

*Southampton*  
LONG ISLAND

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*325th Anniversary*

50¢

# Foreword

This brochure is published to commemorate the 325th Anniversary of the founding of the Town of Southampton. The area covered is from Sag Harbor on the east to Eastport on the West. Fourteen communities of the Town are represented by the committees whose names appear on a subsequent page.

Criticism has been voiced — Why celebrate a 325th birthday? These critics seem to think that every fifty years is sufficient.

There are two main reasons for marking this event. First, the pattern was set by our forebears. Celebrations were staged in 1890, the 250th — in 1915, the 275th and in 1940, the 300th. Following a precedent perhaps is not too compelling as an argument but the second reason is far more important. We take this occasion to renew and refresh our minds and hearts as to our priceless heritage and to revere those good men and women who laid the foundations for what has grown to such high estate. Too often matters of this kind are allowed to lie dormant and, over the years, tend to be forgotten.

In preparing for this celebration, we have succeeded in stirring up tremendous interest throughout the length and breadth of the Town. A great many people are engaged in the project. Many of these are getting their first look at our history and are being intrigued by it.

This book is the main feature of the celebration. In its preparation, your brochure committee has been dependent upon the Chairmen and Committees for the material on the following pages. To keep the book within due bounds, it has been necessary to eliminate much of the material submitted. In some cases, an insufficient amount was submitted.

It should be borne in mind that the brochure committee has been governed by information, pictures, illustrations, etc. provided by the several Chairmen. Hence, omissions and inaccuracies should not be laid at the door of those who are directly responsible for the contents.



*Southamptown Town officials, 1965. Seated, left to right: William K. Donnell, Town Historian; Claude Jones, Town Clerk; Supervisor Stephen F. Macchutt; Justice of the Peace Edwin A. Berkery. Standing, left to right: Justice of the Peace Harold B. Skidmore; Rudolph M. Kammerer, Town Highway Superintendent; Justice of the Peace Mercator C. Kendrick; Justice of the Peace John P. Martin; John A. O'Keefe, Town Attorney; Justice of the Peace William F. McCoy.*

# Proclamation

To The Freeholders, Residents And Visitors Of  
The Town Of Southampton

## Greetings And Salutations

I, Stephen F. Meschull, by virtue of the power vested and delegated to me as Supervisor of the Town of Southampton and with the approval of the members of the Town Board, in meeting duly assembled, do hereby Pronounce And Proclaim that the 12<sup>th</sup> day of June, 1965 is and it hereby is designated the Three Hundred Twenty Fifth Anniversary of the founding of the Town of Southampton, the First English Settlement in the State of New York.

I further urge and exhort the Freeholders, Residents, and Visitors of the Town of Southampton in the period from the 12<sup>th</sup> day of June, 1965 to the 12<sup>th</sup> day of October, 1965, to observe and celebrate this most momentous occasion by holding and staging such pageants, parades, processions, spectacles and displays, in keeping with the traditions of the Town of Southampton, as will truly mark the observance of this anniversary period in the history of the Town of Southampton in a most fitting and appropriate manner and style.

Given under my hand with the Great Seal of the Town of Southampton affixed thereto and with the approval of the respective members of the Town Board of the Town of Southampton, this 27<sup>th</sup> day of April in the Year of Our Lord One Thousand Nine Hundred Sixty-Five and being in the One Hundredth and Eighty Ninth Year of the Independence of the United States Of America.

*Stephen F. Meschull*  
Stephen F. Meschull, Supervisor

Seal

Attest

*Claude Jones*  
Claude Jones, Town Clerk

Approved As Proclaimed

*Harold C. Kendrick*  
Harold C. Kendrick

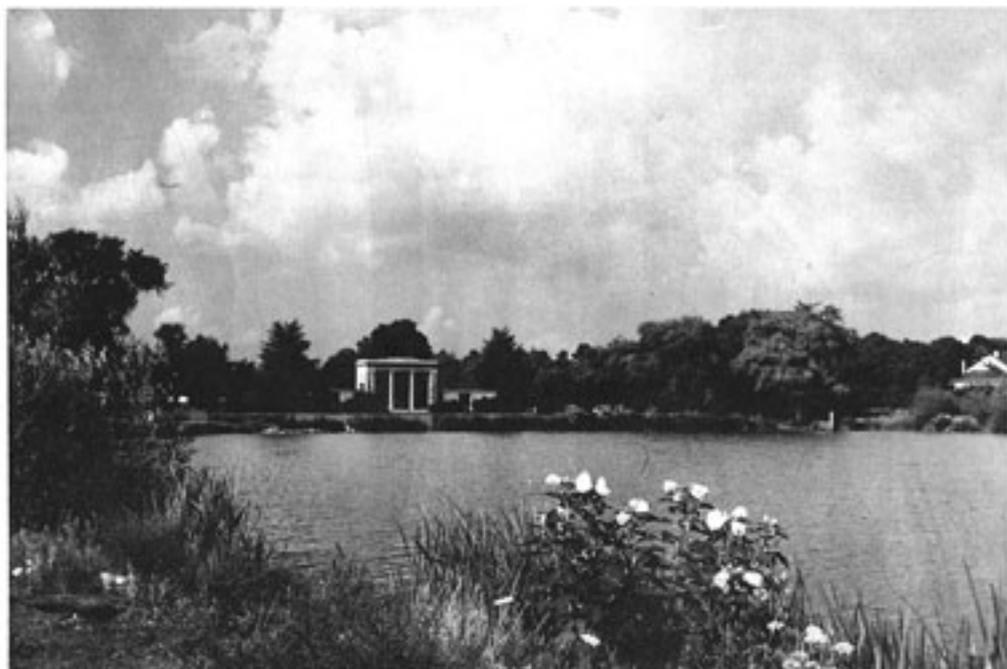
*Harold B. Shikmore*  
Harold B. Shikmore

*John P. Martin*  
John P. Martin

*Edwin A. Beckers*  
Edwin A. Beckers

*William F. McCreary*  
William F. McCreary

Justices Of The Peace





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of America.  
Otis G. Pike,  
United States Congressman.  
Proclamation by  
Nelson A. Rockefeller,  
Governor of the State of New York.  
Perry B. Duryea,  
Assemblyman of the State of New York.  
Excerpt from the Congressional Record,  
introduced by Robert F. Kennedy,  
United States Senator of  
the State of New York.  
Mayor of Lynn, Massachusetts.

THE WHITE HOUSE  
WASHINGTON

May 15, 1965

It is with the greatest of pleasure that I join Congressman Pike in sending greetings to the Town of Southampton on the 325th anniversary of its founding.

The spirit and character of your vibrant community remain unchanged from the day when the first sturdy, independent English Puritans sailed in a tiny sloop from Massachusetts to an unknown destination. Through their initiative they laid then the foundation of a "full and free liberty in all matters."

This liberty has continued to flourish, and the legacy of these founding fathers has found enduring expression in the progressive history of your town.

May Southampton forever remain the charming and picturesque area it is today.



OTIS G. PIKE  
First District, New York

COMMITTEE:  
ARMED SERVICES

Congress of the United States  
House of Representatives  
Washington, D. C.

May 25, 1965

1417 LEONHARDT AVENUE OFFICE BUILDING  
WASHINGTON, D.C. 20515  
AREA CODE 202  
TELEPHONE: 227-8628  
MR. R. S. WOOLCOTT  
EXECUTIVE SECRETARY

DISTRICT OFFICE:  
120 CHRYSLER AVENUE  
ROCHESTER, NEW YORK 14602  
TELEPHONE: FRAM 7-2332

Mr. Arthur B. Hull, Jr.  
Executive General Chairman  
Town of Southampton 325th Anniversary Celebration  
Southampton, Long Island, New York

Dear Mr. Hull:

The President of the United States has given me the honor of transmitting his word of personal greeting to the Freeholders, Residents and Visitors of the Town of Southampton on this 325th anniversary of its founding, and I am proud to join him in salute to one of the oldest continuous governments in the Western Hemisphere.

325 years ago eight men, one woman, and a child courageously set foot in the wilderness at Conscience Point, to start a new life dedicated to freedom and justice for every man. The early chronicles, recalling the men of sturdy character and abiding faith who built the first church, planted the first crops, and maintained the principle of self-government through the turbulent early years of Southampton Town.

It is a long way from that first meeting house on the slope above Old Town Pond to the complex government of 1965, but ever constant and unswerving is the love of liberty and independent spirit of the people of Southampton Town, who this year honor the past, and rejoice in their staunch heritage.

Sincerely,

*Otis G. Pike*  
OTIS G. PIKE

EXPLANATION



State of New York  
Executive Chamber

Our Empire State abounds in places of beauty and abiding historical interest. One of these is the Town of Southampton on Long Island now celebrating its 325th Anniversary.

It will be news to many of us that Southampton is the oldest English settlement in New York State. Its beginnings date back to 1640 when eight men and one woman came all the way from Lynn, Massachusetts by boat and settled at what is now Southampton, under a grant of all land East of New Amsterdam, by King Charles I of England.

It is interesting to reflect that the first building constructed at Southampton was a church. It is also interesting to know that Southampton has in its possession the original deed of land awarded by the Shinnecock Indians, dated 1642. The Shinnecock Indians welcomed the settlers and there is now a National Shinnecock Indian Reservation in Southampton on which about 300 Indian descendants reside. Another historical fact is that Gannon O'Connell, a Dartmouth graduate who converted the Shinnecock Indians to Christianity, is buried in a historically marked grave site in the Village of Hampton Bays which lies within Southampton.

The people of Southampton have made elaborate plans for celebrating this anniversary which will actually take in a large section of the eastern end of Long Island. It is fitting that the people of the rest of the State show their harmony with this celebration.

NOW, THEREFORE, I, Nelson A. Rockefeller, Governor of the State of New York, do hereby proclaim June 12, 1965, as

SOUTHAMPTON DAY

In New York State.



BY THE GOVERNOR

*John J. Conner*  
Secretary to the Governor

GIVEN under my hand and the Privy Seal of the State at the Capitol in the City of Albany this fourth day of June in the year of our Lord one thousand nine hundred and sixty-five.

*Nelson A. Rockefeller*



PERRY B. DURYEA, JR.  
MONTAUK, L. I., NEW YORK

THE ASSEMBLY  
STATE OF NEW YORK  
ALBANY

June 9, 1965

Mr. Arthur B. Hull  
25 Hill Street  
Southampton, New York

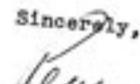
Dear Art:

Under separate cover you will receive an original, signed copy of Governor Rockefeller's Proclamation designating June 12th as Southampton Day. I was happy to assist in making it available for you.

It is a pleasure to add my personal congratulations and best wishes. Southampton has developed throughout the years as one of the most charming and attractive communities in the Eastern Suffolk area.

Commemoration of its historic origin and attractive growth is truly fitting.

Sincerely,

  
PERRY B. DURYEA, JR.



# Congressional Record

PROCEEDINGS AND DEBATES OF THE 89<sup>th</sup> CONGRESS, FIRST SESSION

## Remarks of Senator Robert F. Kennedy

### SOUTHAMPTON'S ANNIVERSARY

Mr. KENNEDY of New York. Mr. President, history has its paces for passivity and for recollection. In this connection, a notable series of summer programs will be held in connection with the 325th anniversary of the founding of Southampton in my home State of New York.

About a dozen communities make up the township of Southampton, one of the very earliest English-speaking settlements in North America. Each will stage special events to tie in with the observance.

I am certain that my colleagues in the Senate will join with me in a message of greeting and best wishes upon this forthcoming occasion.

How different the land was, Mr. President, that June 12th in 1640 than it is today. Scarcely populated by Indians and undeveloped by man, the Southampton area was settled by staunch settlers—eight men and one woman—with equally staunch beliefs about economic and religious freedom and about individual rights. Appropriately, they named the spot of land in Peconic Bay, at which they landed, Conscience Point.

Notably, the first structure these settlers built, according to surviving historical records, was a church.

Their ideas the people of Long Island and New York States in general have harvested, to the lasting benefit of all. We owe them our gratitude.

When these settlers landed to Conscience Point, it was not their first contact with the soil of the New World. They had crossed the Atlantic Ocean to live in the Massachusetts Bay Colony in the vicinity of what is now Lynn. However, they did not find there the freedom best suited to their lives. They then formed a company which received the King's grant carrying with it permission to settle on the far side of Long Island Sound, east of New Amsterdam.

On first landing they were rebuffed by

the Dutch at Manhasset. It was at this point they moved eastward by boat to the Southampton area. Where they landed, Conscience Point in the hamlet of North Sea, is now a historical park.

The New York Times, in a recent article on Southampton's founding, quoted records of the landing's aftermath.

With gifts and greetings, these Puritans made friends with the Indians and were led by them along a trail through the woods, to what came to be known as Old Town.

Friendly Indians helped the settlers to live on the land. The first houses were built on what is now the site of Southampton Hospital.

Today, the house built by an early settler, Thomas Halsey, has been restored through the efforts of the Southampton Colonial Society. It stands as the oldest colonial style house in the State, I am told.

Other sites of interest include the Shinnecock Indian Reservation, the one-room schoolhouse at Red Creek, the Pelletreau Silvershop, restored by the Southampton Village Improvement Society, the country store, the Captain Rogers homestead, the Parrish Museum on Jobs Lane, the Whaling Museum, the Customs House in Sag Harbor, the Quoque Wildlife Refuge, and the Automobile Museum.

I am certain that tourists from whatever State will be interested in attending the observance in which the communities that make up Southampton will take part: Bridgehampton, Eastport, Hampton Bays, North Sea, Nyack, Quoque, Remsenburg, Sag Harbor, Southampton, Shinnecock, Flanders, Water Mill, and Westhampton. The programs, including a reenactment of the Conscience Point landing, will begin in June and extend into September.

Southampton's citizens, including its historian, W. K. Dunwell, are to be congratulated for planning a summer in appreciation of our splendid heritage and the makers of that heritage.



CITY OF LYNN, MASSACHUSETTS

M. HENRY WALL  
MAYOR

June 8, 1965

Mr. Arthur B. Hull, General Chairman  
Town of Southampton, L. I. 325th Anniversary Committee  
Southampton, Long Island, N. Y.

Dear Mr. Hull:

As Mayor of the city of Lynn, Massachusetts it gives me great pleasure to extend to you and the people of the town of Southampton our sincere congratulations on the observance of the 325th anniversary of the founding of your community by a small but determined group who sailed from Lynn Harbor and, landing on Long Island, founded Southampton.

This group was composed of eight men and one woman. Led by Captain Daniel Howe they set forth with the rugged determination of New Englanders to challenge the unknown. Despite the hardships and persecutions which they faced, they overcame all obstacles and founded not only Southampton but eventually their landing resulted in the founding of five other Long Island communities.

Southampton became the first English colonial settlement in New York and is today a prosperous, growing community.

It should be noted that placing their trust in Almighty God one of the first acts of the settlers from Lynn was to secure a clergyman to minister to their spiritual needs during their dangerous undertaking.

May I express to you, the town officials, the 325th anniversary committee, and the people of Southampton my sincere best wishes for a successful observance and continued prosperity in the years ahead.

Sincerely yours,  
*M. Henry Wall*  
M. Henry Wall  
Mayor

MHW/s



*The Honorable Stephen F. Meachutt*  
*Supervisor of the Town of Southampton*  
1950—

# HISTORY OF THE TOWN OF SOUTHAMPTON 1640 - 1965

It has been aptly said that history is made from the woes and troubles of mankind and the upheavals of nature. A community or nation that goes on happily and prosperously for years will never make the pages of history. The reading would be dull and uninteresting. But let some disaster befall — a war, a pestilence, a revolution or some destructive act of nature — then all the world must be told. The grier, the more destructive, the greater the loss of life, the better for history. Thus Pompeii would never have been heard of except for the terrible eruption of Vesuvius. Who would know of Gettysburg except for the decisive battle fought there? The name of Napoleon is great because he upset the world of his time and caused untold misery and suffering.

For 325 long years life in Southampton has flown on smoothly and serenely. No battles have been fought on our soil. The Indians were friendly and caused little trouble. Aside from shipwrecks and hurricanes, there is little of exciting nature to record. And yet our story is interesting because of the sturdy, independent character of our people who have constantly cherished and maintained the ideals of peace and freedom. Our ancestors "Founded For Freedom", and in these days of world upset, we must carry on those ideals and protect the precious heritage left us.

In this limited space we can do no more than give an outline of Southampton's history. It will be necessary to omit altogether many interesting details. Even more important matters will have to be treated rather sketchily, and we will have to confine our attention mainly to the area of the early settlements.

## THE INDIANS

When the white man arrived on the scene, four Indian tribes were in possession of eastern Long Island. The Montauks occupied the area which is now Easthampton Town; the Manhassetts were on Shelter Island and North Haven; the Corchaugs roamed the North Fork and the Shinnecoeks held all the western section of the South Fork. Of their number and previous history little is known. It is evident from their shell heaps and the material gleaned therefrom that they were not numerous and had not

been here any considerable time prior to the founding.

The Shinnecoek tribe lived mainly along the shores at salt water creeks and inlets. Traces of their habitations are found in all sections of the town. One of the largest of these ancient villages was located at Sebonac "Old Ground". Fairways of the National Golf links cover portions of this old dwelling place. Excavations were made on this site in 1903 by the Museum of Natural History and many interesting relics and artifacts were brought to light. These are now on display at the Museum.

Several villages existed around North Sea harbor, along the shores of Cold Spring and in the environs of Sag Harbor. Our Indians subsisted on edible roots, nuts, fruit, game, fish and corn. Shell-fish of all kinds made up a considerable part of their diet. The Sagapon or ground nut was a delicacy. Hence the name Sagaponack where the big ground nuts grew.

They lived in dome-shaped wigwams framed of light poles and thatched with a species of grass called blue vent. A chimney hole was left at the top, the edges of which were plastered with clay to prevent fire. The fireplace was in the center and around the circular wall was usually built a bench or couch. Sometimes the floor was dug out in the middle leaving a shelf around the wall which provided seats or beds.

The Shinnecoeks were a peaceful tribe. They received the settlers cordially and readily agreed to make room for them. When they gave their deed in December of 1640, they had no idea of giving up the title to their land. In accordance with their concept of land ownership, they thought they were giving the settlers the right to use all the lands in common.

The Indians soon realized their error and increasing dissatisfaction developed as the years went by. This led to a supplementary deed made in 1703. By this document the sons of the original signers confirmed and ratified the deed. The tribe also was given a lease for 999 years for all of Shinnecoek Hills. This lease held until 1859 when the State Legislature passed an act creating

(Please turn to page 88)

# Bridgehampton

The unincorporated Village of Bridgehampton celebrated its tercentenary in 1956 with a pageant depicting its beginnings, when sturdy Josiah Stanborough, pushing east and leaving Sagg Creek behind, was the first to own a lot and build a house in the lonely land.

Two little settlements were growing up then, close to shore, and their Indian names were Mecox to the west and Sagaponack to the east, and pioneer Josiah Stanborough may be said, with justification, to have been the "founder" of today's Bridgehampton.

Sagg Creek stood between the two tiny settlements, and the settlers in both decided that a bridge across the creek would bring them together. So, Ezekiel Sandford, the wheelwright, was approached by men from the Town Trustees, who offered him 15 acres of land if he would build the bridge and stay to make the all-important cartwheels.

Sandford acceded, and the bridge across the pond became a fact — the bridge after which Bridge Hampton (so initially spelled) was named.

Little by little farms came into being along the "Road to the Woods" (now Ocean Road), at the end of which, on what is now Montauk Highway, stood a tavern, the "Bull's Head," where a filling station now stands.

Hard work developed those farms, with the man of the family behind the plow during the planting season at 5 o'clock in the morning and stopping perhaps at noon, when his wife or daughter would bring him a jug of cold switchel, which had been hanging down the well, and a basket of big, hearty sandwiches.

Meanwhile, the women were busy at the farmhouse, and on a fine, clear day the washing kettle would be brought outdoors, while the girls would bring out the clothes, tugging on the heavy rush baskets. Nearby would be another kettle, with clean water for rinsing, and before sundown, when the men came home, the chores would be finished.

Then Sunday would come, and on foot, on horseback, or riding wagon, they would go to church in Southampton, a long eight miles away, following the winding road along the sandy shore.

But it was not long before the sturdy pioneers decided to build their own church — and they did, on the bank of Sagg Creek, in sound of the ocean's booming waves. A stone monument now reminds the passerby

that there stood the first church in "Bridge Hampton."

The decades rolled by, and then came the War of Independence. At the door of the church, Captain John Hulbert called for volunteers, and the minutemen of the Bridgehampton Company began drilling in the Triangular Commons, near where the Monument now stands.

And so, they marched away to the wars while soon after the enemy occupied the east-end of the South Fork and committed all kinds of depredations under the infamous Major Cochrane. Many of the Bridgehamptoners joined their compatriots from Sag Harbor and migrated as refugees to Connecticut.

Other upheavals arose in future years, when first the fratricidal Civil War, and then the two World Wars and the Korean War saw contingents of Bridgehamptoners in the service of their country. The monument at the corner of Ocean Road and Montauk Highway is a granite reminder to the wayfarer of the sons of the village who responded instantly to the call to the Colors.

Bridgehampton, now for many years the Summer home of a growing number of city families, has adapted itself to the railroad, to the automobile and even to the racing cars that roar in its nationally famous circuit.

It's a long way from the days of Josiah Stanborough and Ezekiel Sandford. But the spirit is still there.

The village supports six churches; a Community House dedicated to those who fought and died in the First World War; an Historical Society maintaining a well equipped Museum and an excellent library.

A number of graceful windmills stand out as typical of this area. One in particular often called the "Berwind" mill was built in Sag Harbor in 1820. It was moved to Bridgehampton in 1837 and has been in several locations here. Mr. John E. Berwind bought it in 1916 and it has since been on this property in a splendid setting on Ocean Road. It was deeded to the Town of Southampton after Mr. Berwind's death and so remains in good repair. Known as "Minden", it is a conference center under the direction of the United Presbyterian Church. It is a picturesque spot with attractive formal gardens attracting many young people throughout the year.

## SAGAPONACK HISTORY

The tiny hamlet of Sagaponack is situated south of Bridgehampton proper, fronting on the Atlantic ocean. The Sagg Common is unusual, in that it has been made the Village burial ground as well.

Down through the years the Sagaponack men have always been farmers, but now and again, as is so often the case on Eastern Long Island, there have been those who have made it their business to go down to the sea in ships. In the 1840's Oscar Topping, son of a Sagg farmer, sailed from Sag Harbor, in command of a whaling ship, which dropped below the horizon and whose fate has never been known. Such misfortune was not uncommon for the hardy whaling families of this area.

One might wonder whether it was something in the water, something in the air, or something in the nearness of the gray sea which enabled these Sagg families to take root, grow and prosper these many long years.

As you drive south on Main Street in Sagaponack you pass a weather beaten salt box cottage that was built about 1700 by Theodore Pierson.

On the front of the house are the hand

hewn cypress shingles 3 feet long. A house formerly insulated with seaweed, Andrew Barron and his wife who are buried in the old Sagaponack cemetery, bought the house from Mr. Pierson about 1740.

During the Revolution the house was owned by Lemuel Haines. At that time British soldiers were quartered in the house and they left carved pictures in the hall.

The ledger of Lemuel Haines was found in the attic dated 1788. In it are many names familiar in Sagaponack. A historical map shows a blacksmith shop north of the old house. Evidently the hardware used in the house was made in this shop. The hardware is all original. Some of the walls and ceilings are the original plaster; the wide floor boards with hand wrought nails are also original. The wainscoting in the dining room has a double bead. The mantle in the living room is an Adam mantle.

About 1850 the house was owned by Daniel Haines, son of Lemuel Haines. In 1865 the house was willed to Henry Topping. His aunt was the wife of Daniel Haines. At the present time the house is owned by Mr. and Mrs. Earl Albright. Mrs. Albright is the granddaughter of Henry Topping.



*Ezekiel Sandford House on Bridge Lane  
Built 1680*



*Sagaponack Schoolhouse*



Village monument erected in 1910.



Presbyterian Church (organized in 1670)  
This edifice was built in 1842.



Bridgheampton Historical Museum  
Built 1775  
formerly Augustus Corwith House

INDIAN DEED TO CAPTAIN THOMAS TOPPEL.

On April 16, 1662 the Shirecock Indians sold to Capt. Thomas Topping, the entire western part of the Town of Southampton, from Caves Point to Starbuck, for "four score (shoan) of Wappon." This deed was signed by Capt Topping, Wessay the "Sutch Squaw" (or Queen Squaw) Anasheke, Jaranagah, Cahah, Jopalin and Wapagon Indians. The witnesses are, James Horrick, John Tj., and Elishah Topping, son of Capt. Topping.

The following is a facsimile of all the signatures.

*Wessay the Sutch Squaw*  
*of Queen Squaw*      *James Horrick*  
*John Topping*  
*Elishah Topping*

*Anasheke the maid*  
*Jaranagah*  
*Cahah*  
*Jopalin*  
*Wapagon*

On November 15, 1666, Capt. Topping sold all his claim to the land, to the Town of Southampton. This is a facsimile of his signature.

*Thomas Topping*

The above is the only known signature of Elishah Topping.

Facsimile of Indian deed.



*Berwind Mill, built in 1920 in Sag Harbor,  
mooed several times.*



*John Berwind home — now Conference  
Center of Presbyterian Church.*



*Bridgehampton Community House  
Built 1923*



*Hildreth's Old Country Store*

# Eastport

The village of Eastport as it is known at the present time, was founded by John Tuttle of Speonk in 1775 and was called Seatuck. At the time the Old Tuttle Homestead was built there was only a footpath between Speonk and Eastport as there was a thick forest growing in this section.

A post office was established in the village of Seatuck in 1849 and was discontinued in 1857. Around 1853, the name of the village was changed from Seatuck to Water-

ville. The present name of Eastport was adopted by a meeting of the inhabitants in 1860. The year 1880 saw one church, one school, 36 houses and 147 inhabitants between the two lakes.

The manufacture of winter green oil (1865) and the making of sugar from sorgham (1870) were two early industries of Eastport. The duck industry was expanded by William Pye (1880's) and it continues to be an important industry for the community.



*Saw Mill on Montauk Highway at the East Lake, 1908*



*East Lake facing west, 1908*



# East Quogue

## FOURTH NECK - (Atlanticville)

Little has been written of the early settlement and days of Fourth Neck. It was mentioned in the Southampton Town records, in the minutes signed by Thomas Topping, as early as August 24, 1686, when the boundaries were marked by a tree from Quaga Path to a tree at Acha-Backa-we-suk. It was again mentioned in 1738 when the Highway was laid out crossing the North Division in the "Quaganantuck Purchase", or the four necks comprising Quogue and Fourth Neck. In the language of Pelletreau, the four necks were called Shinnecock Bay Necks and were numbered from west to east.

Although Fourth Neck was laid out in lots, there was no settlement as a village until early in 1800. There was considerable bartering and passing of deeds showing the names from Southampton and Quogue as well as many from the north side of the Island. Thus this little village became populated from all directions. Fourth Neck was soon to become Atlanticville because of its closeness to the Atlantic Ocean and changed its name to East Quogue on March 25, 1891. About that time, a new railroad station was built to serve both Atlanticville and Quogue and was called Quogue Station.

The natural resources of this little village drew its settlers. They established farms on its rich soil. The Shinnecock Bay and Atlantic Ocean to the south and the Peconic Bay to the north supplied fish of all varieties, for food and market. Cord wood cutting was a profitable and flourishing industry until early in this century. Much of the wood was carted by oxen to Flanders Bay, loaded on sloops at low tide and floated out on the high tide.

Religion was an integral part of each home in these early years. This came first with every family. The church and its activities made up the social life of the community. Although all Protestant, these people came from different denominations. Early meetings and Sunday School were held in private homes. Many drove to services in churches in nearby villages. The cornerstone of the present Methodist Church in this village was laid in 1882. The church was lighted with oil lamp chandeliers at that time; the floor was bare; there was a reed organ. The bell was made from the many donations of metals. Recently this church has been refurbished and is of great beauty. A cross has been made from the hand-hewn beams of the Capt. Sylvester Franklin Downs barn

at Oakville and installed in the sanctuary. This was a gift of Edward Wright, the present owner of the farm.

Education, from the start of this little village, seemed second to religion. At first, many small private schools existed in people's homes and there was one public school, also in a home.

In the community's early days the mode of travel was by horse or boat. As early as 1826, a stage coach from Sag Harbor made trips to and from New York but, before that, the mail came by post rider. The Old Country Road north of Fourth Neck and Atlanticville was part of the circuit. At Old Country Road and the Pleasure Drive (now Lewis Road) stood a huge oak tree with a hollow center. A small box was inserted and the tree became known as Box Tree. Here the stage coach and, later, the railroad placed the mail to be picked up by a designated person. A part of this tree is preserved at the Old Schoolhouse Museum in Quogue. A Post Office was established in Atlanticville Jan. 18, 1858, with William H. Foster appointed the first Postmaster. The post office was located in the kitchen of the Foster homestead on Main Street — public school in the parlor and post office in the kitchen. The post office consisted of a slant-topped, hinged wooden desk, 36 inches long, 10 inches high and 24 inches deep, containing seven pigeonholes for mail boxes. This desk was presented to the United States government by Mrs. George W. Rockefeller, a daughter of the first Postmaster, and is in the National Post Office Museum in Washington, D. C.

The Tiana Life Saving Station, later known as Tiana Coast Guard Station, on the Atlantic Ocean across the bay from Atlanticville, afforded a vocation for a number of men from this area. Through the latter part of the last century and the first quarter of this century, East Quogue was a teeming resort with many small homelike summer hotels and boarding houses and later a large hotel.

Through the years Shinnecock Bay and the fertile soil have kept this hamlet growing until today we find a fine village with a Fire Department, three churches, a bank, a modern school, and various business establishments. Industries in the neighboring towns afford careers and jobs with a few still bringing in the clams and scallops. It is still a lovely, friendly community where a child may be brought up in a wholesome, happy manner.

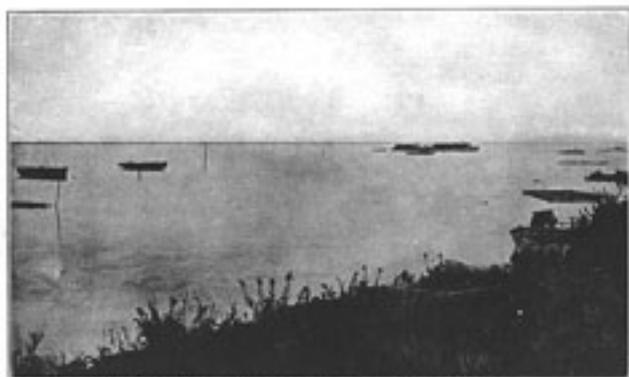


*East Quogue Scenes*





The Main Street, East Quogue, L. I., N. Y.



Duck Boats on Shinnecock Bay, East Quogue, L. I.



Ahabachaweeuck Creek, East Quogue, L. I.

# Hampton Bays



POWOGUE LIGHTHOUSE - HAMPTON BAYS, LONG ISLAND, N. Y.



BELLOWS HOUSE, Good Ground, L. I.



HIGH SCHOOL, Good Ground, L. I.



SCHOOL SCENE, Good Ground, L. I.



CENTRAL STORE, Good Ground, L. I.

# North Haven



Drawn by  
Albert L. Heckert

*North Haven is celebrating its 300th Anniversary this year. This tiny incorporated village, known as Hogg Neck in the olden days, was purchased by Southampton from the Shelter Island Indians in October, 1665. The above drawing depicts the salt works that was in operation on Hogg Neck before and after the Revolutionary years. It is to be noted that some people sailed over from Connecticut to get salt here.*

The settlement of North Haven dates back to earliest years of occupation in this area by the white man.

North Haven and what we now call "Hogoneck" were bought in 1665 from the Shelter Island Indians. The deed is extant. Here is a copy:

## Hogoneck Deed

"Oct. 1665. The Shelter Island Indians have this day confirmed the purchase of Hogg Neck to Southampton men, forever reserving liberty of hunting and fishing and fowling upon the same, and have received six Indian coats upon the confirmation thereof. In full satisfaction of all their claims to Southampton men.

before me RICHARD NICOLLS in fort James."

In June, 1680, pursuant to instruction of a town meeting, Hog Neck was laid out.

The letter of Captain Nathaniel Sylvester of Shelter Island, in 1678, shows that his Southampton neighbors pastured their horses on Hog Neck.

North Haven is partly settled from Southampton, partly from Shelter Island. There were Russells, Mitchells, Havenses,

Hamiltons, Ludlums and Stanboroughs, Sayres and Eldredges there in the very early years.

Jonathan Havens, of Shelter Island, bought extensively at North Haven. Southampton town sold him many highways. Roads were also sold to Constant Havens.

A committee was named in 1764, to "prosecute John Mitchell, for enclosing common lands on Hog Neck, said to be the town's."

In 1753, Abram Halsey and Josiah Pier-son were empowered to sell or exchange the highways on Hog Neck "so as to leave one good highway across the Neck to pass to the ferry." The same year "John Russel is to build a wharf at Sag Harbor." Soon after this, salt works were in operation at Hog Neck. The Revolutionary War made great changes on Hog Neck. Most of the settlers there were patriots. Many became Refugees in 1776. Among such were: Daniel Havens (ship captain), David Sayre (ship captain), Nehemiah Sayre (ship captain), Jeremiah Gardiner and family; Dr. Jonathan Havens and family; Ephraim Payne, John Payne, Peter Payne.



*Old Church  
Dedicated October 7, 1875*



*Old School  
Built 1875*

# North Sea



*Rock at Conscience Point where first settlers landed*

Daniel Howe's sloop entered Peconic Bay and anchored under the high sand dune known as Homes Hill. The small boats found an inlet into a land-locked harbor later known as North Sea. Entering the harbor, the settlers soon found their way to a finger of meadow and upland on its western side where they finally landed.

Tradition tells us that the first woman who stepped ashore said, "For conscience sake, we're on dry land!"

The place has ever since been called Conscience Point. Here today stands a boulder of native stone, placed by the Southampton Colonial Society and bearing the inscription: "Near this spot in June, 1640, landed colonists from Lynn, Massachusetts who founded Southampton, the first English settlement in New York State."

By the aid of an Indian guide, the whites made their way southward over the Indian trail that has become North Sea Road.

North Sea Path was the only way to reach the place where Captain Daniel Howe's sloop landed, bringing new settlers from the

mainland. North Sea has always been the port of Southampton and is of great importance in the history of the Town.

There three times a year the first, the fourth, and the eighth month, came the "vessel" owned by the "Companie".

From 1683 to 1775, North Sea Harbor was full of pinks, snows and schooners. These carried whale oil to Boston and London, cordwood to New York and traded in rum and horses in Barbados.

Here was the wigwam of Nowedonah, Chief of the Shinnecoeks. Here in 1650 John Ogden was permitted by the Town to settle with six other families on three hundred and twenty-one acres of land and "all the meadow betwixt the brook by the Sachem's house and Hogneck Spring". The Sachem's house spoken of in old records was at the head of the harbor where Edward Howell and his company landed. The Sachem's house has long since passed out of existence and the Custom House that followed it has been forgotten, but beautiful North Sea Harbor still encircles Conscience Point.



*Home of L. Jennings, first house built on North Sea Road. Destroyed about 1900. Photo compliments of Alfred Styles*



*Jennings Farm, Noyac Road, next to Altwife Drain, at what is now known as North Sea Park. Mr. Jennings is seated on the wagon and the boy standing at the rear of the wagon is believed to be Tony Yost. Photo compliments of Edwin Dimon*



*Scene on Noyac Road at Woolley's Pond, looking West.*

*Photo compliments of Leland Griffin*



*View of Fish Cove, about 1900*

*Photo compliments of Leland Griffin*



*First North Sea School House at the intersection of North Sea and Noyac Roads. Building was later purchased by Wesley Anson and moved from its original site to Mr. Anson's property on North Sea Road where it was re-modeled into a two-story dwelling, now owned and occupied by Mr. and Mrs. Alfred Kreyborg. The boy third from the left is Stanley Howard.*

*Photo compliments of Stanley Howard*



*View on Noyac Road at Fish Cove, Towd Point at the upper left.*



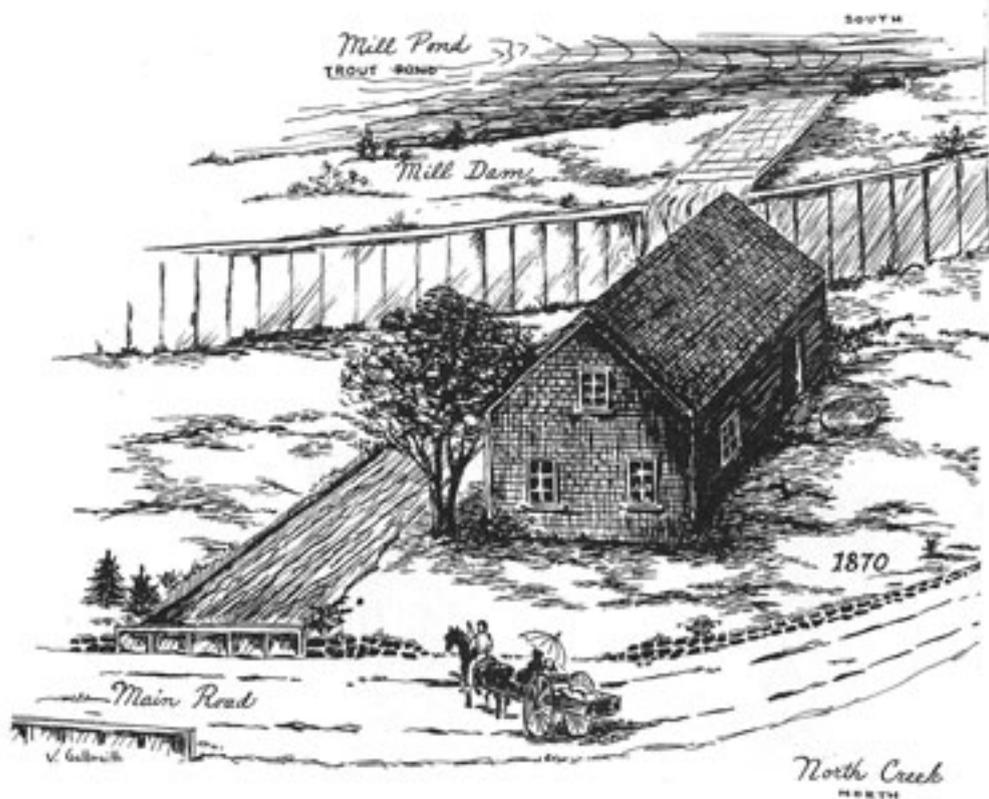
*North Sea Bathing Beach—1922.*

*Photo compliments of A. Lee Allen*



*Popular bathing beach in early days at North Sea. Torn down about 1940. Photo compliments of A. Lee Allen*





*The Old Trist Mill*  
NOYACK

# Noyack

The hamlet of Noyack is situated on the northeastern cliffs of Little Peconic Bay and on the azure waters of Noyac Bay. It extends eastward from North Sea toward Sag Harbor, north of the Middleline Road.

Noyack was an Indian word meaning "a corner or a point of land". It is believed that the point of land from which the hamlet derived its name was Jessup's Point, a 113-acre peninsula which separates Little Peconic Bay from Noyac Bay. This tract of land was granted in 1679 to John Jessup. The grave, now more than 200 years old, of his daughter, Abigail, is preserved beside a little lane which winds from Noyack Road to Jessup's Neck. The entire property was donated in recent years to the United States Fish and Wildlife Service by Mrs. Elizabeth Alexandra Morfon Tilton and is now the Morton Wildlife Refuge.

The Indians who inhabited the general area of Noyack were a small segment of the Shinnecocks, known as the Wickatuck. They were peace loving Indians who settled in isolated groups and lived off shellfish and game. They farmed to a limited degree. Six or eight families lived on one site until the farming land was exhausted, or until collection of refuse became a serious problem. The largest known encampment of Noyack Indians was beside the Mill Pond, now known as the Trout Pond. The last known Wickatucks lived in a teepee back of Mill Pond shortly before the close of the nineteenth century.

A bit of Noyack was included in the Revolution. Lt. Col. Jonathan Meigs embarked from New Haven on May 21, 1777, with 170 men in thirteen whaleboats. He

landed on the southern end of the crescent of Long Beach, where a marker to this historic episode is now located. The boats were secured in a wooded cove. Meigs and his troops marched to Sag Harbor where he captured the British Fort. The expedition is said to have been of only twenty-five hours' duration.

The earliest residents of Noyack were largely of British descent. Four of the earliest homes in Noyack were those of the Osborn, Pierson, Edwards, and Bennett families.

During the "gay nineties" a hotel, the Club House Hotel, flourished on the Noyack Cottage Association grounds (now Northampton Shores). It was operated by J. H. Thomas. A spacious, three-storied, frame structure, it accommodated 24 guests, mostly New Yorkers, who arrived by train in Sag Harbor or on the steamboat "Teddie" which made occasional trips from Greenport across Shelter Island Sound and Little Peconic Bay to a 500 foot dock which projected from the Association Grounds.

At the turn of the century, Noyack was still a sparsely settled hamlet. Mail was brought from Sag Harbor by horse and wagon to a little post office.

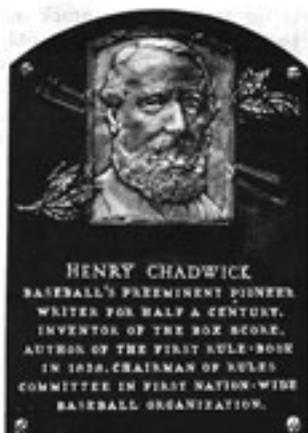
In 1912, through the generosity of Mrs. Russell Sage and the labor of the local population, the Noyack Union Chapel was constructed.

Following World War II, the population of the little hamlet began to increase, and the influx to those tree shaded lanes, wooded hills, and clear beaches has not diminished in twenty years.



Old Gravestone  
on Jessup's Neck

Here lies the body  
of Abigail Jessup  
Daughter of Mr  
Isaac & Mrs Sarah  
Jessup who Dec'd  
in Nov 1724. Aged  
About 11 Years



NATIONAL BASEBALL HALL OF FAME AND MUSEUM  
COOPERSTOWN, NEW YORK

# Quogue

The earliest mention of Quogue in the Southampton Town Records is dated 1651, when Richard Odell sold rights to his fellow townsmen for cutting salt hay on the natural meadows bordering Shinnecock and Quantuck Bays (then Quaquanantuck Bay). In 1652 the Records describe a trench, dug by eight men between the two Bays to drain the high water of Shinnecock, which was flooding its meadows. Presumably Quantuck had an outlet that year into either the Ocean or "West Bay".

For almost a century thereafter Quogue served primarily as a hayground, since the rich mucklands required no clearing, no fertilizer and no labor except for the harvesting. While low in nutrition, natural hay was particularly valued for its salt. Some of it was floated to Southampton on rafts or barges — as it was from Flanders and other meadowlands along Peconic Bay — but most was consumed by the wintering of cattle in Quogue itself. Cattle and sheep were driven between Quogue and Southampton until the beginning of the present century, frequently along the ocean beach. Small houses or cabins gave shelter to scythe men during the hay-making season, and to the few hands required for winter feeding. The 1652 Records also mention: "hee that lykewise shall kill a woolf at quaquanantuck shall have ten shillings".

Quaquanantuck means "a cove or estuary where the land quakes or trembles", according to W. W. Tooker's "Indian Place Names on Long Island" (1911). This seems appropriate for muckland, our primary resource for 250 years. Quantuck and Quogue are both abbreviations, or possibly derivatives, according to Tooker, although several lesser authorities derive Quogue from Quo-haug, the round clam. Its spelling varied widely — Quag, Coagg, etc. Quoogue means "Little Quogue".

Quogue also served by giving access to the Ocean, where dead and stranded whales were obtained. John Cooper had obtained rights to the Ocean beach prior to 1659. In 1687 Thomas Stevens & Co. reported taking 264 barrels of whale oil, James Cooper & Co. 144 barrels, both at Quaquanantuck. Most of the offshore crews were Indians, all highly skilled and excellent swimmers, a faculty which remained rare among whites until only about two generations ago.

No permanent settlement was made until

about the 1730's, when the rapidly expanding population of Southampton finally overflowed the very large and extremely fertile loam deposit east of the Shinnecock Hills. Good farmland is very scarce to the westward, being confined to a few narrow, tongue-shaped outwashings of loam from the glacial moraine, each tapering towards its rounded southern tip to the width of often but a single farm. These tongues could be discerned more easily a quarter or a half century ago than today, by productive fields, orchards, lilac bushes and concentrations of old houses and barns. One such tongue lies along Lewis Road in East Quogue from its intersection with Route 113 to Third Neck on Shinnecock Bay. Another lies west of Westhampton High School from the Railroad to Oneck on Moriches Bay. Between them the sandy soil has never been intensively farmed, although semi-mucklands have been cultivated in small patches where artesian water oozes keep the ground permanently moist. Such a patch can be seen at the third green of the Quogue Field Club's golf course, always conspicuously verdant during the worst droughts.

The first permanent settlers were limited to seven family names, according to graves in the Quogue Cemetery: Cook, Foster, Herrick, Howell, Post, Rogers and Stephens (also spelled Stevens). Since three of the men were born in 1700 and three others within five years of this date, they must have been well known to one another since childhood in Southampton, and in their middle thirties when they built the first homesteads in Quogue. Their economy was based on sheep and scrub cattle, supplemented seasonally with fishing, fowling and cordwood cutting.

Religious meetings were at first confined to homes, but in 1742 the Town granted 13 acres of land at "Bushy Neck" on Beaverdam River (near Westhampton Cemetery) "for a parsonage for ye use of a gospel Presbyterian minister", and the first meeting house was erected in 1750. The "Congregation of the Western Meeting House" (referring to Southampton Township) at Beaverdam included the area from Quogue to Spenk. In 1870 the Presbyterian congregation built a chapel on Quogue Road (now Main Street). The Church of the Atonement (Episcopal) was built in 1884.

The earliest record of schooling is a 1795-

96 list of 33 children whose attendance varied from 10 to 88 days. Their teacher, Josiah Foster, received 11 shillings per scholar per quarter year. Quogue's population was barely over 100 according to the census of 1790. In 1813 the Town organized 15 school districts, of which Quogue comprised number three, but the first schoolhouse was not completed until 1822 (cost: \$350). The original structure now stands behind the Quogue Library.

No great change took place in the rustic simplicity of Quogue until 1870, when the Sag Harbor branch of the railroad was completed. This immediately stimulated fishing, especially of cod, providing ice for packing and rapid transport to New York; spurred the construction of summer boarding houses,

of which the total capacities rose to 410 by 1887, 510 by 1902; and, alas, sparked a long series of devastating forest fires from the wood-burning locomotives, which destroyed the woodland humus and left nothing but sand, barely supporting scrub oak and huckleberry bushes. In 1885 cod fishing occupied some 150 men between Quogue and Moriches: 285,000 pounds of cod were shipped from Westhampton about that year, besides large quantities from Quogue and other stations. Shellfish and crabs have been taken in large quantities during certain periods.

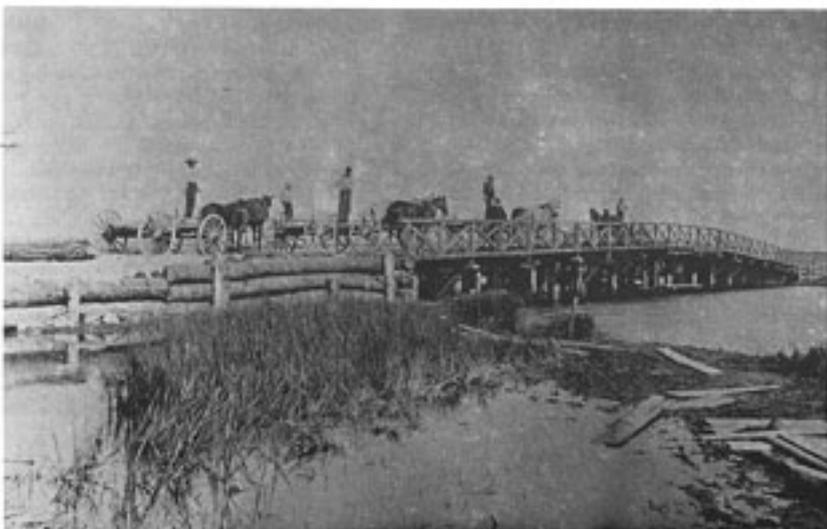
The boarding house era declined after the First World War, and collapsed completely after the Second, as private summer homes greatly increased.



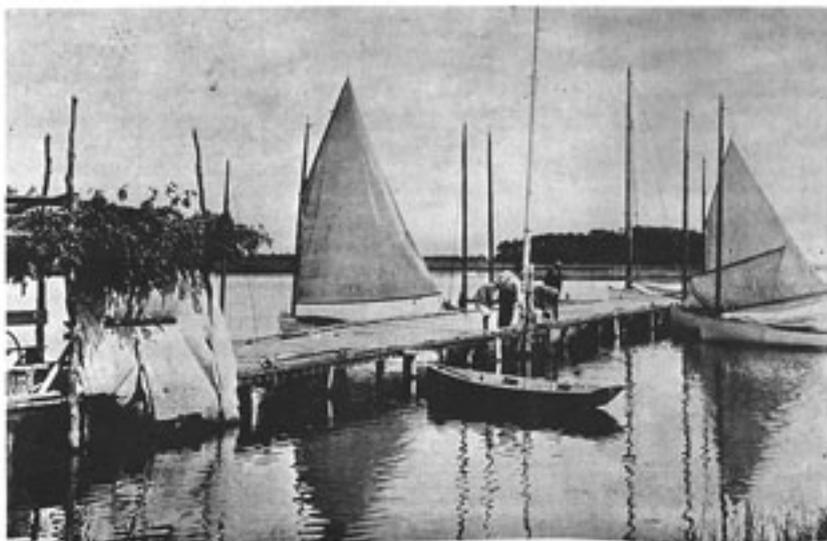
*Quogue Horse Show, August 19, 1905, on Penniman estate.*



THE OLD SCHOOL HOUSE, QUOGUE, L. I., N. Y.



*Construction of first causeway and bridge on Ocean Avenue, 1890. The waterway was first dredged and canalized in 1893.*



*Dock on Pensiman's Creek at east end of Quaquanantack Lane where catboats of Andrew Harris (with crab net) were available for rent.*



*Fire Department Parade, 1908. Foreground, l to r: Charles Herman, Erastus F. Post, Henry Blake, Frederick Barker. Carrying flowers, Edgar Furman. Carrying rope, Bertram F. Pierson, Thomas S. Camerden.*



*Graves of Admiral Mahan, his wife and daughters, in Quogue Cemetery, photographed in 1965.*



*Quogue Wildfowl Sanctuary, 1965*



*Old Cedar Tree on north side of Montauk Highway (then called the "Back Road") about 150 yards west of easterly intersection with Quogue Road. According to legend the "Quogue Purchase" of land in 1659 was signed by John Ogden and Wyandanch, sachem of the Montauk Indians, under this tree. It was destroyed during the 1920s to broaden the highway. L to r: Florence Baldwin, John Harris and a boy.*



*Preparing for first race of the Shinnecock Yacht Club, July 4, 1888, off Eddy's place on Phillip's Point, East Quogue (then Atlanticville).*



*Quogue Bathing Station at foot of Beach Lane, showing wreck of schooner Nahum Chapin, which was beached in 1857. Present site of the Surf Club, it was then owned and operated by Selden Hallock.*



*Smith's Pond or Penniman's Pond, on Qvogue Road at eastern intersection with Montauk Highway, looking eastwards, with Hallock Farm (acquired by G. H. Penniman in 1872) in background.*



*Foster House, Qvogue House and Presbyterian Chapel, about 1906. Flower bed in triangular plot at head of Beach Lane is visible behind man wearing straw hat. A windmill is visible between the two boardinghouses.*



Glider built by George B. Post in 1911, flown by his brother Richard, weighing 98 pounds. L to r: D. C. Greeff, J. H. Pike, D. McK. Crabbe, Abram S. Post, G. B. Post, E. L. Crabbe.



First trip of scheduled motor bus service in eastern Suffolk County, March, 1909. Harmon P. Payne, third from right, conceived and inaugurated mail and passenger service from Quogue Post Office to Riverhead via Quogue Railway Depot with horse-drawn vehicles, one of which was motorized. His son, Joseph P. Payne, stands second from left.

# Art in Southampton

Without fanfares, noise and raucous publicity, Southampton, the country's first summer art colony, has remained one of the most important art colonies in the country. The ever-present veil of humidity lends mysterious charm to the landscape, its natural beauty is full of breath-taking color contrasts, Southampton is close to New York's Art Centers — these and other factors have attracted most of the nation's leading artists. Painting today is done largely in the studio, and apart from the 'motif' no longer requires or draws on natural beauty. Today's appeal to the artists is perhaps the 'milieu' or the ocean resort life of this area.

The name of William Merritt Chase is closely associated with Southampton. In 1892 Chase opened a school in the Art Village of Southampton. 'The Studio,' now the residence of Mrs. Francis Oakey, was the classroom, and the lovely cottages surrounding the "Studio" housed the students attracted there from all over the world. Mr. Chase and his family resided in the house that is now the residence of Mrs. Outerbridge Horsey.

This was the first summer art colony in the country. Here Charles Hawthorne, who was later to found the Provincetown Art Colony in Massachusetts, studied painting and drawing with Chase.

Winslow Homer, John Henry Twachtman, Howard Russell Butler along with countless other artists painted the dunes and beaches in this area.

In 1897 a popular summer resident, Samuel Longstreth Parrish, well known for his philanthropic work returned from Europe with a collection of various works of art including some remarkable Italian Renaissance paintings. He purchased land near the Rogers Memorial Library and commissioned the architect Grosvenor Atterbury, to erect a museum to house his collections. In 1898 the museum was opened. With help from his brother, James C. Parrish, Samuel Parrish expanded the original structure under the supervision again of Grosvenor Atterbury.

After the death of Samuel Parrish the museum was closed for a period of years to be re-opened by an incorporated group presided by Mrs. Dwight F. Davis. From 1952 the museum made rapid progress under the presidency of Mrs. Robert M. Littlejohn, the collections grew and included a comprehensive collection of American painters from before the War between the States to the present. Mrs. Robert M. Littlejohn, Mr. and

Mrs. Stephen Clark and Mr. Chester M. Dale were most generous in augmenting the collection.

A word here about the architect, Grosvenor Atterbury. A resident of Southampton, Mr. Atterbury was one of those great geniuses who did pioneering work in the field of town planning and a distinguished architect who restored the New York City Hall, designed the American Wing of the Metropolitan Museum of Art, the Psychiatric Clinic of John Hopkins Hospital, and many other buildings.

The present administration of the Museum aims at acquainting the community with its artists as well as bringing to the artist what national recognition the Museum is able to command.

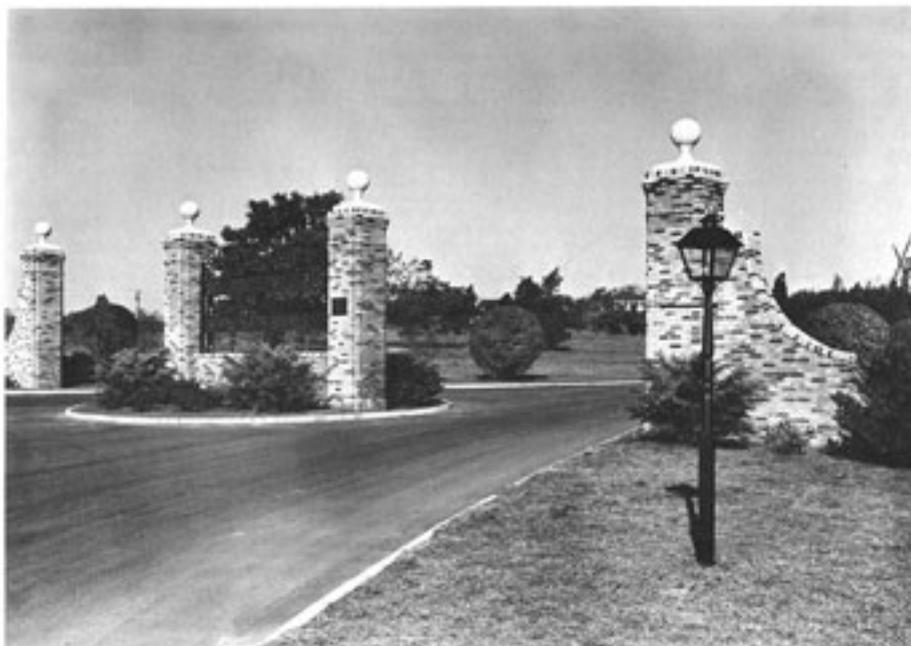
Jonathan Scott Hartley, the sculptor, whose work may be seen at The Parrish Art Museum gave the community two more artists in the persons of his children, Rachel and George Inness Hartley. George Inness Hartley was the grandson of the American landscape painter George Inness.

Zella de Milhau was a graphic artist of unquestioned sensitivity. Richard Newton, an ardent enthusiast of horse shows and hunting, painted horses and hunting scenes as well as portraits, flower paintings and landscapes.

Hampton Bays became host to David Burliuk, a distinguished painter with an international reputation as one of the celebrated "Blau Reiter" group. The Soyer brothers also summer in this village. Nicolai Cikovsky comes to Southampton. The artist Alexander Brook and his talented wife Gina Knee settled in North Haven. Fairfield Porter lives on South Main Street in Southampton and Larry Rivers is a Southampton resident in the summer. Mary Abbott (Mrs. Thomas H. Clyde), lives and paints in the village. Theo Hios, George Constant, John Lavalley, Aubrey Schwartz, Paul Georges and Mark Freeman are also summer citizens of the community. Jane Wilson, Ida Abelman, Elsa Tennhardt, Marion Firth Geer, Frances Miller, Lisa Polhemus, Eve B. Root and Ednah Root are women artists whose names add glory to the town.

There is little doubt that Southampton's history of achievement in the Fine Arts represents only the beginning of future greatness.

Forgiveness is asked of all whose names may have been inadvertently omitted.



*The main entrance of the new Southampton College of Long Island University, established in 1963. Created by the efforts of many local benefactors, including the gift of this distinctive entrance known as the Phillips Gate, given by Mr. and Mrs. William A. Phillips, Southampton College is rapidly expanding into an established four-year liberal arts coeducational institution.*



## Deciphering of Indian Deed

"INDIAN DEED OF DECEMBER 13, 1640"

"This indenture, made the 13th day of December Anno Dom. 1640 between Pomatuck, Mandush, Mocomanto Pathemanto, Wybbenett, Wainmenwog, Heden, Watemexoted, Checkepuchat, the native inhabitants & true owners of the eastern pt. of the Long Island, on the one part, and Mr. John Gosmer, Edward Howell, Daniell How, Edward Needham, Thomas Halsey, John Cooper, Thomas Sayre, Edward fiarrington, Job Sayre, George Welbee, Allen Berade, Will'm Harker, Henry Walton, on the other part, witnesseth that the sayed Indians for due consideration of sixteene coats already received, and alsoe three score bushells of indian corne to bee payed vpon lawfull demand the last of September, which shall be in the yeare 1641, & further in consideration that the above named English shall defend vs the sayed Indians from the unist violence of whatever Indians shall illegally assaile vs, doe absolutely & for ever give & grant & by these presents doe acknowledge ourselues, to have giuen & granted to the partyes above mentioned, without any fraude, guile, mentall reservation or equivocation to them & their heires & successors for ever, all the lands, woods, waters, water courses, easements, proffits & emoluments thence arisinge what soeuer from the place comonly knowne by the place where the Indians hayle over their cannoes out of the North bay to the south side of the Island, from thence to possess all the lands lying eastward between the foresaid bounds by water, to wit, all the lands pertaining to the partieyes aforesaid, as alsoe all the old ground formerly planted lying eastward from the first creek at the

westmore end of Shinnecock plaine, To have and to hold forever without any claime or challenge of the least title, interest or propriety whatsoever of vs the sayd Indians or our heyres or successors or any others by our leave, appointment license counsel or authority whatsoever, all the land bounded as is above said, In full testimonie of this our absolute bargaine, contract & grant indented & in full & complete satisfaction & establishment of this our act & deed of passing over all our title and interest in the premises, with all emoluments & profits thereto appertaining or any wise belonging, from sea or land within our limitts above specified without all guile wee haue set to our hands the day and yeare above sayd.

"Memorand. Before the subscribing of this present writing it is agreed that the Indians above named shall haue libertie to breake vp ground for their vse to the westward of the creek afore mentioned on the west side of Shinnecock plaine.

MANATACUT, X, his mark,  
MANDUSH, X, his mark,  
WYBENET, X, his mark,  
HOWES, X, his mark,  
SECOMMECOCK, X, his mark,  
MOCOMANTO, X, his mark,  
these in the name of the rest.

Witnesses of the deliverie & subscribinge this writing.

Abraham Pierson,  
Edward Stephenson,  
Robert Terry,  
Joseph Howe,  
Thomas Whitehone,  
Joshua Griffiths,  
William Howe,

# Patrons

## Bridgehampton

Mr. and Mrs. William S. Auchincloss  
Mr. and Mrs. B. J. Corrigan  
Mr. and Mrs. William C. Esp  
Mr. and Mrs. Guy Fleming  
Mr. and Mrs. Albert Francke, Jr.  
Mr. Kenneth M. Gibson  
Mr. and Mrs. Bruce Harvey  
Mr. Albert B. Joel  
Mr. and Mrs. Albert T. Johnson  
Mr. Perry R. Pease  
Mr. and Mrs. C. W. Pulver  
Mrs. Eleanor Dickson Seidler  
Mr. and Mrs. John Sivigny  
Mr. C. M. Twyeffort

Bridgehampton Cooperative G. L. F.  
Service, Inc.

Bridgehampton Historical Society  
Bridgehampton National Bank  
The Hampton Press  
Edwin H. Pierson Agency

## East Quogue

Mr. and Mrs. Frank Crowitz  
Mr. and Mrs. Patrick A. Erwin, Jr.  
Mr. and Mrs. Charles D. Holmes  
Mr. and Mrs. Robert W. Jones  
Henry and Mildred L. Joseph  
Mr. and Mrs. Frank R. Kelly, Jr.  
Mr. and Mrs. James M. Kyte  
Mr. C. L. Mendenhall

East Quogue Fire Department  
Ladies Auxiliary

## Hampton Bays

Hon. and Mrs. Edwin A. Berkery  
Mr. and Mrs. Eugene R. Francolini  
Mr. and Mrs. P. Arthur Gatterdam  
Hon. and Mrs. Chester F. Jacobs  
Hon. and Mrs. Joseph V. Loscalzo  
Mr. and Mrs. Joseph G. Pokorney  
Dr. Morris E. Raff  
Mr. and Mrs. William L. Russell  
Mr. and Mrs. John Siebold  
Mr. and Mrs. Arthur Sinclair  
Postmaster Emily C. Squires  
O. C. Stuebe Garage Doors  
Mr. William H. Swan  
Mr. and Mrs. John E. Sward, Jr.  
Mr. and Mrs. Joseph P. Walsh

Bangston's Fuel  
Bays Auto Repairs  
Canoe Place Inn  
Hampton Bays Board of Trade &  
Village Improvement Society  
Hampton Bays Fire Company  
The Hampton Bays National Bank  
Hampton-Holiday Grills  
McSweeney-Hastings Real Estate  
Phillips General Supply Co., Inc.  
Rampasture Building Company  
Rampasture Point Association  
Southampton Town Baymen's Assoc., Inc.  
Thompson's Associated Super Market

## North Haven

Village of North Haven  
The Honorable Stanley J. Ryder, Mayor

*The 325th Anniversary Committee wishes to acknowledge with grateful appreciation the generous support of the following individuals and organizations who have contributed to the success of this anniversary celebration.*

## Noyack

Dr. and Mrs. Harry Diner  
Mr. and Mrs. Philip P. Jones  
Northampton Colony, Inc.  
Northampton Colony Yacht Club  
Noyac Golf and Country Club, Inc.  
Mr. and Mrs. William P. Nugent  
Property Owners Association of  
Noyack Harbor, Inc.  
Mr. and Mrs. Edmon G. Luke  
Mr. and Mrs. Harold F. Robertson  
Mr. and Mrs. John E. Schaefer  
Mr. and Mrs. Sidney Tobias  
R. G. Torns & Co.  
Bay Point Property Owners Assn.

## North Sea

Bennett Motors Inc.  
Mr. and Mrs. Henry Brown  
Colony Club of Southampton Shores  
Mr. and Mrs. Paul L. Van Arts Dalen  
Mr. and Mrs. George J. Muller  
North Sea Community Association, Inc.  
North Sea Fire Department, Inc.  
Oliver and Clark, Inc.  
Mr. Peter Salm  
Sal's Market  
Sherry's Dairy  
Southampton Town Democratic Club  
Mr. Andrew P. Strong  
The Tomlinsons' Fish Cove Inn

## Quogue

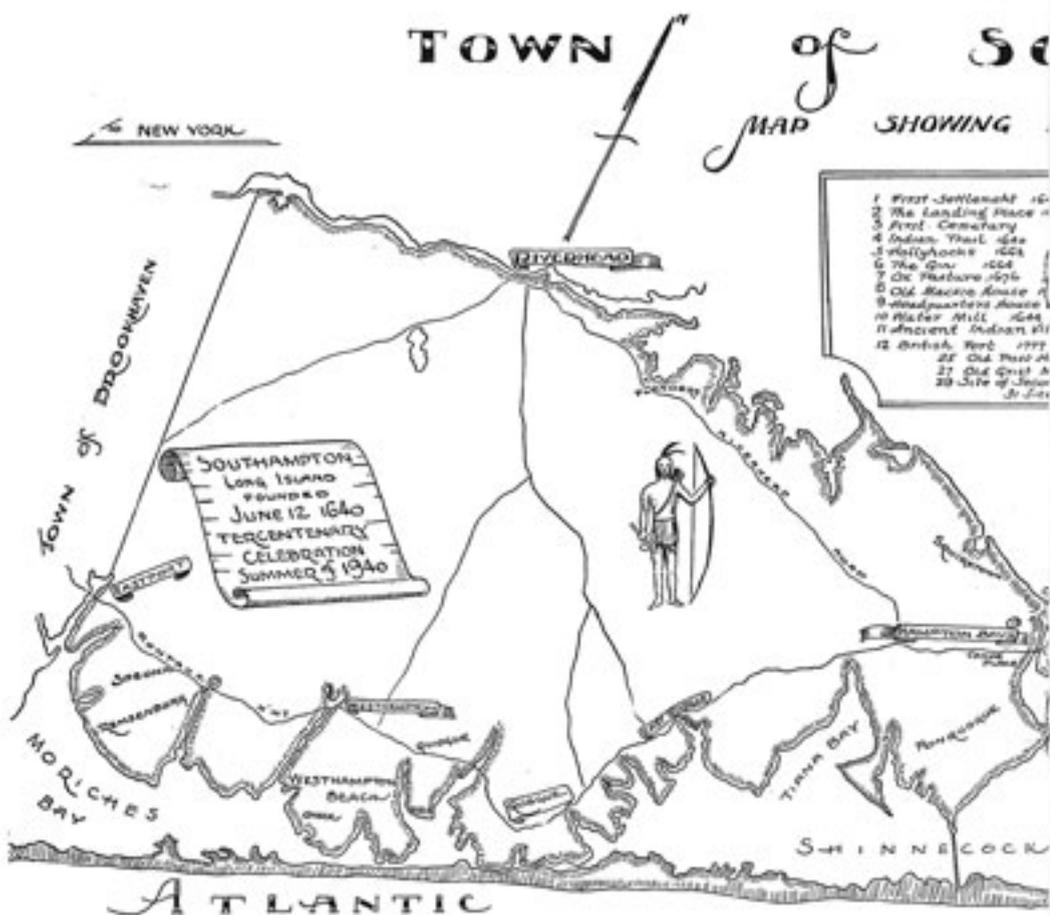
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Mr. and Mrs. Robert B. Baird  
Mrs. William H. Berg  
Mr. and Mrs. John J. Campagna  
Mr. and Mrs. Drury W. Cooper, Jr.  
Mr. Jack Crezmer  
Mr. and Mrs. William F. Davidson  
Mr. and Mrs. Clinton Chadwick Griffith  
Mr. and Mrs. Alan S. Lincoln  
Mrs. Frederic Hewlett McCoun  
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# Patrons

## Southampton

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Mr. Robert M. Harriss  
Mrs. Emily Myers Hevenor  
Mr. and Mrs. John Edmond Hewitt  
Mr. and Mrs. Robert Holmes  
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Mr. and Mrs. Joseph A. Meehan  
The Honorable Stephen F. Meschutt  
in memory of Emma Sayre Meschutt  
Mr. and Mrs. Clifford W. Michel  
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Miss Eleanor Swayne  
Mr. and Mrs. J. Foster Terry



The Town of Southampton is ideally situated on the westerly portion of the South Fork of Long Island. The Town of East Hampton occupies the easterly portion. The Town is bounded on the south by the Atlantic Ocean. The entire coastline—some twenty miles—consists of beautiful sandy beaches, the like of which cannot be found anywhere in the world. Great and Little Peconic Bays form the northern boundary. Many beautiful harbors and coves indent this coastline. As the map shows, Shinnecock Bay occupies a considerable area and is separated from the ocean only by a barrier beach. This Bay is connected with Peconic Bay by the Shinnecock River.

# SOUTHAMPTON

## PLACES of HISTORIC INTEREST

- |    |                                   |
|----|-----------------------------------|
| 13 | Where Indians Stayed Their Canoes |
| 14 | First Church                      |
| 15 | Whaling                           |
| 16 | Whaling Museum                    |
| 17 | Old Town House 1650               |
| 18 | Quaker's Castle                   |
| 19 | Weymouth Mill                     |
| 20 | Marine Art Museum                 |
| 21 | Old Houses                        |
| 22 | Site of British Fort              |
| 23 | Colonel May's Exploit 1797        |
| 24 | D. A. R. House 1870               |
| 25 | Wood's Tavern 1800                |
| 26 | Great Plains Gate                 |
| 27 | Third Church (Methodists Church)  |
| 28 | Site of Jockes and Whipping Post  |



cock Canal which cuts the Town in two at about its center. Shinnecock Hills, a gently rolling landscape, lies between the two Bays. A forested ridge or "backbone" extends from the Hills eastward to Sag Harbor. Within the limits of the Town, there are some forty fresh water lakes. The natural environment of the Town affords unsurpassed facilities as a vacation and resort area. An equable climate, controlled in large part by the two great bodies of water on the north and south, provides most favorable living conditions. Through this combination, the Town of Southampton has become world famous.

# Patrons

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The Laura B. Vogler Foundation  
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Abercrombie and Fitch Company  
The Bathing Corporation of Southampton  
H. C. Bohack & Company, Inc.  
Catena's Fish Market  
Catena's Food Market  
The Cord Galleries  
Don Orlando Coed  
The Corwith Pharmacy  
John Duck, Jr. Restaurant  
Glennon Buick-Cadillac, Inc.  
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Herrick Hardware  
E. A. & H. Hildreth  
Established 1842  
Nancy Holzman and A. Lee Allen  
Lester Lanin Orchestras  
Margaret's Rendezvous  
Herb McCarthy's Bowden Square  
The Meadow Club of Southampton  
The Morris Studio  
Ninna Murray's  
The National Golf Links of America  
John W. Nilsson, Inc.  
Nugent & Potter  
Old Town Lodge, No. 908 F. & A. M.  
The Parrish Art Museum  
The Ram Island Club  
Security National Bank  
(Southampton Branch)  
Shinnecock Hills Golf Club  
Sip & Soda Luncheonette  
Southampton Chamber of Commerce  
Southampton Coal & Produce Company  
Southampton Colonial Society  
Southampton Federal Savings and Loan  
Association  
Southampton Press  
Southampton Rotary Club  
Stanton Interiors Inc.  
The Tinker National Bank  
Todd's Anchorage  
The Pizza King  
Vrana Brothers  
Ford - Lincoln - Mercury  
Harry H. Wilde, Inc.  
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Mr. Keith Morgan  
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Mr. and Mrs. William J. Murphy  
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Baron's Cove Inn  
R. C. Barry & Son  
Bulova Watch Co.  
Eastern Long Island Broadcasters  
Radio Station WLNG  
Mr. and Mrs. Edward P. Eaton  
Dr. and Mrs. Frank Holmberg  
Mr. and Mrs. Claude Jones  
Dr. and Mrs. Robert Kennedy  
M. & P. Scrap Iron and Metal Corp.  
Mr. and Mrs. Edward E. Maguire  
Judge and Mrs. John P. Martin  
Mrs. Amy McClain and Miss Laura Napier  
Rowe Industries  
Sag Harbor Savings Bank  
Security National Bank of Sag Harbor  
Suffolk Scrap Corp.

## Water Mill

Mrs. Alfred C. Becker  
Mr. and Mrs. Edward C. Bench  
C. Edwin Dimon  
Mrs. William A. Frankenbach  
Mr. and Mrs. Anthony T. Froitzheim  
Hildreth's Blacksmith Shop, Inc.  
Mr. and Mrs. Hunter Goodrich  
Ladies Auxiliary of Water Mill, Inc.  
Mr. and Mrs. Hervey S. Rose  
Robert L. Stevens  
W. R. K. Taylor  
Mrs. Jerome A. Thirsk  
Water Mill Community Club

## Westhampton Beach

Alpert's Furniture Store  
Dune Deck  
Cutler Godfrey Real Estate  
Grimshaw & Palmer  
The Hampton Chronicle  
Lavelle's Liquor Store  
M. and P. Scrap Iron & Metal Corporation  
Moniebogue Greenhouses  
News-Review  
N. B. Rogers Lumber Co.  
Seaside Bank  
The Honorable Harold B. Skidmore  
Speed's Pharmacy  
Suffolk Scrap Corporation  
Milton Weixelbaum  
Westhampton Agency  
Westhampton Beach Chamber of Commerce  
Westhampton Beach Market  
Westhampton Photo Studio  
William H. Winters Real Estate  
Yardarm Hotel

# Committees for the Several Communities of the Town

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Chairman

Michael Barbour

Guy Fleming

Carroll Rogers

Mrs. Jean Tillotson

Charles J. Videla

## Eastport

Richard McNeil

## East Quogue

Robert Jones

Chairman

## Hampton Bays

Mrs. Edwin A. Berkery

Chairman

Mr. John Busanah

The Reverend James P. Carmody

The Reverend Gerald Gardner

The Reverend Eugene Haal

Mr. Frank A. Fallo

Arthur Langsdorf, Sr.

Howard T. Meschutt

Murray Phillips

Mrs. Joseph G. Pokorney

Mr. David Powers

William L. Russell

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Mrs. Emily C. Squires

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Chairman

Mrs. Virginia Bush

Arthur A. Johnson

Richard G. McCollum

## North Sea

P. L. Van Arts Dalen

Chairman

Mrs. Harold Conrad

Salvatore D'otefano

Richard King

George J. Muller

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Henry K. Howell

Samuel Johnson

Robert Keene

Mercator C. Kendrick

Miss Edith Kennebroke

Monsignor George H. Killen

W. Harry Lillywhite

Herb McCarthy

John Majeski

The Reverend John B. Mason, Jr.

Arthur Palma

George S. Patterson

The Reverend William Henry Perkins, Jr.

Roy G. Peterson

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Jack Rist

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Malcolm Terry

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Mrs. Arthur Miller

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Chairman

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James M. Smith

# Presbyterian Church

When the first settlers landed at Conscience Point in June 1640 one of their first acts was to found a church, and in October of that year the Rev. Abraham Pierson (father of the first president of Yale College) was appointed to be the pastor of the new church.

This first Meeting House was erected at the corner of Meeting House Lane and Old Town Road. Today this spot is marked by two appropriate signs designating its early history. This was a rude thatched building. It served not only for church and school but for court and town meeting, and for the training of the companies organized for defense of the colony. It was the community center of its time.

In 1648 the whole colony moved its location from Old Towne to the present Main Street where every householder was allotted a "home lott" of three acres with farmland and woodland in the outlying districts. Here the settlers built substantial homes and here in 1652-53 they built their second church. The Reverend Robert Fordham succeeded Abraham Pierson in 1649. Through his efforts the second church was built. This stood on the land just north of the present home of Mrs. Henry Fordham on South Main Street. Behind it was the graveyard which is still there and is one of the very oldest in

the whole country. Across the street, the town built the parsonage upon three acres of land.

The Second Church served the community fifty-five years. In 1707 the Southampton Congregation built its Third Church. It stood on the corner of Main Street and Meeting House Lane, across the lane from the place where its successor stands today. The Third Church (1707) was still the church of the whole community as the church and state were one in the early days of the colony. The purchase deed, however, expressly stated that the new building was to be used by those "congregation of Christian Protestants usually known and distinguished by the name or 'stile' of Presbyterians. This was the first time the word Presbyterian was attached to any church in the Province of New York — 1707. This church building enjoyed a long and varied existence. It was always a center of the community in its many roles and even today (1965) the interesting stone foundation may be seen "up the street a little."

The Fourth House of Worship, the present building, was completed in 1843. A chapel was added in 1895. In 1956 under the able pastorate of the present minister, Rev. John L. Felmeth, a beautiful new Parish House was planned and completed in 1957.





*Saint Andrew's Dune Church — Tom Leonard Photo*



*King's Chapel, Church of God in Christ*



*Southampton Methodist Church*



*First Church of Christ, Scientist*



*Saint John's Episcopal Church — Tom Leonard Photo*



*Southampton Christian & Missionary Alliance Church*



*The Church of the Sacred Hearts of Jesus and Mary*



*Our Lady of Poland Church*



*The Stinnecock Hills Golf Club — the first golf course with a clubhouse in America.*



*Beaches like this one can be found few places in the world other than Long Island's south fork.*

## Remsenburg - Speonk



Speonk School District No. 7 as it appeared in Beer's Atlas of Long Island, 1873, shows the old homesteads lined along what was a road running south of the present Remsenburg "Main Street." Old-timers and historians will be able to pick out various landmarks, many of which stand today. The map sketched by Lois B. Kimball may serve as a guide for the pictures in the Speonk-Remsenburg section of this brochure.



*The Remsenburg Elementary School and, in the foreground, the War Memorial Plaque on which are inscribed the names of those who served the area in six wars, beginning with the American Revolution and continuing through World War II.*



*The migration of the Tuttle-Tuttle families to Speonk occurred sometime in the middle of the 17th century. Willis E. Tuttle, who now occupies it, in his brief "History of Remsenburg" published by the Hampton Chronicle's Fiftieth Anniversary edition of its founding, takes a calm, long range view of the division of the two communities into Speonk and Remsenburg in 1895. "Sixty years ago," he wrote, "there was some excitement and some bitterness." But he now feels that time has "buried the hatchet—if there ever was one."*



*The Rensselaer Post Office was once one of the oldest private academies on Long Island dating back to the time of the Civil War. The original announcement which hangs on the post office wall states that "J. W. Tuttle's Select School will commence its winter term December 15th, 1864." Tuition terms were modest: "Higher English, \$3; Book Keeping, \$4 and French or Latin, \$5."*



*The former Speonk Post Office built in 1890 stands today on the south side of the Montauk Highway just east of Phillips Avenue. It has been replaced by a more modern building on the east side of Phillips Avenue north of the highway. Both the old and new buildings are part of the Speonk business section which serves Rensselaer too.*



*Pupils pictured at the Speonk School which stood on Main Street, Remsenburg, from a postcard loaned by Mrs. Gilbert C. Halsted. This school was probably built between 1880 and 1890.*



*A typical "landing" in the late 19th century similar to the dock where sailors from the Westhampton - Remsenburg area gathered for races. The Westhampton Yacht Squadron is celebrating its 75th Anniversary this year.*

# Sag Harbor

An Indian village, "Wegwagonock," meaning "at the foot of the hill," was located where Sag Harbor stands when the first white men settled on eastern Long Island in 1640. The English colonists first called the place "Great Meadows," and in 1680 the meadows were allotted among proprietor town owners.

The reason for the rise of Sag Harbor, or Sagg Harbour, as it was originally named, was the sea. The Southampton settlement had a landing at North Sea. East Hampton, settled in 1649, had a landing at the place still called "Northwest". But the people of Sagg, or Sagaponack, had none of their own.

So, roads were cut through the woods from Sagg, running five miles to the north and leading to Great Meadows. The first mention of this new port of Sagg Harbour dates from 1707, and the first recorded land conveyance is dated April 19, 1710.

Twenty years later there were three houses at the port and thirty years after that several families moved from New England to Sag Harbor. By 1770 trade with the West Indies had been established, and whaling sloops and schooners sailed out along the coast.

The blubber of whales taken offshore was flensed (cut into strips) on board and brought to Sag Harbor to be "tried out" (melted) at tryworks ashore near the spot where the North Haven bridge is now.

After two interruptions, brought about by the War of Independence (when Sag Harbor was occupied by the British) and the War of 1812, whaling grew steadily as a Sag Harbor enterprise, and so did the concomitant shipbuilding industry.

By 1845 Sag Harbor, with 63 whaling vessels, was a rival of Salem, Mass., and New Bedford, as a major whaling port. However, the discovery of gold in California in

1849 caused an exodus of the Sag Harbor whalemens. A score of ships rounded Cape Horn bound for San Francisco, and most of them never came back.

It was from Sag Harbor that the first ship to enter the forbidden waters of Japan sailed. It was the "Manhattan", Capt. Mercator Cooper, master. He returned from Japan in 1845, and the documents and charts he brought back and delivered to Washington influenced the State Department to send out the first official expedition to Japan, which opened the Orient to Western influence.

On July 31, 1789, three months after George Washington took the oath of office as the first President of the United States, Sag Harbor was named the first port of entry for the State of New York, and within a few months, Henry Packer Dering was named Collector of the Port, with his home at the Custom House.

In 1794 a post office was added, the first on Long Island. The building is now a museum, and visitors may mail postcards from it, using a desk from the ship that brought the Marquis of Lafayette to America.

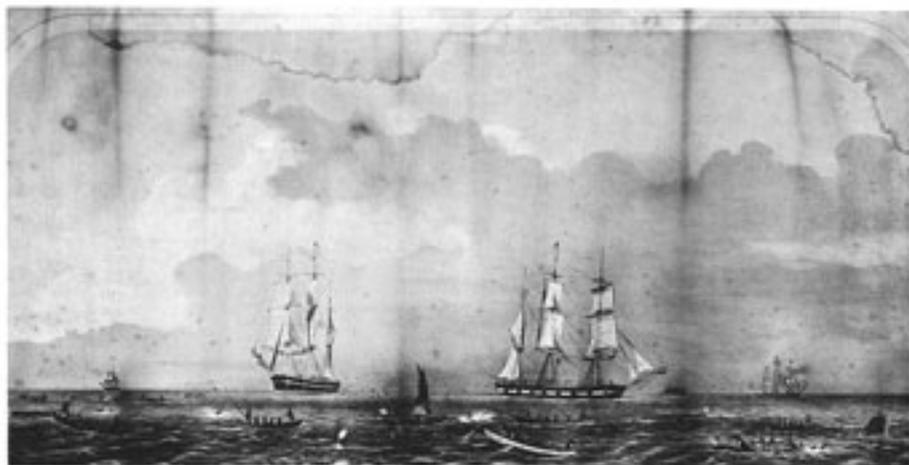
The first newspaper on Long Island, The Long Island Herald, was published in Sag Harbor by David Frothingham, a man of mystery who founded the paper in 1791, only to disappear at the time of the feud between Alexander Hamilton and Aaron Burr, in which he was involved.

Whaling died down in the eighteen seventies and dull years followed until, many years later, industry came in. Today, only the Long Wharf stands as a reminder of the halcyon days. But Sag Harbor is deeply tradition-minded, and the memory of the whaling days always lights a spark of pride in the eyes of the people who live in what was once the Indian village of Wegwagonock.





*A Sag Harbor whaling ship.*



*A painting of the whale hunt.*



*A painting of the Harbor in whaling days.*



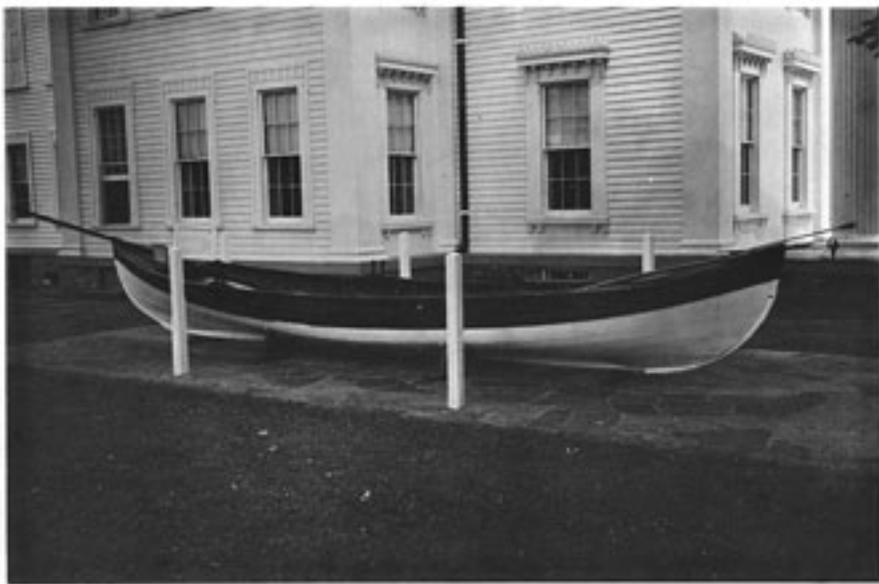
*A corner of the Whaling Museum.*



*Sag Harbor in Whaling Days. The East Hampton Road runs from lower left to upper right.*



*The First Custom House as it is today.*



*The Whaleboat*



*The Suffolk County Whaling Museum of Sag Harbor*



*The Broken Mast. A monument to the whalers who died at sea.*



*The Old Whalers Church.*

# Shinnecock Reservation

The Shinnecock Indian Reservation is the oldest Reservation in America. It was set up by an exchange of deeds between the colonists and the original Indian inhabitants. This took place in August, 1703 and was a legal recognition of obligations written in the original document of December, 1640.

Before the coming of the White Man, the Shinnecoeks lived in wigwams made from saplings and grass tied with thongs of rushes. In the vast and beautiful Shinnecock Hills they raised great flocks of sheep. Hunting was done by the men and boys with bow and arrow. The arrows were made only by the older men of the tribe because it required great care and much skill. Farming was done by children and old men guided by the women. They raised beans, squash, pumpkins, cucumbers and maize. They worshipped the Great Spirit and lived in peace.

It was in 1640 that the Chief of the Shinnecoeks welcomed a sloop containing nine English families that had been sailing up and down the coast of Long Island looking for a place to settle. The unfriendly Dutch who had settled Manhattan would not allow the English to land. The settlers were fed and taught survival. This was a rugged land and only Indians had been bred to endure its hardships. The Indians taught them to fish, to spear for eels, to dig clams, and in time, to plant corn, and other mainstays of the Indian people, which could be stored and kept for the long, bitter winters. A strong bond of friendship between the White Man and the Indians was established from that time to this day. The Shinnecoeks gave these settlers an area of land to dwell upon in peace, and that land has become the beautiful village of Southampton.

Always a sea-loving people, The Shinnecock men actually did off-shore whaling in dug-out canoes. When the newcomers became adjusted to this way of life, they built larger and more sea-worthy vessels, and the Indian men went with them into such far away places as the South Seas and the Arctic Circle. The Shinnecoeks took from the Reservation raw materials and wove baskets to trade at other seaports, thus leaving the splint baskets of old Shinnecock in many parts of the world.

Long after the last whaling voyage had

become a note in the annals of history, ships were still losing their course and depending upon local aid to again get them afloat. Such a ship was the "Circassian" sailing in 1876. Amid a violent storm of ice and sleet a crew of thirty-two men, ten of whom were Shinnecoeks, worked to free the ship from gripping sand. The storm increased, breaking the ship in two and all aboard were lost. Six Indian men were found at first, and others were picked up at different times in the Spring as far East as Amagansett.

Christianity, through teachings of missionaries, was accepted by the Indian people. Rev. Abraham Pierson, first minister of the Southampton Church founded in 1640, was the first to preach the Gospel to the Shinnecock Tribe. The first missionary to the Shinnecoeks was Rev. Azariah Horton of Southold. The Indian Church was later served by two sons of the Tribe, the Rev. Peter John and his grand-son, Rev. Paul Cuffee who was ordained in 1790, serving the Church from 1789 to 1812. During his term of service a church was erected at Canoe Place where his grave and monument are now a landmark. This edifice was later moved from Canoe Place to Shinnecock Neck over the ice of Shinnecock Bay. This nearly 200-year-old building was pushed off its foundation by the 1938 Hurricane and is still part of the new church building which now stands on the Reservation.

Today the Shinnecoeks are of a quiet but progressive nature. They take pride in their homes and beautiful lawns. The children are being educated and encouraged to continue on through college. The Tribe has produced teachers, nurses, fine artists, trained singers, as well as excellent farmers and trained businessmen. Much of the rich soil is under cultivation and the roads are under constant maintenance by the State.

The Shinnecoeks have come a long way since the early days of 1640. They recall the history of the coming of the first white settlers, and retell it to their children.

This year the celebration of the 20th Annual Pow-wow will be held on the Labor Day weekend. The Shinnecoeks invite you to share the future with them as they have shared the past with you.



*Wickham Cuffer, better known as "Uncle Wick", was one of the last of the full-blooded Shinnecock Indians. Of stately bearing and dignity, he won the lifelong friendship of those who knew him.*



*A typical scene at the annual Shinnecock Pow-Wow held each Labor Day weekend with Indians attending from all over the country.*



*The old church on the Shinnecock Reservation, damaged in the 1938 hurricane and replaced. It is now the parish house wing of the new church.*



*Members of the Shinnecock tribe and others depicting a Shinnecock scene during the 275th anniversary celebration.*



*A typical dwelling of the Skinneck Indian tribe showing several squares. This was the type of shelter used by the Indians when the settlers arrived in 1660.*



*The oldest frame house now standing on the Skinneck Indian Reservation. This dwelling has been in continuous use for over 200 years.*



*Rebecca Bunn Kellis, fondly referred to by all as "Aunt Becky", died in 1936 in her 99th year after a fruitful life which included teaching school on the Reservation in 1875. She maintained her own home on the Reservation until her death and is remembered for having a clear, keen mind with many remarkable memories.*



*Interior of the old Shinnecock church showing two old tribesmen, Charles Bunn and Fred Smith.*

# Southampton Village

In 1872 when the Long Island Railroad was extended eastward to Sag Harbor it greatly influenced the growth patterns of Southampton Village. It made its shaded streets and sunny beaches readily accessible to wealthy New Yorkers who were searching for an unspoiled area in which to spend their summers.

Among those who "re-discovered" Southampton were Dr. T. Gaillard Thomas, Samuel L. Parrish, General Thomas H. Barber, and James L. Breese. Many others soon followed, found the climate delightful, the village charming, and decided to build homes. A building boom resulted with palatial estates being constructed for H. H. Rogers, John W. Kiser, Dr. Wyckoff, Salem Wales, Frederick H. Betts, and other families whose names are familiar here. Construction of these homes required the services of contractors and skilled craftsmen in the carpentry and plumbing trades as well as landscaping experts to beautify the grounds. Local businessmen furnished the new residents with fancy meats, groceries, and all the other requirements of maintaining a well run estate. Life was leisurely and good. There was a fine relationship between the townspeople and the summer residents and mutual interests resulted in the establishment of many of our recent institutions which we now take for granted.

By 1894 the village had grown considerably and was thought best to become incorporated. The first Village President was Albert J. Post. The Southampton Press was begun in 1897 with George H. Burling its editor and proprietor. In 1910 a Municipal Building was erected and is still used for that purpose, having been recently completely renovated following the removal of the U. S. Post Office to its new location on Nugent Street.

With the coming of automobiles, stables became garages or were transformed into guest houses or separate homes, roads were improved, and swamp areas filled in. Agawam Park was created and serves as a quiet place for reflective thought as well as the appropriate place to honor our war heroes with monuments to their memory.

As Southampton grew, organizations and clubs were formed. Frederick H. Betts helped found the Meadow Club in 1883. Edward S. Mead and Thomas H. Barber are remembered in the founding of the Shinnecock Golf Club, which is reputed to be the

oldest in the country (1891), James Breese and Charles Steele were among the governors of the Southampton Club organized in 1899, Charles Blair MacDonald helped plan the National Golf Club, built in 1908 to rival the best clubs in Scotland and England. The Bathing Corporation was organized in 1923 and its clubhouse built several years later. Newell Tilton and William K. Dunwell are most closely associated with its history. The Southampton Riding and Hunt Club was a very popular one while the Southampton Yacht Club is still very active today. Charles Sabin gave his farm at Tuckahoe for the grounds of the Southampton Golf Club and the barn became the clubhouse.

Since there were no facilities for medical care in the area, the Southampton Hospital Association was established in 1909 when a group of interested persons led by Dr. Albert H. Ely proposed that an emergency hospital with visiting nursing service be provided. A small beginning had been made the year before when rooms had been rented in the Goodale house near the corner of Hampton Road and Old Town Road. This facility was moved to the corner of Meeting House Lane and Lewis St. In 1912 a hospital facing on Herrick Road was built on land donated by Samuel Parrish. The building was enlarged in 1917 and since that time has had several further alterations. A spacious new west wing has been added and is nearing completion in the spring of 1965.

Schools also became obsolete. The Southampton Academy, discontinued in 1889, was removed to the north side of Monument Square and the Rogers Memorial Library was built on the vacated site. Miss Harriet Jones Rogers had bequeathed real and personal property which resulted in the erection of the building in 1895. The residue of the returns from her estate helped maintain the library, while the village and school district together with the S.V.I.A. and interested individuals added support. It has recently joined the Suffolk County Co-operative Library System which greatly augments its services to the public.

A high school was built in 1913 on Hampton Road and still serves with dignity and beauty as the Junior High School. An elementary school was built on Pine Street in 1933, and in 1958 the new high school on Leland Lane. At the present time additional space is again needed to take care of increased enrollment. Meanwhile other

schools have been organized in the village. The Sacred Hearts Church has had a grade school for a number of years and the Polish Church has recently completed an elementary school of massive proportions. The Nyack Boys' School has occupied the Charles Merrill Estate on Hill St. for the past several years.

The most recent educational innovation in Southampton has been the founding in 1963 of Southampton College, a branch of Long Island University. It is expanding its facilities rapidly in serving the needs of eastern Long Island. It is presently carrying out an extensive building program with many new structures surrounding its administration building, the former Tucker Mill Inn. The symbol of the College is the old windmill which until about 1890 stood near the corner of Windmill Lane and Hill Street, and is now on the campus.

An event which greatly changed the appearance of Southampton occurred in 1938. A violent hurricane struck the village in the early afternoon of Wednesday, September 20th of that year. There had been the usual rain expected at that time of year and the ground was well soaked. When the storm came roaring in from the southeast it sent hundreds of majestic elms crashing to the ground in tangled heaps taking power lines with them. Tidal waves swept across the

beaches, leveling the dunes and carrying wrecked homes into the ponds. For years afterward people were hesitant to build near the exposed beaches.

Recent changes in the village that are most noticeable are the new banks and stores that have appeared, and the increased parking facilities. The entire center of the block known as West Main Street is devoted to parking. It is well lighted and provides easy access to stores on nearby streets. One also notices the cleanliness of Southampton. Flower boxes in summer and Christmas decorations in winter add color and beauty. Tree planting, care of old trees, new street lighting, increased parking spaces at beach areas, are all evidence of attempts to improve the village. The big event of the year is the 4th of July Parade which is outstanding in its size and variety of entries. It is followed by spectacular fireworks at the Municipal Beach.

Attempts have been made to have new construction in the village conform with Southampton's colonial heritage. Several old places have been restored and made available to the public for inspection. Zoning and building codes regulate new construction.

No small amount of credit for making Southampton safe and secure must go to its fine Police Department and to the selfless members of its Voluntary Fire Department.



*A bird's eye view of the west side of Southampton's Main Street as seen from the steeple of the First Presbyterian Church, taken before the days of the automobile.*



*This "salt-box" type house stood just north of the Herrick store on Main Street. Before the turn of the century many old dwellings were interspersed with business structures along Southampton's Main Street.*



*The Herrick store as it originally appeared in the last quarter of the 19th century.*



*The Rogers Homestead, once the home of a famous Southampton whaling captain, now the headquarters of the Southampton Historical Museum.*



HILDRETH'S DEPARTMENT STORE

*The Hildreth store. The oldest business building in Southampton Village, having been founded in 1842 by Lewis Hildreth.*



*Old Hill Mill shown at its original location on the northwest corner of Hill Street and Windmill Lane. This mill is now on the campus of Southampton College of L. I. U.*



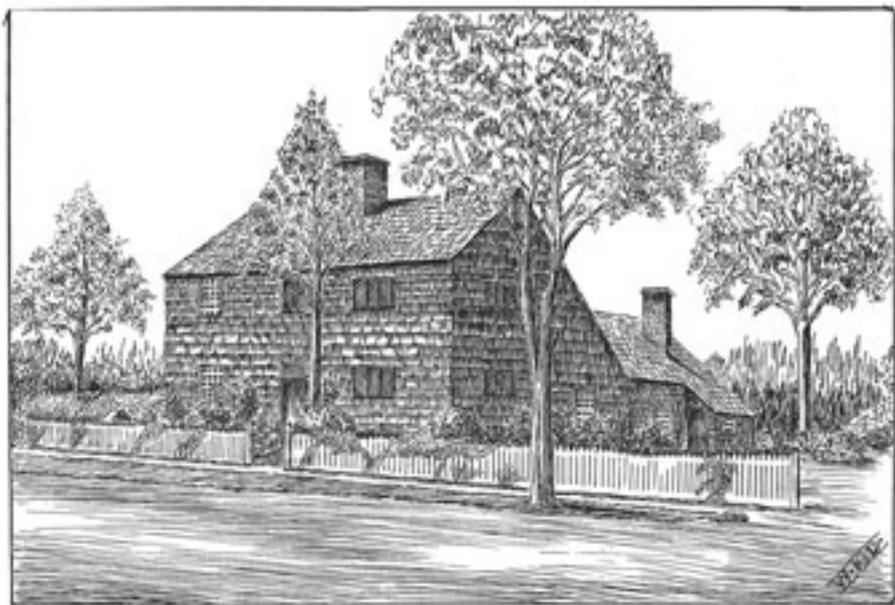
*The Rogers Memorial Library as it appears today. Note the old wooden sign designating Job's Lane, one of the oldest streets in the village of Southampton.*



*The Parrish Art Museum, located on world-famous Job's Lane, as it appears today.*



*The National Golf Links of America clubhouse, located in Shinnecock Hills overlooking Peconic Bay.*



*The old Halsey Homestead, reputed to be the oldest English frame house in the State of New York. Recently restored and furnished through the efforts of the Southampton Colonial Society.*



*The railroad station at Shinnecock Hills as it appeared many years ago. At one time this was a more important station than that in Southampton Village.*



*Southampton Village railroad station during the 1920s. This was a typical summer Friday evening of that period.*

# Water Mill

The earliest settlement of Water Mill goes back to 1644 when Edward Howell built the first grist mill for Southampton, which was settled in 1640. The water from the seven ponds fed the mill, and the outlet of Mecox Bay into the ocean governed the height of water at the mill dam. The Mill Path ran eastward two miles from Southampton. The grist mill stood on the east side of the road a few rods south of the present mill, which now belongs to the Ladies Auxiliary of Water Mill, Inc. The hand hewn beams and the mill stones of the stream in this old building take our minds back to the days when, according to Southampton Town Records,

"Edward Howell doth promise to build for himself, to supply the necessities of the Towne, a sufficient mill at Mecox."

The town gave to Howell and "his heirs forever" forty acres of land and the mill stones. It also built the mill dam. Every man from sixteen to sixty held himself ready to "cut open sufficiently a gutt at Mecox at suce (such) time and tymes as ye Magistrate shall give warneing." Only the miller, the magistrate and the minister were exempt from this duty.

The settlement that grew around the mill became in time the village of Water Mill, belonging to the parish of Southampton, and the names of the sons of the first settlers are found on the old maps. In time the Mill Path extended eastward by fords and wading places to new settlements. The census was always taken of "men east of the mill" and "men west of the mill." A boy coming home at night often heard his grandfather ask, "What is the news, Robert, west of the mill?"

At an early date, the people of East Hampton (Maidstone, settled 1648) were granted the privilege of bringing their grain to the Watermill for grinding, if they in turn would assist in digging out the Sea-poose — an Indian word meaning "little river". There were no streams in East Hampton Town which could be dammed for mill purposes. The Path to East Hampton is dated 1665, with a wading place at the end of Halsey Road at Hayground Creek.

The names of Southampton families settled or owning land near the Watermill in 1670 were: Thomas Stevens, John Cooper, Obadiah Rogers, Edward Howell, John Howell, John Jennings, Thomas Shaw, George

Harris, Anthony Ludlam, Daniel Halsey (Wickapogue). Those on the east side of Mecox Bay were: Arthur Howell, Ellis Cook, Isaac Mills, Thomas Hildreth, Thomas Cooper, Rev. Robert Fordham. In the map of 1700, prepared by William Donaldson Halsey, we find many more names — Joseph and Henry Ludlam are owners of the Mill; additional names in the vicinity of Mecox Bay are: Thomas Rose, Abial Cook, Martyn Rose, and the Common is marked. David Halsey, Humphrey Hughes, James Herrick, Ephriam Johns, and James White seem to have large tracts of land north of the Bay. To the east of it are John Beswick, Nathan Fordham, David Corwithe, Josiah Topping, Obadiah and John Rogers.

By 1750 the map is filled with many more names but with few changes in the surnames. The Water Mill graveyard, opened in 1729, is marked between the land of Israel Rose and Abial Cook, and the oldest grave there is that of Martyn Rose, showing that "one generation passeth away and another generation cometh." The ford at the head of Mill Creek is marked Stephens Water, but the name of Thomas Stevens is no longer there. The Ludlams still seem to own the mill. The Sea-poose is marked east of its present location at the "East Gutt" and near the Whaling Station at Mecox.

The map of 1850 retains the old names with Asher Benedict's name at the Watermill and J. Corwith's name north of the Windmill on the Common. The name of Augustus Halsey replaces that of Thomas Stevens south of the Common. On July 25, 1886, a post office was established, and in 1870 the Long Island Railroad went through to Sag Harbor. The old station stood near the east end of the Mill Pond, and the Watermill became Water Mill. On the map the names of Squires, Foster, Halsey and Jennings monopolize the Head of the Pond. In 1712 the North Side Division of woodland had been opened to the descendants of Southampton's original settlers, each man drawing wood lots according to the number of shares his ancestor owned in the first company. The owners of the woodland correspond to the names of the early inhabitants of Water Mill. Much of the woodland is still owned by their descendants.

It is easy to see how Water Mill grew with a divided church allegiance. The Mill was its center. The settlers came from the

west and the east. Those west of the Bay belonged to the Southampton parish and those east of the Bay in time became part of the nearer Bridgehampton parish.

About 1885 Water Mill was discovered by New York people looking for summer homes in the country. The charm and quiet of the spot with its facilities for water sports and sea bathing brought to it boarders, who later became "new settlers" and land owners, and whose homes extend along the shores of Mecox Bay and elsewhere. Many of these "summer people" today contribute generously to the upkeep of the Village Green — on which is located the Windmill built in 1800 and moved to its present location in 1814, the fine pole from which Old Glory is flown every day "for the duration", and the

community in general, under the auspices of the Water Mill Village Improvement Association, Inc.

In the outlying farming section men, born in Poland, have bought old farms and have become American citizens. The school center is Southampton, the church and banking centers continue to be Southampton for "the western men" and Bridgehampton for "the eastern men." The Community House near the Common houses many community activities, and grandchildren of these new "first settlers" join with the descendants of those of 1640 in owing their allegiance to the flag which floats from its staff on the Common and in their loyalty to The Watermill.

(Data compiled by Abigail Halsey.)



*Villa Maria Convent. Purchased by the Sisters of the Order of Saint Dominic, June 8, 1931.*



*Looking east across Montauk  
Highway toward mill on village  
green*



*Early picture of old Water Mill*



*Blocking out ice on Water Mill Pond*

*Early picture of Windmill on village green*



*Built about 1800 in Sag Harbor and moved to  
Water Mill Common about 1814 by James Corwith*





*Hildreth's Blacksmith Shop  
1863*



*Looking south across Montauk Highway toward early summer homes on Mecox Bay*

## FIRST METHODIST CHURCH

From the founding of Southampton in 1640, through the early years, the entire community worshipped together as one congregation.

It was in 1805 that Methodism was first heard of in this community, when Hugh Raynor had his child baptized by "a wayfaring man of God". As the years passed, more and more interest in Methodism developed and regular meetings were held in a private home on South Main Street, known as the "Hollyhocks". By 1835, the work was important enough to warrant holding regular services in the Schoolhouse. Ezra Minor, the local teacher, served as preacher. In 1843, the first Board of Trustees was elected — Daniel Hildreth, Jeremiah Reeve, Austin Rose, Samuel Sanford and Ezra Minor.

"The Third Church", built in 1707, stated in its deed that the new building was to be used by those "congregations of Christian Protestants, usually known and distinguished by name or stile as Presbyterians". This building was sold by the Presbyterians in 1843, to be used as a barn. While being moved from the northwest corner of Towne Street and Meetinghouse Lane, it was purchased by a

group of Methodists. They, in turn, moved it to a lot just north of Capt. Rogers' home on Towne Street (located just across from the present Municipal Building on Main Street). This became the First Methodist Church in Southampton.

Soon after the Civil War, a parsonage was built on North Sea Road. In 1853, the present Church was erected and Mr. J. M. Jagger — long a faithful and active member of the congregation, was the builder. Following this, the present parsonage was built and the earlier parsonage and property was sold to a member of the congregation, Mr. George F. Wines.

At the turn of the century, a parish hall was added to the north of the sanctuary for a growing Church School. In 1930, the parish hall was extended to the east and another wing also was constructed. At this time the builder was Mr. Marvin C. Smith, an active member of the congregation.

History shows that Southampton has deep spiritual roots, and in this year of its 325th anniversary, we look ahead with great faith for our future generations.



Old milestone



Old milestone

*Milestones, of which there are several in the vicinity of Southampton Village. Erected through the efforts of the Southampton Colonial Society as replacements of the original ones which were important to the travelers of the sandy roads of long ago.*

# Westhampton Beach

The Westhampton Beach Area, from Quogue through Westhampton, was a part of the "Quogue Purchase" consummated by the Southampton Colony in 1666.

Originally, the area was used as grazing land by the owners and the first habitations were shelters for the herdsmen during the summer months. The first real settlement of the area seems to have started during the early years of the eighteenth century.

Its early economic life was based on farming and fishing in a largely self-contained community. However, as in most Southampton areas there was a Whaling Company and some of the local men shipped on whalers and other sailing vessels.

After the middle of the nineteenth century, when railroad travel to the area became practical, it was "discovered" as a summer resort. Originally, the "summer people" came as boarders in some of the larger houses and in 1866 the Howell House was built as our first summer hotel to be followed by the Oneck House the following year.

By 1879 when Gov. Dix built the first summer cottage, Westhampton Beach was established as a summer resort and from then on the economy of the area was based on summer visitors.

The 1938 Hurricane was a temporary blow to the development of the area but in a few years it rebounded until today it seems the destruction of that storm is forgotten.



*The Union Chapel on the way to Dune Road.*

*The Union Chapel. Built in 1874 on the present site of the Seaside Bank. It was moved in 1924 to Library Avenue, lost its steeple in the 1938 Hurricane, and was finally sold in 1950 and moved to Dune Road by barge where it is now converted into a residence just west of the Yarmouth Hotel.*

be transported across the Sound. With no opportunity to follow their accustomed vocations, their meagre resources were soon exhausted and with their homes and farms in the possession of the enemy and despite the assistance rendered by the people of Connecticut, they suffered great privations.

After the close of the war, most of the exiles returned to their homes only to find their properties fallen into decay or destroyed by the enemy. Faced with their own misfortunes and those of their friends and neighbors, they courageously set themselves to the task of beginning life anew.

#### THE WAR OF 1812

A short generation after and almost before they had recovered from the effects of the Revolution, our people found themselves in another war with the mother country. We cannot go into the causes that led up to this struggle but one of the factors was the impressment of American sailors by the English. These illegal seizures hit this section particularly hard. Many a hardy Southampton seaman, sailing out of Sag Harbor was impressed in some foreign port and forced to serve on English ships.

War was declared on June 19, 1812. Preparations had already begun for the defense of the town as the conflict was known to be inevitable. Companies were organized in the several villages and plans made for a speedy concentration at any threatened point.

The following year, the British fleet anchored in Gardiner's Bay. From then on there was the ever present danger of invasion. There was a considerable store of arms and ammunition at Sag Harbor, where an arsenal had been established. Fearing an attack at this point, the place was fortified in the best manner possible and a vigilant watch kept upon the movements of the enemy.

The expected attack was actually made on July 11, 1813, but the British were completely routed. General Rose, who commanded the garrison, stated in his official report that the enemy "made an attack upon Sag Harbor, took three vessels, set fire to one, but met with an reception so warm and spirited from our militia there stationed, who are entitled to much credit as also many citizens of the place, that they abandoned their object and made a precipitate retreat . . . fortunately no lives were lost or injury done except to the vessels they had in their possession." The General was apprehensive of another attack but it did not come. This encounter appears to have been the only serious one of the entire war. The British made

incursions in other parts but mainly for the purpose of securing supplies.

Our greatest loss resulting from the war was the destruction of shipping out of Sag Harbor. This port had built up regular trade routes with a fleet of some twenty-five vessels. The British fleet put an end to this and the people of Sag Harbor and many other sections of the town were left quite destitute.

Peace came again on the day before Christmas, 1814, and has been maintained between the two great English-speaking peoples to this day.

#### WHALING

The most colorful period of Southampton's history was that of the whaling industry. Whale fishing had been carried on along the coast from the early days of the settlement. Even before that, the Indians had gone out in their frail craft in chase of these leviathans of the deep.

The first mention we find of whaling was in 1648 when regulations were made up for the disposition of whales cast up on the shore and penalties provided for any infraction of the rules. In 1650, some of the men who were not content to wait for drift whales organized a company to go out to sea after the big fellows. In 1667, a more ambitious group procured a vessel and set out on a voyage "for the term of six months certain and eight months uncertain — to Roanok or those parts upon the design of killing or getting whales or great fish for ye procuring of oyle."

The business was carried on, mostly off shore, quite extensively and profitably for many years. As the nineteenth century dawned, more and more vessels were sailing out of Sag Harbor in quest of bone and oil. The War of 1812 and a bad fire in Sag Harbor in 1817 seriously interfered with the growing industry. After these set-backs, slow progress was made until the 1830s. The best years were from 1837 to 1847 when the peak was reached. During that prosperous period, over six million dollars worth of cargoes were brought into Sag Harbor and Greenport. The total for 1847 alone was nearly a million — some money for those days. There were fifty ships in the Harbor fleet and eleven more sailing out of Greenport. H. D. Sleight has given us an excellent pen picture of those busy days.

"What a scene of bustling activity the wharves and streets of Sag Harbor presented when the cry of "Ship in the Bay" was heard. Custom set a color on Beebe's Mill, in Suffolk Street, and the Lighthouse keeper at Cedar Island flew the Stars and Stripes to the

breezes. Everybody rushed to the waterfront to learn what ship had returned. The owners, dressed in long-tailed coats and plug hats, would embark in a small sloop and go down to the lighthouse to be the first to board the returning vessels. If deeply laden, some ships had to be lightened before coming to Long Wharf. And then came the discharging of cargoes. There was work for everybody. The oil and bone was transferred to packet sloops after being set ashore for gauging. The ships were provisioned and refitted for the outward bound voyage. Battered and weather-beaten, the vessels went into the hands of the workmen. They were hove down to be sheathed and recoppered. Riggers, carpenters, masons, coopers, caulkers, iron workers found ropes and spars to be replaced. Painters swarmed over the hull and grocers and warehouse clerks and super cargoes ran to and fro taking orders and delivering provisions. Each ship had to be watered and a whale ship carried many thousands of gallons of the indispensable fluid, as many months elapsed before port would be made again. Portuguese sailors, Hawaiians, Fijians, Malays, Ethiopians and Montauk and Shinnecock Indians, a motley crew, showing scrimshaw work and gim-cracks, flush with money, spending and giving away lavishly. Drunk, but goodnatured, they rolled along the Main Street promenade, laboring like ships in a gale, literally 'half seas over'. The frolic ended all too soon. A fortnight ashore, or maybe more, and the whalemens went away again for two or three year cruises."

#### OF PIRACY AND SHIPWRECK

A dark chapter in our history, though founded mainly on legend and suspicion, concerns the alleged connections of some of our good citizens with piracy and smuggling. The many snug little harbors and inlets along the coast afforded ideal protection for piratical and smuggling operations. It isn't surprising that some of our people were drawn into this nefarious business.

Certain it is that during the period around 1700, when some of our best known pirates were going strong, the reputations of the Eastenders were under suspicion. In 1659, my Lord Bellomont stated that "Long Island has become a great receptacle for pirates." Later he took another crack at us by saying "The people there (at the East End) have many of them been pirates themselves and to be sure are well affected to the trade but besides that they are so lawless and desperate a people that I can get no honest man that will venture to goe and collect excises among them and watch their trade,"

Bellomont offered a man 100 pounds, two-houses and a helper to come down and collect the taxes and watch the harbors, "to see that no goods or merchandise be run in". He further agreed to allow the agent a third of all goods seized. But the proposition was turned down as being too hazardous.

Tempting offers from pirates hovering about our shores must have been hard to refuse. When the notorious freebooter Mays and another of his ilk were reported off shore with 500 pounds aboard and making offers of one hundred thousand pounds to arrange a landing, do you suppose there were no takers? At any rate, many families attained sudden affluence without bothering to explain the modus operandi to their neighbors.

There was one instance where an apparently innocent man became seriously involved. Lt. Col. Henry Pierson of Sagg, a man of excellent character, had an unexpected caller one day — a rather hard looking individual who requested the Colonel to care for a substantial sum of money and a bag of jewels. He then departed as mysteriously as he had come.

The story goes that a certain Joseph Bradish (Col. Pierson's caller) and some of the crew had seized the ship, *Adventure*, while the Captain and others were ashore and had turned to the black flag. After operating awhile in southern waters, they came north and coasted along the Island until they came opposite Sagg. Here Bradish came ashore with his loot and deposited it as stated. They then sailed around Montauk Point and got ashore after sinking the ship. The company then dispersed, each taking his share of the booty. The authorities got on their trail and soon rounded up ten of them including Bradish. This worthy, in his confession, implicated Col. Pierson, stating that he had left at that gentleman's house four bags of Pieces of Eight and some jewels. The Colonel was now in hot water because by a statute of Henry the VIII, he was equally guilty with Bradish. However, his excellent character and some influential friends saved him from disgrace or worse. The King pardoned him but not until a long anxious year had gone by.

There are many other interesting stories of the time and probably many more that have never been told. Perhaps we ought not to mention it but the activity around the East End during the era of prohibition with "Rum Row" off Montauk and heavily laden trucks rolling westward nightly probably far surpassed the illicit trading of those other days.