

# **HISTORIC PROFILE OF HAMPTON BAYS**

## **Phase II**

**Including Potential Heritage Areas of:**

**Red Creek**

**Southport**

**Red Cedar Point**

**Good Ground South of Main Street**

**Ponquogue**

**Rampasture**

**Springville**

**East & West Tiana**

**Barrier Beach & Coast**

**Prepared by: Barbara M. Moeller**



**Photograph from the collection of Frances Oldeack circa 1940**

**JULY 2007**



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HISTORIC PROFILE  
OF  
HAMPTON BAYS: Phase II**

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## **HISTORIC PROFILE OF HAMPTON BAYS**

**INTRODUCTION:** The Town of Southampton has sponsored this research of historic resources to complement existing and forthcoming planning initiatives for the Hamlet of Hampton Bays. A review of Hampton Bays' history and an inventory of hamlet heritage resources is considered a necessary component in order to insure orderly and coordinated development within the Hamlet of Hampton Bays in a manner that respects community character.

In 2005 Phase I of this study was completed and included Good Ground, Montauk Highway Corridor and Canoe Place. At the time the Phase I report was prepared plans were made to study the entire hamlet—this report accomplishes that goal. Now, all areas of the hamlet may be assessed using the same guidelines outlined in Phase I.

**RESEARCHER:** Barbara M. Moeller, currently president of the Hampton Bays Historical & Preservation Society, has resided in the Town of Southampton since 1965. Her two sons, Tom and Russ, attended local Southampton schools. Barbara's husband, Henry, has had a strong interest in local history for many years and served as the Southampton Town Historian until December 2006. Prior to retirement as the Director of Human Resources at Southampton Hospital, Mrs. Moeller became involved with the Hampton Bays Historical Society. Her interest in the history of the East End began with research into her family genealogy that revealed her ancestors were early residents of Southold, East Hampton and Hampton Bays. She attended Drew University, Madison, New Jersey and received a B.A. in Political Science and Economics. Volunteer activities included the Tuckahoe School P.T.A., East End Arts Council, Habitat for Humanity and others. Presently, Mrs. Moeller serves as a Board Member for the Southampton-Maritime Heritage Center.

**SCOPE:** Phase II of the Historic Profile encompasses three areas of property research and the history of the neighborhoods identified.

### **Area Three:**

**North of Main Street—Potential Heritage Areas of Red Creek, Southport, Red Cedar Point and Squiretown**

**Area Four:**

**South of Main Street—Potential Heritage Areas of Ponquogue,  
Rampasture, Springville and West and East Tiana.**

**Area Five:**

**Potential Heritage Areas of the Barrier Beach and Coast**

**PROCEDURE:** In order to determine which streets in the hamlet were in existence over 100 years ago, historic maps were consulted. (i.e., 1838 US Coastal Survey, 1842 Mather map, 1858 Chace map, 1896 Hyde map, 1902 Hyde map and 1916 Hyde map. The earliest map showed only eight roads in Good Ground. Those roads were South Country Road or Montauk Highway, Ponquogue Avenue, Springville Road, Squiretown Road, Red Creek Road, Riverhead Road, Wakeman Road, Bay Avenue West and a portion of Newtown Road. By 1916, the latest map consulted showed double the number of roads and almost all of the property in private ownership.

Southampton Town Assessment rolls for 1885 and present day Southampton Town Assessment records were carefully reviewed prior to writing the report.

All commercial property was shown in the 1926 NY Fire Insurance Rating Book, Volume 4 for Suffolk County. By reading this resource one could ascertain the extent of the development of boarding houses/hotels and small commercial establishments outside of downtown Hampton Bays.

Once structures over 100 years old were discovered, letters were written to their present owners to ascertain what information they could provide regarding the history of the house. If owners did not respond to my inquiries, often their houses were not included unless local historians were able to provide some historical background information. Many interviews were held and many visits to old homes scheduled. If antique photographs were available, they were included in this report. If not, a current photograph was taken.

To ascertain a flavor of each area many reference works were consulted. Primary sources of information are:

- Bayles, Richard M.,** *Historical and Descriptive Sketches of Suffolk County,* 1874.
- Bellows, Emma L.,** *When Hampton Bays Was Young,* 1979.
- Foster, Alonzo,** *A Family History, 1895,* 1895.
- Gardiner, Tiger,** *The South Fork Squires, Long Island, New York,* Gateway Press, Inc., Baltimore, MD, 1992.
- Gressle, Marguerite and Herber, Olive,** *A Short History of St. Mary's Church, Hampton Bays, NY,* 2004.

Seyfried, Vincent F., *The Long Island Railroad, A Comprehensive History*. NY 1918.

Thompson, Benjamin F., *A History of Long Island, NY*, 1918.

Wetterau, Helen, *Good Ground Remembered*, Southold, NY, 1983.

In searching for primary documents regarding the history of Hampton Bays, the following volumes have proved most helpful. Some books were less than helpful! In fact, James Truslow Adams, who wrote an early account of Southampton, *History of the Town of Southampton*, in 1918, devoted just one footnote to Hampton Bays. In discussing the establishment of various post offices throughout Southampton, Adams cites July 28, 1829 for the date of Good Ground's post office.

A most observant historian, Richard M. Bayles, prepared "*Historic and Descriptive Sketches of Suffolk County*" in 1874. Mr. Bayles gave a thorough account of each area comprising Good Ground. His writings are insightful and I have liberally quoted his colorful text in the preface to each heritage area.

Writing in 1903, William S. Pelletreau, *A History of Long Island From Its Earliest Settlement to the Present Time*, The Lewis Publishing Co, NY., Vol. II, recounts the earliest history of the land at Canoe Place from ownership by John Ogden to the owner at the time of his book, Mirabeau L. Towns. In great detail Mr. Pelletreau outlines the lots contained in the "Lower Division of the Quogue Purchase as laid out in 1738" and some details of prominent early settlers. Judge Wauhope Lynn is described by Pelletreau on page 55 of this report.

Another early historian, Benjamin F. Thompson, author of *History of Long Island* in 1918, devoted three large volumes to his study and included the following brief paragraph about Good Ground.

"Westhampton is the designation for so much of the town as lies westward of Canoe Place, and formerly constituted one parish two miles from the place last named, is a small hamlet called, 'Good Ground,' an 'Oasis' in the desert of sand and forest which surround it. It consists of a few dwellings, a post office and a Methodist church, erected in 1836."

It was not until Dr. Emma Bellows prepared her slim volume entitled, *“When Hampton Bays Was Young,”* (1979) that a more complete account of earlier times in Hampton Bays was written. Gathering stories from local residents, old photographs and family histories, Dr. Bellows’ stated goal was to “...please the old people here and bring back pleasant memories.” She wanted to make “...the young people and the newcomers...feel proud to be a part of this community.”

In 1983 Helen Wetterau who had assisted Dr. Bellows in preparing her book, wrote another version of local history entitled, *“Good Ground Remembered.”* Although many stories are similar to the earlier account, Ms. Wetterau wrote a lively history of Hampton Bays based on numerous telephone inquiries to local residents some of whom had moved out of state. She acknowledged that “Some of the references lack exact documentation because I am such an amateur; I didn’t think about those details during the research.” This disclaimer by Helen Wetterau appears contrary to the three plus pages of references she mentioned at the conclusion of her book.

## **ACKNOWLEDGEMENTS**

A debt of gratitude is owed to Town Supervisor, Patrick Heaney, and the members of the Town Board, Linda Kabot, Steve Kenny, Nancy Graboski and Chris Nuzzi who through enlightened government mandated a historic study of the hamlet of Hampton Bays. Thanks also to the Southampton Town Division of Information Systems for the privilege of using the GIS system and for assistance in preparing the maps that are included at the end of this report—especially, Annette DesRochers, Manager, and James Gormley.

My words of appreciation must include a great big ‘thank you’ to my husband, Henry W. Moeller, for his support and encouragement throughout this project.

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

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## **WHAT IS A HAMLET HERITAGE RESOURCE AREA?**

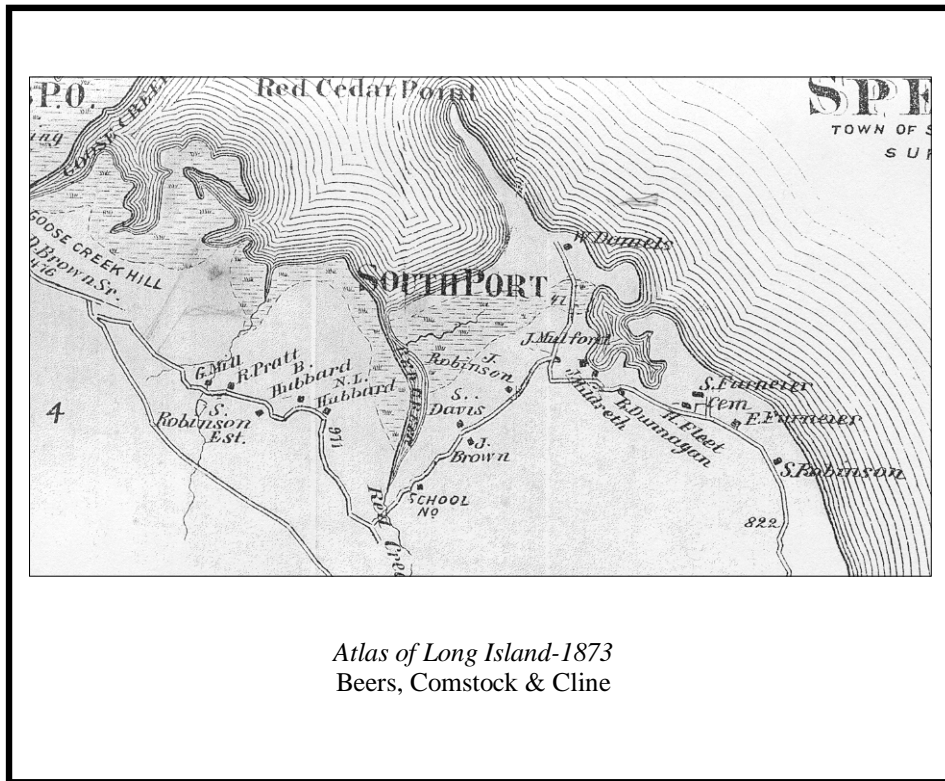
**Southampton Town Code, Chapter 330.5, Zoning provides the following definition:**

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

**Added to the Code on August 12, 2003.**



RED CREEK  
SOUTHPORT  
RED CEDAR POINT





## PHASE II: AREA THREE

### NORTH OF MONTAUK HIGHWAY Red Creek, Southport and Red Cedar Point Area

Around the same time, or shortly after the founding of Canoe Place (1738/39), settlers made their way to the Red Creek Area. Dr. Emma Bellows, local physician and historian, actually suggests an earlier settlement date for Red Creek — 1667. Primary reference material is absent from Dr. Bellows' writings to substantiate this date. Early maps (1838 US Coast & Geodetic Survey) show a well established road leading to the Red Creek Area; an 1842 Geological Map by W.W. Mather depicts Red Cedar and Red Cedar Point, but does not indicate any dwellings there; and an 1858 Chace Map clearly shows about a dozen houses in the area of Red Creek and the town of Southport to the west.

The availability of a good harbor and channel in which to load and unload vessels as well as ample woodlands and marshlands with valuable grasses provided the lure for people to move to the Red Creek area. Travel by road often took more time than by water since the roadways were largely undeveloped—just worn paths through the woods. In fact, the road that now connects Canoe Place to Red Creek (Newtown Road) did not exist, nor did the road that connects Good Ground to Red Creek (Squiretown Road.) The only possible route to Red Creek from the Montauk Highway corridor since about 1795 was the Old Riverhead Road as listed in the Mackie Papers in the archives of the Southampton Historical Society. This road first appeared on the 1858 Chace map. Squiretown Road first appeared as a dotted line on the Hyde map of 1896, perhaps, meaning an undeveloped route. The western portion of Newtown Road from Canoe Place to East Landing Road appeared on an 1893 Southampton Town map. By 1902 Newtown Road connected with Squiretown Road.

A connection to Flanders and Riverhead provided the Red Creek and Squiretown residents with an avenue to export their lumber and produce through Riverhead to New York City; however, for many years the natural link for shipping was across Peconic Bay and Long Island Sound to Connecticut. Locust posts used for supporting houses were a common export item to Connecticut. Locust wood was used because of its durability—it did not rot. Many local inhabitants and, indeed, the founders of Southampton, maintained close ties with Connecticut, their former homeland.

Red Cedar Point was part of the 'Canoe Place Division' (1738-1739). "It was an island and eventually a causeway was built (attaching it) to the mainland," according to local historian Helen Wetterau. Its greatest renown came from the abundance of hard clams that produced the deep purple mother of pearl in their interiors. The local Indians called "Shinecoc" by Gabriel Furman in his book, *Antiquities of Long Island*, 1874, now called "Shinnecock," worked the waters off Red Cedar Point for clams and produced

wampum (small beads used as currency by the Indians) from the shells. The Shinnecocks were known as the ‘money makers’ to other local Indian groups. Harold C. Bradshaw, *“The Indians of Connecticut”*, 1935 explains more about wampum:

“Their [Indian] beads are their money; of these there are two sorts, blue beads and white beads; the first is their gold, the last their silver. These they work out of certain shells. They drill them and string them, to adorn the persons of their sagmores and principal men, and young women; as belts, girdles, tablets, borders for their women’s hair, bracelets, necklaces, and links to hang in their ears.”

Dr. Emma Bellows excerpted material from J. Frederick Dugan from his publication entitled, *“Three Centuries at Red Cedar Point”* for a series of newspaper articles she wrote for the *Hampton Bays Compass* from 1978 through 1982. Dr. Bellows asserts that Red Creek was called ‘Toyong’ by the early Indians, and they were called ‘Yeanococks’ or ‘Toyongs.’ Unfortunately, the book by Dugan cannot be located for use as a reference.

“Original founders of Southampton or their descendants drifted (from Peconic) up to Red Creek. They settled in Red Creek because of plentiful seafood, timber to construct boats, and also because the harbor had deep water. This harbor covered an area of 125 acres and large sloops and schooners could follow the channel into it.

For a century before the Revolution Red Creek was a busy place due to this deep channel and harbor. Business at that time was transacted with the outside world by sailing vessels. They carried cargoes to and from Boston and New York. During the Revolution firewood from Red Creek was sent to New York City.

About 1798, after an iron refinery was established on the Peconic River three miles west of Riverhead, large ships were used to transport iron ore from New Jersey to Red Creek where it was unloaded and carried by ox teams to the refinery.” E. Bellows

The American Revolution brought two Frenchmen to Red Creek. Dr. Bellows relates that they were brothers fighting with the patriots. The two Fourniers were captured by the British during the Battle of Long Island and taken as prisoners to a British prison ship in Gravesend Bay. Cunningly, they escaped, confiscated a small boat and sailed east. The

Fourniers' luck ran out when they shipwrecked near Red Creek. Using the timbers from their boat, the Fourniers constructed a small structure "...built low into a hill to avoid observation from the bay. In those days, a boat might mean friend or foe." (Emma Edwards Schmersal, "*Surrey Ride to Red Creek*") After the war ended, the Fourniers built a small house east of Red Creek Pond. It is said that the original house, enlarged many times, still stands near the Fournier Cemetery. The family prospered and increased in numbers. A Fournier vineyard produced wine that was known throughout the area. Today a small cemetery bears the Fournier name and is owned and maintained by the Town of Southampton as a historic resource.

The area known today as Red Creek is shown on old maps as 'Southport.' Richard M. Bayles, writing in 1871-1872 for the express purpose of updating the histories of Long Island discovered that, "...to do justice to the whole field of Long Island would be an undertaking too great to be accomplished in a reasonable length of time, and would require a volume of such size and expense as to be beyond the convenient reach of the masses..." Instead Mr. Bayles limited himself to write about Suffolk County, "*History and Description: Sketches of Suffolk County.*" More than one hundred years later, his descriptions of old Good Ground and its environs adds much historical flavor to this account. Here is how Mr. Bayles describes Red Creek:

"Red Creek is a scattered neighborhood, containing half a dozen houses, located three miles northwest of Good Ground, near Peconic Bay. Southport Bay is a wing of the bay lying behind a narrow strip of land called Red Cedar Point, which projects a mile northwest into the bay. The western part of this locality is also known by the name of Hubbartown, and here a small grist-mill has been established on a brook which empties just west of Southport Harbor. Red Creek has a school, and by the census of 1870 a population of forty-six. The bay and the creeks are skirted by immense tracts of salt meadows."

The earliest map I discovered for Southport was at the Suffolk County Historical Society, dated 1825. It is a hand-painted sketch showing the various streets comprising the town with the 'wharf ways' clearly indicated. Lots are laid out in great detail, but only ten houses are depicted. No one claims authorship of the map. The 1858 Chace Map has a magnified insert for the area of 'South Port.' About four dozen houses appear at this time. By the time the 1896 Hyde Map was published, Southport had disappeared. Two or three houses remain in the area. From a booming town to a deserted town in a

span of twenty-five years—what happened to Southport?

During the whaling era small shipyards produced vessels for the trade. The Terry family operated a shipyard and general store in which seamen could purchase supplies. A saw mill and a grist mill, built along streams in Red Creek provided basic services. At this time, Helen Wetterau notes, “As many as twenty-five families lived there.” A small schoolhouse stood near the road leading to Red Cedar Point. It was used until 1890. After that, the population drifted away to Good Ground and other areas after the whaling industry declined. This decline coupled with the arrival of the railroad in Good Ground in 1869 signaled the demise of Red Creek and Southport. The Red Creek schoolhouse, allegedly the oldest remaining schoolhouse on Long Island, was sold to the Southampton Colonial Society in 1952 and is an important part of the Southampton Historical Museum’s exhibit featuring old local buildings. The grist mill and saw mill ceased to be needed; shipbuilding came to a halt. No physical remains mark the locations of these businesses; however, there are old maps that indicate their sites. Many of the structures were abandoned to decay naturally, while others burned to the ground. One house, in particular, Jackson’s, was moved along through the woods a short distance at a time—every evening after work—livestock and chickens accompanying the house—until the structure was set on a new foundation in Good Ground.

(C. Ken Jackson)

Emma Schmersal, a local resident, wrote in the *Long Island Forum* in 1977 of her remembrances of the Red Creek area when she was a child (circa early 1900s). She speaks of a large farm owned by William Fleet where strawberries comprised the main crop. “Possibly this is the site of an earlier farm owned by Jesse Terry who advertised in *The Suffolk Union* of December 16, 1859, ‘Pure Strawberry Wine’—a harmless juice, but rich and tasty! Pickers came up from Good Ground by stage, and berries were shipped that very day to Riverhead by boat, and went on the evening train to New York.”

The map on the title page shows the approximate location of some of the farms, shipyards, etc. mentioned above. Since there are no remaining structures at these sites today, they are not listed as historic resources for preservation purposes.

**Red Cedar Point  
Address:**

**Tax Map #: Numerous  
Numerous**

Initially, Red Cedar Point was an island and the point was accessible by land only after a causeway was constructed. The 1858 Chace Map shows the Red Cedar Point area uninhabited; the area just adjacent to the point had four houses, an 'old factory' and a school. Two of the buildings were occupied by Terrys, one by Hubbard and one illegible. Just west of the nearby Hubbard Creek are the homes of two more Hubbards—so it is easy to see why that area was called 'Hubbardtown.'

By 1896, the Hyde Map shows the area almost deserted. There is one structure owned by Anthony Barrett and one N. Hubbard lived near Hubbard Creek. The 1885 Southampton Town Assessment rolls indicate that Norman L. Hubbard from Red Creek owned 450 acres! In 1902 Mr. Barrett's property is listed as Est(ate) of Anthony Barrett.

**Red Creek  
Address:**

**Tax Map #: Numerous  
Numerous**

In the vicinity of Red Creek Pond, the 1858 Chace Map shows six structures owned by S. Robinson, J. Hildreth, W. Foster and S. Fournier. Hildreth, Foster and Fournier appear on the 1896 map; by 1902 (Belcher & Hyde Map) Hildreth and Fournier remain and are joined by a large landowner, Gilbert Fleet, who owned land east, west and south of Fournier for a total of 105 acres based on Southampton Town Assessment Rolls for 1885. Another relative, Henry Fleet, owned 40 acres in this area as shown on the Assessment Rolls.

**RESOURCE # 1: Red Creek Schoolhouse Site  
Address:**

**Tax Map #: 900-172-1-54  
Southampton Historical Society**

Originally located approximately at the entrance to Red Cedar Point, the school was used for local students until 1890. Sheila V. Dingley states that Reverend Everett Squires, son of Leander and Sarah Squires, taught at the school house. William Washington Hubbard attended the school and became the schoolmaster there for a few years. At a later time, he purchased the building to use for storage, but essentially left undisturbed the school memorabilia, books, desks, etc. In August 1952 when approached by the Southampton Colonial Society, he agreed to sell the schoolhouse to them for their museum. The building is now situated in a prominent location on Meeting House Lane in Southampton, NY. Annually the schoolchildren from Hampton Bays receive a tour of the schoolhouse.



Photograph from the collection of  
Robert L. VanScoy  
C. 1940

**RESOURCE # 2: Fournier House & Cemetery****Tax Map #: 900-152-1-10 &  
900-152-1-9****Address:****140 Red Creek Road**

A small family cemetery once privately owned, but now a part of the Hampton Bays Park District under the stewardship of the Hampton Bays Historical & Preservation Society, is located south of the family homestead. Southampton Town Assessment Records indicate the house was built about 1783. Since a chain of title on the house has not been researched, a more exact date can not be stated. Local historian, Helen Wetterau, explains that a portion of the original house forms the center section of the present structure.

There is disagreement between two local historians, Wetterau and Bellows, regarding the Fourniers—Wetterau says it was Francois Fournier and his son who fought together in the Revolutionary War; Bellows states it was the two Fournier brothers who fought in the Revolutionary War, were captured and imprisoned. Both historians agree that the Fourniers escaped and sailed to eastern Long Island, specifically, Red Creek, where they constructed a simple house and hid out from the British. When the war was over (1783), presumably they built a more substantive dwelling to house their growing family. The 1885 Southampton Town Tax Assessment Rolls show Samuel M. Fournier owned 50 acres.

The Fournier family introduced viniculture to eastern Long Island about 200 years before the idea of wine production became popular on the East End.

“The Fournier vineyards were set out by Francois Fournier and his four grown sons on their property in Red Creek. According to history, the vineyards became known throughout all the locality. In all probability, Francois, being of French

descent, brought much of the



Fournier House  
Photographed 2006



Fournier Cemetery Circa 1800  
Photographed 2006

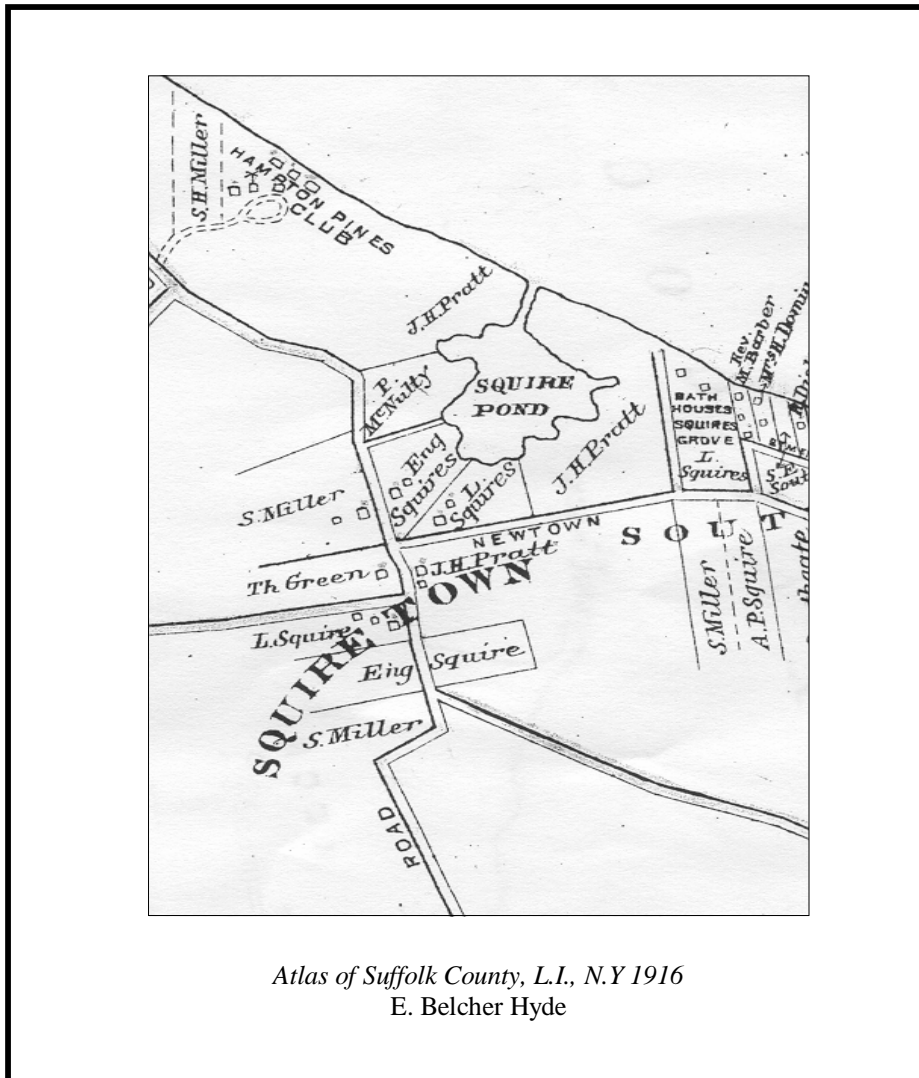
Although Wetterau indicates that the Fournier winemaking enterprise met with renown, the literature, “*A History of Wine Grapes on Long Island*,” by Louisa Hargrave appearing in The Long Island Historical Journal, Fall 1990, Volume 3, Number 1 tells a contrary story.

“In the early years of colonization, persistent efforts were made to promote making wine as a business...Unfortunately,..the imported grapevine, *Vitis vinifera* was much more sensitive to variables of climate and soil than any native American vine...” However, native vines “do not ripen with enough sugar naturally to preserve the juice..They have too much acidity to be palatable... While imported vines “withered and died in a few years, as soon as the root louse or the root knot nematode decimated their roots.”

Further, “Cutchogue’s historian, Wayland Jefferson, “*Cutchogue—Southold’s First Colony*,” NY, 1940, mentions Moses Fournier, a Frenchman ‘whose great vineyards were an outstanding feature of the town’ in the early-eighteenth century. However, the records of the town of Southold for the corresponding period do not mention any Fournier (as landowner, taxpayer, trustee, student, etc.) Perhaps he was omitted for being a foreigner.” OR, perhaps because he resided in Red Creek, Long Island, NY!



**SQUIRETOWN**



*Atlas of Suffolk County, L.I., N.Y 1916*  
E. Belcher Hyde



## SQUIRETOWN AREA

Squiretown and Red Creek are often linked because of their close physical association to each other—only a mile and a half apart. There were and are many ties between the residents of the two communities. Marriage provided a strong bond between families; similar occupations such as fishing or shipping also provided strong links between families. Both East and West Landing Roads bear names that indicate their original purpose. Shallow draft boats came in at high tide. At low tide the boats were resting on the bottom of the bay and horses with their wagons loaded with cord wood were able to walk into the shallow water alongside the boats. Loading could then take place. At high tide the schooners sailed to New York City or Connecticut where the demand for cord wood was high. The average “...two-stove house required 40 cords of wood a year.”  
*Suffolk County, Long Island* by F. Lightfoot, L. Martin, B. Weidman.

Mr. Bayles states, “...a very important industrial enterprise...is the cutting and transporting to market of cordwood from the extensive oak and pine forests. This business gives employment through the winter months, to a large number of the inhabitants, and is to some a regular business through all seasons of the year.”

Almost one hundred years after Ellis and Phebe Squires arrived in the area (1773), Richard M. Bayles (1874) made the following observations of the area. Due to the slow pace of life during the period 1773-1874, we may assume Bayles’ words very nearly describes life as it was at the time of the original settlers.

“Squiretown, on Great Peconic Bay, one and one half miles southeast from here (Red Creek), and the same distance north of Good Ground, is a hamlet consisting of six farmhouses. The first settlement was made here about eighty years ago by one Ellis Squires, the ancestor of that numerous family whose representatives are so often met with in this part of town. Here, also, the shore is lined with salt meadows, and in pre-revolutionary times the people of other parts of the town were wont to come and cut the grass for hay. For their accommodations while temporarily sojourning here during the haying season, they had erected a rude house, and it was in this house that Mr. Squires with a large family of children established themselves and began the settlement.”

On the Chace 1858 map, the six houses are clearly marked. The first “home” of Ellis and Phebe Squires no longer stands. For many years the outline of the basement or foundation could be seen at #4 Red Creek Road; however, due to more recent landscaping and construction, these stones are no longer discernable. As Bayles mentioned in his account, Ellis (1738-1822) and Phebe (1736-1827) had a large family—nine children. They

were Ellis, Jr., Seth, Daniel, Deborah, Parnell, Mary, Loraney, Margaret and Phebe. The very feat of transporting his family and possessions from Machias, Maine to eastern Long Island in 1773 in a sail boat speaks volumes about the determination of Ellis, Sr. Between 1785 and 1800 Ellis built a substantial farmhouse with barn and other outbuildings on the corner of Red Creek Road and Newtown Road.

Of the six houses depicted on the 1858 Chace Map, five of the homes were originally the residences of members of the Squires family. Today, there are no Squires occupying these houses, but the five homes are still in existence and are lived in today.

**RESOURCE # 3: Girl Scout Camp ‘Tekakwitha’ Tax Map # 900-153-1-8.1 & 900-174-1-35 & 900-174-1-36**  
**Address: 62 Red Creek Road**

Records at the Hampton Bays Historical Society include a brochure containing the rules and regulations for members of the Hampton Pine Club. The Club, incorporated in June, 1900 existed for “...the exercise of social intercourse, gymnastic, aquatic, field and general outdoor sports.” The Southampton Town tax records for 1907 show, “house and land in Squiretown known as the Hampton Pine Club bounded on north by Peconic Bay, on the east and south by the land of Colonel Pratt Estate, on the west by land of Dr. Disbrow, totaling 26 acres.” Tax records contain data for this club through 1911. Six structures appear on the 1902 map on this site.

In August 1903, the Hampton Pines Art Colony was established here. Students from the Shinnecock School of Drawing and Painting located in the Art Village, Southampton, NY under the leadership of William Merritt Chase, came to this site to study. The Shinnecock School had closed in 1902, so this became its successor. There is no indication whether the school was in existence more than the 1903 season. *Ron Carter*

It appears that some time after 1911 the Hampton Pines Hotel was located on this site. Helen Wetterau states that “...the history of this hotel is very sketchy. However, when the polio epidemic occurred in 1916, any child who had contracted the disease was taken there for treatment.”

By 1938 the Nassau Council of Girl Scouts acquired this property as a campsite and has operated it to the present time. There are four large structures on the property. The central dining hall and some smaller structures could date to circa 1900. The site was purchased by the Town of Southampton in 2007 using Community Preservation Funds.

Camp Tekakwitha  
 From an undated  
 Postcard ca. 1940s



A recent visit to Camp Tekakwitha provided an opportunity to document the structures presently standing on the property. Shown below is the main lodge presumably built c. 1900.



Photograph was taken April 2007. The lodge is painted green with brown trim. When this structure was owned by the Hampton Pine Club, it served as a dining hall and dormitory for single men. Married men and their families were accommodated in cabins. There are two extant cottages which are shown below. *Ron Carter*



Other buildings on this more than sixty acre property include a gazebo overlooking Peconic Bay, a storage garage, a small two bedroom cottage, a more modern dining facility that accommodates small groups for eating and sleeping and many temporary tents with platforms.

#### RESOURCE # 4: West Landing Road & East Landing Road

Important in the history of Red Creek, West Landing Road and East Landing Road, shown on maps as Squires' West Landing Road and Squires' East Landing Road, figured largely in the commerce of the 1700 and 1800s.

“Any town that had access to the water had a ‘landing.’ Today we would say the town has docking facilities. Good Ground had two landings—both on Red Creek Road. [Actually, only West Land Road is off Red Creek Road; East Landing is off Newtown Road. *Thomas Wilson*] East Landing is at the end of Washington Heights Avenue on Peconic Bay. West Landing, as the name tells us, is farther to the west.

Wood was cut in lengths that would fit on the schooners. These shallow-draft boats came in at high tide and waited for low tide when the boats could be loaded. The horse and wagon with its cargo would stand in the water alongside the vessel where unloading could take place. It is said these horses eventually developed arthritic limbs from the extremely cold water.” Helen Wetterau

During the years 1857-58 when the construction was taking place for the Shinnecock Lighthouse, the materials for the lighthouse were transported from Connecticut across Peconic Bay to Newtown. This information comes to us through Helen Penny Walter in her writings about the Pon Quogue Lighthouse. “Materials needed consisting of yellow pine, timber, rocks, bricks and concrete were brought...by schooner to the Great Peconic Bay at Newtown... A team and wagon owned by Nathan P. Foster, a brother of Edward H. Foster transferred the lumber...to Pon Quogue Point.” It appears that either East Landing Road off Newtown Road or West Landing Road would have been the place where construction materials were unloaded. An archaeological study of East and West Landing Roads for evidence of early wharves should be considered.

Located to the east of East landing road was an area known as ‘Squires’ Grove. The 1916 Belcher-Hyde map depicts bath houses owned by L. Squires. Emma Edwards Schmearsal recounts her memories of this pavilion:

Photo taken circa 1910 showing a picnic at Squires Grove. The man with a beard standing to the right is Samuel Miller, a sergeant in the NY 127th Regiment, known as the “Clamdigger” Regiment since so many of its soldiers were from eastern Long Island during the Civil War.



“...running about the beach and the old pavilion; how it echoes and how ghostly empty it is—a great barn of a building built as a recreation business by Leander Squires around 1900. Millie and Oscar Goodale ran the pavilion the first summer they were married (Millie was Leander’s daughter). Sailing parties from up and down the Island came to eat here, and enjoy the beautiful beach. There were 60 bathhouses and two long docks, and another pavilion, and everything was clean and sparkling and air and water were fresh and pure. An outdoor barbeque pit at the south end of the building turned out many delicious picnics, especially clams and shore dinners. The side doors could be closed to keep out a passing shower. Happy guests from many a private party and church picnic whiled away hours of healthy pleasure here.”



Undated photograph from the collection of Beth White showing Millie and Oscar Goodale on their wedding day. See a later photograph of Mildred Goodale on page 77.

Edna Jackson, who grew up in Good Ground, recalls having Sunday school picnics on the site of Squires Grove, but all that remained of the pavilion was a large wooden floor. This would have been circa early 1920s.

East and West Landing Roads are popular spots for bathers and historically were the locales that William Merritt Chase, a famous artist, chose to paint many of his better-known masterpieces. Chase maintained a studio in Southampton, NY, but painted many scenes of Peconic Bay during the period 1891-1902. These paintings are often referenced as having been painted in Southampton, when in actuality they were painted in Squiretown, NY.

E. Landing Road  
Photographed  
May 2007



*Idle Hours*, 1894 or 1985  
William Merritt Chase  
Peconic Bay near the entrance to  
Squires Pond



W. Landing Road  
Photographed  
May 2007

**RESOURCE # 5: Seth Squires House**  
**Address:**

**Tax Map # 900-173-2-8.1**  
**5 Red Creek Road**

A chain of title for Seth Squires' property was researched by Henry W. Moeller. He wrote: "The chain of title is unusually simple for a site as old as this one. There is no question the land was owned by Seth Squires, but it is not as clear about when the first home was actually constructed on the site. A 1797 map of Southampton including Good Ground does not show a home at this site. An 1838 US Coast and Geodetic Survey does show a building on the site owned by Seth Squires. An unacknowledged deed L.D. #3, page 155 shows that Elias White sold to Elias Squires, Jr. and Seth Squires on 6/10/1802 One half fifty right of land in Lot #12 in Canoeplace Division. Further, the will of Seth Squires gives the homeplace to his son, Seth Squires on 12/10/1830."

By the time the 1896 Hyde map was drawn, the ownership had changed to S. Miller, and continued as S. Miller on the 1902 Belcher-Hyde map. Moeller's title search showed that the property was sold in 1878 to Divine Hewlett et al. and then in 1882 to Samuel A. Miller. In fact, ownership in the Miller family continued until well into the twentieth century. Presently, a granddaughter of the original Miller family owns the house and is in the process of restoring it.



Seth Squires' House  
 Circa 1800  
 Photographed 2006

Seth was the second son of the founder of Squiretown, Ellis Squires, Sr. Seth's occupation was farming. A copy of a letter (in Dr. Moeller's files) from Etta Bleecker, a descendant of Seth Squires, dated August 1926 tells more about the farm. "Seth, Jr. owned large flocks of cattle and sheep which were pastured on the hills which was then the custom for all farmers, each flock to be distinguished by ear marks...In 1840 Seth, Jr. was elected "Fence Viewer" so I presume that after a time the pastures must have been fenced in."

Thomas Wilson, local historian, notes "that the farmers from Canoe Place and Newtown pastured their animals on the hills."

**RESOURCE # 6: Ellis Squires, Jr. House**  
**Address:**

**Tax Map # 900-175-1-28**  
**12 Red Creek Road**

Just across the street from his brother, Seth, Ellis Squires, Jr. built his home. Ellis, Jr. (1761-1854) was Ellis, Sr.'s first son. The original home, modest in size, can be documented by the attic timbers that still show the original outline of the first roofline. In researching this

Ellis Squires, Jr. House  
 Circa 1790-1810  
 Photographed 2006



Henry Moeller inspected the attic of the dwelling and observed that "...The roof rafters of Ellis Squires, Jr. (house) appear to be of white oak. The wood is approximately 4" x 4". The rafters are adzed on two sides and bark remains on two sides. There are ten rafters from end to end. They are approximately 32" on center except for the end ones. There is no ridge. Rafters are pinioned and covered with lathing strips for cedar shingles. The lathing strips have cut nails in them. The original house measured 12' 3" and was 22' 8 1/2" long."

Over the years, very little restoration or renovation has been done, leaving it, basically, in its original condition. The deed transferring this property to Ellis Squires, Jr. is dated 9/2/1785 and had been previously owned by Silas Foster.

**RESOURCE # 7: Ellis Squires Sr./Hadley House**  
**Address:**

**Tax Map #: 900-175-1-36**  
**186 Newtown Road**

Around the corner from Seth and Ellis, Jr. stands one of the oldest structures in Hampton Bays—the home of Ellis Squires, Sr., their father. (1738-1822) The legend of the Squires begins with Ellis, Sr., who at the age of 35, together with his wife, Phebe Russell, departed from Machias, Maine in 1773 and sailed to Goose Creek, the present village of Flanders, NY. Sons Ellis, Jr. , age 12 and Seth, age 7, and some of their daughters (names unrecorded) traveled along. During the American Revolution they lived, "...safely hidden in the swamps and forests of Red Creek Island." Benjamin Franklin Squires wrote in a *Record of the Squires Family* that when the British withdrew their troops from the east end of the island, (1781) "...the Squires family left Red Creek Island and settled three miles further east by the side of a beautiful brook of cool, fresh water that ran rippling into a large salt pond, which ebbed and flowed into Peconic Bay." Ellis, Sr. purchased the property on September 2, 1785. The house initially was a one story dwelling; a second story and a rear extension were added later in the nineteenth century. In the opinion of architectural historian, Zachary Studenroth, the original home consisted of the front first floor portion and the next "kitchen" portion. The home has been constantly occupied up to the present time.

Ellis Squires, Sr. House  
 Photographed 1999



Further east on this property, a large barn, adjoined the house. The barn impressed young Emma Edwards, who years later wrote of the “...huge barn, the roof rimmed with spiky lightning arresters.” The barn no longer stands.

In 2007 the Town of Southampton purchased the six acre parcel to preserve it from development and to protect the shoreline along Squires Pond. Community Preservation Funds provided the finances to save this historic home and site for future citizens to enjoy.



Ellis Squires, Sr. House, Circa 1785  
Photographed with barn circa 1900

Across the road from Ellis Squires, Sr.’s home was the home of J. H. Pratt. This information is shown on the 1916 Hyde map. Prior to Pratt’s ownership the property had belonged to Nicholas Squires, son of Seth Squires who had “...inherited the place from him (Seth.) Nicholas followed in the footsteps of his father. He reared and brought up a family of eight children on a large farm adjoining his homestead.” *Hampton Bays News, Vol. 1, No. 8, 8/28/1930*

The article continued, “The old Nicholas Squires homestead which has stood empty of many years on the Squiretown Road was burned about 2 o’clock on Tuesday morning. Several men were seen near there just before the fire by neighbors who were awakened by their loud voices. Whether it was Hallowe’en revelers or other parties is not known. The house, a story and a half affair (same as Ellis Squires, Sr.) was framed out of hewn oak logs by Nicholas Squires’ grandfather, Ellis Squires....”

Nothing remains of the old house. Another structure now occupies the property.

**RESOURCE # 8: Squires Pond & Park****Tax Map #: 900-175-1-15 &  
900-175-1-41.4 & 900-174-1-43**

The earliest map that I have seen for the Squiretown area (1838 US Coast & Geodetic Survey) clearly shows Squires Pond; however, the name written on the map is illegible. The pond is a coastal salt pond that remains largely unchanged from the days when Indians collected shell fish from its clear waters and obtained fresh water from the brook that feeds the pond.

Dr. Henry W. Moeller took a coring of the wetlands around the pond in 1987. The core revealed the existence of fresh water peat below salt water peat which was deposited during the last 200 years when the pond became a tidal pond. The inlet from the pond to Peconic Bay, showing its tidal nature, first appeared on an 1838 US Coast and Geodetic Survey map. During his research, Dr. Moeller also observed the existence of a few cedar tree stumps submerged in the pond.



Photographed 1999  
Henry W. Moeller

The Town of Southampton recognized the value of preserving the pond and its surrounding beaches by purchasing the land designating the area as a town park in 2003.

The pond is bracketed by two roads, West Landing Road and East Landing Road; they are discussed previously as Resource #4.

**RESOURCE # 9: Leander Squires/Soyer House**  
**Address:**

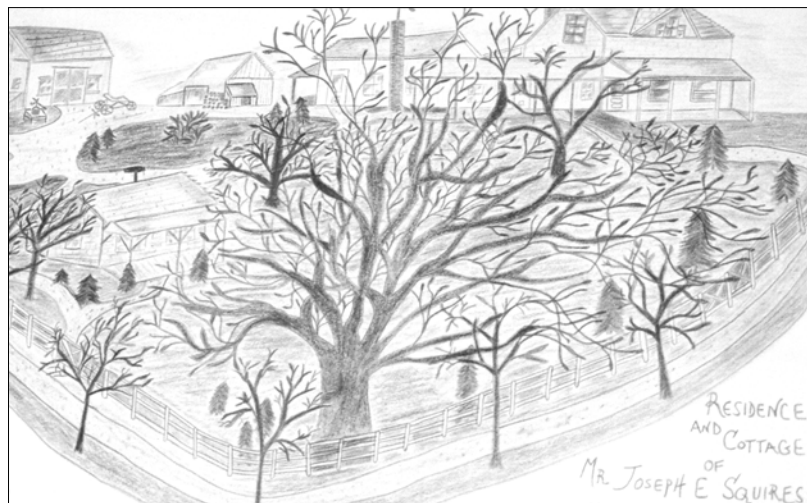
**Tax Map # 900-173-2-11**  
**107 Squiretown Road**

Leander Squires (1843-1934) son of Jetur Squires, married Sarah Elizabeth Penny. The 1896 Hyde map indicates that this was the site of Leander's farm consisting of over 300 acres of land. Joseph E. Squires was the son of Leander Squires. According to Sheila Van Scoy Dingley, Joseph and his wife, Mabel, ran a farm on this site; however, Gardiner indicates that Joseph "...was once a bridge tender of the Old Ponquogue Bridge and was later in real estate. In 1915 he was a postmaster in Good Ground." A sketch of the farm with its buildings is dated 1922 (artist unknown) and shows the farmhouse on the right side which appears to be the home of Leander since Sheila V. Dingley indicates the barn on the upper left side was converted into a home for Joseph and Mabel. "The cottage shown to the left foreground was originally a corn crib converted into a home. Excavations around the corn crib have revealed human bones indicating that this area was once a burial site." These three buildings may correspond to the three structures shown on the 1902 Hyde map.

Tiger Gardiner in her account of the Squires Family stated that Leander "was a grocer in Good Ground (Red Creek Village) in 1910-11 and 1915. He ran a farm in Squiretown.

"It was a 300-acre farm with pigs, cows, chickens, ducks, turkeys and guinea hens. Strawberries were grown and the local folks picked them for one to two cents a quart. They were packed in crates and taken by stage to the railroad station....Next to Leander Squires's house was a community store where he sold his produce and sundries. Later he closed that store and purchased the grocery store, near the railroad station, which then became known as the Leander Squires Store and Post Office."

This house later became famous with its 20th century owner, artist Moses Soyer (1899-1974). Mr. Soyer's paintings are in many major museums worldwide. Additions have been made to the house over the years, but the original structure stills maintains its historic aura. A descendant of Moses Soyer resides in the home today.



Leander Squires' House  
 Sketch made in 1922 from the collection of Sheila Dingley

**Michael Zarro House**  
**Address:**

**Tax Map # 900-263-1-6**  
**6 Squiretown Road**

The Southampton Town Tax Assessment records indicate this house was built circa 1900. In contacting Michael Zarro the grandson of the original owner—also Michael Zarro, he told me that his grandfather moved a carriage shed from Main Street to this location and converted it into a house circa 1900. Mr. Zarro did not know where the shed was originally located nor its owner. In Good Ground Willis Weston Wells ran a livery stable at 160 West Montauk Highway; it is possible that the carriage shed referenced above may have been situated on that property. Obviously, the structure has been completely changed.



Zarro House  
 Photographed May 2007

**RESOURCE # 10: William Smith /David Burliuk House** **Tax Map # 900-226-2-2.5**  
**Address:** **65 Old Riverhead Road**

An old farm house identified by Schmersal as belonging to her uncle and aunt, William and Fanny Edwards Smith. The Southampton Town Tax Assessment records indicate this house was built circa 1859. Ms. Schmersal wrote her account, *Surrey Ride to Red Creek*, citing the year 1921 for her recollections. She remarks that the house was “...later sold to Hambel’s and then to artist David Burliuk, who with his wife, Marissa lived there many years.



William Smith /David Burliuk House  
 Circa 1900  
 Photographed 1999

They travelled the world and returned to paint many fine works here.”

Both David Burliuk and his son, Nicholas, were renown artists and belonged to an active circle of artists (Moses Soyer, Nicholas Cikovsky and George Constant) who lived in and about Hampton Bays in the 1930-1950 period. The house has been renovated and is still occupied by a member of the Burliuk family, Mary Burliuk Holt, who states that the original house consisted of one room that is now to the rear of the present house. For many years while David Burliuk painted there that room served as the family kitchen. The front porch was enclosed and was used as the painter’s studio. A carriage house in the back yard was fitted out as a studio for Nicholas.

In 1942 before Nicholas served in World War II, he purchased the Hampton Bays’ property for his parents to insure that they had a comfortable place to live and work. Upon David Burliuk’s death, he divided the property between his two sons, Nicholas and David, Jr.

The present owner indicated that the property once was renown for its strawberry crop and originally consisted of about ten acres of land.

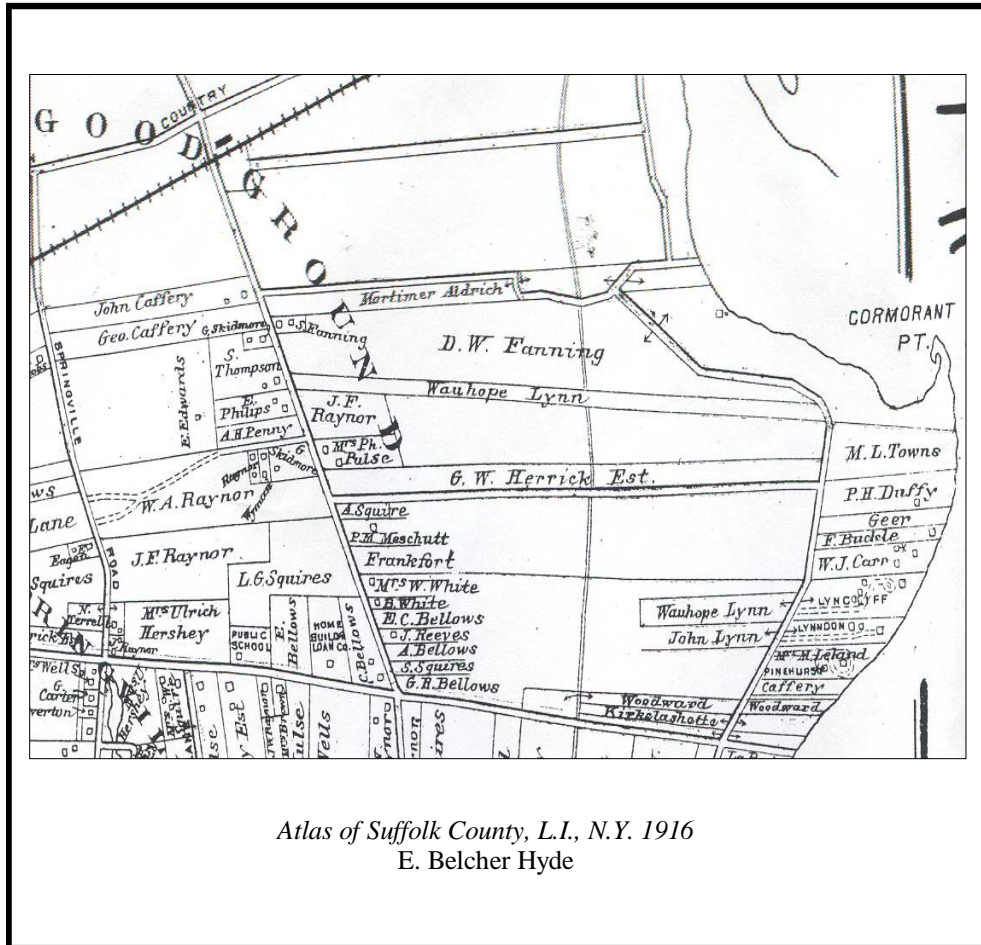
In the photograph shown below, David and Marussia Burliuk are seated in front of their home which probably looked the same as when the Smith’s lived there and farmed the land. The old kitchen is seen to the rear of the house and appears to be a much earlier structure as Ms. Holt indicated.



Photograph circa 1942  
from the collection of Mary Burliuk Holt



**GOOD GROUND  
SOUTH  
OF  
MAIN STREET**



*Atlas of Suffolk County, L.I., N.Y. 1916*  
E. Belcher Hyde



**PHASE II: AREA FOUR**

**SOUTH OF MAIN STREET**

**Good Ground Area**

Although the name “Good Ground” eventually came to represent all of the various districts in the hamlet, prior to the area being named “Hampton Bays” (1922), it initially referred only to the land to the north and south of Montauk Highway beginning west of the Canoe Place Inn and running to Route 24 (Flanders Road.) Properties along the Montauk Highway corridor have been included in Phase I of the Hamlet Heritage Study. In addition, Good Ground includes properties primarily along Ponquogue Avenue from Montauk Highway south to Bay Avenue.

In 1918 a historian reporting on Long Island called Good Ground, “...an oasis in the desert of sand and forest which surround it.” (Benjamin F. Thompson, “*A History of Long Island.*”) Bayles’ account (1874) reinforces the above statement. “About three score and ten years ago there stood a small house on the North side of the Old South Country road, about two miles west of the isthmus of Canoe Place... the house stood alone in a valley, on or near the premises now owned my Mr. Elisha King, and it was then occupied by an aged widow lady...(who lived) in this comparatively fertile valley where stood a pool of water, no doubt on a clay bottom. Walking near it one day the old lady picked up a lump of the soil and made the chance remark ‘this is *good ground.*’ From this unimportant incident the village of Good Ground took its name. Such is the tradition handed down among the natives of the place.” Richard M. Bayles

An 1896 map by Hyde depicts fifteen structures in the area. No one family dominates this area as in Canoe Place that was the domain of the Warners or Squiretown, where the Squires were the major landowners.

In 1874 Richard M. Bayles described Good Ground as follows:  
 “(Good Ground)... this locality has become an important centre to the inhabitants of the neighboring hamlets. The principal part of the village lies along the road a distance of one mile from east to west, and contains twenty-six dwellings, a Methodist Episcopal Church...three stores, a post office, hotel, windmill, and a district school. The soil is light, and favorable to the growth of small fruits. Large quantities of strawberries were shipped from here during the season of 1872 to the Boston “Jubilee.” The Branch railroad lies parallel to the village street, twenty to forty rods south of it.”

As mentioned earlier, it was the advent of the railroad in 1869 that focused the spotlight on Good Ground as the center of the hamlet’s activities.

To evaluate the size of the population of Good Ground in contrast to the population of Southampton, one may consult the Report to the Commissioners filed by the various school districts for the period ending September 30, 1872. The report shows that Good Ground had 105 “scholars in attendance” (not including 80 from Springville, (there is no report available for Red Creek) while Southampton reported a total of 107 students. Obviously, Good Ground was an important center of the population and it remains so to the present day.

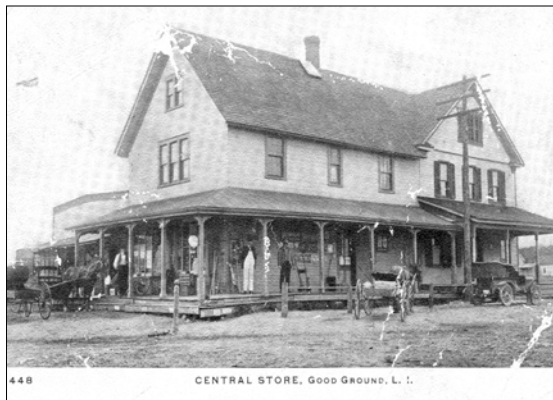
### PONQUOGUE AVENUE-EAST SIDE

The early maps of 1858 do not indicate any property owners along the length of Ponquogue Avenue; however, the 1896 map shows the corner of Montauk Highway and Ponquogue Avenue occupied by a store and post office—there are no owners mentioned. By 1916 the E. Belcher Hyde map shows the very large corner lot owned by Ernest Eldredge (sic) that extends from Montauk Highway to the railroad station. There are two structures depicted near the corner intersection; neither building is extant. The tax assessment roll of the Town of Southampton for the year 1915 confirms that Ernest W. Eldridge owned “...Land and buildings at Good Ground known as Columbia Hotel bounded N and W by highways, E by land of Emma Phillips and S by LIRR.”

**Leander Squires’ Store**  
Address:

**Tax Map # 900-263-3-20.2**  
**Ponquogue Avenue**

On the above mentioned 1916 map, across from the railroad station, three structures are depicted—two one story buildings and one two and a half story building. These are labeled ‘store, post office and hotel.’ The hotel or a barn that was located across the street was moved and later became the Leander Squires’ General Store. The store was subsequently owned by Esther and Max Greenberg and later became Key Food Market until it was torn down in 2000 to make way for the Southampton Town Community Center and various stores.



Leander Squires’ General Store  
Circa 1910  
Postcard

**The Hampton Bays Railroad Station  
Address:**

**Tax Map # 900-263-3-20.2  
Ponquogue Avenue**

Vincent F. Seyfried's, "*The Long Island Railroad A Comprehensive History*", outlines the age of expansion 1863-1880 for the railroad.

"Good Ground (Hampton Bays): Passenger service opened to here December 20, 1869. This remained the terminal station until the opening of the road to Bridgehampton on April 23, 1870. A depot building, erected by Charles Hallett, was constructed in December 1870 and opened for use in February 1871. On November 4, 1873, the depot and freight house burned down and Hallett received a contract to erect a successor. The frame went up in December 1873, and the structure was completed and occupied by January 10, 1874. Located on the north side of the track and west side of Ponquogue Avenue."

Wetterau continues the story of the railroad station, built in 1874.

"It looked very much like the present Riverhead (NY) Station. Because of declining revenue, during the 1970's the station was closed. Continued vandalism and later a fire caused the station to be demolished. Our fourth (and present station) is situated approximately where our first station stood."

The 1916 E. Belcher Hyde map shows the railroad station on the east side of Ponquogue Avenue with a freight station slightly further east and another freight station to the west of Ponquogue Avenue. There is a spur track and building depicted on the map on the east side.



Railroad Station  
Circa 1920  
Postcard

**Jackson's Lumber Yard  
Address:**

**Tax Map # 900-263-4-1  
31 Ponquogue Avenue**

In *Phase I of the Historic Profile of Hampton Bays*, Frederick W. Jackson's lumber yard and mill were discussed when this business was located on the northeastern corner of Montauk Highway and Flanders Road. Probably around the time of the arrival of the train in Good Ground (1869) Mr. Jackson relocated his lumber business to the east side of Ponquogue Avenue adjacent to the railroad siding. This was an astute move as he gained a ready access to lumber shipped by rail and to the business center of the town.

The site is presently occupied by a plumbing supply store. **Further research is necessary to determine whether any of the original structures are still standing.**

**William Phillips House  
Address:**

**Tax Map # 900-263-4-2  
33 Ponquogue Avenue**

This was the home of Clara and Will Phillips built circa 1900. Will was related to Fred Phillips who owned the local hardware store. Now the structure contains apartments to lease. *Jeanne Mc Connell* Present owners have no knowledge of the structure's history.



Photographed November 2006

**RESOURCE # 11: Benjamin Fanning House  
Address:**

**Tax Map # 900-264-1-1  
37 Ponquogue Avenue**

As early as 1896 the Hyde map lists this parcel of land as owned by H. K. Fanning; the 1902 map shows D. W. Fanning as the owner with the land extending from Ponquogue Avenue to Lynn Avenue. The tax assessment roll for the Town of Southampton dated 1885 shows Daniel W. Fanning in Good Ground with 130 acres of land. By 1916, the owner is B. L. Fanning. There are four buildings depicted on the map on this lot near the Ponquogue Avenue border. By 1915, the Southampton Tax Assessment rolls show the acreage reduced to 32 acres.

A relative of the Fannings and a local historian, Beth White, tells us that the home belonged to Benjamin and Carrie Fanning. A circa 1920-1925 photograph shows the house when the first telephone switchboard was located there. First operator? Carrie Fanning. Wetterau states that on January 15, 1920, the telephone office was relocated across the street in a two story wooden building purchased from Alvin Squires. Available lines increased from 76 to 120. A portion of that building was moved further to the south and became the Hampton Bays Library.



Benjamin & Carrie Fanning's Home, Circa 1920-25  
Photograph from personal collection of  
Beth White

On the 1842 Mather Map there are less than ten houses scattered along the length of Ponquogue Avenue—east and west sides. By 1902, the E. Belcher-Hyde map depicts about a dozen structures lining the east side of Ponquogue Avenue. Names that are associated with the early history, such as Squires, Bellows, White, Jackson and Judge Lynn, all are there. Ponquogue Avenue, tree-lined, with gracious homes can be seen below in the postcard view taken approximately 1920.



Postcard Circa 1920

**POSSIBLE RESOURCE: Cassandra Squires House**  
**Address:**

**Tax Map # 900-264-1-4**  
**41 Ponquogue Avenue**

Single family home built by George D. Squires, father of Elizabeth (known as 'Tibbie') & Cassandra Squires circa 1860 according to Southampton Town Assessment records. "*The South Fork Squires*," by Tiger Gardiner, Baltimore, 1992, show that Cassandra Squires was



born in 1884 and died in 1969; she never married. **This structure requires more research as it is a unique architectural style.** Edna Jackson points out that for many years the front porch, or piazza, was missing and what we now see is a replacement of the original porch.

Photographed November 2006

**RESOURCE # 12 : Hand-Aldrich American Legion Hall/Tiedemann House**  
**Tax Map # 900-264-3-40.1**  
**Address: 57 Ponquogue Avenue**

Tracing the American Legion's meeting places takes one all over Ponquogue. Initially the members met in Phillips Garage on Montauk Highway, then moved to a vacant store on Ponquogue Avenue owned by Leroy Squires, then to a summer cottage on Foster Avenue, then to the Shinnecock Field Club property between Foster Avenue and Lighthouse Road and finally to the "home" they today own on Ponquogue Avenue just opposite the Hampton Bays Library. (Helen Wetterau) Associated with the American Legion's building constructed in 1928 is a house directly to the south purported to be over 100 years old.

Thanks to Beth White for providing a copy of the original deed for the house dated



Photographed June, 2007



Photographed June, 2007

1896. The property was originally owned by Daniel W. Fanning and his wife, Emily J. and was a part of a much larger acreage. One acre was deeded to Samuel E. Fanning and his wife, Annie A. who on 10/22/1903 deeded the property to Annie E. Rose for one dollar. Ms. White states, "The house was built by Henry Tiedemann between 1910 and 1915. Tiedemann came to this country from Germany, leaving his wife and children behind, until he found a job and built a home for them. Unfortunately, after he had built the house he received word that his wife and children were dead (World War I). In 1918, he went out to the barn in back of the house and hung himself. The house was left to William Tiedemann, Henry's brother. William was married to my grandmother's older sister, Addie Fanning. Addie had a laundry business in this house and my grandmother said she had a big mangle, etc. The wealthy summer people had their laundry done there... When Addie got sick with tuberculosis, my grandmother ran the business for her until Addie died in 1934. William Tiedemann died on the same day in 1934 and the house was left to my grandmother and her older sister, Nessie. Since my grandmother already had a home, she gave her half to her sister, and it was later sold."

Undated photograph from the collection of Beth White showing (from left to right), Addie Tiedemann, Nettie Brown, ? and Helen Young in front of the old house.



**RESOURCE #: 13: Episcopal Chapel**  
**Address:**

**Tax Map # 900-296-2-33.1**  
**115 Ponquogue Avenue**

A 1916 E. Belcher Hyde map shows a small building marked “chapel” further south on Ponquogue Avenue. (Approximately where the present-day Episcopal Church is located) The structure shown below in the photograph was identified by Jeanne McConnell as the original Episcopal Chapel which was moved to this location when the present church was erected in 1917. This building is historically significant and must be preserved. Southampton Town Assessment records indicate the structure was built c. 1900. This date is confirmed by one of the present owners.

The house that is located on the street, in front of the chapel was built about 1920 by Joseph Penny who owned the land from Ponquogue through to Wakeman Road. Penny had a chicken farm there and one of the original chicken coops stands behind the house. Jeanne McConnell reminisces about her childhood days, “In the back field a carriage and horse stable full of sweet-smelling hay was located. The horse’s name was Old Dan and often we would visit, but be chased away as we were trespassing.”

In addition, Ms. McConnell remembers that “located to the north was Edith and Warren Penny’s home and next door was “Aunt Louise’s house where Frank Squires kept ice cut from Bellow’s Pond. Many times in the summer I went with my parents to buy ice. Frank’s wife lifted the heavy ice out of the chest as Frank, who also delivered ice, was more than likely on his route.”

Photographed November  
2006



**Frank and Emily Squires’ House**  
**Address:**

**Tax Map # 900-296-2-9**  
**125 Ponquogue Avenue**

Original owner of this home is unknown, but Frank and Emily Squires moved from 121 Ponquogue Avenue to this home. Southampton Town Assessment records indicate that this house was built c. 1896. The larger house was used to rent rooms to teachers, but as Jeanne

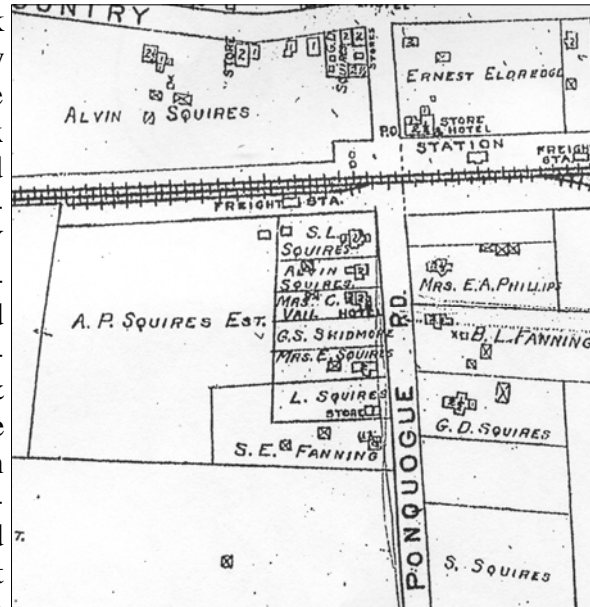


McConnell commented, “Everyone who had an extra room in those days rented to teachers.” Edna Jackson writes that, “Frank Squires ran an ice delivery business from his mother’s home two houses north of this house. I knew her as ‘Aunt Louise.’ Mr. Squires delivered ice to our ice box on Foster Avenue. When he chopped the large blocks of ice to fit the icebox, chips flew in the back of his truck and we kids were allowed to grab a cold treat to suck on. (This was the closest we came to the current ice cream man.”) Circa 1930s.”

Frank & Emily Squires  
 Photographed November 2006

## PONQUOGUE AVENUE— WEST SIDE

The lot on the western corner of Montauk Highway and Ponquogue Avenue remained empty according to the maps consulted until sometime prior to 1916. The 1916 Hyde map shows six structures occupying the corner area on land owned by G.D. Squires. The 1926 NY Fire Insurance Rating Book, V.4 for Suffolk County, NY lists the following commercial establishments beginning at the southwest corner of Main St. and Ponquogue Avenue: Geo. D. Squires, fruits, vegetables & dwelling, Geo. D. Squires, drug store & barber shop, G.D. Squires, Plumber shop, store and dwelling, Geo. D. Squires, business barn (rear), Geo. D. Squires, Storage of plumbers' supplies (rear) On the south side of the railroad tracks, and extending to Shinnecock Road, about fifteen structures appear on the E. Belcher Hyde 1916 map including a hotel of considerable size owned by Mrs. C. Vail.



### RESOURCE # 14: VAIL/SCOTT HOUSE

Address:

Tax Map #: 900-224-49.1

20 Ponquogue Avenue

In researching this structure the Town of Southampton Tax Assessment records do not show an actual date of construction. However, the present owner, J. Ronald Scott, indicates that as of 1882 the building housed Mary Emma Vail's Ice Cream Parlor which possibly was operated in conjunction with the hotel shown on the 1916 Hyde map. When the Scotts purchased the structure in 1972, it was a boarding house called The Haven House. The partial basement contains a circular brick structure that Mr. Scott assumed held the coal for the furnace. **Additional research is required to properly date this house.**

In my search to discover why some old houses had circular brick cellars, I asked most homeowners if they knew the reason for this particular type of construction. Both Thomas Wilson and Edna Jackson agree that "most Hampton Bays year-round houses had round brick cellars with entrances from the outside—they were called 'root cellars.'" They were used in winter time to store potatoes and root vegetables, also crock pots of pickles and sauerkraut, etc."



Photograph circa 1950s  
from the collection of  
J. Ronald Scott

South of the railroad tracks the 1916 Hyde map shows a large piece of land extending from Ponquogue Avenue to Springville Road owned by D. Loughran Est. Wetterau refers to this farm in her account. There is more information about Daniel S. Loughran's home on page 82 in the Rampasture Heritage Area.

“The Lough-rea Farm was the largest chicken farm consisting of 65 acres owned by Daniel S. Loughran... It is believed they also had cows. *The Southampton Press* of February 1907, states, ‘D. S. Loughran’s chicken farm on Ponquogue Avenue is shipping at the rate of 36 dozen eggs per day to the city.’ An additional news item dated March 1907, states, ‘Mr. Loughran has added 12 colony houses to the already large chicken farm, having at present about 4,000 fowl.’”

According to Wetterau, across the street Samuel Watson Squires had a ten acre farm. This farm does not appear on the 1916 map.

“Uncle Watt raised a variety of vegetables which he sold door to door by horse and boxwagon. His wife, Aunt Louise, in her sunbonnet, worked beside him in the vegetable rows.”

*Helen Wetterau*

**RESOURCE # 15: Fanning House**  
**Address:**

**Tax Map #: 900-224-2-43.3**  
**30 Ponquogue Avenue**

This house is shown on the 1873 Beers, Comstock & Clive Map as the property of H.P. Fanning. The 1885 Southampton Town Tax Assessment rolls show that Harlan P. Fanning owned 70 acres. In the backyard is a small tombstone to the memory of Ann Fanning, a beloved daughter, who died as a result of an accident. The date on the stone is illegible. An account written by Laura Bigelow Phillips tells of Ann's death: "Ann, the oldest, was picking wild cherries from a tree in front of the King's home and fell out of the tree onto an upturned rake, the prongs of the rake went into her throat and killed her." Beth White, whose grandmother was a Fanning recounted that Ann was buried in Red Creek, but not in a cemetery. The headstone was later moved to this Fanning House.

The present owners are restoring the house; in the process of construction they have seen three distinct phases in the evolution of the structure. The front section that once had a front porch was the original building. There is no basement under this part of the house; the beams were supported by large stones resting in the sand. Wooden elements such as studs and floor boards show hand-worked mortise and tendons. The original interior consisted of four small rooms and one closet. Allegedly, during the period of British rule, closets were taxed as another room; therefore, homeowners rationed closet space to save on taxes. The exterior of the structure had red board siding--this was uncovered under the present-day shingles.

The second section of the house was added sometime later. It has a circular basement that the owner said was constructed in this manner to add supporting strength—more than a rectangular brick basement could afford. The final addition was used as a kitchen. The dates of the latter two additions are unknown.



The present owner dates the house to the late 18th century. **The house warrants additional research.**

Fanning House  
 Photographed 1999

Original red board siding is  
 apparent on second storey  
 May 2007



**RESOURCE # 16: Union Free School-Ponquogue  
Address:**

**Tax Map # 900-262-2-2  
72 Ponquogue Avenue**

Prior to the construction of a new school on Ponquogue Avenue in 1908, the hamlet of Good Ground had one-room schoolhouses at Red Creek and Good Ground on East Montauk Highway, and a two-room school on Bay Avenue in Springville. The meeting house, now called Canoe Place Chapel, may have once functioned as a school, but additional research must be completed to state this with authority.

It is interesting to note how thrifty the school board members were in recycling supplies from the Good Ground and Springville Schools. Minutes from the school board meetings (1907-1911), included in Wetterau's book, "*Good Ground Remembered*," list the following salvaged items.

“Outhouses and coal house moved from Springville to new school.  
Classroom seats, teachers’ desks removed from two old schools.  
School bell taken from Good Ground School.  
Flagpole moved from Springville School.”

The two old schoolhouses along with the land upon which they stood were sold at auction together with excess equipment. The auction garnered \$2738.61.

With six rooms this building housed a total of 181 students in 1910. Classes initially began with first grade and ended with the first year of high school, but in 1909 the grades were increased to three years of high school. “Before the implementation of the four-year high school, students wishing such an education, attended either Riverhead or Southampton High Schools.” Wetterau

An addition consisting of a high school wing, erected in 1923, is still in use; while the original frame structure was demolished in 1968.



Postcard c. 1930 shows  
both old school building on  
right and new addition  
on left

### LYNN AVENUE (North to South)

The southernmost portion of Ponquogue Avenue lies within the Ponquogue Heritage area and will be discussed in the next section.

An 1896 Hyde map depicts Lynn Avenue as a continuation of Canoe Place Road, but by 1902 a subsequent Hyde map shows the present ‘jog’ in the road that delineates Lynn from Canoe Place. This ‘jog’ in the road is attributed to Judge Wauhope Lynn by Wetterau. “When the town fathers decided to extend Canoe Place Road south along the shore, Judge Lynn convinced them to place the road back from the shore, so that the valuable shore-front property could be utilized to a greater advantage. The town agreed and subsequently named the road Lynn Avenue.”

On the eastern side of Lynn Avenue where the area now known as Sun Valley is located, was a farm owned by Daniel W. Fanning. Wetterau described it as “...a large farm, possibly between 400 and 500 acres. He (Mr. Fanning) had, among other things, a large herd of cows and sold milk for eight cents a quart. He also had the ‘salt works.’” In olden times the only way to keep food and meat in the winter was to salt it, brine it, or keep it cold with the ice cut from the ponds and bays. In the first valley on his farm, salt water was placed in troughs and left in the sun to evaporate, leaving the salt residue. It is not known whether Dan Fanning used this salt for only his own use, or whether he had enough to sell.” D. F. Fanning’s property is shown on the 1902 Hyde map encompassing all of Cormorant Point and extending west to Ponquogue Avenue.

The era of large summer cottages was in full-swing during the 1890s and early 1900s. Our maps show large estates to the east of Lynn Avenue bordering on Shinnecock Bay. The estates began just south of Cormorant Point and extended to the Shinnecock Lighthouse. The only remnants from this golden era are postcards and photographs—as for the houses, fire, flood, etc. demolished them all.

The two Lynn bothers had contiguous property on Lynn Avenue; the estates were named, “Lynncliff,” and “Lynnndon.” Ethel Lynn, presumably a sister, owned the house adjacent to Lynnndon and called it “Pinehurst.” Then, as now, bestowing a name on one’s property was the fashionable thing to do! The 1902 Hyde map shows each estate with two or more houses on it. Along this stretch of Shinnecock Bay there are two other estates shown, “Tanglewood” owned by F. Buckle and “Heathercliff” owned by W. J. Carr. Unfortunately, there are no photographs to document these houses.

Judge Wauhope Lynn, according to Helen Wetterau, was at various times in his life, a lawyer, a New York State Assemblyman, a New York State Senator and a judge. “Judge Lynn was the first of the politicians to come to Good Ground. Aware of the natural beauty and potential of the area, he encouraged other political figures, mainly from the City (New York), to build and maintain summer homes in the area.” The 1916 Hyde map shows Judge Wauhope Lynn owning property throughout the hamlet—largely undeveloped land. The 1915 Southampton Town Tax Assessment rolls show that Wauhope Lynn owned over 440 acres in twelve locations around Good Ground!

**From the historic postcard collection of the Hampton Bays Historical & Preservation Society comes this view of the estate of Judge Lynn.**



“Lynncliff” home of Judge Wauhope Lynn  
built in 1892.

A 1905 Brooklyn Eagle newspaper article submitted by Ron Carter gives a description of “Lynncliff.” “The house is that of a lodge or bungalow in make-up, low and squatty, being about fifty feet in front and eighty feet in depth and the grounds consist of about thirty acres, some of it having been purchased from the Shinnecock Indians.

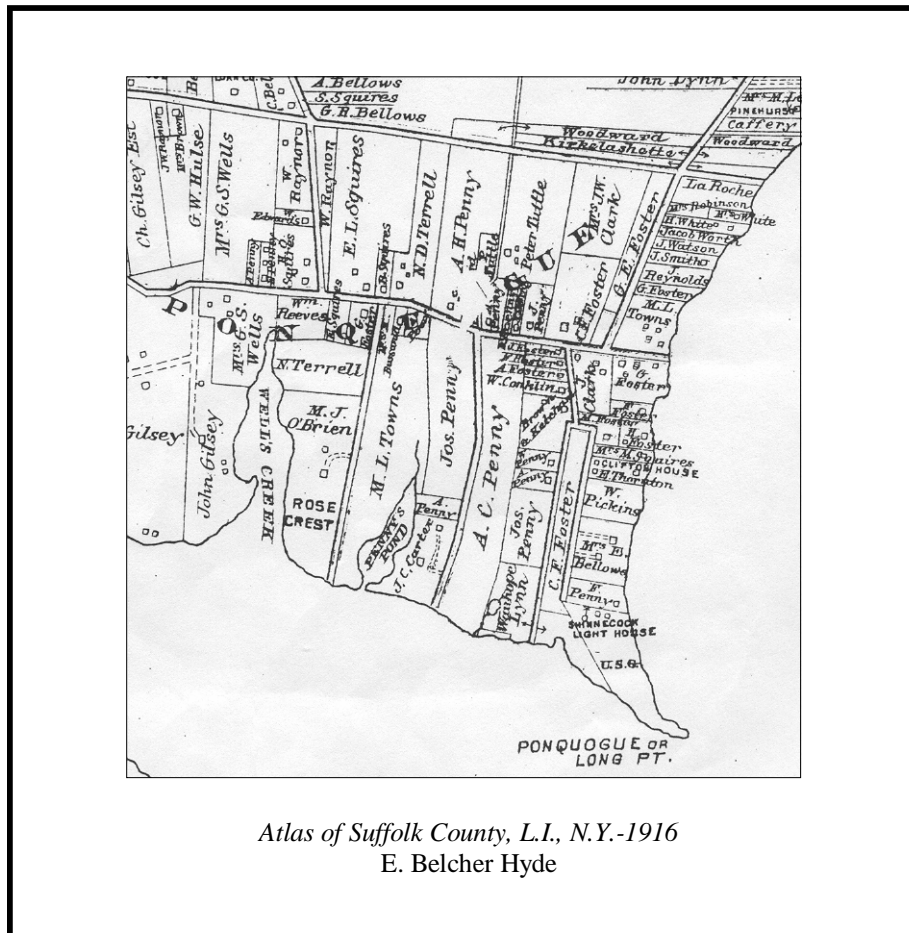
The house has broad verandas 50 feet long, which are covered by a portion of the roof supported by great red cedar posts in the rough, over which run various ivies and climbing vines. The interior of the house is most inviting, especially on the main floor, where there is a very large room 20x23 feet, containing a very large chimney in which open fires are built, taking full cord wood sticks, and the effect to the visitor is restful. The walls are covered with implements of war, [speaking of restful!] old fashioned oil paintings and many curious articles.”

Historian William S. Pelletreau wrote in 1903 of Judge Lynn’s influence on the area.

“The great advantages of this region as a summer resort have induced many prominent people from New York to purchase lands and build country seats. Among them are Judge O’Brien, of the supreme court; James C. Carter, one of the most prominent lawyers in the State; and Hon. Wauhope Lynn. The latter named, with a full appreciation of the prospective importance of this region, has made very extensive purchases, and has done far more to develop the resources of the neighborhood and to make its many attractions known far and wide than any other person. His efforts in this respect have met with the fullest public appreciation, and a few years hence will probably see it one of the most popular resorts in the country.”



**PONQUOGUE  
AREA**



*Atlas of Suffolk County, L.I., N.Y.-1916*  
E. Belcher Hyde



## Ponquogue Area

The Ponquogue area is delineated as follows: from Bay Avenue south to the U.S. Coast Guard Station including Shinnecock Road, Lighthouse Road, Wakeman Road and Foster Avenue; it extends from Ponquogue Avenue south of Bay Avenue east to Shinnecock Bay.

An historical perspective of this area in 1874 is provided by historian, Richard M. Bayles.

“The peninsula of Ponquogue... is about two miles across...It is partly covered with oak and pine forest, and the surface for the most part is level and very sandy. On a point which forms its southern extremity is a clearing containing the hamlet of Ponquogue. This settlement contains fifteen dwellings and the Light House, which stands in majestic conspicuousness upon the point, a little in advance of the habitations and just one mile from the ocean shore.”

In 1896, twenty-six structures may be counted on the Hyde map—certainly this was an important center of the hamlet’s population—but, what were the residents’ occupations? Certainly, many were involved around the water, whether as baymen, fishermen, or as boatbuilders. Helen Wetterau cites numerous farms in this area; the Ponquogue Dairy Farm was established around 1919 and owned by Fred Foster and his son, Edgar. In addition to milk cows, the Fosters raised the corn to produce fodder for the cows.

At the same time that the Hyde map was prepared, 1896, an important era was evolving—the age of the boarding houses. The railroad opened the east end of Long Island to tourists mainly from New York City. They came to experience the clear air and clean water. Many of those who visited, stayed for the entire summer and came back in subsequent years to purchase second homes. The Hyde map shows the location of the Clifton Hotel on Shinnecock Bay very near the Ponquogue Lighthouse. Numerous other boarding houses/hotels and estates were located in Rampasture, Springville and Tiana.

Just north of the lighthouse, the first boarding house, the Bay View, stood. Built by Martin Van Buren Squires about 1875, it burned down prior to its ten year anniversary.

The Clifton Hotel, built on property adjacent to the Bay View, had a majestic presence on the Bay. Four stories tall with a prominent tower, the Clifton Hotel was the largest boarding house in the area.

Dr. Emma Bellows provides general information regarding boarding houses that can be applied to all of them.

“There was no town water and no electricity so nearly every one had a windmill with a raised water tank. This combination supplied water to at least the ground floor of the house to supplement the hand pump. People also had their own small ice houses usually dug into the ground and lined with bricks with a small wooden structure above ground. Everyone, including boarding house proprietors raised chickens, pigs and vegetables... Boarding houses did not cater to transients. People came for two weeks, a month, or all summer.”

**RESOURCE # 17: St. Mary’s Episcopal Church**  
**Address:**

**Tax Map # 900-297-1-20**  
**165 Ponquogue Avenue**

Close to the intersection with Shinnecock Road, a parcel of land owned by Edward L. Squires was donated to the Silver Link Sewing Society to build a small structure in which to hold meetings.

“ On September 27, 1912 the society voted to sell the little building and grounds to the Episcopal Society with the request that a Sunday School class should always be held there.”

Helen Wetterau

The 1902 E. Belcher Hyde map shows a building designated as ‘chapel’ on these grounds. However, this property is listed as owned by A. E. Schwab, not Squires.

*A Short History of St. Mary’s Church, Hampton Bays, New York* written by Marguerite Gressle and Olive Herber in 2004 outlines the church’s beginnings as follows: “As early as 1912 a group of Episcopalians held worship services in private homes in Good Ground...The church building itself was planned and completed by one person, Virginia Taylor Hardy, who with her architect, Arthur Ware, supervised its erection in 1917... The building was completed in 1919 and the church was dedicated in 1920 in memory of Mrs. Hardy’s mother, Mary Monford Taylor.

An account in the *Southampton Press, 1933* tells of a tour of the church by rector, Reverend William H. Cumpston who adds this information:

“ This building is a triple memorial.

The building itself is the gift of Mrs. Hardy in memory of her brother, Harry Andrew Taylor; the main room is given by Mrs. Thomas LeClaire Jaques in memory of her husband...The workroom and kitchen...are the gift of Mrs. Minnie De Bow Thomas, for many years active both in the guild and general church work.”

Edna Jackson states, “ I taught Hampton Bays’ first kindergarten in the church building.”

Ms. Wetterau reports that, “In 1966 the church school building was a gift from Miss Marjorie Kent Kilpatrick. In October 1966 the Church of St. Mary became a ‘parish’ after 35 years as a ‘mission.’”



St. Mary's  
Episcopal Church  
Photograph 1999

**Well's Creek divides the lower portion of Ponquogue. On the west side (now Nautilus Drive) stands what was known as the Gilsey Estate. On the east side was “Rosecrest” owned by Judge Morgan J. O'Brien—the property totaled over 18 acres. Judge O'Brien later moved to Southampton and the Dominican Sisters took over the estate. The main structure is gone according to Helen Wetterau.**

Postcard dated  
1907



**RESOURCE # 18: Gilsey House**  
**Address:**

**Tax Map #: 900-322-3-13**  
**2 Nautilus Drive**

The Gilsey Estate was located between the areas of Ponquogue and Rampasture as shown on the 1916 Hyde map and consisted of about 65 acres. According to Helen Wetterau, “John and Gardner Gilsey were brothers whose forebears made a fortune in merchandise and real estate.... Both brothers lost their money in real estate holdings during the 1929 Depression....Dr. Lenore N. Carlisle, a retired physician, purchased the chalet and property and owned it for many years.” The chalet, owed by John Gilsey, still stands, but its acreage is severely restricted. What once had waterviews, now only looks out on neighboring houses. The Tax Assessment records of the Town of Southampton show the house was built circa 1935; however, structures are shown on the Gilsey land on the 1916 Hyde map. It is listed in the records as an “Exceptional Home.”



Photographed  
June 2007

## SHINNECOCK ROAD

**Shinnecock Road begins at the terminus of Ponquogue Avenue to the south and runs in an easterly direction. To the west is Springville Road. By 1916, the period shown on the Hyde map, most of the property along Shinnecock Road was developed with houses. More intense development occurred in the 1930s.**

**RESOURCE # 19: Edward Lewis Squires House**  
**Address:**

**Tax Map #: 900-297-1-25**  
**11 Shinnecock Road**

Built circa 1900 based on Southampton Town Tax Records. The present owner states that the home was built by Captain Edward Squires about 1900. Helen Wetterau reported that Mr. & Mrs. Edward L. Squires had donated farm property to the Silver Link Sewing Society so that they could construct a small building for their use. The property and building were later donated to St. Mary's Episcopal Church, and it is on this property that the church is presently located. (See Resource # 13 for the original Silver Link Sewing Society building that became the first Episcopal Chapel) Mr. Squires conducted Sunday school classes in his home for many



years. Edna Jackson indicates that Mr. Squires was a Civil War veteran and rode in an open car in Memorial Day Parades for years. The 1916 Hyde map confirms that E. L. Squires owned a large parcel of land with two structures on Shinnecock Road. He was known for raising strawberries. *Jeanne McConnell* After Mr. & Mrs. Squires died it appears that the house became a boarding house until purchased by the present owner in 1999 and who has restored the house to a family homestead.

Photographed April 2007

**RESOURCE # 20: Charles Bussinah House**  
**Address:**

**Tax Map #: 900-297-2-15.2**  
**13 Shinnecock Road**

This structure was built circa 1904 based on current Southampton Town Tax Assessment records. The original house has been remodeled and added on to. According to local historian, Merle Mason, the house was built by Mark Bussinah who then sold it in 1916 to his son, Charles and his wife, Grace, who came from England. Mark then moved across the street. Charles was a bayman in the summer and took out hunting parties in the winter. The present owner's deceased wife was Mark's grand daughter. He stated that there was a circular basement under part of the house that was built in that fashion "to keep the spirits from hiding in the corners!"



Photographed April 2007

**RESOURCE # 21: Mark Bussinah/Jackson House**  
**Address:**

**Tax Map # 900-323-1-3**  
**14 Shinnecock Road**

Based on Southampton Town Tax Assessment records the larger house on the right was built circa 1901. Ms. Jeanne Mc Connell recalled that the original owners of the home were Melissa and Mark Bussinah. This information is confirmed by the 1916 Hyde map which shows the property owned by Mrs. M. Bussinah.

In the rear of the property was the home Wakeman Foster lived in until his death at age 91 (1829). It was torn down in 1960s. Wakeman Foster first built a small house to the west of the Canoe Place Inn circa 1774. He is officially known as the first individual homeowner in Canoe Place. "About 1800 he removed to Pon Quogue...to a house built under the supervision of Rogers Squires, the timber being cut from the surrounding forest, and hewn for beams, rafters and sills, where it fell. The boards were sawn at the sawmill situated a half mile to the south of the house, and near the shore of the Shinnecock Bay—known as the 'South Side.' The mill had four immense sails, the motive power being the wind. The magnificent summer residence of Judge James Carter now occupies the site formerly covered by the old sawmill." A *Family Record 1895, Alonzo Foster* The house shown below was originally built for Wakeman's son, John S. Foster about 1813; John resided in this house for any a few years when he and his father switched houses.



Photograph of Wakeman Foster's Home  
 Date of photograph unknown



Home photographed in 1999

**Possible future resource**  
**Address:**

**Tax Map # 900-297-3-52-2**  
**27 Shinnecock Road**

Originally this house was located behind the school on Ponquogue Avenue. In approximately 1935 the school decided that the house had to be moved as more property was needed for school purposes. Isabel and Russell Creef were newly married and were looking for a house. Isabel's parents gave them property next door to their home on Shinnecock Road on which a house had been located, but had been destroyed by fire. The Creefs purchased the house behind the school for \$100-\$125; it allegedly was over 100 years old at that time, and

moved the house onto the existing foundation for another \$100! The Southampton Town Tax Assessment records show the house as “old style.” Russell Creef was an accomplished carpenter; he renovated the house and added the entrance porch that still exists to this day.

**Additional research is required.**

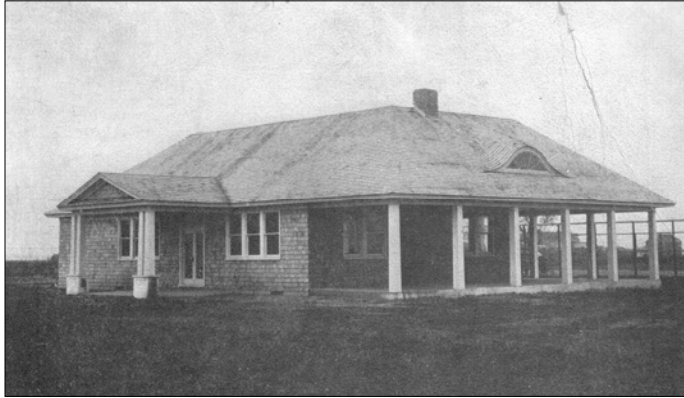


Photographed July 2007

## FOSTER AVENUE

Foster Avenue is situated north to south and branches off Shinnecock Road near its terminus at Shinnecock Bay. The 1902 Belcher Hyde map has about a half dozen houses scattered along Foster Avenue and the Foster family owned almost every home! A short way down the road there is a jog in it at which point the name of the street changes to Lighthouse Road. At this point the Shinnecock Field Club was positioned. This was a popular location for many sporting events and eventually became the first home of the American Legion. (See postcard view below circa 1920s) The cement floor on the porch was a favorite spot for roller skating for kids.

*Edna Jackson*



To the west of Lighthouse Road is Penny Pond. To the east of Penny Pond Fred Foster & Son's boatyard was located. Fred Foster was Edna Jackson's grandfather. Originally it was situated on the west side of the inlet of water known as "the guzzle," but the hurricane of 1938 demolished the boatyard, except for a one story building that housed the tools. This structure was moved to the eastern side of the inlet. Presently, this site is occupied by Tully's Fish Market and Restaurant. *Edna Jackson*

First known as the Foster House, William S. Foster, b. 1824, constructed a boarding house on this site. Tiger Gardner quotes Helen Penny Walter, *The Long Island Forum, Boarding Houses and Hotels*, 9/1983: the "Foster House was a well-patronized boarding house and gathering place for social events for Pon Quogers during the winter...William Foster managed the place with the help of his two unmarried daughters, Anna Matilda (Tillie) and Maria E. (Rita). ..Sometime after the deaths of Tillie and Rita, the Foster House was bought by Edward Harmon, a retiree of the NYC police department...The Foster House was subsequently acquired by Stephan Oliver." The Oliver Twist Inn was located along Foster Avenue for many years. This was a familiar landmark to many local residents; its image is shown on an antique postcard. The NY Fire Insurance Rating Organization for Suffolk County, NY shows the Inn's owner was Stefan Oliver in 1926. The Inn was operated as a summer hotel with a barn in the rear of the property. The Inn burned down circa 1950s and is presently the site of the Beach Bar.

Postcard  
Circa 1930



## LIGHTHOUSE ROAD

This road, named after the Shinnecock Lighthouse that stood as a beacon from 1858 to 1948, is the sole testament to that lost Good Ground treasure. Another structure of renown that was located here was the Clifton Hotel—the largest boarding house in Good Ground. Post cards depicting the Clifton are among the earliest historic cards in the collection of the Hampton Bays Historical & Preservation Society. One dates as early as 1906; the one shown below is dated 1915.

Ron Carter provided the following history of the Hotel Clifton: The hotel...”was built in the 1800s by Major David C. Meschutt. A son, Philip F. Meschutt (1860-1924) was the proprietor of the hotel in the late 1800s. Philips’ only son was born in the hotel Clifton 12 December 1890. In 1892 the Clifton was managed by Charles Vail of Riverhead, who was at that time renovating it....In 1911, Paul C. Grening purchased the hotel and it became the Hotel Grening.”

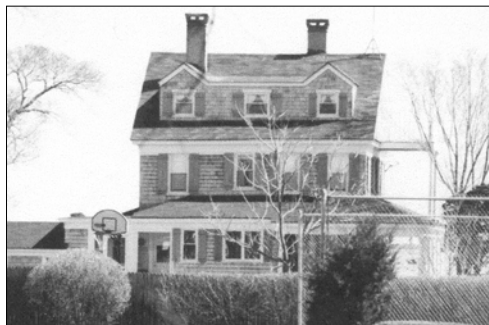


Helen Wetterau reported that, “It was surely the largest of the boarding houses. The building included a billiard room, summer and winter kitchens, a laundry house and accommodations for at least 100 boarders. There were two tennis courts, 30 bath houses, an icehouse and a long dock...By the early ‘20s the building was in poor condition and it burned about 1924 or 1925.”

**Possible future resource**  
**Address:**

**Tax Map # 900-347-1-18**  
**5 Lighthouse Road**

Based on Southampton Town Tax Assessment records this house was built circa 1878. The present owner purchased the house in 2000 and completely renovated it. The house had been a rental for many years and badly treated. The owners know this is an old home, but they do not know its history. **Additional research is needed for this structure.**



Photographed in 1999

**RESOURCE # 22: William Muschenheim House**  
**Address:**

**Tax Map # 900-347-1-31**  
**27 Lighthouse Road**

Designed by William Muschenheim circa 1930; the house was one of the first truly modern style homes ever constructed. This home is listed in the Town of Southampton's assessment roles as an "exceptional home." Muschenheim designed major alterations to the Hotel Astor, a landmark structure in Times Square, NY, the Marine Transportation Building and the 1939 World's Fair. Muschenheim's architectural drawings and papers span the period 1929–1957 and are archived in the Avery Architectural and Fine Arts Library at Columbia University, NY.



Undated Photograph

**RESOURCE # 23 : US Coast Guard Station**  
**Address:**

**Tax Map # 900-374-4-21**  
**29 Lighthouse Road**

Based on the Southampton Town Tax Assessment records, this structure dates to circa 1870; however, Dr. Emma Bellows in her book, *When Hampton Bays Was Young*, indicates that the present station was built on the main land in 1941 as the prior station was completely destroyed by the 1938 hurricane. The prior station was located on the beach on the Southampton side of the inlet.



Photograph from the collection of Jeanne Penny McConnell dated pre-1938. This structure was destroyed by the 1938 storm.



US Coast Guard Station and Shinnecock Lighthouse  
 circa early 1940s

The Shinnecock Lighthouse once occupied this site. Built in 1858, Dr. Emma Bellows, considered this structure to be the most famous local landmark, ranking it before Canoe Place Inn and the statue of Hercules. Since the lighthouse and Hercules are lost to the hamlet, the Canoe Place Inn assumes the leading position among existing landmarks.

Title research undertaken by Ron Carter shows that on June 23, 1855 Edward H. Foster & wife deeded 8 1/2 acres to the United States of America. In 1929 "...a survey questionnaire on US real estate states the original cost was \$1050 on land of 8.17 acres. Appraised value of land was \$16,000. Improvement \$90,000. Total value \$105,00 by the Superintendent of Light Houses, Third District, Staten Island. "

"The Government purchased ten acres of land on Ponquogue Neck for \$100 an acre which was an unheard of high price at that time. The foundation of the tower was started ten feet below ground level. Here the diggers met water, so large pine beams were placed crisscross up to ground level and cement was poured in. This made a firm base. The body of the tower was brick—about one million bricks in all. A steel column ran through the center to the top of the tower and spiral steps were attached to it, 187 steps in all. There were windows at several levels to admit light. The big light was at the very top and just below it was the watch room where the keeper stayed. A keeper had to stay on duty all night to be sure nothing went wrong. A door opened from here to a balcony on the outside so keeper or visitors could walk completely around the tower. The lantern itself was enclosed in plate glass and was a stationary light. The first fuel was whale oil. This was replaced with lard oil, and later with kerosene. In 1912 a new light was installed using kerosene vapor and it was a revolving light. The lighthouse was at 180 feet elevation and the light from it was visible for 27 miles. There were three keepers and ample living space for their families at the foot of the tower...In 1931 the Government deemed the lighthouse was obsolete and ordered its destruction."

*Dr. Emma Bellows*

Local historian, Walter Jackson, noted that the Shinnecock Lighthouse was located 30 miles from the Montauk Light and 30 miles from the Fire Island Lighthouse. Only Shinnecock and Fire Island Lighthouses on Long Island had a First-Order Fresnel Lens. This lens was perfected in 1822 by Augustin Jean Fresnel for the French government.

Historian Helen Wetterau outlined the attempts the local citizenry waged to save the lighthouse, but to no avail. World War II intervened, interest in rescuing this landmark waned, and on December 23, 1948 the lighthouse came down. Prior to the 1938 hurricane, another structure was built by the Coast Guard to take the place of the Shinnecock Lighthouse. The lighthouse survived the hurricane, but its replacement structure was washed away. Attempts at demolishing the lighthouse proved useless as the structure was so solidly constructed. Finally, the supporting beams were unearthed, soaked in gasoline and then set on fire.

John Sutter, editor of the *Hampton Bays News*, worked tirelessly to preserve the Shinnecock Lighthouse, but finally, had only pen and ink to express his remorse in witnessing the lighthouse's demise.

“For many years I used to sit and watch from out my window,  
The flashing of a great light that set my heart aglow.  
And I knew that far at sea ships that would pass by,  
Could see that flashing light the same as you or I.

Then came the day when word went out that its job was done,  
And its light would be dimmed at the rising of the sun.  
They said that it was dangerous and might tumble down,  
Yet it stood a mighty hurricane from its foot up to its crown.

But now the great light is no more, gone beyond recall.  
We did our best and with tears we watched it fall.  
Good for another hundred years, that's what the debris showed,  
But all we have is the memory of when the Ponquogue Light glowed.”

The lighthouse was originally named the Great West Bay Light Station; by 1931 a ledger called the “Keeper's Annual Requisition,” indicates that the name was changed to the Shinnecock Bay Light Station. This ledger is a part of the Hampton Bays Historical Society's collection. The requisition form is signed by George J. Thomas, Keeper. Sundry items used in the daily operation of the light and building were itemized for the entire year. Of interest, twenty gallons of white paint were requested annually, as well as 252 boxes of safety matches!



Photograph from the collection of Frances Oldeack circa early 1940s

**RESOURCE # 24: Bay View House/Inn Spot on the Bay  
Address:**

**Tax Map # 900-374-2-14  
32 Lighthouse Road**

The date of construction is not shown for this building in the Southampton Town Tax Assessment records. Helen Penny Walter, "*Pon Quogue Lighthouse: 1858-1948*," states that "In June 1870 Martin Van Buren Squires, as proprietor, opened the Bay View House not far from the lighthouse." According to Helen Wetterau, this was the first boarding house to have been built in response to the popularity of train travel beginning in 1869 to the east end of Long Island. The 1873 Beers, Comstock and Clive Atlas of Long Island shows property owned by Van Buren Squires slightly north of the 'Great West Bay Lighthouse.' "Large numbers of sportsman (sic) were attracted to this extensive building because of the excellent facilities afforded their favorite amusement of hunting and fishing."

In a brochure, according to Ron Carter, Mr. Squires describes his cottage to the general public. "...the cottage contains ten large rooms, verandah eighty feet long, twelve feet wide giving plenty of shade. The Cottage is completely furnished having piano, cook house, ice house (filled), hennery, stable for two horses, two carriages and three quarters of an acre for garden...the Cottage stands on high ground (no malaria) just one hundred feet from the bay...to the north is a forest of pines and oaks where plenty of wild berries can be had...On the bay there is rowing, sailing, fishing, snipe shooting, crabbing, eeling, clamming, etc. All kinds of vegetables from the garden, fresh meats from the butcher every day...\$350 for season or one year from May 1st." In Wetterau's account she states that the original inn burned in approximately 1880.

The inn was rebuilt, but the date is unknown. We do know that by 1939 the Hubbards were operating a boarding house known as the Seabury Manor. *Ron Carter*

Jeanne McConnell states that the Inn was operated as the Sea Bay Manor in the 1940s and was owned by Gertrude & Walter Hubbard who ran a summer resort. Ms. McConnell worked at the inn as a youngster waiting tables, making beds, etc. She indicated that the inn catered to very up-scale clients. There were no accessory buildings on the property at that time. Ms. McConnell remembers that a wooden boardwalk began just across the street from the inn and went the entire length of the old Ponquogue Bridge to the ocean beach. She said that many people liked to walk on the boardwalk to get to the beach.

Edna Jackson's memories of Sea Bay Manor are similar to Jeanne McConnell's. Ms. Jackson recalls that the inn was owned prior to the Hubbard's by a Mr. Riker. Ms. Jackson states that "I worked here when I was in high school, waiting tables, made beds and washed dishes for \$10 a week until I was making good tips, then my salary was reduced to \$4 a week with a guarantee of at least \$10. Everyday I walked to work from my home on Foster Avenue, then walked home for lunch and back to work again. Then, home again once more at the end of the day."



Photographed April 2007

The photograph shown below is from Ron Carter's collection. He indicates that the picture was taken in the 1900s by a photographer from Brooklyn, NY. Bay View House/Inn Spot is the large house to the right of the Shinnecock Lighthouse. The picture was taken looking to the east from the bay on the west side of the causeway. The large structure to the left of the lighthouse is the Hotel Clifton.



## BAY AVENUE

Bay Avenue is the dividing line between the Good Ground Heritage Area in the north and the Ponquogue Heritage Area in the south. On the E. Belcher Hyde map of 1916 there are no homes shown on the eastern half of Bay Avenue; the western half shows a dozen structures. The street was shown as “Tiana Highway” in 1916.

### Possible Resource

Address:

Tax Map # 900-261-5-18.3

3 Bay Avenue # A

Based on Southampton Town Tax Assessment records this house was built circa OLD STYLE. The house appears completely renovated; **the barn appears to be an historic building that requires further research.** Jeanne McConnell stated that this was the home of Joseph Raynor who was a mason. The 1902 Belcher Hyde map confirms that J. Raynor owned this corner piece of real estate and at that time there were two structures on the lot in the same relationship as exists today.



House with barn in the rear  
photographed April 2007

### Possible Future Resource

Address:

Tax Map # 900-261-5-19

5 Bay Avenue

This house was built circa 1827 based on Southampton Town Tax Assessment records. **Additional research is needed regarding this structure** as Jeanne McConnell remarked that



this is a very old house—one of the oldest in the hamlet. Ron Carter reports that this home was owned by a relative of Helen Wetterau's. The 1902 Belcher Hyde map shows property without a structure owned by Mrs. Ulrich Hershey.

Photograph taken from an antique  
Christmas card in  
the collection of Richard Casabianca

**Possible Future Resource**  
**Address:**

**Tax Map # 900-261-4-21.1**  
**10 Bay Avenue**

Built circa 1826 based on Southampton Town Tax Assessment records. Originally, a Squires' house according to Jeanne McConnell. She stated that many members of the Squires' family settled in this area. They used the land for the pasturing of sheep, subsequently the area was named Rampasture. The 1902 Belcher Hyde map shows property owned by G. Corwin with four structures on it.



**Additional research is required regarding this structure.**

Photographed  
 April 2007

**RESOURCE # 25: George Wesley Hulse House**  
**Address:**

**Tax Map # 900-295-1-1.1**  
**30 Bay Avenue**

This house was built circa 1790 according to Southampton Town Tax Assessment records. Jeanne McConnell remembers this house belonging to the Hulse Family. Ron Carter confirms this information as does Bruce King whose great aunt lived here. Her name was Julia Hulse Johnson. The house originally belonged to George Wesley Hulse who, upon his death, left the house to Julia's father, William, who subsequently left it to Julia. Julia married first to a Mr. Kyle and then to a Mr. Johnson. The 1902 Belcher Hyde map shows the property owned by G.W. Hulse with two structures on it.



Photographed  
 April 2007

Bruce King mentioned that the attic contained whaling equipment and an antique medical box. There were numerous farm outbuildings on the site when Mr. King was young. The total acreage amounted to 10.5 acres. The 1885 Town of Southampton Assessment records show "Heirs of William Hulse, Good Ground, 16 acres."

**RESOURCE #: 26 Cincinnatti Hulse Raynor House**  
**Address:**

**Tax Map # 900-295-2-48**  
**46 Bay Avenue**

Based on Southampton Town Tax Assessment records this house was built circa 1860. It appears to closely replicate the house at 30 Bay Avenue that appears to date to the 18th century. Bruce King's great grandmother resided in this house until the time of her death, 1/16/1934; her name was Cincinnatti Hulse Raynor. Mr. King feels the house is at least 130 years old. His grandmother, Helen Brown Young, lived in this house until the time of her death, 10/4/1981.

The 1902 Belcher Hyde map shows this property owned by G. W. Hulse as was the property a few doors away, Resource # 22: the George Wesley Hulse House. Hulse's lot has two smaller lots carved out of it; one belonged to J.W. Raynor. Hulse's daughter, Cincinnatti, married John Wesley Raynor on 12/30/1861 and it is possible that the house and property was hers. Also the second small property belonged to Wm. (?) or Mrs. Brown. Nettie Raynor Brown was Bruce King's great grandmother; his mother was Helen Brown Young whose genealogical papers are archived at the Hampton Bays Historical & Preservation Society. (HBH&PS)



Photographed  
 May 2007

A photograph of Cincinnatti Hulse Raynor, born 3/23/1844 and died 1/16/1934. The photograph was taken in Hampton Bays and the house that appears in the background may have been the second house on this property. The house was very old, according to Bruce King, and was torn down in 1983. The photograph is in the archives of the HBH&PS.



## WAKEMAN ROAD

One of the first inhabitants of Good Ground was Wakeman Foster. He built his first small home just west of the Canoe Place Inn, but harbored other dreams for his ideal homesite. It is alleged that he walked from Canoe Place to Shinnecock Bay following the North star; when he neared the bay, he set down roots. An old photo shows the Wakeman Foster home (See page 63). Wakeman Road is a straight path from Montauk Highway to the bay.

### **RESOURCE # 27: The Penny House**

**Address:**

**Tax Map # 900-297-3-21**

**1 Wakeman Road**

Southampton Town Tax Assessment records indicate this house was built circa 1890. The present owners state that it was originally a Penny home and the lighthouse keeper resided there. Dr. Emma Bellows recalls one of the lighthouse keepers in her youth was John Penny.



Possibly this was his home. The house was a farm house and the structure at # 3 Wakeman Road, shown below, was the barn for what was called the Hamptons Meadows Farm.

Jeanne McConnell recalls this house as subsequently belonging to Benjamin and Charlotte Hubbard. The 1902 Belcher Hyde map shows this property owned by Hubbard. **Additional research is required.**

Photographed  
May 2007

### **RESOURCE # 28: The Penny Barn**

**Address:**

**Tax Map # 900-297-3-23.3**

**3 Wakeman Road**

Based on Southampton Town Tax Assessment records this house was built circa 1910.

In view of the above information, it appears likely that the barn was built around the time the house was constructed—circa 1890. **Additional research is required.** One can clearly discern the barn-like structure of this present day house.

Photographed  
April 2007



### **RESOURCE # 29: Waldo Penny House**

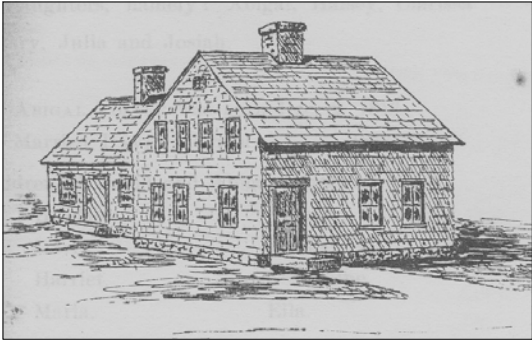
**Address:**

**Tax Map # 900-297-5-4.1**

**4 Wakeman Road**

Based on Southampton Town Tax Assessment records this house was built circa 1832. The present owner is actually a descendant of one of the past owners, Waldo Penny. The home was the second house owned by John S. Foster, son of Wakeman Foster. “After the death of John S. Foster, the house passed into the hands of his son, James R. Foster, who sold it to his

Capt. Austin Penny, upon whose death it passed by will into the hands of his youngest son, Capt. Alanson C. Penny..." *A Family Record, 1895, Alonzo Foster*. The 1902 Belcher Hyde map shows the property owned by A. Penny. It was probably moved from Shinnecock Road at an early date when Wakeman Road was being developed. The home was originally built without the dormer and porch pictured here. The beams are hand-pegged and pieces of bark can be seen on the beams. There has been some renovation, but large portions are original. There is a circular basement under the kitchen.



This illustration and quotation was taken from *A Family History 1895, Alonzo Foster*. "This homestead was sketched from actual measurements by Clarence D. S. Foster."



Photographed  
April 2007

**RESOURCE # 30: Alexander H. Penny House  
Address:**

**Tax Map # 900-297-3-23.2  
5 Wakeman Road**

Southampton Town Tax Assessment records indicate this house was built circa 1869. Information provided by Isabel 'Babe' Creef indicates that Emeline and Alexander Penny originally owned this home. It had been constructed by Nelson Jackson. At one time the home had a piazza across the front which gave the home its charming character. Ms. Creef's grandfather was Alexander Penny and it was her understanding that the home originally was built on Shinnecock Road set well back from the road. The property consisted of numerous acres that extended from Shinnecock Road to Bay Avenue.

The present owner confirmed that the house was originally a Penny home and that it was sited on Shinnecock Road and later moved to Wakeman Road. Ms. Creef indicated that Wakeman Road was a dirt road until the 1930s.

Based on an article recounted by the present owner that appeared in the Hampton Chronicle News, dated March 18, 1978, the home was indeed Captain Alexander H. Penny's home. It was part of a twenty acre parcel that stretched from Wakeman Road to the bay. The Southampton Town Tax Rolls for 1885 indicate that Alexander H. Penny owned 5 acres in Ponquogue.



Jeanne McConnell recalls that the house had a side porch and large front porch as well as a bay window that were later removed.

Photographed  
April 2007

**RESOURCE # 31: Leander Squires House**  
**Address:**

**Tax Map # 900-297-5-1.1**  
**10 Wakeman Road**

Southampton Town Tax Assessment records indicate this home was built circa 1890. The present owner has completed some title research on this house. In the early 1900s the home belonged to Leander and Sarah Squires; Leander owned the large general store on Ponquogue Avenue. During reconstruction activities a piece of moulding fell off and revealed the name "N. Foster" carved in the wood. Whether this information will provide a clue to the original owner is yet to be proven. In checking the 1885 Tax Assessment rolls there is a listing for Nathan P. Foster in Ponquogue owning 20 acres of land. There is no listing for Leander Squires in Ponquogue for this time period.

Sheila V. Dingley states that "This was the home of my great grandparents, Leander and Sarah Squires. My grandparents, Charlotte (Lottie) and George E. Van Scoy lived with them. Charlotte was their daughter. Leander and Sarah lived in an apartment on one side of the home."

Based on an architect's assessment of the structure, the owner believes the house to date as early as circa 1870.

**Additional research is needed to clarify original ownership. Unique architectural style deserves further study.**

Photographed  
 November 2006



Both Edna Jackson and Isabel Creef stated that the house was owned in the late 1920s or early 1930s by Raymond Van Scoy. Ms Jackson recalls that her parents purchased a used bicycle for her for \$5 from the Van Scoys that their daughters had outgrown.

Photograph (early 20th century) from collection of Sheila Van Scoy Dingley.

From left to right-back row: Leander Squires, Sarah Squires (wife), Charlotte Van Scoy (daughter), Rev. Everett Squires (son), Sadie Sanford (daughter) and husband, Edward Sanford. Front row: Dwight Goodale (son of Mildred & Oscar Goodale), Mildred Van Scoy, Harriet Sanford, Claude Sanford (son of Sadie and Edward Sanford) Enoch Squires (son of Everett Squires) and Mildred Goodale (daughter of Leander & Sarah Squires.)







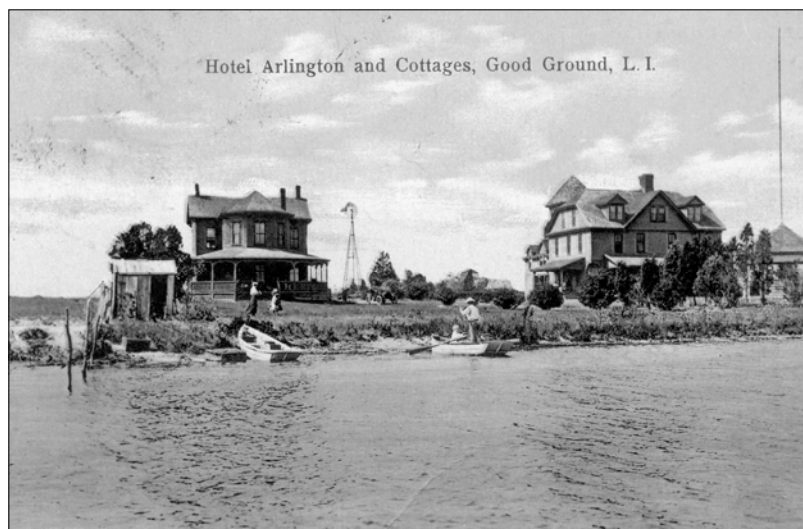
## Rampasture Area

This peninsula shaped section of land seems uniquely suited to its name—Rampasture. It is easy to imagine fencing in this area to contain a herd of sheep or cattle; yet, nothing in the literature relates this was the purpose of the land. How many streets are named Mill Road, or Fort Hill Road, etc. in the hamlet? They mark the places where mills and forts once stood. Is it feasible to think that Rampasture was once a pastureland?

Writing before 1918, Benjamin F. Thompson reported that Shinnecock Hills supported "...a large number of sheep and cattle," perhaps, Rampasture did as well.

The area that we know today as Rampasture extends from Bay Avenue West to Shinnecock Bay on the south and from Ponquogue Avenue west to Tiana Bay. Curiously, the Rampasture area appears on the Hyde 1896 map, but is not mentioned by Bayles (1874) in his extensive account of the hamlets that now comprise Hampton Bays. Worthy of mention, also, is the fact that the Springville area does not appear on the 1896 map, but does show up in Bayles account!

It is well documented, however, that Rampasture in the late 1800s played host to numerous famous boarding houses, as did Springville, Tiana and Ponquogue. After the railroad made eastern Long Island easily accessible to "...the overworked, overheated and overtaxed" New York City folks, large boarding houses sprang up such as the Arlington, Peninsula House, Bellows House, and others.



The Arlington  
Postcard view  
Postmarked 1914

The E. Belcher Hyde map of 1916 indicates that the Bellows homestead and rooming house was located in this area. The 1926 NY Fire Insurance Rating book indicates that the “Bellows House” was owned at that time by Riverhead Realty Co. The property included a hotel, garage, stable, ice house, laundry, help quarters, storage building, dwelling and hotel annex. Also, at the intersection with Springville Road, E. C. Bellows owned a candy, tobacco and ice cream store with a private dwelling. Helen Wetterau wrote about the Bellows House as follows: “The property extended to Tiana Bay and also had a large annex plus recreation hall. The



proprietors were Carrie and Ed Bellows. A double room with three meals a day was \$8.00. The food was excellent; much of it was grown on his farm. Waitresses were paid fifty cents a day. The hotel and property were sold during the land boom of the ‘20s for \$54,000, a sizeable sum for those times...the main building burned in the late ‘20s as it was being readied for the summer season.”

Postcard view of Bellows House  
Circa 1890s

**RESOURCE # 32 : Daniel S. Loughran House**  
**Address:**

**Tax Map #: 900-293-2-21**  
**18 Rampasture Road**

Southampton Town’s Assessment records indicates this house was built circa 1901. This date is confirmed by present owner, Carol Lane, who provided the following information. “My Grandfather, Henry Loeffler purchased the property and original house in December 1932, from the heirs of Daniel Loughran. Mr. Loughran had purchased the four acres of property in two parcels—one from Edwin F. Squires and his wife Eva T. on January 29, 1901 and the other from Sally A. Squires on October 5, 1901. The builder, William Jackson, father of Elmer Jackson began construction of the Loughran home in 1901.

My Grandfather did extensive restoration to the home and carriage house. The home was used as a summer house for my grandfather and his six married children and their families. My Grandfather passed away in January 1937. His children used the home once more as a vacation home that summer. After that summer three of the children decided that they did not wish to spend their entire summer in Hampton Bays. The other three wanted to have their own individual homes on the site. With that idea in mind the project began to divide the original house into two homes and build another new home on the property.



Photograph of original  
Carriage House taken April 2007

The land was divided into three parcels, Mr. and Mrs. William Jurgens, my parents, and Mr. and Mrs. Charles Bodenheimer each got one third of the property and would each get a section of the original house. Mr. and Mrs. Harry Loeffler received a third of the property, but would build a new home.

The dividing of the original house and moving of the original carriage house took place under the direction of Elmer Jackson. The project involved cutting the house in three sections with a two man saw. The sections were moved on skids with a winch mounted on a flatbed truck that had to be buried in the rear section. The foundations were dug with horses. The house was cut into sections so that my mother and my aunt could each have their bedroom from the original house in their new home. The houses were moved much closer to the water so everyone could have a better water view. The carriage house was also moved in the same manner and placed on the foundation of the original house. The windmill was disassembled at this time. The carriage house is the garage on my property. This huge project provided many jobs for men in the community. The project was begun November 7, 1937 and was completed May 1938.”

Local historian, Jeanne McConnell, stated that a garage that was part of the original site was later moved to Bay Avenue where it became a part of the property of G. Leonard Bellows and his wife, Eva. The Bellows had several large greenhouses and many cold frames where they raised plants for sale. In addition, they made bouquets for weddings and funerals and did landscaping. The garage still stands on Bay Avenue.

**Tax Map # 900-320-1-5.1  
44 Rampasture Road**

**Address:**

Southampton Town Tax Assessment records show this house was built circa 1900. The present owners have lived here for the last ten years. They purchased the home from the Klager family who operated several cottages on the site as summer rentals. The main house was located at # 46 Rampasture Road; # 44 was the barn which was converted into a private residence. The house at # 46 is now a co-op and is rented to four families. There has been extensive renovations made to the structure.



Photograph is taken from a brochure  
advertising Lorwood Cottages  
Date unknown  
Courtesy of Colleen Henke



This photograph was taken from a postcard (Date unknown) advertising Lorwood Cottages. The house at # 46 Rampasture Road is shown with its 120' long dock and cottages. (From the private collection of Colleen Henke)

**RESOURCE # 33: Caffrey Cottage**  
**Address:**

**Tax Map # 900-320-2-3**  
**45 Rampasture Road**

Southampton Town Tax Assessment records show this house was built circa 1907. The present owner states that the house originally was owned by Caffrey from 1907-1942. Before being located on its present site, the house was built across the canal and moved to its present location. Mr. Caffrey was a coastguardsman. (See the Barrier Beach/Coastal Area section for more information re Caffrey.) The 1915 Southampton Town Tax Assessment Rolls show that George J. Caffrey owned "house and land on Ram Pasture" —total acreage = one acre. The 1916 Hyde map confirms the owner as G. Caffrey.

From 1942-1967 the home was owned by a party named Walsh. The present owner purchased the structure in 1967. Many years ago when completing some repairs a wall had to be taken down. Inside the wall were documents from 1907 containing an advertisement for Skidmore's Livery Stable in which a horse and carriage could be leased for \$ .75 a day.



Photograph donated by  
 John Pizzuti  
 Date unknown

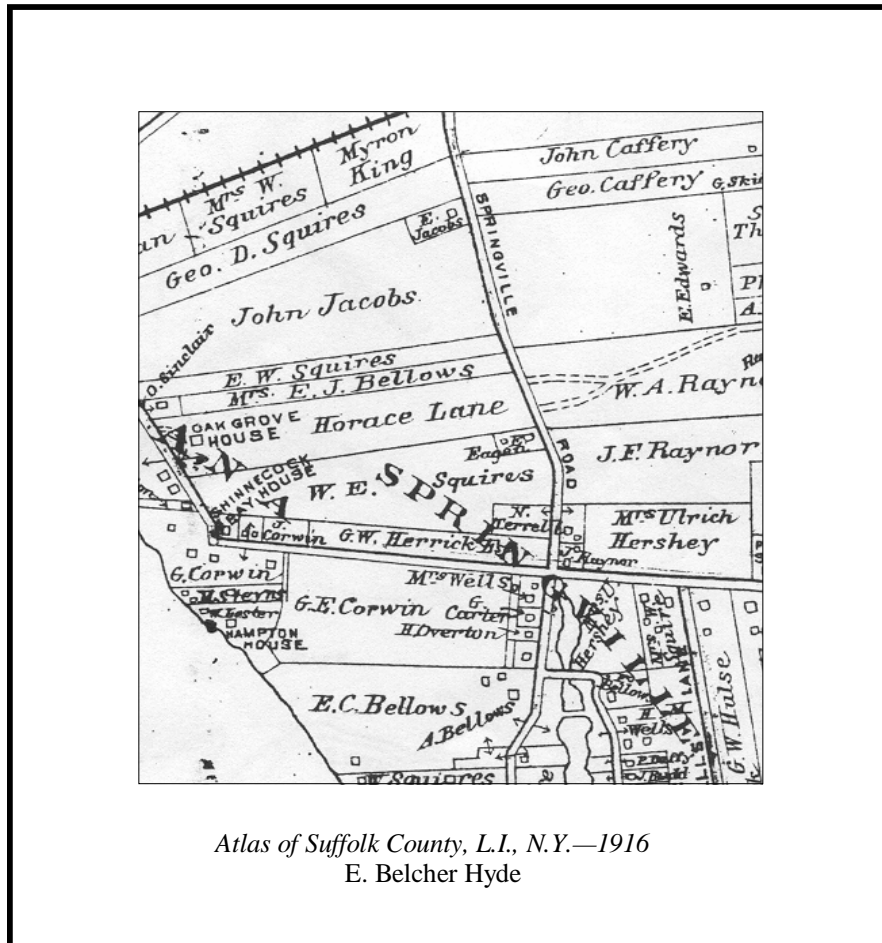
Although the house has seen renovation and additions, the interior has many charming historic touches that still remain. Gas lamps on the walls, now converted to electricity, a circular brick basement, wainscoting, beautiful woodworking and a hand-painted mural on the dining room walls.

A small portion of the mural is shown here and is the duplicate of one in Montauk, NY that was published in *Newsday* according to the current owner, Mr. Pizzuti. Allegedly, an itinerant artist traveled the length and breadth of Long Island painting murals for his living. The name of the artist is unknown, as is the date of the painting. The scene depicts a peaceful view of trees, fields and water.

Photograph  
 May 2007



SPRINGVILLE



Atlas of Suffolk County, L.I., N.Y.—1916  
E. Belcher Hyde



## Springville Area

Springville Road appears to be an early access road to Shinnecock Bay based on the evidence shown on old maps. The 1838 U.S. Coastal Map indicates the cut for Springville Road off Montauk Highway. The 1858 Chace Map bears a sketchy outline of Springville Road, but does not indicate any dwellings along its length. By 1896 the Hyde Map shows a cluster of dwellings at the road's mid-point, but does not indicate the owner's names.

Richard M. Bayles comes to the rescue with information contained in his 1874 journey around and about Good Ground. He explains, "About a mile north-west of Ponquogue, on Smith's Creek, is a settlement of eighteen houses called Springville. This is on the west side of the peninsula. The most prominent institution of the place is a district school of one hundred and twenty pupils." The 1872 school reports to the Commissioners of New York State enumerated only eighty students in Springville; it appears the population of children had almost doubled in the twelve year period between this report and Bayles' visit.

Springville School located on the north side of Bay Avenue, District # 19, was sold and moved to Montauk Highway where it took on another life as the Rest-A-Bit Ice Cream Parlor.

Agricultural interests were pursued by George Edwards who owned a farm with cows and sold milk for a living.

As previously mentioned, boarding houses as well as estates were located in Springville or bordering on Springville Road. The E. Belcher Hyde 1916 map shows large properties with scattered houses. The Southampton Town Tax Assessment records indicates that many of the present homes were built in the 1930s. Perhaps, many of the large land owners divided their holdings at this period due to the Great Depression.

Popular boarding houses, such as the Hampton House, built at the turn of the century were located on or near Tiana Bay in Springville. To the east is Smith's Creek. The original Springville House was located there. Postcards from the Hampton Bays Historical & Preservation Society featuring these houses are shown here.

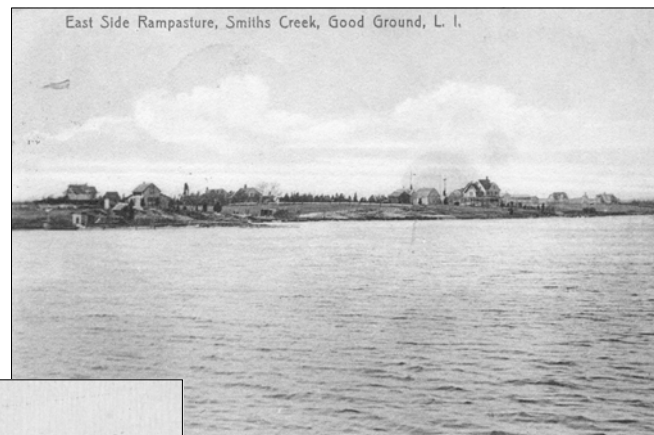
### The Hampton House



This postcard, dated 1908, shows the typical turn of the century boarding house in Good Ground. Originally called the Corwin House according to Ms. McConnell. It was built on a bluff on Corwin Lane and its pillars are still standing. Later, the house was renovated and became the home of William C. Lesster and was called, "Grace Crest." The structure no longer exists; it burned circa 1945.

### Smith's Creek

Rampasture, east side, is depicted in this postcard that is dated 1908. This creek divides Rampasture from Springville and the lower portion of Ponquogue.



### Springville House

Postcard, undated, shows a gracious summer guest house circa 1915. The NY Fire Insurance Rating Book lists the Springville House, a laundry, help quarters, oil & paint shed, garage, bowling alley and dance hall in 1926. All of the boarding houses in Good Ground were listed as "frame" construction, so it is not difficult to understand how many of them were demolished by fire.

Other hotels listed on the 1916 Hyde map are (west side of Tiana Bay) the Prospect House, Bayview House, Oceanview House, Bay House and Tiana Bay House, and (east side of Tiana Bay) the Oak Grove House and the Shinnecock Bay House.

Interestingly, by the era of the 'Linen' postcard, 1930-1944, there are very few boarding houses or hotels shown on postcards. It appears that the only surviving hotels were the Canoe Place Inn, the Springville House, Arlington Hotel and the Hampton. Indeed, the golden age of guest houses had disappeared.

**Possible Resource : Former Methodist Parsonage**  
**Address:**

**Tax Map # 900-261-2-44.3**  
**98 Springville Road**

Contained in Helen Wetterau's, "*Good Ground Remembered*," is the account of this structure. "The first parsonage (of the Hampton Bays United Methodist Church) was built next to the church and later moved to Springville Road just off Montauk Highway and renovated for Mr. and Mrs. Daniel Hornett. This building was again moved in the fall of 1975 and is now at 98 Springville Road. It is the residence of Mr. and Mrs. Sauter." This was written in 1983 and since then the residence has had new owners.



Photographed  
 April 2007

Ms. McConnell corrects Ms. Wetterau about the house's original location. Ms. McConnell states that the house was sited just opposite the Methodist Church on the corner of Springville Road and Montauk Highway. There appears to be a big discrepancy between the dates reported in Wetterau's account and the Southampton Town Tax Assessment records which show the date of the structure's construction as 1950. **Additional research is necessary to accurately account for the house's history.**

**RESOURCE # 34 :Horace M. Wells House**  
**Address:**

**Tax Map # 900-293-5-5**  
**173 Springville Road**

The Southampton Town Tax Assessment records show this house built circa 1893. The current owner, Jamie Holthaus, verified that the house dated to the late 1800s; it was purchased by her grandfather, Horace Micah Wells, without informing his wife, Jessie Gerodette Wells. Mrs. Wells preferred living in Southampton. Mrs. Holthaus' mother, Regenia Wells Hicks, recorded some memories of her youth in which she indicated that, "...my father's roots were here (Hampton Bays) and he was always happy to return here after the day's work. By this time, dad had bought a piece of property on Hill Street and the building which he had built there was the first Buick Agency in Southampton. This house (173 Springville Road) had been built by Mr. and Mrs. Patrick Duffy. He was evidently a member of the 'Tammany Hall' group, which included Charlie Murphy and later, Al Smith, who ran for president but was defeated by Herbert Hoover." Mrs. Holthaus wrote that her grandfather "...owned most of the land on this street and sold this piece to the Duffy couple, whom he had known from his days in the city."



Photographed  
 April 2007

**RESOURCE # 35 : Seacrest/Springville House**  
**Address:**

**Tax Map # 900-293-5-9.1**  
**179 Springville Road**

The Southampton Town Tax Assessment records indicate this house was built circa 1900. The house was originally known as the “Seacrest House,” and operated as a boarding house. A postcard view shown below dates to 1907.



Photographed 1999

Postcard  
dated 1907



This house, or houses, possess an interesting history that was related to me by the present residents, Warren and Carol Smith. A bit down the road from this property, located on Springville Circle, was the original “Springville House” owned by the Lane family. Also, located at this site was a small home which the son, George Lane and his wife, Ella, purchased and moved to the above property at 179 Springville Road which was originally owned by the Carter family. George attached his relocated building to another small house that was on the property and had been owned by the Carter’s. About 1907 George Lane had a large addition placed on the two existing houses—in the above photographs, the portion on the right is the old Lane house, the portion on the left is the 1907 addition. Then, George and Ella opened a boarding house calling it the “Seacrest House.” George was a Coastguardsman and Rose ran the entire boarding house operation. They were in business until 1945 when Mr. Smith’s grandfather, Andrew Scherg and his daughter (Mr. Smith’s mother) Rose Smith purchased the building for nine thousand dollars fully furnished. There was one stipulation in the purchase and that was that Scherg and Smith had to provide rent free housing for the Lane’s for the rest of their lives on the property. In 1951 to 1953 Scherg and Smith changed from running a boarding house to just renting rooms, but added a restaurant and bar. In 1960, the operation changed again to apartment rentals without a restaurant. In 1973, Warren and Carol Smith moved to the site and formed a corporation with George and Rose Smith, Warren and his brother. They wanted to continue to use the name “Seacrest House” for the corporation, but were blocked from doing this as another entity in NY State already was using that name; they resorted to using the name “Springville House” which had been in use historically for another boarding house. There is now a new owner, Thomas Smith, Warren and Carol’s son—so a great tradition continues on.





## East and West Tiana Area

Tiana Bay divides East and West Tiana; East Tiana Road is located on the eastern side of Tiana Bay and is the continuation of Bay Avenue East. West Tiana Road is on the western side of Tiana Bay. Mr. Bayles provides a short geographic description: "...on the creek which forms the western boundary of the peninsula, and gives the locality its name, is the hamlet of Tianna (sp.) containing fourteen houses. This is about a mile southwest of the village centre of Good Ground." Bayles does not mention the existence of an East and West Tiana.

The 1896 Hyde map shows over twenty structures along what is now East Tiana Road as well as a half a dozen in West Tiana. The beauty of this protected and productive location made it a favored spot for the Shinnecock Indians to set up their summer camps according to C. Ken Jackson. Indeed, this location continued to gain favor with summer visitors, many of whom built large estates here. The vista of Shinnecock Bay to the South, the barrier beach in the distance and access to the ocean beyond made it a prime location for boarding houses, too. The E. Belcher Hyde map shows the Shinnecock Bay House, the Hampton House and Oak Grove House off East Tiana Road. Now this area has motels built in the 1980s. West Tiana Road boasted more boarding houses; there were the Tiana Bay House, Bay House, Ocean View House, Prospect House and Bayside House. Two of these boarding houses are shown below from historic postcards.



**Possible Resource:  
Address:**

**Tax Map # 900-259-1-10  
46 E. Tiana Road**

This house was built circa 1860 based on Southampton Town's Tax Assessment records. Contact with Cynthia H. Maran revealed that a recent renovation of the structure had taken place. The renovation showed the oldest section of the house was the front; it had old beams, nails, lathing, etc. This site was not the location of the Shinnecock Bay House, but it was the overflow annex and was known as Ivy Cottage. The Marans traced the title back to ownership by a Squires who owned the house during the Depression. The house was sold for back taxes. According to Ms. Maran, records were unavailable for this site earlier than the Squires' ownership. Consulting old maps did not indicate an earlier owner. **Additional research, including a title search is necessary.**



Photographed  
May 2007

**RESOURCE # 36 : Wilsid Bellows House  
Address:**

**Tax Map # 900-256-1-20  
58 W. Tiana Road**

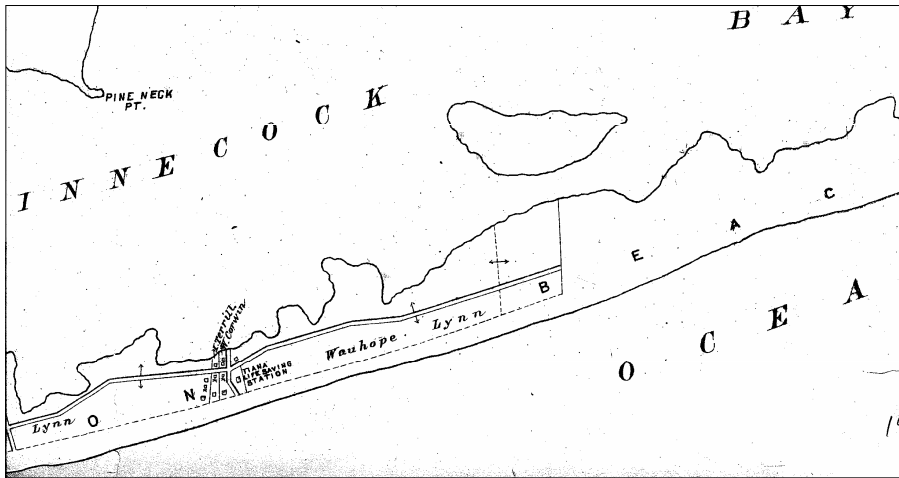
Southampton Town Tax Assessment records show this house was built circa 1885. Research by the present owners, Mr. & Mrs. Bellows, verified the construction date. The house was built by Wilsid Bellows for his bride, Ella Jackson; they were married on April 21, 1885 and they named the house 'Honeymoon House.' In the 1940s the house was sold to Mr. Shur who was the district attorney for Suffolk County and moved away from the road to the hill and renovated. Subsequently, Mr. & Mrs. Bellows purchased the home in 1968 and were unaware at the time of purchase that the original owner had been a distant relative.



Photographed  
May 2007

**PHASE II: AREA FIVE**

**BARRIER BEACH/  
COASTAL AREA**



*Atlas of Suffolk County, L.I., N.Y. 1916*  
E. Belcher Hyde



## PHASE II: AREA FIVE

### Barrier Beach/Coastal Area

A 1916 Hyde map shows the barrier beach as a largely undeveloped landscape save for two life-saving stations—one, the Tiana Station was opposite Tiana Bay and the other, the Shinnecock Station was opposite Shinnecock Bay. Many acres of beach front were owned by Wauhope Lynn—probably purchased on speculation. The Hyde map also shows two bathing beaches, Corwin's and Terrell's.

In 1998 a *Cultural Resources Study, Fire Island Inlet to Montauk Point, Suffolk County, NY* was published by the Greeley-Polhemus Group and John Milner Associates, Inc. both of Westchester, PA. This study's goal was to perform an "archeological survey and reconnaissance-level architectural resources investigation in connection with the proposed storm-damage reduction and beach-erosion control project from Fire Island Inlet to Montauk Point." This report was prepared for the U.S. Army Corps of Engineers, NY District. The authors consulted local histories and maps to determine what architectural evidence remained from earlier times.

"Beer's 1873 atlas of Long Island illustrates the appearance of the Southampton oceanfront in the decade following the Civil War. Little development had occurred on the barrier island south of the west end of Southampton Village. A road extended to the barrier island from Westhampton Village. Bath houses were shown east of this road on the island."  
*Greeley-Polhemus Group*

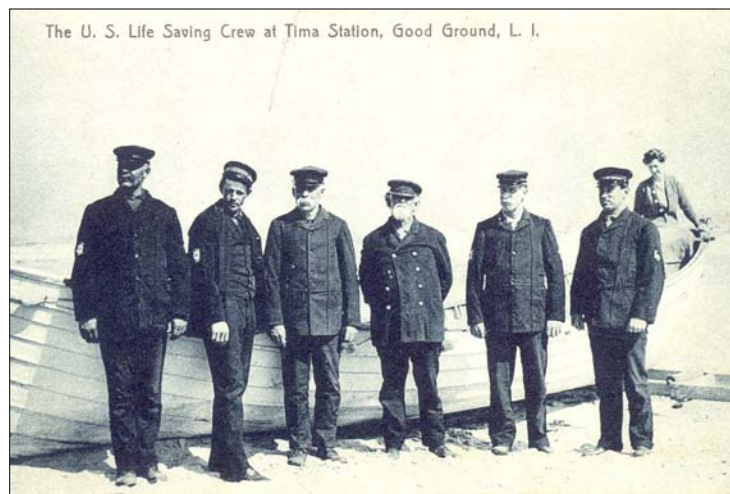
(These bath houses were on the Hampton Bays barrier beach. See page 100 for additional information.)

Before the advent of the bath houses, life-saving stations located at "Shinnecock, 3 miles from head of Shinnecock Bay and Tyana (sic), 4 miles east of Quogue" were established in 1854. In 1916 the U.S. Life Saving Service was combined with the Light House Service and the Revenue Cutter Service as part of the U.S. Coast Guard."  
*Greeley-Polhemus Group*

Mention is made of the importance of whaling in the "historic era;" however, no reference is made to the existence of whaling stations in the Greeley-Polhemus report. Dr. Henry W. Moeller, historian, believes that whaling stations consisting of a lookout tower with guards posted 'round-the-clock existed on the very sites that later became the life-saving stations. In Moeller's publication, "*The Use of Flags on Coastal Whaling Stations*," that appeared in *Raven, A Journal of Vexillology*, Volume 2-1995, he shows by his research that early in Southampton Town's history,

1644, the town fathers selected two lookouts to “Vieue and spie yf there be any whales cast up.” Tree poles twenty-five to thirty feet high were deeply set into the sand with remnant side branches about a foot in length to enable a man to climb to the top to scan the horizon for whales. If a whale were sighted, the signaler would wave a flag, coat, etc. to attract the attention of the community. In addition to the lookout pole, often a coastal wigwam was constructed on the beach. The wigwam most certainly points to the importance the Indians had in instructing the Europeans in the art of whaling. Economically, whaling was a major source of income for the early settlers and the opportunity to secure a whale or whales could not be haphazardly left to chance. Although the Greeley-Polhemus Group was charged with finding archaeological evidence along the barrier beaches, it appears that the existence of whaling stations that pre-dated the life-saving stations was not addressed in their study.

Dr. Emma Bellows wrote an account of the early coastguardsmen or “Life Savers” as they were called locally. “They lived on the beach in life saving stations which were spaced four miles apart all along the beach. We had two in Good Ground, the Tiana Station and the Shinnecock Station. The latter was washed away in the 1938 hurricane.” The Tiana Station became a beach bar that was purchased by the Town of Southampton with Community Preservation Funds in 2006 to be used a public bathing beach.



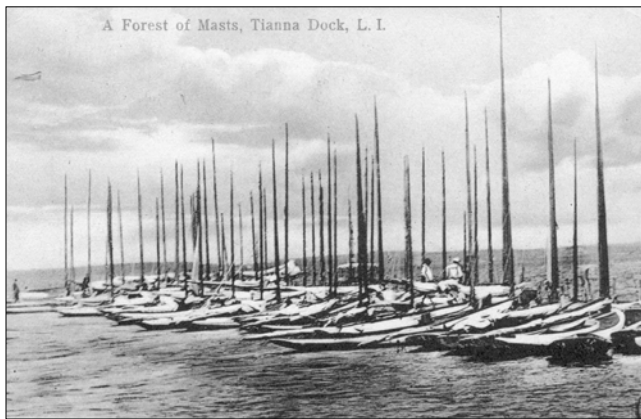
Crewmembers were identified from left to right as follows by Elizabeth S. Lester:  
Joe Jacobs, Bert Raynor, John Carter (?), Howard Corwin (?), Charles Lane,  
Everett Overton and Mabel Squires Overton

Dr. Bellows’ source for information was Charles Caffrey whose father was a Life Saver. Charles was born next to the Shinnecock Station in 1893 and

remembered the work of the men at that time. “...(T)here were seven men in each station. Each man got a day off once a week, went home, got the mail, bought the groceries and returned usually by boat. When the bay was frozen they had to walk to Southampton and take the train to Good Ground.” (This station was located to the east of the present inlet, so it was logical to walk into Southampton at that time.) “A Life Saver was paid \$60 a month and he had to buy his own food. During July and August the stations were closed. The rest of the year there were two men on duty at all times. They changed watch every two hours. During the day the men on duty manned the cupola with a spy glass and after sunset they patrolled the beach. From Shinnecock every two hours one man went west to the half-way house and the other stayed on watch at the station. The next two hours two more men were on duty and repeated the same process, one going east to the half-way house and return and the other going west. Each man carried a hand operated red warning flare. (No cell phones!) The hardships were not severe except in bad winter weather...”

An early penny postcard shows a typical summer scene as guests leave their boarding houses for a sail to the ocean beach. Since there was no bridge to access the beach, “All of the boarding houses had arrangements with the various captains to carry people to the beach.” Emma Bellows continues, boats “left the dock at Smiths Creek promptly at 9:30 A.M. and returned by 1 P.M. The cost was 20 cents round trip. When all the boats left Tiana Beach the bay was a beautiful sight with those white sails.”

Boarders were eager to leave the beach at 1 PM as their weekly rates included three full meals a day, and at \$8, one wanted to miss out on the wholesome food mainly grown by the proprietors on their own land.



no

Historic postcards from the collection  
of the Hampton Bays Historical  
& Preservation Society  
Circa early 1900s

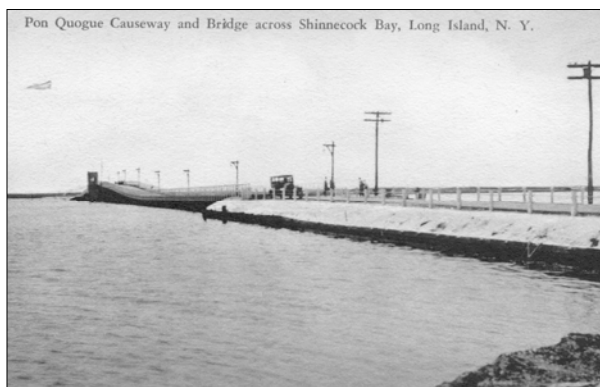
“The Tiana Bathing Station was a Mecca for the boarders. There were two buildings on the beach—Terrel’s and Corwin’s. Each had a great many bath houses with ample showers. The bather paid 25 cents for a bath house and he could lock the door and take the key with him. The pavilion itself was large enough to have a big dance floor and there was a counter where snacks, candy and ice cream were sold. From the pavilion on the ocean side there was a board walk to the bay and this walk extended to a long dock which accommodated at least 50 sail boats. On the beach proper one did not have to sit in the blazing sun even though beach umbrellas were unknown. There was a long arbor and its top was covered with oak branches and their leaves. Under this shade there were benches and it was a pleasant place to sit. Women were expected to be completely covered even in a bathing dress and if a woman were so brazen as to appear on the beach without stockings she was promptly apprehended and ushered off the beach.”

Dr. Emma Bellows

**RESOURCE # 37: Historic Ponquogue Fishing Piers****Address: On the east side of Ponquogue Bridge**

Prior to 1930, boats were the major mode of transportation across the bays to the ocean; access to the ocean beaches was limited. Since there was no inlet cars could reach the beach by driving to Southampton or Quogue and then driving to Hampton Bays. In 1930 the Ponquogue Bridge was opened and this event ushered in the modern area of beach going in the hamlet. The bridge was a popular place for fishermen, walkers and sight-seers, but when a masted ship passed through, cars were backed up for miles. The bridge tender had to be on duty round the clock to raise and lower the bridge.

The original bridge was patched and repaired, but finally was deemed inadequate for the amount of vehicular traffic crossing to the ocean. When the new bridge was completed in 1986, the center portion of the old bridge was removed and carried by barge through the inlet and deposited in a deep section of the ocean to form a fishing reef. The new bridge is high enough so that boats may pass underneath and not disturb the flow of traffic. The two side approaches to the old bridge were saved and remain today in place as fishing piers. In 1997 the Town secured funding for a complete renovation of this historic fishing site that is used today by fishermen, scuba divers, bird watchers, artists and many others.



Old Ponquogue Bridge  
Postcard view circa 1940

New Ponquogue Bridge  
Photographed May 2007  
Shows remnants of old bridge  
to the right.



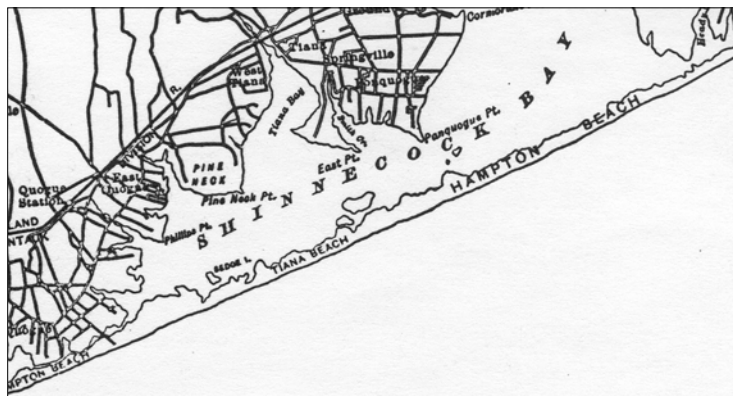
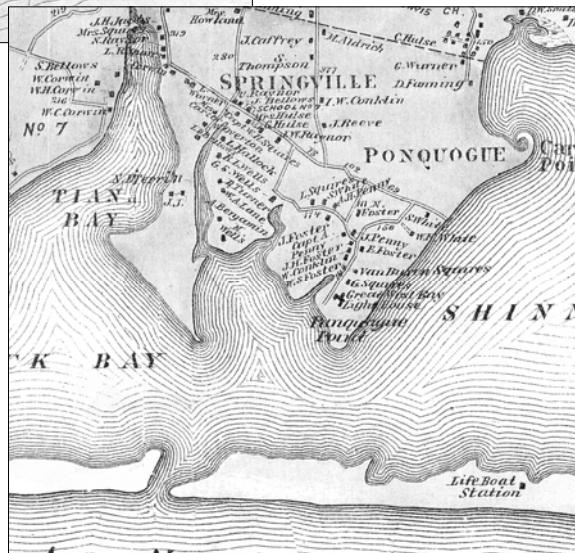
**RESOURCE # 38: The Shinnecock Inlet**

Over the course of time—thousands of years and more—the barrier beach has been in a constant state of change. Inlets would open and close regularly. The old maps attest to this fact and if additional research were undertaken a much more complete record of the barrier beach could be obtained. However, working with the maps in my possession there is evidence to show the way the barrier beach has changed since 1842. Maps dated 1894, 1902 and 1912 show the barrier beach without an Inlet.



An 1842 Long Island Map that shows the Inlet in approximately the same location as today.

An 1873 Beers, Comstock & Clive Map that shows the Inlet had shifted westwards.



A 1912 William's Map shows no Inlet.

Local historian, Frances Oldeack, recalls that her grandfather, Domenic Alberti, joined other local men in an effort to open the inlet in the late 1920s or early 1930s. The photograph shown below documents the residents' efforts to manually dig an inlet.



Undated photograph from the collection of Frances Oldeack

The following account of the history of the inlet is based on material written by Dr. Emma Bellows in her book, *“When Hampton Bays Was Young,”* and Helen Wetterau in *“Good Ground Remembered.”*

“The baymen had always wanted an inlet to the ocean so as to have better clamming and fishing. There had been several previous attempts that had ended in failure but somewhere around 1911 or 1912 (Wetterau states 1895 and 1904) they decided to try again to dig an inlet. They picked the narrowest place on the beach. It was March and they worked under difficult conditions and had to sleep in their boats. They transported horses and equipment on scows and used horse drawn shovels. To get fresh water they drove a point into the bottom of the bay about fifty feet from shore. Someone knew they would get fresh water at that spot and they did. A pump was attached to the pipe. The men used a row boat to go after their water.

After weeks of back breaking work they had their inlet. The water was running through strong and they held a celebration. Then came a severe nor'easter which closed the inlet. All their efforts had come to nothing.” *Emma Bellows*

It wasn't until the famous hurricane of 1938 that the inlet was opened for once and all.

“In the spring of 1939, wooden pilings were installed to help stabilize the inlet...After 1946...some anti-erosion work was done on the west side of the inlet...A series of timber cribs were placed and filled with stone. Work on the east stone jetty was started in July 1952 and extended 1500 feet into the ocean. The west jetty, extended 800 feet. The work cost one million dollars.”

*Helen Wetterau*



Photograph showing  
timber cribs filled with  
stone to stabilize the inlet  
circa 1940s

Periodically since 1952, the US Army Corps of Engineers has dredged the Inlet and installed additional stones to fortify the jetties that now keep the Inlet open.

## LIST OF HISTORIC RESOURCES

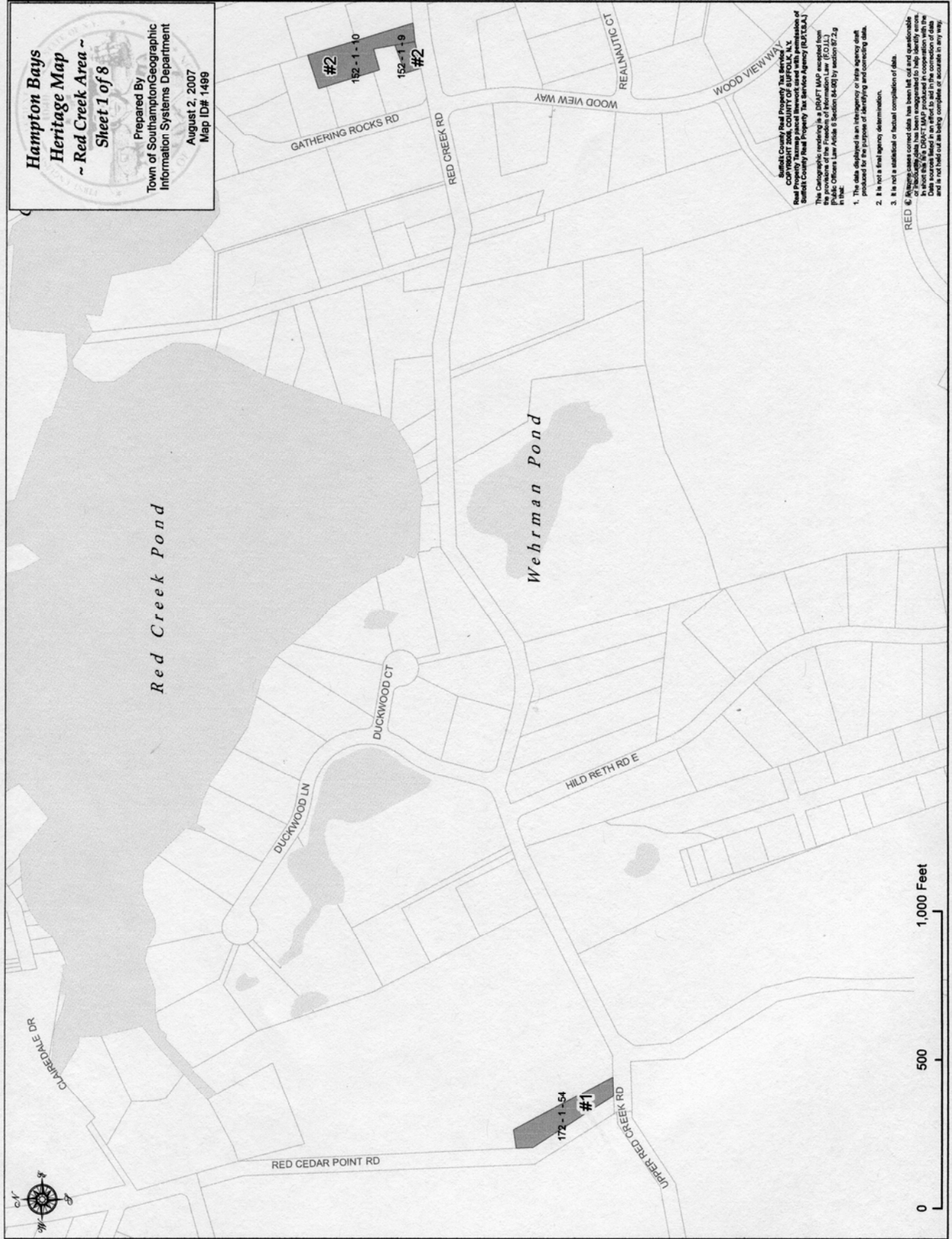
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**Hampton Bays  
Heritage Map  
~ Red Creek Area ~  
Sheet 1 of 8**

Prepared By  
Town of Southampton Geographic  
Information Systems Department

August 2, 2007  
Map ID# 1499

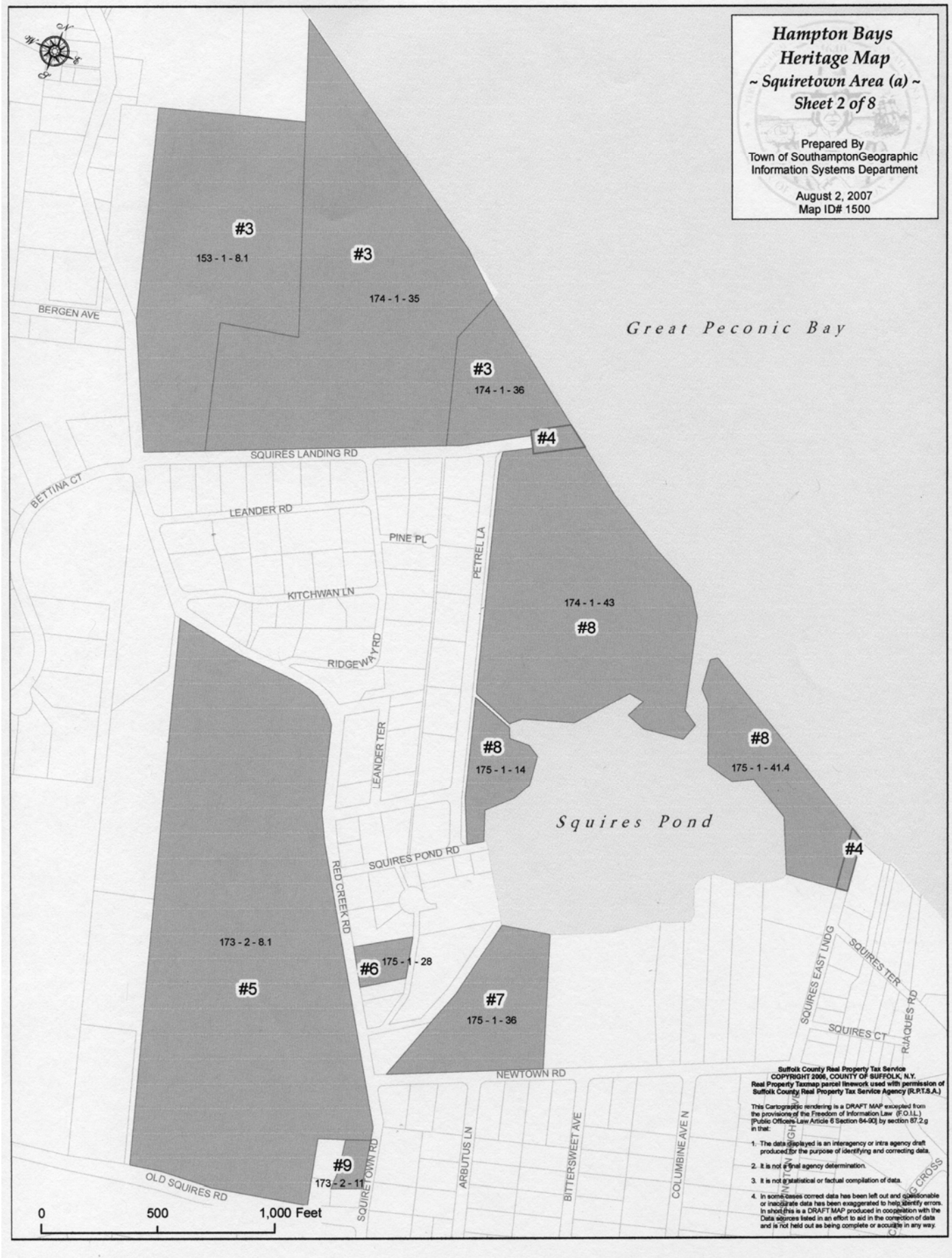


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**Hampton Bays  
Heritage Map  
~ Squiretown Area (a) ~  
Sheet 2 of 8**

Prepared By  
Town of Southampton Geographic  
Information Systems Department

August 2, 2007  
Map ID# 1500

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**Hampton Bays  
Heritage Map**  
~ Squiretown Area (b) ~  
Sheet 3 of 8

Prepared By  
Town of Southampton Geographic  
Information Systems Department

August 2, 2007  
Map ID# 1501



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# Hampton Bays Heritage Map

~ Ponguog /  
Springville Area ~

Sheet 5 of 8  
Prepared By  
Town of Southampton Geographic Information Systems Department

August 2, 2007  
Map ID# 1503

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**Hampton Bays  
Heritage Map**  
~ Rampasture Area ~  
Sheet 6 of 8

Prepared By  
Town of Southampton Geographic  
Information Systems Department

August 2, 2007  
Map ID# 1510



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**Hampton Bays  
Heritage Map**  
~ Tiana Area ~  
Sheet 7 of 8

Prepared By  
Town of Southampton Geographic  
Information Systems Department

August 2, 2007  
Map ID# 1506

HUBBARD AVE

N TINNARD RD

BELLOWS TER

256 - 1 - 20 #36

NORWOOD RD

Tiana Bay

0 500 1,000 Feet

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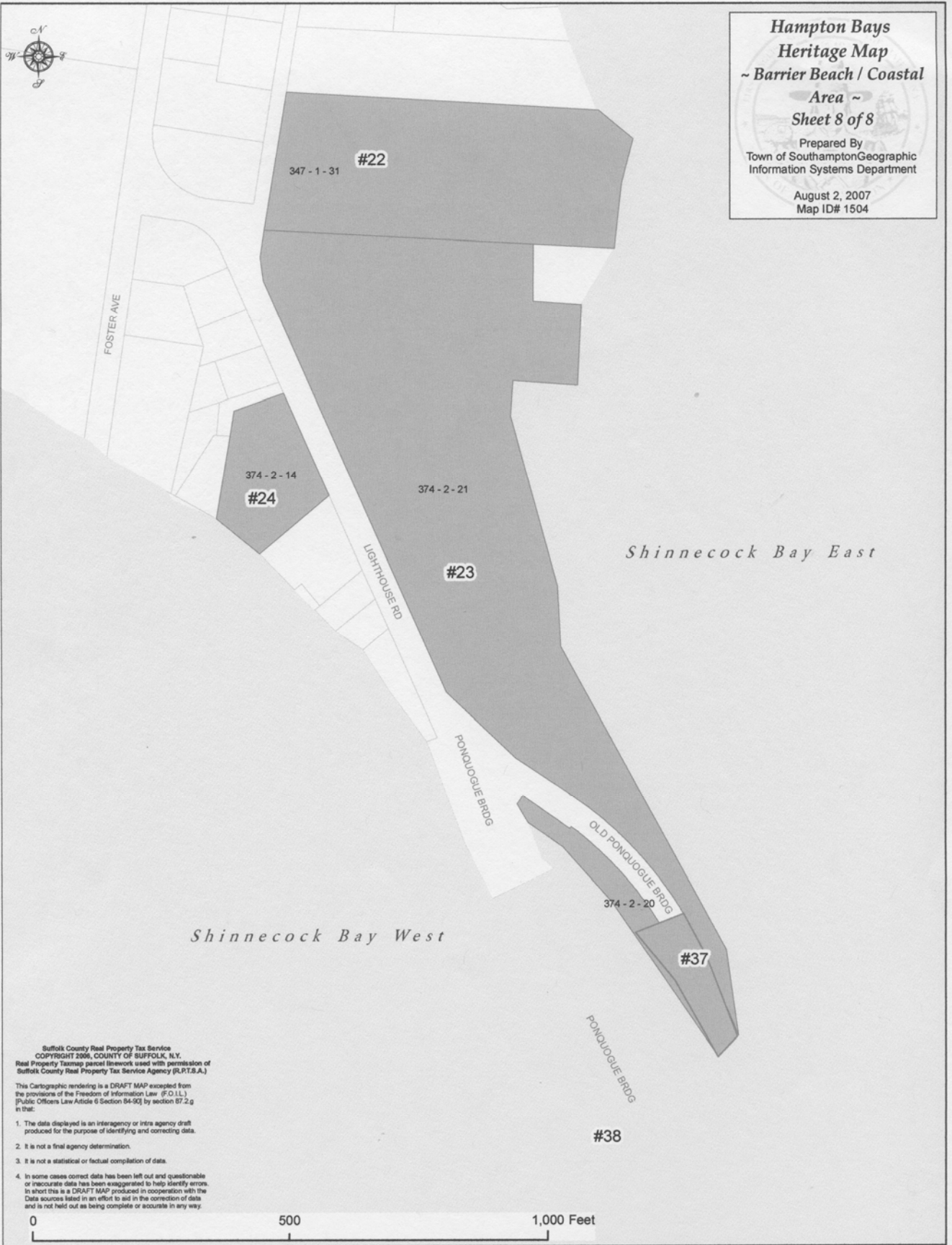




**Hampton Bays  
Heritage Map  
~ Barrier Beach / Coastal  
Area ~  
Sheet 8 of 8**

Prepared By  
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