BOROUGH OF STATEN ISLAND

"WOODBROOK"/NOW GOODHUE CENTER OF THE CHILDREN'S AID SOCIETY
304 PROSPECT AVENUE

Date of Construction: c.1841
Builders: B. Haynard and James Patterson

- An imposing Italianate-style residence first heard by the Commission in 1966.
- Constructed as the home of Jonathan Goodhue, the founder of Goodhue & Company, a prosperous and prominent nineteenth-century commission firm serving international shipping companies.
- Originally known as "Woodbrook," it may have been constructed as early as 1841, although its present size and appearance may result from subsequent nineteenth-century expansions and alterations.
- Among the oldest suburban residences in New Brighton, it dates from the neighborhood's earliest years, when many fine, large freestanding residences were constructed there.
- With a cubical form typical of the Italianate style, the house also features a projecting central bay on its main façade, bracketed window surrounds with molded lintel hoods, quoining, a historic molded main-entrance surround, and historic wood porch roof with bracketed cornice. Its paneled cornice, which wraps the entire roof, is one of the house's finest features.
- The house continued to be known as Woodbrook into the early twentieth century. It remained in the Goodhue family until 1912, when it was donated to the Children's Aid Society.
- Currently known as the Children's Aid Society's Goodhue Center, the building hosts a variety of after-school, summer, and sports and recreation programs for children, teenagers, and their families, as well as a mental health clinic.

4/22/2009
mc

Liber 7 p478-479

13 Feb 1841

Made 8 Feb 1841

John Duer, Robert Patterson & Edw Nicoll trustees New Brighton Assoc under deed of trust executed by Joseph L Josephs 13 Apr 1836 L1 p31 →

Jonathan Goodhue, merchant NYC for ~~$[illegible]~~ for $2360 ~~in~~ & certain considerations & covenant convey all parcel blocks 70, 73 80, 83, 92, ~~[illegible]~~ 71, 72, 81, 82, 93 & streets & avenues

beginning pt centre of stone wall on E boundary line of Sailors Snug H. where S line of 8th St to pt distant 260 feet East from East line Clinton Ave then south and parallel w/ said Avenue 1240 feet to NS 13th St 260' east from line then North along boundary line 1240 feet to place beginning & also right of way for convenient suitable road from North boundary of premises to Main Road

Covenants against Proprietors opening streets through estate w/out Goodhue's permission

Goodhue prohibited from forge, slaughterhse tallow chandlery, smith's shop, furnaces or Brass foundary nail or iron factory glue factory starch, glue varnish.

"WOODBROOK" (JONATHAN GOODHUE HOUSE NOW GOODHUE CENTER OF THE CHILDREN'S AID SOCETY)

304 PROSPECT AVENUE, STATEN ISLAND
BLOCK 100/ LOT 1 (IN PART)
BUILT: C. 1841
ARCHITECT: NOT DETERMINED
BUILDERS: B. HAYNARD AND JAMES PATTERSON
ORIGINAL OWNER: JONATHAN GOODHUE
STYLE: ITALIANATE
PREVIOUS ACTIONS: HEARD ON SEPTEMBER 13, 1966
SIGNIFICANT ALTERATIONS: EXPANDED IN THE 19TH CENTURY; RESIDED

This imposing Italianate style residence was constructed as the home of Jonathan Goodhue, founder of Goodhue & Company, a prosperous and prominent nineteenth-century commission firm serving international shipping companies. Originally known as "Woodbrook," it may have been constructed as early as 1841, although its present size and appearance may result from subsequent nineteenth-century expansions and alterations. Among the oldest suburban residences in New Brighton, it dates from the neighborhood's earliest years, when many fine, large freestanding residences were constructed there. With a cubical form typical of the Italianate style, the house also features a projecting central bay on its main façade, bracketed window surrounds with molded lintel hoods, quoining, a historic molded main-entrance surround, and historic wood porch roof with bracketed cornice. Its paneled cornice, which wraps the entire roof, is one of the house's finest features. The house continued to be known as Woodbrook into the early twentieth century. It remained in the Goodhue family until 1912, when it was donated to the Children's Aid Society. Currently known as the Children's Aid Society's Goodhue Center, the building hosts a variety of after-school, summer, and sports and recreation programs for children, teenagers, and their families, as well as a mental health clinic.

Yankee Domination of New York Port, 1820-1865
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THE
NEW ENGLAND
QVARTERLY

OCTOBER, 1932

YANKEE DOMINATION OF NEW YORK PORT, 1820-1865

ROBERT GREENHALGH ALBION

THE writing of maritime history, one might say, consists of crossing sailors' yarns with customs records. The tales of ships and skippers leave the impression that New England enjoyed a virtual monopoly of America's seagoing activity. The arid tables of imports and exports, however, show that the busiest seaport in America was not in New England, but lay some thirty miles beyond its frontiers — New York. By the eve of the Civil War, the foreign commerce of New York was nearly six times that of all New England.

The answer to this apparent conflict between tradition and statistics is that the Yankees captured New York Port about 1820 and dominated its activity at least until the Civil War. Applying a little genealogy to the occupants of New York's quarterdecks, shipyards and counting houses, we find New Englanders in most of the important positions. The Yankees built and com-

manded most of the ships engaged in New York's ever-increasing commerce. They were, moreover, the leaders among the merchants and shipowners who set those ships in motion and made fortunes from their activity.

The old colonial Knickerbocker element in New York had been strangely passive in the exploitation of their manifold advantages for commerce. They had a magnificent harbor, situated more favorably than any other American port in its threefold adaptability to transatlantic, coastwise and interior communication. In addition to the British maritime inheritance which it shared with the other ports, New York had been established, for purely commercial reasons, by Holland at the height of its power on the seas. Yet the New Yorkers had trailed behind Boston and Philadelphia through the colonial period. New York was, of course, a melting pot from the beginning, with the Dutch, Huguenot, Walloon and English elements all prominent. By the time of the Revolution, these were fused into the amiable Knickerbocker society which was more interested in the art of living than in the art of making a living. With a rich agricultural hinterland, they were not driven to the sea as were the Yankees, but the natural advantages of their port brought a respectable amount of trade to their docks without any undue exertion on their part. When New York finally shot ahead of its rivals at the turn of the century, that easy-going Knickerbocker element was crowded from leadership by outsiders. Some of these came from overseas, but the majority were New Englanders, "more conservative in character, more grave in temperament, and at the same time, more enterprising, and more insistent

in action than the descendants of the Dutch and English settlers."[1] The rise of New York Port was, consequently, the triumph of a geographical location rather than of a relatively homogeneous group of men.

In that respect, the story of New York is quite different from that of Boston and Salem, where the old colonial stock from the immediate neighborhood developed remarkable maritime activity in spite of natural handicaps. It has been pointed out that these Yankees were not all descended from the men who settled Plymouth in 1620 and the Bay in 1630, but that they were rather "a new Nordic amalgam on an English Puritan base."[2] The fact remains, however, that, in contrast to the New York situation, the men who developed the maritime activity of New England came for the most part from families which had been settled in the region since the reign of George II, if not since the reign of Charles I. Looking at three great names of Salem commerce, we find that the Peabody family had settled nearby in 1635, the first Derby had come in 1671, while even the un-Puritan name of Crowninshield had been identified with Massachusetts since about 1688. Outsiders like Simon Forrester and John Bertram were the exceptions rather than the rule. At Boston, the story was much the same, Donald McKay, the great shipbuilder, being the principal newcomer. Far from having to import maritime talent, New England was able to export it in large quantities.

At New York it was quite otherwise. In the opening years of the nineteenth century, certain foreigners

[1] J. W. Gerard, *The Impress of Nationalities upon the City of New York* (1883), 13.

[2] S. E. Morison, *Maritime History of Massachusetts* (1921), 22.

shared control with the old New Yorkers. Outstanding among the former were Archibald Gracie, a Scot born in Dumfries and trained in Liverpool, who had migrated first to Virginia and then moved north to take advantage of New York's superior opportunities; Robert Lenox, another Scot, who had come to New Jersey and then moved to New York; and the German, John Jacob Astor, from Waldorf, whose activities were so widespread that his relation to New York Port was only incidental. The foreigners and the Knickerbocker element share the honors for the innovations which gave New York its great lead over its rivals in the years immediately following 1815. DeWitt Clinton, whose unflagging energy made the Erie Canal a reality, could trace his distinguished New York ancestry back to 1729. The initiative in establishing regular packet service with Europe came from a group of English importers from the West Riding of Yorkshire. Nor can New England claim any credit for the steamboat which did so much to develop New York's coastal and inland trade. The idea of the *Clermont* came from an Irish Pennsylvanian, her engines were made in England, her hull was built by an Englishman in New York, and the essential financial backing came from the deep Knickerbocker pocket of Chancellor Livingston. The last great commercial house run by the old New York element was the firm of LeRoy, Bayard & McEvers, whose Huguenot and Scottish forbears had been associated with New York for generations.[3] Even before the death of William Bayard, the dominant partner, in

[3] Articles on many of these maritime New Yorkers have been contributed by the author to the *Dictionary of American Biography*, where bibliographical references will be found. The genealogical researches incidental to the preparation of those sketches suggested this article.

1826, the leadership in New York commerce had definitely passed to the Yankees.

There had been New England participation in New York commerce ever since Isaac Allerton, reputedly the wealthiest of the Pilgrim Fathers, became one of the leading traders of New Haven and New Amsterdam. Since that time there had been a gradual infiltration from the eastward. The great rush came around 1800, and twenty years later the Yankees had the situation well in hand. This movement was part of the remarkable expansion of New England into many spheres of national activity beyond its own frontiers. The same motive which lured farmers from the meager, stony acres of western New England to the richer fields of the Middle West was attracting other Yankees to "the great commercial emporium of America" just beyond the New England border.

It was natural that Connecticut should be most heavily represented among the invaders. Of all the New England states, it was nearest to New York, though not as near as New Jersey which made no such contribution. Long Island cut it off from direct contact with the open sea and since the Connecticut Yankee was famous for his trading proclivities it was not surprising that he took advantage of the excellent opportunity close at hand. Talent poured in from all parts of the state, Stonington being particularly prominent for its sea captains, Stamford for its shipbuilders and Norwich and Hartford for their merchants. Others came from Rhode Island and from southern Massachusetts, including New Bedford, Nantucket and the Cape. Boston and Salem contributed from their surplus of mari-

time talent, while Maine made up for its lack of embryo merchants by its very heavy representation in ships and skippers.

Leaving the shipbuilders and mariners for later consideration, we find that the recruits for New York's mercantile circles fell into three main categories. Some men who had already built up a moderately prosperous business in a New England port, moved to New York to increase their scope of activity.

A second group consisted of scions of big New England firms which wanted representatives in New York because of the close commercial connections between the two regions. Not only was there a heavy coastal trade, but also, as was reported in 1843, "a considerable share of the commerce of New York is on Massachusetts account" and "another considerable share of New York commerce is carried on by Massachusetts ships navigated by Massachusetts seamen."[4] Sons of the eastern merchant princes were consequently sent to New York to keep the commissions in the family and this would account for the presence in New York of the sons of Gray, Brooks and Appleton from Boston.

Finally, there were the self-made men, particularly from Connecticut, who worked up from the bottom. Old Scoville, the broken merchant whose garrulous penny-a-line reminiscences form the principal source of our information and misinformation on commercial New York, attempted to analyze their success in the following passage:

> It is a singular fact that a foreign-born boy, or one from the New England States, will succeed in this city, and become a partner in our largest firms, much oftener than a born New

[4] *Hunt's Merchants' Magazine*, IX, 426.

York boy. The great secret of this success is the perfect willingness to be useful and do what they are required to do, and cheerfully.

Take for instance such a firm as Grinnell, Minturn & Co. In their counting room, they have New York boys and New England boys. Moses H. Grinnell comes down in the morning and says to John, a New York boy —"Charley [*sic*], take my overcoat up to my house on Fifth Avenue." Mr. Charley takes the coat, mutters something about "I'm not an errand boy. I came here to learn business," and moves reluctantly. Mr. Grinnell sees it, and at the same time, one of his New England clerks says, "I'll take it up." "That is right. Do so," says Mr. G., and to himself he says, "that boy is smart, will work," and he gives him plenty to do. He gets promoted — gets the confidence of chief clerk and employers, and eventually gets into the firm as a partner. It's so all over the city. It is so in nearly every store, counting room or office. Outside boys get on faster than New York boys owing to two reasons. One is, they are not afraid to work, or to run of errands, or do cheerfully what they are told to do. A second reason, they do their work quickly. A New York boy has many acquaintances — New England boy has none, and is not called upon to stop and talk, when sent out by the merchant.[5]

One wonders if Horatio Alger looked to Connecticut for his heroes. It might be added that the New England youths showed uncanny ability in picking prosperous and helpful fathers-in-law.

The story goes that a Scot, returning to Glasgow from a trip to London, was asked how he liked the English. "I canna tell," was the alleged reply, "as I talked only with the heads of firms." A Yankee visiting New York during the second quarter of the last century might well have carried back a similar story. It is out of the question to analyze all the New York

[5] J. A. Scoville (Walter Barrett), *The Old Merchants of New York* (1863), I, 194-195.

merchants individually or even to estimate how many of them came from New England, considering that according to the census of 1840 New York had 417 commercial houses engaged in foreign trade and 918 commission houses. It is enough here to look at some of the most important merchants, examining whence and why they came and how high they rose. Any list, however restricted, of the leading New York commercial houses between 1820 and 1860 would certainly include five Yankee firms, four of which were headed by sets of brothers. There were the Griswolds from Old Lyme, and the Lows from Salem in the China trade; the Howlands from Norwich in the South American trade; and from New Bedford the Grinnells, who were among the greatest shipowners of the day. Ranking with them was the great commission house headed by Jonathan Goodhue from Salem and Pelatiah Perit from Norwich.

In 1794, the vanguard of that group appeared in New York. George Griswold at twenty-one grew restive at the limited opportunities of Old Lyme where Griswolds had been settled for more than a century. He went to seek his fortune in New York, followed two years later by his brother Nathaniel. The brothers, "stout, fine looking young men, six feet high each, and well proportioned," in 1796 formed the firm of N. L. & G. Griswold. At first they dealt in flour, New York's great export staple. Then they sent their flour to the West Indies, importing sugar and rum in return. From that, their activities stretched down the coast of South America and they became extensive shipowners. By 1820 they were concentrating their efforts upon their

great specialty, the Canton trade. Scoville was perhaps exaggerating when he wrote: "I do not suppose there is a country store however insignificant, in the whole United States, that has not seen a large or small package of tea marked 'Ship Panama' and N. L. & G. G. upon it." At any rate, the Griswold tea business was so prosperous that the wits translated the initials, "No Loss and Great Gain." "Old Nat," quiet and retiring, handled the shipping end of the business and made an added fortune in dredging on the side, while George did not limit his bold financial ability to the company's affairs, playing a very active role in the city's banking and real estate development.

Joseph Howland, descended from John Howland of the *Mayflower*, was reasonably prosperous as a shipowner and merchant in Norwich in 1800. Shortly afterward, he moved his business and his family to New York. His own transplanted commercial activity attained no particular magnitude; our interest centers in his sons Gardiner Greene and Samuel Shaw Howland. Gardiner started his training with his father and with the Bayard firm; married an heiress; and in 1816, at twenty-nine, joined his brother in the firm of G. G. & S. Howland. Starting with a schooner in the Matanzas trade, they expanded rapidly in many directions. The Howland specialty was Latin America. They enjoyed unusual political influence in Venezuela, and on the West Coast they had the bulk of the American trade. They had agents in nearly every worth while port from Vera Cruz around to Mazatlan. They received unfavorable notoriety in 1825 when the Howland and Bayard firms each contracted to build a frigate for the

revolutionary Greeks. Their apparently shameless profiteering left the Greeks with only one frigate after paying almost enough for four. The brothers retired from active direction of the firm in 1834, retaining a special interest. Gardiner became one of the chief promoters of the Hudson River Railroad. His son and his nephew, William H. Aspinwall, whose mother was a Howland, continued the business as Howland and Aspinwall. The latter played an important part in connection with the subsidy steamships, starting the Pacific Mail and developing the Isthmus of Panama.

Late in 1807, Jonathan Goodhue moved from Salem to New York with far better backing than the average Yankee invader. He had been trained in the Salem counting house of John Norris, who sent him as supercargo on two voyages to the East. Son of a United States senator, young Goodhue came to New York armed with valuable letters of introduction to business and social circles and backed by the patronage of Norris, Joseph Peabody and William Gray, who threw many lucrative commissions his way. The principal drawback was the fact that the Embargo Act was passed a month after he arrived, and the constant trade interruptions gave him a slow start until 1815. Thereafter the rise of Goodhue & Co. was rapid. His principal silent partner was Pelatiah Perit of Norwich, whose graduation from Yale in 1802 made him one of the very few college men in New York commercial circles. Instead of buying and selling outright, the Goodhue firm ran a commission business, collecting its five per cent for handling the goods of others. They had very extensive foreign connections, ranging from the Barings in Lon-

don down to the graduates of their own counting house who established themselves in many parts of the world. Until 1834, the firm served as agents for the pioneer Black Ball line of packets to Liverpool, in which they had a controlling interest. Perit carried on the business after Goodhue's death in 1848. Goodhue seems to have been widely respected for his fine character, though he was guilty of pious smugness, if we can believe Freeman Hunt's turgid praise.

Preserved Fish, an eccentric New Bedford whaling captain, decided that selling whale oil was more profitable than gathering it, so he moved to New York and in 1815 formed a partnership with his cousin Joseph Grinnell, also from New Bedford. Fish (contrary to a legend that he was picked up as a baby adrift at sea) came from Portsmouth, R. I., where the family had settled in 1643, a year after the first Huguenot Grinnell (originally Grennelle) reached there. Seeking richer fields, both families moved first to New Bedford and finally to New York. The firm of Fish & Grinnell began as commission merchants for New Bedford whale oil, selling, it is said, "two kinds of oil, good and bad." The success of the Black Ball packets lured them into ship owning, which was to be their great specialty, though they also continued as traders. Before long, they were operating the rival Swallowtail Line to Liverpool, and soon added a packet line to London. By 1829 both the original partners had retired, Joseph Grinnell returning to New Bedford where he later became a railroad president and congressman, as well as introducing the cotton industry. Their places were taken by Joseph's younger brothers, Henry and Moses

Hicks Grinnell who had already moved from New Bedford to New York, and by Henry's brother-in-law, Robert B. Minturn, whose grandfather had moved a prosperous business from Newport to New York and whose father had headed the house of Minturn & Champlin until ruined in the War of 1812. The swallowtail house flag of Grinnell, Minturn & Co. eventually flew over more than fifty ships, and they seem to share with the Welds of Boston the honor of owning the largest fleet in the American merchant marine at that time. They traded extensively with England, China and Cuba. They owned the finest of the clippers, Donald McKay's *Flying Cloud*. The firm was conservative in policy but, as Scoville remarked, "all is fish that gets into their nets." Celebrated for their unostentatious generosity and their public spirited coöperation in local and national affairs, the three partners were perhaps New England's choicest contribution to New York Port.

Finally, there were the Lows from Salem. Seth Low, a native of Gloucester, moved his business in China and India wares from Salem to New York about 1829, and was soon followed thither by Abiel, the eldest of his twelve children. Abiel went to Canton in 1833 and was among the numerous Americans who started fortunes as partners in the great American tea firm of Russell & Co. In 1840, he returned to New York and went into the China trade on his own account. It was not long before he had wrested the primacy in New York's China trade from the Griswolds. In 1845, he took his brother Josiah into partnership, and later his brother-in-law also became a partner; but Abiel's

leadership is reflected in the firm name of A. A. Low & Bro. The firm had Brown & Bell build for them some of the first of the China clippers, starting with the *Houqua* in 1844, and one of these was commanded by a third brother, Charles P. Low, who won a reputation as a "princely host" at Canton. The firm suffered reverses during the Civil War, but it was still strong in 1875 when it took into partnership Abiel's son, Seth, who later became president of Columbia University and mayor of New York City.

While these five houses held commanding positions in many branches of New York commerce, the New Englanders had little to do with the handling of New York's heaviest import item, textiles from England. These were usually consigned to manufacturers' agents, the "Yorkshiremen," so heartily damned by Niles in his *Register*, and were sold at public auction. The little group of licensed auctioneers, who gathered their two and one-half per cent on the tremendous volume of business passing through their hands, was headed by John Hone, of old New York descent, and his debonair brother Philip, one time mayor of New York, whose diary is an invaluable source for the gastronomical and other activities of the day. New England's chief representative in this group was George A. Ward who came from Salem about 1816 and was described by Scoville as a ridiculous snob. Several Connecticut Yankees, however, started fortunes as wholesalers, distributing these textile imports to the country. David L. Dodge, descended from one of Salem's first settlers and born near Pomfret, started as a schoolmaster, but his wife's Higginson relatives established him in the wholesale

dry goods business in New York. His son, William, was doing very well in that same line when his Phelps father-in-law gave him an opportunity for a still more ample fortune in copper and iron. Both father and son were active supporters of the movements for peace and temperance. John J. Phelps, whose ancestors had lived at Simsbury since its beginning, could not afford to go to Yale, so started as a printer in New Haven, bought the *New England Review*, married the daughter of a wealthy glass manufacturer, and shortly after 1830 moved with his cousin Amos R. Eno to New York, where they opened a wholesale dry goods house. They were highly successful and after the partnership dissolved in 1845, each continued to expand his fortune along other lines.

The Yankee hold was strongest in the field of shipping. Since so large a part of the vessels in New York commerce were built and manned to the eastward, the New Englanders enjoyed a particular advantage in securing control of their operation. The first to gain prominence was Jacob Barker, who was born in Maine where his Nantucket parents were taking refuge during the Revolution. In 1797 he moved from Nantucket to New York, starting as clerk in a commission house. Three years later he formed a partnership with two others, and by the time he was thirty he was credited with owning more vessels than any other American except William Gray of Salem and Boston. He later shifted from shipping to finance, and finally moved to New Orleans.

As steamships came on the scene, the most spectacular attempt to rival the British was made by Edward K.

Collins, who was born at Truro, next to the outermost town at the tip of Cape Cod. Moving to New York at fifteen, he served as a clerk and supercargo and soon became interested in coastwise shipping lines. He took over and improved the line to Vera Cruz, and about 1830 secured the New Orleans packet line. In 1835 he started the "Dramatic Line" of Liverpool sailing packets. When Congress in 1845 decided to subsidize American steamship lines to "drive the Cunarders out of business" Collins secured the heaviest subsidies for his line to Liverpool. He built five of the finest and fastest steamships afloat, and from 1850 to 1854 he had the cream of the transatlantic trade. Then his *Arctic* was lost in a collision and his *Pacific* sailed from Liverpool never to be heard from again. This, combined with the panic of 1857 and with sectional opposition to New York subsidies in Congress, led to the ultimate failure of what had been the most ambitious effort to establish a steam American merchant marine.

Aspinwall who, as we saw, secured the Pacific Mail as a subsidy line from the Isthmus of Panama to San Francisco, was at least half Yankee. But the New Englanders by no means monopolized the subsidy lines. The connecting line from the Isthmus to Cuba and New York went to George Law, a burly, bewhiskered native of upstate New York, the son of an Irish immigrant, and to Marshall O. Roberts, the sharp son of a Welsh doctor who had settled in New York City. The man who finally profited most from steamship lines in the 'fifties was of old New York stock — Cornelius Vanderbilt, who at the time had graduated from harbor and river steamers and who had not yet started on the New York Central.

Connected with Vanderbilt in the steamship game was a shrewd, quiet Yankee, Charles Morgan, a native of Killingsworth (now Clinton), Connecticut. He had come to New York as a boy and, starting as a grocery clerk, was soon selling provisions to ships on his own account. Then he began to import fruit from the South, and was soon a shipowner. He found a virgin field for exploitation in the western Gulf where, operating from New York, he eventually became supreme. Beginning with a steamer from New Orleans to Galveston in 1835, he extended regular service to Vera Cruz. When Vanderbilt went to Europe in 1853, he left his steamship holdings in the hands of Morgan, who tried to secure them for himself, not hesitating to utilize Walker to filibuster in Nicaragua. Vanderbilt returned, furious. "I won't sue you," he stormed, "for the law is too slow; I will ruin you." Morgan survived, however, and was rated as the largest shipowner in the United States just after the Civil War. He is said to have been worth thirteen millions at his death, and his combination of steamship and railroad lines soon became a part of the Southern Pacific system.

By a strange coincidence, two other Morgans came up from Connecticut to New York, where both laid the foundations of fortunes. Edwin D. Morgan, born in the Berkshires, started as a clerk in Hartford, revealed his genius in a clever deal while on a trip to New York, moved there about 1836, built up a great wholesale grocery business, and became one of the heaviest importers of sugar and coffee. He served as a war governor of New York and later as senator, twice declining a proffered cabinet position. The third Mor-

gan, Junius Spencer, was also born in Western Massachusetts and came by way of Hartford to New York, where he spent two years learning banking. He belongs, however, not to commerce, but to finance in which the name of his son, J. Pierpont, became world-famous.

The list of Yankees in the Port of New York might be extended indefinitely. It includes, for instance, Oliver Wolcott, Jr., son of the Connecticut governor, who followed Hamilton in the Treasury and found time amidst his public duties to operate successfully as a merchant. There was a Harvard graduate, James Gore King, son of the Maine-born minister to England, who began as a commission merchant and ended as one of the financial giants of New York. There was Franklin H. Delano, "a generous, sensible man, of most pleasant manners," who came from New Bedford, married a daughter of William B. Astor and became a partner in Grinnell, Minturn & Co. There were scores of others in important positions, but this brief account must not degenerate into a catalogue.

There is ample evidence that these Yankees were leaders in New York commercial circles. The Chamber of Commerce of the State of New York, the mouthpiece of the merchants, had a New Englander as president for the entire thirty years from 1845 to 1875 save for one interlude of eight months. James Gore King, Moses H. Grinnell, Pelatiah Perit, Abiel A. Low and William E. Dodge all held the office in turn. Whenever the merchants assembled to protest against the tariff or to welcome an important guest, a Goodhue, a Griswold, a Grinnell or a Howland generally presided

at the ceremony. Even the most exclusive dinners of New York society, described in such detail by Philip Hone, usually included at least one of the Yankee group. George Griswold was chairman of the committee which organized the Union League Club. Most of these merchant princes were directors and many were presidents of banks and insurance companies. Their influence on New York business methods was so strong that it was remarked in 1845 that the city "borrows its institutions mainly from New England."[6]

* * *

Turning from merchants to ships, we can estimate the New England influence more accurately. The Yankee element was even stronger in the shipping than in the counting houses of New York. The East River shipyards could not keep up with New York's heavy demand for tonnage, while the New England coast turned out more shipping than it could employ. There was scarcely an American vessel engaged in New York's ever-increasing commerce in which some Yankee was not involved as builder or owner. Many of these vessels were built and owned in New England; many more were built in New England and owned in New York; while still others were built and owned in New York. Even in that last category, however, it happened that the principal New York shipbuilders and shipowners were transplanted Yankees.

The wealth of official statistics makes it possible to examine figures to one's heart's content and arrive at more definite conclusions than in the case of the merchants or captains. The following table has been ar-

[6] *Hunt's Merchants' Magazine*, XII, 519.

ranged to indicate concisely New York's and New England's percentage of the national total in the employing, registry and building of vessels for foreign commerce:

FOREIGN COMMERCE — IMPORTS AND EXPORTS

	N. Y.	N. E.	Mass.	Me.
1791	17%	15%		13%
1801	22	21		19
1811	21	28		21
1821	29	26	21%	2 %
1831	45	15	11	1
1841	43	14	12	.7
1851	52	11	10	.5
1860	52	9	8	.7

REGISTERED TONNAGE

	N. Y.	N. E.	Mass.	Me.
1791	11%	38%		26%
1801	11	45	27%	7%
1811	21	46	25	11
1821	19	51	32	9
1831	21	55	36	11
1841	28	58	37	14
1851	30	55	35	15
1860	33	45	24	17

SHIPBUILDING — SHIPS, BARKS, BRIGS

	N. Y.	N. E.	Mass.	Me.
1831	19%	49%	26%	16%
1841	8	80	31	38
1851	10	77	20	53
1860	5	77	22	43[7]

[7] These figures are derived from statistics in the *American State Papers, Commerce & Navigation* and the annual reports on *Commerce & Navigation of the U. S.* Import statistics prior to 1821 are estimated on the basis of duties. Maine did not become a separate state until 1820. The ships, barks and brigs were used chiefly in foreign trade.

One could conclude from those figures that of every ten American vessels engaged in foreign commerce during the second quarter of the century, New York employed five, "owned" three and built one. Of the five used by New York, New England "owned" two and built at least three. The statistics indicate that while Massachusetts was relatively self-sufficient in the three items, there was a very close correlation between New York and Maine. The latter state, with only an infinitesimal share of the nation's foreign trade, was building half the American ships used in that trade. It seems likely that the bulk of New York's foreign commerce was carried in ships ranging from 300 to 500 tons built along the Maine coast. Such ships engaged in a "tramp" trade which carried them to New York more often than to any other American port.

In the matter of registry, it is necessary to look behind the figures, since registry did not necessarily indicate actual ownership. According to the law, a vessel was to be registered for foreign trade (or enrolled or licensed for coastal trade) at the port where her owner resided, or, if the ownership was divided, at the port where the principal or managing owner resided. While some vessels were owned outright by firms such as Grinnell, Minturn & Co., the ownership of many others was divided into sixteen shares. This practice was particularly common in New England where one or more shares would go to the builder, rigger, master, and local capitalist, as well as to the "ship's husband" or managing agent. This "husband" frequently resided in New York or Boston where cargoes were most plentiful. Many a ship, therefore, might have "New York"

painted on her stern as her hailing port and still have the majority of her shares owned at Thomaston, Bucksport, Waldoboro or some other New England port. It would seem from the above figures that the Maine-built ships were registered in about equal numbers in Maine, Massachusetts and New York.

Maine's prominence in shipbuilding was not marked until about 1835. At the outset, Connecticut and Rhode Island had contributed much more heavily to New York shipping. This is indicated in a hasty preliminary reconnaissance of the dusty manuscript registry records in the New York Custom House, based on 37 vessels registered at New York in the first half of 1791, 100 vessels registered between May 1 and June 24, 1807, and the first 100 vessels registered in 1850. Naturally, the following table of regional percentages based upon such incomplete statistics has no absolute value, but may be useful in indicating the trend:

	No. of Vessels	N.Y.	N. E.	Ct.	R. I.	Mass.	Me.	South of N.Y.
1791	37	32%	60%	21%	19%	11%		8%
1807	100	22	71	35	2	34		7
1850	100	16	75	6	1	11%	55%	9

These figures indicate a declining proportion of vessels built in New York itself and an increasing proportion in New England, while the contribution from the states south of New York remained constant and low. The records usually, but not always, indicate the towns in which the vessels were built. One is impressed by the very wide scattering. The hundred vessels in 1807 were built in at least 44 different places. In Connecticut, at least eight came from Saybrook and three each

from Guilford, Haddam, Lyme, and Norwich. In the Maine-Massachusetts group, one can identify at least 14 from Maine, including five from Portland, and 16 from Massachusetts proper, of which half came from Hanover and other towns on the active North River. Even the 22 vessels from New York state were built in nine different places, some coming from as far upstate as Poughkeepsie, Albany, and Athens. In 1850, the scattering was even wider, the hundred vessels being built in 61 different towns. The 55 from Maine came from 35 different places, Thomaston leading with six, followed by four from Bath and three each from Bucksport, Eastport, East Machias, Mount Desert, and Waldoboro. Bath and the Casco Bay district around Portland were particularly active shipbuilding centers, but were apt to keep control of their own ships. In contrast to this general wide scattering, however, there was a noticeable concentration of shipbuilding in and around New York City and Boston. All but two of the vessels from New York state were built in the vicinity of the metropolis, while Boston and Medford had supplanted the North River in Massachusetts.

This concentration was particularly marked in the case of the clipper ships, where New York and Boston overshadowed the outports which furnished the rank and file of American shipping. A tabulation of the exhaustive collection of some 350 clippers described by Howe and Mathews shows that New York built 53 and owned 116; Boston built 140 and owned 163; and Maine built 54 and owned seven, while New England as a whole built 266 and owned 188. In the more exclusive list of 82 clippers which made the run to San

Francisco in 110 days or less, the New York proportion was much higher, since it could evidently afford the best ships. Of the 82, it built 25 and owned 39; Boston built 37 and owned 38; while New England as a whole built 55 and owned 41. Many of the ships owned in New England, however, sailed quite regularly from New York. Of the 128 voyages made in 110 days or less by these vessels, 94 started from New York, 33 from Boston and one from Baltimore. In other words, in this select group of clippers, New York built 30%, owned 48% and was the starting point for 73%, while Boston built 45%, owned 46% and was the starting point for 26%. To narrow the clipper list still more rigidly on a qualitative basis, the four fastest voyages to San Francisco included two by the *Flying Cloud*, built at Boston; one by the *Andrew Jackson*, built at Mystic, Conn., and one by the *Sword Fish*, built at New York. All three ships were owned in New York and sailed from there.[8]

In the quality of their output, the New York shipyards fully made up for their lack in quantity. It may seem anomalous that while the New York shipowners were sending to the eastward for hundreds of ordinary ships, brigs and schooners, the New York yards were sending their own products to other ports and even to other nations. While the New England shipyards were turning out inexpensive but excellent vessels of the conventional type, the little group of yards and marine engine works around New York was responsible for some

[8] Adapted from O. T. Howe and F. C. Matthews, *American Clipper Ships* (1926) and A. C. Clark, *The Clipper Ship Era* (1911), pp. 349-369. Compare figures in S. E. Morison, *Maritime History of Massachusetts* (1921), 344.

of the most remarkable innovations of that transitional period of naval architecture. The names of the *Clermont*, *Savannah* and *Monitor* are evidence of this, to say nothing of the pioneer work with the screw propeller. In addition to building most of the crack transatlantic sailing packets, New York had a long lead over any other port in the construction of steam vessels. It built most of the Hudson River and Sound steamers, and the subsidy fleets of Collins, Law and Aspinwall. During the Civil War, New York was far ahead of any other port in the building of ironclads.

The Yankees were not particularly prominent in the building of marine engines and boilers. This was a distinct function, carried on in "iron works" quite separate from the shipyards until after the Civil War when Roach and Cramp shifted the center of steamship construction to the Delaware and combined both processes. Fulton was a Pennsylvanian of Irish extraction. The Stevens family, which was responsible for so many innovations, had been connected with New York since about 1695. John Ericsson came from Sweden, and his able collaborator in the building of marine machinery was Cornelius Delameter from Rhinebeck, up the Hudson. The Yankees, however, could not leave even this field entirely untouched. In 1850, Charles Morgan, the Gulf shipping magnate from Connecticut, purchased the Secor plant on the East River, renamed it the Morgan Iron Works, and gave over the management to George W. Quintard, his heavy-jowled son-in-law from Stamford. By 1867, the Morgan works had furnished motive power for some forty steamships in addition to building machinery for more Union war-

ships than any other plant during the Civil War.[9]

In the regular New York shipyards, however, we find the inevitable Yankees firmly intrenched. The threefold competition of the Knickerbockers, foreigners and Yankees, ran the same course that we have already noticed in the mercantile circles of the city. In the later period, the only prominent representatives of the old New York element were Aaron Westervelt and his sons, descended from a Dutchman who had settled at Hackensack in 1662, and the senior partner of Roosevelt & Joyce. They were greatly outnumbered by the newcomers. In the last years of the eighteenth century three men from overseas gained the upper hand. These were Charles Brown, who came from London and built the hull of the *Clermont*; Christian Bergh, who came from the Rhine; and Henry Eckford from Scotland, who became the leading shipbuilder of the early nineteenth century.[10]

While the Yankees were seizing the New York counting houses, they were taking over the leading New York shipyards as well. Three shipbuilders came up from Stamford and eventually established as many yards which for many years enjoyed a commanding position in New York shipbuilding. This group consisted of Stephen Smith, the active shipbuilder of the firm of Smith & Dimon; Jacob Bell who, in partnership part of the time with David Brown, turned out some excellent packets, warships, clippers and steam-

[9] Details of the marine machinery of various vessels in this period will be found in contemporary issues of the *Journal of the Franklin Institute.*

[10] J. H. Morrison, *History of American Steam Navigation* (1903), *History of New York Ship Yards* (1909). The background of four other shipbuilding Browns: Adam, Noah, David, and William, is not certain.

ships; and Isaac Webb who, in addition to building ships himself, trained the two greatest shipbuilders of the day—his own son and successor, William H. Webb, and the talented Nova Scotian, Donald McKay.

William H. Webb, born in New York of this Stamford stock, built between 1843 and 1868 some 150 vessels, starting with sailing packets and continuing with clippers, steamships and ironclad warships. He was rated as the foremost shipbuilder in America until overshadowed by McKay in clipper ship construction; but it is worth remembering that Webb's *Celestial* was the first of the California clippers, and his *Sword Fish* the third fastest of that group. He built thirteen clippers as compared with McKay's seventeen and of the 82 which made the California run in 110 days or less, Webb had eight and McKay seven. But clippers were only one of Webb's varied accomplishments. Like the other East River shipbuilders, he showed remarkable versatility during the booming days of the early 'fifties when the American merchant marine was approaching its peak. On a single day, January 21, 1851, Webb launched the clipper *Gazelle*, the Havre line sailing packet *Isaac Bell*, and the Pacific Mail steamship *Golden Gate*. He built the hulls for all of Aspinwall's Pacific Mail liners during the height of the clipper ship era, just as Jacob Bell was turning out clippers while working on the hulls of two of the crack Collins liners. Webb conceived a special design for a steam warship. After it had been rejected by the Navy Department, he went to Russia, and after persistent efforts sold it to the Russian government; and in 1858 launched for the Imperial Navy the 70-gun *General Admiral*, costing

$1,125,000. Adapting his yard to iron as well as wood, he built for the Italian Navy the *Re d'Italia* and *Re di Portogallo*. The former, which is said to have been the first ironclad warship to cross the Atlantic, was rammed and sunk by the Austrians at Lissa. His masterpiece was the great 7,500 ton ironclad ram *Dunderberg* which was laid down for the United States Navy. Her engines were made by another Yankee, Quintard. When launched in July, 1865, she was no longer wanted here, and was sold to the French. Altogether, this stocky Yankee with his bald bullet head and close-cropped beard "launched a larger aggregate tonnage than any other member of his profession." In this complicated and perhaps inconsequential matter of awarding the blue ribbon of American shipbuilding before 1865, as the principal contenders for first place are William H. Webb, son of a Connecticut Yankee, building ships at New York, and Donald McKay, a native of Nova Scotia, trained at Yankee yards in New York and building ships at East Boston.

* * *

Turning finally to officers and seamen, we have it on tradition that the captains, at least, came largely from New England. The middle states did not breed mariners to any extent, so it was left to the Yankees to man the quarterdecks, if not the forecastles. We cannot, however, count heads as accurately as we counted keels. It would tax the ability and patience of a trained genealogist to hunt the family trees of New York's mariners. Unlike the merchants, they were birds of passage, and did not remain long in one place. Some shipmasters made their homes in New York and settled in business

there after ending their days afloat; but many another, when he had time ashore, made his way to one of the innumerable chaste white houses which dotted the New England coast from Stamford to Calais.

The tangible evidence concerning the proportion of the Yankee element is decidedly meager. A slight indication can be gained from the answers to questionnaires in the cases of some ships of New York registry which were appealed in British Admiralty courts between 1804 and 1809.[11] The following table shows, in percentages, the distribution of the places of birth of the masters and mates:

	Number Recorded	N.Y.	N.E.	Ct.	Mass.	Me.	South of N.Y.	For'n
Masters	51	20%	57%	25%	25%		11%	11%
Mates	45	20	47	22	22		20	12

These proportions correspond roughly to the figures already quoted for the ships in New York registry in 1807. It will be noticed that the representation from Connecticut was exactly equal to that from Massachusetts and Maine in the case of masters and mates, and practically equal in the case of the ships. As for residence, 36 of the 51 captains and 29 of the 45 mates gave New York as their home.

Occasionally, a good old Knickerbocker name such as De Peyster appears among the lists of New York shipmasters, but most of the names have a decidedly Yankee sound. Of the four outstanding clipper captains, Robert H. Waterman was born in New York, probably of New

[11] These court briefs in the New York Public Library are discussed in the *American Historical Review*, XXXIII, 593-595.

England descent;[12] Josiah P. Creesy was born in Marblehead; Philip Dumaresq came from the Kennebec in Maine, and David S. Babcock hailed from Stonington, Conn.

Stonington, incidentally, was unusually well represented on New York quarterdecks. One of the most colorful figures of the period was the Stonington mariner, Edmund Fanning, whose brother Nathaniel had helped John Paul Jones to conquer the *Serapis*. Edmund Fanning, "the Pathfinder of the Pacific," devoted his life to the discovery of islands in the South Seas which might yield seal skins exchangeable for teas and silks at Canton. He himself in 1798 discovered the group of islands to which his name has been attached. Operating from New York, he organized and managed some seventy expeditions which combined exploration and seal hunting, as he relates in his memoirs. Another Stonington-New York name gained a permanent place on the world map as a result of one of these expeditions. In 1820, six Stonington vessels from New York, under Capt. Benjamin Pendleton, were hunting seals in the South Shetlands when Nathaniel B. Palmer, barely twenty-one, discovered to the southward the barren, mountainous Antarctic islands since known as Palmer's Land. Captain Palmer later became one of the leading transatlantic packet captains and then became associated with the China trade of the Lows, commanding three of their best China clippers and later having one named for him. He has been called the "father of American clipper ship captains" because so

[12] It is possible that he was related to Robert Waterman, a prominent packet captain, born on Nantucket in 1785, died at New Orleans, April 29, 1860 — *N. E. Hist. & Gen. Register*, XIV, 373.

many prominent skippers had their first training under him. More than six feet tall, rugged and kindly, "Captain Nat" later settled in New York as a marine adviser to the Lows, a director of the Fall River Line, and an enthusiastic yachtsman and duck hunter. His Stonington brother-in-law, David S. Babcock, was one of the foremost captains of the California clippers.

Another Yankee master who later settled in New York City was Charles H. Marshall, descended from generations of Nantucket whalers, but born in upstate New York whither his family had moved during the Revolution. At thirty, Marshall received the coveted command of a Black Ball packet and during the next twelve years commanded three of the line's vessels in turn, making altogether 94 Atlantic crossings. In 1834 he retired from seafaring and secured from the Goodhues a controlling interest in that prosperous pioneer line, continuing in charge until his death in 1865. Captain Marshall's strong, square, scowling face, framed in chin whiskers, was a prominent feature of the New York waterfront. A leader in New York's maritime affairs, he served as commissioner of pilots, head of the Marine Society, and president of the Union League Club.

We have even less information about the crews of the New York ships. It has been pointed out that New Englanders seldom if ever made a permanent career of the life before the mast. After a few voyages they either became officers or left the sea.[13] It is probable that there were plenty of them in the crews at first, for the lists show only a sprinkling of foreigners and

[13] S. E. Morison, *op. cit.*, 106.

negroes, designating the rest as native Americans without giving the state of their birth. As time went on, the foreigners replaced the Americans before the mast. The rough Liverpool Irish "packet-rats" were notorious, while the Scandinavians constantly increased in numbers. In 1840, 2,883 American vessels cleared from New York, with total crews of 33,980, and 1,946 foreign vessels with crews totalling 25,048.[14] Even in the American shipping, it is likely that the forecastles were occupied chiefly by foreigners.

To supplement our scant information about the sailors, we have a quite definite statement about that inevitable portion of a seaport's personnel which concerned itself with entertaining the sailors while ashore. To complete this story of the New England element in the Port of New York, it is only fair to include the following statement written in 1870 in connection with the "red light district" frequented by the sailors:

> A very large number of the girls on the town come from New England. Maine furnished the largest share, as the statistics of prostitution show. Many can find no employment at home and seek this great city for something to do. They have no idea how all the ranks of labor are crowded; nor how hard it is to find respectable employment; how few can be trusted; what hotbeds of temptation factories are, and places where a large number of young girls find work. Many are tempted and fall in their homes. They know that there is no mercy for them there. Their mothers and sisters will abandon them and so they flee to a place in which they can hide in the solitude of the multitude.[15]

* * *

[14] *Report on Commerce and Navigation, 1840*, 322.

[15] M. T. Smith, *Sunshine and Shadow in New York* (1870), 384.

The Knickerbocker element resented the coming of the Yankees fully as much, it is said, as a later New York resented the invasion of another acquisitive race. The New Englanders not only beat the old New Yorkers in the commercial game, but had the effrontery to boast about it. As early as 1805, they formed the New England Society in the City of New York "to commemorate the landing of the Pilgrim Fathers on Plymouth Rock and to promote Friendship, Charity, and Mutual Association, and to establish and maintain a Library," with the membership open to "any person being of full age, being a native, or the son of a native, of any of the New England states, and of fair character." The carefully preserved accounts of their annual dinners reek with self-satisfaction. Washington Irving was particularly irritated at this, and became prime mover in the organization of the St. Nicholas Society, of which he was the first secretary. Its start is recorded by Philip Hone, who apparently did not take it as seriously as Irving. In his diary for February 14, 1835, we find the following:

> I attended this evening a meeting at Washington Hall of a number of New Yorkers, with a design to form a regular Knickerbocker society, as a sort of set off against St. Patrick's, St. George's and more particularly the New England. The meeting was large and exceedingly respectable; there were the Irvings, Moores, McVickars, Renwicks, Rapelje, Stuyvesant, Laight, Fish [Hamilton, not Preserved], Wilkins, the Schermerhorns, Brinckerhoffs, Costers, Colden, etc. — a goodly show of good fellows who will not disgrace their ancestors. . . . I suppose we shall have a few annual dinners which will be pretty much all that will grow out of it.

The annual dinners have continued for a century and with them the custom of turning the head of the society's gilded cock to the eastward that it may crow back at the Yankees.

Even a half century later, the irritation of the old New Yorkers had not completely died out. In 1883, James W. Gerard delivered before the New York Historical Society a rambling paper entitled "The Impress of Nationalities upon the City of New York." Remarking that there was no love lost in the olden times, he continued:

> There is good feeling and fellowship enough now, and a peaceable quiet invasion of New York in business and professional circles is continually in progress, without murmur. The laudation of New England and its sons, however, is rather too much dinned into our ears by those sons denizened here, and the changes are played on Plymouth Rock until we have become heartily tired of the continual *réveille*. With all due respect for New England, and admiration for its enterprising and cultured sons and daughters, the queer question arises continually in our minds, why, if it be such a delectable and superior place as is so abundantly lauded, should her sons and daughters desert it in such flocks and locate themselves in such an inferior place as New York.

Considering their importance in all the maritime occupations from merchant princes to scarlet women, the actual number of Yankees seems to have been surprisingly small in proportion to the total population. Of every typical hundred New Yorkers in 1850, if we can trust the census report, only three were natives of New England, while 46 were born in New York city and state, another 46 were foreign born, and the remaining five hailed from other parts of the United

States.[16] These figures do not seem to tally with the general conception of New York as a national as well as an international melting pot; but if they are correct, the achievements of the New Englanders were out of all proportion to their numbers. They had begun to identify themselves with the maritime activities of New York while she was securing first place among the ports of America; and it was due in no small measure to Yankee energy and ability that New York later gained the primacy of all the seaports in the world.

[16] J. B. DeBow, *Compendium of the Seventh Census* (1854), p. 399; natives of New York city and state, 234, 843; foreign born, 235, 733; natives of New England, 17,543, including Conn., 7,784; Mass., 5,587; Maine, 1,432; R. I., 961; Vt., 953; N. H., 826; total population of New York City, 515,547.

CHAPTER XI.

The founder of the firm of Goodhue & Co., was Jonathan Goodhue. He commenced business in this city in 1808, under the firm of Goodhue & Sweet, at No. 34 Old Slip. The store was afterwards removed to No. 44 South street. This building belonged to Theophilacht Bache. Goodhue & Sweet did a very heavy regular commission business for three or four years, and sold largely of foreign dry goods, and acted as agents of Salem ship owners. In 1811, the house was dissolved, and J. Goodhue carried on business upon his individual account until 1816. It was then Goodhue & Ward, and the store was kept at 44 South street. In 1819 it became Goodhue & Co., and Mr. Perit became a partner. He had formerly been of the house of Perit & Lathrop. Goodhue & Co., kept at 44 South street until 1829, when they removed to 64 South street where the same large house is still located. I have written about this firm in several previous chapters, but not so much of their first start as now.

Mr. Goodhue was born in Salem. Mr. Perit was born in Norwich, Connecticut, and received a collegiate education at Yale College. This is not often the case with merchants in this city.

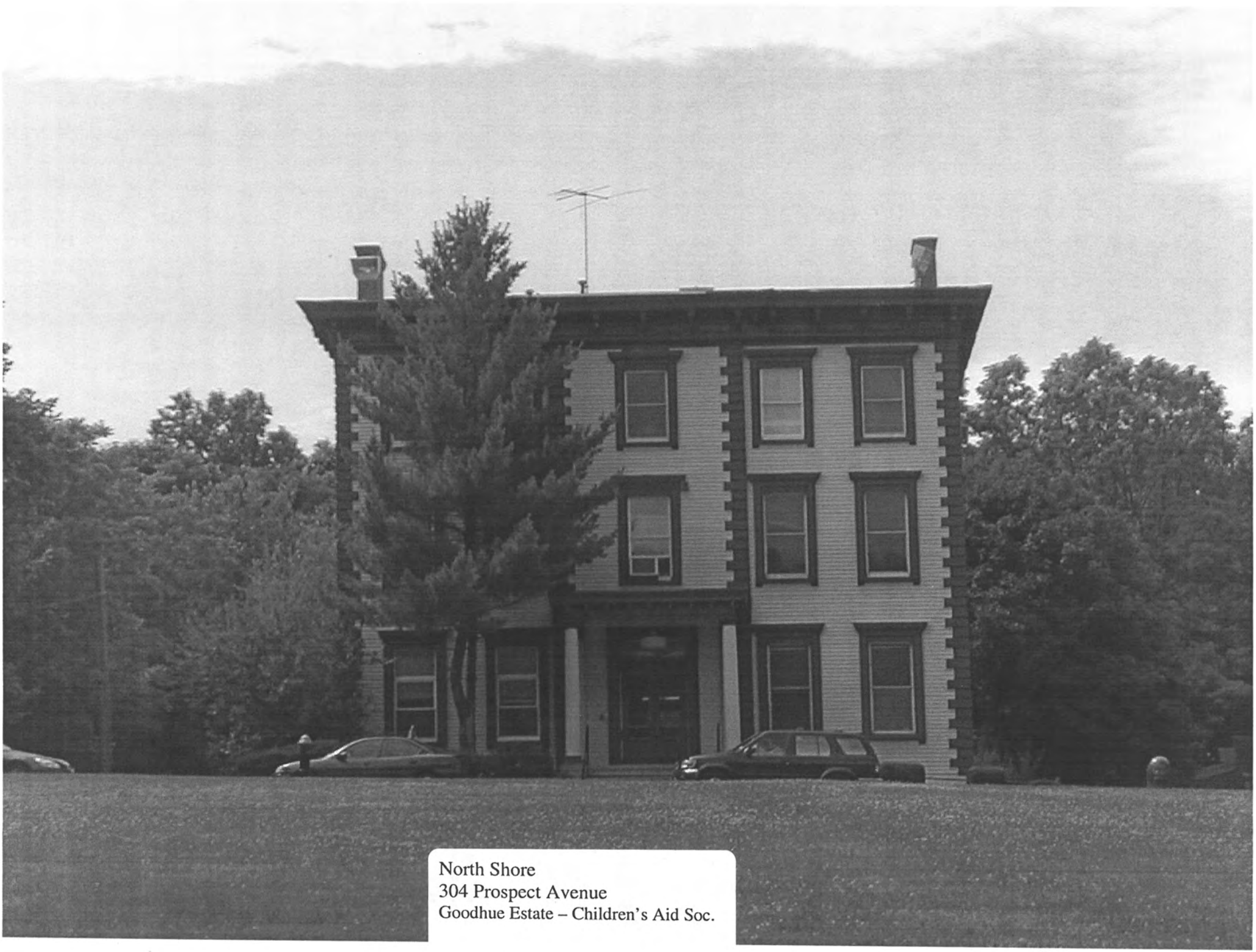
In the first partnership of Mr. Perit with Mr. La-

throp, his brother-in-law, he was not successful, and during the war he was connected with an artillery company, and performed military service in the forts that protected the harbor.

After he went with Mr. Goodhue, his commercial good fortunes returned, and their house coined money. In 1833 or 1834 the health of Mr. Perit declined, and he conceived the idea that it was necessary to take more active exercise, and in order to insure that daily, he he purchased a piece of property on the North river, lying between Burnham's and the Orphan Asylum. It may have cost him perhaps $10,000. He sold it about two years ago. I suppose it is worth now half a million of dollars. This is a comment on persevering mercantile life. By a mere accident Mr. Perit buys a small lot of land, and makes more money than Goodhue & Co. ever made in fifty-three years hard work! Probably no house has done a larger business with all parts of the world than Goodhue for the fifty-three years that it has existed in a continuous business. This house, so eminent, commanding means to an extent that an outsider has no conception of, has made merely moderate earnings in comparison with some lucky land hit, made by unknown and uncredited persons, that has realized millions.

Mr. Goodhue died a few years ago, and his funeral — at his own request — was attended only by the members of his family and a few of his most intimate friends.

Since Mr. Perit sold his property in New York, he has removed to New Haven, Connecticut, to a magnificent house in Hillhouse avenue. He married Miss Coit, a very lovely girl, and still living, the ornament of the circle in which she moves. They have no children. He has done more than most merchants do for



North Shore
304 Prospect Avenue
Goodhue Estate – Children's Aid Soc.

New York Society Library

the Morris-Jumel mansion, shown in his Harlem Lost and Found; Modern Arcadia by Susan Klaus and Station

CHILDREN'S LIBRARY

THE FIRST ANNUAL YOUNG WRITERS AWARDS CEREMONY

In January, the Children's Committee invited members' children and grandchildren to submit short stories or essays about New York City for its first annual Young Writers Awards. The Library is pleased to announce the competition's winners: in the Third and Fourth Grade category, Clare Redden for "Rosy the Four-Legged Fund Raiser"; in the Fifth and Sixth Grade category, Kevin Morrell for "The Song"; and in the Seventh through Ninth Grade category, John Morrell for "This Is New York." Redden's story describes a Red Cross fund raiser through the eyes of a girl and her dog, including fund-raising tips from both. Kevin Morrell's "The Song" evokes the wonder of hearing a nightingale's song outside a city apartment. John Morrell's "This Is New York" illustrates the diversity and connections of the city's people through a simple narrative of a trip to school. The stories will be bound into a book for the Children's Library.

On April 24 the Library honored these young writers and all the competition's participants at a reception in the Members' Room. Judges Robert Quackenbush and Elizabeth Winthrop presented the winners with framed awards and bookstore gift certificates and spoke about the importance of writing. The event was attended by more than 60 Library members, family members, and friends.

PROJECT CICERO 2003

Project Cicero, now in its third year, continues its success. Volunteers collected more than 100,000 new and gently used children's books from over 50 public, private and parochial schools. Adults and children sorted the books at a central location, where they were selected by over 600 teachers from New York City's most under-served schools. Project Cicero also benefited from donations from thirteen publishers. The New York Post helped with book collection, and the event was covered by The New York Times.

One teacher who received books wrote, "Our library went from being rather bare to being full

of wonderful literature....I hope that you realize how much your hard work has paid off, for 20 children have learned truly to love to read."

Project Cicero's next book collection will take place March 1-4, 2004. The Library and the Project Cicero committee thank everyone who donated or volunteered.

EVENTS: HARRY POTTER RIDES AGAIN

The Children's Library is getting ready to visit Hogwarts School of Witchcraft and Wizardry again with J.K. Rowling's fifth book, Harry Potter and the Order of the Phoenix. To register for children's programs, call 212-288-6900 x234 or e-mail csilberman@nysoclib.org.

- Harry Potter Party
  Grades K-3 * Tuesday, June 17, 4:00 p.m.
  Celebrate the upcoming book with crafts, games and magical fun.

- Harry Potter Trivia
  Grades 4-6 * Thursday, June 19, 4:00 p.m.
  Put on your thinking cap for fun and prizes.

To receive the full monthly Children's Events Calendar, call the Events Office at 212-288-6900 x230.

INSIDE THE LIBRARY

Who Are Those People in the Stairwell?

In 1917, the Library, then located on University Place, received a major bequest from Sarah Parker Goodhue which later allowed the purchase of the current building. The bequest included books, furniture, china (now in the Members' Room) and twelve portraits of the family of Mrs. Goodhue's husband. The portraits, giving us a glimpse of seven generations of New York lives, can be found throughout the building. A sampling:

The Reverend David Clarkson (1622-1686) born in Yorkshire, England, was a notable Puritan clergyman whose sermons included "The Doctrine of Justification is Dangerously Corrupted by the Roman Church." His son Matthew emigrated to New York, where he served as a patent official in the 1690s. The Reverend's portrait hangs in the main stairwell.

His great-great-grandson, General Matthew Clarkson (1758-1825), rose to fame in the Revolution, where he served with Benedict Arnold and Major General Benjamin Lincoln. Later

he was elected to the New York State assembly and the State senate; he also became a successful businessman and president of the Bank of New York. He was noted for his civic and philanthropic endeavors, which included service to the infant Columbia University, New York Hospital, and many other organizations. Clarkson Street in Greenwich Village and the town of Clarkson, New York are both named for him. His portrait is also in the main stairwell.

Elizabeth Clarkson (1793-1820) and Catherine Rutherfurd Clarkson (1794-1861) were two of the General's eight children. Elizabeth's portrait is in the Members' Room and Catherine's in the main stairwell. Catherine married Jonathan Goodhue, son of U.S. Congressman Benjamin Goodhue (1748-1814). One portrait of Jonathan (1783-1848), shown above, hangs with Benjamin's in the stairwell; the one at right is with Elizabeth Clarkson's in the Members' Room.

The Library owns images of four of the children of Catherine Rutherfurd Clarkson and Jonathan Goodhue, plus two of their spouses. Their son Charles Clarkson Goodhue is commemmorated with a plaque in the entry hall, and his wife, our benefactor Sarah Parker Goodhue, can be seen in charcoal opposite the main elevator on the first floor. Her generous bequest gave the Library not only its beautiful building, but also a look at history through the faces of the Clarksons and the Goodhues.

Please write or telephone the Library with any comments or suggestions.

Library Notes
NYSL Main Page

AIA Guide (2000)

B12

[B11] **180 Prospect Avenue** (house), SE cor. Lafayette St. ca. 1885.
Neo-Tudor: simulated half-timbering infilled with stuccoed brick.

[B12] **202 Prospect Avenue** (house), SW cor. Lafayette St. ca. 1885.
Brown shingles and a gambrel roof, a sloping dormer facing north (no doubt to illuminate an artist's studio in the attic).

[B13] **212 Prospect Avenue** (house), bet. Lafayette Ave. and Ellicott Pl. S side. ca. 1895.
Three sunbursts over the three multipaned windows/doors.

B14

[B14] **232 Prospect Avenue** (house), SE cor. Ellicott Pl. ca. 1870.
Shingle Style, but unfortunately the shingles have been painted white.

***Ellicott Place**: Between Lafayette and Clinton Avenues. S side. Two brick gateposts and a green center island mark this one-block enclave, ever lovely in its entirety.*

[B15] **15 Ellicott Place** (house), S of Prospect Ave. E side. ca. 1870.
Shingle Style, enriched with ornate bargeboards and a salient bay under the gable.

[B16] **254 Prospect Avenue** (house), SW cor. Ellicott Pl. ca. 1885.
Queen Anne Revival: complex and contradictory.

[B17] **229 Prospect Avenue** (house), bet. Lafayette Ave. and Clinton Court. N side. ca. 1885.
A pale green stunner.

[B18] **270 Lafayette Avenue** (house), bet. Prospect Ave. and Arnold St. W side. ca. 1885.
Brown stained shingles, strongly chamfered corners, and a porch of turned columns with an ornate balustrade.

B18

[B19] **280 Lafayette Avenue** (house), NW cor. Arnold St. ca. 1870.
A grand mansard crowns this Victorian clapboard house, wrapped with an elegant bracket porch.

B15

B19

B21a

[B20] **176 Arnold Street** (house), SW cor. Lafayette Ave. ca. 1900.
Not much to look at, but an example of cast-in-place concrete: an early and unusual use of the material in residential construction.

[B21a] **"Woodbrook,"** Jonathan Goodhue House/now **Goodhue Children's Center Recreation Building**, 304 Prospect Ave., at Clinton Ave. S side. ca. 1845. **B. Haynard** and **James Patterson**, builders. [B21b] **William H. Wheelock Residence Facility**, Goodhue Center, 290 Prospect Ave., at Clinton Ave. S side. 1971. **Davis, Brody & Assocs.**

B23

Woodbrook presents an image of a modest Italianate palazzo with quoins simulated in wood, and a sober cornice. It shows its age, but still conveys some of the elegance it possessed when it was a villa commanding the vast acreage of the Goodhue estate. The Wheelock Building, named for a trustee of the center, is an experiment in group living for eight teenagers.

[B22] **Residence, St. Peter's Boys High School**/earlier Nicholas Muller House, 200 Clinton Ave., at Prospect Ave. W side. ca. 1857.
An eclectic mansion, its double gables presented to the street, with a striking contrast of white detail against a deep red-painted brick body.

[B23] Originally **New Brighton Village Hall**, 66 Lafayette Ave., SW cor. Fillmore St. 1868-1871. **James Whitford, Sr.**
Promises of restoration (see the sign) have failed to stem the decline into ruin of this mansarded brick, former civic building. Landmark status did not solve the problem.

[B24] **Christ Church** (Episcopal), 76 Franklin Ave., SW cor. Fillmore St. 1904. **Parish Hall**, 1906.
A gray ashlar complex featuring as its off-center centerpiece a dignified neo-Gothic church that, together with the Parish Hall, forms a chaste green corner campus.

[B25] **536 Richmond Terrace** (house), bet. York Ave. and Franklin Sts. S side. ca. 1875.
Another stately mansard, this one hidden atop a black ashlar retaining wall behind dense, luxuriant hedges.

[B26] **Tysen-Neville House**, also known as the Neville House, 806 Richmond Terr., bet. Clinton Ave. and Tysen St. S side. ca. 1800. Altered late 19th century.
Identified by its slender-columned 2-story veranda, it is said that the house reflects Bahamian architecture through the journeys of its retired sea captain owner, **John Neville**. Its proximity to the old Sailors' Snug Harbor, just down the Terrace, gave it a period of success as a local tavern, the Old Stone Jug. Successful, as the residents of the Harbor were not permitted through those (now-landmarked) gates with liquor!

[B27] **Snug Harbor Cultural Center**/originally Sailors' Snug Harbor, 914-1000 Richmond Terr., bet. Tysen St., Snug Harbor Rd., and Kissel Ave. S side to Henderson Ave. **Building A**, 1879. **Richard Smyth.** **Building B**, 1831-1841.

of the house is near the road. Note the fireplace. The mansard, or French, roof is of a later period. It is also known as the Clinch House after its owner Charles P. Clinch, sometime Collector of Customs of the Port of New York. (E.H.)

Geschwind Foam Rubber Company, 205
Gettysburg (Pennsylvania), 89, 108, 167
Giffords Lane, 35, 56, 60
Giffords Lane School, 94
Gilman, Arthur, 102
Goethals Bridge, 201, 226, 231, 235

Goggi Villa, 172, 222

1200 Hylan Boulevard in Old Town.

golf, 107, 178–179, 182

Goodhue House, 64, 183

This building stands at 304 Prospect Avenue in New Brighton. It is designed in square Italian villa style architecture. It is now known as Goodhue Home, operated by the Children's Aid Society as a recreational center. (E.H.)

"'Woodbrook,' (B. Haynard and James Patterson) circa 1845 residence of commission merchant Jonathan Goodhue (1793–1848), shows its age. But it still conveys some of the elegance it must have possessed when it was a villa commanding the vast acreage of the Goodhue estate, still largely intact." (Willensky, 1988, 812.)

Like many of Staten Island's first suburbanites, Jonathan Goodhue was an important figure in the life of the Port of New York. Originally from Salem, Massachusetts, by 1809 he had established Goodhue and Co. in New York City, a commission firm that acted on behalf of shipping interests throughout the world.

When this house (called "Woodbrook" on early maps) was built on 73 acres in 1841, Clinton Avenue was opened up as Goodhue's private drive to provide access to the property from Richmond Terrace. An imposing structure in the Renaissance Revival style (unusual for Staten Island), it is the third oldest suburban residence (after the Pavilion on the Terrace and the Judge Jacob Tysen House) still standing in New Brighton. The house is basically a three story cube atop a full basement. Prominent and characteristic features include the projecting cornice supported by brackets, and the center emphasis achieved by the projecting bay with angle quoining and entrance portico; quoins mark the corners of the house as well. The setting of this house is particularly beautiful. Set at the brow of the incline rising above Prospect Avenue, the house is bathed in

Holden's

Liber 7 p478-479

13 Feb 1841

Made 8 Feb 1841

John Duer, Robert Patterson & Edw Nicoll trustees New Brighton Assoc under deed of trust executed by Joseph L Josephs 13 Apr 1836 L1 p31 →

Jonathan Goodhue, merchant NYC for ~~$20000~~ for $2360 ~~in~~ & certain considerations & covenants convey all parcel blocks 70, 73 80, 83, 92, ~~80~~ 71, 72, 81, 82, 93 & Streets & avenues

beginning pt centre of stone wall on E boundary line of Sailors Snug H. where S line of 8th St to pt distant 260 feet East from East line Clinton Ave then south and parallel w/ said Avenue 1240 feet to NS 13th St 260' east from line then North along boundary line 1240 feet to place beginning & also right of way for convenient suitable road from North boundary of premises to Main Road

Covenants against Proprietors opening streets through estate w/out Goodhue's permission

Goodhue prohibited from forge, slaughterhse tallow chandlery, smith's shop, furnaces or Brass foundary nail or iron factory glass factory starch, glue varnish.

sitive restoration of the front porch. Note the many sided corner tower with candle-snuffer roof topped by a sailing ship weathervane.

15. 160 Clinton Avenue

The Rodewald family (see #16) once owned the whole Clinton Avenue block-front to your right between Cassidy and Henderson, on which stood a large masonry house torn down in the early 1900s. The Rodewalds were just one of a number of Germanic families in this area, most of whom built imposing masonry residences (unusual for Staten Island where wood frame houses were far more common). This handsome though somewhat altered Colonial Revival house was built about 1920. Notice the row of dentils under the roof line, and on the sides the two

originally by the ancient Greeks. This and the other ornamentation suggest that a sophisticated architect designed this structure. Up the slope to the left of the house is seen the stone wall marking the boundary line between the Goodhue and Rodewald properties. The trees you see beyond the house mark the grounds of the Sailors' Snug Harbor Cemetery.

17. Jonathan Goodhue House, now Goodhue Center, 304 Prospect Avenue

Like many of Staten Island's first suburbanites, Jonathan Goodhue was an important figure in the life of the Port of New York. Originally from Salem, Massachusetts, by 1809 he had established Goodhue and Co. in New York City, a commission firm which acted on behalf of shipping interests throughout the world.

Code #
Arch F 21.58

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Staten Island Institute of Arts & Sciences

When this house (called "Woodbrook" on early maps) was built on 73 acres in 1841, Clinton Avenue was opened up as Goodhue's private drive to provide access to the property from Richmond Terrace. An imposing structure in the Renaissance Revival style (unusual for Staten Island), it is the third oldest suburban residence (after the Pavilion on the Terrace at 404 Richmond Terrace and the Judge Jacob Tysen House) still standing in New Brighton. The house is basically a three story cube atop a full basement. Prominent and characteristic features include the projecting cornice supported by brackets, and the center emphasis achieved by the projecting bay with angle quoining and entrance portico; quoins mark the corners of the house as well. The siting of this house is particularly beautiful. Set at the brow of the incline rising above Prospect Avenue, the house is bathed in light and air and establishes a dramatic presence in the surrounding landscape. The house remained in the possession of the Goodhue family until it was donated to the Children's Aid Society in 1912.

Jonathan Goodhue Mansion (Children's Aid Society), SIHS.

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Snug Harbor East Historic District

The proposed Snug Harbor East Historic District is an unusually well preserved residential neighborhood in Staten Island. It is a significant reminder of the architectural and historic development of Staten Island and an excellent example of an early-nineteenth century to early-twentieth century suburban residential community. Composed primarily of wood-frame freestanding houses, this type of neighborhood has become increasingly rare in New York City. The proposed district encompasses 102 buildings located east of the Sailors Snug Harbor Cultural Center between Fillmore Street and Arnold Street in the historic neighborhood of New Brighton. All of the land within the district was part of a farm purchased by Richard Houseman in 1782. In 1831, his son Isaac Houseman, who had inherited the western half of the farm, sold his property to the trustees of Sailors Snug Harbor who began erecting a magnificent complex of Greek Revival style buildings to the designs of Minard Lafevre. In 1834 Isaac Houseman's sister, Mary Houseman Tysen, and her husband Judge Jacob Tysen sold the other half of the farm to developer Thomas E. Davis, except for a lot which the Tysens reserved for their impressive Greek Revival mansion (built c. 1834). Moved to its present site at 355 Fillmore in 1885 and now owned by the Staten Island Historical Society, this architecturally distinguished house associated with a prominent Staten Island family is the earliest surviving building in the proposed historic district. The remainder of the Housman-Tysen farm was laid out into streets and building lots as part of New Brighton, a planned suburban community initiated by T.E. Davis and taken over in 1836 by the New Brighton Association, a consortium of wealthy New York City entrepreneurs. Much of the street grid in the proposed district and the names of two north-south bound streets, Clinton Avenue and Lafayette Avenue derive from this initial development plan.

Following the financial panic of 1837 development slowed in the proposed district but resumed in 1841 with the construction of commission merchant Jonathan Goodhue's mansion "Woodbrook," an unusually early Italianate villa located on a sloping 73 acre estate above Prospect Avenue near Clinton Avenue. Just to the north of the Goodhue estate, broker Adolph Rodewald constructed a large Italianate villa around 1857 which was occupied in the late nineteenth century by Nicholas Muller, a merchant, banker, and political leader who served as U.S. Congressman for three terms.

Between the late1860s and early 1880s a number of Second Empire style houses were erected within the proposed district including the two houses at 172 Prospect Avenue and 280 Lafayette Avenue built by developer H. Tracy Arnold around 1872 and the Sanderson Smith residence at 163 Clinton Avenue built sometime between 1874 and 1887.

The opening of a consolidated ferry and railroad system with in a terminal in St. George in 1886 made commuting between Manhattan and Staten Island much easier and set off a boom in the construction of middle class houses especially on North Shore. The majority of the houses within the proposed district were constructed in the late 1880s and 1890s and reflect a combination of the decorative Queen Anne style and aspects of the Colonial Revival and Shingle styles. Most of these houses have clapboard or shingle siding and were designed with picturesque features such as corner towers, projecting bays, porches, gables, and dormers. They include a house (c. 1886) by the leading Staten Island architect of the period, Edward A. Sargent, as well a house (c. 1889) by the prominent New York firm of Berg & Clark. The Colonial Revival house of concrete dealer later civil engineer J. Maxwell Carrere, brother of architect John Merven Carrere, at 75 Clinton Avenue (c. 1890-91) features both a gambrel-roofed main section and a conical towered wing and is enlivened

by traceried windows and inventive ornament. In 1895 the Unitarians rebuilt their church at Clinton Avenue and Fillmore Street to the designs of the young Brooklyn-based architect Frank H. Quinby. Suggestive of late Gothic vernacular architecture, Quinby's Arts & Crafts church incorporated elements from the earlier church on the site (built 1868) including heavy timbers and a rose window.

In the early 1900s the Goodhue Estate was donated to the Children's Aid Society and the former Rodewald/Muller House was occupied by a private school. Muvacant lots were improved a number of members of the De Jonge and Zentgraf families who owned the Stapleton-based De Jonge paper works were responsible for remodeling 377 St. Paul's Avenue and constructing the large Northern Renaissance house at 400 St. Paul's Avenue. Both projects were executed by Stapleton architect Otto Loeffler who at various times resided within the proposed district, and was one of its most prolific architects, responsible for at least nine houses. In the 1910s and 1920s, a number of previously undeveloped tracts on St. Paul's Avenue, Cebra Avenue, and Marion Avenue were built up with one- and two-family Neo-Colonial and Craftsman style houses. Among the most noteworthy is the 1922-23 stucco and tile Craftsman house at 173 St. Paul's Avenue designed by the prominent Staten Island architect James Whitford for Dr. Charles L. Reigi. Stapleton architect Henry J. Otto designed at least five houses within the district during this period including the Neo-Colonial style 35 and 37 Marion Avenue (1921) and the 1922 Craftsman style building at the southwest corner of Cebra Avenue and St. Paul's Avenue that was originally a parsonage for Trinity Lutheran Church.

Founded in 1856 as the German Evangelical Lutheran Church, Trinity Lutheran Church had deep ties with Stapleton's extensive German community. The present church building, the congregation's second at the northeast corner of Beach Street and St. Paul's Avenue, is a 1913 neo-Gothic structure designed by the prominent ecclesiastical architects Upjohn & Conable.

Long considered one of Staten Island's most prestigious neighborhoods, the proposed St. Paul's Avenue-Stapleton Heights Historic District has numbered among its residents many leading members of the arts, professions, and business community. These have included many prominent members of the German-American community such as businessmen Louis Stirn, Louis DeJonge, and John Detjens. A number of prominent attorneys and political leaders have also resided here including the constitutional expert and New York State Assemblyman William A. Shortt and Judges Arnold J.B. Wedemeyer, George W. Stake and J. Harry Tiernan. Amateur sportswoman Mary E. Outerbridge lived at 210-212 St. Paul's Avenue in 1874 when she introduced lawn tennis to the United States at the Staten Island Cricket Club. In 1897 the same house was occupied by architect Otto Loeffler and his brother August Loeffler, a prominent photographer. More recently, in the 1970s and 1980s, the distinguished writer-activist Audre Lorde occupied 207 St. Paul's Avenue.

Gillies—James Gillies received a grant in 1680 according to Root. See Soldiers' Lots.

Gifford—William Bernard Gifford was born December 27, 1750, in Ireland. He married, after becoming an officer in the American army, Annatie Van Voorhis, of Gravesend, Long Island, who bore him five children and died in 1791. In 1792 Major Gifford moved to Staten Island where he married Frances Nicoll. He bought the farm at New Dorp, known as "Rose and Crown," in 1804, and died there February 7, 1814, leaving a considerable estate, the personal property being £3,583.

There is a tablet on the Dutch Reformed Church in Port Richmond to Major Gifford's memory, erected by D. A. R.

Gifford's Lane was named for John Gifford, commissioner and surveyor of highways, who laid it out in 1773. This Gifford was a weaver, whose will, made in 1776, proved in 1780, is recorded. Gifford's Lane, not named, is on the map of 1797.

Gigneoux—Claudius Gigneoux, in 1859, was an importer at 265 Broadway, New York, who lived in the house at the Narrows, later known as "Shore Acres." His name is often spelled Gigneaux, and in various other ways.

Golder—Abraham Golder, aged 24, with Anne, apparently his wife and two children, Joseph and Anna, appears in the census of 1706. Dr. Golder, of Rossville, is mentioned in the chapter on Medicine.

Goodhue—Robert C. and W. C. Goodhue, whose stately home on Prospect Avenue has since become the site of Goodhue Home of the Children's Aid Society, were among the founders of the Unitarian Church on Staten Island in 1851.

Graham—James Graham, a Scotchman who came to New York soon after the British conquest, acquired wealth and a high social and political position. His son, Augustin Graham, was lieutenant-colonel and in chief command of all the militia on Staten Island in 1705. He married Jane Chriswell in 1703 and lived on the north shore where his father had received a grant of 126 acres, including Shooter's Island, in 1680. Augustin Graham, with his wife and three children, are mentioned in the census of 1706. He was one of the undertakers of the building of the Church of St. Andrew, surveyor-general of the port, a magistrate, and evidently a leading citizen.

Grasset—Samuel Grasset's cattlemark was recorded in 1702. Marianne Grasset had married Henry de Money in 1700; Hester Grasset had married Louis DuBois in 1696. They were possibly sisters of Samuel; their father was Augustus Grasset of New York who died in 1712.

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Obituary 1 -- No Title
New York Times (1857-Current file); Jul 16, 1901; ProQuest Historical Newspapers The New York Times (1851 - 2003)
pg. 7

DIED.

ADEE.—On Sunday, July 14, of typhoid fever, Charles Stanton Adee, son of George A. and Adelaide Stanton Adee, in his twenty-seventh year.

Funeral services will be held at St. Peter's Church, Westchester, on Wednesday, July 17, at 4:15 P. M.

Train will leave 129th St. and 3d Av. via Harlem River Branch of N. Y., N. H. & H. R. R. at 3:45 P. M.

CORY.—Suddenly, at Englewood, N. J., July 13, David U. Cory.

Funeral services will be held on Tuesday, July 16, at the residence of his sister, Mrs. Henry A. Lyman, at Englewood, N. J., on the arrival of the 4:53 P. M. train from Chambers St., Erie Railroad.

FERGUS.—On July 12, Thomas H. Fergus, aged forty-seven, son of the late Dr. P. G. Fergus of this city.

Requiem mass at St. Leo's Church, East 28th St., near 5th Av., Tuesday, July 16, at 10:30 sharp.

Friends and acquaintances are respectfully invited to attend. Interment at Port Chester, N. Y.

HADDACK.—On July 15, 1901, Arthur H. M. Haddack, in the 81st year of his age.

Funeral services on Wednesday, July 17, at 3:30 P. M., from his late residence, Ossining, N. Y. Carriages will meet train at Ossining on arrival of train leaving Grand Central Station at 2:05.

HINDS.—On July 14, in his thirtieth year, Lincoln Shepard Hinds, at Hempstead, L. I.

Services at home Wednesday, 3:30.

HIRSCH.—On Saturday afternoon, July 13, at Edgemere, L. I., Ferdinand Hirsch. Remains at House of Repose, 9 East 28th St., near 5th Av., Monday evening.

Friends of family are invited to attend funeral at House of Repose Tuesday morning at 9:30 o'clock.

JOHNSON.—On July 13, Jane Johnson, sister of the late Dwight Johnson.

Funeral services at her late residence, 35 Sidney Place, Brooklyn, on Tuesday, July 16, at 10 A. M. Interment private.

KING.—At "Woodbrook," New Brighton, Staten Island, on Monday evening, July 15, Sarah Chandler Goodhue, wife of Percy R. King and only child of Sarah Chandler and the late *Charles Clarkson Goodhue*.

Notice of funeral hereafter.

LITTLEJOHN.—Thomas Littlejohn, at Corona, L. I., aged 64 years.

Funeral services at St. James's Church, Newtown, L. I., Wednesday, 10 A. M. Trains leave 34th St. Ferry at 9:20. Interment at Mount Hebron, Montclair Heights, N. J.

MEADE.—On July 15, 1901, at Essex, N. Y., Charles Henry Meade of South Bethlehem, Penn., son of the late Charles Mandeville Meade.

Interment at Woodlawn. Special car leaves Grand Central Station at 10:30 A. M.

MOSS.—Theodore Moss, suddenly, of heart failure, on July 13, 1901, at his Summer residence, Seabright, N. J.

Funeral private.

SQUIRE.—On Monday, July 15, at his residence, 71 East 87th St., Seth P. Squire, in the 86th year of his age.

Funeral private.

WARREN.—Monday noon, at Bolceville, July 15, William Henry, son of Charles E. Warren, aged 21 years, of Brooklyn.

Funeral announced later.

WATSON.—At Narragansett Pier, on Sunday, July 14, after a brief illness, John H. Watson.

Funeral services will be held at St. Thomas's Church on Thursday morning, July 18, at 10 o'clock.

WHEELER.—On Saturday, July 13, at Short Hills, N. J., Minnie Edith, beloved wife of Clifton H. Wheeler.

Funeral services will be held Wednesday, July 17, at 2:30 P. M., at the Moravian Chapel, Moravian Cemetery, New Dorp, S. I. A special Midland Railroad car will leave St. George on arrival of 1:30 boat from New York.

WHITEHEAD.—At Washington, D. C., Sunday, the 14th inst., James M. Whitehead, in his ninety-second year.

Funeral from the residence of his grandson, 357 Van Buren St., Brooklyn, Tuesday evening, at 8 o'clock.

CYPRESS HILLS CEMETERY.
From Brooklyn ferries by electric or elevated railroad. New York office, 1 Madison Avenue.

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House Flags of U.S. Shipping Companies: G

Last modified: **2005-03-12** by rob raeside
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- G. C. Lord & Co.
- George E. Billings
- Frederick Gerhard & Co.
- S. Gitcovich & Co.
- Glidden & Williams
- Globe Navigation Co.
- Goodhue & Co.
- G. Gordon
- Gordon & Talbot
- Grace Line (W. R. Grace & Co.)
- Great Lakes Group (and Great Lakes Towing Company)
- Great Northern Pacific SS Co.
- Great Northern SS Co.
- Great White Fleet
- Green & Co.
- Grinnell, Minturn & Co.
- Grinnell, Minturn & Co. California Line
- N. L. & G. Griswold
- Griswold's Black X Line
- J. M. Guffey Petroleum Co.
- Gulf and South American SS Co.
- Gulf Fleet Marine
- Gulf Refining Co.
- Gulf Oil Corp.

See also:

- Index page of US Shipping Companies by name

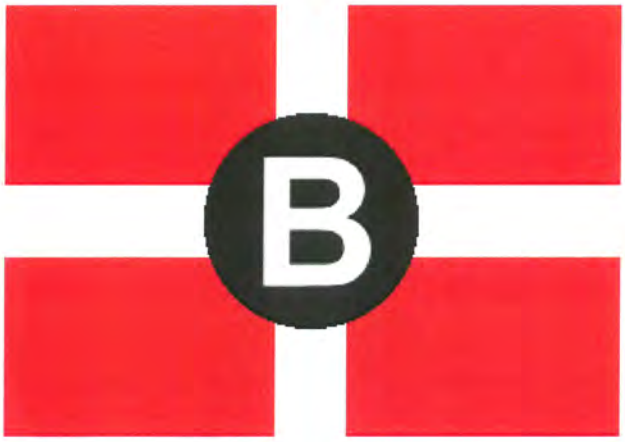
Frederick Gerhard & Co.

by *Joe McMillan*

Goodhue & Co., New York
Founded 1809 as Goodhue and Swett; operated a line of transatlantic packets and served as agents for the Canton firm of Russell and Co. Also part of the consortium that ran the famous Black Ball Line, and later merged with Charles Marshall & Co, the Black Ball's final operators. Flag divided vertically, red to the hoist and white to the fly with a large black disk overall, possibly a reference to the Black Ball Line.
Source: chart of "Private Signals of the Merchants of New York"

Joe McMillan, 14 October 2001

G. Gordon



by *Joe McMillan*

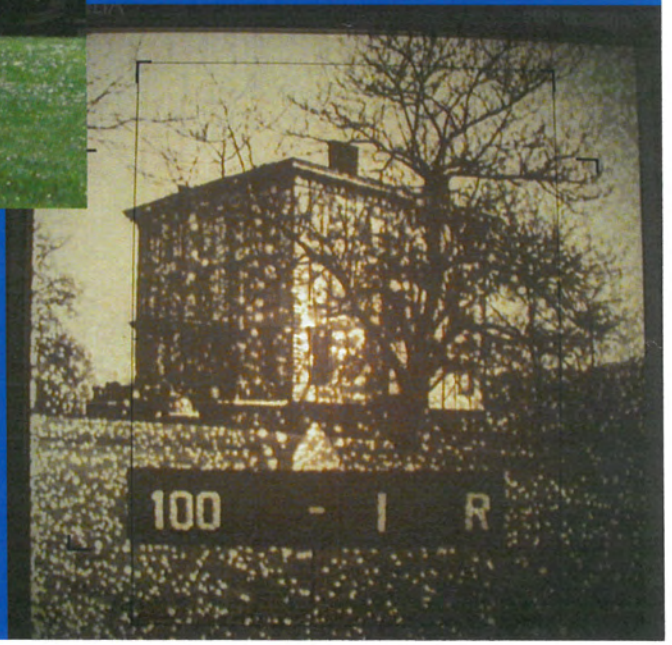
G. Gordon, New York
Red with a white cross, overall on a black disk the letter B in white. I do not believe this mid-19th century company was affiliated with the Black Ball Line, but the flag would imply that it might have been.
Source: chart of "Private Signals of the Merchants of New York"

Joe McMillan, 14 October 2001

Gordon & Talbot

304 Prospect Ave

Goodhue House
Prospect Avenue



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02/08/00        PUBLIC ACCESS PROPERTY PROFILE OVERVIEW              BISPIQ70
304......... PROSPECT AVENUE.............. 5 STATEN ISLAND 10301 BIN# 5113043

PROSPECT AVENUE      304 - 304              HEALTH AREA : 04     TAX BLK: 100..
                                            CENSUS TRACT:   91   TAX LOT: 1....
                                            COMMUNITY BD: 501    CONDO  :
                                            MULTI STRUCT: 9      CUI NO :
================================================================================
DOB SPECIAL PLACE NAME :                                 1   PROPERTY RECORD(S)
DOB BUILDING REMARKS   :
FINANCE OCCUPANCY CODE : W9-EDUCATIONAL STRUC  LANDMARK STATUS: NO

  COUNTS FOR THIS BIN                                    RECORD VERIFIED : NO
  ACTIONS          : 18    , 2    JOBS/FILINGS (PF4)     SPECIAL STATUS :
  VIOLATIONS DOB : 2       , 2    OPEN                        LOCAL LAW : NO
             ECB : 0       , 0    OPEN    (PF12)                   SRO : NO
  COMPLAINTS       : 0     , 0    OPEN    (PF11)

--------------------------------------------------------------------------------
                                        PF 5/6/7 = NEW    ADDR/BIN/BLK-LOT
ENTER KEY= ACTIONS, (TYPE : ....  )     PF 9/10  = BROWSE  BIN/BLK-LOT
  PF  3  = ELEVATORS   PF8 = BOILERS    PF 15    = BROWSE 1   PROPERTY RECORDS
  PF 14  = LPC/HPD/LOFT USE ONLY        PF 16    = ADDTN'L PROPERTY INFO
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February 1, 1967

Mr. Adrian Blumenfeld
School Planning & Research Division
Board of Education
110 Livingston Street
Brooklyn, New York 11201

Re: Tax Map Block 100, Richmond

Dear Mr. Blumenfeld:

Regarding the proposed site for I.S. 61, Richmond, Landmarks Preservation Commission has no objection to the location of the building within the boundaries as delineated on the map which you submitted to us.

However, within Block 100, Lot 1 there is situated a house located at 304 Prospect Avenue known as the Jonathan Goodhue House, "Woodbrook". This house, maintained by the Children's Aid Society, has great architectural merit, and the Commission is in the process of designating the building as a "Landmark".

We appreciate the efforts of the Board of Education in coordinating its proposals with those of the Landmarks Preservation Commission.

Sincerely,

Michael W. Gold
Executive Assistant

MWG:mg
Encl.

DAVIS Goodhue House "Woodbrook"

August 27, 1970

Mr. Brian Smith
Davis, Brody & Associates, Architects
130 East 59th Street
New York, N.Y. 10022

Re: 304 Prospect Avenue, Richmond
"Woodbrook"
(The Jonathan Goodhue House)

Dear Mr. Smith:

In answer to your inquiry, "Woodbrook" (the Jonathan Goodhue House), on which this Commission held a public hearing on September 13, 1966, is not at present under consideration for designation as a Landmark.

Sincerely yours,

Harmon H. Goldstone
Chairman

bcc: F. Gilber (3)
A.B.
K. Lightner (Library)

7/141

DAVIS, BRODY
& ASSOCIATES
ARCHITECTS

130 EAST 59 STREET
NEW YORK CITY 10022
TEL. 421-7766

LEWIS DAVIS, FAIA
SAMUEL BRODY, FAIA
ALAN SCHWARTZMAN, AIA

JOHN L. LEBDUSKA, AIA
BRIAN SMITH

June 3, 1970

Honorable Harmon H. Goldstone
Chairman, Landmarks Preservation Commission
305 Broadway
New York, New York 10007

Re: 304 Prospect Avenue
Goodhue Property
Staten Island, New York

-9/13/66

Sir:

We are architects to the Children's Aid Society, owners of the above building, and are preparing plans for the development of the Goodhue property. We understand that an application has been made to classify the Goodhue residence, #304 Prospect Avenue, as a landmark, and that this application is still pending.

There is some possibility that we may wish substantially to alter the interior of the building, or even to demolish it completely. Could you give us some indication as to whether demolition would be permissible, or to what extent alteration (involving a change in use) would be permissible, and also what the appropriate procedures would be in dealing with your Commission.

Very truly yours,

Brian Smith

Brian Smith

BES;bja

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Commission

NYC BUILDINGS

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NYC Department of Buildings

Property Profile Overview

304 PROSPECT AVENUE
PROSPECT AVENUE 304 - 304

STATEN ISLAND 10301

Health Area	: 400
Census Tract	: 91
Community Board	: 501
Buildings on Lot	9

BIN# 5113043

Tax Block	: 100
Tax Lot	: 1
Condo	: NO
Vacant	: NO

View DCP Addresses... Browse Block View Certificates of Occup:

DOB Special Place Name:
DOB Building Remarks:

Landmark Status:	C - CALENDARED	**Special Status:**	N/A
Local Law:	NO	**Loft Law:**	NO
SRO Restricted:	NO	**TA Restricted:**	NO
UB Restricted:	NO	**DOB District:**	N/A
Little 'E' Restricted:	N/A	**Grandfathered Sign:**	NO
Legal Adult Use:	NO	**City Owned:**	NO
Historic Block:	100	**Historic Lots:**	1
Additional BINs for Building:	NONE		

Special District: HS - HILLSIDES PRESERVATION

Department of Finance Occupancy Code: W9-EDUCATIONAL STRUC

Please Note: The Department of Finance's building classification information shows a building's tax status, which may not be the same as th the structure. To determine the legal use of a structure, research the records of the Department of Buildings.

	Total	Open
Complaints	0	0
Violations-DOB	10	9
Violations-ECB	1	0
Jobs/Filings	4	
PRA / ARA Jobs	1	
Total Jobs	5	
Actions	18	

Elevator Records
Electrical Applications
Permits In-Process / Issued
Illuminated Signs Annual Permits
Plumbing Inspections
Open Plumbing Jobs / Work Types
Facades
Marquee Annual Permits
Boiler Records
DEP Boiler Information

OR Enter Action Type:
OR Select from List:
Select...
AND Show Actions

If you have any questions please review these Frequently Asked Questions, the Glossary, or call the 311 Citizen Service Center by dialing 311 or (212) NEW YORK outside of New York City.

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NYC Department of Buildings

Actions

Premises: 304 PROSPECT AVENUE STATEN ISLAND BIN: 5113043 Block

NUMBER	TYPE	FILE DATE
90DAY		00/00/0000
90DAYS		00/00/0000
7-16-75		00/00/1916
AH 73-79		00/00/1979
ALT 542-59-CO43276-72	ALTERATION	00/00/1959
ALT 71-72(2CARGARAGE)EXPIRED	ALTERATION	00/00/1972
COF 57743		00/00/0000
COM 220-59	COMPLAINTS	00/00/1959
COM 1438-78	COMPLAINTS	00/00/1978
FIN -O52041MAY251977		00/00/0000

Next

Enter Action Type: Or Select from List: Select... Refresh

If you have any questions please review these Frequently Asked Questions, the Glossary, or call the 311 Citizen Service Center by dialing 311 or (212) NEW YORK outside of New York City.

NYC BUILDINGS

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NYC Department of Buildings

Actions

Premises: 304 PROSPECT AVENUE STATEN ISLAND **BIN: 5113043 Block**

NUMBER	TYPE	FILE DATE
FIN -O52042MAY251977		00/00/0000
MIS (FO)210-50	MISCELLANEOUS	00/00/1950
MIS 14-82	MISCELLANEOUS	00/00/1982
NB 1809-72P&D	NEW BUILDING	00/00/1972
NB 1810-72P&D	NEW BUILDING	00/00/1972
NB 1520-77	NEW BUILDING	00/00/1977
TEM 49075JUL31975EXP10-3-75		00/00/0000
TEM 49076JUL31975EXP10-3-75		00/00/0000
V* 295/59	DOB VIOLATION DISMISSED	00/00/1959
DISMISSAL DATE:	**AGENCY LICENSE:**	**BADGE NO.:**
V 050498LL629136042	DOB VIOLATION - ACTIVE	05/04/1998

Previous Next

Enter Action Type: Or Select from List: Select... Refresh

If you have any questions please review these Frequently Asked Questions, the Glossary, or call the 311 Citizen Service Center by dialing 311 or (212) NEW YORK outside of New York City.

MICHAEL E. McMAHON
COUNCIL MEMBER, 49TH DISTRICT

o DISTRICT OFFICE
130 STUYVESANT PLACE, 6TH FLOOR
STATEN ISLAND, NY 10301
(718) 556-7370
FAX: (718) 556-7389

o CITY HALL OFFICE
250 BROADWAY, ROOM 1807
NEW YORK, NY 10007

THE COUNCIL
OF
THE CITY OF NEW YORK

7 MBB

CHAIRMAN
SANITATION & SOLID WASTE MANAGEMENT

COMMITTEE MEMBER
FINANCE
LAND USE
STATE & FEDERAL LEGISLATION
SUB COMMITTEE
ZONING & FRANCHISES
SELECT COMMITTEE
WATERFRONTS

February 28, 2006

Hon. Robert B. Tierney
Chairman
Landmarks Preservation Commission
1 Centre Street – 9th Floor
New York, N.Y. 10007

RE: New York State Armory, Jonathan Goodhue House,
Bayley Seton Hospital & St. Peter's Brothers Residence

Bob

Dear Chairman Tierney,

It was a pleasure meeting with you and your staff yesterday to discuss potential individual landmarks within my council district. As discussed, I am writing to request that the New York State Armory at 321 Manor Road be given serious consideration as an individual landmark. The building resembles a castle and is rich in military history. I believe that the interior museum and officer's club also merits consideration as a landmark.

I have enclosed a copy of the deed conveying the Jonathan Goodhue House to the Children's Aid Society in 1912, as well as, a copy of an 1898 atlas indicating the layout of the property. As discussed, please add the main Bayley Seton Hospital building and the Brother's residence located at 200 Clinton Avenue as potential individual landmarks.

I greatly appreciate the work of LPC on behalf of the citizens of New York City and I look forward to working with you and your staff. If you have any questions or require anything further, please contact me directly.

Sincerely,

Michael E. McMahon

Michael E. McMahon

Mem/km
Enc.

MICHAEL E. McMAHON
COUNCIL MEMBER, 49TH DISTRICT

o DISTRICT OFFICE
130 STUYVESANT PLACE, 6TH FLOOR
STATEN ISLAND, NY 10301
(718) 556-7370
FAX: (718) 556-7389

o CITY HALL OFFICE
250 BROADWAY, ROOM 1807
NEW YORK, NY 10007
(212) 788-6972
FAX: (212) 341-3045

THE COUNCIL
OF
THE CITY OF NEW YORK

UBB

CHAIRMAN
SANITATION & SOLID WASTE MANAGEMENT

COMMITTEE MEMBER
FINANCE
LAND USE
STATE & FEDERAL LEGISLATION
WATERFRONTS
SUB COMMITTEE
ZONING & FRANCHISES

March 14, 2006

Hon. Robert B. Tierney
Chairman
Landmarks Preservation Commission
1 Centre Street – 9th Floor
New York, N.Y. 10007

RE: Potential Landmarks – 49th C.D.

Bob

Dear Chairman Tierney,

In furtherance of our meeting on March 6, 2006, I had my staff obtain some historical information on several of the potential landmarks we discussed.

I trust this information will be of assistance to you and your staff. Thank you for your continued attention to this matter. If you have any question or require anything further, please contact me directly.

Sincerely,

Michael E. McMahon

Michael E. McMahon

Mem/Jc

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NYC Department of Buildings

Actions

Premises: 304 PROSPECT AVENUE STATEN ISLAND **BIN: 5113043 Block**

NUMBER	TYPE	FILE DAT
V 020700LL629131038	DOB VIOLATION - ACTIVE	02/07/200
V 022701LL629130787	DOB VIOLATION - ACTIVE	02/27/200
V 022701LL629130788	DOB VIOLATION - ACTIVE	02/27/200
V 031903LL629130162	DOB VIOLATION - ACTIVE	03/19/200
V 021304LL629128912	DOB VIOLATION - ACTIVE	02/13/200
V 013105LL629127311	DOB VIOLATION - ACTIVE	01/31/200
V 010606LL629126048	DOB VIOLATION - ACTIVE	01/06/200
V 011907LL629126652	DOB VIOLATION - ACTIVE	01/19/200
VEC* 072103B8858401	ECB VIOLATION DISMISSED	07/21/200

Previous

Enter Action Type: Or Select from List: Select... Refresh

If you have any questions please review these Frequently Asked Questions, the Glossary, or call the 311 Citizen Service Center by dialing 311 or (212) NEW YORK outside of New York City.

TO: Harmon H. Goldstone

DATE: August 7, 1970

FROM: Michael W. Gold

RE: Goodhue Property

I told Mr. Smith he would hear from us after the August 18th meeting of the Commission. The house, "ca. 1855, Anglo-Italianate, 3 story wood clapboarded residence with brick basement. Simulated stone corner quoins of wood" (our card on it) is apparently in the middle of 12 acres, plans for the development of which are being drawn by Davis, Brody.

At the public hearing, September 13, 1966, a Statement was filed by the Children's Aid Society, owners, opposing designation on the grounds that they are required by legacy conditions to use the property for a children's shelter and not to divest themselves of the property, that the house cannot serve this function and cannot be remodeled, and they wish to build a new facility to take its place.

Robert Hagenhofer, Henry Reed and Jedd Reisner spoke in favor of designation.

WEBSTER SHEFFIELD FLEISCHMANN HITCHCOCK & CHRYSTIE

1 ROCKEFELLER PLAZA • NEW YORK, N.Y. 10020

SAMUEL L. BROOKFIELD
DONALD J. COHN
JAMES F. DOWNEY
MANLY FLEISCHMANN
PETER S. HELLER
ETHAN A. HITCHCOCK
WILLIAM H. HOGELAND, JR.
MAXIMILIAN W. KEMPNER
EDWARD L. REA
FREDERICK SHEFFIELD
HENRY CASSORTE SMITH
JOHN D. SMYERS
I. N. P. STOKES
FREDERICK R. VAN VECHTEN
CAROLINDA WATERS
BETHUEL M. WEBSTER

EDWARD M. FREEMAN
FRANCIS H. HORAN
COUNSEL

JUDSON 2-3370
CABLE "WEBSHEF"

September 8, 1966

Hon. Frank Gilbert, Secretary
Landmarks Preservation Commission
2 Lafayette Street
New York, New York 10007

Re: "Woodbrook" (The Jonathan Goodhue House)
304 Prospect Avenue, Borough of Richmond,
Lot 1, Block 100

Dear Sir:

On behalf of The Children's Aid Society, we respectfully request leave to appear or present a written statement or both at the public hearing on September 13, 1966 with respect to the proposed designation of the above property as a landmark.

The Society recognizes the benefit of the City's Land Preservation Program to the City of New York. However, the facts surrounding the acquisition of the property known as the Goodhue Children's Center and the terms under which it is held are unusual. We would appreciate being able to bring them to your attention as we believe that the interests of the City and its children will be better served if the property is not so designated.

Very truly yours,

/s/ Carolinda Waters

CW:ts

Form 10-445
(5-62)

1. STATE New York
COUNTY Richmond
TOWN New York City VICINITY New Brighton
STREET NO. 304 Prospect Ave.

ORIGINAL OWNER
ORIGINAL USE
PRESENT OWNER Children's Aid Society
PRESENT USE
WALL CONSTRUCTION
NO. OF STORIES 3 and basement

HISTORIC AMERICAN BUILDINGS SURVEY
INVENTORY

2. NAME Goodhue Home

DATE OR PERIOD c.1855
STYLE Anglo-Italianate
ARCHITECT
BUILDER

3. FOR LIBRARY OF CONGRESS USE

4. NOTABLE FEATURES, HISTORICAL SIGNIFICANCE AND DESCRIPTION OPEN TO PUBLIC

100 - 1

5. PHYSICAL CONDITION OF STRUCTURE Endangered Interior Exterior

6. LOCATION MAP (Plan Optional)

7. PHOTOGRAPH

8. PUBLISHED SOURCES (Author, Title, Pages)
INTERVIEWS, RECORDS, PHOTOS, ETC.

9. NAME, ADDRESS AND TITLE OF RECORDER
LANDMARKS PRESERVATION COMMISSION
2 LAFAYETTE STREET, NEW YORK 7, N. Y.

DATE OF RECORD

SUPPLEMENTAL INFORMATION AND PHOTOGRAPHS MAY BE ADDED ON SHEET OF SAME SIZE

9409

BUILDING-STRUCTURE INVENTORY FORM

DIVISION FOR HISTORIC PRESERVATION
NEW YORK STATE PARKS AND RECREATION
ALBANY, NEW YORK (518) 474-0479

FOR OFFICE USE ONLY

UNIQUE SITE NO. _____
QUAD _____
SERIES _____
NEG. NO. _____

YOUR NAME: Barnett Shepherd DATE: 3-28-80

YOUR ADDRESS: 75 Stuyvesant Place TELEPHONE: (212)727-1135

ORGANIZATION (if any): Staten Island Inst. of Arts & Sciences

* *

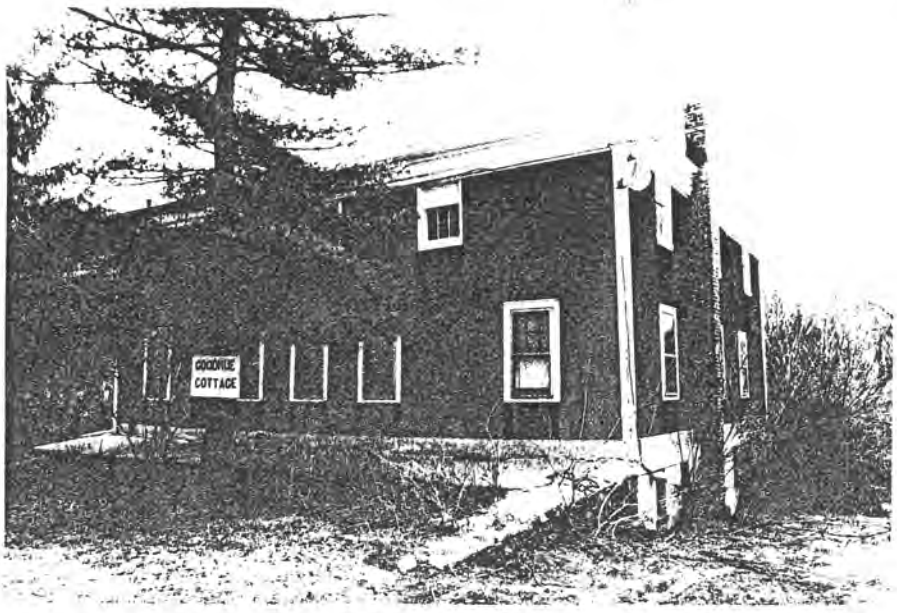
IDENTIFICATION

1. BUILDING NAME(S): Cottage, Goodhue Center (Children's Aid Society)
2. COUNTY: Richmond TOWN/CITY: New York VILLAGE: New Brighton
3. STREET LOCATION: 304 Prospect Avenue
4. OWNERSHIP: a. public ☐ b. private ☐
5. PRESENT OWNER: _____ ADDRESS: _____
6. USE: Original: _____ Present: _____
7. ACCESSIBILITY TO PUBLIC: Exterior visible from public road: Yes ☐ No ☐
   Interior accessible: Explain _____

DESCRIPTION

8. BUILDING MATERIAL: a. clapboard ☐ b. stone ☐ c. brick ☐ d. board and batten ☐
   e. cobblestone ☐ f. shingles ☐ g. stucco ☐ other: _____
9. STRUCTURAL SYSTEM: (if known)
   a. wood frame with interlocking joints ☐
   b. wood frame with light members ☐
   c. masonry load bearing walls ☐
   d. metal (explain) _____
   e. other _____
10. CONDITION: a. excellent ☐ b. good ☐ c. fair ☐ d. deteriorated ☐
11. INTEGRITY: a. original site ☐ b. moved ☐ if so, when? _____
    c. list major alterations and dates (if known):

12. PHOTO: RAFFERTY 12-16 SIIAS 1980 13. MAP:



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Staten Island Institute of Arts & Sciences

BUILDING-STRUCTURE INVENTORY FORM

DIVISION FOR HISTORIC PRESERVATION
NEW YORK STATE PARKS AND RECREATION
ALBANY, NEW YORK (518) 474-0479

FOR OFFICE USE ONLY

UNIQUE SITE NO. _____
QUAD _____
SERIES _____
NEG. NO. _____

YOUR NAME: Barnett Shepherd DATE: 11/19/79

YOUR ADDRESS: 75 Stuyvesant Place TELEPHONE: (212)727-1135

ORGANIZATION (if any): Staten Island Inst. of Arts & Sciences

* *

IDENTIFICATION

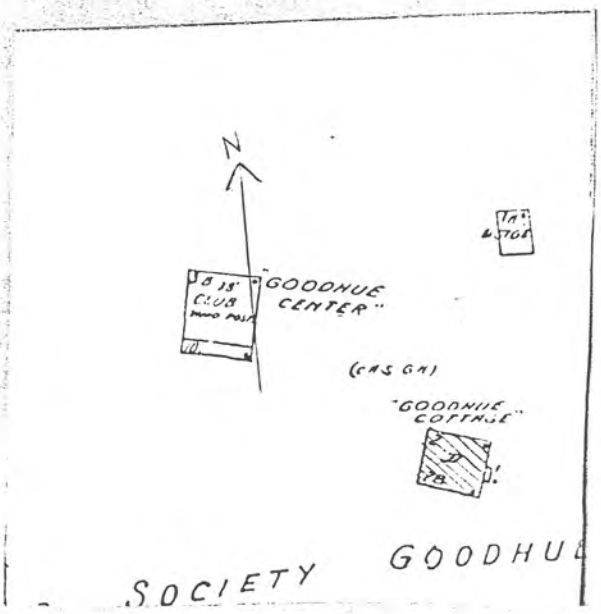
1. BUILDING NAME(S): Goodhue Cottage
2. COUNTY: Richmond TOWN/CITY: New York VILLAGE: New Brighton
3. STREET LOCATION: 304 Prospect Avenue
4. OWNERSHIP: a. public ☐ b. private ☐
5. PRESENT OWNER: _____ ADDRESS: _____
6. USE: Original: _____ Present: _____
7. ACCESSIBILITY TO PUBLIC: Exterior visible from public road: Yes ☐ No ☐
   Interior accessible: Explain _____

DESCRIPTION

8. BUILDING MATERIAL: a. clapboard ☐ b. stone ☐ c. brick ☐ d. board and batten ☐
   e. cobblestone ☐ f. shingles ☐ g. stucco ☐ other: _____
9. STRUCTURAL SYSTEM: (if known)
   a. wood frame with interlocking joints ☐
   b. wood frame with light members ☐
   c. masonry load bearing walls ☐
   d. metal (explain) _____
   e. other _____
10. CONDITION: a. excellent ☐ b. good ☐ c. fair ☐ d. deteriorated ☐
11. INTEGRITY: a. original site ☐ b. moved ☐ if so,when? _____
    c. list major alterations and dates (if known):

12. PHOTO:

13. MAP: SANBORN 81



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Staten Island Institute of Arts & Sciences

BUILDING-STRUCTURE INVENTORY FORM

DIVISION FOR HISTORIC PRESERVATION
NEW YORK STATE PARKS AND RECREATION
ALBANY, NEW YORK (518) 474-0479

FOR OFFICE USE ONLY

UNIQUE SITE NO. _____
QUAD _____
SERIES _____
NEG. NO. _____

YOUR NAME: Barnett Shepherd DATE: 11/19/79

YOUR ADDRESS: 75 Stuyvesant Place TELEPHONE: (212)727-1135

ORGANIZATION (if any): Staten Island Inst. of Arts & Sciences

* *

IDENTIFICATION

1. BUILDING NAME(S): Goodhue Mansion
2. COUNTY: Richmond TOWN/CITY: New York VILLAGE: New Brighton
3. STREET LOCATION: 304 Prospect Avenue
4. OWNERSHIP: a. public ☐ b. private ☐
5. PRESENT OWNER: _____ ADDRESS: _____
6. USE: Original: _____ Present: _____
7. ACCESSIBILITY TO PUBLIC: Exterior visible from public road: Yes ☐ No ☐
   Interior accessible: Explain _____

DESCRIPTION

8. BUILDING MATERIAL: a. clapboard ☐ b. stone ☐ c. brick ☐ d. board and batten ☐ e. cobblestone ☐ f. shingles ☐ g. stucco ☐ other: _____
9. STRUCTURAL SYSTEM: (if known)
   a. wood frame with interlocking joints ☐
   b. wood frame with light members ☐
   c. masonry load bearing walls ☐
   d. metal (explain) _____
   e. other _____
10. CONDITION: a. excellent ☐ b. good ☐ c. fair ☐ d. deteriorated ☐
11. INTEGRITY: a. original site ☐ b. moved ☐ if so, when? _____
    c. list major alterations and dates (if known):

12. PHOTO: WETCHER 3-18 SIIAS 1979 13. MAP: SANBORN 81

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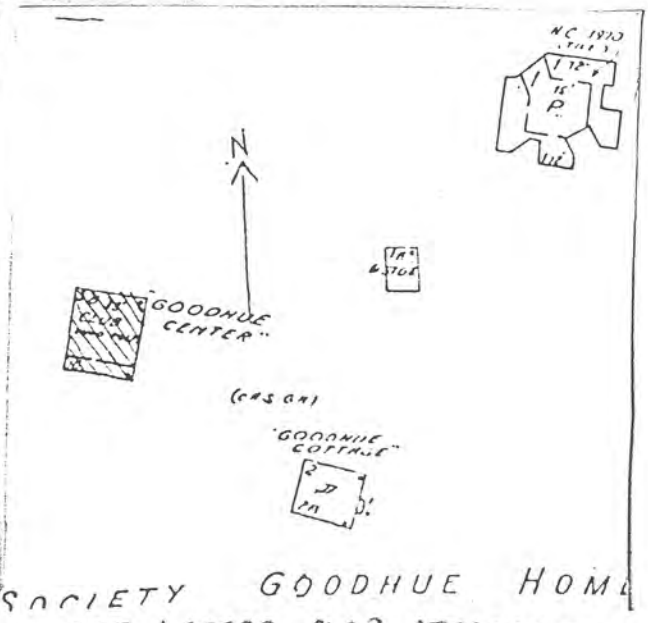
Staten Island Institute of Arts & Sciences



SOCIETY GOODHUE HOME
SEE LARGER MAP ATTACHED

HP-1

BUILDING-STRUCTURE INVENTORY FORM

DIVISION FOR HISTORIC PRESERVATION
NEW YORK STATE PARKS AND RECREATION
ALBANY, NEW YORK (518) 474-0479

FOR OFFICE USE ONLY

UNIQUE SITE NO. _____
QUAD _____
SERIES _____
NEG. NO. _____

YOUR NAME: Barnett Shepherd DATE: 4-28-80

YOUR ADDRESS: 75 Stuyvesant Place TELEPHONE: (212)727-1135

ORGANIZATION (if any): Staten Island Inst. of Arts & Sciences

* *

IDENTIFICATION

1. BUILDING NAME(S): Former Goodhue Mansion (Children's Aid Society)
2. COUNTY: Richmond TOWN/CITY: New York VILLAGE: New Brighton
3. STREET LOCATION: 304 Prospect Avenue
4. OWNERSHIP: a. public ☐ b. private ☐
5. PRESENT OWNER: _____ ADDRESS: _____
6. USE: Original: _____ Present: _____
7. ACCESSIBILITY TO PUBLIC: Exterior visible from public road: Yes ☐ No ☐
   Interior accessible: Explain _____

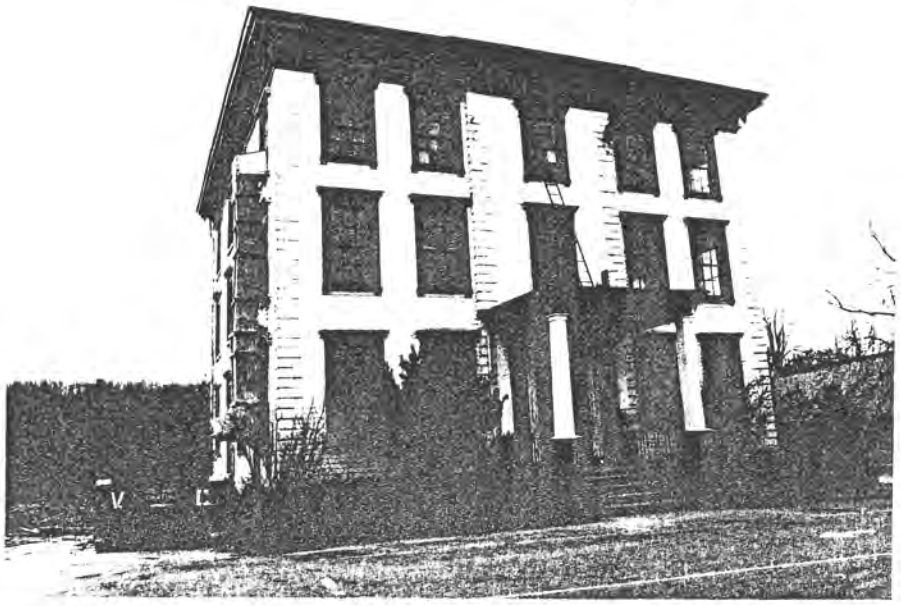
DESCRIPTION

8. BUILDING MATERIAL: a. clapboard ☐ b. stone ☐ c. brick ☐ d. board and batten ☐
   e. cobblestone ☐ f. shingles ☐ g. stucco ☐ other: _____

9. STRUCTURAL SYSTEM: (if known)
   a. wood frame with interlocking joints ☐
   b. wood frame with light members ☐
   c. masonry load bearing walls ☐
   d. metal (explain) _____
   e. other _____

10. CONDITION: a. excellent ☐ b. good ☐ c. fair ☐ d. deteriorated ☐
11. INTEGRITY: a. original site ☐ b. moved ☐ if so, when? _____
    c. list major alterations and dates (if known):

12. PHOTO: RAFFERTY 12-14 SIIAS 1980 13. MAP:



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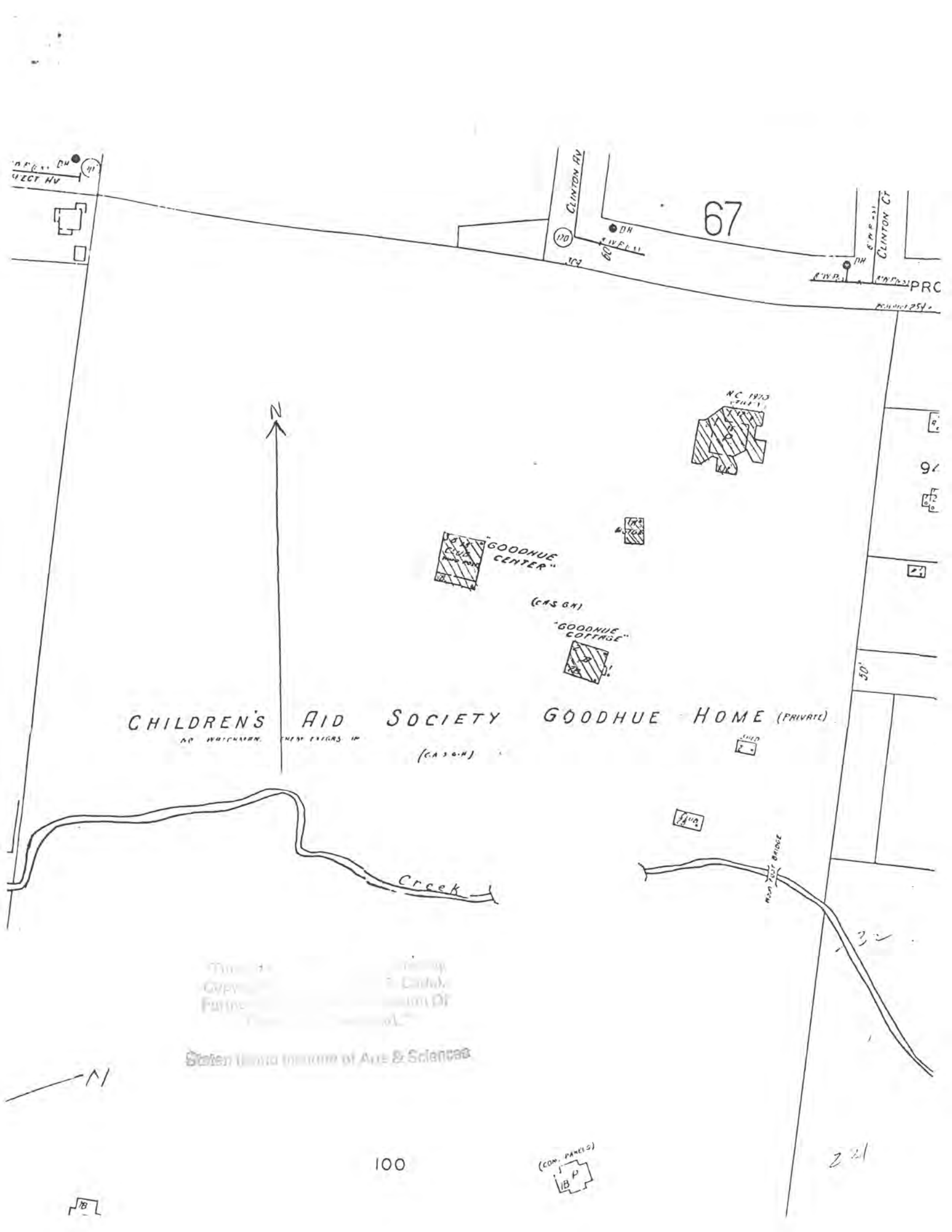
Staten Island Institute of Arts & Sciences



Staten Island Institute of Arts & Sciences

Standard N. Y. B. T. U. Form 8004* 2-76-3M – Quitclaim Deed – Individual or Corporation (single sheet)

CONSULT YOUR LAWYER BEFORE SIGNING THIS INSTRUMENT—THIS INSTRUMENT SHOULD BE USED BY LAWYERS ONLY.

THIS INDENTURE, made the 1st day of February, nineteen hundred and seventy-eight

BETWEEN SARAH F. TOMAINO, residing at 52 Guion Street, Pleasantville, New York 10570

party of the first part, and

THE CHILDREN'S AID SOCIETY, with its principal place of business at 105 East 22nd Street, New York, New York

party of the second part,

WITNESSETH, that the party of the first part, in consideration of ten dollars paid by the party of the second part, does hereby remise, release and quitclaim unto the party of the second part, the heirs or successors and assigns of the party of the second part forever,

ALL that certain plot, piece or parcel of land, with the buildings and improvements thereon erected, situate, lying and being in the Borough and County of Richmond, City and State of New York, which was conveyed by Sarah C. Goodhue to the party of the second part by deed dated June 1, 1912 and recorded in the Richmond County Clerk's Office on June 11, 1912 in Liber 407 at Page 572 of Conveyances.

TOGETHER with all right, title and interest, if any, of the party of the first part in and to any streets and roads abutting the above described premises to the center lines thereof; TOGETHER with the appurtenances and all the estate and rights of the party of the first part in and to said premises; TO HAVE AND TO HOLD the premises herein granted unto the party of the second part, the heirs or successors and assigns of the party of the second part forever.

AND the party of the first part, in compliance with Section 13 of the Lien Law, hereby covenants that the party of the first part will receive the consideration for this conveyance and will hold the right to receive such consideration as a trust fund to be applied first for the purpose of paying the cost of the improvement and will apply the same first to the payment of the cost of the improvement before using any part of the total of the same for any other purpose.

The word "party" shall be construed as if it read "parties" whenever the sense of this indenture so requires.

IN WITNESS WHEREOF, the party of the first part has duly executed this deed the day and year first above written.

IN PRESENCE OF:

Sarah F. Tomaino

Sarah F. Tomaino

LIBER 2238 PAGE 167

STATE OF NEW YORK, COUNTY OF ss:

On the 1 day of FEBRUARY 1978, before me personally came Sarah F. Tomaino

to me known to be the individual described in and who executed the foregoing instrument, and acknowledged that she executed the same.

Robert L. Hemmer

ROBERT L. HEMMER
Notary Public, State of New York
No. 01HE4611431
Qualified in Dutchess County
Term Expires March 30, 1979

STATE OF NEW YORK, COUNTY OF ss:

On the day of 19 , before me personally came

LIBER 2238 PAGE 168

to me known to be the individual described in and who executed the foregoing instrument, and acknowledged that executed the same.

RECEIVED
$ [illegible]
REAL ESTATE
3/16/78
TRANSFER TAX
RICHMOND
COUNTY

STATE OF NEW YORK, COUNTY OF ss:

On the day of 19 , before me personally came

to me known, who, being by me duly sworn, did depose and say that he resides at No.

that he is the ;
of

, the corporation described in and which executed the foregoing instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the board of directors of said corporation, and that he signed h name thereto by like order.

STATE OF NEW YORK, COUNTY OF ss:

On the day of 19 , before me personally came

the subscribing witness to the foregoing instrument, with whom I am personally acquainted, who, being by me duly sworn, did depose and say that he resides at No.

that he knows ;

to be the individual described in and who executed the foregoing instrument; that he, said subscribing witness, was present and saw execute the same; and that he, said witness, at the same time subscribed h name as witness thereto.

Quitclaim Deed

TITLE NO. 401-19079

SECTION 1
BLOCK 97 + 100 96, 97, 99, 98
LOT 1-34 + 1
COUNTY OR TOWN Richmond $100

5273

SARAH F. TOMAINO

TO

THE CHILDREN'S AID SOCIETY

LOC. VER. CH 1
96, 97, 98, 99 + 100

STANDARD FORM OF NEW YORK BOARD OF TITLE UNDERWRITERS
Distributed by
TITLE GUARANTEE-NEW YORK
ATICOR COMPANY

Recorded At Request of The Title Guarantee Company

RETURN BY MAIL TO:

Karl B. Holtzschue, Esq.
Webster & Sheffield
One Rockefeller Plaza
New York, New York 10020

Zip No.

RESERVE THIS SPACE FOR USE OF RECORDING OFFICE

I HEREBY REQUEST THE CLERK OF THE COUNTY OF RICHMOND TO INDEX THE FOLLOWING INSTRUMENT IN THE LAND MAP OF THE COUNTY OF RICHMOND.

Signed

96, 97, 98, 99 + 100 24200

Recording Fee $ 20 No.

Recorded in the Richmond County Clerk's Office on MAR 16 1978 at 2:50 PM in Liber 2238 Page 167 of Deeds and Indexed under Block Number As Listed On the Land Map of the County of Richmond

Augustine B. Casey, County Clerk

TRANS. P.
BLOCK
ALPH.

STATE OF NEW YORK
COUNTY OF NEW YORK:SS:

I, WILLIAM F. SCHNEIDER Clerk of the County of New York and also Clerk of the Supreme Court for the said County the same being a Court of Record do hereby certify that VALENTINE WARTH has filed in the Clerks Office of the County of New York a certified copy of his appointment and qualification as Notary Public for the County of Queens with his autograph signature and was at the time of taking the proof or acknowledgment of the annexed instrument duly authorized to take the same. And further that I am wel well acquainted with the handwriting of such Notary and believe the signature to the said certificate of proof or acknowledgment to be genuine.

In Testimony Whereof I have hereunto set my hand, and affixed the seal of the said Court and County the 7 day of June 1912.

(SEAL) Wm. F. Schneider,----------Clerk

Recorded
June-11-1912
At-9:00-A.M.
C.Livingston Bostwick,----------Clerk

For-Hunt, Hill & Betts
165 Broadway, N.Y.

THIS INDENTURE made the first day of June in the year nineteen hundred and twelve between SARAH C. GOODHUE of New Preston in the County of Litchfield and State of Connecticut party of the first part and THE CHILDREN'S AID SOCIETY a corporation organized and existing under the laws of the State of New York having its principal office at No.105 East Twenty second Street in the Borough of Manhattan in The City of New York part y of the second part.

WITNESSETH that the said party of the first part for and in consideration of one dollar lawful money of the United States paid by the party of the second part doth hereby grant bargain sell and release unto the said party of the second part its successors and assigns forever.

ALL that certain tract or parcel of land situated in the Borough and and County of Richmond in The City of New York fronting on Castleton Avenue Brighton Avenue and Lafayette Avenue and being all of the property constituting the countr y estate and residence of the said party of the first part contiguous of the property of The Trustees of Sailors Snug Harbor and being all of the real property owned by the said party of the first part fronting on the avenues above named or any of them and containin fifty seven and one half acres of land be the same more or less together with all the right title and interest of the party of the first part in and to all streets and avenues adjacent to the property above described and every part thereof.

RESERVING nevertheless to the party of the first part the right during her life to the full free and exclusive use of the stable now upon the land above described with the right at all times during the life of the party of the first part to her her agents and servants her horses carriages and vehicles to have ingress thereto and egress therefrom.

TOGETHER with the appurtenances and all the estate and rights of the said p party of the first part in and to said premises.

TO HAVE AND TO HOLD the above granted premises unto the said party of the second part its successors and assigns forever upon the condition and proviso hereinafter expressed and contained that is to say:

PROVIDED ALWAYS, NEVERTHELESS: and this conveyance is made upon the express condition that if at any time during the lifet ime of Alice Wolcott King residing at New Preston Connecticut the widow of Charles Goodhue King grandson of the party hereto of the first part the real property above described or any part th-reof or any building or erection thereon shall be leased or sold or cease to be used by the said party of the second part for its charitable work as a home for the shelter care and education of children who from time to time may be the beneficiaries of the said party of the second part or shall be used by the said party of the second part for any other purpose then and immediately upon such sale lease or non-user or misuser the title of the party of the second part to the real property above described and every part and parcel thereof shall cease and determine and the title to such real property shall immediatelyvest in the said Alice Wolcott King in fee simple absolute subject only to the reservation by the party of the first part of the right to the use of the stable as above set forth.

The proviso and condition aforesaid shall not be deemed to be violated by the use by te party of the first part of the stable upon the property above describ ed under the reservation in that regard hereinbefore contained.

IN WITNESS WHEREOF The said party of the first part has hereunto set her hand and seal the day and year first above written.

In presence of

Sarah C. Goodhue (L.S.)

Alfred Ram.

STATE OF NEW YORK
COUNTY OF NEW YORK:SS:

On this seventh day of June in the year nineteen hundred and twelve before me personally came ALFRED RAM with whom I am personally acquainted and known to me to be the subscribing wit ness to the foregoing instrument who being by me duly sworn did depose and say that he resides at No.21 Reservoir Avenue Jersey City New Jersey that he knows Sarah C. Goodhue and knows her to be the individual described in and who executed the foregoing instrument that he was present and saw her sign and execute the same and that he at the same time subscribed his name as a witness to the execution thereof.

Frederic F. de Rham
Notary Public, Queens County
Certificate filed i n New York County, N.Y.
New York County No.72
New York Register No.4156

STATE OF NEW YORK
COUNTY OF NEW YORK:SS:

I, WILLIAM F. SCHNEIDER Clerk of the County of New york and also Clerk of the Supreme Court for the said County the same being a Court of Record do hereby certify that FREDERIC F. de RHAM has filed in the Clerks Office of the County of New York a certified copy of his a pointment and qualification as NOtary Public for the County of Queens with his autograph signature and was at the time of taking the proof or acknowl dgment of the annexed instrument duly authorized to take the same And further that I am well acquainted with the handwriting of such Notary and believe the signature to the said certificate of proof or acknowledgment to be genuine.

In Testimony Whereof I have hereunto set my hand and affixed the seal of the said Court and County the 7 day of June 1912.

(SEAL)

Wm. F. Schneider,-----Clerk

Recorded
June-11-1912
At-9:50-A.M.
C.Livingston Bostwick, ...Clerk

For- S. W. Dexter
71 Broadway, N.Y.

a writer. He died at Maspeth in 1848.

GALLAGHER, George
Tax list of 1823 gives him at 6 Warren Street; real, $7,000; personal, $15,000. In partnership with J. B. Murray at 72 South Street,—a large concern, and in existence from 1820 to 1837. In 1834 George Gallagher died. Taxed on $10,000 personal property in 1815.

GALLATIN, Albert
(*See later edition*). Refused the office of President of the Bank of the United States in 1822, wishing to stay longer in Paris; John Jacob Astor did much to make him change his mind, but without effect.

GANTLEY, Daniel
Taxed on $20,000 personal property in 1815 and $25,000 in 1820. Partner with Henry Laverty at 149 Pearl Street, drygoods dealers.

GARNER, Frederick
Tax list of 1823 gives 305 Pearl Street; real, $9,000; personal, $12,000. Taxed on $10,000 personal property in 1815.

GASSNER, John
Taxed on $10,000 personal property in 1815 and $16,000 in 1820.

GEBHARD, F.
Tax of 1822 gives his house as 91 Greenwich Street, valued at $7,500; personal, $25,000. Came from Amsterdam, Holland in 1800. Was at first an agent for a Dutch concern, but later he began business on his own account, living and maintaining his office at the above house. He was the first importer of the celebrated Swan gin; was in partnership with his brother in Amsterdam. He died in 1835. Taxed on $30,000 personal property, 1815 and 1820.

GELSTON, David
(*See later edition*). Tax list of 1822 gives 26 Broad Street; house, $12,000; personal, $40,000. Taxed on $40,000 personal property in 1815 and 1820. One of the first Directors of the U. S. Branch Bank, 1816.

GELSTON, Maltby
Taxed on $10,000 personal property in 1815 and $15,000 in 1820. President of the Manhattan Bank until 1840.

GILBERT, William W.
Tax list of 1823 gives 155 and 157 Broadway; real, $14,400.

GILFORD, Samuel
Tax list of 1823 gives 126 William Street; real, $7,200; personal, $15,000.

ESTATE OF S. GILFORD, Dec'd
124 William Street; real, $7,000; personal, $15,000. Gilford married Eliza Buchanan. Was taxed on $20,000 personal property in 1815 and $15,000 in 1820.

GIRAUD, Jacob P.
Lived at 3 State Street; was taxed on $20,000 worth of personal property in 1822; on $30,000 worth in 1815, and $20,000 in 1820.

GOELET, Peter P.
(*See later edition*). Tax list of 1822 gives 53 Broadway; house, $19,000; personal, $60,000. Son of Peter Goelet, an ironmonger during the War of the Revolution. Began the same business about 1790 at 6 Great Dock Street. He lived at 53 Broadway and did business up to 1826 at 63 Water Street. Married Miss Buchanan, daughter of Thomas Buchanan, and left two sons; one married a daughter of Jonathan Ogden. Died a very old man. Taxed on $50,000 personal property in 1815 and $60,000 in 1820. Director, 1812–26, of the Bank of New York.

GONNELLY, John
Tax list of 1823 gives 284 Pearl Street; real, $10,300; personal, $10,000.

GOODHUE, Jonathan
(*See later edition*). Founder of the firm of Goodhue & Co. in 1809. He was a Salem boy, and was originally employed in a Salem counting house. His employer sent him to New York, and he established himself there in business. The growth of his house was slow but sure. He had correspondents in all parts of the world and acted as agent for commercial firms everywhere. Goodhue married a Miss Cushing. Director of the American Insurance Company, 1816; Director of the Globe Insurance Co., 1822. He died in 1848. He was an uncompromising Republican. Taxed on $10,000 personal property in 1815 and $15,000 in 1820.

GORHAM, Stephen
Tax list of 1823 gives him at 279 Pearl Street; real, $9,750.

GOUVERNEUR, Samuel
Member of an ancient and distinguished family; he married Maria, daughter of President Monroe, who appointed him Postmaster of New York. Bought two lots in Orange and Prince Street in 1823 from Philip Brasher for $2159 each and built two houses on them; these houses were sold in 1829 and 1832 for $8,000 and $10,700.

GRACIE, Archibald
Came from Scotland as supercargo of a small vessel soon after the Revolutionary War. He became one of the greatest merchants of New York; in his prime, he was doing business all over the world. He is said to have taken more pains in educating his clerks than Columbia College took with its students. "When they were set to copying letters" (says *Old Merchants*) "it (the letter) was read to the first blot or error and then destroyed, and the unhappy clerk was set at his task again and made to copy it correctly. This achieved, the clerk was promoted to making 'duplicates' and even 'triplicates' of letters, and had the honor of knowing that his 'fist' went to ports in the uttermost parts of the earth." He married, first, a daughter of Oliver Wolcott, who died on the wedding day of a ruptured blood vessel; later he married Esther Rogers, by whom he had several children. Died in 1829 and was buried in the graveyard of St. Thomas's Church in Broadway. A Director of the U. S. Bank, Philadelphia, 1811, and of the Globe Insurance Co. 1822. He paid taxes on $60,000 personal property in 1815 and on only $20,000 in 1820. The tax lists of 1822 value his house at 15 State Street at $18,000, with personal tax $20,000, and his store at 22 Whitehall Street at $9,000.

GRAHAM, Chas.
Director of the North River Insurance Co., 1822.

GRAHAM, John
Director of the Washington Insurance Co., 1822. In 1798 was a Captain of the New York Militia. Tax list of 1822 gives 58 Greenwich Street; house, $9,000; personal, $5,000. Taxed on $50,000 personal property in 1815 and $10,000 in 1820.

GRAVES, John B.
Tax list of 1823 gives 59 Beekman St.; real, $9,500; personal, $10,000. Of Dutch descent. A member of the firm of Boonen, Graves & Co., chiefly engaged in trade with Holland. He lived over his store at first, but in 1817 he moved his business to 65 Ann Street and his residence to 59 Beekman. Active member of the Western Inland Lock Navigation Co. Died about 1831. His sons were identified with his business for a while. Taxed on $20,000 personal property in 1815 and $10,000 in 1820.

GRIFFITH, Nathaniel
Taxed on $20,000 personal property in 1815 and $10,000 in 1820.

GRISWOLD, George
(*See later edition*). Son of George Griswold, 3d of the name; born at Giant's Neck, Lyme, New-London Co., Conn., 1777. Removed to New York City in 1796, having been previously clerk in a store in Hartford. His brother, Nathaniel Lynde Griswold, came to New York in 1795, and entered the shipping business under the firm name of Hayden & Griswold, which was dissolved in February, 1796. The two brothers then formed a partnership under the firm name of Nathaniel L. & George Griswold, which continued until the death of Nathaniel in 1846; it was carried on under the same name by George and his descendants until it was dissolved January 1, 1876. "George Griswold early rose to the very front rank of merchants for intelligence, comprehensiveness of view and signal ability. He maintained this position during the whole of his life." "He served as Director in various corporations, insurance companies, banks and other associations connected with commerce, . . . He made the law of marine insurance a subject of special study, and his opinion on difficult cases is believed to have possessed for many years a weight not surpassed by any contemporary, lay or professional."

"During the prevalence of yellow fever and the cholera, he remained in the City and administered of his

Gilman Nathaniel - - - - - 300,000

From Bath, Me., formerly in business in Portland, and subsequently in Boston. He is now one of the Leather dealers in the Swamp, and largely in importations from South America and Africa. A man of great energy and business capacity.

Giraud Jacob P. - - - - - 200,000

A Frenchman, who, with his brother Joseph, made their fortunes as Coopers. They have long since retired from business. Jacob P. is a bachelor.

Giraud Joseph - - - - - 300,000

The brother of Jacob P., and has two sons, who succeed him in the Cooper's trade, and another a merchant.

Glover Estate of John J. - - 400,000

Goelet Almie (widow of Peter P.) 250,000

Her husband mentioned below is long since deceased.

Goelet George - - - - - - 100,000

Goelet Margaret (widow of Robert R.) 100,000

Her husband, with his brother Peter P., was of English birth, and a Hardware Merchant, and accumulated a large property in his business. Both these brothers married daughters of Thomas Buchanan, Scotch merchant of this city, prior to the American Revolution. Her only daughter is married to Mr. Kipp. Her only son is deceased.

Goelet Peter - - - - - - 400,000

The son of Peter P., and resides with his mother in the lower part of Broadway. He has received a large legacy from England. Is a bachelor.

Gomez A. L. - - - - - - 200,000

The father of Mr. Gomez was M. M. Gomez, an aged and respectable descendant of the Gomezes, who were among the first Hebrew Emigrants to England and the Colonies from persecutions in Portugal, were they could not exercise their ancient faith under the penalty of death. The relatives of his father, who brought considerable wealth with him, were distinguished Nobles of that Kingdom, and held lucrative appointments at the Court of the Monarch prior to their departure. Mr. Gomez is the true representative of a modern English Gentleman in his amiable deportment and refined breeding.

Goodhue Jonathan - - - - - 500,000

From Salem, Mass., and has for many years been a Shipping Merchant, and owner of the line of Liverpool packets, as the senior partner of Goodhue & Co., the succcessor of Isaac Wright & Son, the owners of the first line of foreign packets, which was a line to Liverpool. The first packet was sailed by Isaac Wright, in 1818, who commenced with a line of four ships. This was the first line of packets ever in our port. Mr. Goodhue is universally respected for his integrity and honorable conduct.

Goodwin Eli - - - - - - 100,000

Of the firm of Goodwin, Fisher & Co., in the domestic Commission business.

Graham Bernard - - - - - 250,000

An Irishman; formerly Porter to Peter Harmony, and now a partner. See Peter Harmony.

Gray Winthrop G. - - - - - 100,000

Green John C. - - - - - - 400,000

Formerly a clerk with George Griswold, then married his daughter, and rose to be a partner.

Greenwood John Estate of - - 150,000

Greenwood Isaac J. - - - 250,000

Greele Augustus (estate of) - - 320,000

Griffin Francis - - - - - 150,000

A brother of George, the distinguished Lawyer, and in business with him, constituting the firm of Griffin & Havens.

Griffin George - - - - - 200,000

The fatherer of Francis, and the distinguished Lawyer.

Grinnell Moses H. - - - - - 250,000

From New Bedford, and with his brother Henry, partners of the firm of Grinnell, Minturn & Co., Shipping Merchants, and owners of a line of Liverpool packets. They are enterprising young men, and have acquired all their property. Moses H. has been a member of Congress, and is a prominent politician of the Whig party.

Grinnell Henry - - - - - 250,000

The brother of Moses H., and was formerly a partner with Preserved Fish.

Griswold George - - - - - 500,000

Of an ancient Connecticut family. One of the ancestors was Governor of that State. He is in partnership with his brother, Nathaniel L., and engaged in the China and India Shipping business, and one of the largest houses in the city.

Griswold George C. - - - - - 100,000

Son of George, and in business with his father.

Griswold John - - - - - - 200,000

A merchant, and has long been agent of a London line of packets.

Griswold John L. - - - - - 100,000

The brother of Nathaniel L., Jr., and his partner.

Griswold Nathaniel L. - - - - 500,000

The older brother, and partner of George.

Griswold Nathaniel L. Jr - - - 100,000

A son of Nathaniel L., and with his brother John L., constituting the firm of John L. & N. L. Griswold, Merchants, in South street. They have a house in Louisiana, and deal largely in Domestic Goods.

Grosvenor Jasper - - - - - 300,000

A merchant, and is connected with Ketchum, Rogers & Bement, Brokers, in Wall street, in the manufacture of Steam Engines and Locomotives, at Patterson, New Jersey.

Grosvenor Seth - - - - - 500,000

Dry Goods Merchant of an old New England family, and brother of the once distinguished orator and Congressman, deceased, (Thomas P. G.) Seth is uncle of the widow of that late brilliant meteor in judicial women, S. A. Talcott, that set so prematurely in clouds and darkness.

Gunther Christian G. - - - - 150,000

A German by birth, came to this country when quite a youth, has made his fortune in the Fur business, and by his untiring efforts has become the most extensive dealer in Furs in this country.

H

Hadden David - - - - - $200,000

A Scotchman, of the firm of David Hadden & Son, Importers of Irish Linen. Thomas Crowe is a silent partner of this firm.

Haggerty John - - - - - 1,000,000

Of Irish descent; began business in this city as a Jobber—afterwards became the richest Auctioneer in the city, with David Austen, under the firm of Haggerty & Austen. Afterwards Austen retired, and the firm became Haggerty & Sons, which continued the largest house in the city until the summer of 1844, when Mr. Haggerty, at an advanced age, retired, and the firm was dissolved; two sons, John A. and Wm., retiring also, and the younger, Ogden, entering into the new firm of Haggerty, Draper & Jones, auctioneers, at the corner of Pine and William streets.

Haggerty John A. - - - - - 200,000

Haggerty Ogden - - - - - 150,000

Haggerty William - - - - - 200,000

Haight D. L. - - - - - - 200,000

A brother of Richard K. below. Formerly in the Dry Good business, but now retired.

Haight D. H. - - - - - - 200,000

Brother of R. K. Haight below

Haight Richard K. - - - - - 300,000

Son of D. L. above His wife is the author of an entertaining book of Travels in Egypt.

Haines R. T. - - - - - - 200,000

Of the firm of Halsted, Haines & Co., large Dry Good dealers; an old house.

Hale David - - - - - - 100,000

Came from Boston, and was originally an Auctioneer. When Arthur Tappan sold the Journal of Commerce he and Girard Hallock bought it. Though Tappan sunk $20,000 by the concern, the present proprietors have found it to be a source of profit. Mr. Hale, with others bought the Tabernacle very cheap, and he has now become nearly, or quite the sole proprietor.

Hall A. - - - - - - - 200,000

Hatter, formerly of New Jersey, and one of the most successful in the trade. A Directer in the North River Bank.

Hall Francis - - - - - - 150,000

Senior partner of the firm of Francis, Hall & Co., proprietors of the Commercial Advertiser and New York Spectator. Mr. Hall is an Englishman, coming to this country when a young man, and was employed in the office of the Com. Ad., and afterwards became with Mr. Lewis a partner; the latter of whom six years afterwards was succeeded by the late Col. Stone. The success and reputation of this paper is greatly owing to Mr. Hall, who, from his connexion with the paper to the present time, has constantly exercised over it an editorial supervision. Mr. Hall is a most excellent man.

Hall J. Prescott - - - - - 200,000

An eminent lawyer, whose wife brought him a greater fortune than the law. Originally a writing master.

Hall Valentine G. - - - - - 250,000

Was a clerk of John Tonnele, Sr., and married his daughter, and is now of the firm of Tonnele and Hall probably the most extensive Wool dealers in the country.

Hallock Girard - - - - - - 150,000

The editor, and with David Hale, the proprietor of the Journal of Commerce. In addition to the profits of this paper, the estate of his wife in this city has been turned to good account. Hallock has a beautiful seat in New Haven, where his wife belongs and his family resides.

Halsted Caleb O. - - - - - 250,000

Halsted William M. - - - - 250,000

Of the firm of Halsted, Haines & Co., Dry Good dealers.

Hamersley A. Gordon, - - - - 300,000

Hamersley Andrew S. - - - - 100,000

Of an old and highly respectable family, who have inherited a fortune. A sister married Antoine Verren, a French clergyman.

Hamilton J. C. - - - - - 200,000

A son of the renowned statesman, and also his biographer. He married a daughter of the rich Dutch merchant Vanderheucl, deceased, and owns thereby the American Hotel. His time is chiefly devoted to literary pursuits.

Hammersley Lewis C. - - - - 200,000

Of an old and wealthy New York family. His father Thomas acquired a large fortune in the Dry Good line.

Hardenbrook William - - - - 150,000

Old Knickerbocker.

Harmon Phillip - - - - - 100,000

A Commission Merchant.

Harmony Peter - - - - - 1,500,000

Born in the West Indies, whither he has lately retired from business with a princely fortune. Came to this city a poor cabin boy, and eventually became largely engaged in the shipping business with several partners. The ship Warsaw, sold on the 30th of October, 1844, made him $90,000 in one voyage round Cape Horn. He has been largely interested in the trade between Cuba and Spain, and some of his ships to Africa, it is said, have brought out cargoes, that have paid a profit equal to the difference in price between negroes in Africa and in Cuba.

Harper & Brothers - - - - 500,000

This firm consists of four brothers, James, (the present Mayor, John, Joseph W. and Fletcher. They are of a respectable family on Long Island, and coming to this city, learned the Printer's trade. James and John, under the firm of J. & J. Harper, after their time was out, commenced doing job work, and printing for Publishers. The distinguished house of Collins, Keese & Co., (now Collins, Brothers,) large publishers of school books, gave them employment. Getting out of work, they applied to the Collins for advice as to what book they should print. The Collins gave them advice, and they printed a work which was successful, followed up by another fortunate book, until at length they became publishers, and finally their two other brothers being added, they enlarged their business under the firm of Harper & Brothers. They are now the most extensive publishers in this country, and their names, in the history of literature, will be associated with those of Galliane, Constable, Murray, and Longman: They have in different parts of America, from twelve to fifteen hundred booksellers acting as their agents, besides a large number of travelling clergymen, and other itinerants. So extensive is their business connexion that should they dispose of but one or two copies to each agency, they would be sure to pay the expenses of publication, and no matter what work they may publish, (and they have published several of the worst and most stupid books ever issued,) they are sure to dispose of, on an average more than two copies to each house with which they deal. They have a correspondence established not only with every considerable place in this country, but with cities abroad, where books are published, informing them of every work worthy of publication. They have besides in this city, and other parts of the United States, many literary men in their employment, to pronounce their opinion of manuscripts submitted for publication, to revise those that are imperfect, and to write notices and puffs for the more important newspapers and magazines which they have either directly or indirectly subsidized to their interest.

Hart David - - - - - - 250,000

A worthy Jew, who went from this city to New Orleans, where he so gained the confidence of his employers, that they entrusted him with the charge of their business, which soon enabled him to engage in business on his own account. He has now retired, and resides in this city. He is a very benevolent and upright man. He has five brothers worth from 60 to $100,000; two of whom are in New Orleans.

Hart Eli - - - - - - - 200,000

A distinguished flour merchant, whose store was sacked by rioters some eight or ten years since. He is an influential member of the Democratic party, and a very worthy citizen.

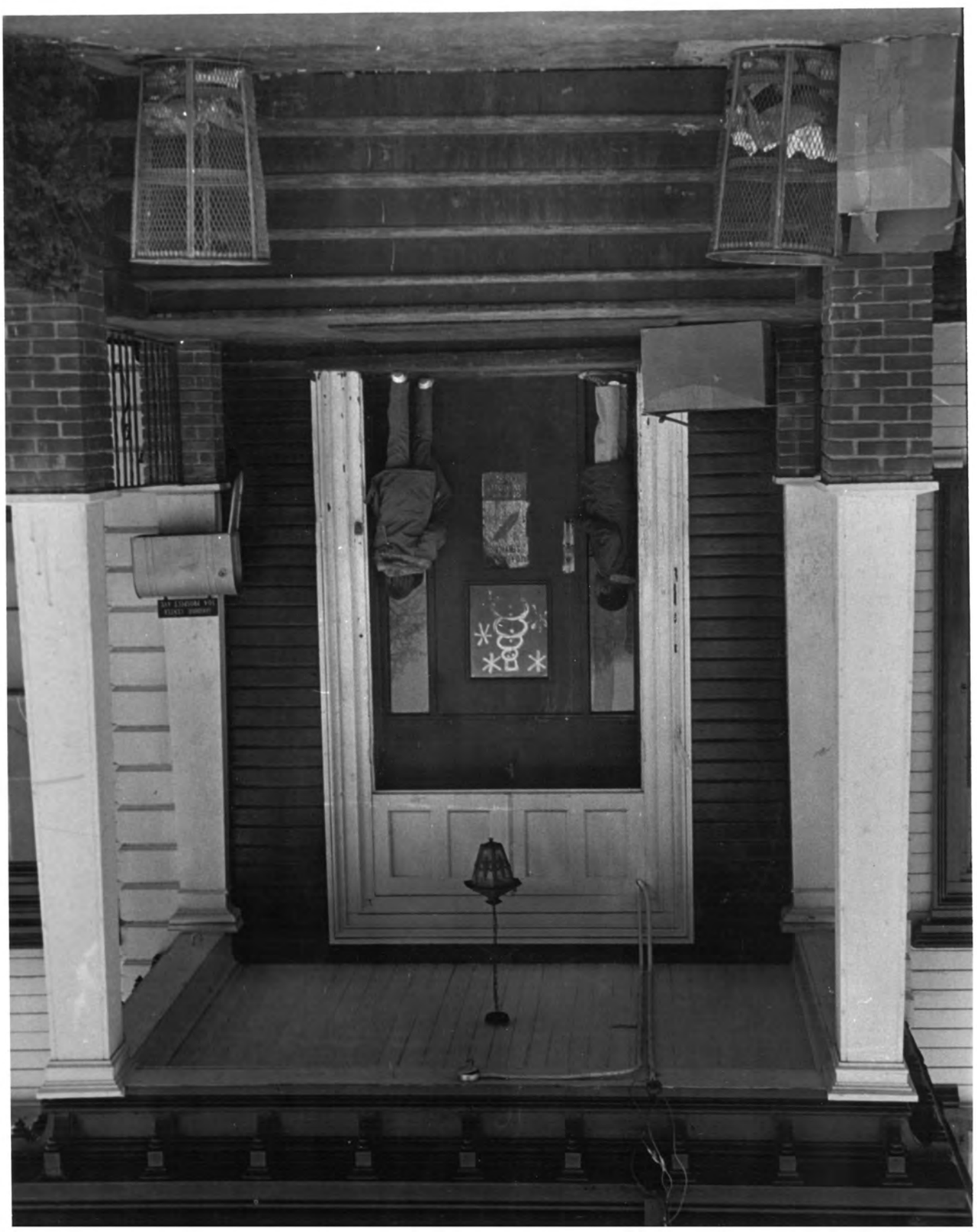
Hart widow of Peter G. - - - 150,000

Her husband made his money in the grocery business, by the assistance of his wife's brother, Thomas H. Smith, deceased. A daughter of widow Hart married Leutenant Gov. Bradish, and another, Peter Barker, son of James Barker, deceased, once a very wealthy Dry Goods merchant of this city.

Hatch Geo. W. - - - - - - 100,000

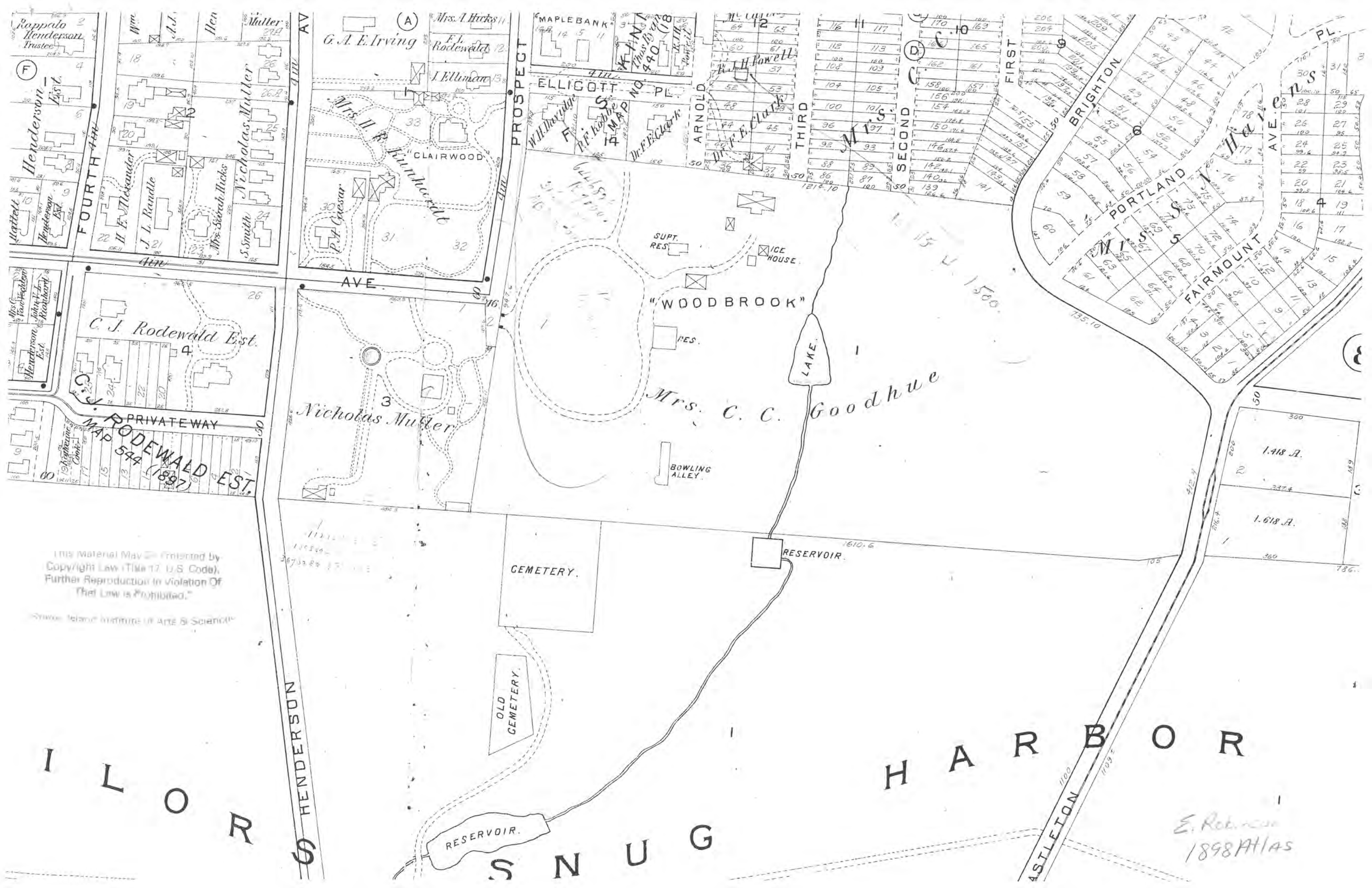
Rawdon, Wright & Hatch are the celebrated bank engravers, and another sample of intelligent, spirited mechanics, making for themselves a name and a for-

light and air and establishes a dramatic presence in the surrounding landscape. The house remained in the possession of the Goodhue family until it was donated to the Children's Aid Society in 1912. (*Staten Island Walking Tours*, 1986, 14.)
Gothic Cottage, 63
Gothic Style, 58, 63, 102–103, 105, 170
Governor's Island, 51, 228
Gozen Ryerss, 66
Grace Methodist Episcopal Church, 101
Founded in 1897, this church merged with the Kingsley and Trinity Methodist congregations in 1996 to form Faith United Methodist Church. Note the terra cotta trim on the original Gothic style edifice. (E.H.)
Graniteville, 59, 60, 66, 69, 77, 118, 135, 162, 219, 221, 237
Graniteville Baptist Church, 59
Grant, General Ulysses Simson, 90, 150
Grant City, 90, 110, 126, 140, 149, 161, 174, 177, 204, 206, 207, 218
Grant Street, 65, 125, 132, 138
Grasmere Lake, 108
Gravesend (Long Island), 27
Great Kills, 36, 49, 53, 60, 77, 98, 104, 124, 130, 136, 145, 157, 170, 173, 179, 184, 226
Great Kills Harbor
Walk along Mansion Avenue and along the beachfront. Observe all kinds of pleasure craft, yacht clubs, yacht basin. In July 1971 Great Kills Park was designated as part of the planned Gateway National Recreation Area. (E.H.)
Greek Revival, 53, 54, 56, 62, 92
columns, 254
homes, 53
Greeley, Horace, 88
Green, Andrew H., 151
Green, John Cleve
Green was born in New Jersey in 1797. His brother, Henry Woodhull (1804–1876) was sometime Chancellor of New Jersey, and a sister married Theodore Frelinghusen (1787–1862), sometime U.S. Senator from the State of New Jersey. John Green began his working life at the firm of Nathaniel L. & George Griswold, located on South Street in Manhattan. Nathaniel (ca. 1773–1847) and George (1778–1859) were shippers, and Green worked as a supercargo, an agent on board ship in charge of the sale and purchase of cargo. Accompanying ships on their voyages, he spent his spare time in study and made himself into a man of culture and education. He left the Griswolds for the employ of Samuel Russell of Russell & Co. in Canton, China in 1833.
In 1839, Green, now a wealthy and respected merchant in his own right, settled in New York. He married Sarah Griswold, daughter of his former employer George Griswold; his connection with Staten Island comes from the summer place he owned in New Brighton. He continued to be active in the business community, as a merchant in the China trade, a director of the Bank of Commerce and a member of the Chamber of Commerce. He involved himself in local charities and churches. His interest in education stretched beyond the boundaries of Staten Island: he served a term as president of New York University and made generous contributions to Princeton University.
Green also entered local public life, and played an important role in settling problems that had arisen at the Quarantine Station, which state authorities kept trying to place on Staten Island, against much opposition from local residents. Previous Commissioners of Quarantine had selected Seguine's Point as the site for quarantine facilities and had erected facilities there. However, in their eleventh annual report, published in 1857, the Commissioners of Immigration, who were responsible for tending to the immigrants who were potential candidates for quarantine, charged that the buildings were inadequate for the yellow fever patients they were required to house. Richard Thompson, who was the health officer and the physician-in-chief of the Marine Hospital, Dr. Rockwell, the resident physician, Dr. Miller, the Commissioner of Health, and J.N. Phillips, the President of the Board of Health, concurred with the Commission-ers of Immigration's findings regarding the Quarantine Hospital. Consequently, the buildings could not be used for quarantining sick people entering New York Harbor. Then, arson destroyed the buildings. On January 19, 1859, the state selected three new commissioners of quarantine, George W. Patterson, former governor Horatio Seymour, and Green, to straighten out the situation. Green was credited with developing practical quarantine procedures. He was also active in Staten Island public service during the Civil War.
Green died April 29, 1875. Sarah Griswold Green died in 1893. In 1902, the City of New York purchased the site for Curtis High School, Hamilton Avenue and Saint Mark's Place, from Mrs. Green's estate. For further information, *see* obituaries in the *New York Times*, April 30, 1875, and the *Staten Island Gazette* for May 1875, and William K. Selden, *The Legacy of John C. Green* (1988), a copy of which is in the Special Collections of Milbank Memorial



304 Prospect Ave

Block 100 lot 1
11 buildings on lot



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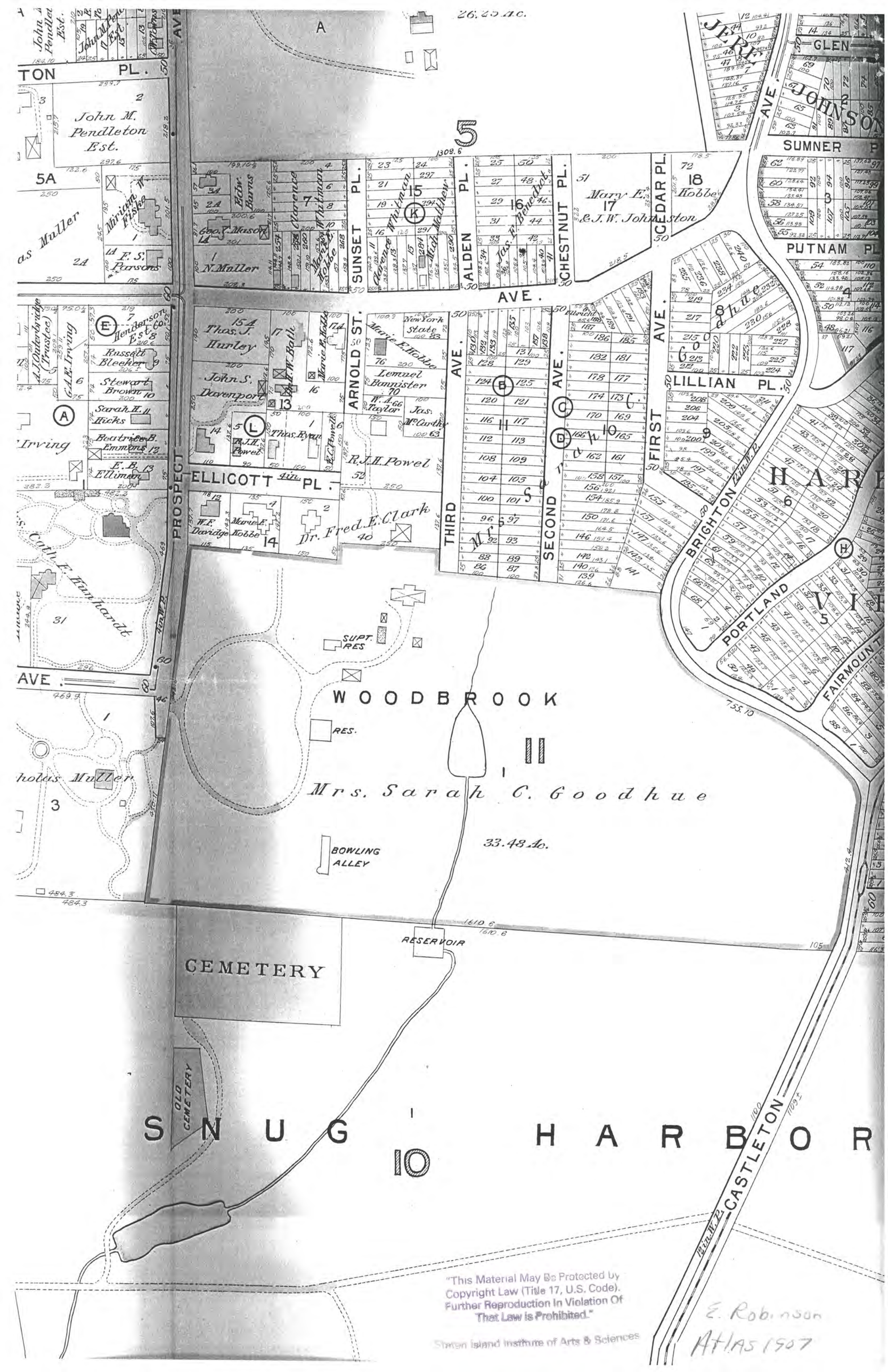
1898 Atlas



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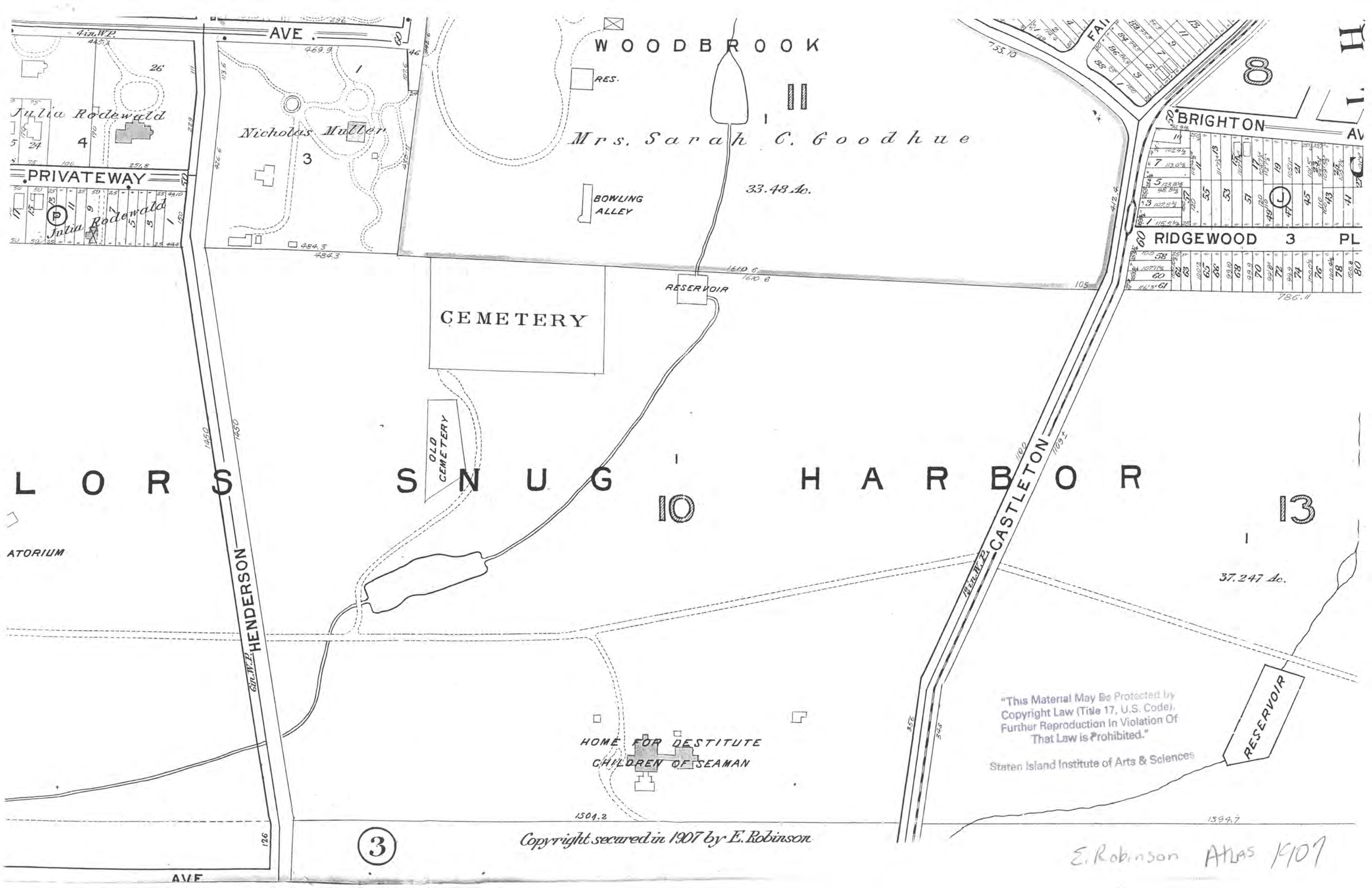

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Staten Island Institute of Arts & Sciences

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5/ 00097/ 0001/ 000 Block/lot 5/ 44000/ 000304/ 000
2 BLOCK 3 LOT 5 STREET 6 NUMERIC

NEW YORK CITY LANDMARKS PRESERVATION COMMISSION
URBAN CULTURAL RESOURCES SURVEY

1. Staten Island 5
BOROUGH
5. Prospect 44000
STREET
6. 304
NUMERIC
7.
NON-NUMERIC
8.
AKA STREET
9.
AKA NUMERIC
10. NB 29
COMMUNITY
11. 229
FILM ROLL
12./13. 09/
FILM SHOTS
14.
PRESENT USE
15.
PRESENT USE

16.
ORIGINAL USE
17.
ORIGINAL USE
18.
STYLE
19.
STYLE
20.
STYLE
21. 04
SIGNIFICANCE
22. Goodhue Center 1620 -
PRESENT NAME
23. Goodhue Hansion 672 -
ORIGINAL NAME
24.
COMPLEX NAME

"WOODBROOK" (JONATHAN LP-2506
GOODHUE HOUSE NOW GOODHUE
CENTER OF THE CHILDREN'S AID
SOCIETY)

LP FILE INFORMATION

LP#: 2506 **BOROUGH:** SI **BLOCK:** 100 **LOT:** 1 in part

SITE NAME: "Woodbrook" (Jonathan Goodhue House Now Goodhue Center of the Children's Aid Society)

SITE ADDRESS: 304 Prospect Avenue

AKA(s): No AKA

Date Calendared: _____ **Other Actions:** _____ Date: _____

Date Heard: _____ **Special Info:** _____

Date Designated: _____

POLITICAL REPRESENTATIVE INFORMATION

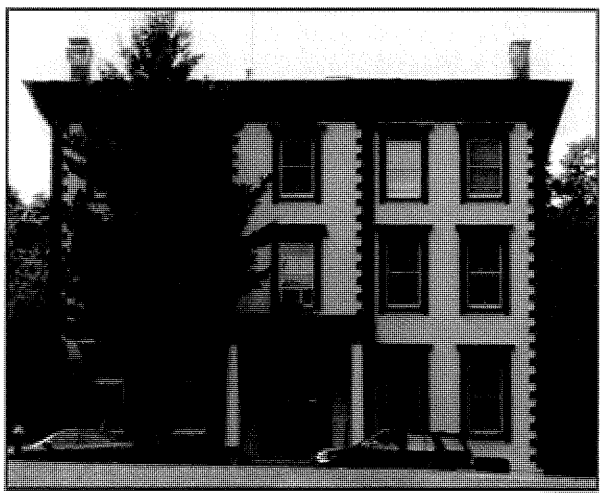
POLITICAL REP. INFO	REPRESENTATIVE NAME	ADDRESS	TELEPHONE/FAX
Assembly District # 61	Matthew Titone	853 Forest Avenue Staten Is, NY 10310	(718) 442-9932
House of Representatives District # 13	Michael Grimm	265 New Dorp Lane 2nd Fl. SI, NY 10306	(718) 351-1062 980-0768
Senate District # 24	Andrew Lanza	3845 Richmond Ave. Ste. 2A SI, NY 10312	(718) 984-4073 984-4455
City Council District # 49	Deborah Rose	130 Stuyvesant Pl. 6th Fl. SI, NY 10301	(718) 556-7370 556-7389
Community Board District # 01	Letitia Remauro	1 Edgewater Plaza Rm. 217 Staten Is., NY 10305	(718) 981-6900 720-1343

NOTES

Additional Political Reps:

"WOODBROOK" (JONATHAN GOODHUE HOUSE NOW GOODHUE CENTER OF THE CHILDREN'S AID SOCETY)

304 PROSPECT AVENUE, STATEN ISLAND
BLOCK 100/ LOT 1 (IN PART)
BUILT: C. 1841
ARCHITECT: NOT DETERMINED
BUILDERS: B. HAYNARD AND JAMES PATTERSON
ORIGINAL OWNER: JONATHAN GOODHUE
STYLE: ITALIANATE
PREVIOUS ACTIONS: HEARD ON SEPTEMBER 13, 1966
SIGNIFICANT ALTERATIONS: EXPANDED IN THE 19TH CENTURY; RESIDED



This imposing Italianate style residence was constructed as the home of Jonathan Goodhue, founder of Goodhue & Company, a prosperous and prominent nineteenth-century commission firm serving international shipping companies. Originally known as "Woodbrook," it may have been constructed as early as 1841, although its present size and appearance may result from subsequent nineteenth-century expansions and alterations. Among the oldest suburban residences in New Brighton, it dates from the neighborhood's earliest years, when many fine, large freestanding residences were constructed there. With a cubical form typical of the Italianate style, the house also features a projecting central bay on its main façade, bracketed window surrounds with molded lintel hoods, quoining, a historic molded main-entrance surround, and historic wood porch roof with bracketed cornice. Its paneled cornice, which wraps the entire roof, is one of the house's finest features. The house continued to be known as Woodbrook into the early twentieth century. It remained in the Goodhue family until 1912, when it was donated to the Children's Aid Society. Currently known as the Children's Aid Society's Goodhue Center, the building hosts a variety of after-school, summer, and sports and recreation programs for children, teenagers, and their families, as well as a mental health clinic.

GOAT on the Web - NYC Dept. of City Planning

Function 1: Geographic Information by Address

Address Number (if any): 304

Street Name / Place Name: Prospect Avenue

Select Borough: Staten Island

☑ Show Political Information?

Submit Query

Geographic Information for 304 PROSPECT AVENUE in STATEN IS

Report Error | View Help

Geographic Information:

Orientation:	Address is on the left when facing from CLINTON COURT to CLINTON AVENUE.		
Zip Code:	10301	**Community District**	501
2000 Census Tract:	91	**X / Y Coordinates:**	957176 / 172082
2000 Census Block:	1000	**Low House Number:**	266
1990 Census Tract:	91	**High House Number:**	304
Dynamic Block:	101	**Segment ID / Length:**	0126668 / 361
LION Face Code:	5636	**Street Code:**	4400001010
LION Sequence Number:	00090	**Preferred LGC:**	01
Low End Cross Streets:		**High End Cross Streets:**	
523760 CLINTON COURT		523750 CLINTON AVENUE	

City Service Information:

Police Borough Command:	7	**Sanitation District / Section:**	501 / 012
Police Precinct:	120	**Sanitation Subsection:**	2D
Fire Division:	8	**Regular Sanitation Pick-Up:**	TF
Fire Battalion:	22	**Recycling Sanitation Pick-Up:**	ET
Fire Company:	E 156	**DOT Street Light Area:**	5
Health Area:	0400	**School District:**	31
Health Center District:	51	**CD Eligibility:**	Ineligible

Political Information:

Congressional District:	13	**Senatorial District:**	24
Civil Court District:	1	**City Council District:**	49
Assembly District:	61	**Election District:**	35

NYC Buildings

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NYC Department of Buildings

Property Profile Overview

304 PROSPECT AVENUE — **STATEN ISLAND 10301** — **BIN# 5113043**

PROSPECT AVENUE 304 - 304

Health Area	: 400	**Tax Block**	: 100
Census Tract	: 91	**Tax Lot**	: 1
Community Board	: 501	**Condo**	: NO
Buildings on Lot	: 11	**Vacant**	: NO

View DCP Addresses... Browse Block

View Zoning Documents | View Challenge Results | View Certificates of Occupancy

Cross Street(s):	CLINTON COURT, CLINTON AVENUE		
DOB Special Place Name:			
DOB Building Remarks:			
Landmark Status:	C - CALENDARED	**Special Status:**	N/A
Local Law:	NO	**Loft Law:**	NO
SRO Restricted:	NO	**TA Restricted:**	NO
UB Restricted:	NO		
Little 'E' Restricted:	N/A	**Grandfathered Sign:**	NO
Legal Adult Use:	NO	**City Owned:**	NO
Additional BINs for Building:	NONE		

Special District: HS - HILLSIDES PRESERVATION

This property is located in an area that may be affected by the following:

Tidal Wetlands Map Check:	No	
Freshwater Wetlands Map Check:	Yes	Click here for more information
Coastal Erosion Hazard Area Map Check:	No	

Department of Finance Building Classification: W9-EDUCATIONAL STRUC

Please Note: The Department of Finance's building classification information shows a building's tax status, which may not be the same as the legal use of the structure. To determine the legal use of a structure, research the records of the Department of Buildings.

	Total	Open
Complaints	0	0
Violations-DOB	11	10
Violations-ECB (DOB)	1	0
Jobs/Filings	6	
ARA / LAA Jobs	1	
Total Jobs	7	
Actions	18	

OR Enter Action Type:

OR Select from List:

Select...

AND Show Actions

Elevator Records
Electrical Applications
Permits In-Process / Issued
Illuminated Signs Annual Permits
Plumbing Inspections
Open Plumbing Jobs / Work Types
Facades
Marquee Annual Permits
Boiler Records
DEP Boiler Information
Crane Information
After Hours Variance Permits

If you have any questions please review these Frequently Asked Questions, the Glossary, or call the 311 Citizen Service Center by dialing 311 or (212) NEW YORK outside of New York City.

NYC
Landmarks Preservation
Commission

Robert B. Tierney
Chair

Kate Daly
Executive Director
kdaly@lpc.nyc.gov

1 Centre Street
9th Floor North
New York, NY 10007

212 669 7926 tel
212 669 7797 fax

August 26, 2011

Ilene Pappert, Center Director
The Children's Aid Society Goodhue Center
304 Prospect Avenue
Staten Island NY, 10301

Re: *Formerly Woodbrook now Goodhue Center of the Children's Aid Society, 304 Prospect Avenue, Block: 100; Lot: 1: Borough: Staten Island*

Dear Ms. Pappert:

I write to follow up previous communications regarding the Landmarks Preservation Commission's long standing interest in "Woodbrook," the historic mansion located on the Goodhue Center campus of the Children's Aid Society on Staten Island. The Commission held its first public hearing on the proposed designation of this building in 1966, and in 2005 we met with Mr. Moses, your organization's Executive Director at the time, to discuss the Commission's interest and the Society's plan for the building.

The Commission remains interested in this building as a potential individual landmark and would like to hold an additional public hearing on the matter on **Tuesday, October 25, 2011.**

I would like to meet again or speak with you at your earliest convenience this matter. Thank you.

Sincerely,

Kate Daly

Kate Daly

Cc: Richard R. Buery, Jr., President & CEO
Mark M. Edmiston, Chairman