

GUIDE BOOK TO THE NOTED PLACES ON
LONG ISLAND

HISTORICAL AND OTHERWISE

No. 1

LANDMARKS

ON THE

MONTAUK HIGHWAY

AND

LONG ISLAND DIRECTORY

WITH MAP

By

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Introduction

Long Island has been called "The Motorist's Paradise." The average motorist, however, does not get the full enjoyment out of his rides, which ought to be his. In the city he will experience genuine delight, when in his favorite motion-picture house, a view is thrown upon the screen, representing a Long Island country-scene, with which he is familiar. That view recalls to his mind pleasant moments spent in the open. How much more delightful it would be if one could take in a show while motoring over the smooth concrete roads of the island. This feat can be accomplished by reversing the order of things. There will then be in place of a moving picture, a moving audience.

Long Island was settled in the earliest days and became the home of a sturdy people and today may still be found some of the old homesteads erected by the first settlers or their sons. Many of the descendants of these settlers have reached high places in all spheres of life. Besides the homes of individual families there are buildings, which were in the past the center of interest of large groups of people. Many of these landmarks are located along the roads, upon which you are accustomed to travel; you have seen them, often perhaps. One or the other may have aroused your interest for a moment on account of some architectural peculiarity, but this interest was not of a lasting nature. Far different would the case have been, had some one directed your attention to such a place. A few brief

words, descriptive of the event, which took place there, would have changed in your sight the very appearance of the house. We all can recall experiences which will substantiate this statement.

Let us suppose the military figure of a fellow-traveler in a railroad car attracted our attention. The futility of guessing who the man might be was self-evident and our eyes wandered to some other object, another person or a bit of landscape which could be noticed through the window. After another passenger had told us that this man was General N., whose heroic deeds had aroused the admiration of the world, our interest was not so easily again to be diverted from that military figure. Still, this man had remained the same as he was before we received our information, our vision had been changed. To use a homely but fitting expression, "we now looked upon him with different eyes." We did not only see the man but in our minds battle-scenes and everything connected with his name that had come to our knowledge, passed in review. Again, in the city on the way to our office, we find in our morning paper the name of a man mentioned as a native of a place on Long Island. He may be a railroad magnate, manufacturer, scientist or the hero of some reported case, a man in very moderate circumstances. If our eyes have looked upon the old homestead, in which that man was born and where his forefathers dwelt before him, our interest in that article will be vastly increased.

THE PICTURE

The reels have been prepared long before motion pictures were thought of. We can take in the picture as the car rolls along, if we possess the key to the plan which is unfolding before our eyes. Without the key we can only see in the scenery here and there an old house. This guide book is the key. It deals with the landmarks on the line of the Montauk Highway, which extends to the end of the island, more than a hundred miles in length. This road is at all times used by a great number of motorists, in the western portion through the counties of Queens and Nassau. The person in charge of an automobile has to keep his eyes fixed upon the cars in front and on the side of his own machine. After the county line has been passed and the first towns in Suffolk County, Babylon and Islip, have been passed, the traffic becomes more of a local nature and decreases in volume. Guide books to the landmarks along the other roads are in preparation and will be published either separately or combined in one volume.

TOWNS AND VILLAGES

While conversing with other people on his journeys over the island, the writer has found that a few words of explanation regarding the territory traversed by the Montauk Highway might be helpful. This applies particularly to strangers who are touring the island. The road has feeder lines, such as Queens Boulevard, which runs from the Queensboro Bridge through what was

known as Long Island City and the town of Newtown. People coming from Brooklyn generally use Hillside Avenue. Merrick Boulevard runs from Jamaica village through the former town of Jamaica in Queens County and the towns of Hempstead and Oyster Bay in Nassau County. From the Suffolk County line the South Country Road continues the highway through the towns of Babylon, Islip, Brookhaven, Southampton and Easthampton. The road is now over its entire length known as Montauk Highway. The towns are divided into school districts and within the limits of each town are various distinct settlements, commonly called villages. There is a village in every one of these towns, which bears the same name as the town, but occupies only a small portion of the town's territory.

NASSAU COUNTY

There is one landmark in this county, in the town of Oyster Bay, which we must consider. Just before Massapequa Lake is reached, will be noticed on the south side of the road,

The Floyd-Jones Family Burial Place

Across the lake, on the north side of the road, stands the white mansion erected in 1837 by David S. Jones. When this building was erected, the Old Brick House, said to have been built in 1695 by Thomas Jones, the first settler on Fort Neck, was taken down. The grave of William Jones, son of Thomas Jones, who was born in 1708 and died in 1779, occupies the northwest corner of the burial place.

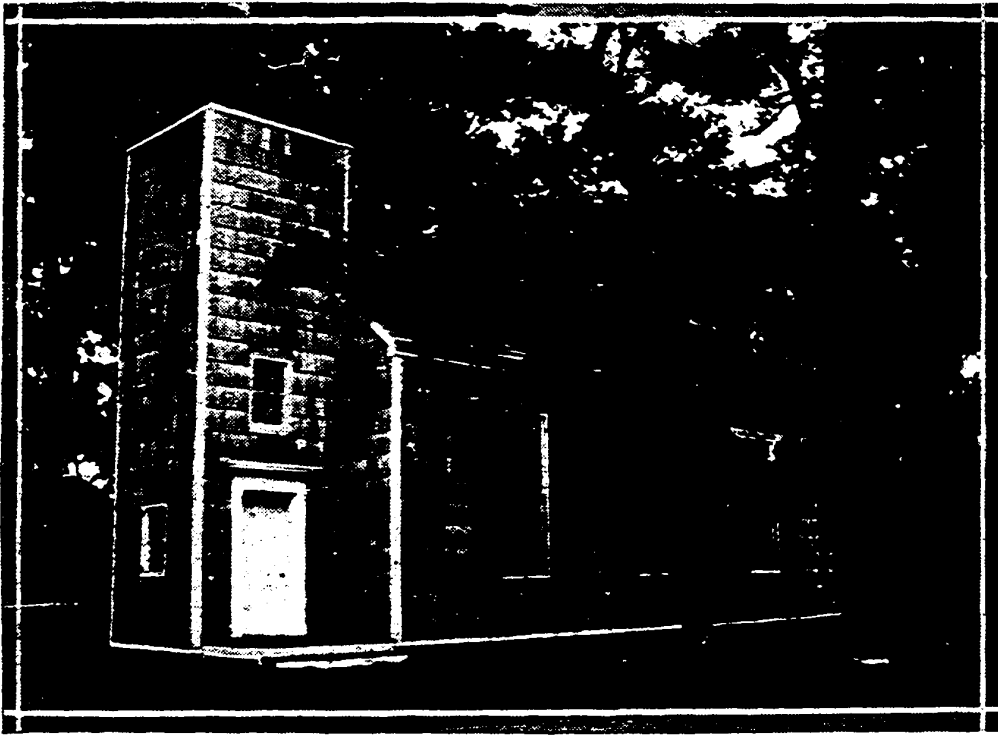
SUFFOLK COUNTY

TOWN OF ISLIP

The first object to attract the attention is a little chapel on the north side of the road, just a little east of Oakdale Station, surrounded by trees. It is

St. John's Protestant Episcopal Chapel

built about 1769, near the center of the patent granted to William Nicolls. It was erected by a descendant of the grantee and rebuilt and enlarged in 1842.



ST. JOHN'S P. E. CHURCH, NEAR OAKDALE

TOWN OF BROOKHAVEN

Having passed through the towns of Babylon and Islip, with only one landmark to be looked up we now enter the town of Brookhaven.

In Patchogue is standing, on the north side of the road, a one-story and attic building of the old type,

The Case Homestead

at what is now locally known as No. 343 East Main Street, just west of Case Avenue.

The Grist Mill

at East Patchogue, on the north side of the highway, on Swan Creek, shingled and painted red; hip roof.

The mill was owned by the Roe family and subsequently became known as Swezey's Mill.

The Avery House

east of Swan Creek, on the north side of the road and west of the railroad crossing, one story and attic, shingled, painted grey; hip roof; built about 1757. Now known as Swan River Nursery.

The Little Robinson House

stands across the railroad tracks, on the south side of the road; one story and attic, shingled and unpainted. The former

Methodist Church

a long, one story and attic structure, shingled and painted red, is standing north of the road, just out-



GRISTMILL, EAST PATCHOGUE

side the village limits of Bellport. In the central part of Bellport village, on the northeast corner of Railroad Avenue, stands a shingled, red painted house. This was

Howell's General Store

three-quarters of a century ago; now a drug store.

Bellport Lane continues Railroad Avenue southward from the highway. Near the corner are two hotels on the east side; Hotel Bellport and adjoining on the south is the Bell Inn. The last named, a tall, white building, was formerly

The Thomas Bell Residence

Bellport was named for Thomas and John Bell. Thomas Bell erected his house in 1830. As a public house it was first known as Bell House, later on Mallard Inn and finally Bell Inn.

The Captain Seaman House

subsequently known as Caroline Hawkins House, a one-story and attic, shingled house, stands on the north side of the road, east of Brookhaven Village, in the district of South Haven. The house was built about 1787. Samuel Hawkins came from New York to this place over a century ago and purchased this property.

At South Haven, the church stands on the south side of the road and the Carman House on the opposite side, at the point where the road to Yaphank, also called Gerard Road, branches off.

The Presbyterian Church

shingled and painted white, was built about 1740 and rebuilt in 1828, the old frame being used and enlarged. The church yard in the rear, 50 by 100 feet, contains a score of tombstones.

The Carman House

shingled and painted white, was kept as a tavern in the stage-coach days. Along this house runs a lane north east from the road to

Carman's Grist Mill

The latter is almost completely hidden by the house. This mill, a shingled, unpainted structure, standing on Carman's River, was purchased by one Havens in 1745 and was later owned by the Carman Family.

At the eastern end of Centre Moriches will be noticed, on the north side of the highway, a long shingled building of an earlier period. It adjoins the Maplewood farmhouse on the east. The house was moved to this site about 1921 from West Moriches where it had been known as the

R. B. Smith House

about seventy years ago and later as Murdock House.

Just east of the above, also on the north side and in the bend of the road stands a long, two-story and attic, shingled building, guarded by old trees. This was

T. V. Ketcham's Hotel

a roadhouse of the earlier days. It is now an antique shop. When approaching Terrell's River, the

A. Barnes House

shingled and painted white, will be noticed on the west side of the river, a little north of the road. Directly on the north side of the road, close-by, stands the

Gristmill

shingled and painted red and at one time operated by Barnes. Then the river was called Barnes' Mill Pond; however, the name Terrell's River has been restored. The house and mill are within the bounds of East Moriches.

TOWN OF SOUTHAMPTON

We now enter the town of Southampton. On the north side of the road, east of the Westhampton Methodist Episcopal Church, stands a

Jagger House

shingled, unpainted, hip roof. The extension, however, has a peaked roof.

Brouwer's Castle

at Pine Wold Park, built in more recent times, attracts the attention of every one passing by. It stands south of the road, just west of the mill.

The Beaverdam Gristmill

on the south side of the road, partly shingled, was built about 1747 and was operated by the Howell family and subsequently by the Homan family.

The Brewster House

at Quiogue, west of Quogue village, is standing north of the road. A curiously looped tree in front of the house attracts attention.

Having passed Hampton Bays station, formerly called Good Ground, the highway crosses the railroad tracks. Now comes into view, between the highway and the railroad, a little enclosure, marked

Indian Grave

It is the last resting place of the Rev. Paul Cuffee, a native Indian preacher, a member of the Shinnecock tribe. He was born in 1757 and died in 1815. His little chapel is standing on the road leading southward from the inn, it having been moved from its original site in the woods, near the grave, to this place. The Indian Burying Ground, in which the chapel stood, was obliterated when the railroad was built about 1867, but the preacher's grave was spared.

Canoe Place Inn

stands on the north side of the highway, on the west side of the canal which connects Shinnecock Bay with Peconic Bay. Jeremiah Culver established the inn in 1739, on land granted by the English Queen on the condition that a tavern be erected thereon and to be maintained forever. Until the Revolutionary War this was the only habitation between the villages of Riverhead and Southampton. Jeremiah Culver kept the inn as late as 1771; Major George Herrick was the host during the days of the Revolution. He sold to John Howell and Howell sold to Israel Conkiing. The



SHIP-FIGURE HERCULES

original inn was destroyed by fire in 1921 and the present building was immediately erected. Across the roadway is another landmark of peculiar interest. It is

The Ship-figure Hercules

of the U. S. Ship Ohio. There was a 120 gun ship of that name built in the Brooklyn Navy Yard under Henry Eckford, which was launched in 1820. The ship from which the figure was salvaged was lost, the writer believes, in 1846. However, the figure, which weighs over a ton, again escaped destruction by the fire which consumed the inn.

The road runs now through the Shinnecock Hills,

which were, until 1859, the abode of the few surviving families of Indians. They are now living on Shinnecock Neck, between these hills and Southampton village on the south of the road. Near the country residences in the hills are standing several remodelled

Windmills

One of these stood formerly on Windmill Lane, near Main Street, in Southampton village.

SOUTHAMPTON VILLAGE

Through Southampton village the Montauk Highway takes in a bit of Main Street and continues along Hampton Road.

The Presbyterian Church

stands on the southeast corner of Main Street and Meeting House Lane; built about 1843, shingled and painted white.

The William Rogers House

stands on the same side of the street, just north of the lane in the center of large grounds, upon which business buildings have of late encroached. The original part of the building is old, having been built by William Rogers, but the house, which is painted white, has been remodelled.

Just west of the Rogers House stood until the spring of 1925 a very interesting landmark. This was the former edifice of the Presbyterian Church, shingled and painted white. It had been erected in 1707 on the northeast corner of Meeting House Lane, directly

opposite the present Presbyterian Church and south of the Rogers House. A steeple, reared on the outer front of the building in 1751, was taken off again about 1842. When the new edifice was erected, the old one was sold to the Methodist Society, who moved it to the new site where they occupied it until 1883. In the following year the former church became the Village Hall and finally was occupied by a stationery store. In January, 1925, fire destroyed the interior and the roof and after a few months the ruin of the venerable structure was taken down.

The Captain White House

shingled and unpainted, occupies the first lot outside the village limits, on the northeast corner of Hampton Road and Flying Point Road.

From here the road leads to Water Mill, formerly called Mill Neck. About six hundred feet west of North Cobb Road, on the north side of the road, stands the former

Goodale Road House

shingled and painted white. The rear of the building was never painted and retains the old appearance; the house is now occupied by a tea room.

The road crosses Benedict's Creek, on which can be seen a little to the north, the former

Benedict's Mill

John Benedict purchased the structure in 1815 and established a woolen mill. The building is now also occupied by a tea room.

The Watermill Windmill

stands in the Park on the south side of the road. This mill was in 1820 brought to this point from Sag Harbor. T. Halsey operated the mill fifty years ago. The Hamptons always suffered from the lack of water-power and, just prior to the Revolutionary War, windmills were first used on the east end.

The Burying Ground

also on the south side of the road, and on the west of the church, was established in 1746. The former

Warren Road House

stands just east of the church and of the road leading to the railroad depot.

BRIDGEHAMPTON

The road now enters Bridgehampton, which embraces several settlements. The first to come into view is Hay Ground; the next Bull's Head, and finally Poxabogue. There are two other settlements within the limits of Bridgehampton, viz: Mecox and Sagg, alias Sagaponack. Mecox and Sagg are in the southern part of the district and are not touched by the Montauk Highway.

At Hay Ground is the old, shingled and unpainted

S. Rose Farmhouse

on the north side of the road, on Rose's Hill, west of Scuttle Hole Road, which runs to Sag Harbor.

The white, square building, with columns on its front and known as the

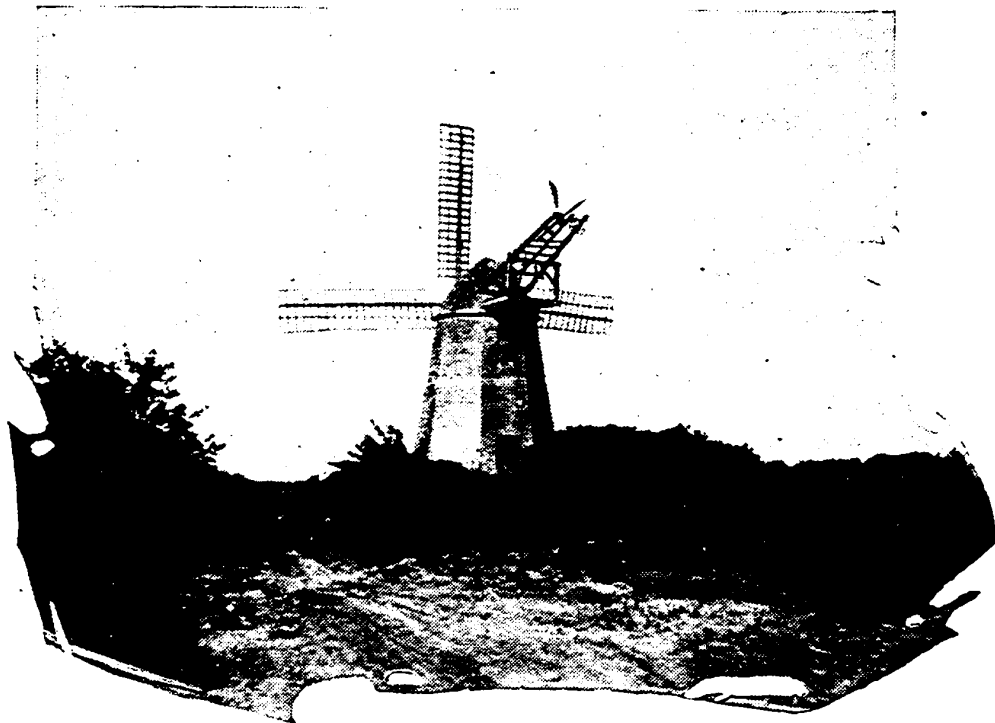
R. D. Rogers House

stands north of the highway, on the Mill Road. The former little Hay Ground School House has found a place of honor on the left side of the mansion.

Just to the east and a little north of the road, on Hay Ground Hill, is standing the

Hay Ground Windmill

erected in 1801 by General Abraham Rose and other residents of this vicinity. In the rear stands the little Topping farm house, shingled and unpainted. During the 19th century the Topping family operated the mill. The wings of the mill were badly damaged by the storm in 1924 which felled hundreds of stately old trees on the east end of the island. The miller's house is no longer occupied and the mill and the



HAY GROUND WINDMILL

dwelling present a very impressive picture of another period.

The Hay Ground Burying Ground

is just east of the mill, where the Mill Road begins its semi-circle on the north side of the highway. Just before the One Mile Stone is reached, on the east of Kelly's Pond, will be noticed, on the north side of the road, the

Abraham Halsey Farmhouse

shingled and unpainted.

One mile more and the Cross Roads are reached. This was the centre of the old Bull's Head settlement and is now the business centre of Bridgehampton. But before the centre is reached, comes into view the old

Haines House

on the northwest corner of Butter Lane. The house was built in 1679, two stories in front and one story rear. Just a century later it was altered into a two-story house; it does not show its great age.

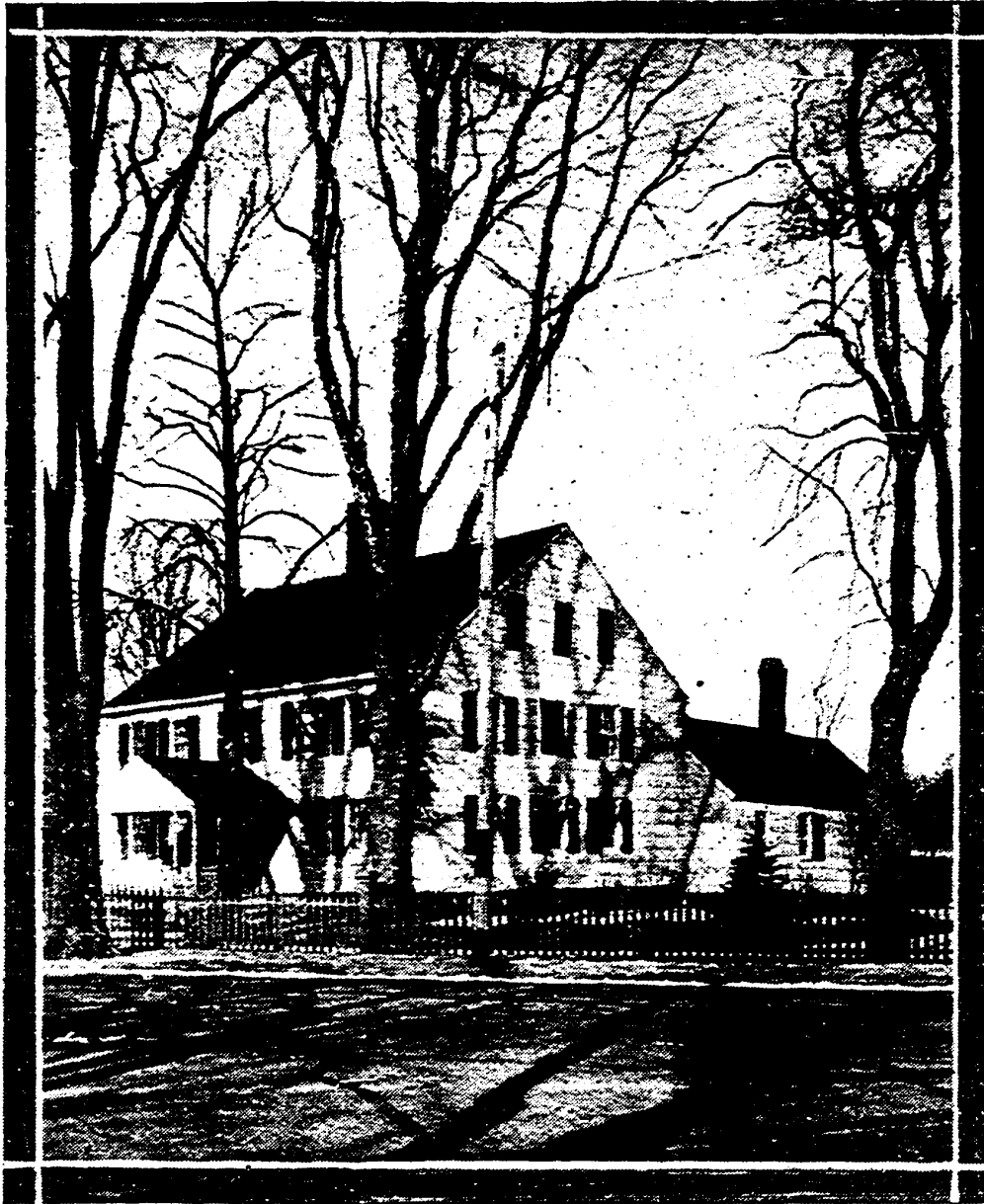
The Methodist Episcopal Church

painted white, stands on the southeast corner of Halsey's Lane. Built in 1833, in the vicinity of the Presbyterian Church, the edifice was moved in 1871 to this site.

The Presbyterian Church

painted white, was built in 1842 and is standing on the south side of the road west of Ocean Road.

At the Cross Roads, on what is now known as the



FORMER BULL'S HEAD TAVERN, BRIDGEHAMPTON

northwest corner of Lumber Lane, is standing the former

Bull's Head Tavern

shingled and painted white. It was built by John Wicks, probably in 1685. That year has been found

inscribed in a stone in the chimney. Wicks kept the tavern until his demise in 1719.

The Turnpike Road from Bull's Head to Sag Harbor was constructed in 1833, and this road and Lumber Lane meet the Montauk Highway here and are continued southward by Ocean Road. The house on the northeast corner of Sag Harbor Turnpike was formerly known as the

A. T. Rose House

County Judge Abraham Topping Rose, who was born in 1792, erected the house and died here in 1857.

On the southeast corner of Ocean Road stands the white painted building originally known as

Nathan Rogers House

The building was erected by the artist Nathan Rogers, who died in 1844. It is now known as the Hampton House.

The Sayre House

shingled, is standing on the south side of the highway, east of Ocean Road and was built about the end of the 18th century by Captain Nathan Post.

The Henry Howell House

shingled and painted grey, stands on the north side of the road, about one hundred feet east of Norris Avenue.

Part of the former

Academy Building

is standing on the north side of the road, west of the cross roads at Poxabogue, altered into a dwelling. The

Academy was situated on the east side of Ocean Road near Sagaponack Road. It was founded in 1859 and existed until 1907. The other portion of the building is standing now on the north side of Sagaponack Road.

The Le Page Topping House

shingled and painted red, stands on the northeast corner of the road to Sag Harbor, at the Cross Roads, Poxabogue. The house was erected by the Pierson family at the end of the 17th century and was for a time owned by Mrs. Russell Sage.

On the southeast corner of Sagg Main Street, which continues the Sag Harbor Road southward to Sagg, alias Sagaponack, is the

Poxabogue Burying Ground

and adjoining is the Tyndal House, shingled and unpainted.

Looking north from the Cross Roads, one can see the old

Howell House

on the west side of the Sag Harbor Road. The house, which was in 1718 owned by Edward Howell, stood formerly on the east side of the road.

Just south of the highway and the burying ground on the east side of Sagg Main Street is the

Haney House

shingled and painted white. The house was part of the Town Poor Farm, located here before the Suffolk County Poor Farm was established in 1871 at Yaphank

On the opposite side of Sagg Main Street stands the old house known as

Elisha O. Hedges House

shingled, unpainted, two stories front and one story rear.

Further east, on the north side of the highway and on a private lane, is the

N. O. Hedges House

probably built in 1763. Mrs. Russell Sage purchased this house, which is believed to have been built by one of her forbears. The house had been of the two stories front and one story rear type, and has been remodelled. Mrs. Sage first purchased the Le Page Topping House, but found in old records that the last



LE PAGE TOPPING HOUSE, POXABOGUE

named house was not built by her ancestor, but was occupied by him while he was building the N. O. Hedges house.

Midway between Bridgehampton and Easthampton, on the west of Georgica Pond, is standing on the south side of the road the shingled and unpainted house known as

Captain John Dayton House

The building has been remodelled and is now the Gardener's Cottage on the Herter Place. Captain John Dayton occupied the house in the days of the Revolutionary War and bullets fired from a British ship in the bay, are still imbedded in one of the doors.

TOWN OF EASTHAMPTON

EASTHAMPTON VILLAGE

The Montauk Highway takes in Easthampton Main Street which runs in a northerly direction. Most of the houses on this street, one and a half mile long, are of historic interest. On the south end is the Town Pond; on the west side of the street, opposite the pond, stands the former

Osborne House

Since 1686 the property had been in the Osborne family, who kept here for many years a boarding house. The house was sold in 1925, has been remodelled, and is now known as the Maidstone Arms. The old

Burying Ground

adjoins the Town Pond on the north, and here are many monuments of historic interest. One was erected to the memory of Lionel Gardiner, the first owner of Gardiner's Island. Nearby is the last resting place of the body of Colonel Abraham Gardiner, who was born in 1721 and died in 1782. Then there is the monument erected for the Rev. Samuel Buell, D.D., who was born in 1718 and died in 1798. He served the Easthampton Church fifty-two years as pastor. The crew of twenty-one men who lost their lives in the wreck of the ship John Milton, Captain Harding, in 1858, at Montauk, are buried in a common grave at the north end of the grounds.

North of the Burying Ground, on the east side of the road, is

Gardiner's Windmill

and a little north of the mill is the stone edifice of St. Luke's Protestant Episcopal Church.

Just north of the church stands the

John Howard Payne House

universally known as Home, Sweet Home. John Howard Payne, born in 1792, spent his childhood here. He died in 1852. The house is probably two centuries old, two stories front and one story rear, shingled and unpainted.

The Windmill

in the rear of the house, stood originally on the Village Green; was thence moved to a point opposite the



GARDINER'S WINDMILL, EASTHAMPTON

Hookmill, on the south side of Amagansett Road. There it was operated by David Hedges. Finally, the present owner of the Payne House moved the mill to this site. The weather vane which surmounts the structure bears the inscription 1771.

The John Henry Mulford House

is standing next to the Payne House, on the north. It was built in 1680, two stories front, one story rear, shingled and unpainted.

Clinton Academy

was erected in 1784 by the Rev. Dr. Samuel Buell on the west side of the street, north of Buell's Lane alias Sag Harbor Road. The academy was named in honor of the first Governor of the State of New York, George Clinton. The building was in 1886 remodelled into

Clinton Hall and is now used as Town Hall. Just across the highway on the east side of the road, stood until 1861 the old edifice of the Presbyterian Church erected in 1717. In this edifice Drs. Samuel Buell and Lyman Beecher used to preach. Further north stands another old

Osborne Homestead

on the west side of the street. It stood originally on the street line, but has been moved to the rear of the lot. Nearly opposite, on the east side of the road, stands the former

Dr. Huntington House

shingled and painted a grey color. Its gable end faces the street. This was the home of Captain Thomas Wickham in 1775. In the early part of the 19th



JOHN HOWARD PAYNE HOUSE, EASTHAMPTON

Century Dr. Abel Huntington purchased the property and his descendants occupied the house until 1892. The building played a major part in the story entitled *Sea Spray*. An occupant of this house, a daughter of Dr. Huntington, wrote the book.

Further along the east side of the street are the

Presbyterian Parsonage and Church

and on the southeast corner of David's Lane stands the chapel. The parsonage is standing just south of the church and was for many years occupied by the Isaacs family as a boarding house. The church was erected in 1861. The parsonage and church are shingled and painted white.

The Colonel Abraham Gardiner House

is standing on the west side of the street, two lots further north in the rear of the grounds. The Colonel erected the house in 1742 to 1745. Among its temporary occupants were Gov. Tryon, Sir William Erskine, Lord Percy and Sir Henry Clinton. Until 1924 the house stood on the street line.

The N. Huntting House

on the southeast corner of Huntting's Lane is now known as The Huntting.

Dr. Lyman Beecher's Residence

was the shingled house painted a greyish color, on the northeast corner of the same lane. Dr. Beecher served the Easthampton Church as pastor from 1799 until 1810 or '11, when he removed to Litchfield, Conn.

The Charles Edwards House

shingled and now painted white, two stories front and one story rear, stands with its gable to the street on the east side, just south of Fithian's Lane. The house is said to have been built in the 17th Century and was in 1924 occupied as a tea room.

The John Fithian House

also on the east side of the road, opposite Newtown Lane has been rebuilt and is now known as the Masonic Temple.

Here ends Main Street and the highway runs now along the line of Amagansett Road. A Windmill, formerly operated by the Dominy family, is known as

The Hook Mill

It stands at the point where the road forks. Amagansett Road being the southern branch and North Main Street the northern branch. On the west side of the latter, not far from the mill, stands the old

Dominy House

between the railroad tracks and the Old Road to North-West. Worn out millstones form the steps in front of the old homestead.

However, our road runs along the southern branch in an easterly direction. On the south side of the road, at its junction with Egypt Lane, will be noticed a reminder of other days, a

Whale-Rib Gate

leading into the grounds of the residence on that point. On the north side of the road, a little east, is standing



EDWARD BAKER HOUSE, EASTHAMPTON

one of the old-time, two stories front and one story rear houses, shingled and unpainted.

The Edward Baker House

built about 1720. A Dr. Hutchinson sold the house in 1767 to the Baker family, who are still the owners.

At Pantigo is standing the old

Dickerson House

just west of the fork in the road, on the south side.

AMAGANSETT

The highway takes in Main Street of Amagansett. The houses on either side are nearly all landmarks, however, only a few can be enumerated. On the south side of the street stands a house which attracts at once

the attention of the wayfarer, especially if he is artistically inclined.

The E. J. Cartwright House

is one of the old homesteads, shingled and unpainted, two stories front and one story rear. The side of the house and part of the roof are covered with vines. Apparently the house was built as it stands to-day, facing west. It seems to be the exception to the rule. The early houses were built to face the south, no matter whether the front or side came to face the road on that account.

The second house east of the Cartwright House on the same side is known as the



E. J. CARTWRIGHT HOUSE, AMAGANSETT

Jeremiah T. Parsons House

It is shingled and unpainted and now used by the Roman Catholic Church.

The J. B. Conklin House

is standing on the north side of the road, nearly opposite the Parsons House; shingled and unpainted.

The Presbyterian Church

standing on the southwest corner of Meeting House Lane, was built in 1860. Across the lane, on the southeast corner is the

Parsonage

formerly the T. J. Mulford House, shingled and painted white.

On the eastern end of Amagansett Main Street, on the north side, are

Two Houses of the Hand Family

shingled and unpainted. The westernmost was, three-quarters of a century ago, occupied by Nathaniel Hand's General Store. The other became known as the Morris Hand House. East of these houses stood formerly the Windmill, last operated by Abraham Parsons. Subsequently the mill was moved to the west side of Windmill Lane, north of West Main Street (just before the turn into Amagansett Main Street, on coming from Easthampton). There the mill stood until fire consumed the old structure in July 1924.

East of Main Street is the Railroad Station. The

first train passed through here on its way to Montauk on December 17th, 1895.

On the south side of the highway, here locally called Montauk Road, stands the

Captain Jonathan Edwards House

A few more houses of the smaller type on either side are passed and now you see the

Devon Colony

on the height on your left. Then suddenly you see before you a different world, the sand-dunes of

Napeague Beach

There is the

Amagansett Life Saving Station

on the ocean and the road enters the peninsula of Montauk.

MONTAUK

Fifty years ago there were on Montauk the three houses built for the shepherds and the men who had charge of the horses and cattle on the peninsula. Then there was the light house and the light keeper's dwelling. The three Shepherd houses were known as the First House, the Second House and the Third House. All three as well as the lightkeeper's house were used by travelers as stopping places over night.

The First House

stood on the north side of the road, about seven miles east of Amagansett. Shingled, unpainted, the house was built in 1702 by Samuel Hedges, who was a carpenter by trade. He became the first occupant of the house as shepherd and he is remembered as Governor Hedges of Montauk. His two sons succeeded him in the work. The house stood until fire destroyed it in 1908 or '09. The foundations remain and some fence posts are standing. West of the site of the house is a pond and west of the pond is the

Burying Ground

containing thirteen tombstones, the oldest dating from 1765 and the last of 1834.

Three miles farther east is the

Hither Plain Life Saving Station

with its Lookout upon an elevated point, where the latter was erected during the World War.

Parsons' Inn, Cottages and Garage

are nearby on the north side of the road. One of the cottages was formerly the Wireless Station of the U. S. Naval Base, established in 1914 on the east side of Fort Pond.

The Second House

is standing on the north side of the road and on the west side of Fort Pond. Built in 1798, shingled and unpainted, the house is now the country place of a resident of New York City.



THE SECOND HOUSE AT MONTAUK

The Naval Base

across the pond, became Camp Welsh in 1918. The camp was abandoned in 1923. Only the concrete foundations remain.

Further along the

Ditch Plain Life Saving Station

will be noticed, on the ocean. On this stretch of the coast between the Second House and this station the ship John Milton was wrecked in 1858.

About four miles east of the Second House is standing on the north of the road

The Third House

built about 1806. This youngest of the Shepherd houses has figured prominently in newspaper reports in the spring of 1925.

The Houses of the Montauk Proprietors

are to the south, but can be seen from the road.

At the Point is the

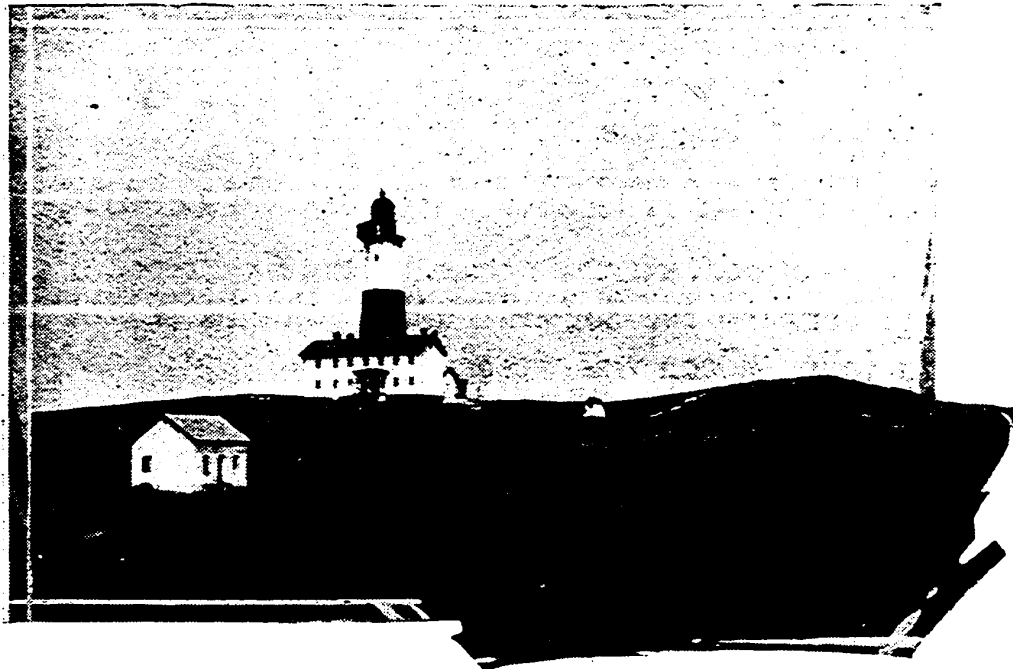
Lighthouse

built in 1795 upon Turtle Hill. The upper part was added in the days of the Civil War. The lightkeeper's house stands close by.

A Windmill

standing on high ground, a little distance west of the lighthouse, was a few years ago transplanted to this site from the Hamptons by a resident of Suffolk County.

When the lighthouse is reached the eastward journey is ended. The only possible way to travel now is west-



MONTAUK LIGHT

ward. Little trouble will be experienced, on the return trip, in locating the landmarks. They become old friends of the traveler, who takes an interest in these veterans, surprisingly quick. To the writer they have become old friends like the books in his library and he is now able to read some of their number like books. However, the process of reading these landmarks differs greatly from that of reading books. Like everything that seems impossible to the unexperienced, this art can only be acquired by practice.

In conclusion the writer wishes to state that he feels assured that everyone who by any chance peruses this little book will be more interested in these old houses, when he passes them on future trips. It does not matter, how little he may care for old houses, his vision will be changed. He could not, if he wished to, look upon them "with the same eyes" as he did on earlier trips.

LONG ISLAND DIRECTORY

Whenever figures are available the population is stated according to the Census of 1900 and 1920. In some instances estimates of 1925 are added. The population of Long Island was in 1900: 1,452,611; in 1920; 2,723,764.

KINGS COUNTY

Area 77 square miles. This county was organized in 1683, containing then six towns. Population in 1900: 1,666,582; in 1920: 2,018,356.

Town of Brooklyn: Settlement was started in 1636. The town was organized in 1646. In 1816 a small portion of the town became the Village of Brooklyn. In 1834 the entire town became the City of Brooklyn. The city was in 1855 enlarged by the territories of Williamsburgh and Bushwick. In 1886 was added New Lots, in 1894 Flatbush, New Utrecht and Gravesend, and in 1896 Flatlands. In 1898 the City of Brooklyn became a part of the City of New York and is now known as the Borough of Brooklyn.

The history of the other towns is as follows:

BUSHWICK was originally called Boswijck. Settlement was begun in 1638. The village of Boswijck was laid out in 1660.

FLATBUSH was originally known as Vlakkebos alias Midwout, the town was settled in 1651.

FLATLANDS was originally called Nieuw Amersfoort and was settled in 1636.

GRAVESEND was originally called Grauwezaande and was settled in 1643.

NEW LOTS had been the New Lots of the town of Flatbush since 1654, became a separate town in 1852.

NEW UTRECHT was settled in 1657.

WILLIAMSBURGH was taken from the town of Bushwick in 1840, the village of Williamsburgh was established in 1827, while still a part of the town of Bushwick. The City of Williamsburgh was created in 1851.

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QUEENS COUNTY

Area: 130 square miles. This county was organized in 1683, containing then six towns. In 1899 a part of Queens County was made a separate county under the name of Nassau County. The remainder had become a part of New York City, under the name of Borough of Queens in 1898. Population in 1900: 152,999; in 1920: 469,042.

NEWTOWN

This town was originally called Middelburgh, and was known in 1663-1664 as Hastings. An earlier settlement in this town, known as Mespat, had been started in 1642 and was destroyed in the Indian War of the following year. Population estimated in 1923: 229,000. Newtown is now known as the Second Ward of the Borough of Queens. Villages: Corona, Elmhurst, Winfield and Woodside. Forest Hills and Jackson Heights are settlements of more recent origin.

LONG ISLAND CITY

Was taken from the town of Newtown in 1872; became a part of the City of New York in 1898 and is now known as the First Ward of the Borough of Queens. Population, 1900: 58,794; 1923: estimated 130,000. Villages: Hunter's Point, Ravenswood, Astoria, Dutch Kills and Blissville.

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FLUSHING

Was originally called Vlissingen and was settled in 1644; was in 1663-1664 called Newark. Became in 1898 a part of New York City and is now known as the Third Ward of the Borough of Queens. Population, 1923: estimated 88,000. Villages: Auburndale 1925: 900; Bay Side 1900: 700; 1925: 11,500; Broadway; College Point 1900: 7000; 1925: 20,000; Douglaston 1900: 432; 1925: 3,635; Flushing: 1900: 9700; 1925: 47,500; Little Neck 1900: 700; 1925: 1,870; Malba, Murray Hill, White-stone, 1900: 4,200; 1925: 10,900.

JAMAICA

Was originally called Rusdorp; this town was settled in 1656; was in 1663-1664 called Crawford. Became in 1898 a part of New York City and is now known as the Fourth Ward of the Borough of Queens. Population 1923: estimated 250,000. Villages: Hollis, Jamaica, Ozone Park, Queens, Richmond Hill, Springfield and Woodhaven. There are many settlements in this town of more recent origin, such as: Bellaire, Bellerose, Brooklyn Manor, Cedar Manor, Hamilton Beach, Higbie Avenue, Hillside, Kew Gardens, Locust Avenue, Morris Park, Queens Village, Rosedale, St. Albans, Union Course and West Bridge.

ROCKAWAY PENINSULA

Was taken from the town of Hempstead and became in 1898 a part of New York City. It is now known as the Fifth Ward of the Borough of Queens. Population 1923: estimated 39,000. Villages: Arverne, Edgemere, Far Rockaway and the various parts of Rockaway Beach, as: Hammels, Hollands, Rockaway Park and Seaside.

NASSAU COUNTY

Was in 1899 taken from Queens County and made a separate county. Area: 252 square miles. Population, 1900: 55,448; 1920: 126,120.

HEMPSTEAD

Was originally called Heemstede and was settled in 1644. In 1784 the town was divided into South Hempstead and North Hempstead. In 1796 the town of South Hempstead was re-named Hempstead. Population 1900: 27,066; 1920: 70,790. Villages: Baldwin, Bellmore, Cedarhurst 1925: 3,480; East Rockaway, 1900: 739; 1920: 2,005; Floral Park, 1900: 500; 1925: 6,460; Freeport, 1900: 2,612; 1920: 8,599; 1925: 14,975. Garden City, 1920: 2,420; Hempstead, 1900: 3,582; 1920: 6,382; 1925: 9,940; Hewlett, 1900: 371; Inwood, Lawrence, 1900: 558; 1920: 2,861; 1925: 3,050; Lynbrook, 1900: 1,605; 1925: 10,645; Malverne, Merrick, Oceanside, Rockville Centre, 1900: 1,884; 1920: 6,262; 1925: 10,085; Roosevelt, Seaford, Stewart Manor, Valley Stream, 1900: 800; 1925: 7,830; Wantagh, Woodmere, 1925: 2,530.

There are settlements of more recent origin, such as Country Life Press, Nassau Boulevard, Hempstead Gardens, Island Park, South Lynbrook and West Hempstead. Long Beach became a city in 1922; population in 1925: 7,290.

NORTH HEMPSTEAD

Was established in 1784, being set off from the town of Hempstead. Population 1900: 12,048; 1920: 26,370. Villages: Albertson, Carle Place, East Williston, Great Neck, Manhasset, Mineola, 1900: 1,044; 1920: 3,016; 1925: 5,260; New Hyde Park, Old Westbury, Plandome, Port Washington, Roslyn, Westbury.

OYSTER BAY

Was originally called Oost Baai, the settlement having been started on the easternmost bay of the Dutch possessions on the island. The name became subsequently Oester Bay and finally Oyster Bay. The town was called in 1663-64 Folstone. Population 1900: 16,334; 1920: 20,296. Villages: Bayville, Brookville, Central Park, East Norwich, Farmingdale, 1920: 2,091; 1925: 3,980; Glen Head, Greenvale, Hicksville, 1925: 3,555; Jericho, Lattington; Locust Valley; Massapequa, Matinecock, Mill Neck, Oyster Bay, 1900: 2,825; Sea Cliff, 1900: 1,558; 1920: 2,108; Syosett; Woodbury. Glen Cove was created a city in 1918, population 1920: 8,664; 1925: 10,100.

SUFFOLK COUNTY

Was organized in 1683, then containing eight towns. Area: 918 square miles. Population, 1900: 77,582; 1920: 110,246.

BABYLON

Was in 1872 taken from the town of Huntington and made a separate town. Population: 1900: 7,112; 1920: 11,315. Villages: Amityville, 1900: 2,038; 1920: 3,265; 1925: 4,845; Babylon, 1900: 2,157; 1920: 2,523; 1925: 3,990; Copiague, Deer Park, Lindenhurst, 1900: 1,219; 1925: 3,345; Pinelawn, Wyandanch.

BROOKHAVEN

The town was settled in 1655; was first known as Setauket. Town was organized in 1658. Population 1900: 14,592; 1920: 21,847. Villages: Bayport, Bellport, 1920: 614; Belle Terre, Blue Point, Brookhaven, Centre Moriches, Coram, East Moriches, Eastport, Great River, Holtsville, Manorville, Mastic, Medford, Middle Island, Miller's Place, Moriches, Mount Sinai, Patchogue, 1900: 2,926; 1920: 4,031; 1925: 8,005; Port Jefferson, 1900: 1,854; 1925: 3,130; Rocky Point, Setauket, Shoreham, Stony Brook, Yaphank.

EASTHAMPTON

Was originally called Maidstone and was settled in 1649. Gardiners Island, which became a part of this town, was settled in 1639. The present name was applied to the town about 1662. Population 1900: 3,746; 1920: 4,852. Villages: Amagansett, 1900: 650; Easthampton, 1900: 1,680; Montauk, Wainscott.

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HUNTINGTON

Was originally known as Hunting Town and was settled in 1653. Population 1900: 9,483; 1920: 13,893. Villages: Centreport, Commack, East Northport, Greenlawn, Huntington, 1900: 4000; 1925: 15,225; Lloyd's Neck, 1900: 216; Northport, 1900: 1,794; 1920: 1,977; 1925: 2,815.

ISLIP

Was settled in 1666. The name Islip was at first applied to the William Nicolls Estate. The town was first recognized by the Colonial Government in 1710. Population, 1900: 12,545; 1920: 20,709. Villages: Bay Shore, 1900: 3,092; 1925: 7,110; Brentwood, Brightwaters, Central Islip, East Islip, Hauppauge, Islip, 1900: 1,735; 1925: 3,830; Oakdale, Pineaire, Ronkonkoma, Saltaire, Sayville, 1900: 1,954; 1925: 3,135; West Sayville.

RIVERHEAD

Was in 1792 taken from the town of Southold and was named for the settlement then known as The Riverhead. Population 1900: 4,503; 1920: 5,753. Villages: Aquebogue, Calverton, Jamesport, Laurel, Riverhead, Wading River.

SHELTER ISLAND

Was settled in 1652; called Sylvester's Island in 1674. Until 1730 the town was united for governing purposes with the town of Southold. Population, 1920: 890; 1925: 1,500.

SMITHTOWN

Was originally called Smithfield and was settled in 1663. Population, 1900: 5,863; 1920: 9,114. Villages: Flowerfield, Fort Salonga, Kings Park, Smithtown, Smithtown Branch, St. James.

SOUTHAMPTON

Was settled in 1640. Population 1900: 10,371; 1920: 11,614. Villages: Bridgehampton, East Quogue; Flanders, Hampton Bays, Quogue, Sag Harbor, 1900: 1,969; 1920: 2,993; 1925: 3,360; Southampton, 1900: 2,289; 1920: 2,891; 1925: 3,205; Speonk, Water Mill, Westhampton.

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SOUTHOLD

Was settled in 1640. Population 1900: 10,371; 1920: 11,614. Villages: Cutchogue; East Marion; Greenport, 1900: 2,366; 1920: 3,122; 1925: 3,600; Mattituck, New Suffolk, Orient, Peconic, Southold.

MORRELL & HORTON

Cutchogue

CENTRAL GARAGE

Tel. Peconic 14

THEN AND NOW

The latest Federal Census was taken in 1920. We can best observe the march of progress on Long Island by comparing the island of 1920 with that of a century earlier. The traveler who in those early days came along the South Country Road did see most of the landmarks noted in this guidebook. Long Island had then 56,978 inhabitants. Of this number 11,187 lived in Kings County; 21,519 in Queens County and 24,272 in Suffolk County. Kings was the smallest and Suffolk the largest of the counties, both in area as well as population.

A letter addressed by the Postmaster General to Congress, showing the receipts of the various Long Island Post Offices during the fiscal year of 1825-26 is a document of peculiar interest. The net amount of postage having accrued at each of these offices during that year, is mentioned as follows: Jamaica \$164.27; Hempstead \$36.57; Oyster Bay \$23.00; Oyster Bay South \$7.39; Jericho \$18.07; Jerusalem \$1.27; Deer Park \$7.37; Islip \$20.40; Patchogue \$24.31; Cold Spring \$18.63; Smithtown \$56.16; Wading River \$2.74; Setauket \$28.46; Riverhead \$29.40; Mattituck \$18.86; Cutchogue \$10.20; Southold \$35.35; Oyster Ponds \$25.32; Sag Harbor \$117.06; Westhampton \$9.61; Southampton \$47.62; Bridgehampton \$50.22; Easthampton \$59.33.

During the fiscal year 1826-1827 the total Post Office receipts on the island were less than \$2,500, of which amount the Brooklyn Post Office had earned \$1,039.34. The Brooklyn Post Office then occupied a corner in a store and took care of the entire County of Kings.

In 1820 the City of New York was inhabited by 152,056 people and was confined to the Island of Manhattan. The compact portion of the city was south of City Hall. Across the East River was the Village of Brooklyn and a little further up the river had sprung up the settlement of Williamsburgh around the newly established ferry. The Williamsburgh and Jamaica Turnpike (the present Metropolitan Avenue) had been constructed a few years earlier. The new road and the ferry at its terminus had considerably shortened the distance from

the Long Island towns to the markets in the City. Kings County was the next-door neighbor of New York City, and Brooklyn and Williamsburgh grew up with their bigger neighbor.

The road to the Williamsburgh ferry was a boon to the Long Islanders who brought the produce of their farms to the city markets, but the general business of the island was transacted in the taverns clustering around Fulton Ferry, Brooklyn. These taverns filled the places of our present day lunchrooms, hotels, banks, law-offices, stores, clubs, theatres, railroad depots, etc. The village extended up to Red Hook Lane, in the rear of the present Borough Hall, and the boundary line ran from the western line of the Navy Yard on the Wallabout to the foot of Atlantic Avenue. Farmhouses were along the roads and in the outlying districts were several settlements around the churches and some residents of New York City had country seats in Kings County. As late as 1840 the present Mansion House in Hicks Street was opened as a summer resort. New Yorkers were invited to send their families to this resort for a few weeks during the summer season.

Fulton Ferry was the gateway which led out into the island. Brooklyn became a city in 1834 and Williamsburgh in 1851. Four years later Brooklyn absorbed Williamsburgh and the town of Bushwick. The other towns became parts of Brooklyn as follows: New Lots in 1886, Flatbush, New Utrecht and Gravesend in 1894, and Flatlands in 1896. Brooklyn City embraced now all of Kings County. In Queens County, Long Island City was carved in 1872 out of that portion of the town of Newtown, which was situated opposite New York City. In 1898 Greater New York came into existence and within the new city limits are now Brooklyn, Long Island City, the towns of Newtown, Flushing, Jamaica and the Rockaway Peninsula. The balance of Queens County became Nassau County.

In 1920 the City of New York, Greater New York, had 5,620,048 inhabitants. Long Island had 2,723,764. Of these lived 2,018,356 in Kings County and 469,042 in Queens County, both now parts of the city. Nassau County had 126,120 inhabitants and Suffolk County 110,246. Jamaica Village has taken the position formerly occupied by Fulton Ferry.

Such are the changes which have taken place on the island during a century. The country residences and farmhouses in the counties of Kings and Queens are rapidly disappearing. The city forever keeps on reaching out, the demand for homes, factory sites and country residences is always there. The needs of the six million population of New York today are greater than were the needs of the old city which gradually developed from the community of 1820 with a population of 152,056.

The foregoing notes may be found useful in speculating on

the future of the island. The line of least resistance is on the south side of the island. However, every part of the island is reaping its proportionate share of benefit from any improvement, which makes any point on the island more accessible from the city. When the plans of the Long Island Railroad regarding the electrification of some lines were made public about 1906, it was predicted that Lynbrook would remain the eastern end of the electric service on the Montauk Division. Today electric trains are running to Babylon.

QUEENS COUNTY

Now also the Borough of Queens will surprise even those who always predicted a great future for this borough. The common street system throughout its territory is wiping out the ancient town lines and settlements are springing up simultaneously in every part. The extension of the subway to Flushing will be the great factor in building up the north shore. Wherever a start is made by laying out farmland in building lots, there is no end to it. One farm being built up, the next one is laid out and this march is kept up. In some sections the Nassau County line has been reached. The Queensboro Bridge, Queens Boulevard, the Pennsylvania Tunnels, the Dual Subway lines to Astoria and Corona, and soon to Flushing, the B. M. T. line to Jamaica and the improved service on the Long Island Railroad to Queens Village and further out are powerful means of building up the borough. The south shore will be greatly benefitted by the Rockaway Boulevard starting in Brooklyn. There are so many improvements under way which will mainly work for the benefit of this borough that there can be little doubt that Queens County soon will be as close a part of New York City as any part of the city outside the Island of the Mannhattans.

There has always existed a suburban advance guard of New York City. There is a certain element, bound by business ties to the city, but not willing to live in the solidly built-up city. These people want, though on a moderate scale, a rural surrounding for their homes. In which county will these suburban settlements be found twenty years hence?

NASSAU COUNTY

Is the next-door neighbor of New York City. Kings Co. held this position until 1898 when Greater New York came into being. The East River was long the barrier which prevented the union of New York and Brooklyn. The construction of the Brooklyn Bridge was the tie which united the two cities. Now Brooklyn people travel daily to New York without getting a glimpse of the river in months. There is no river between New York City and Nassau County. On traveling along

Jericho Turnpike one can notice where the city ends, by the numbered streets. But sooner or later the authorities beyond the line will continue this numerical street system for the convenience of their people and then the last mark of distinction will be removed. Within five years a similar condition will prevail along the Northern Boulevard.

SUFFOLK COUNTY

The development of the eastern end of the island has been retarded by an accident. This accident caused the untimely death of Austin Corbin, a man of vision, who saw the possibilities of this part of the island for ocean traffic. He had seen the possibilities of the common pasture land of the Town of Gravesend in Kings County. The portion of this tract, considered to be of the least value, was known as the Sedge Bank. This he purchased and created Manhattan Beach on its site. On the east end he saw the possibilities of Fort Pond Bay as a part of the Port of New York. If his life had been spared, the railroad line would, in all probability, today be double-tracked and electrified. A multitude of passengers would patronize it all the way to the end of the line. Trains making no stops between Montauk and New York City would carry the oversea travelers to and from the city. The local interests along the line would share the benefit of this improved railroad service. At present the business offered to the railroad does not warrant the expenditure of the vast sums required for such improvement.

When the main line was opened to Greenport in 1827, three trains carried the invited guests of the railroad to the eastern terminus of the line. 31 miles were traveled in the first hour. The average speed of the early locomotives was 12 to 15 miles per hour. A special effort was made to give first-class service by the Boston Train which usually made the run from Brooklyn to Greenport in $3\frac{1}{4}$ hours. The record time was 2 hours 35 minutes. Two stops were made to replenish fuel and water, at Farmingdale and again near Manorville. In those days wood-burning locomotives were in use on the trains which covered the 90 mile stretch in from $2\frac{1}{2}$ to 3 hours.

Today electric trains would make the run from Montauk to the city, if no stops were made on the way, in $1\frac{1}{2}$ hours. Sooner or later Mr. Corbin's vision will come true. Whether Fort Pond Bay or Three Mile Harbor will be used, remains with the future.

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