 185 Broadway, on the northeast corner of Driggs Avenue. Since 1937, it has been occupied by its present owners, The Forman Family, Inc., manufacturers of chromium tableware and metal gift items. Prior to the Forman acquisition of the property, the building

housed a variety of light manufacturing firms, having started life in 1882 apparently as a retail shoe store and factory.

This large example of cast iron architecture has a long frontage on Broadway, comprising several bays visually separated by tall two-story Ionic pilasters. On the Driggs Avenue side, the iron front is carried for about 20 feet around the corner. The rest of the building's wall along Driggs is faced in nicely detailed brick.

A captivating art nouveau decorative motif is cast into the iron elements on the second floor of the Forman building. Here we see repeated several times what might be called a calla lily combined with the suggestion of a half open fan. The two-story pilasters are fluted above the lily design and have Scamozzi capitals. An interesting thing about the Forman Building is that the



Cast iron tower, pilasters, iron screen and railings at drawings at 82 (left) and 80 (right) Stone Street, Brooklyn. Photo by Becker Logan, August 18, 1979.

facade, including its bracketed cornice and ground floor elements, stands much as it was originally built in 1882. Often, the ground floors of old commercial structures have undergone "modernization" in the misdirected hope of improving them. Also, cornices are sometimes removed to avoid normal upkeep.

The original owners were shoe dealers, James R. Sparrow and his son, who, on May 1, 1882, purchased the land on this corner from the Brooklyn Library Building Association. The Association had received the property some ten years earlier from George W. Smith. Previously, it had been owned by the Devoe family, having been part of the old Frederick Devoe farm. The Sparrows employed W. B. Dimars, whose office was nearby, to be their architect; the name of their mason was S. J. Burrows. It appears that the Sparrows had a shoe store on the ground floor, and that they manufactured shoes in the upper stories. Such a combination of retail and manufacturing was standard practice, as we shall see in the Smith building across the street.

An interesting aspect of iron architecture is the foundry label or iron maker's trademark, which is occasionally found imprinted on a building. The Forman Building displays such a label, which can be clearly read even through the many layers of paint. The words "Atlantic Iron Works" are arranged in a semicircle within which is placed the address "706 East 12th Street, N.Y." The name of this iron foundry is also found on several iron-front buildings in Manhattan.

Established by James and Gilbert Burnett in the early 1880s, the Atlantic Iron Works stood near the west bank of the East River, where the raw materials of iron could be transported to it. To have transported the fabricated iron parts for Mr. Sparrow's new building across the river to Williamsburgh would have been a routine matter. Once there, very likely they would have been hauled on a dray pulled by a team of powerful horses up the hill to Driggs Avenue, to be assembled into the iron front we see today.

Smith, Gray & Co. is the biggest name in iron architecture in Brooklyn. The firm put in the first iron-front building on Broadway in 1870, and later erected two others nearby, which also still stand. It had a fourth iron building built in 1871 in Greenpoint for its establishment there.

Edward Smith's name was known across the country, for he had succeeded in producing a good quality of ready-made boys' clothing. By 1834 his business had grown from a tailoring shop on Chatham Street in New York into a major manufacturing activity downtown on Maiden Lane. Associating himself in 1859 with Allen Gray, who had devised a carefully graded set of patterns, he decided to leave crowded Manhattan for suburban Williamsburgh. Ten years later the firm of Smith, Gray & Co. was ready to erect its first building. Being progressive, it settled on an iron front design, a type of construction much favored for commercial structures from roughly 1850 to 1890.

One hundred three Broadway (originally number 95 until a change in street numbering), built in 1870, was described as "one of the chief ornaments of the Eastern District." Its high-ceilinged five stories soared above the adjacent brick buildings. The 25-foot facade had tall iron columns and broad display windows on the trabeated ground floor, above which stood four tiers of three-abreast arched and keystoned windows. Above these was a well-proportioned cornice held on brackets. The three-centered arches of the windows sprang from smooth attached 34 round iron columns, and the big double-hung windows were so broad that the front was very nearly all glass. Light streamed into the interior, brightening the sales area on the ground floor, and the workrooms above. Here the cutting of fabric was done, then distributed as piece work to scores of tailors and seamstresses who did the sewing at home and returned finished garments.

The expanding wholesale, retail, and mail-order business swamped 103 Broadway, so that within three years the firm was renting half of the floor space next door in the Kings County Fire Insurance Company's new iron-front building at 99 Broadway. A "For Sale" sign was recently hung on 103 Broadway. In 1974, a G. R. Jackson & Sons foundry label was observed still bolted onto a pilaster beside the entrance of 103 Broadway, although now it has been pried off. George R. Jackson and his sons operated a long-established Manhattan foundry at 14th St. and the East River.

Around 1871 or 1872, Smith, Gray & Co. opened its Greenpoint branch in a big iron-front building erected for it at 895 Greenpoint Avenue, at the northeast corner of Manhattan Avenue. Considerably altered, its roof cornice gone, painted white and occupied by Chemical Bank, it is still one of the most impressive structures in that shopping area. Noteworthy are its seven two-story columns embracing the second and third floors and standing between the "shoulder arched" windows. Like the columns, the pilasters at each end of the facade are reeded at both the top and bottom, but, in addition, they have incised geometric decoration.

To return to the Smith and Gray empire in Williamsburgh, by the spring of 1881, further expansion had become necessary, and it was decided to take over the Lyceum Building a block south of Broadway at 401 Bedford Avenue, at the northeast corner of S. 8th Street. Smith had built it in 1874 "for public occasions," perhaps as a commercial investment or perhaps as a company facility with large rooms to be let out for meetings, concerts and social events. Once precepted for industrial use, it may not have proved practical, for in 1888 Smith had architect P. J. Lauritzen rebuild the interior within the existing brick walls. He also put a new four-story iron front on the 40-foot Bedford Avenue side.

This carefully designed iron facade is unusual for having a wide two-story arch with the lintel gracefully declining the entrance in the center three-window bay. Flanking bays are two windows wide, while round-headed windows

comprise the top floor under a parapet-like cornice bearing the words "Smith Building."

In 1882, Mr. Smith's sons, Millard F. and Wilson R., who had entered the partnership, purchased the advantageously located piece of land on Broadway at the southeast corner of Bedford Avenue. For some 30 years Washington Hall had stood here, a building of truly mixed uses including theater, billiard rooms, Fryer's Dancing Academy. Sumner's real estate firm and a telegraph office. When its lease ran out, Washington Hall came down and Williamsburgh's largest iron-front building went up on this 80' by 80' site.

With a growing mail order business and traveling salesman, Smith, Gray & Co. needed a large main building which would include offices, wholesale activities and a retail store. So, 144 Broadway, the site of Washington Hall, was designed to serve as the corporate headquarters and major retail establishment. With tall, lighted show windows and merchandise on display it must have enlivened the street scene, and there is no doubt that in the closing years of the century the size and presence of this very large iron building, painted a light color, greatly enhanced the business center of Williamsburgh. In scarcely more than a dozen years, this business center had acquired an appearance of opulence. Then as now the big Smith and Gray iron store stood opposite the dignified Kings County Savings Bank, designed in 1868 by Architect William H. Willcox, who placed a fence of solemn iron balusters around it. One block to the east, the stately Williamsburgh Savings Bank (1875) also displayed some iron architecture, its great iron-ribbed Renaissance dome topped by an iron lantern. Designed by George B. Post (noted for his early skyscrapers), it was the headquarters of that Brooklyn institution now more identified with its newer tower bank on Hanson Place. The 1875 landmark bank was also surrounded by a spectacular cast-iron fence which compares favorably with the one around the Dakota Apartments in Manhattan for the city's top honors. There were other banks and stores, and of course the already mentioned Sparrow Shoe Co. iron front building and brand-new in 1883.

Smith and Gray's store was completed in 1884, six stories tall including the story in its mansard roof. Both of its facades were of cast iron, and although the name of the architect has not yet come to light, it is clear that he was not unfamiliar with the material. Eschewing the earlier columnar effects, he designed relatively flat facades with minimal decoration composed of little more than incised patterns of a neo-Grec type. He provided great areas of glass which the slender but strong iron elements of the facades made possible. To supplement natural light in its interior this important building had "two hundred electric lights driven by three dynamos" which also provided power for several elevators.

Today 144 Broadway is a very somber looking building, its windows dirty

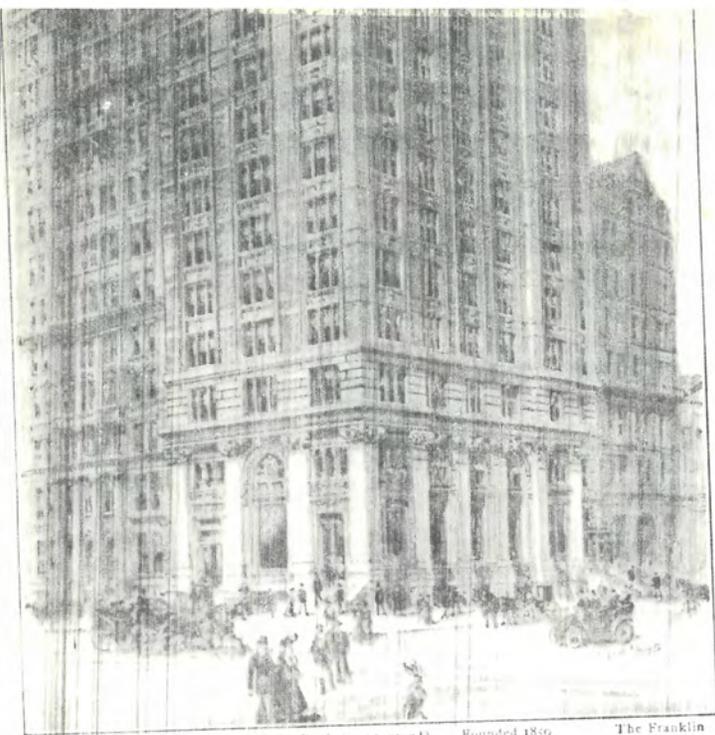
and its grey paint peeling. A first floor of opaque multi-paned windows has replaced the big display windows. At some point the mansard roof was replaced by a wall of industrial glass to make it a more useful full story. Its corner tower with arched windows remains, as does the fragile iron cresting along its rooftop.

If we do not know the architect we do know the iron founder. The iron-work for this large store must have been one of the first big jobs handled by the famous James L. Jackson Ironworks on East 28th Street in Manhattan, under the new management and name of William H. Jackson, who had taken over the business in 1883. An iron plaque saying "W. H. Jackson Ironworks" is bolted to an iron pier base on the store's Bedford Avenue side.

To move back in time, and leave the Smith, Gray enterprise, we should look at the fourth of the big remaining iron-front buildings standing in this old business section of Williamsburgh. This is the Kings County Fire Insurance Company's carefully designed 5-story 99-101 Broadway. Built in 1870, it stands side by side with Edward Smith's first iron building. Its style is distinctly French Second Empire, with the effect of a center pavilion created by advancing paired free standing columns and a balcony on second, third and fourth floors. The keystoned segmental arches above the windows stand on stilts rising from paneled pilasters. Rusticated quoins mark the edges of the building. The roof's concave sweep was recently damaged when a section was ripped off in a wind storm. Resting on the roof is the steel framework for a huge advertising sign facing motorists crossing the Williamsburgh Bridge. In 1910 the Atlas Assurance Co. acquired the building, which later was occupied by a knitting mill.

Other iron fronts in the area include 244 Broadway at Havemeyer Street, a five-story brick building with an iron front of unusual design. There are two others at 411 Bedford and 413 Bedford. The latter had a prosperous beginning as the workrooms and store of J. A. & C. H. Baldwin, dealers in furniture and interior decorations, who seemed to have a large clientele in the 1880s when they occupied "one of the finest iron buildings in this vicinity." This four-story building has piers which simulate rusticated stone and displays a strong cornice at each floor level. Having housed toy lamp, macaroni and knitting factories at various times, it is now a warehouse. So is 411 Bedford next door, also owned by Howard Corporation. Its windows are topped by flat cusped arches and it has a strong roof cornice. Trucks backing up to iron front buildings for loading purposes are an everyday hazard, as the iron elements are brittle and easily damaged if hit by the rear of such a vehicle. Both of these buildings have been damaged this way. When demolished around 1967, the old Williamsburgh Gas Light Company's iron-front building had dominated the northwest corner of Bedford Avenue and S. Second Street for almost a hundred years. A flamboyant example of the French Second Empire style, with three stories and a mansard

on
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r



Temple Bar Dime Savings Bank (as proposed) Founded 1859 The Franklin
DIME SAVINGS BANK, Court Street, S. W. corner Remsen, facing Borough Hall.
Magnificent office building, contemplated as a superstructure upon present two-story white freestone ed-
ifice, erected 1881. Deposits, \$2,200,000. Surplus, \$2,200,000. J. Lawrence Martellus, President.



Boerum St. Broadway
Founded 1866
GERMAN SAVINGS BANK OF BROOKLYN, Broadway and Boerum Street.
Three-story red brick and buff sandstone office building. Four-story extension in rear for lodge rooms.
Surplus, \$411,000. Deposits, \$8,461,000. Charles Naeher, President. George S. Bishop, Cashier.



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The New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor North NY NY 10007 Tel: 212-380-7700 Fax: 212-380-7960 TTY 212-380-7788
<http://nyc.gov/landmarks>



December 19, 2001

Ms. Margot Gayle
235 East 87th Street
Apt. 6C
New York, NY 10128

Re: Forman Building, Brooklyn

Dear Ms. Gayle

A senior staff committee of the Commission has reviewed the information you recently submitted. The property referenced above will be presented for further discussion to the Commission's Designation Committee, which will determine whether to recommend calendaring a designation hearing for this property. We will keep you informed about the status of this matter.

We appreciate your interest in historic preservation and in the work of the Landmarks Preservation Commission.

Sincerely yours,

Mary Beth Betts
Director of Research

cc: Ronda Wist, Executive Director



The New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor North NY NY 10007 Tel: 212-380-7700 Fax: 212-380-7960 TTY 212-380-7788
<http://nyc.gov/landmarks>



December 7, 2001

Ms. Margot Gayle
235 East 87th Street
Apt. 6C
New York, NY 10128

Re: Forman Building, Brooklyn

Dear Ms. ~~Gayle~~ *Margot*

Thank you for submitting a request for evaluation. Staff will review the material and keep you informed of the process. We appreciate your interest in historic preservation and in the work of the Landmarks Preservation Commission.

Sincerely,

Mary Beth

Mary Beth Betts
Director of Research

FRIENDS OF CAST-IRON ARCHITECTURE
24 WEST NINTH STREET, NEW YORK, N.Y. 10011

A HISTORY OF WILLIAMSBURG, BROOKLYN AND ITS CAST IRON BUILDINGS

CONTENTS

	<u>PAGE</u>
HISTORY OF WILLIAMSBURG	1
NOAH WATERBURY	11
THE FERRIES OF WILLIAMSBURG	12
THE WILLIAMSBURG BRIDGE	15
THE HASIDIC COMMUNITY OF WILLIAMSBURG	19
CAST IRON AND OTHER HISTORIC BUILDINGS IN WILLIAMSBURG	21
BUILDINGS WITH SOME CAST IRON DETAILS	35
BIBLIOGRAPHY	38

FRIENDS OF CAST-IRON ARCHITECTURE
24 WEST NINTH STREET, NEW YORK, N.Y. 10011

HISTORY OF WILLIAMSBURGH, BROOKLYN

Brooklyn's first European settlements were established in 1636 when groups of Dutch farmers took up residence along the shores of Gowanus Bay and Jamaica Bay, and a few Walloons¹ founded Wahle-Boght (Wallabout), the site of the old Brooklyn Navy Yard, on Wallabout Bay. Two years later the West India Company secured a tract of land from the Canarsee Indians in exchange for "Eight fathoms of deuffels (a coarse cloth), eight fathoms of wampum, twelve kettles, eight adzes and eight axes, with some knives, beads, awl blades."² This land, which encompasses the present neighborhoods of Williamsburgh and Greenpoint, extended from what is now Division Avenue and Broadway north to the Queens County Line and from the East River west to Flushing Avenue. It was given the Dutch name Boswyck, later known as Bushwick, meaning "Town of the Woods."

After several tragic confrontations with the Indians of the area, a permanent settlement between Mispat Kil and Hoorman's Kil (Newtown Creek and Bushwick Creek) in Boswyck on February 16, 1660. The settlement, established by fourteen Frenchmen and their Dutch interpreter, Peter Jan De Wit, consisted of 22 house plots valued at the equivalent of \$10 apiece surrounded by a stockade.

Consequently, Boswyck (Bushwick) became one of the original "Five Dutch Towns" along with the earlier settled Breukelen (Brooklyn), Amersfoort (Flatlands), New Utrecht and Kidwout (Midwood).

1- Walloons are the people inhabiting that part of Belgium known as Wallonia, (the provinces of Hainaut, Liege, Namur, Lusembourg, and the south of Prabant) where French is spoken.

2- William and Bertha Frank, The First Hundred Years, page 8

In 1663 a new village was organized within the boundries of Boswyck by settlers from the Wahle-Boght. Known as Keikout (Lookout), the village occupied a small tongue of land jutting out into the East River at the base of the present South 4th Street. Keikout stood on the farmland of Jan Meserol and marks the first colonization of the area that we call Williamsburgh today. Small agricultural communities continued to form along the East River, weath~~x~~ering Indian attacks and tensions following the establishment of British rule in 1664.

During the Revolutionary War the Town of Bushwick was left untouched by actual fighting, but was occupied by the British from late in 1776 to 1780. British prisonships, overcrowded with Americans captured at sea, were docked in the Wallabout and were notorious for their despicable, unsanitary conditions. These were originally the transport vessels in which the cattle and supplies of the British army had been brought to America.

At the close of the Revolution, the Town of Bushwick held three main villages; Het Dorp, the original plot settled in 1660, het Kruis padt, which lay near the present intersection of Bushwick and Flushing Avenues and het Strand, which was located along the East River between Bushwick Creek and the present South 4th Street. Farms, which grew vegetables and grain for the New York market, occupied the remaining town land. The only way to transport people and goods across the river to New York was by privately owned skiff until the first of a long chain of ferry services was begun. (See page 17.)

The first "ferries" to cross the East River from Williamsburgh to Manhattan were no more elaborate than sturdy rowboats rowed by sturdy men. Owned by James Hazard, these boats began sailing from what is now the foot of Grand Street (in Williamsburgh) in 1797.

About three years later, Richard Woodhull, a well-to-do New York merchant, became interested in the waterfront directly across the river from the center of early New York. On speculation he bought 13 acres of land from Charles Titus, a property owner on the Strand. Woodhull had his purchase surveyed by his friend Colonel Williams, an engineer of the U.S. Government. ^{Woodhull} He then divided the land into building lots and named the area Williamsburgh in honor of his friend.

At approximately the same time, Folkert Titus sold 28 acres of his waterfront farm to Thomas Morrell who, in partnership with James Hazard, divided the property with a roadway named Grand Street. Morrell laid out building lots on his part of the land and called the area Yorkton. This name later disappeared from use and Williamsburgh became the general name of the area.

As new roads were built connecting the waterfront farms, the Town of Bushwick and Williamsburgh, a hamlet within the township, continued to develop at a steady rate. In 1819 Noah Waterbury established a distillery at the foot of South 2nd Street in Williamsburgh, where the American Sugar Company refinery stands today. Noah Waterbury, a prominent citizen of the day whose name appears time and time again in the civic and commercial records of Brooklyn, became known as the "Father of Williamsburgh."

(See page 11).

During the first third of the 19th century, ropewalks¹ for the manufacture of ship cordage, and whiskey and rum distilleries dominated the industrial scene of Williamsburgh. As businesses flourished, land values escalated, with 100'x100' lots priced at \$150 to \$250 apiece. The promise of even more activity came in 1824 with the establishment of a U.S. Navy Yard on the site of the old Remsen estate on Wallabout Bay.

1- The term "ropewalk" came from the long low buildings used in the manufacture of rope, and from the walking back and forth of the spinners and ropemakers. These walks were often 900 feet or more in length and some

Included in the original Navy Yard were merchant shops, a large dry dock, buildings for housing war ships under construction, lumber warehouses, stores of ammunition, railways, a naval hospital and a cemetery.

By 1827 Williamsburgh was ready to become a village in its own right. On April 14 of that year, the State Legislature passed an act of incorporation for the Village of Williamsburgh apart from the Township of Bushwick, with boundries "beginning at the bay, or river, opposite to the town of Brooklyn and running thence easterly along the division line between the towns of Bushwick and Brooklyn to the land of Abraham A. Remsen; thence northerly by the same to a road of highway, at a place called Sweed's Fly; thence by the same highway to the dwelling, late of John Vandervoort, deceased; thence in a straight line northerly to a small ditch, or creek, against the meadow of John Skillman; thence by said creek to Norman's Kill; thence by the middle or center of Norman's Kill to the East River; thence by the same to the place of beginning." This roughly corresponds to the area from the East River east to Union Avenue and Division Avenue north to Bushwick Creek and North 14th Street.

A village election took place and official maps were drawn. The surveyors of the incorporated village were criticized by Reverend Nathaniel S. Prime in his History of Long Island (date) for not having seized the opportunity to lay out the streets of Williamsburgh in a perfectly regular grid instead of retaining early delineations. After all, he must have thought, here was a marvelous chance to set things straight from the start!

1- Stiles, Henry History of the City of Brooklyn, Vol. II, page 975

During the 1830's Williamsburgh was the scene of wild land speculation. Farmland was being snatched up right and left, and was either resold for profit or was cut into building lots and sold to the many New Yorkers who came across the river seeking a more countrylike spot than busy Manhattan for their homes. To service increased traffic, a new ferry was established running from Peck Slip on the Manhattan side of the East River to South 7th Street (now Broadway) in Williamsburgh.

Such high hopes were held for the Village of Williamsburgh that in 1836 a group of men bought the Conselyea farm (property now crossed by Grand Street) and built fourteen first class dwellings which they designed as pattern houses for a new model city. One year later however, all but one of these homeowners fell into bankruptcy in a widespread commercial crisis.

By 1840, Williamsburgh was on its way to financial recovery and became an independent township. Despite two major epidemics and a big fire in the late 1840's, the population of the town grew tremendously and on April 2, 1851 Williamsburgh was granted a charter as a separate city. (The City of Brooklyn annexed the City of Williamsburgh in 1855.)

The Peck Slip Ferry made travel to the factory district of Manhattan quite convenient, and Williamsburgh developed into an elegant suburb with hotels, concert halls, beer gardens and coffee houses catering to such people as Jim Fisk, Commodore Vanderbilt and William C. Whitney. Townhouses of Williamsburgh's elegant past still remain in the vicinity of Bedford Avenue, south of Broadway, the heart of fashionable 19th century Williamsburgh.

At the time of its constitution, the ~~streets~~ City of Williamsburgh had streets paved with odd-shaped cobbles, and lit at night with whale oil lamps (soon replaced by gas), kindled by a skilled lamplighter.

The lamplighter was not required to light the lamps on moonlit nights, but he was responsible for rekindling any that blew out in a storm. At \$5 to \$6 a week, wages were incredibly low in those days according to modern standards, but household expenses were lower too, with coal at \$6.50 a ton and lamb at 5¢ a pound.

The citizens of Williamsburgh celebrated the introduction of a central supply of Ridgewood water in 1859 with the building of an ornate fountain to play all day" at the junction of Bedford and Division Avenues. (The fountain was rebuilt in 1878.) Previously, water came from private or community wells.

A great wave of immigration hit New York in the 1850's. Large numbers of German immigrants settled in Williamsburgh and established several imposing beer breweries. Henry Stiles comments in his 1870 History of the City of Brooklyn:

"That quarter of Brooklyn, Eastern District,¹ irreverently designated as Dutchtown, has been for some time the centre of the lager bier manufacturing interest in the Metropolitan District. Here are located some of the largest breweries in existence at present in the country. Surrounded by a population almost exclusively German, they all enjoy a local patronage to a considerable extent, and, in addition, distribute to the different parts of Brooklyn and New York city the bier, which, in glasses froth-crowned and bubbling in glittering air-drops, ~~which, in glasses froth-crowned~~ with inspiriting effervescence, is eagerly sought for by thousands of thirsty mortals."²

The principal breweries were Frie's, located on Bushwick Avenue between Meserole and Scholes Streets, Schneider's, professed to be the largest brewery on Long Island at the time, on Meserole, Smith and

1- Williamsburgh was often referred to as the Eastern District or E.D.

2- Stiles, Henry, History of the City of Brooklyn volume III, page 528

Scholes Street, Liebmann's, established in 1855 and Claus' established in 1850.

Williamsburgh, long thought of as a "bedroom community" for the businessmen of New York, was becoming quite an industrial center itself, along with neighboring waterfront communities. Henry Stiles boasted, "The immense improvements now in progress all along our water front, and the wonderful changes consequent thereupon, are opening a brilliant future before her (Brooklyn) as a manufacturing city. She offers to the capitalists, inventors, and master mechanics of New York, facilities of accommodation, ~~to wit~~, purer air and light, etc., etc., than they can now find in the large, overgrown and overfull metropolis."¹

Williamsburgh's entire waterfront was devoted to commercial purposes by 1870, ship building and repairing being major occupations. In addition to the shipyards, sugar refineries and lumber, brick and coal yards lined the shores of the East River from the Wallabout to Bushwick Creek. South 6th Street and South 7th Street (now Broadway) ~~were~~^{had been} widened in the 1860's, and although many property owners were originally against this action, they were now profiting tremendously from increased real estate values.

In the Wallabout, at the back of the Naval Hospital, the Appletons built a mammoth book factory, taking advantage of the "suburban" site by planting a large garden on the premises. Webster's Speller, the standard school book of the day, was printed by the Appletons. At Kent Avenue and South 8th Street Burr and Waterman had a tackle block factory, selling their product to both local ship fitters and the United States Government.

1- Stiles, Henry History of the City of Brooklyn 1870 Vol. III page 586.

1873 brought a financial panic to New York, depressing the economy for the next six years. The real estate market was hit hard in the fall of 1878. Financial panics occurred again in 1893 and 1907. However, important changes took place in Williamsburgh during the periods between these crises.

A number of prominent retail establishments ~~xxxx~~ took root in Williamsburgh in the 1870's, 80's and 90's. Many Manhattan businessmen across the river and opened moved ~~their~~ stores and factories ~~to~~ in the area. It was during this time that Edward Smith and Allen Gray were building their cast iron "empire" along Broadway and Bedford Avenue to house their booming ready-made clothing enterprise. Cigar and tobacco outlets became quite popular in the vicinity of Broadway while sugar refineries and iron and sheet metal foundries prospered on the waterfront. Banks and insurance companies abounded and shoe stores, drug stores, theaters, bowling alleys and countless other stores and amusements lined Broadway and ^{its} environs. In short, Williamsburgh was a bustling shopping and manufacturing center. To accomodate the growing population, the number of multi-family dwellings increased. Apartment buildings became integrated with commercial buildings and a number of two, three or four family houses with stores occupying the ground floor were built.

The Brooklyn Bridge, designed by John Augustus Roebling, opened to traffic on May 24, 1883, and the people of Williamsburgh, admiring this easy link to Manhattan, began discussing the merits of such a bridge in their neighborhood. By 1896 construction had begun on the Williamsburgh Bridge. In 1898 the City of Brooklyn, which had annexed Williamsburgh in 1855, New Lots in 1886 and Flatbush, Gravesend and New Utrecht in 1894, became part of the larger City of Greater New York.

1- Urban planners are now reaccessing the advantages of such industrial/residential arrangements. Before strict zoning requirements, some 19th century cities, ie. Reading, Pa. mixed housing and factories

A major turning point in the history of Williamsburgh is marked by the opening of the Williamsburgh Bridge on December 19, 1903. (See page 15) With the journey over the East River greatly simplified, ~~xx~~ Williamsburgh's days as an elite community were numbered. Swarms of people migrated there from Manhattan's Lower East Side, attracted by the prospect of open spaces and pleasant houses on tree-lined streets. Within 20 years, Williamsburgh became the most congested area in Brooklyn. An immense slum developed and most of the wealthy and middle class abandoned the area. Stores and dwellings were converted to assorted factories and warehouses.

An ultrareligious colony of Hungarian Jews began to develop in Williamsburgh in the 1920's, and at the close of World War II a group of Hassidic Jews transplanted their closed community from Hungary to Williamsburgh. (See page 19) More recently, Puerto Ricans from Manhattan and the Bronx have settled in the neighborhood.

Williamsburgh has remained a major industrial area although the present economic problems suffered by New York City may change the picture. The largest employers are the American Sugar Company and the Lumber Exchange Terminal Inc., both located on the East River. Small factories and warehouses are scattered throughout most of the residential zones.

Until recently, the F. and M. Schaefer Brewing Company, the last brewery in New York, operated at 430 Kent Avenue in Williamsburgh and was one of the area's biggest employers. Schaefer, which had occupied this plant since 1916, announced its proposed move to Pennsylvania on January 22, 1976, thereby bringing an end to New York City's ^{200-year} history of beer brewing.

Williamsburgh has been a target area of New York City's urban renewal plans for the past several years. Pockets of decaying older buildings are interspersed with high-rise housing. Although industrial development is being encouraged in the immediate vicinity of the sugar refinery (Kent Avenue and South 2nd Street), the future of small marginal operations is uncertain. There is a long term plan in conjunction with a private, nonprofit organization known as CLICK (The Commerce Labor Industry Corporation of Kings) to develop the site of the Brooklyn Navy Yard as a self-contained industrial park.

Many historically significant buildings are still standing in Williamsburgh, and almost all of the iron fronts that appear on an 1886 map¹ still exist today, although ~~some~~ a number are in poor condition. Mainly housing small, diverse factories and warehouses, these 19th century buildings may fall victims of urban renewal plans. Presently, the commercial^{development} history of Williamsburgh in the last century can be traced by walking east along Broadway from the riverfront, using the old docks and buildings as trail markers. An effort must be made to preserve this heritage.

1- Robinson, 1911, p. 111

NOAH WATERBURY

From The History of the City of Brooklyn by Henry R. Stiles Vol. II. p.384
1870 J. Munsell, Albany.

"Mr. Noah Waterbury, whose enterprise has earned for him the appellation of the 'Father of Williamsburgh,' was born at Groton Falls, Conn., and was the son of Phineas and Elizabeth (Lounbery) Waterbury. In 1789, being then fifteen years old, he came to Brooklyn, where he learned the trade of a shoemaker. At the expiration of his apprenticeship, being then twenty-one years of age, he, in connection with Henry Stanton, took the Catharine street ferry, previously run by Hunt & Furman, and after carrying it on for a time, entered into the lumber trade, and subsequently established a rope-walk; In both of which ventures Stanton was his partner. In May, 1819, he removed to Williamsburgh, where he purchased from Gen. Jeremiah Johnson, about one-half an acre of land at the foot of South Second street, on which he erected (with Jordan Coles) a distillery. He afterwards added eight acres of land adjoining, by purchase from Johnson, and laid it out in city lots. Gradually he got into the real estate business, frequently loaned money to the village at times of its greatest financial distress; originated the City Bank, of which he became the first president; was the first president of the board of trustees (of the Village of Williamsburgh) of 1827, and in many ways promoted the welfare of the village. His life was one of great enterprise, characterized by public spirit and a high degree of integrity."

THE FERRIES OF WILLIAMSBURGH

In the year 1797, James Hazard established a regular row boat ferry from what is now the foot of Grand Street directly across the East River to Manhattan. At the time, the surrounding area, later named Williamsburgh, consisted of eight or ten farms fronting the river and extending eastward.

John Morrell purchased a farm in Williamsburgh in about 1804, opened Grand Street, and started a ferry from its foot, calling his station Morrell's Point. Mr. Morrell kept a horn at his ferry for the convenience of passengers who signaled with it when they wanted to be "ferried over the wave." At the sound of the horn, Morrell would immediately drop his hoe, plough or sickle and answer the call.

Morrell and Hazard respected each other's businesses and maintained a friendly relationship. Eventually Morrell's ferry service absorbed the original Hazard line.

However, the history of Williamsburgh's first ferries is not without its tales of rivalry. When Richard M. Woodhull bought property in Williamsburgh, around 1800, he established a ferry line running between the river end of the present North 2nd Street to approximately the same spot in New York as Morrell's ferry. Woodhull and Morrell became intense competitors but Woodhull finally lost out, merging his ferry with Morrell's. The line eventually became known as the Grand Street Ferry. The two men felt so bitter towards each other that neither would give a right of way over his property to the other. As a result, no open road existed along Williamsburgh's shore. Corrective steps were not taken until General Jeremiah Johnson tried to get from his newly purchased Wallabout farm to the Williamsburgh ferry and found, to his utter disgust, that he had to open and close seventeen barred gates within half a mile! He complained to Albany and convinced the authorities to open a new road from Wallabout Bridge to the Newtown and Bushwick Piers.

Horses working treadmills soon replaced oars and sails on the Williamsburgh ferryboats. The horse boats or team boats were used exclusively until the incorporation of the village in 1827,¹ when one was transformed into a steamboat and fittingly named The Eclipse. The Eclipse was run in conjunction with some of the old horse boats for many years. These boats remained in use even ~~when~~ ^{after} they became rickety and unsafe with age.

The Peck Slip Ferry, which sailed the two miles from the foot of South Seventh Street (now Broadway) to Peck Slip, New York, was established in 1836. According to Henry Stiles,² the Peck Slip Ferry contributed "...it is believed, ~~and~~ more largely than any other, to the growth of Williamsburgh by introducing the most respectable class of citizens, both mercantile and professional..." An unusual "omnibus" service, which lasted about six months, was begun in 1840 by Mr. Williams, a painter. It was a one-car operation which raced through the different streets carrying passengers to and from the Peck Slip Ferry.

The Division Street Ferry, run from South Seventh Street (Broadway) a half-mile to Grand Street in Manhattan, began service in 1851. With the Grand Street and Peck Slip ferries, it belonged at one time to the Williamsburgh Ferry Company, incorporated in 1849, and then to J.V. Meserole & Co. The leases of the Peck Slip and Division Street ferries expired in 1869.

By the 1880's, ferries sailing from the various Williamsburgh docks were operated by the New York Ferry Company and made stops at Roosevelt Street, Grand Street and 23rd Street in Manhattan. In 1881

XXXXXXXXXXXX

1- For a while, David Dunham, Esq. of Bushwick, owned the Grand Street Ferry. In 1823 it was sold to David Ross Dunham for \$28,000.

2- Stiles, Henry History of the City of Brooklyn 1870 Vol. III page 568.

the New York Ferry Company had a brick building with galvanized iron cornices built on the riverfront between Broadway and South 6th Street for use as blacksmith, machine, farriery and carpentry shops. The architect was William B. Ditmars and the builder, Griffith J. Roberts.

Before the construction of the Williamsburgh Bridge, the ferry line carried about three million people a year from Brooklyn to Manhattan and did a rushing business up to 1911. The ferry was discontinued several times, but each time was revived. Even after the completion of the bridge, as long as teams of horses continued to transport heavy loads, the ferry prospered.

However, as the automobile increased in popularity, bridge traffic increased, and in 1931 the last Williamsburgh ferryboat made its trip across the East River. The old ferry houses, by then ramshackle and condemned by the city, were torn down in 1934.

THE WILLIAMSBURGH BRIDGE

The Williamsburgh Bridge spans the East River from Broadway and New Street¹ in Brooklyn to Clinton and Delancey Streets in Manhattan. It is a suspension bridge, 7308 feet long including approaches, with a maximum span of 1600 feet. Begun in 1896, the bridge opened to traffic on December 19, 1903. *Leffert L. Buck, an Upstate New Yorker and Civil War veteran known for his plans of railroad bridges, was the designer.*

The efficiency of the transportation planned for the Williamsburgh Bridge seems incredible compared to the confusion previously associated with Brooklyn's railways. After the organization of the first city railroad in ~~1835~~ 1832, 212 separate transit companies were established. By 1882, there were only 42 lines, but each had its ^{own} indisputable rules, regulations and tickets. An eight mile journey might easily have taken about a half-day's worth of puzzling and traveling. *By the late 1880's steam powered elevated lines ran regularly overhead.*

Much creative thinking went into the planning of the Williamsburgh Bridge and its transit systems as exemplified by the following excerpts from the Plans for Stations, Approaches and Connections for the Four East River Bridges in New York City, published by the Department of Bridges, April 21, 1902:

"The estuary (East River) separating the Boroughs of Brooklyn and of Queens from the Borough of Manhattan is at present crossed by only one bridge. It has the southernmost location, and is known as the Brooklyn Bridge (completed May 23rd, 1882).

Three additional bridges are under construction, and are here named in order of their location northward from the Brooklyn Bridge:

- The Manhattan Bridge, completion expected within five years;
- The Williamsburg Bridge, completion in October, 1903; and
- The Blackwell's Island Bridge, completion expected within four years.

All these bridges have or will have promenades, roadways for wagons, tracks for elevated railroad trains, and for surface cars.

The passenger traffic over the Brooklyn Bridge is growing in leaps and bounds. The terminal facilities have not kept pace with this increase, and long ago became inadequate. The experience on the Brooklyn Bridge has taught the necessity of avoiding, if possible, any termin^las at all at the ends of the bridges. They should be and remain thoroughfares, like other avenues, for every kind of street traffic.

There should be fast trains over the bridges and over the elevated railroad connections. All stations should be through stations, several of them along the approaches, to scatter the crowd and to prevent congestion at the bridge entrances. In place of the surface cars during the rush hours, mornings and evenings more radical and efficiⁿet means of transportation than any so far used should be adopted, to carry away the crowds as fast as they arrive at the bridges. That, in short, is the meaning of the plans here in^after described.

...Electric trains can be run at from one to two minute intervals, in units of one to six cars, at double the speed of surface cars. Elevated cars can run fast and give better service over the bridges than the surface cars. It can be easily arranged that passengers to Manhattan shall transfer everywhere in Brooklyn from surface cars to elevated trains at convenient points of intersection, without having to wait longer than one minute.

The trolley cars should preferably not cross the three bridges at all during rush hours. There is not sufficient room on the Manhattan side for adequate terminals for them, as proven by the experience on the Brooklyn Bridge. The electric cars in Brooklyn have the overhead trolley,

while those in Manhattan can lawfully use only the underground trolley. The cars of one borough, therefore, unless equipped for both systems, cannot run upon the streets of the other borough.

There is plenty of room for an orderly system of trolley-car terminals in Brooklyn at the end of each bridge. Property there is much cheaper than in Manhattan.

In ~~part~~ place of trolley cars on the several bridges, it is proposed to use, where the density of traffic during rush hours may justify it, moving platforms with seats.

No means has yet been devised for the transport of local passengers in large numbers, and without a moment's waste of time, from start to finish of the trip, which can equal the movable platform."

Trolleys were running over the Williamsburgh Bridge and plans were drawn up for elevated trains by 1904. The wide carriageways and footwalks were extensively used with as many as six to ten thousand people on the bridge at one time.

The elevated trains finally began service over the bridge in 1908 and on September 16 of that year there was a grand ceremony at Blaney's Amphion Theater which celebrated the completion of "the greatest suspension bridge in the history of engineering."

During the spring of 1914 an interesting operation was performed on the bridge. The 9-inch pins in the bridge connections were removed and replaced by 12-inch ones in order to strengthen the bridge to meet the increased railroad activity. The work was done at midnight when it would least interfere with traffic.

The job of rewrapping the bridge cables, each containing 7696 wires was begun in 1917. This preservation process involved removing old coverings, forcing in oil, wrapping with wire and painting. At this time, work was also in progress on the remodeling ~~a~~ of a building on the north side of Kent Avenue Yard for use as a shop (probably the old ferry workshop building of 1881), and on the removal of part of the original Medina Sandstone ^{bridge} paving and its replacement with granite.

When an additional roadway on the upper deck of the bridge was built in 1919, the following, an ironic twist in light of today's bicycle renaissance, was recorded by the New York City Department of Plant and Structures:

"When this bridge was designed, it was planned to place a bicycle path across the structure on its upper deck. Later, when it became apparent that the bicycle was no longer in general use, the path project was abandoned; and it is found that by a rearrangement of footwalks it is possible to construct this additional roadway and greatly relieve congestion on lower deck roadways."

1 - Dept. of Plant and Structures - City of New York Report for the Year 1919 page 22.

THE HASIDIC COMMUNITY OF WILLIAMSBURGH

The Hasidic community in Williamsburgh constitutes a sect of Judaism which seeks to isolate its members socially from the rest of the population in order to maintain group norms and values. The term Hasidism, meaning piety, has been used to describe a number of religious movements throughout the history of Judaism.

In the 18th century, a Hasidic movement, initiated by Israel Baal Shem Tov, developed in Eastern Europe that popularized elements of classical Jewish mysticism (Cabala), and stressed the awareness of God through devout religious observance, joyous prayer and song and communal brotherhood. The Hasidic rabbi or rebbe, the nucleus of the Hasidic community, was given the position of mediator between God and man. The practices of the Hasidic Jews in Williamsburg are derived from these teachings.

Williamsburgh began to develop as an ultrareligious community of Hungarian Jews with the establishment of the Yeshivah Torah Vodaath in the 1920's. This gradual migration of religious Jews into the area paved the way for the permanent settlement of the Hungarian Hasidim in the 1940's.

In 1943, the Jews were evacuated from the various Jewish communities in Hungary into German concentration camps. When the war ended, many of the younger survivors, among them members of the Hasidic sect, immigrated to the United States and settled in Williamsburgh. A large number moved into the once fashionable townhouses in the Bedford Avenue neighborhood south of the Williamsburgh Bridge.

The Williamsburgh Hasidim are similar to the Amish in their desire to remain a closed community and in their disapproval of any advanced secular education. The Hasidim do purchase all raw materials outside their community and produce many items to be sold on the general market. However, a percentage of their products are processed as "Hasidic goods" and group members are expected to do their shopping within the community. These purchases represent a sense of responsibility and loyalty to the group. The Hasidim have not put up any buildings in Williamsburgh, but have bought shops or rented neglected space from people who have left the area.

CAST IRON AND OTHER HISTORIC BUILDINGS IN WILLIAMSBURG103 Broadway (aka 98 South 6th Street)

103 Broadway is a five-story building, three bays wide, with an Italianate cast iron facade. The facade is composed of a storefront with both wooden and cast iron elements, and four identical tiers of arched windows ~~en~~ above. The arches spring from single Composite columns, and each end of an arcade is smoothly finished off with a half column and tall pilaster. A strong cornice completes each level. The facade fits the pattern of a number of the earlier cast iron buildings, ie. the "Thomas Twins" in lower Manhattan, designed by David and John Jardinge and built in 1869. (319 Broadway, ^{5, 2 & 3rd Ave.,} ^{Manhattan,} is still standing.) 103 Broadway (Williamsburg) extends back to 98 South 6th Street where there is some cast iron in very bad condition on the ground floor.

Edward Smith bought the property where 103 Broadway now stands from James Waterbury on January 11, 1870. Smith had the cast iron building erected in the same year to house his men's and boys' ready-made clothing business. At that time he also opened a branch of his store in a cast iron building in Greenpoint. The iron front building at 103 Broadway (then 95 Broadway) was the first of its kind on the street (probably the first in the whole neighborhood) and was admired for its commercial significance and its architectural elegance.

Mr. Smith was a pioneer in the business of ready-made clothing for boys. He originally worked as a tailor on Chatham Street in Manhattan and began thinking about an alternative to the ill-fitting homemade clothes many boys were wearing. He made a set of patterns, produced

the clothes and soon worked up a successful business. Allen Gray, an excellent patternⁿmaker was employed by Smith, who in 1834 moved his firm to Maiden Lane and began a wholesale trade to clientele throughout the country. In 1859 Smith and Gray became partners and decided to open a factory and store in Williamsburgh.

Business boomed, and in a few years the building occupied by Smith and Gray was too small for their purposes. Then, in 1870, 103 Broadway was built. Within three years this new building had been outgrown, and all attainable space in neighboring buildings was rented. In 1880, Smith's sons and an associate, Mr. Randolph became members of the firm. By 1881 the business was bigger still, and it was necessary for Smith to convert his "Lyceum Building" on the northeast corner of South 8th Street and Bedford Avenue (then 4th Street) into a factory. (See page 26)

In 1883 the firm claimed to have made more boys' and children's clothing than any other establishment in the country. It engaged in wholesale and retail trade and custom work was also done. Smith & Gray emphasized, however, that children's clothing was not an exclusive specialty of the firm. Every age and size was provided for (no mention of women's clothing was made) and a special line of clothing for extra large men was manufactured.

Until 1884 when the six-story iron-front building at 144 Broadway was built for Smith, Gray & Co., (see page 27) the firm's retail outlet occupied 103 Broadway and the adjoining half of the Kings County Fire Insurance Comapny Building at 97-101 Broadway (see page 23). The "Lyceum Building" was used for factory purposes and was rebuilt as the "Smith Building" in 1888.

*demolished*Kings County Fire Insurance Company Building, 97-101 Broadway

The Kings County Fire Insurance Company Building, next-door neighbor of Edward Smith's first Broadway cast iron building, has quite a delightful cast iron facade laced with wooden details. The building is a charming interpretation the ~~the~~ French Second Empire style and stands five stories in height with a graceful mansard forming the fifth story. Typical of the French style is its protruding frontispiece, mansard roof and broken segmental pediment over the middle dormer window. The balconies on the second and third levels are decorated with ^{iron}latticework, unusual detailing for a city building.

The iron front is presently painted gray and brown and the ground floor retains a fair number of its original features. The smaller elements of the facade are wooden. The building extends back to South 6th Street, and its rear wall, containing some cast iron is ^{very attractive, although the iron is} in deplorable condition.

The Kings County Fire Insurance Company was incorporated in 1858 with a capital of 350,000. In May of 1870 the company purchased the property just west of Smith, Gray & Company's new location from James Waterbury and the insurance company's cast iron building was probably erected soon thereafter. For awhile half of 97-101 (formerly 87) Broadway was rented by the Smith, Gray & Company clothing store and housed part of their retail department.

In 1900, alterations, including the installation of an electric elevator were made on the building. The architect for the alteration work was Hugh Lamb. The Atlas Assurance Company acquired the building in 1910. It later was occupied by a knitting factory and is presently used for storage.

144 Broadway, Southeast Corner Bedford Ave.

Smith, Gray & Co. had this six-story building erected for their quickly expanding clothing business in 1884. The brick structure is faced with cast iron that has Neo-Grec style detailing. Each story is marked by a fairly strong cornice. The ground floor's large windows are framed by cast iron and wooden members. Both wooden and iron pilasters are of identical design. All small colonettes and mullions on this level are wooden. The building bears a foundry label, "Wm. H. Jackson Iron Works, N.Y."

Originally the building was 80' x 80', with the first four stories of each street front divided into four three-bay units. The fifth story and corner of the sixth appear more staccato with four windows per unit. A mansard roof formed the balance of the sixth story, but has since been replaced with industrial glass.

In 1907 the Bedford Avenue side of the building was extended to include two neighboring four-story buildings which had previously been used as three-family houses with stores on the ground floors. (These were raised in height and faced with cast iron to match the larger structure.) In 1910 the extensions were connected to the main building with exterior iron balconies. At the time, the extensions had show windows on street level with offices and stockrooms above. The architects for these renovations were Louis H. Vass and Vass & Lauritzen, respectively. Possibly one or both of these took part in designing the original plans.

In 1886 it was boasted that the Smith, Gray & Co. building at 144 Broadway (formerly 126 Broadway) was supplied with "...two hundred incandescent electric lights, furnished by three dynamos, driven by a one hundred and twenty-horse power steam engine, and every other possible appliance, elevators, etc., which skill, capital, and science can supply to make the building perfect in every respect."¹

Sometime during the second decade of the 20th century Smith, Gray & Co. stopped using the building as a store and it functioned as factory space, ~~It was~~ at one time occupied by the Goldberg Doll Company.

~~Prior to~~ A building known as Old Washington Hall, built in 1855 by contractor Thomas C. Moore, stood on the site of the present 144 Broadway and was torn down by Smith, Gray & Co. in 1884 to make way for their new store. The top floor of Old Washington Hall was originally occupied by Traynor's Dancing Academy. In the basement were small retail establishments and a telegraph office. At one time the building housed a billiard parlor, Sumner Real Estate and a theater.

1- Historical Society of the City of New York
City of New York Manufacturers and Merchants, 1876 page 115

The Smith Building, 403-405 Bedford Avenue, NE Corner S. 8th St.

The Smith Building was built on the site of the Lyceum Building in 1888 for Edward Smith of Smith, Gray & Co. F.J. Lauritzen, architect, designed the building, retaining three walls of the older structure. The Bedford Avenue facade is of cast iron and cast iron columns form part of the interior support system. A Patent Light (glass vault lights set into the sidewalk) lay in front of the building and extended two bays along the South 8th Street side.

The cast iron facade is an interesting and unusual composition. The first three stories form an imposing grid, softened by a lovely grilled arch which encloses the central bays of the second floor. Round headed windows parade across the top story and the words "Smith Building" appear in a rectangular plaque above the cornice.

The old Lyceum Building was erected by Edward Smith in 1874 and was used for public occasions until 1881 when it was needed for manufacturing purposes. Smith, Gray & Company's wholesale business was conducted in the lower part of the building while the upper part was devoted to cutting, giving out work and receiving finished pieces.

No specific reason was found for the reconstruction of the building on this site, but apparently there was need for an improved factory structure.

In the early 1900's the building was occupied by bowling alleys, a tailor shop and small factories. It is presently owned by Bedford Realty, Inc. and is used for light manufacture and storage.

413-415 Bedford Avenue *demolished*

413-415 Bedford Avenue is one of two full iron front buildings on the Bedford Avenue block between South 8th and South 9th Streets. Presently in poor condition, the building housed a prominent furniture establishment during Williamsburgh's commercial heyday.

The structure is four stories high with each level accented by a strong cornice. Cast iron piers which simulate rusticated stone form the vertical members of its grid-like facade. Rounded off window corners and scrolled brackets soften the picture.

By the early 1880's J.A. & C.H. Baldwin, Furniture and Interior Decorations company was doing a rousing business at 413-415 Bedford Avenue (formerly 46-48 4th Street). The following excerpt from an 1883 Brooklyn business directory¹ tells the story:

"This business was first established by Mr. J.A. Baldwin in the year 1846, and was conducted and carried on by him as sole proprietor till within a few years since, when his son was taken into partnership. The building occupied by this firm is one of the finest iron buildings in this vicinity, is four stories in height and covers an area of 30 by 130 feet, the whole of which is used by them in the manufacture and sale of all different qualities of furniture and the various styles of interior decorations.

They use in the manufacture of the better qualities and higher priced furniture none but well-seasoned lumber, free from knots, sap or stain, the choicest and most handsome grain veneers that can be obtained in foreign or home markets, and the highest grades of varnishes, oils, paints, stains and glues. In their upholstering department they

1- An Historical and Descriptive Review of the City of Brooklyn 1883
page 235

use none but the very best material, and they have constantly on hand a large and varied assortment of the various qualities of satins, reps, velvets and other materials used in upholstering furniture. They employ a large number of experienced hands in the various departments.

Mr. J.A. Baldwin has probably been longer engaged in the furniture business than any other man either in N.Y. or Brooklyn, and both members of the firm are held in high esteem."

Subsequently, the building was occupied by a variety of factories, said to include toy, lamp, macaroni and knitting firms. It is presently owned by the Howard Corporation and is used as a warehouse.

411 Bedford Avenue *dismantled*

This three-story iron front building differs in texture from its cast iron neighbor and the two complement each other. 411 Bedford Avenue has a smoothly articulated surface as opposed to the rustication on 413-415, and its windows are topped by flattened, cusped arches. The cornice is quite large considering the size of the building.

Not much information is available about the history of 411 Bedford Avenue but it was apparently had large display windows on the ground floor, suggesting retail trade. It may have had offices and lofts or a factory on the upper stories as did other commercial structures in the area.

The building is currently owned by the Howard Corporation^{and} is used as a warehouse.

Kings County Savings Bank, 135-137 Broadway

The French Second Empire style building on the northeast corner of Broddway and Bedford Avenue was built for the Kings County Savings Bank in 1868 at a cost of \$195,000. Designed by William H. Willcox, the bank has been praised for its beauty since its construction. The Municipal Arts Society cited the building for architectural distinction in 1957 on occasion of the bank's centennial and it is registered as a New York City Landmark.

Crowned by a pleasingly proportioned mansard roof, the building stands four stories high and is of Dorchester stone. A cast iron balustrade runs along the front of the bank at street level and an arched cast iron gate screens the entrance.

An 1886 Brooklyn directory tells us that Wright's Business College occupied the second and third floors of the bank building at that time. The college, which emphasized typing and shorthand, had 300-400 students enrolled in its "commercial, classical and academic courses." Five male and two female teachers were employed by the school, the head teacher being E. Henry C. Wright of Canada.

An old print shows a delicate railing along the top of the building's mansard roof, a large clock in the central dormer and a horizontal sign with the words "Wright's Business College" strung across the front. It also indicates that a drug store occupied the ground floor of the building next door.

135-137 Broadway is still owned and occupied by the Kings County Savings Bank.

Williamsburgh Savings Bank, 161-175 Broadway

The monumental structure on the northwest corner of Broadway and Driggs Avenue was built for the Williamsburgh Savings Bank in 1875. This classical "cathedral of finance" was designed by George B. Post and has been designated a New York City Landmark. Although extended in 1906, 1923, and 1942, the basic architecture of the bank has not been altered.

The building is of white stone, has an imposing pedimented main entrance and is topped by a huge ribbed dome, whose drum is perforated with oval windows. Its interior is at least as impressive as its exterior since the eye moves from the banking floor to the top of the dome in one sweep. An immense iron lantern, which can be seen from blocks away, sits at the apex of the dome and a fanciful yet stately cast iron fence in a sunflower pattern runs along the front and east side of the bank. A blue metal (probably pressed sheet metal) and glass pavillion is attached to the back.

The Williamsburgh Savings Bank first opened on June 9, 1851, in the basement of the All Souls Universalist Church which was located at 4th Street (now Bedford Ave.) and South 3rd Street. The second home and first real bank building of the Williamsburgh Savings Bank stood on the northwest corner of 4th Street (Bedford Ave.) and South 3rd Street and was occupied on January 13, 1854. The present building was opened on May 30, 1875.

According to bank records, bowling alleys were installed in the basement of the bank in the early 1900's to give desk-bound employees exercise in surroundings "devoid of objectionable features."

161-175 Broadway continues to be used by the Williamsburgh Savings bank along with the central office building (1929) and various branch buildings.

185-195 Broadway (NE corner of Broadway and Driggs Ave.)

185-195 Broadway is a very handsome, well kept cast iron building. It extends 15 bays along Broadway and nine bays along Driggs Avenue (formerly 5th Street). ~~The Broadway facade is~~ Painted a brownish red and crowned by a black bracketed cornice, the building stands four stories high with the two middle floors united visually by double-story Ionic pilasters. The upper portion of each pilaster is fluted while the lower part is embellished with an exquisite lily motif. ^{The Broadway facade and} two bays of the Driggs Avenue side of the building are faced with cast iron and the remainder of the walls ^{are} of nicely detailed brick. "Broadway" is cast in iron on the front of the building and "5th" on the Driggs Avenue side. Foundry labels from Atlantic Iron Works, 706 E 12th St., N.Y. are visible on the Broadway facade.

Structurally, the building makes use of a variety of materials. Concrete and burnt brick were used for the foundation, brick for the outer walls and cast iron columns (10, 8 and 7 inches in diameter, decreasing in size as the stories go up) and Georgia pine beams support the floors. The iron front ~~and the areas over the cellar vaults are~~ supported by rolled iron beams, ^{"as usual,"} as are the areas over the cellar vaults. The cornice is of galvanized iron. Fire escapes were added in 1911.

185-195 Broadway (formerly 151-159 Broadway) was built in 1882 for shoe dealers James R. Sparrow and James R. Sparrow Jr. who purchased the property on May 1 of that year from the Brooklyn Library Building Fund Association. W.B. Ditmars, whose office was a little farther west on Broadway, was the architect and the mason was S.J. Burrows. It is unclear whether or not the Sparrows had a retail outlet at this

address, since they are listed as having had a shoe store at 373 Manhattan Avenue with no mention of additional locations. However, it is probable that the Broadway building was used as the Sparrows' factory and/or warehouse.

During the first three decades of the 20th century the building was used by a variety of light manufacturing establishments. In 1937 it was purchased by the Forman Family, manufacturers of chromium table ware, who still own and occupy the building.

240-244 Broadway

240-244 Broadway is a five-story brick building with a cast iron front made up of three units of three bays apiece. Most of the cast iron facade is simple and rectilinear, with the exception of the top story which has rounded windows and an elegant arch over each set of three outer bays. Whatever decorative roof or attic treatment there once was is now missing. An unusual feature is that the front of the building is not on a single plane. Instead, it "folds" back slightly. An old map indicates that a set of smaller buildings, which conformed exactly to this contour, occupied the site. It is possible that the present building is a renovation of the older ones.

In 1893 the property now designated 240-244 Broadway was purchased by George Zechiel. By 1898 the iron front building had been erected and members of the Zechiel family were conducting their fur business, previously located at 385 Broadway, the Grosvenor Building, in Manhattan, there. The Zechiels are typical of those who followed the trend of

moving business from the dense commercial districts of Manhattan to Brooklyn. The building was about 20' narrower in 1898 than it is now, and was expanded to its present size sometime before 1905.

Now owned by the Bowry Corporation, 240-244 Broadway houses the Rubinstein & Klein furniture company. The building is in shabby condition and desperately needs a coat of paint.

177-185 South 5th Street

177-185 South 5th Street, on the northwest corner of South 5th Street and South 5th Place, is a gem-like classical style building with exquisitely articulated details. Designed by architects Helmle-Huberty & Hudswell, it was erected for The Williamsburgh Trust Company in 1905 at a cost of about \$80,000.

The building is of central plan, has a pedimented Ionic temple front at each facade and is topped by a dome. The brick and steel structure is faced with white ashlar and Perth Amboy terra cotta. Terra cotta blocks and tiles cover the lower part of the dome and the top is capped with copper and glass. Polished granite was used for the columns and wrought iron grills cover the basement windows. All decorative details appear to be intact and are in excellent condition.

The Holy Trinity of the Ukranian Autocephalic Orthodox Church in Exile currently occupies the building.

Washington Plaza Park (aka Williamsburg Bridge Plaza)

Washington Plaza Park is bounded by Washington Street on the north, Broadway on the south, Roebling Street on the west and Havemeyer Street on the east. The park, which boasts an equestrian statue of George Washington and is dotted with cast iron lampposts, shows signs of vandalism and neglect.

The present park site was once covered with about 30 two and three story buildings, probably dwellings and small stores. These were demolished en masse in July of 1903 and the park was developed, apparently in conjunction with the opening of the Williamsburg Bridge. The plaza was originally a great open paved space criss-crossed by trolley tracks. Some of the tracks can still be seen through the worn paving of the surrounding streets.

Imposing and quite beautiful, despite its graffiti-clad base, is the park's statue of George Washington at Valley Forge. ^(Unveiled in 1906) The bronze statue was designed by Henry Merwin Shrady and was presented to the city by James R. Howe, member of the 54th and 55th Congress and at one time Register of King's County. Shrady (1871-1922), known for his winning designs for the Grant Memorial in Washington, D.C. and his Moose and Buffalo at the 1901 Pan-American Exposition in Buffalo, New York, graduated from Columbia University in 1894 and served as the president of the Continental Match Company of New York for awhile. After an attack of typhoid fever Shrady was forced to leave this position, and during his three-year recuperation period, began to sketch animals and taught himself to sculpt.

In 1906 a spruce grandstand was erected in the plaza. The stepped structure, which is no longer standing, was designed by architect James J.F. Cavigan and cost \$2150 to build.

BUILDINGS WITH SOME CAST IRON DETAILS

1) There are remnants of cast iron storefronts at a few points along Broadway. 152 Broadway with its Neo-Grec details and 156 Broadway with its banded pilasters give some idea of what the original fronts looked like.

2) 417 Bedford Avenue, built in 1881, is typical of the many three-story buildings with stores on the ground floor and flats above that were built in Williamsburg at the time. The storefront at 417 Bedford Avenue, as well as a number of others on the block (ie. 423-425, 444-448 Bedford Avenue), has cast iron details.

Although some of these details are camouflaged behind layers of paint, they are quite lovely. A cast iron medallion brightens a pilaster at 417 Bedford, while the pilasters at 423-425 Bedford have delicate decorative panels and interwoven acanthus leaves incised into their capitals.

3) 420 Bedford Avenue, ^{Sw} corner South 8th Street. An unusual cast iron balcony with a relief of George Washington's face graces this three-story brick building. Buildings Department records show that the structure was erected in 1891. Its owner, ^{Edo V. Vukobratich} ~~M. Rozen~~, believes that the building may date from 1866 and that it was used as a neighborhood slide show house in the early 1900's.

420 Bedford Avenue currently houses the Bedford Sign Company.

4) 110-120 South 8th Street. Presently the home of the popular Gabila & Sons Inc. knish company, the three-story brick building at 110-120 South 8th Street is probably one of the oldest structures still standing in the immediate area. The dormered style was popular for

New York houses in the early 1800's. Perhaps Gabila's knish company is occupying one of the houses put up in Williamsburg's building boom of the 1830's (or earlier). Above the front door is a metal (cast iron?) head ^{of Abraham Lincoln} which adds a startling touch to the buildign. ^(The head was added about 40 years ago.)

Gabila & Sons, the first commercial producers of knishes (potatoopies), opened their business at 110-120 South 8th Street in 1928. Previously the dormered building had been used as a dry cleaning store. The adjacent building ~~to the east~~ housed a dance hall upstairs and a stable below. According to an employee of Gabila's, ^The rings to which horses were tied still line the walls of the old stable.

5) 115-117 South 8th Street. John B. Snook, architect of the first Grand Central Station and many cast iron buildings in Manhattan, owned this property from 1868 to 1903. Perhaps he owned a house here before the present building was erected in 1891. (Note date in cornice.) The front door of the 1891 building is framed with cast iron.

115-117 South 8th Street is now owned by South 8th Street Realty.

6) 852 Driggs Avenue. * Now owned by the reknowned Peter Luger Restaurant, this four story brick former townhouse with its beautiful cast iron balustrade and fence is a reminder of Williamsburg's former splendor.

* Driggs Avenue was named for Edmund Driggs, one of the last Presidents of the Village of Williamsburg in 1850 and first president of the Williamsburgh City Fire Insurance Company organized in March of 1853.

7) 853 Driggs Avenue. This attractive brick apartment building has pressed sheet metal applied to its protruding bays rather than cast iron. It is a fine example for the type of multi-family dwellings that were put up in Williamsburgh in the 1880's and 1890's. There are quite a number of these brick buildings still standing, some with wooden details and some with sheet metal.

Although the architect of this particular apartment building is unknown, two architects who designed apartments in the area in the late '80's and '90's were A. Herbert and Benjamin Finkensieper.

8) Chase Manhattan Bank, SW corner Broadway and Havemeyer, 260 Broadway. Built in 1908, the bank has a corner entrance flanked by two bulging Ionic columns and an elegant bronze door with a clock above it. The arched tripartite windows have cream-colored cast iron details.

The building is owned by the Bank of Manhattan Company.

9) On the south side of Broadway between Havemeyer Street and Marcy Avenue are a few brick buildings with cast iron lintels and window cornices. 286-290 Broadway are good examples which can be seen clearly from the steps leading up to the elevated subway.

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The Nassau Trust Company started business in 1838. A. D. Wheelock, born in Massachusetts in 1823 was the first president, the bank located at No. 101.

A new police station was opened on Broadway near Driggs Avenue on January 30, 1905.

J. W. Smith located on the south west corner of Broadway and Hooper Street at the junction of Division Avenue, established his harness and saddlery business in 1872.

The Corn Exchange Bank of New York secured control of the building formerly occupied by the Broadway Branch of the Williamsburgh Trust Company at the corner of Myrtle Avenue on March 26, 1908.

A fire at Broadway, Hart and Lawton Streets on January 4, 1893, caused a loss of 200,000. dollars. The Bedford Cutter and Grassman Department Store later located here.

The Peoples Bank at Broadway and Greene Avenue was opened on May 1, 1893, the new bank quarters were opened here on January 20, 1898. The corner of Broadway and Greene Avenue was selected for the site of Postal Station S. on August 10, 1892.

The department store of H. A. Baker & Company was located at Broadway and Cooper Street, fire on June 10, 1905, caused a loss of 120,000. dollars. Subsequently Burden & Company (Peter Burden formerly located on Manhattan Avenue, Greenpoint) had their department store here, which also was destroyed by fire on February 11, 1911.

The old house which stood upon the grounds purchased by the French Fathers of Mercy in 1871 was used as a summer residence. The first edifice of St. Francis de Sales was erected in 1875 on the corner of Broadway and De Sales Place and the Rev. Guicheteau was put in charge; the church is now known as the Church of Our Lady of Lourdes. The numbering of houses along Broadway having been revised in the 80's, change of location of some of the stores having taken place and new ones added, it may be advisable to insert a list of a number of establishments as they were known in 1890.

- Nos. 5-9 the Minden House
- 12 Peck Slip Hotel
- 15 Broadway Hotel
- 16 Louis G. Mertz Café
- 17 Henry Stamper Cigar Manufacturer
- 18 Osterman's Hotel
- 19 Kings County Hotel
- 22 Jacob Wolfson Cigar Manufacturer
- 23 George Seidenzahl Cigar Manufacturer, established 1863
- 31-35 Kings County Milling Company
- 39 Samuel Himmelreich Gents' Furnishings, had a branch at 295 Broadway
- 45 James Rodwell Mason and Taylor and Fox Real Estate Office
- 48 Henry F. Koch Ticket Agency and Cigar Store
- 49 John E. Higgs Umbrellas
- 53-56 Thos. E. Wallace & Brother, Gents Furnishings
- 54 City Hotel

BROOKLYN'S EASTERN DISTRICT

Redacted

Redacted

- 60 Stephen G. Burroughs Mason
- 66 John L. Reham Printer, H. Demas Strong Lawyer and L. Williams & Company Neckwear Manufacturers
- 73-75 George F. Leyh Optician and Trussmaker
- 74 Thomas Gibbons Mason and John S. Collins Spring Manufacturers
- 77 William Kamphmuller Sporting Goods
- 87 William Young & Company Hatters
- 82 Archibald N. McBean Lumber with a branch at 95 Gwin Street
- 83 Edward M. Holt Rubber Goods
- 85 John B. Morgan Real Estate
- 92 Henry C. Renner Printer
- 100 John M. Petersen Optician
- 101 Nassau Trust Company
- 102 Office of Catholic Youth
- 102 Parks Brothers, Paper Makers and James Delaney Pitt and Heim Brothers Printers
- 103 German American Real Estate Title Guarantee Company
- 104 Worth Brothers Jewelers
- 108 Parr and Plough Photographers
- 111 Office of Brooklyn Courter, Arthur C. Hiene & Broth Printing Shop
- 113 Richardson Brothers Photographers
- 126 Frederick Wunder Millwright
- 128 August John Florist
- 130 Jacob Morch Jeweler
- 150 Charles Gerlach Photographer
- 153 Joshua Stevenson Photographer
- 160 Peter Relyea Undertaker, Alanson F. Briggs Photographer
- 185 Brainard G. Latimer & Sons Carpets
- 192 Edward M. Williams Sewing Machines
- 193 R. M. Howe's Son Furniture
- 195 Jacob Brothers Pianos
- 201 Henry Jarvis Shirt Maker
- 220 Martin J. Glynn Dealer in Teas, with a branch at 1794 Fulton Street
- 225 Jacob Harman Provisions
- 243 Augustus E. Lawrence Customer on corner South 8
- Louis Herbert & Company Window Shades
- 250 John H. Baptiste & Company Printers
- 270 Matthew Macnair Dealer in Toys
- 290 M. M. Dugan Health Food
- 307 John Weidenroth Photographer
- 308 Samuel Stuart Stoves
- 320 Dolan Smelting Company at corner Rodney Street. D. C. Yungling, Jr., Brewery Depot
- 348 Estler Smith Umbrellas
- 369 George Beck Baby Carriages

-RE: S. J. BURREWS - MASON