

Bridgehampton Hamlet Heritage Area Report

Prepared by
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Town of Southampton
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Table of Contents

Acknowledgements *About the Author*

1. Purpose, Scope, and Organization of this Report	5
2. Hamlet Historic Resources Map	8
3. A Short History of the Bridgehampton Main Street Area	9
4. Listing and Descriptions of Historic Resources in the Main Street Heritage Area	17
5. Listing with Descriptions of some Historic Resources by Street beyond the Main Street Heritage Area	40
6. Appendix 1: Glossary of Some Architectural Terms	74
7. Appendix 2: E. Belcher Hyde Maps, 1902 and 1916	75
8. Selected Bibliography	77

Acknowledgements

The short history of Bridgehampton in this Heritage Study of the hamlet owes much to my book, Grandfather Lived Here, The Transformation of Bridgehampton, New York, 1870 – 1970, published in 2006. That work shaped my historical perspective on the Main Street area specifically, and on the hamlet as a whole. Many people contributed to that research. I will always be indebted, especially, to four venerable locals who brought so much enthusiasm to my interviews: they were Fanny Crawford, Dick Hendrickson, the late John McNamara, and Ed Tiska. Over thirty other residents cheerfully responded to my calls for help and this hamlet report has benefited from their knowledge. In addition, I wish to thank those who shared information with me about specific houses. They include Gail Brockett, Joe Colt, Carol Crowley, Bill McCoy, Fred Ritz, Sr., Don Seabury.

I have also made extensive use of A Walking Tour Guide to Historic Main Street, Bridgehampton, New York. The guide was developed in 2006 by the History Subcommittee of the hamlet's 350th Anniversary Committee and was written by Kirk Flack and this author. It was designed and illustrated by Peter Zamiska. The photographs on which the guide's drawings were based were taken by Dana Shaw of The Southampton Press. Many of them appear in this report. Others are courtesy of the Bridgehampton Historical Society. In addition, photographs contained in the Long Island Power Authority's (LIPA) Draft Environmental Impact Statement of 2007 have been used. These photographs and their captions were prepared by Molly McDonald of AKRF Consultants. I am grateful to her for permission to use them here. Finally, a few of the photos are from my personal collection.

Janice Scherer, Principal Planner in the Long Range Planning Division of the Town of Southampton, deserves a special thanks for successfully fielding my various requests. The tax map, the document which initiates all heritage studies, was ably developed by Ross Baldwin and Peter Mulvey.

About the Author

Ann Sanford is a local historian who specializes in family and community history. For many years, she was an Associate Professor of European History at Regis College in Weston, Massachusetts. Following a subsequent career in business, she returned to her hometown where she now serves on a number of local boards and pursues her research interests.

Ann is the author of numerous articles, including “Rural Connections: Early Republic Bridgehampton and Its Wider World, 1790 – 1805” published in 2003 and a book, Grandfather Lived Here: The Transformation of Bridgehampton, New York, 1870 – 1970, published in 2006 to help celebrate the hamlet’s 350th anniversary.

She is a graduate of Bridgehampton High School and Elmira College, and holds a Ph.D. in History from New York University. Ann lives in Sagaponack.

1. Purpose, Scope, and Organization of this Report

Purpose

This report follows the guidance found in the Final Comprehensive Plan Update for the Town of Southampton adopted in 1999. The Historic Resources chapter of the Plan, included in the section Implementation Strategies, section 1.1 and entitled Designate Hamlet Heritage Areas, describes aspects of the process for designation of a heritage area. The goal of this work is clearly spelled out: “to protect the historic character of the hamlets and neighborhood areas within the Town.”

In addition to the Plan, a detailed definition and statement of scope for a Hamlet Heritage Resource Area is in the Southampton Town Code, Chapter 330.5, under Zoning, Definitions. It was added on 8-12-2003 by L.L. No. 63-2003. It states:

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

Scope

The scope of the Heritage Area proposed here is outlined in the Plan for Bridgehampton Hamlet Center adopted by the Town Board in February 2004, henceforth referred to as the Hamlet Study. It defines two “historic gateways” that mark a half-mile stretch of Montauk Highway between “the historic houses at the east entry [the Rogers House and the Rose House opposite it on the north side of Montauk Highway] and the 1870 Methodist Church and the ca. 1840 Gurden Corwith House at the west entry” (p. 22).

While the Hamlet Study’s consultants highlighted this Main Street area, the members of the History Subcommittee of the 350th Anniversary Committee decided, independently, and after considerable research, to base the 2006 Walking Tour Guide to Historic Main Street, Bridgehampton, New York on the same geographic area. Both the Hamlet Study

and the Guide note that this area has a high density of historic resources open to view by large numbers of the public. As a result, this report will focus primarily on the historic resources in this Main Street Heritage Area. Other resources described are equally important and have been selected because they have contributed to the community's heritage, are located near the Heritage Area, or possess unique attributes. The architecture in the hamlet is wide-ranging and includes examples of the following: colonial saltbox, Federal, Greek Revival, folk Victorian and Victorian farmhouses, Queen Anne, Gothic Revival, Italianate, brick and stucco commercial structures ca. 1900-1920s, Colonial and Dutch Revivals, foursquare, bungalows (Craftsman and otherwise), and probably more styles, with many combinations.

Criteria used in this report for designating a resource to be historic are based on the Town Code (see Town Code, Ch. 330: Zoning, 330-321A):

- (a) Possesses **special character** or historic or aesthetic interest of value as part of the cultural, political, economic or social history of the locality, region, state or nation; or
- (b) Is identified with historic **personages**; or
- (c) Embodies the distinguishing characteristics of an **architectural style**; or
- (d) Is the work of a **designer** whose work has significantly influenced an age; or
- (e) Because of a **unique location** or singular physical characteristic, represents an established and familiar visual feature of the neighborhood.

In this Hamlet Heritage Area Report, mention has been made of a few structures that no longer exist (such as the Bull Head Tavern, circa 1686). Through historic signs or other means, they maintain a place in the communal memory of the hamlet.

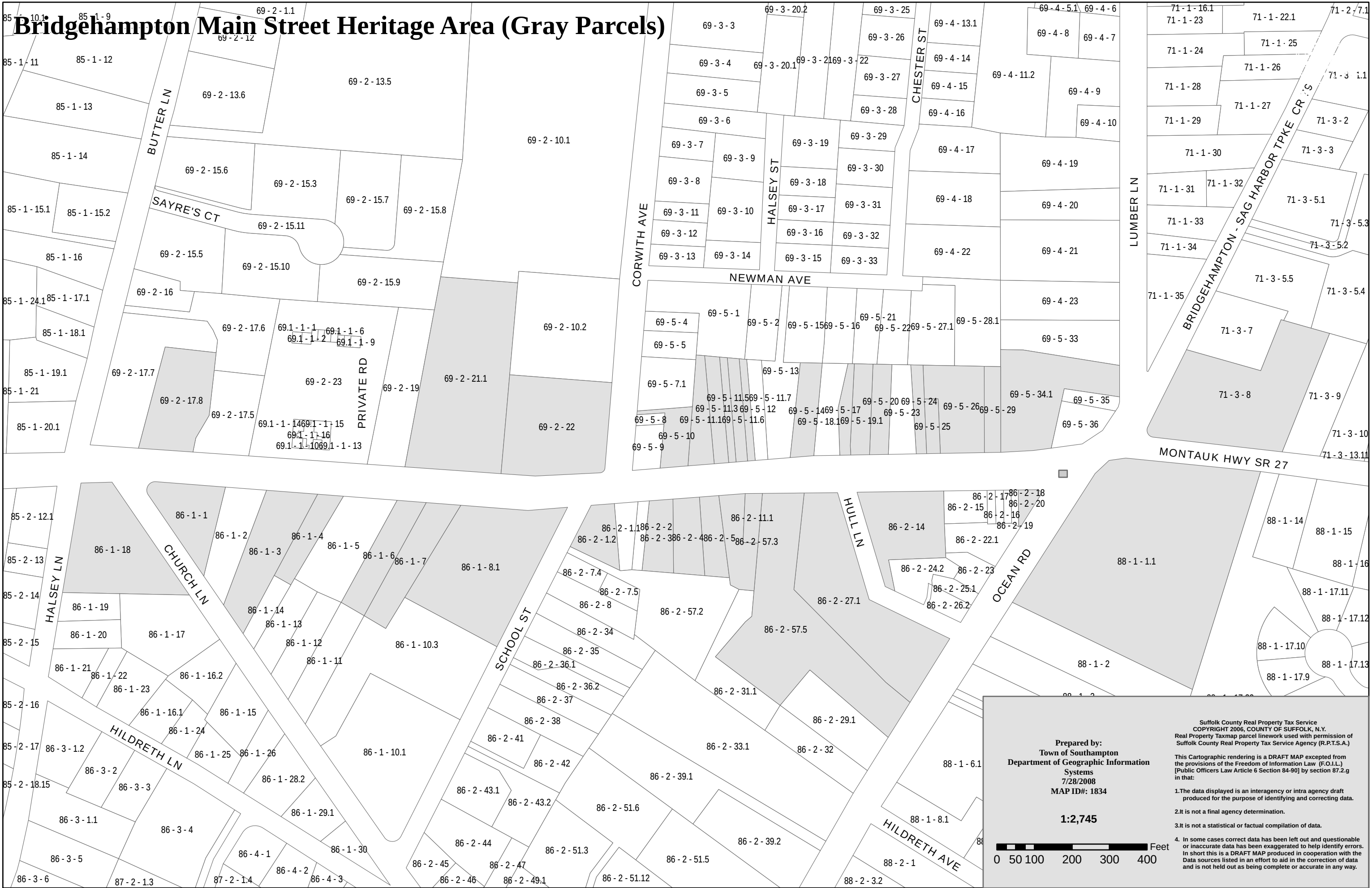
Certain historical maps have been referenced in the Main Street Heritage Area text (section four) when the resource identified appears on the map and contains information. These include: the J. Chace, Jr. map of 1858, developed in response to a federal requirement for all counties in an Act of Congress; the E. Hyde Belcher maps of 1902 and 1916 (also reproduced in Appendix 2); and the William D. Halsey maps that appear as an appendix to his book, Sketches from Local History (1935). Halsey's were drawn for every fifty years and cover the period 1670-1900. Although used to clarify information, these have not been cited because they are superseded by the other maps. The Bridgehampton Main Street portion of the Southampton Town map from the F. W. Beers Atlas of Long Island (1873) lacks owner names and is not helpful here.

Section five of this report is a listing of some historic resources located beyond the Main Street Heritage Area. Structures with special character were built and maintained on residential streets by families with upper middle, middling, and working class backgrounds, a mix that persists today and makes the hamlet a mirror on America. Families headed by whaling captains and others of cosmopolitan wealth, such as the Hardacre and Berwind families among the "summer people," also left significant houses that survive.

Organization of this Report

This report starts with a present-day tax map (p. 8) to help guide the reader through the detailed property descriptions in the Heritage Area and it includes many of the houses on streets beyond the Heritage Area noted in section five. It creates the geographic context for the historic resources discussed. The numbers in the shaded parcels along Montauk Highway on the map relate to the historic structures contributing to the Heritage Area. A narrative overview of Bridgehampton history follows this map (section three).

The fourth section documents the historic resources in the proposed Main Street Heritage Area. It lists each property by its Tax Map Number with the following information: the name currently associated with that property, its Tax Map Number, and its address. Both current and historic photographs have been included. Historic maps are referenced in the property description text as appropriate. The next section is a listing with some descriptions of historic resources beyond the Heritage Area, included to help give a more complete overview of Bridgehampton's built environment. It is not an exhaustive list but is intended to create an awareness of the rich heritage in the community that is worthy of preservation.



3. A Short History of the Bridgehampton Main Street Area

The hamlet of Bridgehampton, located within the Town of Southampton, New York, derives its origin from the 1653/54 land divisions of the areas along the Atlantic shore known as Mecox and Sagaponack. Josiah Stanborough, a landowner from Massachusetts and one of the original undertakers (founders) of the Southampton plantation, built the hamlet's first homestead on one of his lots at Sagaponack in 1656. A meeting house (church) was built by 1670 near the west shore of Sagg Pond. Other English settlers, such as the Howells and the Toppings, joined the Native American population of Shinnecocks and Montauketts in harvesting the resources of the land, the sea, the ponds and the forests. Like the Indians, the settlers raised crops, fished, and slaughtered beached whales. In addition, they lumbered, established trades—from miller to wheelwright—and engaged a minister in 1695. The name “Bridge Hampton” first appears in the town records in 1699 and describes the linking of the growing settlements in Mecox and Sagaponack by a bridge over Sagg Pond. It was built by Ezekiel Sandford in 1686 and paid for by the town. The hamlet grew steadily during the eighteenth century. Militia companies from Bridgehampton, Sag Harbor, Southampton, and East Hampton trained on the centrally located Triangular Commons prior to the Revolution (1776-1783) because it was centrally located on the South Fork.

By 1800, Bridgehampton had expanded beyond Mecox (which occupied the southwest portion) and Sagaponack (southeast), to Hay Ground (to the west), Scuttle Hole (northwest), Huntington Hills (north), and Bull Head, today's Main Street (along Montauk Highway)—all place-names used today. The area covered nearly twenty-five square miles. The federal census counted about 1250 residents, over a third of Southampton town's total population of 3,672 in 1800, a far higher proportion of the town than lives in the eastern portion today. Bridgehampton's census documented fifty-two free African Americans and forty-two slaves. The category “Others Free” also included those Native Americans, such as the Stephen Cuffee family, who resided outside the land leased in 1703 by the Shinnecock tribe from the town.

Bridgehampton's Main Street area took form in the second half of the eighteenth century, about 100 years after the hamlet's initial settlement. The new center, further north of the ocean beach and closer to the port of Sag Harbor, had been cleared of forest during the seventeenth century. It was adjacent to the crossroads of the Main Road to East Hampton (today's Montauk Highway), running east-west, and the north-south intersection of “Beach Road” and the “Sag Harbor Road” (today's Bridgehampton-Sag Harbor Turnpike). By 1800, the developing hamlet boasted at least one meeting house-church (1737), a library (1793), four schools (distributed in the settlements, the first built in 1720), a tavern (circa 1686), a grist mill, stores, and a post office (1794). Making these businesses and institutions possible were numerous men of substance. Living in the easternmost part of the town, they engaged in trade beyond Bridgehampton and were clearly market-oriented, looking to commerce, as well as agriculture, in their pursuit of wealth. Deacon David Hedges, who lived in Sagaponack, is an example. A large farmer, Hedges was made deacon in the Bridgehampton Presbyterian Church in 1767. As a dairyman, Hedges processed large quantities of cheese which he often sold on the New

York market, most likely transporting it there by packet boat on Long Island Sound from Sag Harbor. In 1800, he owned three slaves. Five years later the deacon had the birth years of his slaves' youngest children recorded in the Southampton Town Record in compliance with a recent New York State law (1799) that would grant them eventual emancipation.

One task Hedges apparently demanded of his slaves was the digging of ditches in Sagg Swamp. Ditches served to drain the wetland and steer the water into a stream. Helped by a dam, the stream powered a water mill. In 1793 the town Trustees granted Hedges and a partner the right to build either a fulling mill (to wash and press woolens) or a grist mill (to grind flour) on the body of water called "Sagg Mill pond stream." The fulling mill they built boosted the productivity of household cloth-making and its consequent economic value.

The deacon also gained political prominence. Southampton's Town Meeting elected him Supervisor during some of the same years when he was representing Suffolk County in the New York State Assembly, in the late 1780s and, again, in the early 1800s. Not unexpectedly, large landowners and merchants in the eastern part of Southampton Town supported his frequent re-election as Supervisor. He was no doubt instrumental in the development of the 1797 Southampton Town map required by New York State: two drawings are on the document, that of the "Bridgehampton Meetinghouse" and the "Indian Meetinghouse" in Shinnecock. In the Assembly, Hedges could feel assured that he represented a significant jurisdiction on Long Island.

Based on the state census, the apportionment of delegates in 1802 assigned three seats each to Suffolk County and to Queens. In contrast, King's County (future Brooklyn) garnered only one seat in the state Assembly. Clearly, the population and its subsequent political clout were still weighted toward eastern Long Island around 1800.

Bridgehampton enjoyed growing literacy and an expanding communications and transport infrastructure that kept pace with its residents' changing needs. Contact with Boston, ports on the southern New England shore, the West Indies, Albany and New York City had created an expanding web of rural connections.

* * *

Following the disruptions of the Revolutionary War and the War of 1812, however, young single men and some families began to seek land and other riches in the American west. As a result of this migration and a declining birth rate, Bridgehampton's population fell during the nineteenth century. The Chace map of 1858 listed Presbyterian and Methodist pastors, one lawyer, two physicians, a hotel keeper, three merchants, a postmaster, a blacksmith, and two "marketmen" in the hamlet. Unfortunately, it fails to list the wealthy whaling captains, although their names—Captains I. Ludlow, H. Topping, and C. Halsey, for example—appear to designate their residences beyond Main Street. The in-migration of Irish and Polish families that began in the 1880s could not compensate for a half-century of population loss and the 1900 federal census records only 1150 residents in Bridgehampton, 100 fewer than in 1800.

But the arrival of the railroad from New York in 1870 ushered in a new period of social, religious and economic transformation in the community as city folk, especially, filled the thirty-six boarding houses advertised in an 1877 railroad brochure. Year-round families benefited from the new source of income and, eventually, some of the summer residents dotted the landscape with cottages of their own. The religious landscape continued to fragment. Long-settled Anglo American families continued to dominate the local Presbyterian and Methodist churches but after 1906, a group of Episcopalians began to form a congregation. Immigrants, now largely Polish, many coming by automobile, also streamed into the hamlet. They worked on the expanding potato farms. In 1913, Irish, German, Polish, Italian, and other Catholics organized the Queen of the Most Holy Rosary Church and in 1922, African Americans who congregated in homes started what was to become the Baptist Church in 1924. By the time of World War I (1914-1918), modern conveniences were available. Some hamlet residents were using engines on the farm, steam locomotives and cars for travel and commerce, electricity—which had replaced gas and kerosene lighting—the telegraph, and the telephone. Recording this panoply of people and technology was the camera. It has left a rich documentation of this period in modern local history.

* * *

The expansion of potato farming impacted four trends in Bridgehampton's twentieth century history. These changes also played front stage on the national scene: they were the migration northward of African Americans, the social relations of new ethnic groups, the pursuit of animal husbandry, and crop farming. While cattle and grain, and dairying had each taken their turn in dominating Bridgehampton's agriculture in the decades from 1870 to 1970, they were dwarfed by the wealth created in the community by potato farming. By the end of the nineteenth century, farmers began to rotate the acreage they had devoted to grains with potatoes and other market crops, such as cauliflower and strawberries. In 1920, the agricultural schedule of the federal census reported 140 farms, including the many new farms started by recent immigrants around the time of World War I to supply food to the troops. By 1930, with consolidations, that figure was down to about eighty. During the Great Depression (1929-1939), the average family farm probably numbered fifty to sixty acres. In 1960, there were fewer than fifty farms of all sizes. The ethnic and class composition of the hamlet had changed too. During the 1920s and '30s, many Polish immigrants had moved up the agricultural ladder in Bridgehampton, becoming independent farmers by renting or buying farmland. They were replaced by African American workers from the South.

With the triumph of the potato at peak acreage in the mid-1950s, farmland consolidation had served to squeeze marginally profitable growers out of the market and productivity improvements over the last forty years compensated for the decline in the absolute number of working farms. In Bridgehampton, unlike surrounding communities of the "Hamptons," agriculture continued to fuel the local economy until the early 1970s, although fewer than twenty Bridgehampton-based farms remained. Main Street stores remained open year-round. In contrast, the Summer Colony and tourism in Southampton

Village had long since replaced farming as the chief source of income. In 1960, the entire town of East Hampton had fewer than twenty farms.

* * *

I was told many stories that elucidated the four trends noted above (involving African Americans, ethnic groups, animal husbandry, crops) when I interviewed four, historically-minded Bridgehampton residents—all in their eighties or early nineties. Former domestic Fanny Crawford and retired farmers Ed Tiska and John McNamara were deeply sensitive to their families' journeys and to their ethnic backgrounds. In her oral history, Fanny Square Crawford (1916-), an African American who became a domestic, emphasized that her father, the former Virginia sharecropper, Maynard Square, had a permanent job waiting for him on a Sagaponack farm before he traveled north in 1926. A few years later, as a man with middle class aspirations, he acquired new skills and became a mason. Few people of color were able to follow his upward course. For most, the demand for cheap labor to harvest the potato crop offered menial work, creating jobs that lasted into the 1940s and '50s.

His daughter, Fanny Crawford, pursued her own dream, too. In 1945, she married Sam Crawford, the World War II veteran from South Carolina who had worked as Henry Sandford's (my grandfather) hired hand, become a restaurant entrepreneur, and served as a caretaker in East Hampton. He was a skilled carpenter who, like his father-in-law, Maynard Square, would build his own house. It was a "beautiful little house," Fanny told me, located on Narrow Lane in Bridgehampton, where the family made its home. Both men had worked and succeeded in moving from agricultural wage earner to tradesman, and they managed the leap into Bridgehampton's black middle class.

After marriage, Fanny continued her involvement in the Bridgehampton Baptist Church and worked as a domestic. She offered me this historical survey of her congregation that began to meet in homes in 1922, before the Squares had moved north: "There weren't enough Virginia people up here to start a church. The Southampton people and East Hampton people would all come to the Bridgehampton Baptist Church. It was the only church we had. They still have those picnics. We stayed in the firehouse [used as a church, on Corwith Avenue] from '24 until we moved into the new church [on the Sag Harbor Turnpike] in 1981. It was nice." This spirited woman told me, "I used to ride my bicycle from Narrow Lane down Ocean Road to work. I'd go anywhere riding right on the side of the road. I'd go from Bridgehampton to East Hampton." In 1985, when she and a friend attended the centennial celebration of Sagaponack School where she was a pupil for a couple of years, Fanny met former classmates and appreciated that "everybody was nice to us."

* * *

During the 1950s, Bridgehampton was changing once again. By the 1920s, most African American families had made do with small tenant houses often tucked behind barns or starkly centered in a potato field, using oilcloth or tarpaper on interior walls, and furnished with a kerosene stove, an icebox, and iron bedsteads. They rented them from the farm-owners for whom they worked during all or much of the year. After World War II, fewer wage workers would be required in the agricultural economy—for picking potatoes, for example—and modern means of transportation made it possible for laborers to move off the farm. Many of the first generation of migrant laborers who stayed in the North were being replaced by technology and a different work system: the introduction of the potato-digging and truck-loading combine intersected with the arrival of crew leaders and labor camps. The period when blacks and whites lived near each other on the farm ended. Much later, second homeowners began to buy into subdivided farms, occasionally rebuilding the migrants' "shacks."

By the 1920s but accelerating after places of work could be far from residences, many of these wage workers found or built housing for their families along the Bridgehampton-Sag Harbor Turnpike, the roadway that runs north from the war monument and forms the central artery for Bridgehampton's black neighborhoods. There, they usually found they had only African American neighbors. Outside of the Bridgehampton School, contact between whites and blacks became less frequent. This period opened a new chapter in local ethnic-race relations. (See under Bridgehampton-Sag Harbor Turnpike in chapter four for examples of these homes today).

* * *

Not all prejudice was racial in the last century. Along with the profits and gaiety of the Roaring Twenties, feelings of unease began to grip certain Catholic newcomers and old-line Protestants. Some families coalesced around activities involving the Ku Klux Klan, newly prominent on Long Island. Bridgehampton's cornfields served as backdrops for occasional cross-burnings by the local Klan. As a boy, Ed Tiska (1919-), a son of Polish immigrants, witnessed the result of anti-immigrant sentiment in the smoldering remains of crosses in the fields he passed on his way to school in Water Mill. Yet, many people were able to overcome the biased attitudes of family and friends. When I asked John McNamara (1920-2004), as an Irish American, whether ethnicity was a problem during his courtship with his Polish American girlfriend during the early 1940s, John, born in a Butter Lane farmhouse, pondered the question and replied: "We never thought anything about being Irish or Polish."

Like Fanny Crawford's skill at overcoming the uprooting from her parents' families in the South during the migration northward of African Americans and John McNamara's ability to see through ethnic differences, Ed Tiska was able to move beyond the fear of intimidation as a Catholic boy in a still largely Protestant community. At eighteen in 1937, Tiska had already worked on a farm and understood the production cycle for potatoes—plow, plant, cultivate, fertilize, dig, pick, store—and he also knew how to get potatoes to market. He began working for his older brother, learning the business aspects

of potato farming and remained a farmer until he retired at sixty-five. By 2004, when I asked Tiska about the extent of potato-farming in the hamlet, he could identify only two large farms based in Bridgehampton, the Foster Farm in Sagaponack and the Wesnofske Farm in Scuttle Hole. He estimated that perhaps five other farmers cultivated enough potatoes to supply farm stands.

Besides crop farming, farmer-entrepreneurs established thriving businesses in animal husbandry during the period just before World War I to the 1950s. During 2003-04, I conducted numerous interviews with Richard “Dick” G. Hendrickson (1912-), whose paternal grandfather had been a farmer and “dealer in agricultural products” in Queens County. When “sidewalks and houses” began to replace farmland, Dick told me, “Grandfather came out to eastern Long Island to sell seed potatoes and fertilizer to the local people—the Irish, a couple of Polish, and the local Protestants.” In 1906, he purchased Hill View Farm for his son. Howard Hendrickson organized a dairy and although he never invested in the pasteurization process, available since about 1900, he ensured that his milk was safe. He became a leading implementer of scientific agriculture. According to Dick, the Hendrickson dairy had “one of the first herds in New York State where the cattle were free of TB.” By 1955, facing an increase in New York State restrictions on the sale of non-pasteurized milk, Dick and his father sold the herd.

Even in the 1920s, there were fewer than ten dairies in Bridgehampton. Besides the Hendricksons at Hill View Farm, other dairymen included: Hiram Sandford on Ocean Road; Ralph Sayre, who ran Overlook Farm on Montauk Highway; Harry Ludlow in Mecox; William Halsey, the local historian, who owned Ocean View Farm on Brick Kiln Road; and members of the Corwith family who managed two large dairies. One of them, Carwytham Farms in Hay Ground, was started by Henry N. Corwith and purchased in the early 1950s by Sayre Baldwin, a future president of the Bridgehampton Bank. It operated until 1987, the last dairy in the hamlet.

The young Dick Hendrickson always worked with his father but he had concentrated on poultry since his return from his Cornell University certificate program in 1935. It was the second business his father had established (in 1916). At its height and in season, the hatchery on Lumber Lane set a frantic pace, producing and selling hatching eggs and chicks: the thousands of breeding hens produced about 4,000 hatching eggs daily. While Hendrickson continues today to serve as a volunteer observer for the National Weather Service, he retired from crop farming in the 1970s, having already closed down a dairy and a hatchery.

* * *

While individual families prospered through the 1960s, Bridgehampton as a community appeared to many as a backwater, compared to its neighbors, Southampton and East Hampton. A New York Times journalist bemoaned the sacrificing of history and architecture to a plethora of gas stations in a September 5, 1969 article entitled “Gassy Bull’s Head.” He counted six and objected most to the one where “Esso pumps stand on

the front lawn” of an 1840 Greek Revival mansion, known at the time as the Hampton House (now the Nathaniel Rogers House), and located on the southeast corner of Montauk Highway and Ocean Road. Other visitors came to see the year-round community of some 2,000 residents through the prism of its drive-in movie theatre, many pubs, and new ranch houses. After 1970, much of the hamlet’s visual presentation was slowly transformed from this Fifties aesthetic of popular culture and moderate scale to a grander “postmodern” landscape, now buoyed by gentrification.

The change had come gradually until 1973, when the pace of development began to quicken after the Long Island Expressway was extended to Riverhead. Automobiles on the multilane highway brought ever more vacationers, not unlike the influx of tourists after the arrival of the railroad a century before. Major job creation shifted from agriculture to land development, the construction trades, real estate brokerages, and retail merchandising, the basis for the then emerging second homeowner economy. Farmers and land developers built more houses in subdivisions and their owners brought new wealth to the hamlet. In 1972, the Plaza East shopping center replaced the McNamara family farm on Montauk Highway west of Snake Hollow Road. These trends were transforming traditional Bridgehampton. Locals, visitors and second homeowners were no longer surrounded by a largely rural environment where commerce took place in shops. Everyday shopping migrated from Main Street to the mall. Newcomers began to set the tone for different life styles and the year-round economy. Many among them have become civic-minded volunteers, dedicating time to the revitalization of local institutions and benefitting the community.

* * *

By 2000, assuming the broad boundaries for the hamlet described earlier (including Mecox, Sagaponack, Hay Ground, Scuttle Hole, Huntington Hills, Bull Head), 2500-3000 people lived year-round in Bridgehampton. (On September 2, 2005, Sagaponack residents voted to incorporate into a self-governing village, the first within the historical boundaries of the hamlet of Bridgehampton. Its population is roughly 500 residents.) The integration of waves of new settlers have characterized its history for more than 350 years, with families proud to cite their European, African, Central American and other geographic origins. Newcomers in every period have brought their own senses of place, and integrated their values, not always without discord, into the community. This process has created a diversity rarely apparent to the casual visitor but it has brought both vitality and a continuing challenge to the community’s cohesion.

* * *

The hamlet’s unique Main Street area features vistas defined by the 1680s but its sites are concentrated in the decades from the Greek Revival period of the 1840s through the Roaring Twenties. Most are located along a half-mile stretch of Montauk Highway that showcases the hamlet’s dedication to historic preservation and adaptive reuse, its festive street life, and the flexibility of its business community. The changes in land use that have gripped Bridgehampton’s countryside since 1970 or so are less apparent on Main

Street. Residents in the hamlet from 1910 would surely recognize it: the Presbyterian Church and the Nathaniel Rogers House are there—the bank (now a coffee shop), the Hampton Library, and just west of it, Ed Jones Hildreth’s store (now a restaurant) are there, too. Many other buildings still stand and the vistas remain. Today, a resident or tourist might overhear Spanish spoken on the sidewalks and drop by the Candy Kitchen, a gathering place since 1925. Most surviving buildings have been put to different uses; a restaurant, antique store, or real estate brokerage firm is now visible from every doorstep. Yet many people would maintain that Bridgehampton still feels like a community and that Main Street’s built environment is one of its foundations.

4. Listing and Descriptions of Historic Resources in the Main Street Heritage Area

The area described here covers the resources from the western boundary of the Village of Sagaponack up to the former colonial settlement of Hay Ground to the west. It includes other settlements, each of which had a commons, namely, Mecox and Bull Head, now Bridgehampton's Main Street area. But this study excludes, in addition to Hay Ground, the area once called Scuttle Hole, to the north. The Heritage Area is one-half mile of Main Street (see below).



This aerial photograph of most of Main Street was taken from the west in 1949. Counter-clockwise from the top left are the bank, the drug store, the library (set back); further on are the newspaper office (after the driveway), Henry's (the former Basso's and the second building in from the upcoming corner), Sinclair gas station, Corwith house (foreground); crossing Main Street are the Candy Kitchen, three residences, the water company, the Presbyterian Church (with the cemetery in the background), the Episcopal Church, and Muller's Market (originally, Chester's, at the top).

Resources within the Main Street Heritage Area on both sides of Montauk Highway (opened in 1653) are listed first. They are followed by resources on other streets listed alphabetically, including other sections of Montauk Highway. For most streets, resources are listed first on one side of the road, then the other, and where applicable, are arranged from Main Street out.

MONTAUK HIGHWAY (MAIN STREET): NORTH SIDE—EAST TO WEST
(Opened 1653/54)
Heritage Area

Judge Abraham Topping Rose
ca. 1842

900-71-3-8
2546 Montauk Highway

This imposing Greek Revival mansion with cupola, pilasters, and an elaborate door frame is located on the northeast corner of Montauk Highway and the Sag Harbor Turnpike. It reflects the stature of the Rose family that dates from colonial times. Abraham Rose, the Yale-educated Suffolk County judge and a prominent local attorney who engaged in a variety of civic and business activities, was a presidential elector in 1848 and ran four times in this congressional district as the Whig Party's candidate for the U.S. House of Representatives. William Gardiner resided in this grand house during his retirement in the 1870s and '80s. (See write-up on the Hampton Library below).

The mansion was purchased around 1900 by the wealthy businessman Henry N. Corwith, a founder of the Bridgehampton Golf Club, longtime president of the Hampton Library and owner of a large dairy farm in Hay Ground (known as Two Trees Stables, today). From its front porch facing the intersection of the highway with three other roads, occupants in 1900 would have seen a pedestrian or bicyclist negotiate among a mule or two. But they would more likely watch people dart the horses pulling carts, wagons, carriages and, perhaps, a stagecoach on its way to Sag Harbor.

In recent years the Rose House has been used to house restaurants, inns, and antique shops. Marked on the 1858 Chace map; 1902, 1916 Hyde maps.

On the same property, north of this house and facing the Bridgehampton-Sag Harbor Turnpike, is a Dutch Revival residence with a barn structure behind it. Both appear to be ca. 1915 and are marked on the 1916 Hyde map.



Photo of the Judge Abraham T. Rose house at the crossroads; from the west, 1932; and from the south, Montauk Highway, in 2007, below:



Historical Note on Demolished Structure:
Bull Head Tavern (aka Wick's Tavern)
1686

Located in the area of
2510 Montauk Highway

A saltbox style house, later altered, stood near the northwest corner of Montauk Highway and Lumber Lane facing south toward the Triangular Commons. It exemplified the beginning of side-by-side development as going from the east, westward. The residence was converted to a tavern before 1700 by John Wick, a colorful and disreputable proprietor, despite his wife's name, Temperance. In 1775, local freemen who signed Southampton's Articles of Association opposing "oppressive" acts of the British Parliament may have met there. The tavern housed Bridgehampton's first U.S. Post

Office in 1794 when Hugh Gelston was postmaster. He ran the tavern under the Bull Head sign, a name which came to apply to the hamlet center as well. The structure was demolished in 1941 by the Shell Oil Company in order to build a gas station. A beverage store is on the site today. Marked on the 1858 Chace map; 1902, 1916 Hyde maps.

The tavern became a memory, preserved only by a cast iron New York State historic marker placed near the site during the 1930s. Its replacement reads, “Bull Head Tavern—Built 1686 by John Wick and used by American and English soldiers during the American Revolution.” A federal Historic American Building Survey completed early in 1941 documents the structure. A note on the saltbox style: the term came into use during the late 19th century. It referred to the addition of a lean-to on the back of a two-story house. Victorians likened the shape to the tilt-out bins in a country store used for salt.

Bridgehampton National Bank
ca. 1903.

900-69-5-34.1
2488 Montauk Highway

Ernest C. Loper had been proprietor of Sagaponack’s general store from 1885 until he started a grocery business in Bull Head sometime in the 1890s—a store he soon lost to fire. Around 1903, the sign on his new brick building read simply, “Loper’s.” In 1910 he leased space in the east wing of his new brick grocery store building to the recently chartered Bridgehampton National Bank. Ten years later the bank bought the building, remodeled and expanded it in a Neoclassical style, and did business on this site for ninety years (1910-2000), when it moved to its larger location to the west on Montauk Highway. Today named the Farrell Building, the ground floor houses a coffee shop. The original safe is very visible—and open! Marked on the 1902, 1916 Hyde maps. See photo below under “Pharmacy.”

Pharmacy
1898

900-69-5-29
2486 Montauk Highway

Drugstores stood on this site for over a century beginning in the 1880s. Sivigny’s was the last to occupy the central section of the frame building. Currently, women’s apparel shops and a barber shop occupy the first floor. Marked on the 1902, 1916 Hyde maps.



Hampton Library
1877

900-69-5-26
2478 Montauk Highway

Charles Rogers (1806-1880) led the effort to establish the new Bridgehampton library built in a Queen Anne style with gable ornamentation and a hipped roof. Raised in Hay Ground, Rogers went west as a young man and built a fortune in lead mining and banking. Later, he settled in Queens and became friendly with William Cullen Bryant, the poet and editor, whom he met at his social club. He involved Bryant in selecting the first book list for the library, donated \$10,000 to the project, and served as trustee from 1876 until his death in 1880. William Gardiner (1807-1880), Rogers' brother-in-law, supported the project from the start. He donated the land for the building and \$10,000. Gardiner had become a successful merchant in Manhattan and retired to Bridgehampton. He served as trustee from 1876 until his death in 1880.

In Judge Henry P. Hedges (1817-1911), Rogers and Gardiner found a civic leader who would lend stability to the new institution for over 25 years. A local historian, Hedges became the library's first president and served until 1904. Educated at Clinton Academy and Yale, he farmed and practiced law in Sag Harbor and Bridgehampton. He helped found New York State's Republican Party in 1856, became a Suffolk County judge in 1865, and served as president of the Sag Harbor Savings Bank for 30 years (1868-98).

This energetic resident, born on a farm in Wainscott, the hamlet just east of Sagaponack. Hedges became the first practitioner of modern agricultural methods in the hamlet after he purchased a 130-acre farm on Ocean Road in 1854. As early as 1866, speaking before the Suffolk County Agricultural Society, Hedges described his practice of rotating oats and barley with a year or two of pasture, and exhorted his listeners to "learn where science points," to track yields in bushels harvested per acre, and to "fertilize liberally" by applying manure and fish to crops such as feed corn and clover.

Finally, John F. Youngs (1824-1903) served as first secretary and treasurer of the library for more than 25 years. The Civil War veteran became librarian in 1877-78, and again in 1898-1903. Youngs lived in the library building and earned a salary of \$300, a meager sum even for the times. He was trained as a teacher and farmed. Henry Hedges, his close friend since the late 1850s, wrote that Youngs became the library's "practical manager and guiding spirit. He...was the animating genius of that Library."

When it opened in 1877 with over 3,500 books, this institution held the largest collection of any library east of Brooklyn. The building itself had a single floor until 1892 and was equipped with electric lights in 1916. Both the structure and the grounds have undergone improvements over the years as the library has expanded and updated its services. The library added space in 1902, 1913, and 1974. It launched a major restoration and expansion of its building in 2008 with a planned reopening in 2010.

Since 1984, summer Fridays at Five lectures by leading authors have been held on the back lawn. Photo below is from 2007. Marked on the 1902, 1916 Hyde maps.



Hildreth's Store
1888; ca. 1912

900-69-5-25
2468 Montauk Highway

This sporting goods and novelties business was started by Edwin Jones Hildreth in the late 1880s. Just west of the library, it was where sporting goods were bought and bicycles repaired. His building had commercial street floor architecture by 1912 and a second story which suggested Colonial Revival with a Renaissance style cornice. As he prospered, Hildreth earned social standing and served the hamlet in a number of ways. In 1900, with summer people and other locals, he helped to organize the local golf club. From 1913 until his death in 1938, he served as president of the Bridgehampton National Bank and in 1922, he became a founding trustee and future president of the Community House that was built at the west end of Main Street. To many year-rounders, he always remained Ed Jones Hildreth, a man called by all three names.

By the 1950s, perhaps before, the building had been converted into a bar and restaurant by Rick DePetrìs and his wife. It was called Judricks. Rick's son, Billy, and Carl Yastrzemski, the future Hall of Fame slugger who was born in Bridgehampton played baseball in the lot behind this eatery. Carl, who was to become the longtime left fielder for the Boston Red Sox honed his skills playing stickball with young DePetrìs. He would go over to the restaurant and wash the dishes for Billy's father so Billy could come out and practice with him.

In 1967, when Yastrzemski earned the Triple Crown in the American League, ranking first in batting average and runs batted in, and tying for first in home runs, the honor led his fast-throwing pitcher friend and high school buddy to rename the Main Street Italian restaurant he had inherited from his father. It became "Billy's Triple Crown." The 2006 photo below shows a millinery storefront and French restaurant. Marked on the 1902, 1916 Hyde maps.



Hallock Insurance
ca. 1880

900-69-5-24
2466 Montauk Highway

Structure (below) has a low gable and was built for business usage with a hip-roofed porch. It houses an antique business today. Marked on the 1902, 1916 Hyde maps.



House (with Storefront)
1880s?

900-69-5-20
2454 Montauk Highway

Originally with a front porch, this house is in the photo below, right; occupied by Hannah Hand and Clara Downs into the 1920s. Today it has a built out commercial front.

Hildreth and Hand Store
ca. 1885

900-69-5-19.1
2450 Montauk Highway

Edward A. Hildreth and Thomas Hand carried hay, hats, and caps, in addition to the products listed on their sign: “Dry Goods, Groceries, Boots, Shoes, Grain, Paints, Etc.” The federal post office was also there and eventually telephones were installed for customers’ use. The store became a meeting place for locals stopping by to pick up their mail and exchange the latest news from 1886 until 1920. By the 1950s it was Rana’s Variety Store and currently, a real estate brokerage and a delicatessen. The gable of the original house is visible behind the ca. 1920s storefront; see below. The gable has Italianate eaves brackets and window. Marked on the 1902, 1916 Hyde maps.



Above, Hildreth and Hand store, 1898. Photograph by Ernest Clowes; below, in a 2006 photo by Dana Shaw. Note the eaves brackets and the same attic window in both.



Commercial building
1925

900-69-5-18.1
2446 Montauk Highway

An earlier building housed the DePetris Food Market by 1915 and that business continued in this structure. Building exhibits elements of the Tudor Revival with a dentilled cornice over the shop front and a half-timbered / stucco appearance on the second story. It houses a real estate brokerage firm with an apartment on the second floor.

Thayer's Hardware Store
1952

900-69-5-14
2434 Montauk Highway

Architect Arthur Newman, the Presbyterian minister's son, designed the east portion of the store. A third generation business, the Thayers have not only satisfied the hardware needs of countless residents, but also served in various civic bodies. In 1953, N. Townsend Thayer, Sr. was instrumental in starting the Bridgehampton Child Care and Recreational Center on the Sag Harbor Turnpike. It provided professionally supervised services for the children of migrant farm laborers and continues to operate today.



H. C. Bohack
1930

900-69-5-11.6/7
2422/24 Montauk Highway

An early supermarket chain, this store on Main Street went out of business in the late 1960s. It is now a top-of-the-line kitchen supply store.

Small Commercial Building
1920?

900-69-5-11.5
2418 Montauk Highway

Today, it houses an antique shop.

Office Building
ca. 1900

900-69-5-11.003
2414 Montauk Highway

First located across the street, this structure was used for parts storage by James A. Sanford Plumbing (see below). It was moved to its current location and enlarged in 1921. Has a shallow front gable. An insurance agency today.

Commercial Building
ca. 1920

900-69-5-11.1
2408 Montauk Highway

Relatively large, two gables, covered in stucco; former home of the federal post office. Does not appear on Hyde, 1916.

Basso's Restaurant
ca. 1910

900-69-5-10
2402 Montauk Highway

When Frank and Celestina Basso opened their restaurant during the Roaring Twenties on Main Street, it quickly became a popular pub and eatery, part of a west end of Main Street that became the social center of the hamlet, day and evening. The restaurant survived both Prohibition (1919-1933) and the Great Depression (1929-1939). Much later, in 1969, restaurateur and pianist Bobby Van occupied the site and for a time it counted Truman Capote, James Jones, Kurt Vonnegut, Willie Morris, and other writers and artists among its clientele. It remains a restaurant today. The building is in the Tudor Revival style with half-timbering and bracketed cornice. A building appears on the 1916 Hyde map.



William Corwith House
ca. 1840

900-69-2-22
2368 Montauk Highway

Currently the Bridgehampton Historical Society and Museum, this house, a five-bay Greek Revival style structure with interior end chimneys and a central hallway was built by William Corwith, scion of a prominent local family whose wealth derived from

agriculture and other businesses. William figured prominently in the community as chairman of the Southampton Town Trustees, a justice of the peace, a trustee of the Presbyterian parish, an overseer of the poor, and, for thirty years, a town “pound master” with authority for rounding up stray horses and cattle. After his death, the house remained in the family until 1960 when it was made available to the Hampton Library. That offer was not accepted, making possible its later acquisition by the Historical Society. The house is on the New York State Registry of Historic Places. Marked on the 1858 Chace map and the 1902, 1916 Hyde maps.



Queen of the Most Holy Rosary Catholic Church
1914

900-69-2-21.1
2352 Montauk Highway

The Catholic parish between Water Mill and Wainscott, bordered on the north by Brick Kiln Road and on the south by the ocean, was formally established in June 1913; its church was dedicated two years later. F. Burrall Hoffman, Jr., a society architect, combined romantic lines and classical details with an almost Gothic pitch to the front-gabled roof. The congregation reflected a growing diversity in Bridgehampton’s population from the 1880s onward, as the predominately Anglo American community came to include residents from Ireland and eastern and southern Europe. About ten percent of the hamlet’s population was Catholic at the time the church was built. The 1938 hurricane blew off the steeple but its bell was rescued. It now rests on the east lawn of the church. Marked on the 1916 Hyde map. The rectory to the east dates from 1924.



Gurden Corwith House
ca. 1840, 1765

900-69-2-17.8
2266 Montauk Highway

With a classical entry porch and wide soffits under its shallow-pitch front gable, this Greek Revival residence reflects Bridgehampton's prosperity during the early decades of the new nation. Gurden Corwith, William's older brother, was an enterprising farmer-creditor by the time he was thirty; in old age, he ranked among the wealthiest men in the community. At the close of the Civil War in 1865, the New York State census valued his "wood dwelling" at \$1,500, considerably higher than most of his neighbors' real estate. The site now serves as an inn. Marked on the 1858 Chace map; on the 1902, 1916 Hyde maps.



MONTAUK HIGHWAY (MAIN STREET): SOUTH SIDE—EAST TO WEST
Heritage Area

Nathaniel Rogers House (aka Hampton House)
ca. 1840

900-88-1-1.1
2539 Montauk Highway

Four fluted columns with Ionic capitals and heavy cornices, resonating ideals of beauty and democracy, compliment this house that owes its Greek Revival motifs to a local artist, Nathaniel Rogers. The door surround has side and transom lights. The earliest known remnants of any building to have survived the period of the 1720s to the 1820s on Main Street are part of this house and date from 1824: significant sections of this earlier house became part of Rogers' project.

Rogers, a well known painter of miniatures with a studio in New York City, suffered from tuberculosis and enjoyed his residence for only a few years. By the outbreak of the Civil War in 1861, James R. Huntting (1825-1882), the prominent whaling captain, occupied the house.

Captain Huntting had served as captain of many whaling ships in the Sag Harbor fleet. He went to sea at 16, became a farmer, and later a business partner of Nathan N. Tiffany of Bridgehampton. A prominent and wealthy citizen, Huntting sat on the Hampton Library board from its start in 1877.

(Note: Years later, Huntting built a house just south of the Nathaniel Rogers House on Ocean Road. It reflected the Second Empire style, with a stately mansard roof; much altered over the decades. Demolished October 2008).

In 1895, the Rogers-Huntting residence, by then named the Hampton House, became a boarding and restaurant establishment. It was operated by John Hedges and his daughter, Caroline Hopping, who made it a favorite location for summer visitors until 1949. Through World War I, the livery and boarding stable was run by Frank Hopping and primarily served the needs of the summer boarders and owners of summer homes. In the 1920s and '30s, guests were entertained by the goings-on of the lively young female teachers who boarded there. Listed on both the State and National Registers of Historic Places, when restored it will become the offices and a museum of the Bridgehampton Historical Society. Marked on the 1858 Chace map; on the 1902, 1916 Hyde maps.



Postcard above is from ca. 1905; the Rogers House below in 2006.



Monument
1910

Intersection of Montauk
Highway, Ocean Road.,
Sag Harbor Turnpike

The unveiling of the four-sided, spread-eagle memorial to war veterans on July 4, 1910 marked the high point of Bridgehampton's 250th anniversary—the settlement date then pegged to 1660. Made of granite, rising seventeen feet, weighing twenty-five tons, and expressing permanence, it was intended to “stand for the ages to come as a stone of witness and appeal,” stated the Celebration Planning Committee. Charles Evans Hughes, a former New York governor (1907-10), was in attendance. He was an associate Supreme Court Justice at the time. (In 1916, when he became the Republican nominee for the presidency, he was in Bridgehampton, at the estate of the Esterbrooks—fountain pen fame—on Ocean Road. He lost to Woodrow Wilson). Reverend Arthur Newman, who had proposed the monument, blessed the event. Civil War veterans raised the American flag and the air resounded with “the shout of the thousands who surrounded the Liberty Pole.” Subsequently, local historians discovered evidence of a Sagaponack homestead built in 1656 and changed the hamlet's settlement date from 1660 to 1656. The 350th anniversary celebration took place in 2006.

Colonial structures and militia activities were centered in the immediate area of these crossroads, making this monument area an important archeological site requiring a survey should any roadwork be planned.



D. L. Chester Dry Goods Store
1907

900-86-2-20
2495 Montauk Highway

Daniel L. Chester, one of the first directors of the Bridgehampton National Bank, built his dry goods store on the south side of Main Street of brick because he had lost his old wooden store to fire, one of many fires to have plagued Main Street during these years. As before, Chester kept his horse and wagon in a barn behind the store. Like the butcher and the grocer, he traveled door-to-door to promote his business,

stopping at households to take orders for his dry goods for future delivery. According to a 1913 business directory, he also ran his wagon to Southampton, Shelter Island, and East Hampton. During World War II, the store became a meat and grocery market, Muller's Market, and in more recent years, a restaurant. The date 1907 is still visible in the sidewalk before the front entrance. The building is a two-story triangular-plan with a chamfered entry bay and a corbelled brick cornice. Marked on the 1916 Hyde map.

St. Ann's Episcopal Church
1910

900-86-2-14
2463 Montauk Highway

This church building was a former golf clubhouse used mainly by summer residents and located east of Sagg Bridge on the north side of Bridge Lane in Sagaponack. Towed over the ice in 1907 and along Bridge Lane to a site near Ocean Road, the clubhouse became a summer chapel. Moved to the corner of Main Street and Hull Lane, the improved former "summer chapel" held its first service on this site in 1910. In 1915 the parish house (to the rear) was built. The church's pipe organ was installed in the late 1920s and the belfry added in the early 1980s. The rectory to the east, in Dutch Revival style, dates from 1915. Marked on the 1916 Hyde map.



Old Cemetery
18th Century

900-86-2-27.1
Montauk Highway

The burying ground on Main Street, an independent cemetery incorporated as the "Old Cemetery Association of Bridgehampton," contains stones with names that stand out in the hamlet's history, as well as inscriptions which exemplify important aspects of Bridgehampton's past: for example, "William E. Haines was instantly killed by falling from aloft on board of Whaling Bark Nimrod on the 18th of Sept., 1860. Age 19." Marked on the 1858 Chace map; on the 1902, 1916 Hyde maps.

Presbyterian Church
ca. 1842

900-86-2-57.5
2429 Montauk Highway

This building serves the parish which worshiped initially as the Church of Christ in a small structure on Bridge Lane west of Sagg Bridge where a granite marker notes the date 1686. By 1737, as population shifted north toward Bull Head, a new meeting house was built on Sagaponack Road, east of Ocean Road. The church joined the Long Island Presbytery in 1794, roughly a decade after the end of the American Revolutionary War. Until 1816, men and women sat divided on either side of the high pulpit, ranked according to age and status. Today's church was built by a Sag Harbor contractor and Nathaniel Rogers sat on the building committee. It is in the Greek Revival style and features Ionic pilasters, pointed-arch windows, and the original spire. Marked on the 1858 Chace map; on the 1902, 1916 Hyde maps.



James A. Sandford & Sons' Plumbing and Heating
1911

900-86-2-57.3 (& 11.1, garden)
2415 Montauk Highway

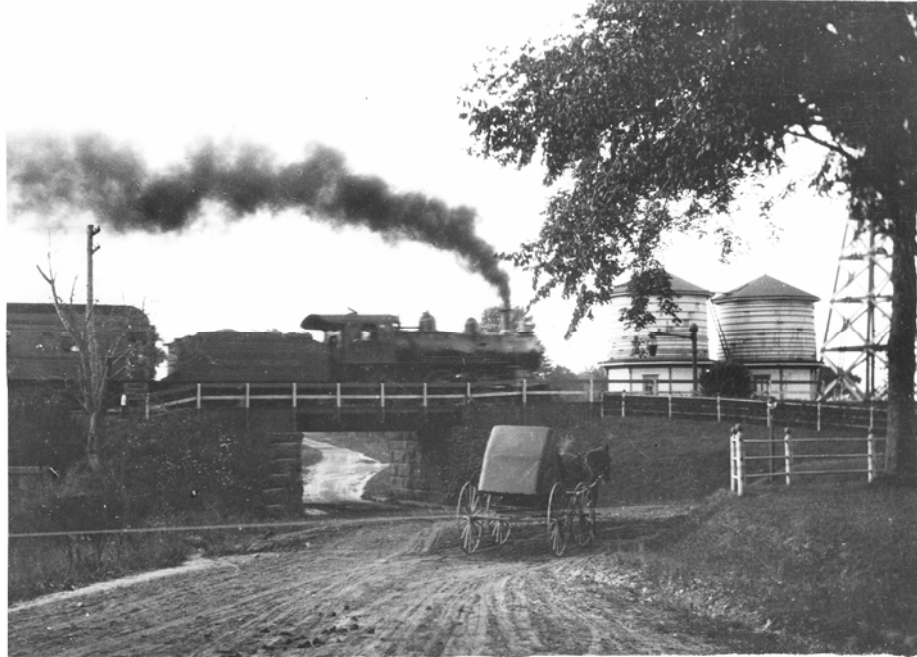
In 1882, Sandford purchased the Beebe Windmill (see below) that was used to grind feed and meal and eventually moved it from its site south of today's Hull Lane to one north of the railroad station. A year later, he partnered with Nathan N. Tiffany (see Rose Hall)

from East Hampton to establish a flour and feed company. The two entrepreneurs then built a steam-powered grist mill for flour, not the first in Bridgehampton but the largest. It, too, set east of the railroad station and north of the tracks, a choice location since Bridgehampton was the terminus for the Long Island Rail Road (LIRR) at the time and a crossroads for people and goods on their way to Sag Harbor and points east.

One of the three charter trustees of the Bridgehampton Hook and Ladder Co. in 1895, Sanford also established the hamlet's public water system. Prior to that, residents relied either on private wells or water distributed from tanks connected to windmills. In 1906 he dug a 300 foot well, set up a gasoline-powered engine, installed air-pressure tanks, and laid out larger mains, developing a pumping system which resulted in the Bridgehampton Water Company. The company significantly expanded the water supply as indoor plumbing and lavatories slowly began to replace outhouses. His largest customer was not a home or a shop, however; it was the LIRR. His grandson recalled (on a Bicentennial tape): "The railroad was the principal customer because the quality of the water didn't rust up the tubes in their engines' boilers." The elder Sanford even invested in a windmill and tanks to pump and store water at the railroad yard. In 2004, Richard "Dick" Hendrickson, the National Weather Service recorder for over 75 years and local poultry farmer, recalled the operation from around 1920: the windmill had "thirty or forty [wooden] vanes in the propeller and pumped water up into two very large cypress tanks. When the steam engine trains came by, water poured from a pipe into the reservoir in the coal car. For a young fellow to see the volume of water that came out of that pipe was a wonder."

In 1901, Sanford built a private acetylene gas plant, and later secured a franchise to pipe the streets. By 1908, gas lamps lit Main Street. With multiple, growing businesses—a hardware store, a plumbing and heating shop, a water company, a coal yard, and a gas business—this entrepreneur required a fireproof structure to protect his property against sparks from engines in the shop that could ignite the wooden store and office. In 1911, Sanford constructed a large structure of concrete and stucco just west of the Presbyterian Church, where it stands today. Today, the Konner Building leases space to a range of businesses. (It was followed by his stucco house next door, now owned by the Konner Co., the concrete silos for coal at the railroad in 1915, and the stucco Candy Kitchen in 1925.) Marked on the 1916 Hyde map.





Above, James A. Sanford's cypress storage tanks and steel-towered windmill for pumping water, at right, were used to supply the LIRR's steam engines by 1910. The horse and buggy are headed (right) for the station on Railroad Avenue (now Maple Lane) to meet the train. Looking north on Butter Lane. Photo courtesy of Ron Ziel.

James A. Sanford House (stucco)
1907

900-86-2-5
2411 Montauk Highway

Marked on the 1916 Hyde map. Demolition forthcoming.

Sandford House
ca. 1890

900-86-2-4
2405 Montauk Highway

Estelle Sandford, the niece of James A. Sandford, ran a boardinghouse in this shingled and gabled Victorian farmhouse that took in "boarders and refugees" after the 1938 hurricane. They would have climbed the existing narrow staircase to small rooms with walls and ceilings covered with dark varnish-stained beaded board. A commercial extension has been added to the front. Marked on the 1902, 1916 Hyde maps.

Henry H. Chatfield House
ca. 1900

900-86-2-3
2397 Montauk Highway

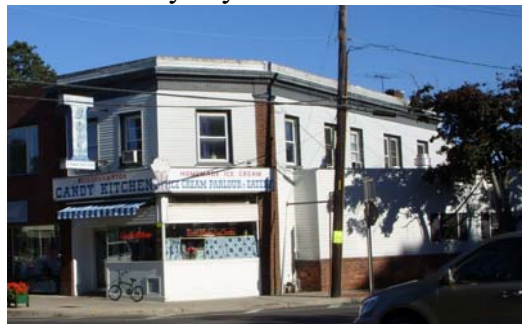
Chatfield served at the first president of the Bridgehampton National Bank, 1910-1912, and as president of the Board of Education, 1908-1912. This Queen Anne style house has a turret on the front. An antique and gift shop today. Marked on the 1902, 1916 Hyde maps.



Candy Kitchen
1925

900-86-2-1.2
2385 Montauk Highway

A favorite gathering place since 1925, the Candy Kitchen dishes out breakfasts, sandwiches, and homemade ice cream to locals and visitors alike. Farmers and firefighters exchange early morning gossip, Hampton Jitney passengers grab newspapers and coffee to go, and, by noon on weekends, the eatery turns into a see and be seen venue. The Stavropoulos and Laggis families have made this a special place in the life of the hamlet. Built of brick-stucco in a triangular plan with a chamfered entry bay.



Community House
1923

900-86-1-8.1
2357 Montauk Highway

Epitomizing a sense of civic responsibility, construction of the Bridgehampton Community House was financed by donations from the broad population it was created to serve. Eminent historian James Truslow Adams advanced the original idea, with American Legion Post 580, to honor those who served in World War I. They were supported by the Berwind family, wealthy summer residents. It has accommodated organizations from the Legion and the Fire Department (the Hook & Ladder Company No. 1 celebrated its 100th anniversary in 1995) to the offices of the Horticultural Alliance of the Hamptons and the Bridgehampton Association today. Built in the Classical Revival style with a two-story height entry portico. See photo on the cover of this report.

Studerbaker Car Dealership / Pulver Gas
ca. 1920

900-86-1-7
2339 Montauk Highway

This stucco building housed offices and showrooms for the company's cars. It was no doubt a choice commercial location situated on the only highway to connect Southampton and East Hampton towns. The Studebaker emblem is visible at the top center of the building. For decades, a gas company has occupied the site.

Bungalow
1930s

900-86-1-6
2331 Montauk Highway

John C. Sayre / Elaine Benson House
1869; ca. 1880

900-86-1-5
2317 Montauk Highway

Clapboard-clad Folk Victorian with cross-gable and extensive gable ornamentation. From 1895, Sayre was the manager of the Bridgehampton Milling Co. which had purchased the Beebe Windmill from Sandford and Tiffany (see above). It continued to make flour and then only ground grains for feed, until ca. 1912.

Benson and her husband opened the art gallery behind the Sayre House in 1964 and she managed it for over 30 years. She specialized in emerging artists but also showed de Kooning, Jane Freilicher (who called Elaine "the mayor of Bridgehampton"), and others. Her benefits for the Writers Book Fair drew many literati, including Kurt Vonnegut and E. L. Doctorow. Marked on the 1902, 1916 Hyde maps. Demolished December 2008



Howard Halsey House
ca. 1910

900-86-1-4
2309 Montauk Highway

Cross-gable with some Craftsman features. Marked on the 1916 Hyde map.



Wallace Halsey House
ca. 1905

900-86-1-3
2297 Montauk Highway

Shingle-clad house with cross-gables and classical columns on the wraparound and hip-roofed porch. Marked on the 1916 Hyde map.



Henry Fordham House
ca. 1830

900-86-1-1
2273 Montauk Highway

Traditional shingled half-house with entrance door located on the left; Greek Revival elements include a wide cornice and classical door surround. Located on the southeast corner of Montauk Highway and Church Lane. Restored. Old barn painted red in the rear. Marked on the 1858 Chace and the 1902, 1916 Hyde maps.



Methodist Church
1833 / 1871

900-86-1-18
2247 Montauk Highway

By 1815, early Methodist circuit riders, popular in rural areas and preaching salvation through grace by faith, drew large followings to the first Hay Ground schoolhouse, located on Montauk Highway west of the community of Bull Head. After the congregation had outgrown its own 1820 building on Ocean Road, its 1833 replacement structure was moved to this site, greatly expanded, and rededicated in 1871. Its tall east steeple was blown off in the 1938 hurricane but the bell survived. A shorter steeple replaced it in 1940. The parsonage at the same address is ca. 1890. It is shingle-clad with Queen Anne-style motifs including a bracketed entry porch and an oculus (round) gable window. Marked on the 1902, 1916 Hyde maps.



5. Listing with Descriptions of Some Historic Resources by Street beyond the Main Street Heritage Area

**STREETS, INCLUDING MONTAUK HIGHWAY, IN
ALPHABETICAL ORDER**

**BRICK KILN ROAD
(Opened 1690)**

Federal Style Farmhouse
ca. 1800

900-38-1-19.3
69 Brick Kiln Road

With “Ocean View” marked in stone at the entrance and an Italianate-style porch added ca. 1860, this house was occupied for many years by William D. Halsey, author of Sketches from Local History, 1935. He also served as Southampton Town historian.



Dulce Domum
1891

900-38-1-16.1
121 Brick Kiln Road

Constructed in the spirit of the late 19th century Gothic Revival by Dr. John L. Gardiner, a member of the Gardiner's Island family, “The Castle,” as it was known locally, has a 40-foot tower from which, in wintertime, Mecox Bay, the ocean, and other bodies of water are still visible. For many years the surrounding privet hedge was trimmed to resemble medieval crenellations (a parapet with open spaces for shooting). The residence has been restored with some modifications. Not visible to the public.

BRIDGE LANE
(Opened ca. 1677)

Henry L. Sanford House
1888

900-105-2-1
25 Bridge Lane

A direct descendent of the settler Ezekiel Sanford, the young Henry and a buddy apprenticed in carpentry in Brooklyn. Sanford built this house at age 25, before his marriage. Later a small-scale dairyman and potato farmer as well, he rented the Victorian farmhouse. It is in the cross plan, boasts a porch on the front and south side, and has broad cornices under the roof's edge. Fascias carry across the shallow pitch gables at the attic floor level. The thirteen room farmhouse was sold out of the family in 1968. The photo below is ca. 1904 and shows Florence King Sanford Hansen, age five, Henry's daughter. The house looks about the same today except it lacks shutters.



Ezekiel Sandford House
1680

900-87-3-11
40 Bridge La.

Ezekiel Sandford was a wheelwright, a person of importance in the community. Thus he would have had a large expensive house such as this, a 3-bay, center entrance and chimney, gable roof house. It has been passed down in the family for ten generations and is the least altered house of the period, a saltbox, still standing in the hamlet. Like other “homesteads,” it became a symbol of heritage: people, not only family, wanted to be photographed near it. This was typical, especially, during the early 20th century family heritage movement which was partly a response to immigration—an effort to sharpen Anglo Saxon family identities. It remains in the Sandford family (over 325 years). Photo below is from a 1960s postcard. It looks the same today.



BRIDGEHAMPTON-SAG HARBOR TURNPIKE NEIGHBORHOOD (Opened 1763)

The Bridgehampton-Sag Harbor Turnpike area became home to most of the hamlet's African American neighborhoods during the 1920s and 1930s. See Chapter 3.

First Baptist Church
1981

900-71-2-7.1
151 Bridgehampton-Sag
Harbor Turnpike

Located at the corner of the Sag Harbor Turnpike (opened in the 1840s) and Suwasset Avenue, the congregation, founded in 1923, celebrated the eightieth anniversary of the Senior Choir (includes the gospel chorus) in 2005.

Bessie Thomas House
ca. 1910

900-70-1-27
282 Bridgehampton-Sag
Harbor Turnpike

This square plan house has pyramidal roof and hip-roofed porch; brick chimney.



House
ca. 1940

312 Bridgehampton-Sag
Harbor Turnpike



House
ca. 1900

437 Bridgehampton-Sag
Harbor Turnpike



Gothic Revival style with kicked eaves, pointed-arch gable window, paired round-arch windows; painted wood clapboard.

Scott House, with Entry Porch
1934

900-70-1-2
60 Sunrise Avenue



BUTTER LANE
(Montauk Highway north to Scuttle Hole Road)
(Opened 1712)

Notes: unfortunately, most of the houses on this lane are now hedged in but those south of the railroad tracts once formed a compact neighborhood.

The potato houses north of the tracks are now used for other businesses but they still convey the feeling of a bygone era when seed potatoes, machinery, and fertilizer were available from Maxim Bobinski; when the largely farmer-owned co-operative, the Grange League Federation (GLF), carried “feeds, seeds, fertilizers, hay, straw, and farm supplies;” and when I. M. Young, Inc. and other dealers, such as Merchants Potato Growers, Inc. created a busy market in Long Island potatoes.

Arts and Crafts Bungalow
1935

900-85-1-18.1
32 Butter Lane

All shingle with exterior brick chimney; low pitched roof with side gables and dormer; overhung porch with thick flared columns and side arches.

Victorian Shingle Style House
ca. 1900

900-85-1-13
94 Butter Lane

Although this house is hedged in, it is quite distinctive with Queen Anne elements. Has cross-gables, irregular roofline with eaves on several levels, bay window, four-columned porch with entry door with sidelights and transom window.

Sayre House
1840s?

900-69-2-13.6
105 Butter Lane (east side)

Greek Revival with front portico entrance supported by columns and door with sidelights and transom window.

House
1890

900-85-1-13
110 Butter Lane

Small Potato House
ca. 1920

900-85-1-7.1
204 Butter Lane



Farmhouse with barn
ca. 1900

900-52-1-36.5
225 Butter Lane

Large Potato House
1900

900-85-1-30.1
264 Butter Lane

Small House (set back)

900-52-1-34.1
307 Butter Lane

Large Potato House
ca. 1920

900-52-1-31.3
367 Butter Lane

Stucco House (east side)
1910s?

900-51-1-17.9
739 Butter Lane

Part of the Ross School campus, formerly a farmhouse.

CHESTER STREET

Bungalow
ca 1930

900-69-3-24
86 Chester Street

Jerkin-head (a form of gable in which the upper part is hipped) main roof and entrance, as well as garage. Faces Maple Lane.

CHURCH LANE: NORTH SIDE (Ocean Road west to Montauk Highway) (Opened 1763)

Rogers/Kahle Carriage House
1880; 1905

900-86-2-51.12
182 Church Lane

White board-and-batten carriage house, five-bay with a small cupola, built by William H. H. Rogers, a paper-bag manufacturer, as part of his estate which was purchased and enlarged ca. 1905 by the German American Kahle family. After the expansion, the residence had thirteen bedrooms and six maids' rooms. The wealthy Kahles, toy importers in Manhattan, were living like country gentry in Bridgehampton's "summer colony." But at the height of the Great Depression, they began to rent their 220-acre dairy farm on the west side of Millstone Road to Tony Tiska. Tiska and his extended family became successful potato farmers. In 1940, Tony bought the farm. (It had been in the Tiska family before 1925). The house and many outbuildings on Church Lane were demolished in 1940. Barely visible from the street.

House
1910

900-86-2-49.1
172 Church Lane

House
1850

900-86-2-47
156 Church Lane

One and one-half story with narrow horizontal "kneeler" windows at front roof line; "Nell Prince House."

Cottage
1922

900-86-2-46
144 Church Lane

CHURCH LANE: SOUTH SIDE
(Ocean Road west to Montauk Highway)

William / Harry Squires House	900-86-4-11
Late 19 th century	183 Church Lane

Harry Squires (1888-1965) was the son of William Henry Squires, the commercial ship captain who probably built this house. His family first appeared on the South Fork in East Hampton Town, around 1650. Decades later, at least one forebear settled north of Hampton Bays in an area later named "Squiretown." Among his ancestors, young Harry counted numerous militiamen, at least one whaling captain, five Civil War soldiers, a lighthouse keeper and, as he wrote much later, five "victims of the sea." Disaster struck the family when Harry's father was lost at sea in winter hurricane conditions. In January 1895, Captain Squires would fatally lose his grip on the icy foremast of the *Louis V. Place* and slide into the churning waves of the Atlantic south of Sayville, Long Island. He was fifty-eight; Harry was seven and staying with his maternal grandmother in this house on Church Lane in Bridgehampton.

Tyndall House	900-86-4-8.1
ca. 1850	163 Church Lane

Steep gable with decorative crossbar at peak.

Foursquare	900-86-4-7.1
ca. 1920	151 Church Lane

House (Steep gable)	900-86-1-28.2
1850 ?	95 Church Lane

Auntie Chappell / A. Winters House	900-86-1-26
before 1875 / 1930	81 Church Street

Charles H. Topping House	900-86-1-15
Before 1875	69 Church Street

Possibly built as early as 1825. This house is under renovation.

CORWITH AVENUE

(Opened late 19th century; today, a street of modest homes of 1920 era)

Dan Flavin Art Institute, aka DIA (in the
Hook and Ladder Company Building)
1908

900-69-5-7.1
23 Corwith Avenue

In 1923, when the fifty-six man Fire Department with its new Mack pumper moved to the space designed for it as part of the new Community House, the old fire station was purchased by the First Baptist Church of Bridgehampton. Outgrowing the building, the congregation built a new church in 1981 on the Sag Harbor Turnpike. The site currently houses a permanent installation of Dan Flavin's art. Established in 1983, this renovated firehouse holds a permanent installation of nine works in fluorescent light created by the artist between 1963 and 1981, and a gallery for changing exhibitions.



Foursquare with dormer
ca. 1920

No tax no.
31 Corwith Avenue

Features decorative windows, bay window and columned porch.

House, cross-gabled and shingled
ca. 1920

900-69-5-5
39 Corwith Avenue

House
ca. 1920

900-69-3-12
69 Corwith Avenue

House
1910

900-69-3-8
85 Corwith Avenue

Foursquare with dormer
1920

900-69-3-6
101 Corwith Avenue

Foursquare with dormer (and hipped roof garage)
1920

900-69-3-5
107 Corwith Avenue

FOSTER AVENUE
(Located north of the tracks)
(From Butter Lane east)

Warehouse
1938

900-69-1-2
48 Foster Avenue

Shingled, now used by an architectural firm.

Warehouse
1890

900-69-1-3
52 Foster Avenue

Long shingled lumber shed constructed by the East Hampton Lumber & Coal Co. in Bridgehampton because the railroad did not extend to East Hampton until 1895. The company dressed lumber and carried brick, cement, and coal. By the 1930s, the warehouse had apparently been sold to GLF (Grange League Federation), the largely farmer-owned co-operative that carried “feeds, seeds, fertilizers, hay, straw, and farm supplies” according to the hamlet’s 1940 business directory. The building is now owned by the LIRR but it does not appear on the property tax record.

Warehouse
ca. 1930

900-69-1-4
61 Foster Avenue

HALSEY LANE
(North to south)

Bungalow
ca. 1940

900-85-2-13
30 Halsey Lane

One and one-half story with wide front-facing gable located near Montauk Highway.

Hildreth House
ca. 1900

900-87-1-7.1
240 Halsey Lane

Queen Anne style with front-facing gable, patterned shingles, spandrels (space between two arches) along the top of the porch, transom windows.

Jeremiah Halsey House
ca. 1730

900-104-1-10
510 Halsey Lane

Shingled house with some changes. Owned for many decades by the colonial Cook family. The house is on a corner and faces Paul's Lane.

James W. Fay House
Late 19th century

900-116-2-5.2
750 Halsey Lane

Rather plain Victorian farmhouse.

HALSEY STREET
(Off of Newman Ave.)

House
1917

900-69-3-15
7 Halsey Street

House
1860

900-69-3-14
14 Halsey Street

Shallow gable with Italianate brackets, front porch, bay window, entry door with sidelights and transom window.



Dutch Revival House
1908

900-69-3-19
35 Halsey Street

HAYGROUND ROAD: EAST SIDE
(Opened ca. 1675)

Haines / Walentas House ca. 1890 (has core sections from 1679)	900-67-1-2.1 849 Hayground Road
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LOCKWOOD AVENUE
(East side then west side from Montauk Highway south)

Note: a large tract of land east and south of the public school (opened in 1930) on Montauk Highway was purchased and surveyed in 1930 by the Bridgehampton Development Corporation. Called Hampton Manor Property, 7-8 houses were built by individual property owners as “builder houses.” At least three were already on the street by the time of the subdivision. They had common characteristics, such as architectural style, modern layouts and mechanicals, a generous use of stucco, yet their exteriors conveyed a romantic traditionalism. This was the hamlet’s first planned development.

Colonial Revival House 1935	900-88-1-35 17 Lockwood Ave.
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Tudor Revival Cottage 1932	900-88-1-36 27 Lockwood Ave.
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An asymmetrical design with jerkin-head main roof, stucco siding, casement windows, arched entranceway, and the integration of the garage into the envelope of the house. Built by Charles and Ellen Maran Thiele.

Colonial Revival House 1929	900-88-1-37 37 Lockwood Ave.
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West side: Bungalow with jerkin-head main roof 1928	900-88-1-31 18 Lockwood Ave.
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Maran House 1937	900-88-1-30 28 Lockwood Ave.
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A Colonial Revival structure in the Cape Cod style, the house contracted for by Roger Maran, a third generation Irish-American, remains in the family. An insurance salesman, Maran was a veteran of World War II and instrumental in the Lions Club activities that

revived the road races in Bridgehampton around 1950. Two-story white house with full front shed dormer, two-columned entry, 6/1 windows.

Stucco Bungalow
1927

900-88-1-29
38 Lockwood Ave.

HORSEMILL LANE

Ludlow House
ca. 1850

900-116-3-2
19 Horsemill Lane

HULL LANE

Mamie Havens House
1850

900-86-2-24.2
20 Hull Lane

LUMBER LANE: WEST SIDE (Scuttle Hole Road south to Montauk Highway)

Bungalow
1937

900-52-1-26.1
372-A Lumber Lane

Jerkin-head roof (has side-gables) with an arched entryway, also jerkin-head, supported by four columns.

Tiffany / Hendrickson House
1866

900-52-1-29.2
270 Lumber Lane

Built by Ichabod Sheffield Seabury who had constructed the Bridgehampton Literary and Commercial Institute (see Hedges House) in 1859. With an extension (perhaps older) to the south with kneeler windows, the three-bay farmhouse has a four columned porch with brackets and a half-round transom window under the front gable. Nathan Tiffany probably owned the house but it was sold in 1906 to Howard Hendrickson, who cultivated potatoes and turnips on his new farm for the New York market while he expanded his herd of dairy cows that grew to average about forty head. Passed down to his son Richard, it was known as Hillview Farm from 1906 to 1999.



William Titus House
Before 1850; ca. 1880

900-69-1-25
150 Lumber Lane

House has a relatively flat roof with a small center gable, bay window, spindled porches. Later associated with the Aldrich family, the house became the home of Ernestine Rose (1880-1961) until ca. 1950. An organizer behind Bridgehampton's Community Council in 1946, Rose had been a librarian, professor, author, member of the Daughters of the American Revolution (DAR), and founder of the Bridgehampton Women's Association (BWA) in 1947. She was born in Bridgehampton and had taught library science at the Columbia University Library School. While librarian at the Harlem Branch of the New York Public Library she began to obtain and supervise the now famous Schomburg Collection. Today, those items form the core of the Schomburg Center for Research in Black Culture. In 1925, Rose had predicted that the collection would rank among the largest and most valuable in the world because of its location in Harlem, which she called the "greatest Negro city in the world."

Small House (on corner)
1817

900-69-4-6
122 Lumber Lane

Foursquare House
1915

900-69-4-7
106 Lumber Lane

Writer and editor Willie Morris lived here during the 1970s. House has a small roof dormer, central chimney has low railing surround, six-columned front porch.

House
By 1900

900-69-4-9
92 Lumber Lane

Pierson House
1890

900-69-4-10
80 Lumber Lane

House
1890

900-69-4-19
72 Lumber Lane

Shingled Victorian with front, side and entrance gables; fascia boards.

House
1900

900-69-4-20
60 Lumber Lane

Mortimer Gray House
ca. 1870

900-69-4-21
48 Lumber Lane

Mulford House
ca. 1878

900-69-5-33
24 Lumber Lane

Front-gabled with Gothic Revival pointed-arch gable windows and Italianate bracketed entry porch.

Edgar Mulford, proud descendent of an East Hampton Town settler (1648), trained at Bellevue Medical College in New York and built his Victorian period farmhouse to accommodate his practice, with a closet filled with colorful pills and tonics. A barn in the rear housed his horses and buggy, and later, his Stanley Steamers. During the 1918 influenza pandemic that killed 650,000 Americans, civilian and military, Mulford lost only one patient, a success attributed to his advisories to residents not to travel.



LUMBER LANE: EAST SIDE
(Montauk Highway north to Scuttlehole Road)

Cap. William Topping House 1830s	900-71-1-35 39 Lumber Lane
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In 1855, became the home of Dr. John L. Gardiner, descendant of the Lyon Gardiner who purchased Gardiner's Island in 1639. In 1891, Gardiner built the "Castle" on Brick Kiln Road, see above, and this house was sold to Dr. Silas R. Corwith. In 1972, Dr. Merritt White and his wife purchased the house, continuing the tradition of the house as home and doctor's office. It was sold in 2000.

House 1931	900-71-1-34 47 Lumber Lane
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House 1925	900-71-1-31 63 Lumber Lane
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House 1904	900-71-1-29 83 Lumber Lane
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S. J. Hildreth House ca. 1870	900-71-1-28 91 Lumber Lane
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Folk Victorian with transom window in front gable, bay window, porch,

House 1910	900-71-1-24 99 Lumber Lane
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House 1895	900-71-1-16.1 119 Lumber Lane
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Vernacular interpretation of the Queen Anne style with white scalloped shingles, ornamented wraparound porch, below.



House
1900

900-71-1-15.1
127 Lumber Lane

House
1926

900-71-1-14.1
137 Lumber Lane

Bungalow
1927

900-71-1-13.2
145 Lumber Lane

Stucco with jerkin-head house and garage roofs; cross gable. Built by Ernest Dredge, the first president of the Community House in 1922 and the president of the East Hampton Lumber and Coal Company in Bridgehampton. He was forced to sell the house during the early years of the Great Depression, perhaps because he fell behind in mortgage payments.



Captain H. Topping / Gardiner House
ca. 1790; 1840s?

900-71-1-2
161 Lumber Lane

Greek Revival style house. Substantially modified ca. 2000.

Rev. Charles Gardiner House
ca. 1920

900-71-1-1
167 Lumber Lane

Former address was 15 Narrow Lane. Owned for decades by the Fay family.

Jacob Schellinger House
ca. 1830; 1840

900-70-2-9
189 Lumber Lane

Small Greek Revival house with pilasters and dentilled eaves, built by Schellinger whose trade was to craft parts for windmills. By 1947, architect Arthur Newman, son of Reverend Newman who proposed erecting the monument in 1910, had purchased the property. It remains in the family.

House
1850

900-70-2-7
201 Lumber Lane

Halsey / Babinski / Comfort Farmhouse
1740

900-51-2-4.1
791 Lumber Lane

Matthew Halsey, a Patriot who built this saltbox for his family, managed to escape from the British to Connecticut in 1776 and saw active duty during the Revolution. The farm operates today.

MAPLE LANE (RAILROAD AVENUE)
(Opened after 1870)
(Lumber Lane to Butter Lane)

Note: unfortunately, many of the houses on this lane are now hedged in.

Thomas Topping House
by 1900

900-69-1-18
196 Maple Lane

Victorian Shingle Style with Queen Anne elements has large front gable with half-round window and horizontal fascia board, cross-gables, irregular roofline with eaves on several levels, four-columned integral entry porch. The 1910 federal census indicates that

Thomas, a mason, was married in 1876, implying that this house may have been built much before 1900. He owned it “free” of any mortgage.



House 1844	900-69-1-17 188 Maple Lane
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House ca. 1900	900-69-1-16 180 Maple Lane
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Small house ca. 1900	900-69-1-15 174 Maple Lane
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House 1912	900-69-3-21 173 Maple Lane
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Relaxed shingle style Victorian house with half-round window in front gable, cross-gables, irregular roofline with eaves on several levels, gabled front entrance porch with columns.

House 1925	900-69-1-14 166 Maple Lane
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House 1925	900-69-1-13 154 Maple Lane
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Small Brick Building
1890

900-69-1-10
112 Maple Lane

On the south side of the tracks, this brick structure is all that remains from the East Hampton Lumber & Coal Co.'s works. It houses a custom ironworks.

MECOX ROAD (Opened 1677)

Sara A. Cook House
1842

900-116-1-12.3
693 Mecox Road

On the south side, a shallow-gabled, two-story house with Greek Revival elements.

John Lawrence Cook House
1842

900-105-1-7
1124 Mecox Road

Came into the Halsey family; ca. 1970, moved from Mecox Road (located on property somewhat west of Horse Mill Land) to the north side of Mecox Road just west of the Ocean Road intersection. Shingled one and one-half stories with narrow, horizontal, "kneeler" windows along the top front. Now hedged in.

MONTAUK HIGHWAY: NORTH SIDE—EAST TO WEST

Ludlow Grange
ca. 1820, 1880

900-71-3-37
2782 Montauk Highway

Built by whaling captain Isaac Ludlow whose daughter, Fanny Hardacre and her husband William, a wealthy lawyer and real estate investor, added elements of the Queen Anne Style ca. 1880: a tower, porte-cochere, large porch, and dormers with scrolls down the sides (Second Empire style). The interior was transformed away from its original Greek Revival motifs. The house recently underwent extensive renovations. Unfortunately, substantial foliage makes it difficult to view from a car. Marked on the 1858 Chace map.

Hedges House
1879

900-71-3-35
2754 Montauk Highway

With gable end to the street and cross gables, front porch with square columns, two-over-two double-hung and shuttered windows, paired Italianate attic windows, and bay window, this three-bay shingled house was built by contractor James Hedges. His

daughter, Nellie, talked on a Bicentennial tape in 1976, when she was 100 years-old, about going “down street” from this house in which she lived for over a century. She described a quilting bee from the 1890s and recalled her father’s tales about his days as a youthful whaler. In 1882, seven-year-old Nellie Hedges became a pupil at the Bridgehampton Literary and Commercial Institute, that private school founded in 1859 as the Bridgehampton Academy on Ocean Road and renamed in 1875 when it was incorporated under the New York State Board of Regents. In 2008, the Academy building, moved onto the property of Cozy Cabins in Wainscott, was made into a house.

Rose Hall
1885

900-71-3-13.1
2604 Montauk Highway

Outstanding example of the romantic Gothic Revival, this house was built by Nathan N. Tiffany, the local postmaster in 1853, and partner with James A. Sandford (see below) in both a lumber and coal business, and a private bank (from the 1880s to 1894, Tiffany’s death). Tiffany appears to have used pattern books for this house; the house was also a showcase for the selling of lumber. The house boasts fanciful ornamentation made possible by the newly perfected scroll saw, such as the vergeboard trim along the steep roofline. It was painted red but is now a deep pink. His daughter, Mary Palmer Tiffany Eagleton, ran a porcelain-painting studio for many years nearby (see 2635 Montauk Highway).

House (Foursquare style with hipped roof)
1916

900-71-3-10.
2578 Montauk Highway

A foursquare, reportedly copied from a house in East Hampton. This property is related to Rose Hall just to the east in that it was given by Nathan Tiffany and his wife to their son to build on when he got married. It supposedly had been the tennis courts belonging to the estate. Unusual features original to the house include the lack of a fireplace but inclusion of central heating. It has a second bathroom tucked under the stairs and to complete the leap to modernity, it was built with an automobile garage.

Captain Huntting House
1888

900-71-3-9
2566 Montauk Highway

Unfortunately, this Victorian Shingle Style house is largely hedged in. It has a large and a small front gable, a corner porch, and a carriage house in the rear that repeats the house architecture. Owner Henry E. Huntting went to sea at age 16 in 1844 as a cooper serving under his brother James (see Nathaniel Rogers House below). He became a captain at 20 and sailed last in 1865. In 1869, he was appointed superintendent of the Life Saving Service for Long Island, Rhode Island, and Block Island and served until 1885. By 1878, when Congress authorized a federal Life Saving Service in order to hire and train keepers and surfmen, the Mecox, that is, the Bridgehampton station at the foot of Ocean Road,

was fully staffed—September through June—and in a new building. The first headquarters for Long Island was in Bridgehampton! Twenty years later, stations were linked by telephone to aid in marshalling crews for ship rescues and in tracking the whereabouts of the surfmen on patrol. The last keeper to serve at Mecox was Captain John N. Hedges, a co-owner of the Hampton House (aka Nathaniel Rogers House). In 1915, the service was merged into the Coast Guard.

Note: The Greek Revival style house described below is a short distance west of the Heritage Area.

Judge Hugh Halsey House
1840

900-86-1-18
2214 Montauk Highway

A Yale graduate, Halsey became a Suffolk County Judge, 1833-47; presidential elector in 1844; New York State Senator, 1854-55. He joined his friend Nathaniel Rogers on the building committee for the Presbyterian Church, ca. 1842. Marked on the 1858 Chace map.

MONTAUK HIGHWAY: SOUTH SIDE—WEST TO EAST (After the Nathaniel Rogers House)

House (Foursquare style)
1920

900-88-1-14
2569 Montauk Highway

Halsey/Sayre House
ca. 1734

900-88-1-15
2583 Montauk Highway

Purchased in 1770 by Col. Nathan Post who captained a sloop during the Revolution. Uriah Sayre, a whaling captain, bought the house in 1832 and it remained in the family into the 1960s. It was left to the Society for the Preservation of Long Island Antiquities, which sold it.

Tiffany / Eagleton House
1880; ca. 1920

900-88-1-20-1
2635 Montauk Highway

Largely hedged in. Mary Tiffany grew up in Rose Hall (see above) and became a well-known painter of porcelains. She lived in this small house and had a separate studio. She later married her neighbor, Dr. Eagleton, a dentist, who moved his practice into an addition to the house.

Bungalow
1920

900-88-1-21-1
2645 Montauk Highway

Somewhat hedged in, this Craftsman-style bungalow has exposed rafter ends under side eaves, a subsumed front porch, and a recessed base for the shed dormer in the front face of the roof. It was a popular style with plans easy to find.



House (Foursquare style; somewhat hedged in)
1925

900-88-1-22
2653 Montauk Highway

Bridgehampton School
1931

900-88-1-23
2685 Montauk Highway

By 1720, the first schoolhouse stood on Bull Head's Triangular Commons. Roughly two centuries later, the fifth and current school replaced the cramped quarters of the School Street School. The prominent New York architectural firm Tooker and Marsh designed the building with the district's first kindergarten in a "modern adaptation of the early colonial period," with a cupola that exhausted the classroom "ventilating system" and provision for "future radio equipment with a loud speaker in every room," according to the 1932 dedication program. It remains District Nine's "K-through-12" public school.



Gurdon Pierson House
1854

900-89-1-13
2767 Montauk Highway

Known as Oldfields, Pierson descendants sold the house ca. 1910 to an officer of the Esterbrook fountain pen company. The Esterbrook family had a summer home on Ocean Road and a number of their friends followed suit, forming a special social circle in the hamlet. Name written on the 1858 Chace map as "Pearson."

Esteban Vicente House
1930

900-89-1-13
2803 Montauk Highway

Dutch Revival with gambrel main roof and large front shed dormer; columned side porch. Spanish-born American Abstract Expressionist painter Esteban Vicente (1903-2001) lived here until his death.

MCoy Fuel Co.
1930

900-89-1-15
2823 Montauk Highway

Built as a Socony gas station by William F. McCoy, Sr. using his wife's relatives who were carpenters in Brooklyn, thus the whimsical feeling in the façade. It caught the fashion of roadside architecture.

Note: one significant house is located west of the Heritage Area, opposite the Bridgehampton Commons, on the south side of Montauk Highway:

David Corwith House
1837

900-84-1-12
1981 Montauk Highway

NEWMAN AVENUE

House (on corner)
ca. 1910, 1920

900-69-5-1
19 Newman Avenue

House
1846

900-69-5-2
35 Newman Avenue

Shallow front gable has Italianate brackets at the roofline, bay window, paired attic windows.

McCaslin House
1888

900-69-5-21
63 Newman Avenue

Front and side-facing gables with patterned shingles and corner porch, the tall pumping tower that once stood to the west of this house provided water to ten houses in the area. The McCaslins ran the first water company in Bridgehampton.

Foursquare with attic dormer
1930

900-69-5-22
69 Newman Avenue

NORRIS LANE

House, Foursquare with dormer
1931

900-71-3-29
23 Norris Lane

House, Foursquare with dormer
1920

900-71-3-38.1
33 Norris Lane

With Prairie-style elements; hipped main roof as well as on the porch and the garage; six-over-one light windows.



House, Foursquare with dormer
1913

900-71-3-25.4
67 Norris Lane

House
1902, 1910

900-71-3-19
95 Norris Lane

Shingle style Victorian with gables, bay windows, and columned porch.

OCEAN ROAD: WEST SIDE
(opened 1690)
(Montauk Highway south to Mecox Road)

Note: Ocean Road was a cartway during the 17th century and was known as the "Path into the Woods." It was later called Atlantic Avenue.

Triangular Commons (aka Militia Green):

Behind the D. L. Chester Dry Goods Store (see above), now a restaurant, is a small park. Situated fittingly near the Monument, this plot, once much larger, served as the training ground for colonial militia units from Southampton, East Hampton, Sag Harbor, and Bridgehampton. The companies consisted of men age eighteen to forty-five; each was responsible for supplying his own flintlock musket, cartridge box, and bayonet. According to popular legend, after drill the troops would fall out to enjoy jovial fellowship at the Bull Head Tavern.

Havens House 1820	900-86-2-23 40 Ocean Road
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Samuel Halsey House ca. 1865	900-86-2-26.2 52 Ocean Road
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Presbyterian Manse 1925	900-86-2-28 84 Ocean Road
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Wright House ca. 1840	900-86-2-29.1 94 Ocean Road
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This Greek Revival house was the mid-19th century home of Dr. Levi Wright, where the family dining room doubled as a waiting room. Patients often combined visits to the doctor with church services because Dr. Wright was willing to make Sunday appointments. Later the house was owned by longtime Presbyterian minister Arthur Newman and, in the late 20th century, by Richard Reeves, distinguished racehorse painter.

Stephen Sayre House ca. 1800	900-86-2-32 104 Ocean Road
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Small, one and one-half story gabled house. The house was moved to Ocean Road by Marjorie Pierson Van Cott c. 1950. Van Cott was the daughter of Edwin H. Pierson, a

hat merchant and insurance agent. After the death of her father, she and her sister ran the agency.

E. C. Loper House
ca. 1910

900-86-2-33.1
116 Ocean Road

Loper, a merchant, served as clerk of the new Union Free School District in 1906. In the Queen Anne style, his white shingled, multi-gabled house with porches and bay windows was irregular in shape to imply it consisted of multiple dwellings.



New Light Church House
1748

900-86-2-51.5
148 Ocean Road

By the 1720s Bridgehampton was experiencing the Great Awakening, when some meetinghouse parishioners were drawn to the New Light Movement's promise of spiritual regeneration. They built a separate church on the southwest corner of Montauk Highway and what is now New Light Lane in Mecox. Its Calvinist preacher, it seems, cast new light on old orthodoxies until his death in 1775. Converted into a residence, part of the building was moved to Ocean Road before 1840. In the 1880s-90s, Edwin P. Rogers ran his livery business from this residence.

Haines House
By 1850

900-86-2-56.4
226 Ocean Road

Southwest corner of Ocean Road and Church Lane. Marked on the 1858 Chace map.

Mathew Hildreth / Thayer House
1829

900-87-2-18.1
412 Ocean Road

E. J. Ludlow / Halsey House
1850s; 1865

900-87-2-40.2
510 Ocean Road

Appears on the Chase map of 1858.

John Augustus Sanford House
1857

900-87-2-37
558 Ocean Road

Built in the Greek Revival style north of the 1745 Sanford House (see below) by John Augustus, who was a great-grandson of Ezekiel I Sanford (see Bridge Lane). The house doesn't look like a farmhouse with its cornice returns at gable ends and Italianate brackets at the roof. It reflected the architectural taste of the more well-to-do.

John Sanford House
ca. 1745

900-87-2-35
690 Ocean Road

Located on the northwest corner with Paul's Lane and Ocean Road, this three-bay saltbox with a gable-roofed ell was built by Ezekiel I's grandson, John Sanford, at age 20, for his future bride. In 1775, John was a militia captain and political radical. He became the first signatory of the Articles of Confederation in Southampton Town at the start of the Revolution. The photo below was taken ca. 1903. The house looks about the same today except that it is somewhat hedged in.



Colonel Levi Howell
1814

900-105-1-20
628 Ocean Road

Located on the southwest corner of Ocean Road and Paul's Lane, it was built by Howell, an officer in the War of 1812. He commissioned his brother, a New York cabinetmaker, to help with construction. Portions of the house were "prefabricated" in an old barn on the property: oak timbers and frames were cut, notched, and numbered. The new building was eventually joined to a ca. 1730 structure. Relatives in the Post family inherited the house. It was sold in 1933. The large English beech tree, visible from Ocean Road, came from the *Louis Phillipe*, a French ship stranded off Bridgehampton in 1842. Deck cargo, including tubs of trees and shrubs, had been thrown overboard to lighten the ship and move it off the sandbars.

OCEAN ROAD: EAST SIDE
(Montauk Highway south to Mecox Road)

James Huntting House
ca. 1870

900-88-1-2
43 Ocean Road

Built by the whaling captain James Huntting in the 1870s, the original design was in the Second Empire style, including a mansard roof, dormer windows, and decorative brackets. In later decades, all features resembling that architecture were removed. Demolished October 2008.

Halsey House (with turret)
ca. 1900

900-88-1-4
63 Ocean Road

Hildreth House
ca. 1790, 1820; renovated c. 1875

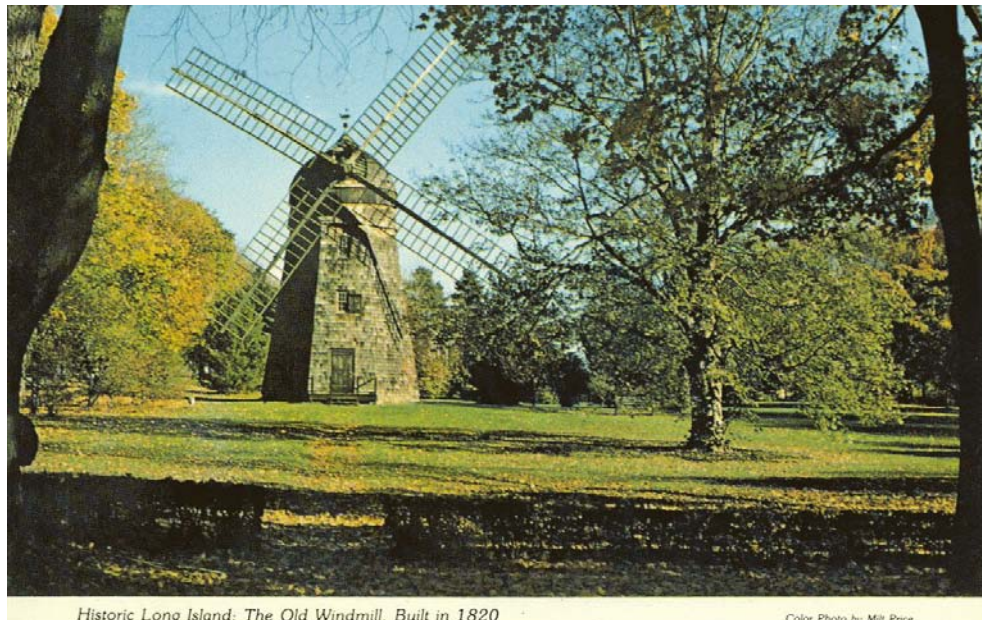
900-88-1-6.1
81 Ocean Road

Much altered over 200 years, this house in the early 21st century was returned to a three-bay colonial style. Occupied by E. A. Hildreth by ca. 1900, a civic leader who was postmaster 1897-1914, proprietor in the Hildreth and Hand store, and one of the three charter trustees of the Bridgehampton Hook and Ladder Co. in 1895.

Beebe Windmill
1820, 1837

900-88-2-1
Ocean Road and
25 Hildreth Avenue

With its four-story tower housing sophisticated cast-iron gearing, this gristmill exemplifies the economic aspirations of Bridgehampton during the first half of the nineteenth century. Constructed in 1820 for a retired Sag Harbor whaling captain and shipbuilder, it was purchased in 1837 by Judge Abraham Rose and Richard Gelston, then owner of the Bull Head Tavern, who moved it to the Triangular Commons. By the 1880s, it sat near the railroad station. (It had been moved by James A. Sandford). Eventually out-powered by steam-based milling operations, the mill was purchased in 1915 by John Berwind, the wealthy summer resident, for his garden at Minden, his estate next door. Later, it was moved north of the estate and donated to Southampton Town. In 1978 it became the hamlet's first site listed on the National Register of Historic Places. It also holds New York State and Southampton Town landmark status. Under restoration 2008. Postcard below is from the 1950s.



Historic Long Island: The Old Windmill, Built in 1820

Color Photo by Milt Price

Minden
1913

900-88-2-3.2
151 Ocean Road

Minden was the Craftsman Mediterranean style summer home of Katherine Berwind and her husband, John, a Pennsylvania industrialist and generous supporter of local causes; craftsman because of the wood beam elements in the balconies and overhangs and Mediterranean because of the stucco walling and tile roofing. The Berwinds donated generously to the construction of the Community House (see above). The 1913 business directory states that the house cost \$250,000 when built. It remained in the family until 1945 and thereafter became a religious conference and retreat center. It is now privately owned and has been restored. Mrs. Berwind, a devoted member of the Bridgehampton

Village Improvement Society, made possible the Beebe Windmill's setting on Berwind Memorial Green.



Note on the next significant structure: the clubhouse of the Bridgehampton Club faces Ocean Road but its address is Sagaponack Road. See Sagaponack Road.

Henry P. Hedges House
1854

900-87-3-9.2
385 Ocean Road

Henry P. Hedges, born on a farm in Wainscott, the hamlet just east of Sagaponack, read law at Yale, and became a founding member of the New York State Republican Party. He was the first practitioner of modern agricultural methods in the hamlet after he purchased a 130-acre farm on Ocean Road in 1854. During the next fifty-five years, he developed the farm, practiced law, and served as a Suffolk County judge, president of the Sag Harbor Savings Bank, and the first president of the Hampton Library. As early as 1866, speaking before the Suffolk County Agricultural Society, Hedges described his practice of rotating oats and barley with a year or two of pasture, and exhorted his listeners to “learn where science points.” Cultivating potatoes became part of his diversified enterprise. A cattle and hog farmer, just beginning to market potatoes, Hedges included this vegetable with his “beef, pork, [and] wheat” when extolling the profits he was making on the ever-expanding New York City market. At a celebration in Riverhead for the 200th anniversary of the county’s founding in 1683, farmer Hedges praised the bumper potato crop of 1880 for which city customers were paying premium prices. Hedges also encouraged diversity in the farmers’ “market garden products,” citing apples, cauliflower, and strawberries as examples.

In 1912, the young Bill Brennan purchased the Henry Hedges farm, moving his family into its large Greek Revival and Italianate style farmhouse. He stabled his trusted horses and parked his wagons in the large barn behind the house. He raised over 150 chickens.

Later called “Pop” by some, this son of Irish immigrants had migrated east from Brooklyn’s Flatlands where, in Canarsie, real estate developers had purchased the valuable farmland that he and his father had long cultivated and had finally been able to buy. His parents were independent farmers, like the Dutch American farmers who had made Brooklyn the “Market Garden of America,” and had benefited from the introduction of revolutionary farm machinery, like horse-drawn planters. The Brennans and their Dutch neighbors would have sold their harvests at the same Wallabout Market that had opened in Brooklyn in 1884, the world’s largest. Farmers drove up to thirty miles to get there by 2:00 AM, maneuvering their “1,800-pound horse-drawn wagons ... that hauled three tons of produce.” Some of Brennan’s grandchildren inherited the farm and outbuildings around 2000 and sold it to owners who have restored the buildings.

Note on the next significant structure: the 1888 Sandford farmhouse faces Ocean Road but its address is now Bridge Lane. See under Bridge Lane.

Daniel Schellinger House	900-105-2-54.3
ca. 1750	929 Ocean Road

Schellinger served in the Company of Minute Men in Bridgehampton in 1776. This saltbox house with new additions was owned by the Cook family for many generations beginning ca. 1800.

Elmhurst	900-105-2-49.1
ca. 1890	949 Ocean Road

Shingled Greek Revival style house has a shallow front gable, large white columns on the front porch; bay window.

PAUL’S LANE
(Opened 1677)

Paul Halsey House	900-104-1-13.3
ca. 1800	419 Paul’s Lane

Five-bay saltbox facing east is located on the southwest corner of Paul’s Lane and Halsey Lane; large addition recently added to the south.

SAGAPONACK ROAD
(Opened 1653/54)
(East to west)

First (or “Swamp”) Parsonage
ca. 1730

900-89-1-6
320 Sagaponack Road

A colonial saltbox occupied by the second minister of the Church of Christ, Rev. James Browne, from 1748 to 1775; the house served later ministers as well.

Blythebourne
1890s

900-87-3-4
177 Sagaponack Road

Queen Anne in style with spindled porch, spandrels, turret, bay windows, and an asymmetrical shape, John E. Heartt built this house which is said to have linden trees that came ashore with the wreck of the *Louis Phillipe* in 1842. Perhaps they groomed an earlier house. Heartt edited the useful volume of local history, The Story of a Celebration, Bridgehampton 1660-1910, 1910. The noted art historian George Nebolsine purchased the house in 1941. It was sold by his family in the 1970s.

Bridgehampton Golf Club
1900

900-87-3-5.15
222 Sagaponack Road

Postcard below is from the 1950s.



SCHOOL STREET
(Montauk Highway to Church Lane)

Notes: Opened a few years after 1908 when the school was built facing Church Lane.
Nearly all houses are hedged in.

Hand House	900-86-2-36.1
ca. 1910	71 School Street

Bungalow	900-86-2-37
ca. 1910	61 School Street

One and one half stories, jerkin-head roof with side gables; gabled entranceway.

Yastrzemski House	900-86-2-38
ca. 1920	55 School Street

Boyhood home of Baseball Hall of Famer Carl Yastrzemski from ca. 1940 until his high school graduation in 1957.

Jeremiah Schellinger House	900-86-2-45
ca. 1850	7 School Street

Corner of Church Lane; occupied by Ernestine Rose (see above) by ca. 1950.

SCUTTLE HOLE ROAD
(Opened 1679)

Breeze Hill (Esq. Hynes, NYC)	900-49-1-8.11
ca. 1845	890 Scuttle Hole Road

Federal style with Italianate brackets added later onto a porch and under the eaves.

SNAKE HOLLOW ROAD
(Opened 1679)

Farmhouse	
ca. 1870	206 Snake Hollow Road

White, with columned porch, brackets on porch and under the eaves.

6. Appendix 1: Glossary of Some Architectural Terms

bay - a part of a building marked off by vertical elements, such as windows

board and batten - a type of exterior siding or interior paneling that has alternating wide boards and narrow wooden strips, called battens

bungalow - often used for any small 20th century home that uses space efficiently

cornice - the uppermost section of moldings along the top of a wall or just below a roof

cupola - a dome-shaped ornamental structure placed on the top of a larger roof or dome

dentilled eaves – a series of closely spaced, rectangular blocks that form a molding

fascia (boards) – material that covers the end of the roof rafters and provides the finished appearance to the edge of the roof

gambrel - a gable roof with two slopes on each side and the lower slope being steeper

hipped roof - roof slopes down to the eaves on all four sides

jerkin-head roof – a roof having a hipped end truncating a gable

kneeler windows - narrow horizontal windows at the front roof line

mansard roof - roof has two slopes on each of the four sides

pilaster - a rectangular support which resembles a flat column

saltbox - the lean-to on the back of a two-story colonial style house

soffits - the underside of a roof that extends beyond the exterior walls

spandrels - the space between two arches and a horizontal molding or cornice above them (along the top of the porch)

transom - a fixed window over a door or another window

turret - a small tower that projects from the edge of the building, rather than continuing to the ground

vergeboard (or bargeboard) – boards that hang from the projecting gable end of a roof; often elaborately carved and ornamented

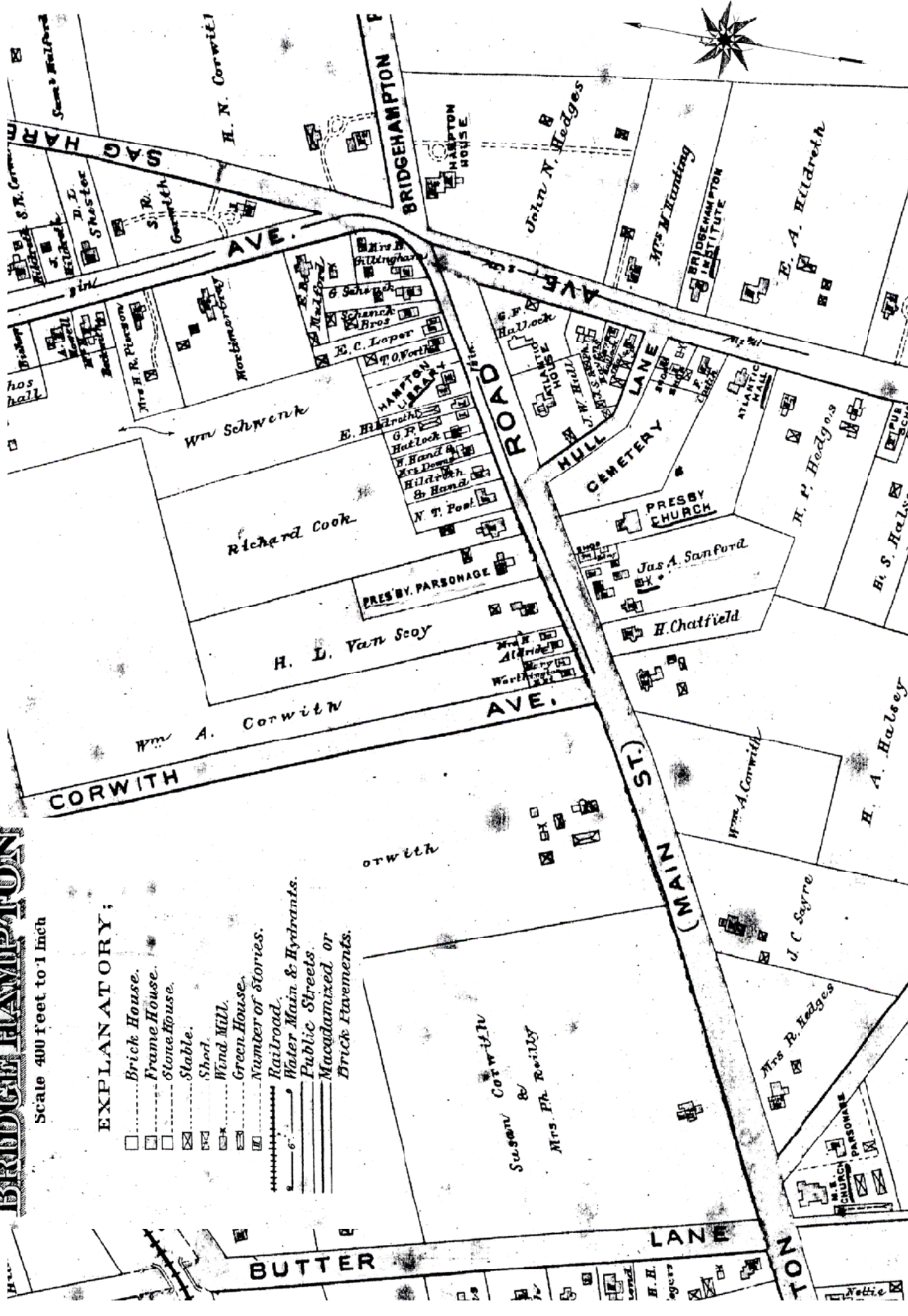
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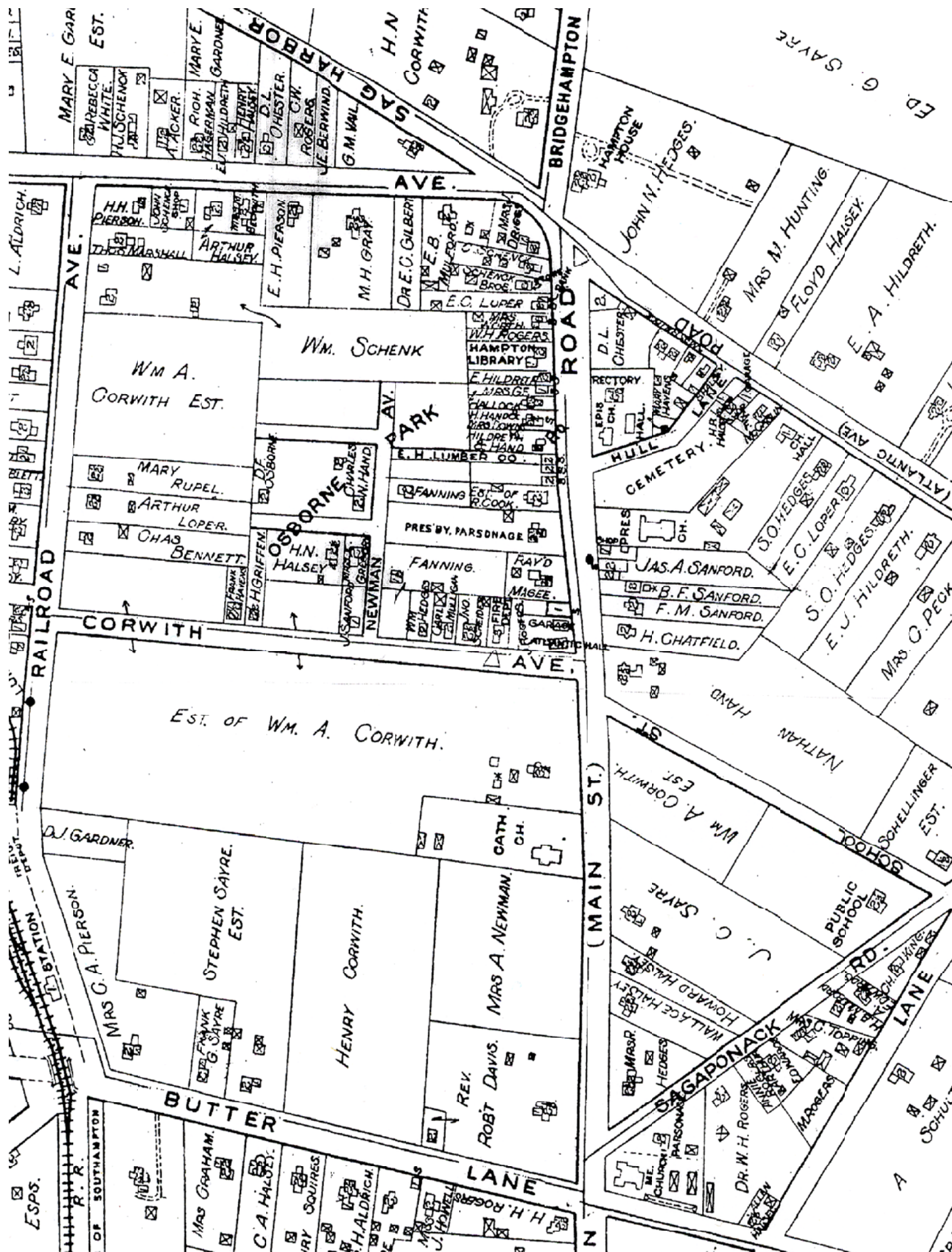
BRIDGEHAMPTON

Scale 400 feet to 1 inch

EXPLANATORY;

- ☐ Brick House.
- ☐ Frame House.
- ☐ Stone House.
- ☒ Stable.
- ☒ Shed.
- ☒ Wind Mill.
- ☒ Green House.
- ☒ Number of Stories.
- ☒ Railroad.
- ☒ Water Main & Hydrants.
- ☒ Public Streets.
- ☒ Macadamized or
- ☒ Brick Pavements.





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