

HISTORIC PROFILE OF HAMPTON BAYS
Phase I

GOOD GROUND
MONTAUK HIGHWAY CORRIDOR
and
CANOE PLACE

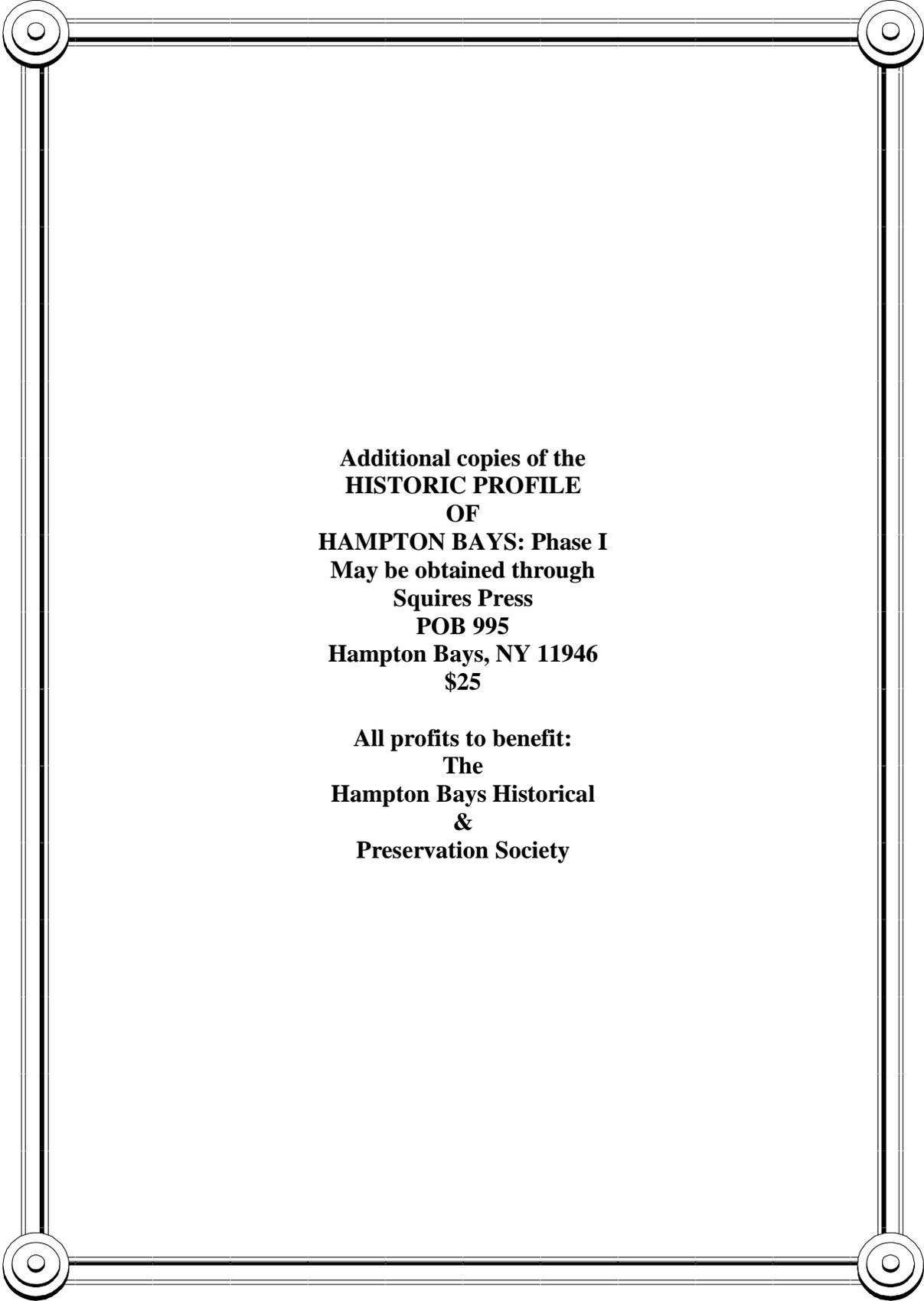


MONTAUK HIGHWAY, GOOD GROUND 1935 by Charles F. Duprez

Prepared by:

Barbara M. Moeller

June 2005



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HISTORIC PROFILE OF HAMPTON BAYS

INTRODUCTION: The Town of Southampton has sponsored this survey of historic resources to complement existing and forthcoming planning initiatives for the Hamlet of Hampton Bays. A Hampton Bays Montauk Highway Corridor (Hamlet Centers) Study is anticipated to commence in the near future. A review of Hampton Bays history and an inventory of hamlet heritage resources is considered a necessary component in order to help insure orderly and coordinated development within the Hamlet of Hampton Bays in a manner that respects community character. Hampton Bays United, a consortium of community organizations, spearheaded the initiative to complete a historical profile for Hampton Bays and a survey of hamlet heritage resources.

The 2000 Hampton Bays Hamlet Center Strategy Plan adopted as an update to the 1999 Comprehensive Plan was limited to an area from the railroad bridge trestle on Montauk Highway near West Tiana Road (westerly border) to the Montauk Highway railroad bridge near Bittersweet Avenue (easterly border.) Shortly, the Department of Land Management will be preparing a "Hampton Bays Montauk Highway Corridor Land Use/Transportation Strategy Study" which will span the entire length of Montauk Highway from Jones Road to the Shinnecock Canal. Therefore, it is essential that a complete study of the historic resources dotting the Montauk Highway Corridor be examined so that topics such as zoning, land use, transportation, streetscape and community character may be considered in a manner compatible with recognition of structures, sites and areas of potential historical importance. In a larger sense, it is imperative that the study of the entire Hamlet of Hampton Bays be completed so that current and future development plans are assessed using the same guidelines as the Montauk Highway Corridor area.

RESEARCHER: Barbara M. Moeller, currently President of the Hampton Bays Historical & Preservation Society, has resided in the Town of Southampton since 1965. She has been a resident of Hampton Bays since 1987. Prior to retirement as Director of Human Resources at Southampton Hospital, Mrs. Moeller became involved with the Hampton Bays Historical and Preservation Society utilizing her artistic skills to produce brochures and note cards for the Society. Her interest in the history of the East End began with research into her family genealogy that revealed that her ancestors were early residents of East Hampton and Southold. She attended Drew University, Madison, New Jersey and received a B.A in Political Science and Economics.

SCOPE: The historic profile encompasses Two Phases which detail five areas of property research and history of the neighborhoods identified.

Phase One-Area One:

Montauk Highway Corridor and Potential Good Ground Hamlet Heritage Area: To begin at the eastern gateway to the hamlet, the Shinnecock Canal, and proceed along the Montauk Highway (Main Street) corridor to the western gateway to the hamlet, Jones Road.

Phase One-Area Two:

Potential Canoe Place Hamlet Heritage Area– To encompass the area of Canoe Place Road south to Argonne Road and west to Gravel Hill Road, also the Shinnecock Canal and Newtown Road west to Washington Avenue.

Phase Two-Area Three:

North of Main Street-Potential Red Creek Hamlet Heritage Area/ Squiretown Hamlet Heritage Area. To include the neighborhoods of Red Creek and Squiretown.

Phase Two-Area Four:

South of Main Street-Potential Ponquogue Hamlet Heritage Area/ Rampasture Hamlet Heritage Area/Springville Hamlet Heritage Area/Tiana Hamlet Heritage Area. To include the neighborhoods of Ponquogue, Rampasture, Springville and Tiana.

Phase Two-Area Five:

Potential Barrier Beach/Coastal Hamlet Heritage Area. To include the former Shinnecock Lighthouse, U.S. Coast Guard Station, lifesaving stations, beach estates/boarding houses, hotels, possible docks or wharves and boat sites.

KEY TO HISTORIC STRUCTURES AND SITES

Present-day maps are located at the conclusion of the survey. Numbers identify particular historic structures or sites in the text and are related to numbers on the maps.

Each historic property is listed first by Map Number, as referenced above, then by the name commonly associated with that property, then by its Tax Map Number and lastly by address. A description of the site and structures, if any, will follow. Photographs will be included for each structure, if they are available.

All photographs, unless otherwise identified, are from the archives of the Hampton Bays Historical & Preservation Society.

ACKNOWLEDGMENTS

A debt of gratitude is owed to Town Supervisor, Patrick Heaney, and the Town Board Members, Linda Kabot, Steve Kenny, Dennis Suskind and Nancy Grabowski, who through enlightened government mandated a historic study of each hamlet. Thanks also to the Southampton Town Division of Information Systems for assistance with the maps that are included at the conclusion of the report—especially, Annette DesRochers, Manager, and Ross Baldwin.

I also wish to thank all of the following persons who have supported this endeavor in so many ways, especially sharing their publications, photographs and reminiscences of by-gone days. In the organization and mentoring of this project, Linda Kabot deserves particular appreciation.

Richard Barens, Director, Southampton Historical Museum, Southampton, NY
Dorothy Berglin, descendant of Christian Holzaman
Mary Berglin, relative by marriage to Christian Holzman
Richard Berglin, descendant of Christian Holzman, Hampton Bays, NY
Wallace Broege, Director, Suffolk County Historical Museum, Riverhead, NY
Ron Carter, Treasurer, Hampton Bays Historical & Preservation Society
Richard Casabianca, Life-long resident of Hampton Bays
Samuel M. Garber, descendant of Thomas LeClaire Jaques
Gloria Hall, descendant of the Aldrich Family
Brenda Sinclair Herbst, Director, Hampton Bays Historical Society
Christine Holzman, Daughter-in-law to Christian F. Holzman
Michael Firestone, Director, Hampton Bays Public Library, Hampton Bays, NY
Edna Jackson, Past President, East Quogue Historical Society, E. Quogue, NY
Ken Jackson, Life-long resident of Hampton Bays
Merle Mason-daughter of Pat Mason
Charlotte McAtic, Life-long resident of Hampton Bays
Jeanne McConnell, Life-long resident of Hampton Bays
Henry W. Moeller, Historian, Hampton Bays Historical & Preservation Society
Catherine H. Nicholson, Granddaughter of Christian F. Holzman
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Ed Warner, Sr., Life-long resident of Hampton Bays
Philip Warner, Life-long resident of Hampton Bays
Elizabeth White, Secretary, Hampton Bays Historical & Preservation Society
Thomas Wilson, Historian, Hampton Bays Fire Department

Special acknowledgement is given to past local historians whose efforts have preserved information about Hampton Bays' early days.

Helen Wetterau, *Good Ground Remembered*

Dr. Emma L. Bellows, *"When Hampton Bays Was Young"*

Richard M. Bayles, *"Historical & Descriptive Sketches of Suffolk County"*

WHAT IS A HAMLET HERITAGE RESOURCE AREA?

Southampton Town Code, Chapter 330.5, Zoning provides the following definition.

Heritage resources are man-made objects at least fifty years old that are connected to human activity. These resources could be any buildings used to house human or animal activities, i.e., homes, sheds, garages, mills, barns, agricultural buildings, offices, schools, churches, community and public use buildings. It could be structures such as bridges, canals, roads, docks, fences, monuments and sculptures. It could also be burying grounds, trails, archeological and commemorative or historic sites. These resources when grouped together help convey the special heritage of an area. Hamlet Heritage Resource Area selection as an honorary title bestowed in recognition of the special character of a neighborhood, hamlet or area. It honors the properties and the community that has cherished its historic heritage. Properties selected as part of a Hamlet Heritage Resources Area are not subject to additional restrictions, uses or regulations. Properties selected as Hamlet Heritage Resources Area are not designated as Town landmarks or Town Historic Districts. The Hamlet Heritage Resources Area selection is for honorary purposes only.

Added to the Code on August 12, 2003.

GOOD GROUND HAMLET HERITAGE AREA and MONTAUK HIGHWAY CORRIDOR

The east-west corridor that traverses the hamlet of Hampton Bays is as significant today as it was almost three hundred years ago. It is now called Montauk Highway, but it started its existence most likely as an Indian Trail. The Shinnecock Indians, as well as the Montauketts, located to the east of the hamlet had extensive trading in wampum with other Indians located to the west which necessitated their travel along an east/west route. As we know from historic sources, Indian trails often were the precursors of modern roads.

The Montauk Highway corridor on the South Shore of Long Island has been known by different names in various periods. It has even taken slightly different routes over time. By 1733 three well-traveled roads had been established across the Island. They were known as North Country Road, Middle Country Road and South Country Road. Today, the name South Country Road remains on parts of Montauk Highway, as does Middle Country Road on parts of Jericho Turnpike. North Country Road followed much of the path of Route 25A. East of the Shinnecock Canal, the 'old' road was a continuation of what is today Old Canoe Place Road. Early records also refer to Montauk Highway as the Quogue Road or King's Highway. Belcher-Hyde maps dated 1902 identify it as South Country Road. The railroad map of 1916 also uses this name, but a Belcher-Hyde map of 1916 uses Main Country Road. According to Helen Wetterau, author of "*Good Ground Remembered*," old-timers always referred to Montauk Highway as 'up street.'

Early settlers from Connecticut established the first colony in Southampton in 1640. During the years between 1640 and 1663 the English colonized Southold, East Hampton, Shelter Island, Brookhaven, Oyster Bay and Smithtown. With settlers living to the east and west of Hampton Bays, it was only logical that a road was required to facilitate travel.

John Ogden purchased a tract of land lying from Canoe Place west to include the area now known as Hampton Bays, East Quogue and Quogue from the Indian Sachem Wyandanch on May 12, 1659. Subsequently, John Scott and later, John Topping owned this property before selling the property to the Town of Southampton. The land was called the 'Quogue Purchase-Canoe Place Division' and was divided into lots by the original proprietors (landowners) of Southampton in 1738/1739.

The Quogue Road/King's Highway was laid out in Hampton Bays in 1738. Further east, the East Hampton Path, also known as the King's Road, appears early in the 18th century Town records. Presumably the Quogue Road was built to provide access to the west, perhaps as a continuation of the East Hampton Path. **5**

The Culver Family purchased land in the lot on the west side of Shinnecock Canal from the Southampton Town Trustees late in the 17th century. When Jeremiah Culver acquired additional land at Canoe Place prior to the creation of the Canoe Place Subdivision in 1738/1739, the Town Trustees, the Town of Southampton records, Volume III, pages 10 and 11, stipulate, "(Culver) binds himself and his heirs not to hinder any carts to pass through said land, and there shall be a passing road through the said land at all times..." This obviously was the Quogue Road—or Montauk Highway.

By 1765 a post road used to transport mail was laid out from New York City to East Hampton. This was a 239 mile route that traveled from eastern Long Island to New York City as is evidenced by the mile marker that still stands along Montauk Highway in the Hamlet Heritage Area near the intersection with Springville Road. This marker used to read, "1 M to Canoe Place, 33 M to Patchogue, 8 M to Southampton and 9 M to Riverhead" according to the Pelletreau file (1870-1910) at Southampton Town Hall. The lettering has almost worn away with time.

On May 28, 1772 an advertisement appeared in the newspaper, *The New York Journal*, "First Long Island Stage Coach. The subscriber being much encouraged, proposes a wagon to drive from Sag Harbor on Long Island to Brooklyn once every week in the summer and once every fortnight in the winter season..." The trip took three days with nightly stops at inns along the way. A notation made by a passenger stated, "Afternoon arrival in Southampton is followed by a slow, arduous ride to Sag Harbor. The last miles are traveled through darkened woods, with an Indian guide, lantern in hand, leading the way."

In researching Montauk Highway, antique maps have provided a gold mine of data. A map drawn by Major John Andre, a young British officer, in the company of Sir Henry Clinton, commanding general of the British forces in North America, while at Canoe Place in 1779, clearly shows a roadway passing through Canoe Place and over the narrow isthmus of land between Peconic Bay and Shinnecock Bay. The road passes by Canoe Place and winds into Shinnecock Hills; interestingly, just west of Canoe Place the road divides and the northern road is labeled, "Road from Riverhead," while the southern branch is labeled, "Road from Quogue." The map indicates six buildings in the vicinity of Canoe Place to the north of the roadway. Also, the British Fort is depicted in the hills behind the structures. Since this map does not show the land west of Canoe Place we cannot know whether additional structures existed in the area of Good Ground.

A map prepared only twenty years later, indicates a population explosion in the areas of Canoe Place, Good Ground and Tiana with numerous secondary roads bisecting the landscape. Each successive map indicates a steady growth in the area. Local historian, Winifred J. C. Penny indicates in her notes that by 1881 Good Ground had a population of 553.

This landscape changed when the railroad came through. The engines 6

spewed out smoke and hot cinders that ignited the grasses and hence the woodlands along their route. So, the landscape in Hampton Bays in the early 19th century, actually was quite sparse—mostly sandy stretches, punctuated here and there with a tree. A travel diary written in 1804 and edited by Natalie A. Naylor in 2002, *Journeys on Old Long Island 1744-1893*, indicates the following about Suffolk County. “...four-fifths of the county...were considered as barrens, i.e., not literally, but tracts of poor land, left to nature, and regarded as incapable of useful cultivation.” It was not until the advent of the diesel engine that the woodlands along the route of the railroad returned to the growth which is now accepted as normal.

The railroad cannot be blamed as the only culprit in denuding the landscape—home heating used great quantities of wood. Cordwood was probably the largest cargo for Long Island vessels. Cordwood was freighted in quantity from Peconic Bay landings. Much of the wood was shipped to New York City, but local homes required forty cords of wood a year.

Edna Jackson, East Quogue Historical Society’s past president, reports that early settlers looked at the woodlands as a valuable cash crop. They deemed the waterfront to be useless except for grazing.



Construction of highway by Shinnecock Bay. (Note the treeless landscape.)

MONTAUK HIGHWAY: NORTH SIDE-EAST TO WEST

RESOURCE # 1 Shinnecock Canal

Early maps show an area about one-quarter mile in width between Peconic Bay to the north and Shinnecock Bay in the south. In this area Native Americans portaged their canoes to get from one body of water to the other, hence, the name Canoe Place.

Originally Canoe Place was the western boundary of Southampton Town. The original deed dated December 23, 1640 describes this area as “...*the place comonly knowne where the Indians hayle over their cannoes from the North Bay to the south side of the island.*”

On the western side of Canoe Place a cattle gate was installed to keep the local cattle in Shinnecock Hills where they were driven to graze during the summer months. Israel Conklin owner of the Canoe Place Inn in 1800 was an early keeper of the gate. Later, Gideon Hand, served in this capacity and lived in a small house at the entrance to the road leading to the pasturage. If one travels down Newtown Road a short distance past the present railroad bridge, you will see Gate Street and can imagine Mr. Hand’s small cottage from which he tended the livestock.

The need for a canal to link the two bays was evident for many years. In 1975, George Holzman prepared a paper entitled, “The Shinnecock Canal” in which he reported the following, “*Work in excavating the 4,000 feet long, 40 feet wide and*

4 1/2 feet deep waterway began in 1884 and was completed in 1892. Intended to promote navigation between the two bays, the canal also increased the productivity of shell fishing. Shinnecock Bay’s salinity was very low due to limited infusion of salt water.

Whereas, there wasn’t a barrel of oysters in Shinnecock Bay previously, 25,000 bushels of seed had been taken out this year (1892). Also thousands of barrels of mature oysters of the finest flavor, having an estimated value of \$100,000.”

Edna Jackson recalls seeing tugboats towing oyster barges loaded to the overflowing with oysters in the early 1930s.

The Hampton Bays News, dated 11/1/1968 stated that it was not long after 1892 that “...the waterway was beset with numbers of difficulties as swift currents undermined the foundations and cut around in back of the abutments...the banks eroded, causing shoals to form at both entrances to the canal...Demand grew for a lock which would allow boat traffic to go from one bay to the other at any time. In 1919, the legislature allocated additional funds which it turned over to the Town of Southampton and the project was begun and completed that same year. In 1930 ...federal funds ...made possible the construction of 4,200 feet of bulk heading, 1150 feet of breakwaters, a 400’ x 400’ yacht basin and the electrification of the lock. New locks and tide gates were completed on 10/28/1968.”

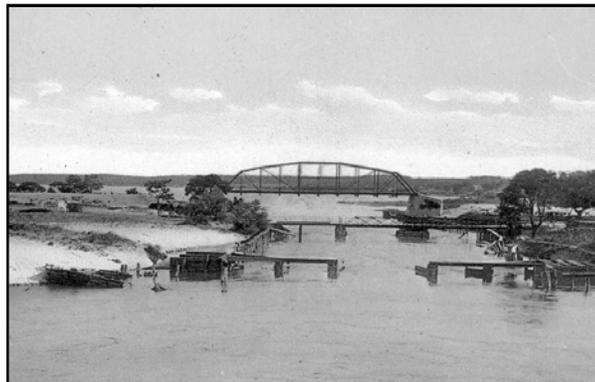
When the canal was completed it included a wooden swing bridge to carry pedestrians and horses with carriages. This bridge was one lane wide and included a stop gate to open and close the flow of water from Peconic Bay to Shinnecock Bay. Soon after the completion of the bridge the water held back by the stop gate undermined the approaches to the bridge and travel between the east and west ends of the Town was halted for two or three weeks until the repairs were made.

By 1896 automatic tide gates were installed, but it took until 1919 for the first locks to be finalized. "At first these locks were operated by hand wenches (winches) to open them and hand operated valves to let the water in or out of the locks as desired. During this type of operation the boat traffic got so heavy on weekends that the tide gates and locks were chained open for the weekends to take some of the burdensome work away from the lock tenders."

George Holzman



**Shinnecock Canal Under Construction.
Southampton Town Archives**



Shinnecock Canal circa 1909-1910

Railroad Bridge

The 1858 map prepared by Chace shows the ‘proposed route’ of the railroad through Good Ground and Canoe Place. Since the Shinnecock Canal had not been excavated at this time, the railroad crossed marshy land to the north of Montauk Highway. In fact, the entire route of the ‘proposed’ line was well to the north of its present location. *The Long Island Rail Road, A Comprehensive History*, by Vincent F. Seyfried, includes this information, “Passenger service opened to here (Good Ground) December 20, 1869. This remained the terminal station until the opening of the road to Bridgehampton on April 23, 1870.” In fact, a turntable was constructed in Good Ground to allow the engines to be turned westward for their return trip as Good Ground was the ‘end of the line’ for several months.

“On the night of June 13, 1931, a new chapter in the history of transportation on Long Island was begun with the replacement of the bridge built in 1898...by a new modern steel structure of ample capacity for present and future heavy railroad traffic.” The first bridge, constructed about 1869/1870, had its abutments collapse when the “fine sand foundations were washed out.” (Informational Bulletin, publication unknown, in the collection of Richard Berglin.) The wash out was due to the swiftly moving current through the canal that was later remedied with the installation of locks.



Long Island Railroad Bridge circa 1869
Note, the Canal has not been completed.

Montauk Highway Bridge Over Canal

The bridge itself is not a historic resource; however, since the area surrounding the bridge and under the bridge has been used for centuries by Native Americans as a crossing point, it is essential that archeological studies be made of the area prior to any new construction.

A single lane wooden bridge was completed over the canal in 1892. This bridge incorporated a stop gate between its piers that allowed salt water to flow from Peconic Bay into Shinnecock Bay. In 1908 a 'modern' two lane highway bridge was completed. This bridge lasted until 1973 until the present bridge was constructed to the north of the old bridge.

On January 11, 1975, the *Southampton Press* reported that "Last week...there was another stream of trucks and cars on the road in front of the Canoe Place Inn. But there were tons of mud and gravel being pushed into high mounds which blocked off the Inn's main entrance, as the county worked on the new Shinnecock Canal bridge. Two lanes of the new span had just opened and the controversial old bridge was closed." The center of the old bridge was salvaged and removed by barge to be used as an artificial fishing reef off shore.

The highway as it approached the new bridge was elevated which completely changed the landscape as viewed from Canoe Place Inn. In years past, "...the land was completely flat, and one could gaze out onto Shinnecock Bay very easily, and on a clear day could see over to the barrier beach. Across the Montauk Highway cows grazed, and the fields grew corn and potatoes instead of marinas, restaurants and motels. Where the Indian Cove Marina and Restaurant stand today was a fresh water pond (called Buchmuller's Hole) which fed into the canal." This pond was dug by hand in the meadow to allow ice to form in the winter for harvesting. (Seaside Times, Southampton, NY, 1908)

The construction of the Sunrise Highway Bridge diverted some of the traffic from the Montauk Highway Bridge when it was built in 1957.



Approach to the Shinnecock Canal Bridge Circa 1930

**RESOURCE # 2: Canoe Place Inn Site
Address:**

**Tax map # 900-207-5-4
239 E. Montauk Highway**

Gersham Culver purchased land west of what is now called the Shinnecock Canal in 1687 and additional land in 1697. The first actual document to show an inn, is the will of Stephen Herrick, dated April 26, 1756. His will states, “...my house at the Canoe Place, with the land on which it stands...” is to be sold and the money divided among my children. The inn was reportedly the only house in the wilderness between Riverhead and Southampton. Stephen’s son, George Herrick, purchased the property from his siblings and operated an inn there sometime after 1756 until 1785 when he sold it. During his proprietorship, the inn served as a home to British officers during the American Revolution. The officers were there because the British maintained a fort consisting of over two acres of earthworks located on the hill behind the Inn and overlooked the main road, the isthmus at Canoe Place and both Peconic and Shinnecock Bays.

The 1858 map by Chace shows a hotel on the site of the inn called “S. Dayton Hotel.” Title research by historian, Henry W. Moeller indicates the Spencer Dayton purchased the property in 1852 and sold it in 1857. An 1869 Railroad map shows E.A. Buchmuller owning over twelve acres of land along Montauk Highway, then titled, ‘Quogue Country Road’ or South Country Road. His property stretched from the canal, where Buchmuller had his own private dock, to the land where a small one car garage now is located close to the highway.

The owners of the inn were numerous; perhaps, one of the most renown is Ernest A. Buchmuller who operated the establishment for almost twenty years and upon his death, the inn passed to his wife and stepson. They ran the inn for a short period until Mrs. Buchmuller passed away. The stepson, Louis E. Buchmuller, was unsuccessful in managing the business and sold it in 1917 to Julius Keller who had owned a very popular restaurant and nightclub in New York City called Maxim’s. Mr. Keller provided first class dining and dancing; soon the inn was the favorite meeting place for the well-to-do in Southampton. Local residents tell of pressing their noses to the windows of the dining room when they were youngsters to see the beautiful evening gowns and tuxedos of the dancing couples.

The Inn as we know it today is a quasi-replica of the inn that existed prior to 1921. The original inn appears on a 1907 map of Shinnecock Hills on the eastern side of Newtown Road. In 1921, Canoe Place Inn was totally consumed by fire. Mr. Keller rebuilt the structure keeping the feeling of the past inn, but enlarging the structure and updating its facilities. The architect for the rebuilding was William L. Bottomley, who, incidentally, designed the present Southampton Town Hall (previously the Southampton High School building.)

In recent the years, the Inn has been operated as a nightclub called CPI. (Canoe Place Inn) Patronage is dwindling as the younger set has moved on to other more popular clubs. Due to its prominent past and location in Hampton Bays, there is much interest in preserving some portion of it for future generations.

Elise Lathrop, author, wrote *Early American Inns and Taverns* about old inns in America, this account appears regarding Canoe Place Inn.

“The Canoe Place Inn at Hampton Bays stands on the site of a very old tavern, but every vestige of a former building, save the old sign-board, was destroyed by fire in 1921....It is apparently the oldest inn site in this country.”

Because this site has been an Indian habitation location for centuries, an archaeological survey of the Canoe Place Inn’s grounds is of the utmost importance.



Canoe Place Inn, circa 1909, Postcard View



**Canoe Place Inn, rebuilt to enlarge and enhance its facilities
Postcard dated 1934**

RESOURCE # 3: Special School (Present use)
Address:

Tax Map # 900-207-5-3
235 E. Montauk Highway

The building is possibly the Canoe Place Inn Annex or a building in which the hired help lived. The 1926 Fire Insurance Rating Book for Hampton Bays indicates that the first building west of the Inn was the "Hotel Annex."

A 1916 Railroad Map shows, in addition to the Inn, a store house, a barn and ice house, sleeping quarters (presumably for staff members) and a building called Canoe Place Inn Annex. A barn exists today at #6 Newtown Road and is presently used by Southampton Town Parks and Recreation Department as offices. This barn was used by the Inn to house cows that provided milk for the patrons. A bull, who terrorized the local youngsters, resided there as well, according to Chester Sinclair who is a life-long resident of Hampton Bays.

Keller bought the Inn in 1917 and on a lot to the west of the Inn, Julius Keller built his own home. The acreage surrounding the Inn included about 5-8 small guest cottages, one became the summer retreat for over thirty years for NY Governor, Alfred E. Smith. An old barn on the property was used by John L. Sullivan, world famous boxer, to train for his fights. The building shown below exists today as well as five of the cottages; they are in a state of disrepair. **Since the cottages were famous for the personages they housed, this is a resource worthy of further research.**



Canoe Place Inn Building
Photographed 2004

Hostel
Address:

Tax Map # 900-207-5-2.10
227 E. Montauk Highway

The 1858 Chace map shows three structures directly west of Canoe Place Inn; they are listed as J. Jacobs, J. Skidmore and G. Skidmore. Laura Philips Bigelow wrote an account of Good Ground in the 1870s; she remembered a house next to Canoe Place Inn occupied by David Smith. Winifred Penny wrote that there was an old house (unidentified) next to the Inn that is 'long gone.' This missing house may have belonged to Wakeman Foster who in about 1774 built a small house on the North side of the road a short distance west of the hotel known as Canoe Place Inn. This was allegedly one of the first houses built after the

establishment of Canoe Place Inn. However, the second and third houses apparently belonged to George Skidmore and his son, John Skidmore, who operated a blacksmith shop west of the canal. This information is verified by Laura P. Bigelow in her account. The Skidmore's house and shop were moved closer to the center of Good Ground to the site where Skidmore's Sport Shop presently exists.

One Family Residence
Address:

Tax Map # 900-207-5-2.9
221 E. Montauk Highway

Vacant Land Residential
Address:

Tax Map # 900-207-5-2.11
215 E. Montauk Highway

Shopping Center
Address:

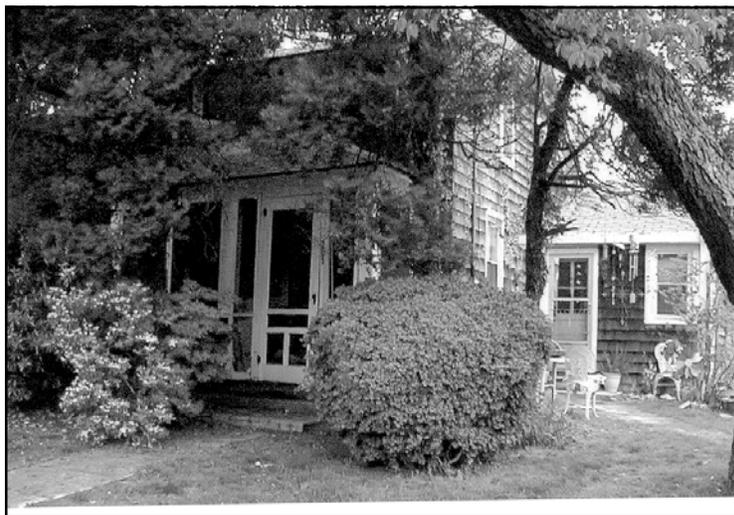
Tax Map # 900-207-5-2-12
211 E. Montauk Highway

Modern construction

One Family Residence
Address:

Tax Map # 900-207-1-14.1
205 E. Montauk Highway

This house was built circa 1900 according to the present owner of the home, Rose D'Alessio. The garage that fronts directly on Montauk Highway was originally an ice house, then, in later years a gas station with a single pump. Years ago the home was owned by a Mrs. Eang.; this information is confirmed by the 1916 Hyde map which shows a one-story structure owned by C. Eang. **This structure is a potential Hamlet Heritage Resource. It requires additional research.**



C. Eang House Circa 1900
Photographed 2005

**RESOURCE # 4: Paul Cuffee's Monument
Address:**

**Tax Map # 900-227-1-11
199 E. Montauk Highway**

In Southampton Town Records, Vol. 6, a deed, dated August 11, 1843, indicates, "Elias W. Howell and Nathan Sandford sell to Samuel Sandford, the use and improvement of a certain tract of land, for the purpose of erecting a meeting house or church thereon, and also for a burying ground, at the south end of the 5th lot in the Canoe Place Division, bounded north by the Riverhead Road..."

Paul Cuffee, an ordained minister in the "Strict Congregational Convention of Long Island," came to minister to the Indians in Montauk, Cold Spring and Shinnecock around 1798 when he was commissioned from the New York Missionary Society. His ministry appears to have centered around an Indian chapel that was located on the eastern side of the canal and is depicted on a map dated 1797. Gaynell Stone, *The Shinnecock Indians: A Cultural History*, indicates that "...This is the earliest map showing the Indian Chapel East of Canoe Place/Canal area..." An 1829 map drawn by Burr shows the symbol for a church/chapel in the same location as the 1797 map. (East of the Canal) Reverend Cuffee died on March 7, 1812. His body is buried west of the canal in the site where a monument stands today. On December 11, 1897, the *Brooklyn Eagle* featured an article entitled, "Attractions of Canoe Place" in which a reporter traveled through Good Ground on his way to the Canoe Place Inn. On stopping at Reverend Cuffee's grave, he noted, "(The grave)...is picturesquely located among a clump of trees, and closely adjacent will be noticed the little plainly constructed church, where the preacher officiated."

Work on the railroad was progressing eastward through 1870 as reported by Vincent F. Seyfried, *The Long Island Railroad*, when an injunction was issued forbidding the line to run through the old Indian Burying Ground at Canoe Place. The railroad's right of way was then bent to skirt the burial ground, cutting off only the western corner instead of running straight through it. The railroad agreed to re-inter all the remains. **Additional research is required in this area as it appears that other Indian remains are buried on this site as well as the evidence of an earlier meeting house.**



**The Reverend Paul Cuffee's Monument
Since 2004, a Southampton Town owned
cemetery**

The monument to Reverend Paul Cuffee bears the following inscription:

“Erected by the New York Missionary Society in memory of the Rev Paul Cuffee an Indian of the Shinnecock tribe who was employed by that Society for the last thirteen years of his life on the Eastern part of Long Island where he labored with fidelity and success. Humble, pious and indefatigable in testifying the gospel of the grace of God he finished his course with joy on the 7th of March 1812 aged 55 years and three days.”

RESOURCE # 5: Entrance Pillars to the Hardy Estate Tax Map # 900-227-1-7.1
Address: Corner of Montauk Hwy. & Old Riverhead Road

In the late 1800s, Charles J. Hardy, a wealthy railroad tycoon, purchased property on Peconic Bay. The land holding was so large, its entrance gates were on Montauk Highway, where they may be seen today. Additional gates to the house are located on Newtown Road. The “*County Review*” newspaper published in Riverhead, NY reported, “Such men as Judge Wauhope Lynn, Judge Morgan J. O’Brien, John Lynn, Commissioner Nicholas Hayes, Hon. Charles F. Murphy, Charles G. Hedge and Charles J. Hardy have done lots to advance the popularity of Good Ground. Their purchases of land here and the improvements these men have made on their properties has done much to increase land values.”



**Entrance Pillars off Montauk Highway to
Hardy Estate
Photograph 2004**

This site is worthy of preserving by the Town of Southampton as it is a natural gateway to Reverend Paul Cuffee’s Monument. The Town presently owns this land. Since parking on Montauk Highway near the marker designating this site is virtually impossible and access to the site is down an embankment, it is recommended that a green area be preserved by the pillars with a walking trail to the site.

RESOURCE # 6: St. Rosalie's Old Roman Catholic Church & Rectory
Tax Map #900-263-1-12.2
Address: 31 E. Montauk Highway

The cornerstone for the small wooden frame church was laid in 1901. Fred E. Penny constructed the building, and later work was done by William W. Jackson. The church was dedicated on August 17, 1902. (Seaside Times, Southampton 8/28/02) The original church had a steeple that was toppled by the 1938 hurricane and never replaced. In 1958 an addition of an auditorium was added to the rear of the church.

After the completion of a new church in 1995/1996, the old structure was threatened with demolition until the community voiced its desire to see the original church preserved. Today, that structure houses the Knights of Columbus. **It is important to the local community members to maintain the architectural integrity of the original church; therefore, the cupola that once adorned the church should be replaced. So many members of the hamlet were baptized there, married there or were buried from this church that it is symbol in the community.**

On the site of St. Rosalie's and its parking lot a poultry farm previously existed. At the turn of the 20th century poultry farming became popular in Good Ground. The farm, Cedar Hill Poultry Farm, owned by Albert and Hannah Gessner who started the operation as a means of employment for their son, Albert Oliver, who had contracted polio and was unable to find other gainful employment. Helen Wetterau, *Good Ground Remembered*.

The 1919 Belcher—Hyde Map indicates a two story house, barn and one story building on this site owned by Albert Gessner.



St. Rosalie's Roman Catholic Church & Rectory
Collection of Richard Berglin

One Family Residence
Address:

Tax Map # 900-263-1-9.1
17 E. Montauk Highway

The 1916 Belcher Hyde map shows the house of M. Zarrow. (Spelling of surname differs from current spelling) According to Michael Zarro, grandson to Michael Zarrow, the

house was moved to its present location from across the railroad tracks in approximately 1894-1895. The house is considerably older as it was not a new house at the time it was moved. Under the kitchen portion of the house is a stone and brick circular structure that Mr. Zarro believes was a cistern for the storage of water. **This house was demolished in 2005.**



**Michael Zarro House
Circa
Photographed 2004**

**Skidmore's Sport Shop
Address:**

**Tax Map # 900-263-1-8.1
9 E. Montauk Highway**

Local historian, Helen Wetterau, indicates that this building was originally located near the Canoe Place Inn. The Skidmore house and shop were moved closer to the center of Good Ground to the site where Skidmore's Sport Shop presently exists. The shop was located at the rear of the lot where George's son, Timothy worked. The shop burned down in 1909, but was rebuilt and Jarvis, son of Timothy, moved the shop closer to the street to service automobiles. The service station was called 'Blue Front Garage' and the name was later changed to 'Skidmore's Cash Garage.' **This site requires additional historic research.**



**Skidmore's Blacksmith Shop
Circa 1910**

**RESOURCE # 7: Two Small Attached Stores
Address:**

**Tax Map # 900-263-1-7.1
1 E. Montauk Highway**

"Domenic Alberti has broken ground for his small shoe store on Main Street. Contractor F.W. Jackson will do the work." (County Review, Riverhead, NY 10/26/1906) Great granddaughter, Frances Oldeack remembers being told that the family lived in rooms over the shoe store. In approximately 1930 the shop was divided in two and rented to two individuals. Over

the years numerous other businesses have operated from these locations. At present, one is a nail salon and the corner store is a real estate agency.

Early accounts indicate that the miller, Timothy Griffing, who operated the grist mill across the street, on the corner of Montauk Highway and Ponquogue Avenue, lived in a small house on this property. Mr. Griffing was not the first miller to operate the mill; however, it appears that he was the only one to live directly across the street from the mill.



**Domenic Alberti's Boot and Shoe Maker's Shop
Circa 1910, Collection F. Oldeack**

SQUIRETOWN ROAD

**RESOURCE # 8: Doran's Pub
Address:**

**Tax Map # 900-223-2-2.6
2 W. Montauk Highway**

On the western corner of Montauk Highway and Squiretown Road is a pub known as "Doran's." At this location as early as 1858 a house stood belonging to Alvin Squires. With the advent of the stagecoach about 1772, inns were established to feed and house travelers. Alvin Squires' Hotel may have been used for this purpose. Early inns also served as post offices. Helen Wetterau reported that the Squires' Hotel and Canoe Place Inn were post offices. Mr. Squires became Good Ground's first official post master on July 28, 1829. The Squires' Hotel became the Montauk Hotel around 1900, and in 1945 was renamed the Rod and Reel. As the Montauk Hotel, *The County Review* newspaper in Riverhead, NY stated, "This is pre-eminently the leading hotel in the village of Good Ground for all year round trade and good things to eat. Charles A. Baumuller, the genial proprietor, has so conducted the business as to elicit the admiration of all." By the 1926 Suffolk County Fire Insurance Rating book Mrs. A. Baumuller was the proprietor of a restaurant, office, furnished rooms and dwelling.

This site requires more research as it could be far older than historians believe at present.



**Squires' Hotel
Photograph, summer 1999**

RESOURCE # 9:

**Gator's Restaurant
Address:**

**Tax Map # 900-223-25
6 W. Montauk Highway**

Presently, Gator's Restaurant; however, the same owner previously operated a restaurant called Mac Arthur's Park at this location for many years.

The structure was built in 1910 by Bert Ashton for his plumbing and heating business. However, 1926 insurance records show that B. J. Ashton was operating a grocery and tailor shop at this location, as well as a dwelling. Later, Ralston's grocery store occupied the space, then Smith's antique business and subsequently, Smith's Plumbing store.

Because of this building's unusual architecture, it is deserving of more research.



**Ashton Building, built 1910
Photograph, summer 1999**

**Downtown Row-type Commercial
Address:**

**Tax Map # 900-223-2-24
10 W. Montauk Highway**

Mid 20th Century construction

**Downtown Row-type Commercial
Address:**

**Tax Map # 900-223-2-23.1
12 W. Montauk Highway**

Structure houses a delicatessen and a real estate firm. Formerly the building housed J. K. Market and an auto parts store. (C. Ken Jackson) Apparently constructed after 1926 as there is no listing in the 1926 Insurance Rating Book. In later years, Thurman Meschutt had a pharmacy on the left side of the building.

**RESOURCE # 10: Office Building
Address:**

**Tax Map # 900-223-2-21
20 W. Montauk Highway**

Structure presently houses an accountant. Helen Wetterau writes that this was once a farm house owned by Emma Phillips. Later, a physician, Dr. Chattle occupied the structure; then Dr. Hofer, a dentist. Later, a Dr. Davis, a physician had his office there. The 1926 insurance listing shows M.J. Chattle, hand laundry and barber shop. Laura Phillips Bigelow states that her grandparents lived near Squiretown Road, and an 1858 Chace map shows H. Phillips as the third house from A. Squires' property, the hotel cited previously. **21**

“All of these homes had front yards and most of them had some flowering shrubs. (The garden of Howell Phillips) was well filled with fruit trees— five large quince trees, two fine pear trees, a row of red current bushes also row of goose berry bushes, four long rows of rhubarb, some red raspberries, then some yellow raspberries, a bunch of sage to be dried for the seasoning of the sausages and a hop vine to be used after the hops were dried for the yeast for bread as Grandma made her own bread until she was too sick to work.” Laura Phillips Bigelow

This is another site that requires additional research due to its location, it may be a far older site.



**Dr. Chattle’s House
Photographed 2004**

**One Family Residence
Address:**

**Tax Map # 900-223-2-18
24 W. Montauk Highway**

Mid 20th Century construction.

**Restaurant
Address:**

**Tax Map # 900-223-2-17.2
26 W. Montauk Highway**

Structure built by George Barkas whose home was in the rear of the property circa 1930-1940. The restaurant was called “Hampton Bays Restaurant”, but nicknamed “The Coffee Pot.” The original building was much smaller than the existing structure.

**Vacant Residential Land
Address:**

**Tax Map # 900-223-2-17.1
36 W. Montauk Highway**

**Downtown Row-type Commercial
Address:**

**Tax Map # 900-223-2-16
38 W. Montauk Highway**

Presently, the building houses a real estate firm and a delicatessen—formerly was Charles Frank’s general store and later, a department store. Originally the structure had a front porch. Mr. Frank first started in business selling goods from a pack on his back. He

advanced to a horse and wagon and then to a Model ‘T’ Ford truck. Since the store was well stocked with clothing, shoes, sewing items, furniture and bedding, it was a major mercantile center for Good Ground. The store closed about 1931.



Photographed Summer 1999

Downtown Row-type Commercial

Address:

Tax Map # 900-223-2-15

48 W. Montauk Highway

Structure houses a retail women’s clothing store, used children’s toys, etc. and clock repair. In the 1930s the Hampton Bays Post Office was housed in this building on the eastward side and Davis’s Luncheonette next to it. Dr. Morris Raff, a dentist, had his office upstairs on the east side and the west side had apartments. (Frances Oldeack)



**Site of Post Office circa 1930
Photographed 2004**

**RESOURCE # 11: Downtown Row-type Detached
Address:**

**Tax Map # 900-223-2-14
52 W. Montauk Highway**

Davie’s Antique Store (formerly, Good Ground Market) has an old barn in the rear of property. Structure built by Alwin Scholz, butcher who first ran a butcher shop in East Quogue. The store opened in 1912 and by 1931 became a full-fledged grocery store under Theodore Scholz, Alwin’s son. The building is still in the same family—now dealing in used furniture and antiques.

This structure is an example of an early Hampton Bays’ historic architectural style that must be preserved.



**Good Ground Market, circa 1912
Photographed 1999**

**RESOURCE # 12: Vacant Residential Land
Address:**

**Tax Map # 900-223-2-13
56 W. Montauk Highway**

Parking lot near street with old garage— Formerly this was Fanning’s Hay, Grain and Feed Store operated by James H. Fanning. Located nearer the street was the Bays Theatre. “There were two shows nightly—admission price \$.35 for adults and \$.15 for children. Other forms of entertainment in this building were minstrel shows, basketball games and roller skating.” The movie house operated until the 1950s when it was torn down. (Frances Oldeack)

Due to the unique nature of this structure as a granary, further historic research is required.



**Fanning’s Hay, Grain & Feed Store
Photographed 2004**

One Family Residence
Address:

Tax Map # 900-223-2-12
60 W. Montauk Highway

Construction dates to early 20th century.

One Family Residence
Address:

Tax Map # 900-223-2-9.1
68 W. Montauk Highway

Construction dates to mid 20th century.

Office Building
Address:

Tax Map # 900-223-2-5.1
76 W. Montauk Highway

Structure houses law offices. Small modern ranch building.

RESOURCE # 13: Open Parking Area for Fire Dept. Tax Map # 900-223-2-4.1
Address: 84 W. Montauk Highway

Formerly, the home of Dan and Mabel Hornett, the structure was part of one of the original farmhouses in Good Ground built in the early 1800s. In a letter to the editor of the *Southampton Press*, dated June 7, 2001, Gloria Leonard Hall and her sister, Barbara Leonard Micari, wrote about the house as follows:

“The house on Montauk Highway, locally referred to as the ‘Hornett House’ and, unfortunately now history, was the Aldrich homestead from the early 1800s—with Aldriches living in it until 1984 when Mabel Hornett went to a nursing home. Our great-grandfather, George E. Aldrich 1860-1919, raised his family there as did our grandfather. Mabel and Dan Hornett acquired the property from a family member in the mid 1920s, remodeling a part of the house for their home and establishing a gas station. It was a charming presence on the highway as Mabel and her grandmother, Mary Lavinia King Aldrich 1817-1895, enjoyed their flower gardens! The home was owned and inhabited by only the descendants of Gersham L. Aldrich.”

In 1999 the house was purchased by the Hampton Bays Fire Department. Negotiations between the fire department and The Hampton Bays Historical & Preservation Society and the Chamber of Commerce to preserve or relocate the house fell through. In 2001 the house was torn down by the fire department.

These grounds are deserving of further archeological research.



Hornett house, summer, 1999

Residence Converted to Commercial
Address:
Structure houses chiropractic office.

Tax Map # 900-223-2-1
88 W. Montauk Highway

RESOURCE # 14: Residence Converted
Address:

Tax Map # 900-223-1-21.3
94 W. Montauk Highway

Structure houses assorted businesses. The house was built by Charles W. Jackson and his wife, Ella Bellows Jackson circa early 1900s. Charles' son, Raymond S. Jackson, inherited the house. After his death, Raymond's widow, Amy Foster Jackson, made the house into a rooming house. Dr. Herman Rubler a physician, practiced medicine here on the west side prior to his leaving Hampton Bays to serve in the military during World War II. Edna Jackson recalls that a dress shop occupied the east side of the building.

The building's fine architecture is deserving of preservation; requires more research.



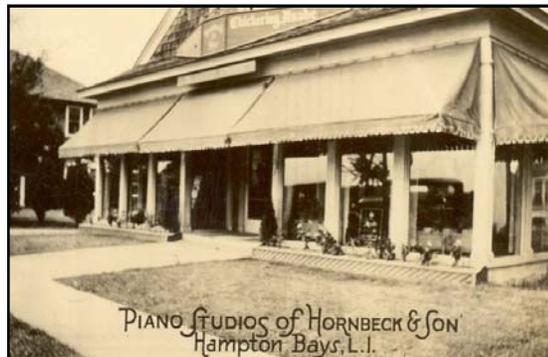
Charles W. Jackson House
Photographed 2004

RESOURCE # 15: Music Store
Address:

Tax Map # 900-223-1-21.4
98 W. Montauk Highway

Formerly Hornbeck and Son established in 1925 to sell, service and rent pianos. Henry S. Hornbeck previously worked for Steinway and Son in New York City. The business was the main source for pianos on the north and south forks of Long Island. It continued to be operated by Harold Hornbeck, Henry's son, into the late 1960s. It presently houses a music store.

The building's fine architecture is deserving of preservation; requires more research.



Hornbeck & Son Piano Studio
Postcard dated 1935

RESOURCE # 16: Office Building
Address:

Tax Map # 900-223-1-18.1
108 W. Montauk Highway

Presently, an insurance company— Formerly, the summer home of Walter King and his family. In the winter months, the family lived in Chattanooga, TN where Mr. King continued to design his world renown hats. In the summer, the family returned to Hampton Bays to operate the Lyzon Hat Shop.(Edna Jackson) Later in the 1930s, according to local fire department historian, Tom Wilson, the building housed the Cavalier Hotel.

Structure requires further historic research.



Maloney & Maloney, Ins.
Photographed 1999

RESOURCE # 17: King House
Address:

Tax Map # 900-223-1-18.3
116 W. Montauk Highway

Originally the home of Mary L. Fanning and Prosper King, built circa 1830. The Kings had ten children. Mary predeceased her husband who married a second time. Prosper and his second wife, Julianna, had five children. (Barbara L. Micari's genealogical research) Gloria L. Hall, great granddaughter of Mary Lavinia King and Gersham L. Aldrich recounts that this house was always called the "Old Fashioned House" in their family. Prosper's three sons by Mary inherited his property. Elisha purchased his brothers' rights and owned the home until 1892. In the early to mid 1900s the house was occupied by 'Uncle' Raymond King. (Edna Jackson) An antique store has been operated on the premises since the mid-1960s. The Town of Southampton purchased this site in April 2005. **A thorough title search is required so that the house may be granted landmark status. Further archeological study of the site is also needed.**

The 1916 Belcher-Hyde Map shows this as King property that included this structure as well as the Lyzon Hat shop to the west and five additional small buildings. Presently, about three small buildings still exist to the rear of the property.



Prosper King's home, circa 1830.

**RESOURCE # 18: Residence Converted
Address:**

**Tax Map # 900-223-1-15
120 W. Montauk Highway**

Formerly, the Lyzon Hat Shop owned by Walter King. Earlier, the structure had a front porch that provided the entryway into a store; Winifred Penny indicates that this building was first owned by Barney Smith, and later, was Elisha King's store (as shown on 1896 Hyde map) where he sold general merchandise. Many years later, Elisha's son, Walter Hewitt King caused the building to be changed a good deal. Helen Wetterau provides the following information: Walter was born and raised in Good Ground. He showed artistic ability at an early age and went to Pratt Institute in Brooklyn where he studied commercial art and window dressing. He then worked in New York City at fashionable stores. There, he met his future wife, Helen Case, a milliner.

When Walter's mother became ill, he returned to Good Ground to assist in her care. Then, with some renovations, established the Lyzon Hat Shop in the 1920s. Together with Helen, they achieved world-renown as milliners to high society. Their clientele consisted of the DuPonts, Mellons and Fords. Even European royalty patronized their shop. Rolls Royces and Deussenbergs would be lined up all along Montauk Highway. The Kings placed card tables on the lawn so the chauffeurs could play cards while waiting for the ladies to have their hats designed. Walter King maintained the shop until he was about 75 years of age. He died September 13, 1968.

Edna Jackson has fond memories of the hat shop as she attended school with two of the King girls. "A large front window on either side of the door was set up as a show case. Each window displayed one hat on a pedestal—very dramatic." Walter King especially designed a 'going-away' hat for her wedding outfit in 1947. The hat consisted of white velvet leaves fashioned into a crown which was then swathed in yards of white tulle.

This structure and site require additional archeological study.



Lyzon Hat Shop, 2001

Residential Vacant Land
Address:

Tax Map # 900-223-1-14
126 W. Montauk Highway

A small house was located on this piece of property until approximately ten years ago when it was torn down. (Chester Sinclair) Helen La Quire, an English woman, owned the house and a clothing store until her death circa 1989. The house was torn down after 1997 according to local historian, Ron Carter.

Since this property is in the center of land owned by the Kings, it is logical to assume this property requires archeological study. This open space should remain a green area as it contributes to this historic area. Gloria L. Hall suggests that this may be Prosper King's original home dating to 1817 when his daughter, Mary Lavinia, was born in Good Ground.

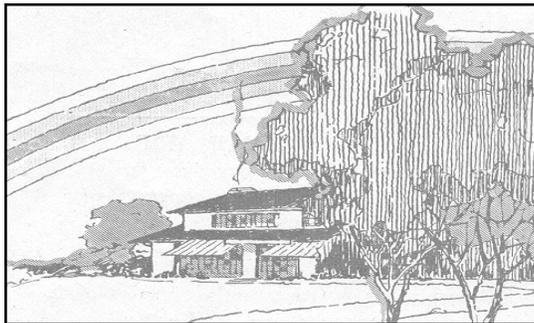


King House ?
Collection of Richard Casabianca

Downtown Row-type Commercial
Address:

Tax Map # 900-223-1-13
132 W. Montauk Highway

Presently, the structure is home to a variety of small businesses. Formerly, fine shops such as the Grande Maison de Blanc, a linen retailer, Ovington's, a china and crystal store, and Finchley's, a gentlemen's haberdashery occupied the space. Their up-scale patrons also visited Lyzon's just next door. A postcard dated 1925 has the following comment on the reverse, "The 5th Ave. of Long Island."



Sketch of the Rainbow Inn, circa 1930s

It appears that a restaurant, The Rainbow Inn, succeeded the shops listed above in this location. Two women, Gertrude Stratford and Jane Shirley Byrne, operated the restaurant serving breakfast, lunch and dinner. Their advertisement says it all, "Cooked to tempt your taste-to make you want to come down to Rainbow Inn again just to drop in and say howdy-do and dine and rest awhile."

Since this structure appears to be a part of the King family property, it is worthy of more research

**RESOURCE # 19: Residence Converted
Address:**

**Tax Map # 900-223-1-12.1
140 W. Montauk Highway**

Presently, the structure is occupied by the Chamber of Commerce and the Historical Society. Southampton Town owns the building. Formerly, Douglas Penny, an attorney, owned the house. Mae Martin, an early resident of Hampton Bays recollected that Dr. Herman B. Rubler occupied the house, then his two nephews took over a practice there. Further title research by Henry Moeller shows that prior to Dr. Rubler, the property was owned by the Grande Maison de Blanc and prior to that the property was owned by Mrs. Effie G. Wells. An 1916 E. Belcher Hyde map verifies the ownership of Mrs. E. G. Wells. Prior to Mrs. Wells, the owners were Ruth Hewitt King and Elisha King (son of Mary L. Fanning and Prosper King.)

Winifred Penny and Laura P. Bigelow both indicate this house was owned by Washington Lane's widow. The house had been built on a lot west of its present site, but the original property was given to the Good Ground Cemetery Association. A cellar was dug at its present site and the house was moved. An architectural historian has dated the house circa 1830.

This structure requires additional archeological study.



**Hampton Bays Chamber of Commerce
Hampton Bays Historical & Preservation Society**

RESOURCE #20: Mile Marker (circa 1775 or earlier)

Located on the edge of the above property is an old mile marker that was used to delineate the mileage for postal routes. The markers were set at designated distances and resemble worn tombstones. (See Page 6 for additional information)

In the *Colonial Laws of New York*, by Lyon, a law was passed on March 9, 1774 in which the breaking or defacing of mile stones was prohibited.

**Professional Building
Address:**

**Tax Map # 900-223-1-7.2
154 W. Montauk Highway**

Modern construction that presently houses several stores and offices.

CEMETERY ROAD

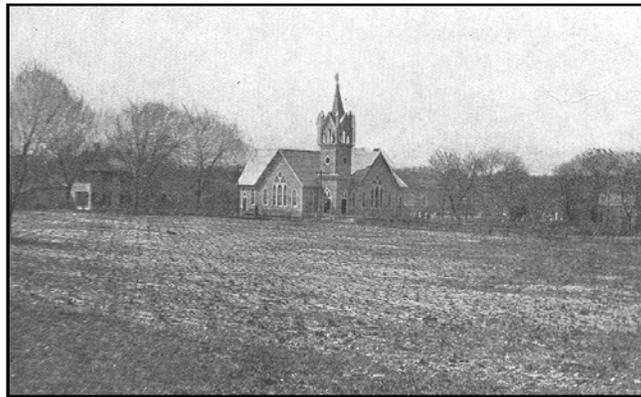
RESOURCE # 21: United Methodist Church
Address:

Tax Map # 900-223-1-6.1
158 W. Montauk Highway

“A Methodist Society was founded in Good Ground in 1836. In 1840 the first Methodist meetinghouse was erected in the village. Eventually this building became inadequate, so it was torn down and in 1863, a new church was built . The builder was Sylvanus R. Jackson, and the land for the church and cemetery was given by Sylvanus R. Jackson, Lorenzo D. Bellows and Captain Wesley H. Squires. The church and Woodmen’s Hall which stood to the east of the church, burned to the ground May 15, 1907.” Helen M. Wetterau
The present church building was dedicated on March 15, 1908.

In the postcard picture below, one can discern two houses to the east of the church, but details are very indistinct. One may have been the Woodmen’s Hall mentioned above. The other may have been the very small home of Washington Lane’s widow and children. By 1880, the house was gone, allegedly moved east to 140 W. Montauk Highway.

This site is worthy of additional historic research.



**Hampton Bays United Methodist Church & Rectory,
Circa early 1900s. Note open farm field.**

Anderson-Warner Hall
Address:

Tax Map # 900-223-1-5
160 W. Montauk Highway

Olaf Anderson and his wife, Effie Warner Anderson, willed property in Canoe Place to the Methodist Church upon their deaths. From the sale of this property, the Church purchased the property to the west and constructed a Parish Hall by 1971. Previously, this property was the site of Willis Weston Wells’ livery stable. The Wells’ home was built by William W. Jackson in 1900 with stables in the rear of the property.

RESOURCE # 22: Villa Paul Restaurant
Address:

Tax Map # 900-223-1-4.2
162 W. Montauk Highway

The property on which the Shell Gas Station is situated as well as this site was a part of the original property owned by Phineas M. Cooper who built a small house on the site. Phineas gave the property to his son, James, who, in turn, sold it to Albert G. Williamson, a carpenter. Allegedly, a small part of the original building is incorporated in the present structure. Albert G. Williamson left all of the property, house, two out buildings and 57 acres of property to his two grandsons, Herbert and Ernest. Ernest had a blacksmith shop in the hollow that is now the area between Lamplight Circle Apartments and Suffolk County National Bank The blacksmith shop is now at the Southampton Historical Museum in Southampton, NY.

In the early 1900s, Judge Edward Lazansky owned the house. The interior today reflects some of the fine woodwork that graced the Judge's home. The house remains as it was at the time of Judge and Mrs. Lazansky's purchase with the addition of the rear porch and dining room that was added later. The dining room was Judge Lazansky's library. After the Judge died, Mrs. Lazansky tried to sell the house, but could not due to the burying ground that was at the rear of the property. The tombstones were removed, allegedly by Mrs. Lazansky and the property was subsequently purchased by Paul Villa who established 'Villa Paul' Restaurant, and later, the Pensa Family.

This site and structure requires additional historic research.



Villa Paul Restaurant, 1999

**RESOURCE # 23: Cemetery located behind
Cooperative Apartments
Address:**

**Tax Map # 900-223-1-4.1
164 W. Montauk Highway**

Apartments owned by Villa Paul . An 1896 Hyde map shows this property owned by Williamsen.

In 1966, Howard T. Meschutt wrote to the Division of Cemeteries for the State of New York regarding an old cemetery generally known as the “Willumsen Cemetery” that was located on the Lazanky property. (Letter in the files of the HBH&PS) Mr. Meschutt asserts that he was born in Hampton Bays and was 75 years old at the time of his writing. (Birth date about 1891) “ I remember seeing the headstones as late as 1935 when, through the courtesy of the Oppenheim and Lazansky families, I used to pasture my cows by chain on property adjacent to this cemetery. Sometime since then all the headstones have been removed, when or by whom I do not know...It was brought to my attention by Mrs. Helen Brown Young who told me that her great grandfather, Joel Raynor and his two wives, who were sisters, were buried there.” A survey of the property dated January 7, 1958 indicates a cemetery located in the rear of site behind ten one family living units. The cemetery is 20 feet square with a right of way leading to it.

This cemetery must be added to the Town’s list of cemeteries for land mark purposes and for preservation.

**Cooperative Apartments
Address:**

**Tax Map # 900-223-1-22
2 Lamplight Circle**

**Vacant Residential Land
Address:**

**Tax Map # 900-223-1-3
166 W. Montauk Highway**

**Suffolk County National Bank
Address:**

**Tax Map # 900-223-1-2.1
168 W. Montauk Highway**

Formerly the home of Reginald Tuthill circa 1920s-1940 (Edna Jackson)

Shell Service Station
Address:

Tax Map # 900-221-6-1
172 W. Montauk Highway

Originally owned by Sylvanus and Jane Bellows Jackson who lived in the Red Creek area, but moved their house to this site. The family continued to live in their house while a road was cut through the woods to Good Ground. Mr. Jackson's second wife, Deborah Foster Stratton, was mother to William Wakeman Jackson who continued to reside in this home after his parents' demise. A carpentry shop was located on the property. Later the house was sold to William W. Hubbard. Later, a Sunoco Service Station was operated by Henry 'Pat' Mason on this site. 'Pat' Mason was the great nephew of John L. Mason, the inventor of the screw-top canning jar that bears his name.

Vacant Commercial Land
Address:

Tax Map # 900-221-3-21.1
2 Flanders Road

Formerly, the site of Fred W. Jackson's home. Mr. Jackson ran a woodworking mill and lumberyard that was relocated about 1926 to the south side of the railroad on the east side of Ponquogue Avenue.

ROUTE 24 (FLANDERS ROAD)

Various commercial interests extend from Route 24 west to the county owned park, Sears Bellows Park and Munn's Pond. Early maps from 1858 and 1896 show vast tracks of land at the head waters of Tiana Bay owned by C. Bellows.

Sears Bellows Park and Munn's Pond
Address:

Tax Map # 900-255-1-3
207 W. Montauk Highway

In 1963 Suffolk County purchased between 600-700 acres of land including Munn's Pond as Sears Bellows County Park. The 1858 Chace map shows a house in this area owned by C. Bellows who also owned a great deal of the surrounding property. An 1896 Hyde map still shows C. Bellows as having a homestead in this area. According to Helen Wetterau the house at Munn's Pond was occupied in the 1930-1940 period by Elizabeth Munn and her husband, Truxton Glazebrook who raised chickens under the name, Woodland Farms. On January 14, 1945 the house burned.

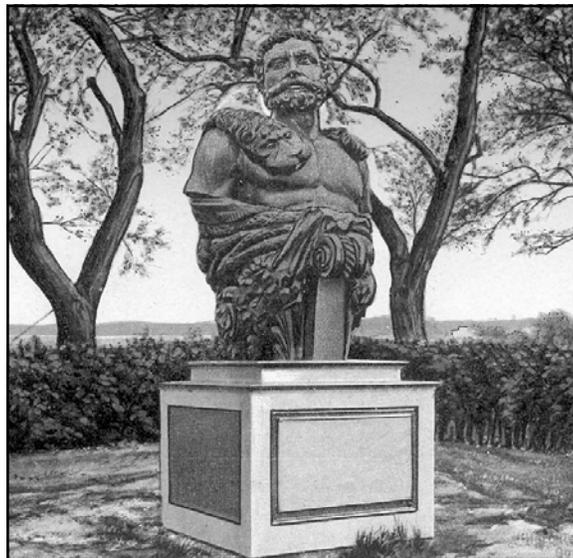
There is a small family cemetery located on the grounds that requires additional study.

MONTAUK HIGHWAY: SOUTH SIDE—EAST TO WEST

The south side of Montauk Highway appears very sparsely populated on an 1838 map published by the U.S. Coast Survey. In fact, only one structure is shown on the map on the south side of the highway and that is on the corner of Ponquogue Avenue and Montauk Highway and presumably is the mill. By 1869 the Long Island Railroad map shows that the land along the highway has all been purchased and laid out into individual plots. The area stretching from the canal west to Canoe Place Road was owned by Ernest H. Buchmuller.

A wooden statue of Hercules located on the south side of Montauk Highway opposite the Canoe Place Inn faced north.

“The statue weighed one and a half tons and was made of seven pieces of cedar. Carved in New York City (H.P. Walter states it was carved in Greece) and placed under the bowsprit of the newly built “Ohio” (sailing ship). She was considered the most beautiful ship on the ocean and cruised the Atlantic and Mediterranean seas. She took part in the Mexican War and later went to California during the gold rush days. By 1883, the Ohio was considered obsolete and was allowed to rot. Then she was sold (for salvage) and towed to Greenport...When Julius Keller bought the inn, he mounted the figurehead on a cement base on the south side of the road where it became quite a tourist attraction. In 1951 it was donated to the Stony Brook Community where it now stands.” Physician and historian, Emma L. Bellows



Statue of Hercules

**Marina
Address:**

**Tax Map # 900-229-2-2
262 E. Montauk Highway**

Presently, a marina with boat sales and coffee shop. Formerly, land owned by Ernest A. Buchmuller, proprietor of the Canoe Place Inn and used for agricultural purposes. An annex to the Inn was located across the street from Buchmuller's home that burned down circa 1930. (Chet) Towards the canal was a small pond known as "Buchmuller's Hole" in which muskrats were trapped and sold. This pond was originally hand excavated so that ice would form in the winter for harvesting.

**Retail Seafood Store
Address:**

**Tax Map # 900-229-2-1
252 E. Montauk Highway**

Formerly, William Warner's grocery store. Early maps show a large area of land owned by Mr. Warner and later listed as Warner Estate.

CANOE PLACE ROAD

**Service Station
Address:**

**Tax Map # 900-229-1-5
250 E. Montauk Highway**

Presently the site accommodates a gas station and store. Formerly, Emma Jane Hulse's General Store until 1950 when the structure was torn down for a service station. Philip H. Warner, Emma's grandson, recounts,

"From about 1915 to 1950 when she (Mrs. Hulse) died, my grandmother ran a little store on that corner. Originally the store was a separate building from her home where she raised six children after my grandfather, Lewis Hulse, died in an automobile accident in 1932. The original store was reported to have been the Jamesport grade school...floated across Peconic Bay on a barge. It might have also been the store mentioned as owned by W. W. Warner. That, however, is a guess on my part. There came a time when my grandmother moved the store into the front room of her house which is where I remember it so well. The store sold candy, ice cream, tobacco, bread, soda, milk and cake. The house had no electricity except for that in the store, which ran the ice cream machine. Soda was cooled in an ice filled metal box into which you stuck your hand to retrieve a bottle of soda. The store was a popular gathering place for many men of Hampton Bays. They would sit on up-turned soda crates and talk away the evenings...out on the porch in summer and in the store in winter."

RESOURCE # 24: Single Family Residence
Address:

Tax Map # 900-229-1-4
246 E. Montauk Highway

Structure built circa 1869. Formerly known as the Martin Sohler rooming house in the early 1900s. (Edna Jackson) The 1916 Belcher Hyde map shows a two story house and barn owned by F. H. Skidmore. From the early 1920s the home was owned by Fletcher and Rose Skidmore.(Chester Sinclair)

More research is required on this site; it may be one of the more important sites in the hamlet.



Martin Sohler Rooming House, Summer 1999

RESOURCE # 25: Single Family Residence
Address:

Tax Map # 900-229-1-3
242 E. Montauk Highway

The 1916 Belcher Hyde map shows a two story house owned by F. Skidmore, but in the early 1920s was the home of George and Clementine Overton. Mr. Overton was a plumber, ran a gas station and had a fruit stand. The house is over 100 years old. (Chester Sinclair) **Possible candidate for further historic study.**



Photograph, summer 1999

RESOURCE # 26: Single Family Residence
Address:

Tax Map # 900-229-1-2
240 E. Montauk Highway

The 1916 Belcher Hyde map shows a two story house owned by W. Sinclair. William and Sarah (Sadie) Sinclair prior to 1912 lived across Montauk Highway. “In 1912 they bought a small house on East Montauk Highway. It was then known as Quogue Road. It was an acre of property with a house. They paid \$500 for it.” (Agnes Sinclair Micari, 2/2004) The descendants of W. Sinclair indicate that the house was built about 1890; however, the main portion of the house, they were told, was over 100 years old at the time of purchase in 1912 which would indicate that the house was built circa 1800. **Additional historic research is required.**



W. Sinclair House circa 1812
Photographed 1999

Auto Body/Tire Shop
Address:

Modern structure—originally owned by Frank Downs. (Chester Sinclair)

Tax Map # 900-228-2-8
230 E. Montauk Highway

Office Building
Address:

Modern structure—originally owned by Thurstin Warner. (Chester Sinclair)

Tax Map # 900-228-2-7
228 E. Montauk Highway

Business— one story small
Address:

Modern structure—originally owned by Joe Warner. (Chester Sinclair)

Tax Map # 900-228-2-6
226 E. Montauk Highway

Multi-use Commercial
Address:

Modern structure

Tax Map # 900-228-2-5.1
220 E. Montauk Highway

Office Building
Address:
Modern structure

Tax Map # 900-228-2-2
216 E. Montauk Highway

Veterinary and Kennel
Address:

Tax Map # 900-228-2-1
212 E. Montauk Highway

Presently, a modern structure—formerly, the home of Grace and Charlie King. (Evelyn Sinclair Midgette)

GRAVEL HILL ROAD

“There were several homes in this area, called “Squabble Hill” by the local residents.” Reason for naming the area ‘Squabble Hill’ was unknown. (Edna Jackson)

Multi-use Commercial
Address:

Tax Map # 900-228-1-3
204 E. Montauk Highway

Formerly, Overton’s Fish Market. Ellen Overton provided the following information regarding this site. The property was purchased in 1902 by Charles Grover Overton and his wife, Eva Hulse Overton, from Daniel and Althea Hand. Charles Overton began his business by selling clams from a basket under an old tree. This was the first roadside stand on Montauk Highway. The shop was built with wood from the Camp Upton barracks, a World War I military camp in Brookhaven, NY. Overton’s closed in July 1994.



Fish Market, photographed 1999

Gilligan’s Restaurant
Address:
20th Century structure

Tax Map # 900-228-1-2
194 E. Montauk Highway

Retail Services
Address:
Modern structure

Tax Map # 900-263-3-43
182 E. Montauk Highway

**Restaurant
Address:**

**Tax Map # 900-263-3-42
174 E. Montauk Highway**

Presently, F.O.O.D Restaurant-formerly the Fish Net Restaurant built circa 1940 by Fred and May Overton Raynor to resemble, architecturally, the fish market to the east.



Fish Net Restaurant, photographed 1999

Multi-use Commercial

Address:

Modern structure

Tax Map # 900-263-3-41

172 E. Montauk Highway

Business-one story structure

Address:

Modern structure

Tax Map # 900-263-3-40

166 E. Montauk Highway

Office Building

Address:

Modern structure

Tax Map # 900-263-3-39.1

164 E. Montauk Highway

Business/Warehouse

Address:

Modern structure

Tax Map # 900-263-3-37

156 E. Montauk Highway

Multi-use Commercial

Address:

Modern structure

Tax Map # 900-263-3-36.1

150 E. Montauk Highway

Vacant Commercial Land

Address:

Tax Map # 900-263-3-34

148 E. Montauk Highway

Vacant Residential Land

Address:

Tax Map # 900-263-3-33

138 E. Montauk Highway

**Vacant Residential Land
Address:**

**Tax Map # 900-263-3-32
136 E. Montauk Highway**

**Vacant Residential Land
Address:**

**Tax Map # 900-263-3-31
134 E. Montauk Highway**

**Retail Services
Address:**
Modern structure

**Tax Map # 900-263-3-27
130 E. Montauk Highway**

**Restaurant
Address:**

**Tax Map # 900-263-3-26
122 E. Montauk Highway**

**Vacant Residential Land
Address:**

**Tax Map # 900-263-3-25
110 E. Montauk Highway**

**Office Building
Address:**

**Tax Map # 900-263-3-24
102 E. Montauk Highway**

**Gasoline, Oil, Etc.
Address:**

**Tax Map # 900-263-3-23
98 E. Montauk Highway**

Formerly, the Bangtson Family home, now Bangston's Fuel Oil Company. Much earlier, near this site, the first one room school house was located. There are no extant photographs of the school building.

**Funeral Home
Address:**

**Tax Map # 900-263-3-22
94 E. Montauk Highway**

20th century construction

**Restaurant
Address:**

**Tax Map # 900-263-3-21
80 E. Montauk Highway**

Now, Foggy Goggle -Formerly, the Three Star Inn. The 1869 Railroad map shows the property owned by Frank Francis. Mr. Francis had been the head waiter at the Canoe Place Inn and was married to Ernest Buchmuller's sister. When the restaurant opened in 1917 the couple's three sons, Frank, Bill and Henry (Heiny), were serving in the military in World War I. They displayed a service flag with three stars in the restaurant's window and the restaurant became known as the Three Star Inn. After Frank Francis' death in 1932, his widow continued operating the restaurant until 1950 when her son, Henry, became the owner. Henry sold the business in 1972 and there have been several owners since then. (Captain's Two, Seaport Inn & others)

This site, particularly the residence, requires further historic research.



Formerly, The Three Star Inn, photographed summer 1999

**Good Ground School
Address:**

**No Tax Map #
None**

To the west of the Inn's location, possibly where the King Kullen supermarket now stands, the Good Ground school was located. Built circa 1842, it is marked on the 1858 Chace map. Laura Phillips Bigelow reminisced, " (the school)...was on a hill where the lighthouse and ocean could be seen. On the North side opposite the school was a fine forest of good oak trees and a valley that made a good hill to slide down. In the woods was a great rock." The building was used until the Union Free School was constructed in 1908. Members of the Modern Woodmen of American, a fraternal organization, purchased the school "...on East Main Street and Squabble Hill for \$550 and converted it into a hall. In addition to meeting there, they had dances, roller skating, basketball and movies." Later, it was owned by Otis Stokes, a carburetor manufacturer, then, the Democratic Club and finally, Associated Catholic Charities who operated a thrift store on the premises. The building burned down on November 26, 1939. Edna Jackson recalls, "It was a very cold day. The workers had a fire of rubbish blazing in a stove in the east room. Aunt Amy, Mom, Ted (my five year old brother who couldn't walk) were in the big west room looking at a kitchen table and chairs. Mom went back to ask the price, but quickly returned to call, "This place is on fire." The stove pipe ran out of the window under the eaves and this is what started the fire. My

Mom told me to carry my brother across the street. “I’ll try to get the car away, but if it won’t start, I’ll leave it. By the time we got across the street the whole building was in flames.”

There is no known extant picture of the school house, but it is described by several local residents as a one story wooden building of considerable length.

**Shopping Center
Address:**

**Tax Map # 900-263-3-20.2
50 E. Montauk Highway**

Presently, the hamlet’s shopping mall, encompassing a super market, and various restaurants, shops, and services. In the past, this property was largely vacant land on Montauk Highway. Old maps, 1858, show C. Petty as owner with possibly a house on the property; a later map, 1869, shows Mrs. William E. Phillips as owner.

A portion of this property included the “Town Garage,” known most recently as Seatronics. Earlier, the property was owned by Ernest Eldridge who had a livery stable on the site. A 1916 Belcher & Hyde map shows Eldridge owning all of the property from Woodmen’s Hall to the corner of Ponquogue Avenue. There is a two story house, hotel, post office and store near the railroad station. A large building constructed to house a food distribution warehouse was built by Adam Mueller, date unknown. He sold to Kraft Foods, who, in 1931, sold to Sheffield Farms Milk Company. Previously, Sheffield’s had bought out Foster’s Ponquogue Dairy. By 1939 Sheffield’s closed and William Beebe operated an auto repair shop; Fred Deickoff garaged telephone company trucks there, Grant Seaman was responsible for operating a garage and naming the structure, the Town Garage; Schmidt’s Brothers ran a green grocery on the premises, then Seatronics and now the building is being renovated and the historic feeling of its architecture has been maintained.



Photographed, Summer 1999

Office Build-

ing

Tax Map # 900-263-3-5

Address:

14 E. Montauk Highway

Real Estate Office-mid 20th century structure.

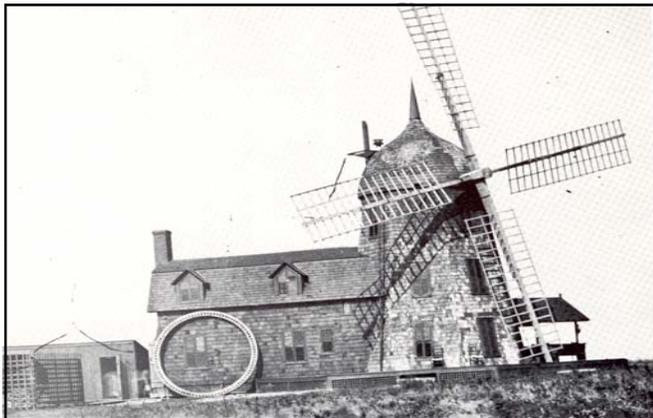
RESOURCE # 27: One family residence
Address:

Tax Map # 900-263-3-4.1
10 E. Montauk Highway

Residence of Mae Martin, deceased 2004. Formerly, the house faced Ponquogue Avenue and was turned to face Montauk Highway when the stores were built on the corner. The site was owned in the 1860s by Martin Van Buren Squires who purchased a grist mill on Shelter Island and had the mill brought by barge (probably to West Landing Road in the Red Creek area) and hauled to the elevated land then on the corner of Montauk Highway and Ponquogue Avenue. “ (The mill) was made of hand hewn oak logs and stood forty feet high. The first man to run the mill was Ashby, the second, Theodore Corwith who lived in a small house on Montauk Highway in Good Ground. The third miller was Timothy Griffing who lived across the street from the mill.” (Wetterau)

The advent of the railroad meant inexpensive milled grains could be transported to Good Ground and the need for a local mill diminished. To preserve the elegant mill structure, Wyllis Betts, of Meadow Lane, Southampton, NY purchased and moved it to his property in 1880 where it formed “...the basis of a picturesque or quaint cottage with a house built around the mill.” It may be seen there today.

This property is deserving of further historic and archeological research.



Photograph circa 1880
“Windmills of Long Island”
Robert J. Hefner
1983

Mae Martin’s House
Circa 1900
Photograph from the
Collection of F. Oldeack



Downtown Row-type Commercial

Address:

Tax Map # 900-263-3-1

2 E. Montauk Highway

Presently, a beauty salon— In the recent past, the building housed a dress shop. Since the corner of Montauk Highway and Ponquogue Avenue was such a busy location, a diner opened there in the mid 1930s. The Roosevelt Grill became a popular eatery for local working men and truck drivers. Business was so good, the owner, Mr. Economopolus, (Edna Jackson) decided he would upgrade the building and make a first class restaurant there. The Good Ground Restaurant offered dining, dancing, lobster & shore dinners, finest wine & liquors and catering. Surprisingly, business nose-dived and the reason was that the restaurant had become too fancy for its previous patrons! In the late 1930s or early 1940s, Alfred Demartin had the dinner moved to its present location on West Montauk Highway. In its place he erected a building that stands on the corner today—in it he established his barber shop and newspaper store. (Frances Oldeack)



The Roosevelt Grill, Circa 1932



Good Ground Restaurant, Circa

PONQUOGUE AVENUE

Downtown Row-type Commercial

Address:

Tax Map # 900-224-1-3

2 W. Montauk Highway

Now a bagel shop—formerly, various restaurants and/or stores. After the Civil War circa 1865 there was a cemetery on this corner in which veterans of the war were interred. Allegedly, the bodies were moved to Good Ground Cemetery prior to the development of the land. An 1896 map shows this corner as vacant land. Sometime after the Phillips Grocery store that stood on the corner of Springville Road and Montauk Highway was moved to the site. A 1926 Insurance Book lists this corner property as Geo. D. Squires, Fruits, vegetables and dwelling in a frame building. Next door was Geo. D. Squires, restaurant and dwelling. In the rear of this property was a listing for G. D. Squires, private barn. The barn was later moved across the street and renovated to become the grocery store later operated by Leander Squires and subsequently by Max Greenberg.

The corner building during the 1930s was known as Joe’s Restaurant after the owner, Joseph Balzarini. In 1936 the restaurant was torn down and the vacant land was named “Ponquogue

Park” with an honor roll to remember the military personnel who defended America in World War II. The honor roll was moved to a space between Bangston’s Pharmacy and Burt Coon’s Liquor Store. The honor roll was later removed to the town dumps. In 1949 the land was sold and Dardy’s Chinese Restaurant was built.



Joe Balzarini’s Restaurant, photographed in 1936

**Restaurant
Address:**

**Tax Map # 900-224-1-31.1
5 W. Montauk Highway**

Now, two small retail stores—in 1926, the Insurance Rating Book shows this property as owned by Geo. D. Squires as a restaurant and dwelling. (See building pictured above, second from corner) In the 1930s, this three story building housed the Elite Market and in the 1940s it became a restaurant operated by John Sutter and his wife. The building was torn down and replaced with a brick structure that housed Bohack’s Market, and later S. Grand Five and Ten. (See photograph below) This may have originally been the location of Backstatter’s Drug Store. Edna Jackson)

**Downtown Row-type Commercial
Address:**

**Tax Map # 900-224-1-28
11 W. Montauk Highway**

Now, Papa ‘D’s Restaurant—formerly, Carolyn’s Luncheonette. In 1926 the property was owned by J. E. Tunnell who sold soft drinks, candy, tobacco and had a dwelling there. Edna Jackson recalls the front portion of the building was an ice cream parlor and candy store, operated by Charles Jackson as the “Rest-A-Bit.” The rear was closed off by folding doors. This was a large room with tables, chairs and a player piano in which Mrs. Jackson’s class had a class picnic.



**Postcard showing south side of west
Montauk Highway
Collection of Richard Berglin**

Downtown Row-type Commercial
Address:
Mid 20th century construction

Tax Map # 900-224-1-27
13 W. Montauk Highway

Downtown Row-type Detached
Address:

Tax Map # 900-224-1-26
15 W. Montauk Highway

Downtown Row-type Detached
Address:

Tax Map # 900-224-1-25
17 W. Montauk Highway

Now, a United Parcels Store, formerly, Bangston's Drug Store and prior to Bangston's was Backstatter's Drug Store. The 1926 Insurance Rating Book shows approximately in this location, McNulty and Blume, business barn, store and dwelling.

Interesting architectural style adds character to Montauk Highway.



Backstatter's Drug Store
Photographed 2004

Downtown Commercial
Address:

Tax Map # 900-224-1-24
19 W. Montauk Highway

Mid 20th century construction

Downtown Row-type Commercial
Address:

Tax Map #900-224-1-23
21 W. Montauk Highway

Now, a women's clothing store and next door a real estate agency—mid 20th century construction.

Downtown Row-type Commercial
Address:
Mid 20th century construction

Tax Map # 900-224-1-22
25 W. Montauk Highway

Shopping Center
Address:

Tax Map #900-224-1-21.1
39 W. Montauk Highway

Now houses several businesses. Originally was the site of Squire's Store and post office in Good Ground. Allen P. Squires' home was located west of this location between the present Bank of New York and his store according to Jeanne McConnell, great granddaughter to Mr. Squires. Helen Wetterau writes, "It was a large home surrounded by beautiful trees. There were outbuildings, barns and a large cornfield." Later an additional building was erected next to the post office that became a newsstand and candy store.

Ms. McConnell states that her great grandfather's, "...property extended to Springville Road and it was planted with fruit trees, corn and vegetables."

By 1926 the fire insurance rating book lists the property owned by J. Szymanowski who had a post office, office, meat market, grocery and dwelling on the premises.



Allen P. Squires'
Store & Post Office
Circa 1920

Bank Building
Address:

Tax Map # 900-224-1-20.1
47 W. Montauk Highway

The Hampton Bays National Bank opened here on November 11, 1927. "The charter for the establishment of the bank was granted by the Comptroller of Currency on September 7, 1926. The bank then opened its doors for business on September 20, 1926 in the lumber yard office of F.W. Jackson & Sons on Ponquogue Avenue. The officers of the bank at its inception were: William W. Hubbard, president; Julius Keller, first vice-president; Adam Muller, second vice-president; Fred G. Orth cashier; Howard S. Bussanah, assistant cashier." The impressive bank building was demolished in the 1960s and a new one story colonial-style building replaced it. It is now operated as the Bank of New York. "When the bank was demolished, Elmer Jackson was on the board of directors and also a trustee of the Hampton Bays Methodist Church. He had the chandeliers in the bank taken down and installed in the church where they are today." (Chester Sinclair)



Hampton Bays National Bank
Photographed circa 1940

Downtown Row-type Detached

Address:

Now, a convenience store-modern construction.

Tax Map # 900-224-1-20.3

53 W. Montauk Highway

Downtown Row-type Detached

Address:

Now, a small ranch-style building of 20th century construction.

Tax Map # 900-224-1-17.1

67 W. Montauk Highway

Firehouse

Address:

Tax Map # 900-224-1-19.1

69 W. Montauk Highway

Site of the Hampton Bays Fire Department which was established on May 29, 1930 at a meeting held at the American Legion Hall. The Department was incorporated on September 30, 1930 and construction promptly began on a fire house. By 1931 the fire house was completed and dedicated. The original building has been expanded to accommodate the modern fire equipment required for the expanded number of homes in the Hamlet.

Residence Converted to Commercial

Address:

Tax Map # 900-224-1-13

77 W. Montauk Highway

Now, an auto parts store-formerly, Phillips Auto Supply. A map from 1916 by Belcher and Hyde shows this property owned by Mrs. Emma A. Phillips with this small lot as F. M. Phillips Shop. During this period, Mrs. Phillips' property extended to Springville Road in the west and to the railroad tracks in the south. During the 1960s, Tuthill's Service Station (previously Phillips') was operated by George and Harriet Tuthill west of the existing building. The service station was torn down in the 1970s.

Downtown Row-type Detached

Address:

Now, a hardware store of 20th century construction.

Tax Map # 900-224-1-12.1

91 W. Montauk Highway

Office Building

Address:

Now, small ranch-style building of 20th century construction.

Tax Map # 900-224-1-11

97 W. Montauk Highway

Condominium

Address:

Now, condominiums of 20th century construction.

Tax Map # 900-224-1-38

105 W. Montauk Highway

Shopping Center**Address:**

Now, a shopping center encompassing a few stores and a movie theatre-20th century construction.

Tax Map # 900-224-1-1**125 W. Montauk Highway****SPRINGVILLE ROAD****Restaurant****Address:****Tax Map # 900-222-1-35.1****131 W. Montauk Highway**

Now, a restaurant, previously a bank. Originally the site of a house and grocery store that "...was burned out and after was sold to Captain W.E. Phillips who rebuilt it and ran it for a time. After the fire, he lived in the house portion with his wife...(and children). (Laura P. Bigelow, daughter to Captain Phillips) The congregation of the Methodist Church wanted to build a larger home for the minister who at that time (circa 1870) lived in a small home next to the church so they purchased the land across the street from Captain Phillips and erected a larger parsonage. The parsonage was subsequently moved to Springville Road.

Professional Building**Address:**

Various offices-20th century construction

Tax Map # 900-222-1-24.1**133 W. Montauk Highway****Professional Building****Address:**

Various offices-20th century construction

Tax Map # 900-222-1.24.1**133 W. Montauk Highway****Restaurant****Address:**

20th Century construction

Tax Map # 900-222-1-23**139 W. Montauk Highway****RESOURCE # 28: Living Accommodations-Commercial****Address:****Tax Map # 900-222-1-22****143 W. Montauk Highway**

Now, a real estate business-according to Winifred Penny the structure was the home of Nelson Jackson, built circa 1860. Later it was sold to Philip F. Meschutt and this became his son, Howard's home. Howard and Annie Meschutt, were parents to eight children, twins- Marion and Marie, triplets- Barbara, Florence and Virginia, also, Thurman, Fred and Ann. (Edna Jackson) Laura Phillips Bigelow, states, "...the first house on the south side of (Main) street was Nelson Jackson's home...His home was about opposite his father's home across the street. Then there was vacant land all the way to my fathers store on the corner of Springville road and Main Street.

This structure is a candidate for further historic study.



**Nelson Jackson House circa 1860
Photographed 1999**

Professional Building

Address:

20th century construction.

Tax Map # 900-222-1-21

145 W. Montauk Highway

Professional Building

Address:

20th Century construction-houses a chiropractor. To the rear of this property is an old barn which is a remnant from the previous owners who had a large home similar in nature to the other large houses that graced Montauk Highway.

Tax Map # 900-222-1-20

147 W. Montauk Highway

The barn appears to have historic interest and should be researched.

Vacant Commercial Land

Address:

The Jackson house that occupied this site was demolished in 2004. The home was built by Elmer Jackson, son of William Wakeman Jackson, one of the early settlers in Good Ground. An example of the manor houses that lined Montauk Highway in the early 1900s, local civic groups tried to save the house by having it moved to adjacent property that is owned by the Town of Southampton. Efforts to save it failed. A Friendly's Restaurant is scheduled to open on this plot.

Tax Map # 900-222-1-19

149 W. Montauk Highway

**Jackson House, built 1912
Photographed 1999**



Vacant Residential Land

Tax Map # 900-222-1-18

Address:

Property owned by the Town of Southampton

153 W. Montauk Highway

Restaurant

Address:

Mid 20th century construction, a diner

Tax Map # 900-222-1-17

157 W. Montauk Highway

Office Building

Address:

Tax Map # 900-222-1-14

159 W. Montauk Highway

Presently houses a real estate office-formerly, was owned by Leo Ash, a builder circa 1920. Vera Jackson and Leo Ash had three daughters, Georgie, Genevieve and Doris. Genevieve married Pat Mason who operated the service station diagonally across Montauk Highway. (Edna Jackson)

RESOURCE # 29: Oil, Petroleum

Address:

Tax Map # 900-222-1-13

161 W. Montauk Highway

Presently, the offices of a fuel company– formerly, the home of Pat Mason who operated the Sunoco station on the corner of Flanders-Riverhead Road; built circa early 1900’s by Leo Ash for his daughter (see above).

The architectural style of this structure adds greatly to the Montauk Highway corridor and requires review.



Photographed 1999

Commercial

Address:

Modern construction

Tax Map # 900-222-1-12

163 W. Montauk Highway

Riverhead Building Supply

Address:

Modern construction– a lumber yard and building supply warehouse.

Tax Map # 900-222-1-11

165 W. Montauk Highway

Various commercial interests extend from here west to Jones Road. A 1902 map by Belcher and Hyde shows the vast estate of Charles F. Murphy called ‘Good Ground’ now Tiana Shores. The house was built in 1881 and fronted on Tiana Bay with between 460-500 acres of land with two acres fronting on Montauk Highway.

CANOE PLACE HAMLET HERITAGE AREA

Canoe Place was a recognized designation dating to 1640 when the first settlers obtained a deed to their original eight acres of land from the Shinnecock Indians. The deed between the settlers and the Shinnecoeks mentions the land extending to the west to Canoe Place. This was a notable location and a natural boundary line as Peconic Bay and Shinnecock Bay almost join at this point save for a narrow strip of land over which the Indians had to portage their canoes.

It was only natural for the settlers to look to the west to expand their lands. This expansion began in 1659 when John Ogden purchased the land from Canoe Place west; subsequently, John Scott and, later, John Topping owned this parcel before the Town of Southampton became owners. The land was designated 'The Quogue Purchase-Canoe Place Division' and was divided into lots by the original proprietors (landowners) of Southampton in 1738/1739.

Early settlers mingled with Indians already living in this area. Canoe Place was settled prior to Good Ground and was known to the local residents as "Flat Fish Alley." An early map dated 1858 by Chace shows seven houses in the vicinity of Canoe Place Road. Twelve houses and the Chapel appear on the 1896 Hyde map. On this map on the west side of the road on the northern end is a house owned by F. Squires, then the Chapel; the next four houses are unidentified; the fifth belongs to W.F. Raynor and the last to J. Warner (on the corner of Canoe Place Road and Argonne Road) Interestingly, many of the original names of settlers can still be found in the families living on Canoe Place Road today. In earlier times this part of Hampton Bays was known as "Warnertown" and the reason for this will become apparent as one views the numerous properties owned by the Warner Family.

CANOE PLACE ROAD—WEST SIDE FROM NORTH TO SOUTH

The corner property, presently a service station, bears a Montauk Highway address; however, on page 35 there is an account of the store that was operated by Mrs. Emma Jane Hulse on that site from 1915 to 1950.

Residential Vacant Land
Address:

Tax Map # 900-229-1-6
6 Canoe Place Road

Residential Vacant Land
Address:

Tax Map # 900-229-1-7
10 Canoe Place Road

Family Residence

Tax Map # 900-229-1-8.1

Address:

12 Canoe Place Road

A 1916 map by Hyde shows W.W. Warner Estate with a two story house and outbuilding. This was the home of W.W. Warner and his wife, Lena Hulse Warner; built around 1890-1895. Mrs. Warner lived in the house until her death in 1947. Her son, J. Riley Warner sold the house to Philip Warner's parents in 1947. (P.H. Warner)



Potential Hamlet Heritage resource—additional research is required.

Photographed 2004

One Family Residence

Tax Map # 900-229-1-9

Address:

16 Canoe Place Road

The 1916 Hyde map shows a two and 1/2 story house and outbuilding on this property. The original owner was Forrest Squires. This house and a house and cottages to the rear of the property are owned by members of the Squires Family at the present time. (Elizabeth White, local historian)



Photographed 2004

RESOURCE # 30: One Family Residence

Tax Map # 900-229-1-10

Address:

18 Canoe Place Road

The 1916 Hyde map shows a one and a half story house owned by Walter H. Jackson and his wife, Lillian. Walter worked at the post office. The 1932 Halsey map shows the same data. Helen Wetterau reports this house was owned by Barzelli Jackson and is one of the oldest on Canoe Place Road.

Additional historic study and preservation is required.



**Walter Jackson House
Photographed 2004**

One Family Residence
Address:

Tax Map # 900-229-1-21.1
22 Canoe Place Road

20th century construction.

One Family Residence
Address:

Tax Map # 900-229-1-20.2
24 Canoe Place Road

20th century construction. In the 1940s, the home was owned by Dan and ‘Pep’ Bernice, Squires. “Mr. Squires built the cottages known as ‘Pebble Beach’ that are located across Canoe Place Road– (Ed Warner, life-long resident of Canoe Place.) Members of the Squires Family reside in the home today.

One Family Residence
Address:

Tax Map # 900-229-22.1
28 Canoe Place Road

20th century construction. Home of Ellis and Evelyn Squires—Ellis was the son of Dan and Bernice Squires. (Ed Warner)

RESOURCE # 31: Chapel
Address:

Tax Map # 900-229-1-23
30 Canoe Place Road

Canoe Place Chapel, built circa 1819, and moved to its present site by William Warner. Mr. Warner and his wife, Rebecca, deeded the chapel and its land to trustees of the Chapel, F.H. Skidmore, E.M. Squires and D. W. Fanning on February 15, 1898. The Chapel was used during the summer months by itinerant ministers and the parishioners were the people who lived in the vicinity of the chapel. The property is very small with little or no parking area; therefore, everyone who attended usually resided nearby and walked to the Chapel. The Chapel was recently deeded to the Town of Southampton with the Hampton Bays Historical Society as stewards.

Restoration of the structure as well as archeological studies will be undertaken in preparation for landmarking the structure.



Canoe Place Chapel built 1819
Photographed 1999

One Family Residence
Address:

Tax Map # 900-229-1-29.1
32 Canoe Place Road

The 1916 Hyde map shows the property to the south of the Chapel owned by A. Michler with a two and 1/2 story house with another two story house and several outbuildings located directly across the street on Shinnecock Bay. In 1932, the Halsey map indicates this property is owned by Albert Mickler-obviously the same owner with a variation in spelling. The Mickler Family owned the property across the street and operated a large duck farm there for many years. The present home is of early 20th century origin. The home is still in the Mickler family.



Mickler House
Photographed 2004

RESOURCE # 32: Residential Vacant Land
Address:

Tax Map # 900-229-1-36
36 Canoe Place Road

The 1916 Hyde map lists the two story house as owned by Shinnecock Indians. The house that formerly was located at 34 Canoe Place Road was the Sealer King House according to local historian, Ed Warner; the house was “torn down (on ?)Indian Land.” The 1932 Halsey map lists the owners of this parcel of land as “Heirs of M. King or Indian Land.” The property continues across the street to Shinnecock Bay with the same designation, “Heirs of M. King or Indian Land.”

This property appears to have been where the Canoe Place Chapel was located in about 1898 prior to its relocation to its present site. There is a burial ground to the rear of the property formerly associated with the Chapel. Due to the historic nature of the area, it may be a valuable property for the Town to acquire. Additional archeological research is required.

RESOURCE # 33: One Family Residence
Address:

Tax Map # 900-229-1-39
38 Canoe Place Road

This property and the adjacent property to the south was owned by Gus M. Tenngren. The 1916 map shows two, two story houses, one on each property. According to Philip Warner, the Tenngren House was a two story stone structure, very impressive, but fell into disrepair when Mr. Tenngren, a fuel oil dealer, passed away. The local youngsters thought the house was haunted. (P. H. Warner) The 1932 map shows G. Tenngren as owner. The larger stone house was torn down.



Tennegren House in the 1950s
Photograph by Richard Casabianca

The house shown below may be the other house depicted on the 1916 map. **This structure appears to be quite old and is a possible Hamlet Heritage Resource. It requires further study.**



Photographed 1999

Camp, Cottages, Bungalows

Address:

Now, a multiple family dwelling-formerly a part of the above property.

Tax Map # 900-229-1-40

40 Canoe Place Road

FANNING AVENUE

One Family Residence

Address:

Tax Map # 900-266-2-14

42 Canoe Place Road

The 1916 Hyde map shows a two story house owned by Herbert Adams. Mr. Adams married Mary Warner. Philip Warner states that circa 1940, “on the corner of Fanning and Canoe Place lived Mr. and Mrs. Squires.” Mrs. Squires was Mary Warner. The date of construction of this house is circa 1910.

Herbert & Mary Warner Adams
House, circa 1910
Photographed 2004



One Family Residence

Address:

Tax Map # 900-266-2-15

48 Canoe Place Road

The 1916 Hyde map shows a two story house owned by P. Warner. “Percy and Sadie Warner, my aunt and uncle and their youngest son, Edward, lived in this house.” (P. H. Warner) The 1932 map confirms ownership in Percy Warner. Percy Warner and Mary Warner were brother and sister; their homes were built to match each other.

**The Percy Warner House built circa
1917-1932
Photographed 2004**



One Family Residence

Address:

Tax Map # 900-266-2-16.3

50 Canoe Place Road

In the 1940s “...Just north of the present Carter Road was the home of John Warner and his daughter, Margie Moore who lived there with her sons George and Joe Moore. This is a very old house, but I don’t know its history.” (P. H. Warner) The 1916 map shows two structures on this lot owned by J. P. Warner. The 1932 map contains the same data. Ed Warner explains that this house was owned by Samuel Warner and the next house to the north was owned by John P. Warner, brothers to Mr. Warner’s grandfather, Jim Warner.

CARTER ROAD

Camp Cottage, Bungalow

Address:

Tax Map # 900-266-3-12

60 Canoe Place Road

This property was originally owned by Oliver Fanning, then Alex Murphy. Later, it was owned by Herb Bradley who operated ‘Bradley’s Rowboat Station’ across the street at # 43 Canoe Place Road. (Ron Carter, local historian)



**Herb Bradley’s House, circa 1930
Photographed 2004**

**Residence greater than 20,000 sq. feet
Address:**

**No Tax Map #
62 Canoe Place Road**

Presently, a motel built on property owned initially by George H. Warner. The house that stood on this lot was torn down to build the motel; the house was very old as its beams were held together with pegs. (E. White) Ed Warner remembers that an ice house stood on this property and George H. Warner's house.

**One Family Residence
Address:**

**Tax Map # 900-266-3-14.1
64 Canoe Place Road**

Presently, a 20th century structure—The 1916 map shows a one and a half story house with one outbuilding on property owned by Geo. H. Warner. The 1932 map confirms this data. “There was a net house owned by the Warner brothers, William, Fletcher and Percy here in 1940s. They were commercial fishermen who used this long narrow building as a place to repair and make their fish nets and store equipment.” (P. H. Warner) Present ownership remains in the Warner family.

**RESOURCE # 34: One Family Residence
Address:**

**Tax Map # 900-266-3-15.1
66 Canoe Place Road**

“This house dates back to at least circa 1890 as my father, William S. Warner, was born in that house to James S. Warner and his wife, Effie Overton.” (P. H. Warner) The 1916 map by Hyde shows the owner as Jas. Warner with a one and a half story house and three outbuildings on the property. The 1932 map confirms Jas. Warner as owner. James Warner was the father of Percy, William and Fletcher—all Warners who later populated and gave their name to ‘Warnertown.’



**The James Warner House built pre-1890
Photographed 2004**

CANOE PLACE ROAD—EAST SIDE FROM NORTH TO SOUTH

Multiple Residences
Address:

Tax Map # 900-229-2-3
3 Canoe Place Road

Now a sea food store—formerly, the property was owned by W. W. Warner Est. in 1916 and had a two story house and one outbuilding. The 1932 map shows Mrs. Althea Hand owned the large lot—her two-story home was located there. Her husband, Leroy, operated a gas station at this site. (P. Warner)

One Family Residence
Address:

Tax Map # 900-229-2-4
3 A Canoe Place Road

Now a 20th century house—formerly, an empty lot on the 1916 map owned by Warner in 1916 and Hand in 1932

One Family Residence
Address:

Tax Map # 900-229-2-9
7 Canoe Place Road

Now a 20th century structure—formerly, a vacant lot on the 1916 map owned by Warner in 1916 and Hand in 1932.

Marina
Address:

Tax Map # 900-229-2-10
9 Canoe Place Road

Same information as shown above. Land owned by Leroy Hand. (E. Warner)

One Family Residence
Address:

Tax Map # 900-229-2-11
11 Canoe Place Road

No structures appear on the 1916 map. It appears to be a part of land owned in 1916 by E. M. Squires—in 1932, by Harold Hand. In the 1940s it “...was the home of Rose and Harold Hand. This house remains as it was, but a big garage has been added to the property. In those days there was no marina behind the Hand house as there is today. The marina was built after the war by Mr. Salivar who lived in the house north of the Hands.” (P. H. Warner)

One Family Residence
Address:

Tax Map # 900-229-2-12
13 Canoe Place Road

No structures appear on the 1916 map. It appears to be a part of land owned in 1916 by E. M. Squires—in 1932 by either Leroy Hand or Harold Hand.

One Family Residence
Address:

Tax Map # 900-229-2-14.4
17 Canoe Place Road

No structures are shown on the land in the 1916 Hyde map. In 1932 it appears to be part of the property owned by Althea Hand or Ellis Squires.

Two Family Residence
Address:

Tax Map # 900-229-2-22.3
17 Canoe Place Road

Presently, a small cape cod style house -Same information as shown above.

Multiple Residences
Address:

Tax Map # 900-229-2-22.5
19 Canoe Place Road

Presently, a small ranch style house—Same information as shown above.

Co-op Ownership
Address:

Tax Map # 900-229-2-16
21 Canoe Place Road

Multiple Residences
Address:

Tax Map # 900-229-2-17
23 Canoe Place Road

Presently, a ranch style house. This property was the Mickler Duck farm and is directly across the street from the Mickler homestead.

Waterfront Vacant Lot
Address:

Tax Map # 900-229-2-19
25 Canoe Place Road

Possible parking area for the historic Canoe Place Chapel located across the road.

Multiple Residences
Address:

Tax Map # 900-229-2-21.1
27 Canoe Place Road

The 1916 map shows a one story structure on land owned by C. Warner. By 1932 the property was owned by Everett and Harry Hand.

Multiple Residences
Address:

Tax Map # 900-266-4-14
29 Canoe Place Road

The 1932 map shows a two story house located near Shinnecock Bay and owned by Samuel Warner and the Warner Brothers. “This, in the 1940s was the Warner Brothers’ Fishing Place.” (P. H. Warner)

**Waterfront Land-Small Improvement
Address:**

**Tax Map # 900-266-4-3.1
31 Canoe Place Road**

Initially, this waterfront property was owned by James Warner. There was a house on the land that Sam Warner, brother to James, tore down and dredged some of the land. Sam was a boat builder and used 'The Hole' as it was called in the neighborhood for boat dockage. The land remains in Warner hands and 'The Hole' is still used for its original purpose.

**Seasonal Residence
Address:**

**Tax Map # 900-266-4-4
33 Canoe Place Road**

The 1916 map shows a two story house located near the bay owned by S.C. Warner. The 1932 map shows the property owned by Samuel Warner and the Warner Brothers. "This, in the 1940s was the Warner Brothers' Fishing Place. The two story house owned by S. C. Warner later became "Louisiana Dinner Bell Restaurant" after Sam Warner retired from boat building." (P. Warner)

**One Family Residence
Address:**

**Tax Map # 900-266-4-5
35 Canoe Place Road**

The 1916 Hyde map does not show a structure on this property which was owned by J. S. Warner. The same property in 1932 shows James Warner as owner. According to local resident, Beth White, this property belonged to the Raynor family for a few generations.

**One Family Residence
Address:**

**Tax Map # 900-266-4-6
37 Canoe Place Road**

The 1916 Hyde map shows vacant property owned by Mrs. Herbert Adams. The 1932 map shows the land was owned by Fred Perry.

**One Family Residence
Address:**

**Tax Map # 900-266-4-7
39 Canoe Place Road**

The 1916 map shows a two and one half story structure with one outbuilding on land owned by H. G. Raynor. The 1932 map shows ownership by Will Raynor.



**Raynor House built circa 1910
Photographed 2004**

Multiple Residences
Address:

Tax Map # 900-266-4-8
41 Canoe Place Road

Presently, a 20th century ranch style house—The 1916 map shows a one and a half story house owned by Mrs. Jas. Cassidy. Ron Carter, local historian, relates that the land was divided into at least three lots owned by Frank Carter, Harry Carter and William Dorcy Carter. In about 1850, John W. Smith, father to Gilbert Monroe Smith (famous local boat builder), purchased the land. John's daughter, Eliza, married James H. Cassidy who worked as a oysterman with her father. One of Eliza's children, Etta, married James F. Carter and had sons, Harry, Frank, William and John. John ended up with most of the property—his brothers received the three lots listed above on the beach.

Restaurant
Address:

Tax Map # 900-266-4-9
43 Canoe Place Road

Located directly across the road from Herb Bradley's home; this was known as the Bradley's Rowboat and Fishing Station. It has been a restaurant for many years.

Resort Waterfront Business
Address:

Tax Map # 900-266-4-13.1
No address

Now condominiums-formerly, the site of H. Olaf Anderson's blacksmith shop. "Mr. Anderson's wife was the daughter of G. H. Warner. (Apparently, Mrs. Anderson inherited the property) Mr. Anderson's shop was a favorite hangout of mine as a boy. I watched him make clam rakes and garden tools and listened to local men who would come in and leave things that needed repair." (P. H. Warner) Mr. Anderson, a talented blacksmith, had a patent on a special type of clam rake that brought him much business. (Elizabeth White) When he and his wife died they donated their property to the Methodist Church. The Church sold this property to purchase the land adjacent to the church to the west and erected the Warner-Anderson Hall.

ARGONNE ROAD EAST (formerly, Warner Road)

Canoe Place Road is laid out north to south. At the southern end, the road meets Argonne Road East and there are a handful of old homes the families within associated themselves with the Canoe Place Road community. They attended the Canoe Place Chapel, shopped at Hulse's store and generally filled the ranks of fishermen and baymen. Argonne Road East, originally was named Warner Road, but was renamed in honor of the great battle in World War I in the Argonne Forest. (P. H. Warner)

One Family House
Address:

Tax Map # 900-266-3-16.1
121 Argonne Road East

Built circa 1900 by Addie Tiedman and then purchased by Oliver Fanning. The home remains in the Fanning Family. (Elizabeth White) **Potential Hamlet Heritage resource—requires additional research.**



Fanning House, built circa 1900
Photographed 2004

One Family House
Address:

Tax Map # 900-266-3-17.1
115 Argonne Road East

Originally the site of a Raynor home that burned down about 1925-1930. Truly Hardy purchased the burned out shell at a tax sale in approximately 1941 and began the reconstruction process. The garage that is located near the road was originally an ice house operated by the Raynor's. The close proximity to the bay provided a source of ice in the winter months. (Elizabeth White) For a brief period the house was rented to the family of Thomas Martin whose account of growing up in Canoe Place is reminiscent of humorist Mark Twain's style.



Truly Hardy House built circa 1941
Photographed 1999



Raynor Ice House built circa 1900
Photographed 2004

NEWTOWN ROAD—EAST SIDE— NORTH TO SOUTH

**Field Crops
Address:**

**Tax Map # 900-188-2-7.1
56 Newtown Road**

Barn built circa 1930s to replace an earlier structure related to the Holzman Farm.



**Holzman Barn built c. 1930
Photograph from Mary Berglin's Collection**

**RESOURCE # 35: One Family Residence
Address:**

**Tax Map # 900-188-2-20
54 Newtown Road**

Christian F. and Clarissa Edith Hubbard Holzman's home built circa late 1800s. Mr. Holzman came to work deepening the Shinnecock Canal from Syracuse, NY in 1890. In Good Ground he met and married Clarissa Edith Hubbard whose father deeded many acres of land along the Shinnecock Canal to the couple. There they raised fruits and berries to sell in Southampton, NY. With the help of eleven children, the farm was well-tended and prosperous. Mr. Holzman then began to raise chickens, squabs and broilers for market. Later, he turned to raising ducks. It was in this field from 1908 to 1958 that he made his fortune. The home is still the residence to members of the Holzman Family.



**Christian F. Holzman House built c. 1890
Photograph from Mary Berglin's Collection**

One Family Residence
Address:

Tax Map # 900-188-2-8
52 Newtown Road

Home of Christian P. and Christine Holzman, built 1937 as a wedding present to his son from Christian F. Holzman. (Berglin)

RESOURCE # 36: One Family Residence
Address:

Tax Map # 900-188-2-9
50 Newtown Road

Home of Barney and Hannah Augusta Warner Hubbard, built c. 1850-1860. The Hubbards were parents to Clarissa Edith Hubbard Holzman who married Christian F. when she was only 16 years old. (See property at 54 Newtown Road.) (Berglin)



Barney Hubbard House
Built 1850-1860
Photographed 1999

One Family

Residence

Tax Map # 900-188

Address:

Newtown Road

Home William and Mae Holzman, built early 1920s. William was the oldest son of Christian F. Holzman.



William Holzman House
Circa 1920
Photographed 2004

NEWTOWN ROAD-WEST SIDE-NORTH TO SOUTH

**Field Crops
Address:**

**Tax Map # 900-188-1-2
51 Newtown Road**

**RESOURCE# 37: One Family House
Address:**

**Tax Map # 900-188-1-7
47 Newtown Road**

Built by Christian F. Holzman as a storage barn circa 1900. A house was constructed on the site in the early 1920s and housed William and Mae Holzman for a short period while their home was being built. This property and the property to the north has numerous buildings related to farming and duck raising. There are several garages, a repair shop, chicken houses and an ice house. The house is located directly opposite the Holzman Family home-stead.(Berglin)

This property is deserving of preservation as it includes the many out-buildings associated with the original Holzman duck farming operation.



**Initially a barn circa 1900
Photographed 2004**

**RESOURCE # 38: Barn
Address:**

**Tax Map # 900-207-5-5
6 Newtown Road**

This building was a part of the Canoe Place Inn complex and is shown on a map that dates to the turn of the 20th century. The building is now owned by the Town of Southampton and is occupied by the Parks and Recreation Department.

The property warrants further archeological study



**Canoe Place Inn Barn
Photographed 2004**

NEWTOWN ROAD-EAST TO WEST

From the corner of the Holzman property, Newtown Road makes a ninety degree turn and runs east to west—parallel to the Great Peconic Bay. Along the bay there are over forty acres of land that is listed as ‘Indian Reservation.’ It is west of this area that several large homes were built in the 1890s on the bay front. The remainder of the land has gradually been developed over the years.

This report does not include Newtown Road in its entirety—the western portion is covered in the Squiretown Heritage Area in Phase II.

Hearn Property
Address:

Tax Map # 900-186-2-36.3
112 Newtown Road

A large house that dates back at least to the 1930s stands here today. **This property is deserving of additional historic research.**

RESOURCE # 39: Former Hardy Estate
Address:

Tax Map #s 900-186-2-36.1
114 Newtown Road

On page 17, Resource # 5 refers to the entrance pillars to the Hardy Estate that are located on the corner of Montauk Highway and Old Riverhead Road. The picture below shows the renovated gate house; this together with the original carriage house (now a private residence) on the adjoining property is all that remains of the Hardy property. The Hardy estate extended “...on the other side of Newtown Road, all the way south to Montauk Highway and came out on the corner of what is now Old Riverhead Road and Montauk Highway. I walked part of that road in the early 1980’s, before Ravenswood was developed, and you can still see even today, if you know where to look, remnants of the old road. I recall a farm house on the Hardy property south of Newtown Road, on the rise about where Wilderness Way is today. If the house were there today, I would judge it would be sitting astride Wilderness Way about 200 yards from Newtown Road.” Sam Garber



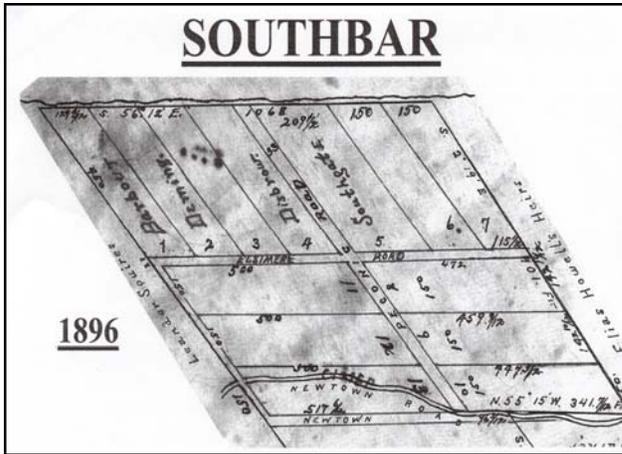
Photographed 1999

Gate House to the Hardy Estate

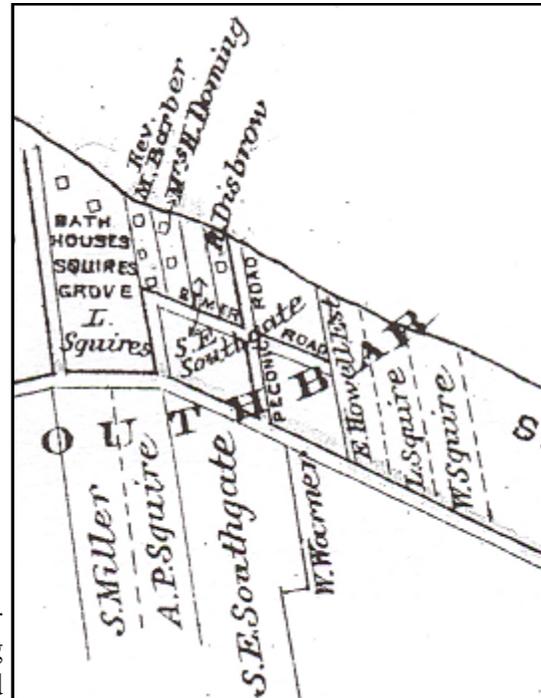
**RESOURCE # 40: Southgate
Address:**

**Tax Map # 900-186-2-34.1, 40.5,41.1
120-132 Newtown Road**

“In 1896, Sarah E. Southgate, a 64 year old widow, bought some land in Good Ground on Great Peconic Bay. She subdivided the land and built a house for herself and her family atop the bluff overlooking the bay. The house was named, appropriately, Shorebluff. The parcel it stands on is just over two acres, but it is a part of a larger, ten acre family compound....The original cost of construction of Shorebluff was \$2700.” (Sam Garber, great grandson of Sarah E. Southgate)



**1896 Survey
Courtesy of Sam Garber**



1902 Hyde Map

An 1896 survey shows “Southbar,” an area fronting on Peconic Bay with the property owners consisting of Southgate, to the west, Disbrow, Deming and Barbour. Mr. Garber states that the name ‘Southbar’ was a contraction of the names Southgate and Barbour. The second insert is from the 1902 Hyde map and shows the name ‘Southbar’ encompassing the entire area. Regarding the Elsimer and Peconic Roads that appear on these maps: Peconic Road is entirely gone, and only some of Elsimer Road exists, but only as a right of way across private land.

**Shorebluff—1980 Photograph
Collection of Sam Garber**



One Family Residence
Address:

Tax Map # 900-186-2-30
140 Newtown Road

The property shown on the above map owned by Disbrow has a home of the same vintage as Shorebluff (1897). Sarah Southgate sold this lot within a year of purchasing the land. During the 1930s and 1940s this house was owned by descendants of Sarah Southgate who named the house 'Cedar Pines.' (S. Garber) **This house is a potential historic resource; additional research is required.**



Photographed 2005

One Family Residence
Address:

Tax Map # 900-186-2-28.2
142 Squires Terrace

The house on this site also dates approximately to the late 1890s. The property was originally owned by Sarah Southgate, but shortly after her purchase, she sold this land to her daughter-in-law's, Elizabeth Summers Barbour, parents. **This house is a potential historic resource; additional research is required.**



Photographed 2005