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HISTORIC RESOURCE STUDY

FIRE ISLAND NATIONAL SEASHORE

LONG ISLAND, N.Y.

Prepared by

Laraine Fletcher

and

Ellen Kintz

for

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INTRODUCTION

This cultural resource study of the Fire Island National Seashore was prepared by Cultural Resource Management Services, Inc. for the National Park Service under Contract No. CX1600-8-0048. The work was conducted during the period from November 1978 to August 1979. As specified in the contract, the project area is contained within the boundaries of the Fire Island National Seashore which is limited to a stretch of barrier beach approximately thirty-two miles long between Fire Island Inlet on the west and Moriches Inlet on the east (Fig. 1).

The aim of the study is to provide information about the history of the project area, to indicate the archeological, architectural and historic resources in the Fire Island National Seashore and to make recommendations, when applicable, for specific intensive cultural resource studies. The inventory of known cultural resources and zones of potential archeological resources can be consulted by the National Park Service in the evaluation of the impact of proposed construction projects or land modification activities.

The cultural properties of the barrier beach are best understood within the context of development which occurred on the south shore of Long Island, as well as within a more encompassing regional framework, including the economic factors which affected events in the Greater New York Metropolitan area as these impinged on use and development of lands on Fire Island. The adjacent mainland communities most closely connected with historical events on the barrier beach are Bay Shore, Islip, East Islip, West Sayville, Sayville, Bayport, Blue Point, Patchogue, Bellport, Brookhaven, Mastic, Moriches and East Moriches. Thus, the bay, barrier beach, mainland communities and the more distant urban centers must be considered as an integral unit within which decisions affecting growth and development have been made on a variety of administrative levels.

The pecularities of a barrier beach ecosystem and the problems specific to such a landscape have to be considered in an evaluation of the culture history of the zone, the settlement patterns and land utilization practices. A great number of structures were floated across from the mainland and once on the barrier beach a single structure may have occupied a number of locations; relocations were often necessary because of erosion of the ocean front property.

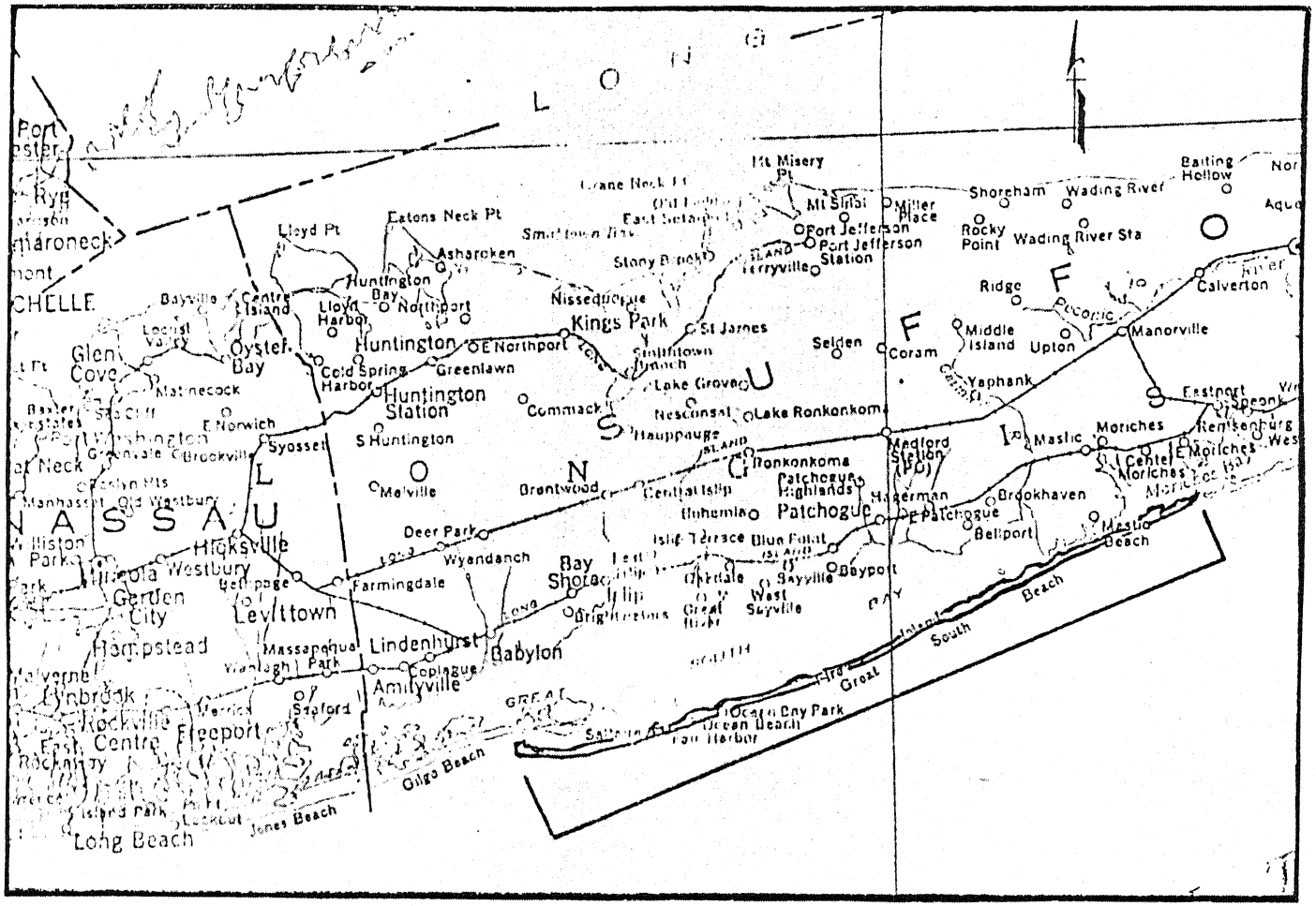


Figure 1: Location of Fire Island National Seashore Project Area

Control over the beach properties vis à vis membership, development, and use of the land has been a major concern over time. The barrier beaches on the south shore of Long Island had been initially granted to the townships and the freeholders during the Colonial period. The history of Fire Island has demonstrated how, with changing patterns of land ownership, property was passed from joint ownership by freeholders with usufructuary rights to individual holdings (shown clearly on the Sammis Map of the Great Partition of 1878 [Fletcher and Kintz 1979b, Fig. 4]). In the early 1900's development companies acquired large holdings, which led to the eventual parcelization of lots evidenced in current community patterns. Most recently government rule on the federal, state and county levels has incorporated beach lands into the public domain.

One theme around which a discussion of the history of Fire Island can be oriented is the continual conflicts concerning land tenure and land use. Early conflicts revolved around land tenure disagreements as exemplified in the Green v. Sammis dispute in the late 1870s, a controversy over common versus private land ownership. Later, with the establishment of fish processing factories in certain zones of the beach, legal actions were rapidly taken, when possible, to prohibit this type of activity from expanding its operations on beach property. Presently major pivotal issues concern zoning, population growth, stabilization of oceanfront property and transportation facilities.

A second salient feature of development on Fire Island is the differential growth and the distinct characteristics of the individual communities, and of the agreements, either tacit or formal, for specific rules governing policies of inclusion or exclusion of community members. Certainly the presence of a chain link fence topped with barbed wire and accompanied by locked gates surrounding Point O' Woods is a physical reminder that admittance to this community is circumscribed. Much of the variation between communities, although not necessarily a product of the lack of communication between localities, has probably been maintained to some degree by the absence of communication arteries. Socioeconomic factors have played an influential role in the formation of the character of the beach's communities as well. Until World War II development of the now populated western segment had been minimal and a nuclei of families from the south shore of Long Island formed to provide services for the resort communities. Some year-round inhabitants of Oakleyville and Ocean Bay Park, for example, were the carpenters, plumbers, electricians, handymen, cooks and housekeepers for a wealthier and more transient segment of beach users. The readily apparent differential zones of growth (i.e., the developed western segment vs. the relatively undeveloped eastern portion of the island)

can be attributed initially to land ownership patterns originating with the transfer of properties by the Smith heirs as well as to its proximity to urban dwellers in comparison to the east end. A few small, semi-isolated communities established in the latter part of the 19th century to the east of Point O' Woods, such as Cherry Grove, Oakleyville, Water Island and the Long Cove fishing settlement, also have their own particular histories. Cherry Grove, Oakleyville and Water Island were beach localities initially used by south shore residents (from Patchogue and Sayville respectively). The documentation of the variety exhibited by each community on the island presented in this study is a theme which is currently being explored in more depth as a dissertation topic by Florence Swinsky, Columbia University, (personal communication).

Research Methods

The research, carried out in two separate phases, began with a documentary search which provided the data to reconstruct the cultural history of the project area. An emphasis was placed on the relationship between the barrier beach, bay and the mainland in the development of land use patterns and the socioeconomic variables which affected human settlement. This archival research, in conjunction with the information gained from interviews with knowledgeable local residents, was used to identify the characteristics and locations of known or potential cultural resources in the project area as well as to implement the second phase of work, the on-site investigations.

The archival research was concerned with documenting use of the barrier beach in both the prehistoric and historic periods. Since an archeological reconnaissance had previously been undertaken on Fire Island for the identification of aboriginal cultural remains (Vetter and Salwen 1974), the emphasis in this study was on the development which occurred in historic times. The history of land use and settlement on Fire Island encompasses a variety of distinct activities. The study is divided into the following sections, each dealing with a significant aspect of the island's history: land ownership on the Great South Beach from 1600 - c. 1900; the development of the modern resort communities from 1878 to the present; maritime disasters and the development of life-saving facilities; marine exploitation activities including off-shore whaling, fishing and shellfishing and a brief outline of park development. Information has been provided from the sixteen oral histories collected during the interview sessions. This material has been incorporated into the text of this report in the appropriate sections.

The second phase of work concentrated on an in-field survey of the project area conducted by two teams. One team undertook the intensive pedestrian survey to locate and assess standing structures of historic significance while the second team carried out a program of subsurface testing at selected localities on the island. The in-field survey strategy to identify the extant historic structures consisted of a walk-through. The relevant data on standing structures were recorded and photographs were taken when appropriate. The four methods employed in the subsurface tests included surface recommaissance, probes with a six foot metal rod, shovel tests and limited excavations.

As indicated, the research methodology employed varied in accordance with the specific tasks. During the course of the literature search both primary and secondary sources were consulted. These are listed here, with more specific evaluations of their usefulness and/or shortcomings presented in the corresponding sections of this report.

The documentary research on the colonial period focused on the consultation, wherever possible, of primary documentation (maps, patents, deeds, wills, manorial papers, town, county and state censuses and town records) to reconstruct the activities and land transfers germane to the ownership patterns of the barrier beach, bay bottom and environs. Permission to consult the archival materials at the Manor of St. George was not received (George Furman, Trustee, Manor of St. George, personal communication), but future research should include an analysis of this material. The development of the beach as a resort area and the emergence of a variety of distinct resort communities was demonstrated by data compiled from town records and tax records as well as by the analysis of land transfers (wills and deeds), maps, newspaper articles and letters which clarified the differential growth of the beach communities.

The pictorial data (Fletcher and Kintz 1979b, Appendix II) present a record of the visual representations of Fire Island and the Great South Bay over time. These include representations of structures, activities and people who participated in the beach's development. The type of pictorial evidence (etching, slide, black and white photograph, glass plate negative, etc.), the year, the subject, and specific location on the beach as well as the information on where the visual representation is housed have been listed.

As of January 1979 no structures or districts located within the boundaries of the Fire Island National Seashore, with the exception of the Fire Island Lighthouse which is eligible for nomination, are listed on the National Register of Historic Places (Austin O'Brien, State Historic Preservation Office, Albany, personal communication).

Barbara Van Liew, Society for the Preservation of Long Island Antiquities (SPLIA), was contacted concerning the status of SPLIA's proposed historic inventory of Fire Island. Although this project was never completed, SPLIA had initiated a literature search, contact had been made with knowledgeable individuals concerning the history of the communities on the barrier beach, and Point O' Woods was investigated in the field. The information collected by the researchers was generously made available to us by Mrs. Barbara Van Liew.

The primary facilities consulted during the course of this study include: the State University of New York at Stony Brook Main Library, Special Collections, Map Room, Environmental Information Center and Microfilm Sections; the Smithtown Public Library, Long Island Room; National Park Service Headquarters Library, Patchogue, N.Y.; William Floyd Estate files, Mastic, N.Y.; the Suffolk County Marine Museum, West Sayville, N.Y.; the Bellport Public Library; the Nassau Suffolk Bi-County Regional Planning Board, Hauppauge, N.Y.; the Museum Library at Eisenhower Park, East Meadow, N.Y.; the Long Island Historical Society, Brooklyn, N.Y.; the Queensborough Public Library, Long Island Division; the Brooklyn Public Library, Business Room; Suffolk County Historical Society, Riverhead, N.Y.; the County Clerk's Office, Riverhead, N.Y.; Islip Town Hall (Tax Records and Map Division of the Planning Board), Islip, N.Y.; Brookhaven Tax Assessor's Office, Port Jefferson, N.Y.; U.S. Coast Guard Third District Legal Offices, Governors Island, N.Y.; U.S. Coast Guard Academy, New London, Conn.; Nassau County Museum at Garvies Point, Glen Cove, N.Y.; Ocean Beach Village Offices; Point O' Woods Association Library; Hofstra Law School Library, Hempstead, N.Y.; Long Island State Park Commission Headquarters, Belmont Lake State Park, N.Y.; and the Suffolk County Department of Public Works, Yaphank, N.Y.

A listing of all persons contacted during the course of this research is presented in Appendix I as well as a listing of the local residents who were interviewed (Appendix II). However, the following individuals have been particularly helpful with their time and deserve special mantion: Charles Lind of the Bi-County Regional Planning Board; Betty Carpenter and Diane Perry of the Suffolk County Historical Society; Peggy Kuehhas, Secretary to Peter Cohalan, Islip Town Supervisor; Davis Erhardt, Librarian, Long Island Division of the Queensborough Public Library; Dave Doty, Map Division of the Town of Islip Planning Board; Austin O'Brien of the State Historic Preservation Office; Carl Starace and David Overton, town historians for Islip and Brookhaven respectively; Peter Buckley, a graduate student in history at SUNY at Stony Brook, Mr. and Mrs. Lindsay, Ocean Bay Park residents; Mr. and Mrs. John Cornelius Griek, residents of Oakleyville, who graciously offered the hospitality of their home to the field crew. In addition, the superb photodocumentation record

compiled by John Jett, Patchogue, N.Y., has been invaluable.

The archeological field work as well as the compilation of the oral histories was undertaken by Edward Johanneman and Laurie Schroeder, while the assessment of the historic structures was carried out by Jonathan L. Mallamo.

The entire manuscript was typed by Wanda Mocarski, Selden, New York.

ENVIRONMENTAL SETTING

Geology

The Great South Beach (or Fire Island), a barrier beach, extends east-west along the south shore of Long Island, buffering the mainland shore from the direct effects of the ocean's forces. This overview of the environmental setting of the project area draws on the geological and ecological studies previously undertaken (Fuller 1914, Art 1976, Andrews 1938, and Kaye 1963).

There is an ongoing controversy over barrier beach formation (Art 1976, Godfrey and Godfrey 1976:8-12). While new stratigraphic data have proved Johnson's theory suggesting barrier beaches were formed as the ocean pushed up ridges of sand off the sea bottom invalid, two other theories are still debated: the spit theory and the drowned beach theory: Hoyt and Fisher (Godfrey and Godfrey 1976:8-9). According to the spit theory barrier islands are formed by the downdrift of spits from eroding headlands. The drowned beach theory states that during a period of reduced or stablized sea level dune ridges are formed. A rising sea then isolates the ridges from the mainland and lagoons are formed behind them. According to Godfrey and Godfrey (1976:12) the spit theory is most likely the one to account for barrier island formation north of the glacial boundary.

Long Island is part of the Atlantic Coastal Plain, with the existing sediments generally laid down upon Cretaceous age deposits. However, only a part of the deposits of Long Island are true coastal plain types, with the greater portion of both the surface and the underlying material of Pleistocene age and representing the morainal and outwash accumulations associated with the continental glaciers.

Two morainal ridges form the backbone of the island and are direct continuations of the series of the moraines of the Wisconsin age. The two rise from 100-150 feet above the surrounding ground and reach a maximum elevation of 410 feet above sea level. The two moraines are separate and distinct in the central and eastern parts of Long Island but merge in the western part. The Ronkonkoma moraine, the older of the two, extends eastward to form the South Fork of Long Island. The northern line of hills, the Harbor Hill moraine, extends eastward to form the North Fork. The moraines themselves are composed of poorly sorted debris consisting of boulders, gravel, sand, silt and clay.

During the retreat of the last Wisconsin ice sheet sea levels were considerably lower than at present and a portion of the continental shelf, which presently extends south of Fire Island for approximately 80-100 miles, was exposed. At that time the Atlantic coastline was some 20-30 miles south of its present position (Salwen 1962:33, Edwards and Emery 1977, Redfield 1967). Long Island Sound may have been a freshwater body and the Great South Bay was dry and formed part of the mainland (Vetter and Salwen 1974:1). While older barrier beaches may remain as submerged relic formations, the immediate predecessor of the present-day barrier beach was probably formed ca. 7500 B.P. at approximately one mile south of its modern location (McCormick 1975:273-274). This date is derived from the radiocarbon dating of peat contained in core samples taken from the shelf off Fire Island. Longshore and offshore currents continually cause reworking of the island's shoreline and subsequent northward and westward movement of sediments occurred with the barrier island generally migrating north. A noticeable westward extension of Fire Island is well documented (Report to the Legislature of the State of New York 1945, Ruhfil 1971, Art 1976:4) and clearly demonstrates the unstable character of the island which is continually growing at its western end. While today the Fire Island barrier beach extends from the Moriches Inlet in the east to Fire Island Inlet in the west approximately thirty-two miles, between the years 1834 and 1955 it has grown 21,880 feet. This phenomenon is most noticeable in the now seemingly anomalous location of the Fire Island Coast Guard Lighthouse, first erected in 1827 at a point which then represented the western tip of the island. In 1940 a stone jetty was built at Democrat Point in an attempt to stabilize the inlet. This jetty functioned until 1950; since that date dredging has been necessary to maintain the channel (McCormick 1976:6).

The geological and environmental description of Fire Island is incomplete without reference to the adjacent waters of the Great South Bay. As a barrier beach, Fire Island is separated from the south shore of Long Island by the Great South Bay. Changes in the configuration of the island greatly influence the ecology of the bay and preservation of the barrier beach is vital to the maintenance of the Great South Bay as a viable productive estuarine zone (National Estuary Study 1970:1). The bay, approximately thirty miles long and six miles wide at the widest point, is shallow, with an average water depth of six feet. Depths of fifteen to thirty feet occur in dredged channels and inlets. At present the major marsh areas of cord grass (Spartina alterniflora) are located on islands and along the south shore, with some marsh areas on the Fire Island bay shore as well. There are approximately sixty islands in the bay which range from one half acre to more than one hundred acres in size. While the sand and silty sand deposits characterize the shallow bottom areas, silt and silty clay deposits are found in deeper locations and at stream mouths (National Estuary Study 1970:3).

Climate

The climate of Suffolk County, greatly influenced by the Atlantic Ocean, is humid-continental (Soil Survey of Suffolk County, N.Y. 1975:96). The climate of the barrier islands, ameliorated by the ocean, usually exhibits "higher winter minimum temperatures and lower summer maximum temperatures than inland regions of the same latitude" (Art 1976:8). During a study conducted on Fire Island, Art (1976: 6-11) reported the mean annual temperature for the island was 10.3°C., the freeze-free period was 240 days and total precipitation was 116.3 cm.; mean annual relative humidity was 76% with fog, mist and heavy dew a common occurrence.

Violent storms and hurricanes have also played a major role in altering the island's form. The examination of early maps, in conjunction with the historical records of major storms, provides a history of repetitive openings and closing of inlets. Historians Bayles (1974:222), Weeks (1965:162-63) and Shaw (1960) have documented the various breakthroughs. The earliest documentation reports a break during a winter storm in 1690-91. According to Shaw (1960:32), it was reported that "Fire Island Inlet broke through after (William) Nicoll settled there (1688), and that it used to be called New Gut," which has also been referred to as the Great Gut or Nicoll's Gut (Weeks 1965:163). Shaw (1960:32) also cites Thompson's account of a report by Col. Nicoll Floyd on the existence of seven inlets east of Fire Island Inlet, with two of these appearing on the 1797 map made for Brookhaven Town. Shaw writes:

> One of them, known as "Hallock's Gut" was a small one and about opposite Centre Moriches; the other known as "Smith's Inlet," was west of Smith's Point and opposite Brookhaven village. It is described in the 1797 survey of the Town, as 4 furlongs and 1 chain in width, which is 4 rods more than half a mile. Both of these inlets have long since closed up. The later began to close soon after 1800 and when the small channel was at last blocked by a brig loaded with grindstones, which sunk in its mouth about 1834, it closed up entirely and a large dune now stands over its entrance into the ocean. The other five inlets also closed up naturally and for many years there was no break through the beach east of Fire Inlet until on March 4, 1931, when Moriches Inlet broke through unexpectedly when there was no storm on land, but a high sea running...

The maintenance of navigable channels through to the ocean has continually presented difficulties. According to the United States Coast Pilot Atlantic Coast Section B, the inlets of the barrier beach on the south coast of Long Island are "subject to

frequent and extensive changes..." (1950:363). Since the salinity of the bay waters is determined by the number and size of the inlets, any changes in the inlets affects the marine life of the bay. In the 1850s when the inlet opposite the Carmen's River began to close serious consequences were apparent; clams would perish in the fresh water environment created by the inlet closure. The following newspaper account describes efforts to dredge the inlet:

> Desperate efforts were made to keep the inlet open. For years a ditch was maintained at great expense. The inhabitants were called on once a year and put in two days' work with shovels and carts; they were allowed to pay their poll taxes in this way. Instead of working it out upon the roads they dug sand during inlet week. But one big storm would so often destroy the week's work in a few hours that about 1860 efforts to keep it open were abandoned (New York Daily Tribune, Sunday, April 7, 1895).

Erosion has also been a continual problem. Shaw (1960:91) reports that as early as 1784 legislation was passed concerning erosion of the beach:

> On April 28, 1784, the Legislature of the State of New York passed an act to prevent the feeding or burning of grass or the cutting of trees on any of the beaches or islands lying between a certain gut or inlet, called Mastic Gut, to the eastward, and another certain gut or inlet called Huntington West Gut, to the westward.

Additional legislation was passed on April 21, 1831, and on April 8, 1834, pertaining also to beach erosion on Fire Island.

In conclusion, extensive shoreline and land modifications of the barrier beach have occurred. The accretion of land on the west end of the island is well documented as is the formation of new inlets and the closing of others. These changes have affected human use of the island, bay and mainland in that changing bay bottom conditions and inlet locations directly relate to a variety of cultural activities. The following sections will document these man-land relationships and specify zones of cultural activity within the project area.

PREHISTORY

This section briefly states the rationale for the probable presence of subsurface and submerged aboriginal sites on Fire Island and in the Great South Bay. The investigation of the geology of the barrier beach has documented that 11,000 years ago the ocean level was approximately 100 feet below its present stand. As a result of the rising sea level, the presence of submerged aboriginal sites in the Great South Bay is probable. However, inundation of the land between the barrier beach and the mainland and subsequent changes in the bottom configuration, size and number of islands, sandbars, channels and inlets over thousands of years makes the probability of encountering aboriginal artifactual material in original depositional patterns in these proposed underwater sites unlikely (Vetter and Salwen 1974:2).

The earliest inhabitants of the Long Island region were probably organized in small bands whose members practiced a hunting and gathering subsistence economy. They possibly hunted the large Pleistocene megafauna, such as mastodon, as well as smaller game: nuts, berries and vegetal foods were collected (Ritchie 1973, Ford 1974).

Later human occupation in the Northeastern United States, developing out of the earlier hunter-gatherer economy perhaps represent specialized adaptions to a variety of local contiguous ecological zones. Settlement patterns of these hunter-gatherer-fishermen reflect the utilization of the varied resources from shore to forest. By the Late Archaic period (4000-1000 B.C.) the prehistoric populations were larger, more complex in the forms of their settlement and exhibited more extensive trade relations with surrounding groups than those of the preceding periods. It is likely that a modern fauna including deer, squirrel, turkey, migratory birds, fish and shellfish was being exploited (Ford 1974:386). Seasonal plants were also being collected. The proliferation of foodstuffs consumed multiplied the number of ecological zones exploited which in turn multiplied the number and types of settlements occupied. Temporary hunting camps, butchering camps, fishing sites, wild food collecting areas and quarries were typical settlement and activity areas.

The Woodland period is characterized by the appearance of pottery and the introduction of horticultural activities to the aboriginal economy. Initially maize, beans and squash formed the basis of the cultivated foodstuffs. However, the marine-based subsistence activities remained of prime importance. It is suggested that the intensive exploitation of the resources of the barrier beach and the Great South Bay continued through the early post-contact years.

Some description of aboriginal life on Long Island during the years following the first European settlement is presented by the early historians (Prime 1845, Bayles 1874, Thompson 1843 and Beauchamp 1900).

The utilization of the south shore by aboriginal groups, especially the marsh and estuary zones where an abundance and variety of marine resources were available for human exploitation, was probably extensive. There is ample documentation for coastal occupation during the Late Archaic (Wyatt 1977), Transitional and Woodland periods. On the north shore significant habitation zones have been located at Stony Brook (Ritchie 1959:10-49), Wading River (Ritchie 1959:78-88), Garvies Point at Glen Cove (Patterson 1955) and Mount Sinai (Gramly 1977, Edward Johannemann and Gretchen Gwynne, personal communication). On the south shore of Long Island prehistoric sites have been located at Massapequa Lake (Kaplan and Mills 1978), Mecox Bay (John Vetter and Edward Johannemann, personal communication), Merrick-Ocean Ave. (Donna Ottusch and Ronald Wyatt, personal communication) and Cedar Creek in Wantagh (Edward Johannemann and Ronald Wyatt, personal communication). A diary entry from Tredwell (1917:259), dated April 12, 1859, describes the numerous shell mounds located both on the marsh islands as well as along both sides of a stream located west of Freeport village. Although the project area is located to the east of Hempstead Bay, it is an analogous situation and it is reasonable to assume that similar utilization of the Great South Bay area occurred during the Late Archaic. Therefore, with sea level stabilized at approximately 4000 B.C., the use of the barrier beach and the marshy embankments of the island and south shore as collecting and hunting areas with collection stations and temporary campsites set up by small groups is probable.

In conclusion, there are zones on Fire Island which might contain prehistoric archeological sites. The data presented by McCormick (1975) on core samples taken by Kumar indicate that a barrier island ancestral to contemporary Fire Island was formed ca. 7500 B.C., at approximately one mile south of the present stand (McCormick 1975: 273-274). Also, a peat layer, located at -7.5 feet mean sea level in Shinnecock Bay, was determined to be 2300 years old. It is suggested that, similarily, on the north side of Fire Island tidal marshes could have existed as well. If the Fire Island marshes date to this early period, the likelihood exists that early prehistoric occupation occurred in the marsh zones. As recommended by Vetter and Salwen (1974:18) consideration of this fact should be made if any construction plans of dredging activities are to be undertaken.

The additional probings for prehistoric material conducted as part of the present study did not produce any evidence of aboriginal remains.

The question of buried soil horizons in the areas designated as secondary dunes (Vetter and Salwen 1974:11) on the barrier beach must also be examined. If the land under the present beach sands was once marsh, then it is probable that prehistoric sites are located beneath the present sand strata. These hypothesized sites are protected by the overlying sand strata and thus preserved, barring future construction plans which might include deep excavation. The location of submerged aboriginal sites in the Great South Bay or sites buried on Fire Island can only be accomplished by a systematic sample of deep borings. Since these presumed sites are protected no recommendations for this type of intensive study are made at this time.

THE HISTORY OF LAND OWNERSHIP OF THE GREAT SOUTH BEACH AND THE GREAT SOUTH BAY: 1600-c. 1900

Ownership of the Beach

A brief historic overview is presented pertaining to land tenure on the Great South Beach and the associated bay bottom lands as well as a discussion of colonial patents, the roles of the "Tangier" Smith and Nicoll families, and the subsequent transfers of property in the project area.

Early exploration and settlement of New England and the Middle Colonies by the Dutch and the English in the early 1600s governed the form of land ownership and use on Long Island and subsequently on the Great South Beach and Great South Bay.

In 1644 King Charles had granted to his brother, James Duke of York, a patent or charter which included, among other properties, all of Long Island. In August of that year an English expeditionary force commanded by Col. Richard Nicolls forced Stuyvesant to surrender New Amsterdam, and in 1666 Gov. Nicolls issued the First Brookhaven Patent to the freeholders of the town

> the west bounds to begin at the line run by the inhabitants of the said town, between them and Mr. Smith's lands (Smithtown)...and to go east to the head of the Wading River ...to stretch north to the Sound and south to the sea or main ocean (Kavenagh 1973:128).

This original patent included the Great South Bay and the Great South Beach.

The Dutch reoccupied New York in 1673 and broke the continuity of the Brookhaven First Patent issued under the English. This was to be important in later allocation of lands after the Dutch surrendered their claims by the Treaty of Westminister in 1674.

Winescrocum and others (Native Americans) deeded the South Beach in its entirety to Brookhaven Town in 1685 (Fletcher and Kintz 1979b: Appendix IV). The deed was filed to settle the conflict over claims to beach lands between Brookhaven and Southampton towns. It included the giving of rights to the Town of Brookhaven freeholders to "freely cut upon the said beach what wood they, their heirs and successors shall have from time to time have need of for the trying of whales or other great fish" (Records of the Town of Brookhaven 1932:252-253; Kavenagh 1973:158). This dispute over the ownership of the Great

South Beach was one of many over this land, including arguments that took place between Brookhaven and Smith, Brookhaven and Islip and Islip and Huntington/Babylon.

The controversy over the ownership of beach lands began in 1686 when Gov. Thomas Dongan issued the Second Patent to the Trustees of Brookhaven. The second patent reaffirmed the Patent of 1666, issued by Nicoll to Brookhaven, excepting those lands south of the limits of the town that had not been purchased from the Indians. Gov. Dongan issued a land patent to William Nicoll, nephew of past Gov. Nicoll, for lands which today are East Islip and the Fire Islands in 1688 (Fletcher and Kintz 1979b, Appendix V). The patent, however, did not include Great South Beach lands (patent filed in the New York State Lib., Albany, Manuscripts and History Section, Patent Book, pp. 333-335; Kavenagh 1973:139). In 1693 Col. William "Tangier" Smith petitioned Gov. Benjamin Fletcher for a land grant. For three years Smith had been purchasing land from the Indians inside the boundaries of the Town of Brookhaven. These lands included the Great South Beach as well as lands on the mainland to be set up as the Manor of St. George (Manor of St. George, Museum, Collection, typescript; Kavenagh 1973:156). These lands, although included within the original patent to the Town of Brookhaven, were unpurchased Indian lands and, by the Second Patent to the Town of Brookhaven (1686), were not included in the land grant to the town. In addition to the Smith petition, a letter dated 1693 by the Sachem Tobagus stated that he had never sold the South Beach to Brookhaven (Fletcher and Kintz, 1979b, Appendix VI; Manor of St. George, Museum, Collection, Doc. DF 25, typeset). The Tobagus letter states that his signature was forged on an earlier document giving the rights to the Great South Beach to Brookhaven Town (Kavenagh 1973:157).

William Smith received a land grant in 1693 from Gov. Fletcher which included the Great South Beach property from Huntington East Gut (Fire Island Inlet) in the west to "a place called Cupswauge being the Town of Southampton westernmost bounds" (Fletcher and Kintz 1979b, Appendix VII; Kavenagh 1973:158). The patent included not only the mainland lands and lands on the Great South Beach but also included rights to the bay. The bay rights were to be important in the history of land holdings at a later time. (Book of Patents 6:421, abstract later filed in 1792 in 53:32 of the Indorsed Land Papers at Albany; Goggins 1952:17; orig. patent is filed with the Suffolk County Historical Society, Riverhead, N.Y.).

An additional Indian deed of property was given to William Smith for Beach, Bay and Island dated April 10, 1694 (Fletcher and Kintz, 1979, Appendix VIII: Manor of St. George, Museum, Collection, typescript; Kavenagh 1973:167). The importance of the Indian deed was that it gave land to Smith through a legal loophole as seen

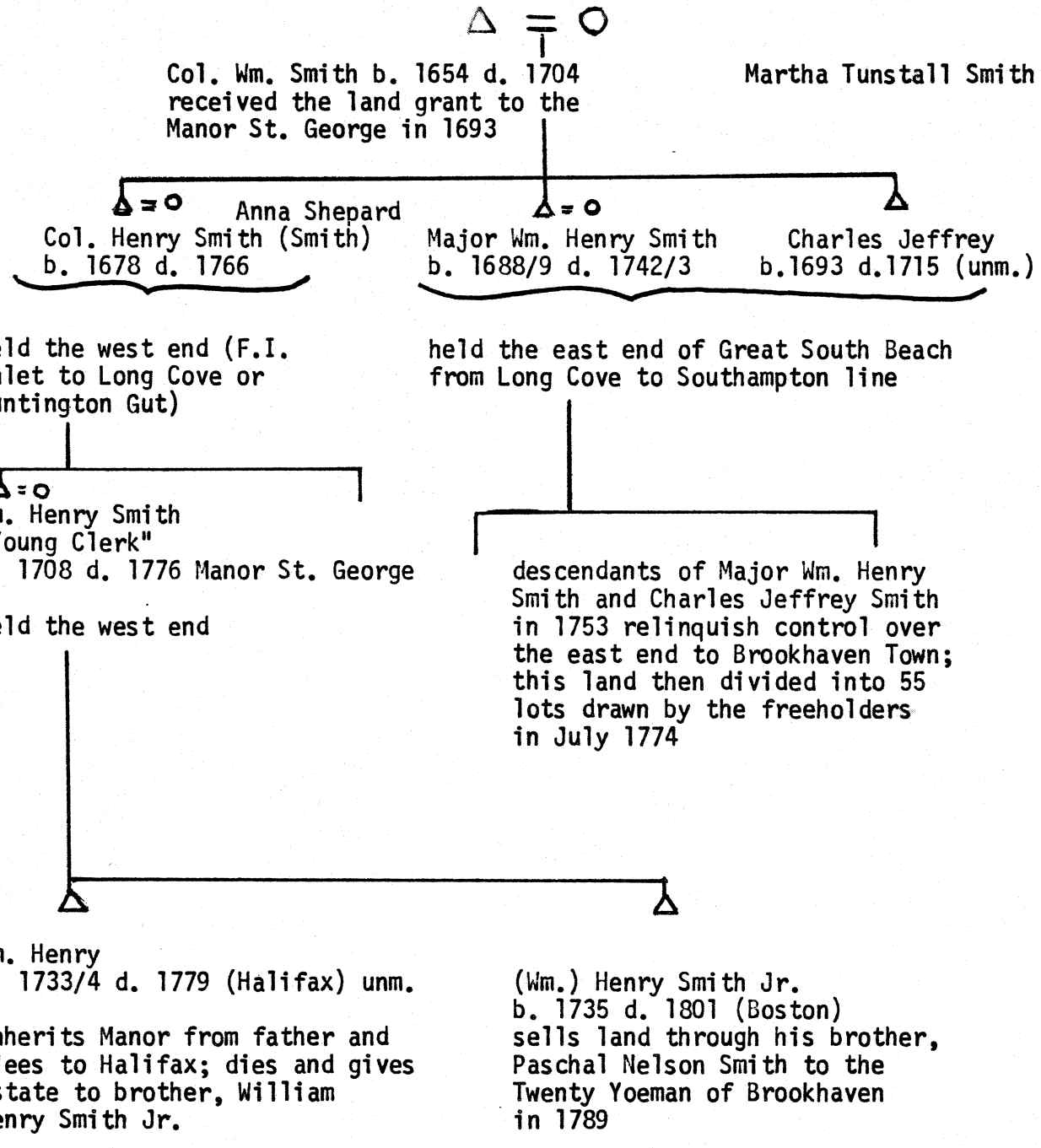
in the Second Patent to the Town of Brookhaven (1686) and furthermore relinquished the claim that Southampton Town had on the property. On three occasions between 1693 and 1694 Smith read his patent to the Trustees of Brookhaven asserting his rights to the lands and the town's assent to the boundaries. Although there were disputes over his claims, the assent to the boundaries of his lands and his claims to the bay and the beach were recorded in the Records of the Town of Brookhaven (1931).

William Smith died in 1704 and his beach lands fell into the hands of his three sons. Major William Smith and Charles Jeffrey held the easterly half of the South Beach and other properties and his eldest son Henry held the westerly half of the beach from Long Cove to the westernmost gut (Fletcher and Kintz, 1979b, Appendix IX; Will, William Smith, Liber 7 of Wills, p. 216, Surrogate Court, N.Y. County; Kavenagh 1973:170-77).

The history of the Smith family and their land holdings and transfer of these properties composes the subsequent phase in the history of land ownership on the beach (Fig. 2). Henry Smith, eldest son of William, holder of most of the Manor of St. George property, was obliged to bequeath his property to his eldest son to the exclusion of his other children (he had 12), unable to alienate lands of the estate under conditions of entailment (the limits placed on his estate ownership that did not allow sale of the property to any but a specified line of heirs). To break the entailment Henry and William "Young Clerk" Smith, his eldest son, went through a procedure known as a Common Recovery (Goggins 1952:18; the Indenture Quadripartite and Exemplication of the Proceedings in the Common Recovery are recorded in Book of Deeds 14:304, Secretary of State's Office). As a result of the proceedings the entailment was broken and Henry Smith and his son divided the Manor lands between themselves. The beach properties became the exclusive property of Colonel Henry, free of entail. When Henry died in 1766, the beach lands passed to "Young Clerk" Smith (Will, Henry Smith, Liber 25 of Wills, p. 519, Surrogates Court, N.Y. County).

The period when "Young Clerk" Smith succeeded to his inheritance was one in which there was growing resentment against the feudal privileges of the vase land grants held by Manor lords. At this time the townspeople of Brookhaven asserted their earlier claim to ownership of the beach under the First and Second Patents. Ultimately in 1753, the descendants of Major William Smith, the youngest son of William "Tangier" Smith the patentee, relinquished a substantial part of the area to the east of Long Cove to the Town of Brookhaven (Records of the Town of Brookhaven 1947:23; Kavenagh 1975:32). The beach lands to the east of Long Cove were divided by the town into 55 lots of various sizes, and lots were drawn by freeholders in

Figure 2. Tangier Smith family kinship with only key individuals involved in Great South Beach land transfers.



July 1774 (Fletcher and Kintz, 1979b, Appendix XII). The list of owners is recorded in the Records of the Town of Brookhaven (1880, Records: Town of Brookhaven up to 1800 as compiled by the Town Clerk). The listing of the plot owners (Munsell 1882:11-12) demonstrates that people who owned Great South Beach property were also holding a number of other plots throughout the town.

"Young Clerk" Smith died in 1776 yet his estate was not administered until after the end of the Revolutionary War. His eldest son, William Henry, who held title to the western end of the Great South Beach was among the first of the Loyalists to flee the country and reside in Nova Scotia. He died there about 1779 and the lands passed to his eldest son, Henry. Henry had also fled with his father and did not attempt to return to Long Island. He authorized his uncle, Paschal Nelson Smith, to dispose of all of his holdings. In 1789 the beach was sold to "Twenty Yeoman of Brookhaven" (Deed filed in the Records of the Twon of Brookhaven 1687-1789, Book C: 415). The twenty proprietors were as follows: Daniel Roe, Stephen Reeve; Thomas Avery; David Smith; Ezra Tuthill; Lewis Jones; Isaac Overton, Jr.; William Arther; Phinihas Robinson; Humphry Avery, Jr.; Isaac Cory; Warden Tobey; Joseph Terry; John Smith Taylor; William Risley; Benjamin Benjamin; John Smith; Roger Avery; Justuce Overton; and William Sell, all of the Township of Brookhaven.

In 1790 Humphry Avery Jr., one of the twenty proprietors, petitioned the State Legislature for an amendment of an earlier law of 1784 which sought to prevent animals from running wild on the beach and damaging dune grass. The legislature supported Avery's request to allow grazing and meadow rights to the proprietors. (The Act of Legislature recognizing grazing rights of the proprietors is filed in the Laws of 1790, Chap. 32; Goggins 1952:18). The Legislature later permitted actions at law for the protection of the proprietors against trespassers. The bill authorizing actions against trespassers on behalf of all proprietors is filed in the Laws of 1831, Chap. 188 (Goggins 1952:18). In 1823 the Fire Island Lighthouse was erected. The lands were acquired through the Acts of Cession of the site of the Lighthouse (Laws of 1825, Chap. 224; Goggins 1952:18).

From approximately 1790 to the mid-19th century the land on the barrier beach was extensively used by the townspeople for the grazing of cattle, the collection of salt hay and for gunning and fowling activities. The building of structures on the island during this time was minimal and two early maps, Hassler and Bache, 1851 and Chace 1858 (Fletcher and Kintz 1979a:Figures 7 and 8) show only the locations of the life-saving stations and a few dispersed structures which generally belonged to local south shore inhabitants. No public establishments are noted on these maps nor were any of the

present day communities in existence at that time.

The exploitation of the Great South Bay for oysters and clams continued and the regulation of these activities by the towns, which began in the 17th century, continued. The Brookhaven Town records clearly document this control and the records spanning 1789 to 1856 indicate the town's concern for restricting the rights for clamming, oystering, fishing and fowling pursuits to town inhabitants and to specifically prohibit the taking of these natural resources by "foreigners" (Brookhaven Town Records 1888:7-8; 103). These records also show the on-going legal struggle with the Smith heirs over rights to the productive bay bottom lands (Brookhaven Town Records 1888:45, 55-56, 141, 143, 174, 194).

As mentioned, during the 1700s after the beach lands were divided among the twenty proprietors, the beach grass was not only utilized as pasturage for cattle but the gasses were cut to provide fodder for mainland herds (Goggins 1952:11, Brookhaven Town Records Book C 1931:290-291, 353, 359, 364). The 1790 action amended the earlier legislation and a statute was passed which allowed the proprietors grazing and meadow rights (Goggins 1952:11). The cutting of hay on the marshes was another activity of the English settlers and the legislative actions concerning the regulation of the practice were first recorded in 1667 (Tredwell 1912:136, Brookhaven Town Records Book A 1930). On Fire Island, for that portion which belonged to the twenty proprietors, the use of the beach was confined to those with property shares and with the exception of the structures indicated on the early maps, there is little documentation on the existence of anything more than temporary shelters for herdsmen, salt hay gatherers and shellfish collectors (Shaw 1895; Goggins 1952:11), or modest structures used as shelter by hunters and fishermen.[1] Goggins (1952:11) provides the following description of the proprietors:

> For many years thereafter the proprietors crossed the Bay in their flat bottomed hay boats; tales have been told of the hardy mowers who armed with scythes cut hyge swaths of salt grass. Yet no permanent habitations appear to have been constructed on the Beach during the early part of the nineteenth century; temporary shelters housed the herdsmen who guarded the cattle and diggers who sought the shell fish of the Bay.

Perhaps somewhat more substantial structures were erected to serve as hunting and gunning lodges. A description by Cypress (Forrester 1942:26-33) of his stay on the "Fire Islands" during the first half of the 19th century provides an impression of the rustic and functional structures for these sportsmen and hired crews. Cypress writes:

> There, the safe proprietor deposits his pea-coat, private liquor, and unusual blanket; confident in the honour of his comrades, unless the weather should happen to be savage, when, doubtless, he will watch diligently. No idle space remains, save the brief circle around the fire place, which serves, in turn, for parlor, diningroom, and kitchen. The tapestry hangings are various and picturesque. The subject of the illustration is the blessed beauty of utility. Up against the saplings uprights are fastened shelves, unconscious of the plane; and rust-browned hooks, and nails, disclose their alternate heads and points, where lie, or are suspended, or are thrust into the straw, the luxuries and superfluities of the squad...a jug of molasses; item, a black-edged, broken, pack of playing cards; item, a love-feats hymn-book; item; six inches by two of looking glass--quicksilver halt off; item, a bunch of mackerel; item an extra pair of party-colored pantaloons, nineteen times mended in the seat; item, something to take, by way of medicien, for thirsty members of the Temperance society; item, the first two leaves of "the Swearer's Prayer"-tract-rest used up; item, the American Songster; item,-but the inventory will "stretch out to the crack of doom;"-most imaginative reader, complete the catalogue with guns, eel-spears, clam-rakes, powder-horns, and bread baskets, with their appurtenances, according to thy most fastidious desires.

The next phase of land transfers reflects the change in the use of the beach. The most significant figure in this change was D. S. S. Sammis, a representative man of the times, wide awake, far-seeing, of excellent judgment and perfect integrity, with a large heart and a broad, genial nature, that makes a host of friends and holds them both" (Munsell 1882:23). Sammis became owner of an undivided plot of land on Fire Island in 1855. Whereas previous to his ownership, the land was primarily used for the grazing of cattle, the collection of salt hay, and gunning and fowling activities, although fish processing factories had gained a foothold on the west-end of the beach.[2] Sammis built the Surf Hotel and each year there was a controversy between him and other owners of the beach lands who insisted upon their traditional rights to let their cattle range over the entire length of the beach. Other shareholders on the eastern end of the beach who operated the fish factories also had similar difficulties controlling the cattle. In other words, there arose a conflict between the traditional common holding of beach property for collection of salt hay and use for cattle grazing and the commercial and recreational use of the barrier beach. The solution to this conflict was sought in the Great Partition--1871-1878.

The Petition action, known as Green v. Sammis, has long been the subject of bitter controversy. The original twenty proprietors

of the beach lands as noted in the Brookhaven Town Records and their heirs had never consistently filed either deeds or wills substantiating the transfers of the land. Title searches in the County Clerk's Office furnished only three unbroken chains of ownership. However, close to 100 persons were formally notified of the partition procedures. The partition action was initiated by the filing of a notice in the County Clerk's Office in November, 1871. It was clear that the identity or whereabouts of some share holders could never be ascertained and Messrs. "John Doe" and "Richard Roe" were used to represent the unknown owners of lands on the beach ("Map of the Partition of the Great South Beach in the Towns of Brookhaven and Islip," filed in the County Clerk's Office in July 1878, File #310, Misc. Map Room, hereafter referred to as the Sammis Map of 1878 (Fletcher and Kintz, 1979b, Figure 4). In 1877, the court appointed a referee to take proof as to the claims of ownership of the beach lands. The referee reported that all but one and 7/24ths of the original twenty shares had been accounted for in the claims. The beach was then surveyed and divided into 78 separate plots by Jonathan Sammis, C. E. (Goggins 1952:12-13).

Ownership of the Bay

It is apparent from the discussion of the early patents to the Town of Brookhaven and to "Tangier" Smith that both parties could lay claim to the Great South Beach and Bay as far west as Fire Island Inlet. However, with respect to the ownership of the bay bottom, both the town of Brookhaven and the Smith heirs claimed the underwater lands.

In 1755 the Trustees of Brookhaven received from the Indians a deed to the Great South Bay (Fletcher and Kintz, 1979b, Appendix X; reproduced in "General Report on Harbors and Bays Around Long Island Pertaining to Shell Fisheries," Robert Micknas, Marine Surveyor, March 1934; cited from a report in 1885 by Eugene Blackford, NYS Commissioner of Fisheries; Kavenagh 1973:178-9). The deed states that Indian Rubin Sunnee and other Indian proprietors of the South Bay in Brookhaven gave to the Town the lands under the bay and all the rights of use (fishing, hunting and other associated rights) for five pounds.

Later in 1767 the Trustees of Brookhaven and the Smith heirs agreed to hold the bay in common ownership from Huntington East Gut (Fire Island Inlet) to the west side of Long Point in the east (Fletcher and Kintz 1979b, Appendix XI; Records of the Town of Brookhaven 1947:354-355, 155; Kavenagh 1973:180-182). Of interest in this agreement is the fact that the Trustees of the Town of Brookhaven gave William Smith of the Manor of St. George rights to the

bay for five pounds. The deed is recorded August 4, 1801, Liber C, p. 382. It should be noted that in the original patent to William Smith the bay was part of the lands transferred.

The agreement between Smith and the Town of Brookhaven on management of the bay included rights to both parties to grant liberty to the inhabitants of the town to fish, oyster or clam in the bay for their own consumption but not for sale. The Town and Smith would be partners in both profits and losses. The controversies between the Smith family and the Town of Brookhaven as a result of the confusion over the First Patent and Second Patent to the Town of Brookhaven and the Fletcher patent to "Tangier" Smith were relatively resolved by this agreement, at least with respect to bay bottom lands.

In 1777 the first state constitution confirmed the colonial patents and on March 7, 1788, the state legislature divided the then existing counties into towns. The state legislature made the error of drawing the southern boundary of the Town of Islip (Laws of New York, 1785-88, II, 748-769) and in 1790 corrected itself in Chap. 19 stating "all the beach and bay within the limits of...Islip, which is included in the patent of Brookhaven, shall be, and hereby is declared to be a part of...Brookhaven" (Laws of New York, 1789-1796, III, 127). The legislature adhered to the 1686 Second Patent to the Town of Brookhaven and made reference to the 1767 partnership line between Smith and the Town of Brookhaven (Kavenagh 1975:22).

In 1796 the legislature required the Commissioners of the Land Office to collect all data, including survey maps, of all counties and towns to ascertain the boundaries. Brookhaven filed a map and findings in Albany in the fall of 1797 as the official recorded town boundaries (Office of the Secretary of State, Albany; Brookhaven Town Records, A, 142-148; Kavenagh 1975:23). Islip filed town boundaries on January 1, 1798. Both maps clearly indicate the westernmost patent line of Brookhaven as a line east of the mouth of the Connetquot River running due south to the ocean and did not take into account the partnership boundary line that existed as a result of the 1767 agreement between Smith and Brookhaven Town concerning use of the bay and its fisheries (Kavenagh 1975:23).

During the early years of the 19th century the towns of Islip, Brookhaven and Huntington found themselves in a dispute over fishing rights in the bay. In 1834 each town elected a committee to meet with the committees of the other towns to negotiate a settlement. In 1835 the committees signed an agreement dealing only with the fisheries in the bay and the boundary accepted was based on the colonial grants to Brookhaven and Smith as modified by the agreement of 1767. It could not alter the towns' jurisdictional boundaries

which could only be done with the concurrence of two-thirds of both houses of state legislature (Laws of New York, 1821, Const., Art 9). Nevertheless it established the "Range Line" which ran from a point on the South Beach north to a point just east of Nicoll's Point, running considerably west of the Brookhaven patent line of 1686 and including Smith land under water included in the 1767 partnership agreement (Kavenagh 1975:24-25).

In 1875 the Court of Appeals in Trustees of Brookhaven v. Strong (60 NY 60) reviewed the entire controversy over rights to the bay fisheries and the Court concluded that both the Smith and Brookhaven patents were valid giving them exclusive rights in the bay (Kavenagh 1975:25). Because of the Strong decision, in 1880 Islip reached an agreement with Brookhaven for a consideration of $1,500.00 that all Islip residents who lived east of Great River (alias Connetquot River, West Connecticut River) would have the same privileges in the exploitation of the bay as did Brookhaven residents (Documents of the Town of Brookhaven, 359-360, ratified by Laws of New York, 1881, I, Chap. 322). However, on November 30, 1900, at the request of the heirs of the original Smith patentee, the state supreme court partitioned the bay between the heirs and the Trustees of Brookhaven. The partition line ran from the old fire house in Bayport south across the bay. All bay west of the line to the Range Line fell to the Smith heirs; all east of it to Brookhaven. As a result, Brookhaven relinquished all proprietary claims to the bay or lands under its waters west of the partition line. This modified the 1880 agreement with Islip to the extent that the area of equal treatment for residents of both towns was now narrowed to an area east of the Bayport fire house line since all west of that line now was private land. Subsequently the Smith heirs conveyed all their interests in the bay bottom to commercial shellfishing companies.

As of 1975 Brookhaven can only claim jurisdiction over the bay west of the Partition Line of 1900 to its patent line of 1686, as confirmed by statute in 1788-90 and registered by survey and map with the state in 1797. All land west of that line including all communities on Fire Island falls within the jurisdiction of Islip. This is qualified to the extent that the State of New York has jurisdiction over any lands in Islip under water (Ch. 206 of the Laws of New York, 1929; amended by Ch. 535 of the Laws of New York, 1930; and the resolution of the Board of Commissioners of the Land Office, dated October 26, 1928, under Conservation Law Sect. 777, sub. 5; Kavenagh 1975:28). The rights to underwater land for the Town of Islip are not the same as the rights for the Town of Brookhaven as Islip was never granted these lands under colonial patent as was the case for the Town of Brookhaven. For the Town of Brookhaven, the lands (including bay bottom) given under the colonial patents were held

by the town as private as distinguished from public ownership. For Islip the title to the lands underwater which were not conveyed by patent remained vested in the Crown and after the American Revolution, these lands passed to the People of New York State. The State has conveyed rights to the bay to the Town of Islip but the transfer of rights is not the same as those conveyed by the colonial patents to the Town of Brookhaven (Cohalan nd:6).

The history of the Dutch and English confrontations in the mid-1600s had implications for the control of the beach and bay for the towns of Brookhaven and Islip. The history of the patent allotments made it possible for the Smiths to gain access to the Manor of St. George lands. The Dongan Patent to Nicoll (eventually to become part of the Town of Islip) gave minimal rights to beach and bay lands. The importance of Indian deeds should not be underestimated in determining the ability of the freeholders, the Town of Brookhaven, and the Smith family to claim land. More information should be compiled not only from the Town of Brookhaven Records but also from the records of the Manor of St. George on the use of the beach and the bay. Information on the importance of haying activities for persons in the Town of Brookhaven in 1675 and 1683 is compiled in the Documentary History of the State of New York (1850 2:268, 308). Munsell (1882:11-12) also provides information on the ownership of plots on the Great South Beach as well as other town lands in the late 1700s by Brookhaven residents. Early diaries as well as the Manor of St. George records should be consulted for a more complete assessment of the early colonial economic system to document more completely the relationship between farming, herding and exploitation of the meadow lands and Great South Bay resources. The mid-1850s and subsequent eras are marked by a transformation in the use of the beach. The Great Partition of the Beach (1871-1878) (Goggins 1952) represents the initial state of land development which culminated in the use of the lands as we know it today as a recreational facility. The construction of hotels and houses on the beach and the control of the land by development companies clearly documents the economic value of the seaside property.

Slaving and the Great South Beach

It has been suggested that the Great South Beach had a role in slaving activities. Tuomey (1959:26) writes that the alleged stockade pens on Fire Island possibly were used to retain slaves being smuggled into the colonies or, at a later date, for the retention of freed or runaway slaves who had been captured and were being resold in the southern states. The correspondence between the archeologists John Cotter and Ed Patterson (April 4, 1965, files of the Fire Island National Seashore Headquarters, Library) also suggests this. They

note the difficulty both in documentation and the retrieval of archeological evidence relevant to this topic. Another secondary source, Horton (1945:84) writes:

> Fire Island Inlet had been popular with slave-runners since 1799 when New York enacted a law providing for the gradual extinction of slavery within its borders. When, in July 4, 1827, approximately ten thousand slaves living in the state were set free, the "blackbirders" began a system of two-way traffic through the inlet. Besides continuing to import fresh stock from the West Indies, local slave-runners did a thriving business in kidnapping free northern negroes and shipping them to southern dealers.

While there is no primary documentation found, as yet, to substantiate the claims that there were stockade pens on the barrier beach, an examination of the slaving activities in the region is presented in order to evaluate this possible use of the beach. The records consulted included census data, town records, private papers, and scholarly works on slavery in the northern states.

There are problems, initially, in discussing numbers of slaves in New York since in the years prior to 1790 there was no distinction drawn between free blacks and slaves (Kobrin 1971:4, Federal Census for 1865:iv). This must be considered in any discussion concerning the black population during this time. However, with this discrepancy in mind Kobrin (1971:8) claims that

> Due to a combination of circumstances, some historical, some almost accidental, some purely economic, and some less easily defined, New York came to have the largest slave population among the nonplantation English colonies in the New World.

and

> Despite the expansion of the white population, in the 1770's New York's minority accounted for more than 11 percent of the colony's total population. Such percentages, greater than comparable figures at any other period of New York's history, made the Negro the single largest minority in colonial New York (Kobrin 1971:8).

Between the years 1689 and 1771 the percentage of blacks to the total population in New York ranged from 11.5% in 1703 to a high of 15.2% in 1723 (Kobrin 1971:8-9).

While Wortis suggests that as early as 1651 black slaves were imported to the eastern end of Long Island, there were also black

settlers at that time who were free men (Wortis 1974:36). However, the principal ports of entry of slaves to the area were New York and Southampton and because of the available harbors and inlets and the isolation of the east end, Wortis (1974:44) states "there is also reason to believe that there was a clandestine slave trade in eastern Long Island in the early years of the eighteenth century." This is supported by McManus (1973:11-14), who reports that

> During the first quarter of the eighteenth century, 1,570 slave imports were recorded from the West Indies and 802 from Africa. These estimates, however, fall far short of the numbers actually imported, for the port records do not count the slaves smuggled into the colony by illegal traders.

McManus (1973:208-211) has collected census data from 1698 to 1800 (Fletcher and Kintz 1979c, Appendix I). The following figures for Suffolk County have been taken from Kobrin (1971:8-9):

Year	Whites	Blacks*
1698	2.321	558
1703	3,158	188
1723	5.266	975
1731	7,074	601
1737	6,833	1,090
1746	7,855	1,399
1749	8,098	1.286
1756	9.245	1.045
1771	11,676	1.452
1786	13,793	1.068
1790	16,440	1,098
1800	19,464	866

(*up to 1790 figures include slaves and free persons)

As evidenced by the above figures for Suffolk County, which correspond also with a similar set of figures for the whole state, and as pointed out by Kobrin (1971:8-9), the decline in the percentage of blacks is a result not of a decrease in the number of blacks but is due to the rapid population increase of whites in the county in particular and in the state in general.

With anti-slavery an issue before the American Revolution and the great numbers of slaves who either escaped or earned their freedom during the war, the number of slaves decreased. Kobrin (1971:41) presents the following data for New York:

Year	White Population	Slave Population	% of Pop. Slave
1771	148,124	19,883	11.8%
1786	219,996	18,889	7.9%

Anti-slavery sentiment grew in the years following the Revolutionary War and the Act of 1788 for the manumission of slaves was followed by the 1798 law passed for the gradual emancipation of slaves. On March 31, 1817, it was enacted that "slaves born after July 7, 1799, should be free; if male, at the age of 28; or if female, at the age of 25. Those born before that period were to remain slaves for life: (Census of New York State for 1865:iv; Laws of 1817, Chapter 137, which took effect on July 4, 1827).

The Records of the Town of Brookhaven (1798 to 1856:xx-xxiv) provide some documentation about slave holdings for the period from 1798 to about the 1830s. There are sixty-one entries by which slave owners agreed to manumit his/her slave(s). However, the entries which follow those dealing with the manumission of slaves are the birth records for slaves. There were a total of 106 entries which recorded the slave births and spanned the years from approximately 1799 to 1836 (Brookhaven Town Records 1888:81-94). Thus, both manumissions of some slaves able to become self-sufficient was occurring while some persons were retaining slaves and their off-spring as seen in the birth records. However, since the manumission legislations was in effect a slave could also work toward this goal. Kobrin (1971:32) writes that "the ultimate 'reward' was manumission. It was not uncommon in colonial New York for a master to agree--under fairly severe pressure from a skilled slave--to terms by which the slave cound earn his freedom." How many of the slaves manumitted in Brookhaven Town were released by these types of agreements is, of course, not known.

A more precise picture of the number of slaves in the post-1790 years, when a distinction was drawn between free blacks and slaves, is seen in the following figures taken from the Census of 1855 for the State of New York (Census of the State of New York for 1855, 1857:xi). The figures below show the number of slaves for Suffolk County.

1790	1800	1810	1814	1820	1830	1840
1,098	886	413	339	323	-	-

The total number of slaves for all the counties in New York in 1790 was 21,324 and in 1820 the number was 10,046. Thus, while between 1790 and 1820 the total number of slaves for all the New York State counties was reduced by about one half, Suffolk County had reduced its slave population by about two-thirds.

Another chart for the 1790 State Census, with differing figures, presented the following breakdown for Suffolk County (Census of New York State for 1855, 1857:xi).

Males	Females	Slaves	Total
7,546	7,421	1,127	16,094

These figures show that only about 7% of the total population of Suffolk was comprised of slaves. These figures can be compared with the statistics for slave populations in New York as presented below (State of New York Census for 1865:iv):

Year	Number	% of Population	Comments
1786	18,889	7.81	includes freeblacks
1790	21,324	6.27	Federal Census
1800	20,613	3.50	-
1810	15,017	1.56	-
1814	11,480	1.18	Electoral Census
1820	10,046	0.81	Federal Census

It can be seen that as slaves and free blacks for New York State as a whole were 6.26% of the population in 1790, in Suffolk in 1790 a similar proportion (7%) of the population were slaves.

Data available for Brookhaven Town provide a picture of slave-holding practices in the environs of the project area. A review of the 1800 Federal Census showed that a total of 225 slaves were recorded for the Town of Brookhaven. The names of the owners were listed along with the number of slaves held by each person. Most landowners held only from 1-3 slaves, as was the trend in the northern states, unlike the large holdings on the southern plantations (Kobrin 1971:10, McManus 1973:39-41). However, those individuals who did have large manors, such as William Floyd and William Smith of the "Tangier" Smith family, did have larger numbers of slaves recorded than did others (1800 Federal Census), as was the pattern in other parts of New York State. Kobrin comments on this:

> During the colonial period, New York's slave population was probably more widely diffused among the white population than in any other English colony. Although some masters owned bands of over 30 slaves, in the closing years of the colonial period few individuals owned more than 10 slaves, and the average master had between one and three slaves in his household. Only the handful of individuals who owned more than 10 or 20 Negroes could imitate the odious arrangements of the Southern colonies where the blacks were sometimes treated more like objects than people (Kobrin 1971:10).

On the whole, slavery on a large scale comparable to the southern plantation type and the developing economy of Suffolk were not compatible. With the exception of some large manors, the organization of the smaller farms did not make slave labor economically feasible (Wortis 1974:40, Tredwell 1912:19-20) and the economics of slaveholding, in conjunction with the abolitionist forces, led to a decline in slavery and in 1827 the New York State legislature ruled that the holding or ownership of slaves in New York State by residents was prohibited.

As mentioned, while there has been no valid documentation uncovered during the course of this brief review of slaving activities in New York which points to any precise locations on the barrier beach where slaving activities might have occurred, there is ample documentation of the smuggling of slaves in the early years of the eighteenth century as well as in the first quarter of the nineteenth century. In light of these events the possibility exists that the beaches were used as temporary stopping places in the trafficking of slaves. The clandestine nature of these activities and the total absence of documentation on their location would necessitate an extensive sampling strategy for identification of these cultural resources, if indeed they have been preserved. The in-field subsurface testing and surface reconnaissance undertaken on Fire Island for this study did not uncover evidence of the alleged stockade pens, nor was there any other indication of areas that could have been associated with early slaving activities.

MARINE EXPLOITATION ACTIVITIES: SHORE-WHALING, FISHING, SHELLFISHING

Off-shore whaling, shellfishing and fishing are commercial endeavors that have been associated with the Great South Bay, beach, and the adjacent mainland communities. The exploitation of marine resources in the area has specifically included off-shore whaling, menhaden fishing (Brevoortia tyrannus), pound or trap fishing, and shellfishing.

Off-Shore Whaling

An important economic activity along the south shore of Long Island during the colonial period was shore whaling (or off-shore whaling as it was also called). The whaling season, which lasted from late fall to early spring, coincided with the slack period of the farming regime, and thereby allowed for the exploitation of both land and sea by the shoreline dwellers. The techniques, learned from Native Americans (Bailey 1962:61, Bayles 1972, Shaw 1895:41-42, Starbuck 1964) who used dugouts and bows and arrows, were later improved upon by the colonialists who replaced the dugout with a small boat and favored use of the iron harpoon. These modifications were said to have been instrumental not only in making shore-whaling a profitable and more efficient business than with the aboriginal technology, but were part of the reason that the whales were eventually driven to more distant waters (Bailey 1962:65).

The European participation in exploitation of the whale necessitated consideration of the rights of aboriginal people to this resource. Initially, Indians were allowed the fins and tails of all drift whales and in the deed of Montauk Island and Point the Indians and white settlers shared these parts equally (Starbuck 1964:10). In 1668, the settlers of the Town of Brookhaven bought from Tobacus, chief of the Unkechaug tribe, "the right to all whales that should come on the beach within the bounds of their patent" (Bayles 1972:179-80).

As early as 1653 Isaac Stratford of Babylon established a whaling station on Fire Island. Shaw (1895:41-42) describes the whaling operations of the early 1700s:

> ...a whaling crew, half Indians, had their hut east of Quanch. They used to land and come off at the point there, where the water is deep, called Whale House Point till this day. From the days of the earliest settlement, whaling crews

> used to go on the Beach. They would live there during the season and watch the sea day by day, ready to launch their boats and push off whenever they saw a whale blow. Their supplies were brought from the north side of the Island, and fires were built on Long Point as a signal for the crew to come off. The Long Point of these days is now Ireland's Point, which pushes out into the bay a mile, about, west of the mouth of Carman's River.

By 1644 look-out procedures were established:

> In March, 1644, the town ordered the town divided into four wards of eleven persons to each ward, to attend to the drift-whales cast ashore. When such an event took place two persons from each ward (selected by lot) were to be employed to cut it up. 'And every inhabitant with his child or servant that is above 16 years of age shall have in the Division of the other part' (Starbuck 1964:9).

Large, multipurpose fires were built on the beach: they provided warmth, alerted ships of the treacherous sand bars and were used to try out the oil of the whale blubber. Fires were also built on the mainland beaches to alert the whalers on Fire Island that supplies brought to them by their families were available for pick-up. Fire Place, known now as Brookhaven, was such a place (Bailey 1957:207). Look-out stations were maintained along the beach and in 1694 Richard Smith and a crew used such a station set up on the Great South Beach opposite Moriches (Bayles 1972:178).

The techniques involved in shore-whaling called for speed, accuracy and courage. As the cry "Whale off" resounded:

> Small boats lunged through the breakers, and a whale was pursued and captured...the stealthy approach, with care to avoid the animals' restricted area of vision; making no sound unless the animal himself created a greater noise with his churning;...The boat's intricate equipment and the discipline of the crew represent a pattern of action drilled to function in moments of suspence and in any exigency from a four-hour 'sleigh ride' (towed by the whale) to a split-second 'stove boat!' (Bailey 1949:536).

After the whale was captured and brought ashore the trying of its blubber was undertaken. By 1687 companies operating tryworks produced 2,148 barrels of oil (Bailey 1962:65). The procedure, described by Edwards and Rattray (1932:92-94), notes that once the blubber was removed from the whale's carcass it was taken to the tryworks in farm wagons. Kettles holding approximately 250 gallons each were set over a fire--two over the fire and a third was a cooler with a drainboard connecting them.

> The fire was made in a homemade furnace, built so; Set two rows of stones six inches high, the kettle's width apart; set the two kettles on them, close together. Brick up outside of the kettles to one-third their height, and cement them in airtight. Build a brick chimney at one end, tight against the second kettle. Scoop out the earth underneath the stones, to make room to build the fire (Edwards and Rattray 1932:94).

This procedure was most likely carried out on Fire Island, and it was reported that associated with Isaac Stratford's whaling station on the island were

> try-works for reducing the whale blubber to oil. Night and day during the whaling season, rows of hugh fires blazed beneath the iron cauldrons, and mainlanders, looking across the bay would say to one another, "There's Fire on the island tonight" (Tuomey 1959).

It was not long after the first shore-whaling endeavors that restrictions and controls were established to regulate profits. As early as 1664 one-sixteenth of the oil obtained from all drift-whales was claimed by Governor Richard Nicoll and in 1696 Governor Cornbury declared the whale a "royal fish" and as such it was crown property (Bayles 1972:179). The licenses and fees demanded by the governors and the associated controls soon resulted in the smuggling of oil to New England ports or direct shipment of the oil to England. The markets for oil were numerous and shore-whaling became a profitable business, reaching its peak in the early 1700s. Around 1700 Col. William Smith informed Governor Bellomont that one year's profit from whales stranded on his beach property amounted to a total of 500 pounds sterling (Bayles 1972:178).

The economic organization of shore-whaling progressed from town-regulated operations to the formation of the first companies. By the late 1600s:

> They were primitive concerns, simple associations of a few men owning small boats and tools. These companies usually hired Indians to man the boats. During the winter season, when the whales were in the ocean, these boats, manned by red-skins and commanded by whites, could be seen working their way along the treacherous waters outside the barrier beaches of the southern Long Island shore. When night came, the parties would pull up on the beach and camp for the night (Gabriel 1921:66).

The formation of whaling companies and use of the barrier beach in their activities is further documented in the Town Records of Brookhaven (Records of the Town of Brookhaven Book B:1679-1756; Frederick Schmitt, personal communication; Fletcher and Kintz 1979b, Appendix XV, Appendix XVI).

According to Frederick Schmitt, Vice-President of the Whaling Museum Society, Cold Spring Harbor (personal communication), a combination of factors were responsible for the increase in long-term voyages into distant and deeper waters in search for whales. Firstly the highest quality whale oil is extracted from the sperm whale and this whale was not encountered off shore. Secondly, many whales were apparently driven away from the shore as their migratory patterns were interfered with by the increased shore whaling activity of the late 1600s and early 1700s. Thirdly, deep-sea voyages afforded longer working seasons (the crew was no longer bound by agricultural schedules and became whaling specialists) and furthermore more whales could be captured. Fourthly, concomitant with these changes was the shift in the pattern of whale exploitation from one of a more passive or intermittant activity to a more aggressive hunting pattern.

Shore whaling off the Great South Beach continued until at least 1870 (Schmitt, personal communication). Beached and stranded whales were sighted along both the south and north shore of Long Island and men were readily available to be called upon for work crews. However, the organization and the economics of this intermittant shore whaling was most likely not of the same degree as that which occurred during the late 1600s when seasonal work was available year after year and crews were employed in readiness for the season.

The documentation for the shore whaling occurring between 1700-1870 is sporadic and it is suggested that a systematic search of newspapers from 1700-1850 could be undertaken to further explore this activity (Schmitt, personal communication).

Fish Processing Factories: Menhaden

Beginning in the mid-1800s, the activities associated with the exploitation of menhaden (Brevoortia tyrannus) had an impact on the development of communities on Fire Island. Between 1860 and 1890 menhaden (Brevoortia tyrannus) fish processing factories were located on the south shore of Long Island as well as on the barrier beach. The factories were set up to process fish into commerical fertilizer and oil. Samuel Green of Sayville was a pioneer in the business setting up a factory in Sayville in 1861 (Bi-Centennial History of Suffolk County 1885:101-102). He sold

the fish scrap for $20 per ton and the oil for 90¢ per gallon. Subsequently he sold the Sayville factory to his brothers and erected works on the Great South Beach (Sammis Map of 1878, Lot #18). Later he sold his factory to Smith and Yarrington of Sayville, who were running the business in the 1880s (Sammis Map of 1878, Lot #17 and #18). In 1863 Wilson J. Terry and others bought a factory at Cape May, New Jersey, and relocated it on Cap Tree Island, near the Fire Island Lighthouse. Terry directed the factory until 1877 when he bought out the other owners and expanded. The expansion probably was centered on Fire Island beach in the vicinity of the present day Seaview (Bi-Centennial History of Suffolk County 1885:101-102). Terry bought Lot #20 (Sammis Map of 1878) from Edgar Gillette in 1876 (Map Abstract 1916, Liber 246:365) and it is probable that this was the site of his factory after 1877. The fish processing factory brought him moderate profits (Bi-Centennial History of Suffolk County 1885:101-102). Samuel Green's brother, Willett Green, eventually moved the Sayville factory out to the South Beach but two years after he moved, it was burned down and was never rebuilt.[4] In 1880 George Comstock erected a factory on the South Beach (part of Lot #19, Sammis Map of 1878) and the business was ongoing in the late 1880s. In 1885 three factories for the processing of menhaden were in operation: the South Bay Oil Works run by Wilson J. Terry (Lot #20, #21, Sammis Map of 1878), the Smith and Yarrington Company (Lot #17, Sammis Map of 1878) and the Comstock Works (part of Lot #19, Sammis Map of 1878). The businesses were not making a profit in the latter part of the 1880s and as early as 1883 the three factories ceased ocean fishing early on the 15th of September. Although menhaden fishing in the Great South Bay had not supplied a profit to the factory owners, it did supply a living to the fishermen in the region (Bi-Centennial History of Suffolk County 1885:101-102).

In the 1880s, the fish-processing factory (in ruins by 1900), located at the west end of Fire Island, consisted of the brick chimney, carts and machinery organized to reduce the menhaden to commercial fertilizer. The processing of the fish consisted mainly of shoveling the catch out of the boats into carts, transporting the carts to large hoppers which fed the fish into shredding and grinding apparatus. The fish were then dried and bagged, ferried to the mainland and shipped by rail to farming communities throughout the country. The factory covered an unspecified number of acres and included the factory, supplementary buildings, a narrow gauge track, storage sheds and accommodations for the many hands required for the operations (Tuomey 1961:269). The U. S. Government Census (1880) conducted on Fire Island in July of that year included a listing of fish factory employees (Appendix III). The development and decline of the industry is best documented in the patterns of land transfer in the vicinity of modern Seaview where the majority of the fish processing activities took place in the late 1800s (Map Abstract #1916, County Clerk's Office, Riverhead, N.Y.).

Trap Fishing

The third fishing activity that can be associated with use of the barrier beach is pound or trap fishing. There is a paucity of documentation on the operation of trap-fishing companies and their use of the barrier beach and associated islands. Only a single firm continues to operate traps off the south shore of Long Island. A secondary source (na, The Long Island Forum, 1972) was utilized to outline the major developments and additional information was compiled by a series of interviews with local individuals who had knowledge concerning these operations.

In 1898 pound or trap fishing was started off the south shore on Long Island by Willard Clock of Islip. His initial trial was financially unsuccessful but in 1900 he formed a more profitable partnership with John C. Doxsie. Trap fishing operations set nets up in the ocean by securing 70-foot poles in the ocean floor. The nets were raised by hand (now raised by derrick) and edible fish were transferred to tow traps. Camps and holding pens for the operations were set up on Fire Island inside the Fire Island Inlet and on adjacent islands in the bay.[5] The fish were kept alive by daily feedings until the market conditions were right,[6] generally in the fall. The fish were then transported to the packing facilities in Islip, packed in brine and ice and carted by horsedrawn wagons to the Long Island Railroad station at Islip and shipped to the New York City Fulton Fish Market.

The Clock and Doxie enterprise was later reorganized and stock certificates were issued under the name of the Live Fish Company. In 1926 Captain Christian Henricksen and Charles O. Doxsie formed a partnership operating under the name of the Short Beach Fish Company. Another company that operated traps is the Whitecap Fish Company of Islip established in 1938. The owner, John Lundstedt, worked for Doxie and Clock in the 1920s. He related that at one time four fish companies were in operation but they eventually shut down because of poor fishing. The Short Beach Fish Company was hit hard by the 1938 and 1944 hurricanes and by the loss of the 75-foot sea-going derrick, The Willard, in 1950. In 1951 this company was sold to the Whitecap Fish Company (na, Long Island Forum, 1972).[7]

In 1922 the Sunrise Fish Company of Islip was established and this is the only company that continues to operate traps. The present-day traps are kept about one-half mile off Fire Island in the ocean. The company has been and is presently owned by members of the Schaper family and interviews have been conducted with members of the family that span three generations: Arie Schaper who immigrated from Holland to the United States in 1905 with his brother Peter; William Schaper, the present owner of the business and son of Peter; and Gary Schaper, son of William and Presently employed in the family business.

In 1906 Arie and Peter Schaper moved to Sayville and began net fishing in the Great South Bay with a 35' sailing vessel. In 1907/1908 they installed an eight-horse power engine (the third boat of its kind to operate out of Sayville; Arie Schaper, personal communication). The Schaper brothers fished for two years in the ocean with the 35' motor boat until the "Ebenezer," a 45' vessel was built. Both brothers fished off Nantucket Island until, determined to continue their activities closer to the south shore of Long Island, Arie bought out the share of Herman Goldorn and Peter bought out the share of another partner in the Sunrise Fish Company. By 1929, Arie and Peter Schaper held all the stock in the Sunrise Fish Company (William Schaper, personal communication). In the 1930s Arie sold his stock to his brother and his brother's sons. Following World War II, William and his brother, Lou Schaper, became sole owners of the company.

The early fishing camp of the Sunrise Fish Company was located on the south side of Oak Beach on an inlet which was filled in to permit the extension of the Robert Moses Causeway. Presently the camp is located on a small island formed by dredging activities south of Captree Island. Between the 1920s and 1940s several trap fish companies had camp sites and holding pens on or near the Fire Island beach. The Ray Fish Company had a camp on the south side of Jones Beach, east of the causeway; the Live Fish Company camp was located on the north side of Fire Island near the inlet, west of the causeway; and the X-Cel Fish camp was located a short distance to the west of these. However, these temporary camp sites associated with trap fishing have not been preserved as substantial cultural resources on Fire Island Beach. Storm action on the western end of Fire Island has demolished these shacks (Bill Schaper, personal communication). This area was not investigated in the field as it lies beyond the boundaries of the Fire Island National Seashore.

Shellfishing

The exploitation of shellfish was practiced by Indian populations living on the south shore of Long Island in prehistoric times and shell mounds found along the creeks of the south shore are of considerable size and depth (Tredwell 1917; Ritchie 1959, 1971; Wyatt, Johannemann and Vetter, personal communication). These same resources were also utilized during colonial times. Apparently the supply was satisfactory for local needs (Kochiss 1974:25). The Records of the Town of Brookhaven between the years 1687 and 1789 (Book C) record the leasing of bay bottom to Jonathan Baker and his son and to Jeffrey Brewster (Records of the Town of Brookhaven 1931:326, 327, 323) as well as the appointment of a committee or agents to "farm out" and manage clamming in the Great South Bay (Records of the Town of Brookhaven 1931:354, 358, 361, 382). Acts concerning the regulation of clamming and oystering in the Town waters as well as the issuing of permits for this activity were also recorded at

this early time (Records of the Town of Brookhaven 1931:333, 342, 349, 353, 361, 364, 366, 374, 377, 381, 396, 399, 401, 402, 407, 410, 466). For example, in September of 1773 it was recorded:

> ...that ye Act made and past ye 7th day of June Last conSerning oystering claming and fishing Sall be Good and remain as they Stand and it is now agreed that there Shall be a House appointed where all permits Shall betaken out and no perSon to have any but what Shall be taken in Said HouSe to be Valliued to be made out with Day and Date and also to be Entred in a Book keept there on purpose for that use and all craft to pay by ye Tun for their botes nearly as poSable and where any Dispute ariSes to Tun them and any perSon not agreeing or conforming to ye above Shall be Depriued Intierly of any of the above articlis for his own uSe and to be liable to Suffer ye penalty in Said act Regulating ye Tuns neerly as poSsable So as to make it cost Just a penny a pr Tube and ye money to be paid at ye entry and not to Suffer any perSon to put one clam or oyster on Board any craft untill ye Money is paid (Records of the Town of Brookhaven 1931:366).

The Town Records not only document the regulation of the taking of clams and oysters by residents of the town but also restrictions that were placed on the use of the bay bottom by outsiders (Records of the Town of Brookhaven 1931:353). The mention of future meetings to be held between the freeholders and Col. William Smith to settle the conflict over the division of the Great South Beach lands or other matters that the appointed committee of the town representatives saw fit probably refers to the conflict over the control that the Smith heirs held over the bay bottom (Records of the Town of Brookhaven 1931:364).

The Town Records from 1798-1856 also include regulations on the taking of shellfish from the South Bay as well as the prohibition of the taking of shellfish by non-residents of the town; the need for permits to take the shellfish, regulations on when the shellfish could be transported outside of the Town limits; information pertaining to the destruction of the oyster and clam beds, efforts to prevent this phenomena of overexploitation; an act to preserve the young oysters growing in the bay, and an act to preserve the beds for the economic gain of the town and the heirs of William Smith. Agents were appointed to regulate the quantity of shellfish collected and to receive monies for the taking of the resource; penalties were set for selling of the shellfish, dredging or dragging for shellfish was prohibited in 1841; the act was repealed in 1848; and it was resolved that no person could dredge or drag for oysters after February 1851. The Town Records also record the leasing of lots for planting of oysters.

It is significant that between 1856 and 1885 the Brookhaven Town Records extensively record data on the use of the Great South Bay with respect to the use of these resources as compared to the minimal records reporting on use for earlier years.

These Records document the existence of oyster agents (e.g., George W. Smith appointed in 1861, Edwin Bailey appointed in 1869, etc.), the leasing of lots in the Great South Bay (E. T. Moore and Co. leased lots for $30 per year, etc.), the resolution that no lots were to be leased where the oysters are naturally. The subsequent law suit initiated by William Underwood in the early 1890s as a result of this resolution revolved around the statement "where oysters are naturally." Underwood argued that natural beds of oysters, whether oysters are present or not, represent resources that should be restricted from use as leased beds. The privileges, protection and regulation of planting oysters in the Town's waters is also documented.

The Town of Brookhaven Records from 1886-1900 are a detailed documentation of the development of shellfishing in the Great South Bay, the trends that began in the 1600s and those that continued to the present day. Regulations, penalties and resolutions relating to shellfishing are recorded; transfers, cancellations and granting of leases for use of the bay bottom are recorded; a survey of the bay is proposed, ordered, and completed. A map was made of oyster lots in the bay; the Trustees denied the validity of some leases in the bay; no tracts larger than 20 acres in the bay were to be leased; residents of the Town of Brookhaven and East Islip were given privileges in the use of the bay; non-residents of the Town (except those from East Islip) were forbidden privileges in the use of the bay; the boundary between the Towns of Brookhaven and Islip located in the bay was to be fixed and monuments were to be set up; baymen protested against Smith claims and leasing ground in the bay; and meetings were called about the rights of the Smith heirs and their interests in the bay. The Lewis Blue Point Oyster Cultivation Co. received leases for bay bottom and paid rent for the use of the bay (Records of the Town of Brookhaven 1941:358, 300, 336, 364, 304, 418). The Nassau Oyster Co. received leases of bay bottom (Records of the Town of Brookhaven 1941:276, 280-1, 342, 414, 421).

The Brookhaven Town Treasurer's Report for 1888 filed March 26, 1889, provides data on the receipts received from the use of the Great South Bay from May 1, 1888, through March 26, 1889. The amounts paid provide an assessment of the amount of acres held in the bay by various individuals. For instance, Jacob Ockers (Blue Point Oyster Co.), as well as other members of the Ocker family, are listed as having paid $52.77 between the dates above for the use of the bay (Records of the Town of Brookhaven 1941:72-77). In 1871 a meeting was held in Brookhaven to oppose the leasing of bay

bottom and it was argued that the practice gave rise to a business monopoly. In 1873 a petition was made to the Town of Brookhaven to cease leasing acres of bay bottom to the oyster planters. However, in 1879 the Town of Brookhaven released the planters from the law established in the 1860s limiting lands under cultivation to three acres per individual. The planters began to acquire holdings running into hundreds of acres (Gabriel 1921). The Treasurer's Report (Brookhaven Town) for the year 1889-90 from March 28, 1889, through July 30, 1890 (Records of the Town of Brookhaven 1941:95-102) shows an income of $932.90 for South Bay leases.

The Brookhaven Trustees' Records from January 1901-August 1911 (1957) also provide information on the leasing and collection of rents from use of the Great South Bay, the fees paid for permits to take the shellfish, reports about concern over sewerage emptying into the bay, the activities associated with the planting of seed oysters, the controversies between the baymen and the planters, and the petition of the taxpayers against the Trustees against leasing oyster ground in the bay.

The Minutes of the Town of Islip are also informative concerning the use of the bay bottom of that town. In July of 1911 the Town Board met to discuss the application of the Great South Bay Islands Company for a grant of land under water. The Town decided at that time not to issue the grant as "in the opinion of the Town Board the granting of such application would be detrimental and injurious to the interests of the public..." (Record of Minutes, Town Board and Board of Audit, Islip, N.Y., dated Friday, July 7, 1911). On July 25, 1911, 18 days later, a special meeting of the Town Board was held where it was decided that

> after a thorough investigation concerning the said application (of the Great South Bay Islands Company) and a careful examination into the benefits to be derived by the citizens and taxpayers of the Town of Islip from the development of the Islands of said applicant through the acquisition of the land under water as applied for, therefore be it RESOLVED, that the Town Clerk be and he hereby is instructed to communicate with the state Board of Land Commissions and withdraw the remonstrance filed against the granting of the aforesaid application (Record of Minutes. Town Board and Board of Audit, Islip, N.Y., dated July 25, 1911).

On February 25, 1941, the Great South Bay Islands Company was discussed at a Town Board Meeting and allocated additional lands underwater (Record of Minutes. Town Board and Board of Audit, Islip, N.Y., dated February 25, 1914).

In summary the town records document major trends in the use of the bay. The early records from the Town of Brookhaven record the dispute over the ownership of the bay by the Town and the Smith heirs. The later records of the Town of Brookhaven document the importance of regulation of the use and exploitation of the bay for shellfish for the economic benefit of the town and the Smith heirs. The numbers of individuals who gained a livelihood from the use of the bay and whether they were baymen or representative of large oystering companies is documented. The Islip Records provide information on the political and economic strength of the companies to rescind the decisions of the board. The decisions made in holding of the bay as a public trust as opposed to using it for the building of private profit has been a significant question documented by the history of the use of the bay. Peter Cohalan's report (n.d.) on the Historical-Legal History of the use of the bay bottom in the Town of Islip provides an overview of the strength of the Town of Brookhaven vs. the weakness of the Town of Islip to claim economic advantage in controlling the use of the resources in the bay. The case of Trustess of Brookhaven v. Strong (60 N.Y. 56, 1875) awarded the control of the bay bottom lands to the Town of Brookhaven and was the beginning of a series of legal decisions that limited the access of Islip residents to exploitation of the underwater resources. Subsequent New York State Law Amendments finally allocated a portion of the bay bottom within the boundaries of the Town of Islip to the town rather than holding the land in the hands of the State (NYS Laws 1929, ch. 206 and Laws of 1930, ch. 535, Cohalan nd:6). In the case of Bevelander v. Town of Islip, the town was given the right to act as a private owner of the bay bottom rather than hold the lands in public trust. This decision had political and economic implications as the town now could act to lease lands under water without a public hearing for the allocation of the resources.

Two Islip maps of significant interest are: 1) Town of Islip, Suffolk County, New York, Map of Oyster Lands in the Great South Bay, November 1931 and 2) Town of Islip, Suffolk County, New York, Map of Oyster Lands in the Great South Bay, June 1967. The 1931 map shows East Bay Oyster Land, comprising areas formerly known as Champlin's Creek-Elders-Union and Nicoll's Point. In addition, the East Beach Channel Oysters Lands held by Rogers and comprising 115.2 acres as well as the West Head Channel Oyster Lands held by William Rudolph (52.2 acres) and the Blue Points Company (83.2 acres) are also shown. Various owners including those listed above are shown for the East Bay Oyster Lands. The names of the leasees holding several parcels are abbreviated and include the following:

BPC - Blue Points Company
Rudolph or Rud.- William Rudolph

VDB - G. Vander Borgh & Son
Ockers or Ock. - Frederick Ockers
Rogers or Rog. - Frank Rogers & Son

It should be noted that as the map dates 1931 it was the period of time when the planters were allowed to hold larger parcels in the bay for exploitation and economic profit than they were allowed legally in the years prior to that date.

The 1967 map shows lease holders of the Town of Islip bay bottom including the parcel number that they held as well as the area in acres. George Vanderborgh and Sons is listed as one of the larger holders (238.031 acres), Shellfish Inc. held almost 1000 acres, Fire Islands Fisheries held 360.084 acres. Other land holders included:

Tucker Brothers - 62.341
Sunrise Fish Co. - 6.275
Albert Wageli - 1.995
John Buys - 3.309
Shellfish Inc. - 83.234

The total land leased was 1750.615 acres. One plot on the map (45.256 acres) is designated as a public area.

The history of exploitation of shellfish in the Great South Bay can be divided into two phases: 1) the collecting phase, and 2) the planting phase. The history of the collecting phase is one of cycles where the bay was at one time rich in oysters and clams and then sparce in the resources. This cycle of production has been documented but never scientifically explained. From the 1820s to the 1880s baymen exploited the Great South Bay shellfish resources from Smiths Point to Nicolls Point, one huge oyster field. In the mid-1820s the Blue Point Beds became exhausted because of over-exploitation but other beds were available for the taking of oysters. In the 1820s beds off Sayville became sparce in clams and oysters but other beds were available in the Great South Bay. Then in the late 1830s the Sayville beds recovered. The dredge was introduced in the 1850s and this inexpensive and highly efficient machine enabled the baymen to gather oysters at greatly increased speed. The boom lasted through the 1860s, but by 1870 the efficiency of the dredge culminated in the overexploitation of the shellfish, and in April of 1870 an act was passed by local authorities prohibiting the use of anything other than the tongs in taking oysters in the Great South Bay public beds (Gabriel 1921).

The Oyster Institute of North America was organized in 1885. One of the oldest fisheries trade associations in the world, its original

motto is "Eat Fish and Live Longer, Eat Oysters and Love Longer" (Dickerson 1975). In the 1890s large corporations began to invest in the Great South Bay oystering industry. By 1890 there were twenty-five packing houses on the south shore and the principal shipping ports on the bay were Babylon, Bay Shore, Oakdale, Sayville, and Patchogue. Between sixty and seventy thousand barrels of oysters were shipped out of the South Bay Region every year, forty thousand to New York City and the rest to supply the markets in Europe (Gabriel 1921). In 1891 rumor had it that corporations had obtained options on about eight thousand acres of bay bottom, including some of the best natural beds that were left in the bay. To resist the aggression a protective league was formed by the baymen. The leader of the movement, William Underwood of Patchogue, was arrested for trespassing on leased natural beds and he stood trial in defense of his rights. The New York State Court of Appeals handed down a decision in favor of Underwood but in 1893 the natural beds gave out and the baymen found themselves without any means of support. In 1893, the Brooklyn Daily Eagle reported on the piracy of the oyster beds leased by large companies by men "said to live in the neighborhood of Patchogue and Blue Point."

By the 1880s pollution had limited the production of oysters in the New York area and the oyster companies relied on Connecticut to supply oyster seeds. In 1908 the New York State legislature passed a law that "no person, firm or corporation shall sell or offer for sale any oysters, or label or brand any package containing oysters for shipment or sale, under the name of Blue Point oysters, other than oysters that have been planted and cultivated at least three months in the waters of the Great South Bay in Suffolk County (Kochiss 1974:25, State of New York Bureau of Marine Fisheries, Statute of 1908, Art. XII, ch. 130, Sec. 201-a).

It should be noted that the Records of the Towns of Islip and Brookhaven as well as the laws of the State of New York relate a series of statutes, restrictions, taxes, leasing laws affecting the exploitation of the shellfish in the bay. Controversies over rights in the bay arose not only between the towns, but also on the level of the state, between baymen and planters resulting in the regulations noted above. The oyster men were grouped into two classes: baymen and planters and the planters into two classes as well: the baymen involved in small-scale planting and the large corporate businesses. This social and economic stratification has held true to the present date.

Conclusions

The history of off-shore whaling, shellfishing and fishing activities associated with the Great South Beach Bay and adjacent mainland highlights the economic importance of the marine resources. The laws, restrictions, taxes and controversies over control of the shellfish resources as well as the restrictions as to use of the Great South Beach for the processing of menhaden (Map Abstract 1916) isolate many key economic, social and political factors pertinent to the reconstruction of the social history of the south shore and the development of some of the modern communities on Fire Island.

MARITIME DISASTERS AND LIFE SAVING FACILITIES.

The south shore of Long Island, paralleled by the long barrier beach and a sand bar located one-quarter mile offshore, is known to have been a hazardous navigational zone (1880-1920, U.S. Life Saving Service, Annual Reports, United States Coast Pilot Atlantic Coast Section B 1950). The long, gently sloping beach produces a vicious undertow, which in turn has formed an offshore sand bar that varies in depth from six to nine feet. On occasion it may be less than three feet deep.

The maritime disasters that have occurred off the coast of Fire Island and the construction of life saving facilities in response to these tragedies represent important components in the history of the beach. The relief huts, the Life Saving Service and the construction of the Fire Island Lighthouse and associated facilities were instituted in response to these maritime disasters.

The list of ships wrecked on the bar and beach on the south side of Long Island will probably never be complete, but it has been estimated that as many as 640 unidentified ships and 3000 unknown passengers perished off Fire Island (Tuomey 1960:79, Rattray 1955). The records of ships which floundered in this area date from 1657. Many of the wrecked ships carried historic documents, paintings, sketches or photographs, as well as other information concerning this country's past (Rattray 1955). Wreckage from these ships, representing archaeological sites, lie within the boundaries of the Fire Island National Seashore buried beneath the sand as well as beneath the water (Fletcher and Kintz 1979a:59, Table 1). Most of the wrecked vessels were sailing ships, but a former Cunard liner as well as the World War I cruiser, the San Diego, lie off the coast. Information concerning approximately 200 shipwrecks or strandings is on file at the William Floyd Manor, Mastic Beach, New York, and this file is presently being updated (N. Bullington, personal communication). Additional information is listed in the 1880-1920 U.S. Life Saving Service Annual Reports.

As a result of the ship disasters, alleged events concerning land piracy on Long Island and Fire Island were reported, principally by local inhabitants. These were passed on orally from generation to generation, or as articles in local historical publications. The stories need to be evaluated and assessed for their accuracy. Reports in the Long Island Forum by Douglas Tuomey (1957, 1958) concern the activities of Jeremiah Smith, one of the alleged land pirates, who operated on the Great South Beach in the late 1700s. In addition, Ireland (1967) attempts to place the "myths" of land piracy on Long

Island, and Fire Island in particular, into some historical and comparative perspective.

The following excerpt from Ireland's study presents some rationale for the persistence of the myth of land piracy on Long Island:

> Despite the lack of evidence that the local inhabitants ever tried to lure a ship ashore with lanterns, fires, or false hails, or engaged in any of the other practices attributed to land pirates, the stories of land piracy on Long Island in general and Fire Island in particular persisted down through the years. Mrs. Rattray notes that in F. R. Eldridge's historical sketch of the United States Coast Guard he quotes from a story published as late as 1876 in which an old Barnegat fisherman reputedly declared that whatever was done from Sandy Hook to Cape May was "innocent" to what is done on Long Island (Ireland 1967:33).

There are descriptions of local shore inhabitants plundering spoils from wrecks in accounts by local historians (Prime 1845, Pelletreau 1903). By 1787 the position of Wreck Master, or Vendue Master, had been created to protect the cargo of wrecked vessels; appointments were made from residents of the shore front communities (Ireland 1967:28, Roger Dunkerly, personal communication). The legislation for this position, passed on February 16, 1787, is included in Chapter 28, Laws of 1787 which are described as:

> An Act concerning wrecks of the sea, and giving redress to merchants and others who may be robbed, or whose goods be lost on the sea (Ireland 1967:28).

In 1890, by Chapter 569, all sections of the Revised Statute dealing with the position of Wreck Masters were repealed (Ireland 1967:28).

In addition to the Wreck Master, there was a need for some type of rescue organization. The Massachusetts Humane Society, established in 1785 as a volunteer organization, was the forerunner to the U.S. Life Saving Services (Noble 1975:ii). This organization established human relief huts on the Massachusetts shore, and this type of shelter was also present on the Great South Beach in the early 1800s (Horton 1939; Tuomey 1960; Roger Dunkerly, personal communication). These shelters, located at ten-mile intervals along the beach, were maintained by a keeper assigned to each hut. They were equipped with a stove, wood, matches, a lantern, coffee, tea, drinking water, biscuits, and directions printed in several languages on how to receive further assistance. None of these shelters appear on early maps of the island and no huts remain today.

The first appropriations from the United States Government to provide onshore aid to shipwrecked vessels, crew and passengers were made in 1847 (Noble 1975:ii). The stations were manned by volunteers until 1871 when the U.S. Life Saving Service was placed under the Revenue Marine Bureau, Treasury Department, and the crews became paid professionals.[8] After 1871 the organization became more effective as a result of the employment of experienced surfmen rather than political appointees, the lengthening of the terms of duty, and the reorganization of the Service in Washington. Many of the Life Saving Service employees were experienced whalemen who had grown up and lived in the shore communities in which they worked and were therefore familiar with the beach, surf and the weather.

The seven Life Saving Stations manned on Fire Island included: No. 19, Forge River; No. 20, Smith's Point; No. 21, Bellport; No. 22, Blue Point; No. 23, Lone Hill; No. 24, Point O' Woods and No. 25, Fire Island (The Life Savers of the United States 1905:10). Their original locations are presented in Table 1[9]. In the 1880s these stations were part of the Third District of the Life Saving Service which included the Rhode Island and Long Island Stations (Pearsall 1958:188). In the early 1900s the stations from Montauk to Rockaway Point were reorganized as a district with their headquarters at Bay Shore. Each station was manned by a keeper and seven surfmen; the keeper served year-round but the crew was laid off from June to the end of August (Pearsall 1958:188). From a List of Keepers on the Coasts of New Jersey and Long Island (Bennett 1976:64-65) the following names appear in connection with Fire Island Stations:

Station	(Unpaid) 1853	(Gov. Appointees to be paid) 1856	(Following USLSS reorganization 1872
Smiths Pt.		Gilbert S. Miller	Alfred Brown
Bellport	Henry Titus	Jason Brown	Geo. W. Robinson
Blut Pt.		Chas. R. Smith	Daniel A. Nevens
Lone Hill		Samuel T. Green	Edward Brown
Point O' Woods		Jonathan Smith	Chas. W. Yarrington
Fire Island	Benjamin Smith	Benjamin Smith	Lighthouse Keeper

Each surfman took three-hour watches and patrolled the beach. Baker (1978) provides a description of a patrol:

> When patrolling the beach in fog and darkness the surfman did not depend altogether upon a stranded vessel's signal of distress. Some vessels would lose their bearings, become grounded

Table 1: Location of Life Saving Stations on Fire Island (Annual Report of the Operations of the U.S. Life-Saving Service for the Fiscal Year Ending June 30, 1880. Washington: Government Printing Office.)

Sta. No.	Name	Location	Longitude	Latitude
19	Forge River	3-1/2 mi. So. of Moriches	40°44'56"	72°48'12"
20	Smith's Point	Abreast of the Point	40°43'51"	72°52'20"
21	Bellport	4 mi. So. of the Village	40°42'42"	72°55'46"
22	Blue Point	4-1/2 mi. So. of Patchogue	40°40'40"	73°01'15"
23	Lone Hill	4-1/2 mi. So. of Sayville	40°39'46"	73°04'27"
24	Point O'Woods	5 mi. So. of Islip	40°38'55"	73°08'11"
25	Fire Island	E. side Fire Island Inlet	40°37'34"	73°13'36"

> on the outer bar, and the skipper would not send signals, hoping to refloat his vessel without aid, which they were sometimes able to do. The captains of these vessels did not realize that the mat patrolling the beach could tell by the interruption of the regular wave pattern, which subconsciously he watched, and the change in the sound of breakers on the outer bar, that a ship was lying there.

The equipment and techniques of the Life Saving surfmen were complex and the rescue procedures taxing. All boats were hauled by hand or with horses. The life boats were rowed manually and hauled along the beach by wagons.[10]

Presently a Coast Guard Station, located near the Robert Moses Causeway and west of the Fire Island Lighthouse is in operation. However, the seven life saving stations of Fire Island have been decommissioned. The subsequent section presents the history and present status of the former life saving stations located within the project area. (A more comprehensive study on the service is currently being conducted for the National Park Service by Ellice González, State University of New York at Stony Brook.)

Life Saving Stations on Fire Island: Their History and Present Status

There have been two sets of buildings on each site: the original lifeboat stations were all erected in the 19th century and were replaced in the 1920s and 1930s by larger stations. No structures representative of the earlier architectural type exist within the project area. Photographs of these 19th century station sites show the configuration of the buildings and the cultural landscape at that time (John Jett, photographic collection). Once the stations were decommissioned in the 1930s the structures were either demolished or sold. Often the buyer was obliged to relocate the building(s) and at present only the Point O' Woods and the Lone Hill Stations are in their original locations.

Lone Hill Station

The land for the Lone Hill Station (0.2 acres) was donated by the trustees of the Town of Brookhaven in 1885. The conveyance was a quitclaim dated May 1, 1855, and recorded on April 25, 1891; the grantors were Smith Rider, Joseph Avery and Isaac Overton, Trustees of the Town of Brookhaven, New York (Third District Legal Office files, memorandum dated July 24, 1945).

Permission was obtained on July 26, 1909, from the executors of the estate of Antoinette Sammis to construct a boathouse and

half-way house on the estate's property, with an additional 50' strip of land adjoining the site acquired on April 5, 1923, from the same estate (Executor's Deed for Use and Occupation dated April 5, 1923, and recorded August 7, 1923; grantors Washington F. Norton, Louise A. Sammis and Antoinette H. Sammis, executors of the Estate of Antoinette Sammis (Third District Legal Office files, memorandum dated July 24, 1945; Abstract No. 1587 filed March 13, 1956, Map No. 1570 vesting ownership to the Home Guardian Company of New York). A survey plan dated October 21, 1921, located the drillpole, flagstaff, boathouse, station, barn, storehouse and privy (Third District Legal Office files).

The Lone Hill Station was placed on inactive status on June 9, 1937. The proceedings of a permanent board of survey, dated January 4, 1946, list the structures and equipment and appraised valuation to the Coast Guard and includes their findings and recommendations that sale be made by sealed bids. On July 10, 1947, the barn and oil house were awarded to bidder Frank Carrington of Millburn, New Jersey, and the Home Guardian Company of New York was awarded the boathouse (Third District Legal Office files).[12] These are now located on the Carrington Tract, just west of Fire Island Pines and are the property of the Fire Island National Seashore.

The community center of Fire Island Pine is the former Lone Hill Station (Cambern, personal communication, McCormick 1975:292). The station has been considerably modified (Cambern, personal communication). Presently there are plans to renovate this structure (Fire Island Tide, June 29, 1979). No other information is available as to the deposition of the remaining structures indicated on the 1921 map and on-site inspection showed the tower as the only other remaining structural evidence of the station complex.

Forge River Station

The site of the Forge River Station was acquired in 1876 from Egbert T. Smith "by a use and occupation" conveyance for a consideration of $100.00. Upon his death in 1889 his heirs disputed the government's right to this land, together with the land occupied by the Smith's Point Station. However, Smith had only a life interest in the land. In 1905 title to all this land, including the acre at Forge River, was acquired by judgment on a declaration of taking in a condemnation proceeding in the U.S. District Court for the Eastern District of New York. The price of the acre at Forge River was $150.00

In 1902 fee simple title to 1.58 acres of land adjoining the site mentioned above, together with a roadway from the station to

the Great South Bay and a roadway to the ocean, was acquired from Cornelia Du Bois Floyd for $100.00 (recorded on February 23, 1904, Liber Deed 551). In 1917 a permit from Du Bois Floyd to erect a lookout tower, boathouse, root cellar and flagpole on her land adjoining the station was received. Upon her death her heirs, Nicoll Floyd and Marion F. Baker, required a yearly lease for this privilege at a yearly rental of $1.00 with no option of renewal (Third District files, correspondence dated January 23, 1948).

In 1934 the root cellar was filled in and the boathouse was moved to the station property. From 1935 to and including the fiscal year of June 30, 1938, this parcel of land was leased yearly for $24.00. A map dated October, 1921, locates the boathouse, cellar, drillpole, flagpole, barn, coalhouse, surfman's house, and the main station.

The invitation to bid on the Forge River Station structures was made on July 7, 1948 (Invitation No. 69925). A report of Federal Real property dated May 28, 1954, declared the station decommissioned and that all the buildings had been sold and the dock removed. Correspondence dated June 28, 1954 (Third District files) records that Suffolk County expressed interest in the acquisition of the property of both the Forge River and Smith's Point Stations for recreational purposes. Correspondence from the General Services Administration dated June 27, 1956, advises that the transfer of the Forge River Lifeboat Station to the County of Suffolk had been completed under the provisions of Public Law 616, 80th Congress, at a purchase price at fair value of $5,700 less 50% public benefit allowance for a total of $2,850.

The Forge River Station house was floated to Ocean Bay Park and converted into a hotel (Port Jefferson Times, October 1, 1948; Frank Flynn, personal communication). John Jett's photographic collection contains a photograph of the 19th century Forge River Station and its outbuildings. The garage was purchased by Davis Bros. of Blue Point and floated to that community (Curt Davis, personal communication).

The only remaining structure that gives evidence of the complex of Coast Guard buildings associated with the Forge River Life Saving Station at this site is the dock. The overall surface scattering of coal and building debris indicates that subsequent to the demolition and/or removal of the buildings the area was regraded by earth-moving equipment.

Smith Point Station

The land for the Smith Point site was acquired in July 1876 by a use and occupation deed from Egbert T. Smith for a consideration of $100.00. Smith died in 1897 and his heirs brought about an action of ejectment against the keeper and the crew. The files at the Third District record that "headquarter (HQ) records do not disclose what disposition was made of the ejectment case. However, condemnation proceedings were completed before ejectment case was heard."

The title to the original site and the additional land (Plots I, II and III of approximately five acres) were acquired by the United States Government on July 17, 1905, by condemnation proceedings in two separate actions: Action #1 covered the original site at Smith Point and a plot at Forge River Station; Action #2 covered Plots I, II and III at the Smith Point Station.

There was a conflict over the exact location of the Smith Point Station. A description from the Real Property Data Sheet shows the station running in a southwesterly direction. However, headquarter records show that a sketch was submitted by Frank D. Corwin, Keeper of the Station, on April 7, 1916, which shows the station running in a southeasterly direction. A subsequent survey, undertaken in August, 1950, by the Superintendent of Highways, Suffolk County, N.Y., also located the station buildings in a southeasterly direction; hence the plot was incorrectly described in the condemnation proceedings.

The following maps are on file at the Third District Legal Office: 1) a map, undated, showing the site in a southwesterly direction and locating the drillpole, flagstaff, station, outbuildings and barn; and 2) a 1950 map showing the station buildings in a southeasterly direction with the southwesterly plot superimposed. The map also indicates parcels A through F with ownership. The following structures or features are also shown: three wooden shacks, a watch tower, a flowing well and telephone line.

In 1935 Harry B. Payne of Patchogue, New York, erected a private dwelling on the station site. He was ordered to remove said structure. No record was on file at the Third District as to the final outcome of this matter. The Smith Point Station was declared inactive on June 9, 1937.

The correspondence (Third District Legal Office files) dated November 25, 1949, concerns the disposal of the lookout tower and station dwelling with attached garage which were sold to Mr. Curtis J.

Davis, Blue Point, New York, who is also owner of the land. The Davis Bros. Company are engaged in house moving, and the garage was floated to Blue Point; the main station building was moved approximately 400' west of its original location. The land was later acquired by Suffolk County, the station again became property of the county and it was purposefully burned (Curtis Davis and Fred Slater, personal communication).

The correspondence dated November 16, 1960, records the submission by the County of Suffolk of an application to acquire the property of Smith Point Lifeboat Station "for park and recreational use under the provisions of Public Law 616, 80th Congress (Third District Legal Office files).

The Smith Point locality housed, in addition, a number of other government-related building complexes. There are photographs of both the 19th and 20th century Life Saving Station, the Tangiers Club Soldiers and Sailors Home, the seaplane base, remains of the wooden bridge which was torn apart by ice and the Smith Point House (a hotel) which was located just east of the station house on the bay side (John Jett, photographic collection). The Smith Point House was later moved to the mainland (Curtis Davis, personal communication). At present there are no standing structures at the Smith Point locality. Concrete foundations and floors of various buildings are, however, present and the artesian well is still flowing.

Bellport Station

The Title "A" Property search record for the Bellport Lifeboat Station found no record of the data or form of conveyance of the 0.91 acre site (dated August 22, 1951). However, correspondence of September 19, 1962, states that the United States acquired the Bellport site in 1849 by a direct purchase from Jacob B. Smith. This conveyance is recorded in the County Clerk's Office, Record of Deeds, Book Number 51:319 for the year 1849. The site was selected in June 1849 by Edward Watts, Agent for the Treasury Department, and the New York Life Saving and Benevolent Association. The original station building was completed on November 25, 1849; rebuilt in 1872 and repaired in 1886. The Title "A" Property Report (3 pgs., n.d.) lists each structure, the year built, description and cost when built for the Bellport Lifeboat Station (Third District Legal Office files).

A map dated 1934 of the U.S. Coast Guard Bellport Station Plot Plan locates the following: two boathouses, lookout tower, airplane marker, flagstaff, surfman's cottage, coal house, vegetable storage, dry well, cistern, drillpole, septic tank, new station building,

storage building, telephone pole, fire pump, oil house and dock.

The blueprint of this map (Third District Legal Office files) had the following red pencil changes: removed: coal house, vegetable storage and storage building; additions: coal bin to the east of and adjacent to the cisterm, porch and stairs to new station house (west and east sides), new steel tower NW of new station building, two metal garages (N and S of boathouse), a wood greasing rack (N of new north metal garage), boardwalk (runs E-W and begins near new airplane markers to the new station building); moved: airplane marker--approximately the same position vis à vis boardwalk but to the south side of the new boardwalk; and present: surfman's cottage.

A map of Whalehouse Point area dated 1956 locates the Bellport Lifeboat Station as well as other structures, roads, dumps and natural features in the environs of the station site (Third District Legal Office Files).

The Coast Guard Permit to the U.S. Navy was to terminate on October 31, 1960. A committee met on September 14, 1960, at Bellport, New York, to review the status of the buildings, equipment and the physical site. Subsequent to termination of the permit the structures were offered for sale. A series of conflicts developed over ownership of the land underlying the structures (Third District Legal Office files). At present there are no standing structures of the Bellport Life Saving Station.

Point O'Woods Station

The site of the Point O' Woods Lifeboat Station was acquired by deed dated February 20, 1884, and recorded on March 26, 1884, in Liber 280 of Deeds, page 376, Records of the Suffolk County Clerk's Office, Riverhead, New York. The U.S. was given the right to use and occupy the site for a lifeboat station by the grantor, Wilson J. Terry of Islip, New York.

The records at the Third District Legal Office do not contain any reference to the disposition of the structures of this station, nor were there any maps in their files. A microfilm plan of the Point O' Woods Station is on file at the U.S. Coast Guard Academy, New London, Connecticut. The station also appears on the Hyde Atlas of 1915 in its location in Ocean Bay Park.

A Declaration of Abandonment (Liber 2690, page 355) records the relinquishing of the original site to the grantor, Wilson J. Terry, his heirs or executors and correspondence dated June 20,

1946, documents the purchase of "buildings and other related structures" by Mr. Frank Flynn on May 16, 1946, for a total of $1,145.00 (Third District Legal Office files). The Point O' Woods main station now functions as part of Flynn's Hotel in Ocean Bay Park. A Point O' Woods boathouse is also part of this complex. Another boathouse from the Point O' Woods Station reportedly purchased by Hurbert Smith and moved to the bay side. It was later converted to a cottage but has since burned (John Lindsay, personal communication).

Blue Point Lifeboat Station

The files at the Third District for the Blue Point Lifeboat Station were very incomplete. A 1903 publication listing all U.S. property has an entry for the station. It is listed as approximately one-quarter acre in size. No title search is in the file nor are there any maps of the site.

An original photograph (c. 1890) shows the first Blue Point Life Saving Station structures. A photograph (c. 1908) depicts the same building with the porch enclosed and one outbuilding. A photograph of the 20th century buildings standing at the bay side ready for relocation shows the removal of these from their original locations and the original sites of the structures in the foreground (all photographs are held by John Jett, photographic collection).

Structures from the Blue Point Station are presently located at Fire Island Summer Club and were moved there by Davis Bros., Blue Point, N.Y. (Curtis Davis, personal communication).

Fire Island Life Saving Station

The westerly end of Fire Island was acquired by the U.S. in 1825 for the establishment of a lighthouse (Liber 80 of conveyances, p. 67). There is some confusion in the records as to the location of the life saving station on this tract of land. A survey conducted in November 1904 and June 1905 shows the station "located some 2,000 feet southwest of the light on the ocean side." A further drawing by the Third Light House District, undated but bearing drawing number 1396 and a notation "all land to the West (of an indicated line) conveyed to the state of New York by deed dated June 26, 1924, indicates the 1924 conveyance line cuts through the middle of the life saving station described above. There is no indication of a life saving station on the Great South Bay" (from the files of J. F. Lundgren, dated March 10, 1977).

The following information is also recorded in the same above-mentioned file:

> A record of Federal Real Estate dated March 17, 1941 indicates there is a Fire Island Station in the custody of the Coast Guard which was acquired from the U.S. Life Saving Service and known as Headquarters Coast Guard Unit No. 83 with a total of 90,000 sq. ft. In the Acquired and How Acquired blanks of the form there is a notation of "no record".

A memorandum dated July 1968 concerned with the disposal of existing structures and the construction of new buildings at the site of the Fire Island Coast Guard Station is on file at the Third District Legal Office. A boathouse from the Fire Island Life Saving Station is now part of Flynn's Hotel complex at Ocean Bay Park (Flynn, personal communication).

The organization and evolution of the life saving facilities along the south shore of Long Island, which began in the mid-nineteenth century, were direct responses to the increase in maritime traffic in these dangerous coastal waterways. Similar responses and parallel developments occurred in the Cape Cod area to the north as well as south along the Jersey shore. The erection of relief huts or half-way houses manned by unpaid volunteers and the evolution of this rudimentary humane service into full-fledged U.S. Life Saving Stations with paid surfmen permanently staffing a complex of buildings at each Life Saving Station site on the beach represents an important component in American history. As such, the sites and remains of the life saving stations on Fire Island represent significant cultural resources.

DEVELOPMENT OF THE MODERN RESORT COMMUNITIES ON THE GREAT SOUTH BEACH: 1878 TO THE PRESENT

Though a number of spa resorts developed in the eighteenth century, it was not until the mid-nineteenth century that coastal areas witnessed the growth of large resort communities. Before 1850 only Coney Island, Rockaway Beach and Long Beach, New Jersey, had sizable hotels that catered to the 'summer trade' from New York City (Williams 1848:64). A limited transportation network restricted summer vacationers to areas in close proximity to population centers. More importantly perhaps, there was still cultural resistance to the concept of holidays on the beach. Not until 'sea-bathing' and 'sea breezes' were included in the Victorian lexicon of 'healthy' terms, and until the difference between 'leisure' and 'idleness' became better defined, could the summer coastal vacation fit the developing middle classes' sense of propriety. The Victorians had to 'invent' the beach and 'learn' what to do at the seaside. Transportation networks account for the spread, but not the form, of resort development. Resort development should be viewed as part of the process of urbanization which means not only the growth of population centers but also the increasing frequency and intensity of commercial and cultural transactions that 'modernized' nineteenth century America.

Unfortunately, the complexity of resort development that unfolds in this context prevents the construction of a simple chronology. Different groups engaged in different activities at different times. Long Branch's early hotel developments and the purchase of 'cottages' by the elite even before 1850 may well be atypical. Most resort areas that developed prior to the civil war had already existing population centers that could service summer boarders who often had personal contacts or relatives within the coastal towns and villages. Summer 'cottages' and commercial hotels, though more visible indicators of vacation activity, were by and large secondary developments. Nor does it appear that artists composed the vanguard of these summer boarders as has been suggested (Amory 1948). Though Thomas Cole had summered in Bar Harbor in the 1840s (Amory 1948:24-25), and the Sketch Club in East Hampton in the 1880s, the artists' role was restricted to publicizing already developed areas. There were few large hotels, artists or, for that matter, wealthy socialites on the North Shore of Long Island in the 1860s, yet already the permanent residents complained about the 'summer swarms.'

By the end of the Civil War, it was possible to visit most of the Eastern Seaboard by rail and, more importantly for vacation travel, by boat (Bachelder 1875:14). In the fourth quarter of the nineteenth century therefore, class, income and other kinds of social differentiation became the major determinants of the forms of vacation activities and of the developing morphology of resort communities.

Viewed in this way, the conventional story of the elite setting the pace of resort development has little coherence save from the perspective of those elites who were displaced from areas, such as Long Branch, that were close to a major population center (Amory 1948:1-20). By the time that Newport and Bar Harbor were acquiring their exclusive character in the 1890s--serviced by the fleet of the New York Yacht Club--many different forms of resort communities, catering to lower income groups, were already well established. By 1873, for example, the 'Cottage City' of Oak Bluffs, Martha's Vineyard, had 692 cottages formally laid out on one square mile of land (Bachelder 1875:162). Though developed by a commercial land company, the community's social character cannot be understood solely in terms of the income and class of the cottage purchasers. Oak Bluffs had a strong evangelical purpose. The on-site chapel could accommodate 822 persons for a revival. The summer vacation or Retreat, was, in the latter half of the nineteenth century, a vital element of a year-round quest for rational recreation and self-improvement on the part of religious groups and voluntary associations (including the Chautauqua movement). The past character of resorts, because of their development in a period of wide ranging voluntary association and in areas set apart from the dense social and commercial interactivity that characterized urban centers, is a particularly sensitive index to the contemporary forms of group affiliation and social stratification. The summer vacation was for many an easy route to spatial segregation and social exclusiveness.

The development of "social" resort communities occurred at the same time as the growth of more overtly commercial resort areas servicing the "day-tripper" and the single family on vacation. The hey-days of hotel construction were ended only after second home ownership became an increased possibility--by and large a 20th century "option" dependent in part on the coming of personal transportation (Amory 1948:7). By the 1970s both Coney Island and Long Branch had become, in the eyes of the elite, the "swarming playground of the typical middle class family out for a holiday" (Barrett 1941:153). These older areas became not a "retreat" from the city as they had been before 1850, but an extension, almost a parody, of urban life.

The development of the modern resort communities on Fire Island, beginning in the last quarter of the nineteenth century, may be explored within this historical context. The trend toward ownership now of beach property by non-local urban residents, as well as local south shore residents who had traditionally held plots on the barrier island, begins in this period. It is followed in the early twentieth century by the entrance of the development companies.

The custom of urban dwellers frequenting the south shore on the east end of Long Island is well established (Amory 1948, Smith 1975, 1978). The South Shore Country Club in Islip was established in 1895 by Brooklyn residents (Smith 1975:11) while the Long Island Railroad depot known as Club House was a private station built especially for members of the exclusive South Side Sportsmen's Club, which was established in 1870 (Seyfried 1975:270). The Point O'Woods Chautauqua Assembly Association, established in 1894, denotes the presence of non-residents leasing beach land, and with the demise of the Chautauqua and the establishment of the Point O'Woods Association in 1898, the shift was to ownership by the association, the mechanism by which control was maintained over community membership.

Early homesteaders formed another social stratum on Fire Island. Long Cove was the site of an early fishing community, although in reality it was multi-purpose, with the part-time residents utilizing the area for recreation as well. Oakleyville continues as a small hamlet containing both year-round and seasonal residents; the Whalehouse Point locality is another zone east of the developed western segment which was used by south shore inhabitants, principally from the Bellport/Brookhaven area. The area at one time was the site of the Bellport Life Saving Station, and this facility would have provided some amount of protection for fishermen and vacationers, as well as the benefit of human communication for those who chose to remain into the fall and winter months.

By the early years of the twentieth century the sale of lots from individuals to development companies had begun. For example, beginning in 1905 lots in Lonelyville were sold to the South Shore Realty Company; in 1910 the Van Glahns sold the property that became Saltaire to the Fire Island Beach Development Company; in 1912 the William Moffitt Development Company owned land in Ocean Bay Park and the Caldwell Realty Company began to develop, on a small scale, in Water Island. By 1922 the Great South Bay Development Company owned land in Seaview and in Atlantique, with plots in the latter site owned by residents of Brooklyn, Manhattan and New Jersey. The Sammis Estate land in Kismet went to the Kismet Park Corporation in 1925; in 1926 the Home Guardian Company was a

major landowner in Fire Island Pines and the H. R. and E. M. Realty owned lots in Cherry Grove.

The following section documents these ownership changes by examining the reocrds of individual conveyances, and presents suggestions for future research concerning the origins of the variations exhibited by the communities on Fire Island and the mechanisms by which these differences are maintained, or the allowances for change, if any, which have occurred over time.

The beach is best understood as two sectors which developed differently. The more developed segments of the beach is represented in 78 lots shown on the Sammis 1878 map (Figure 3A-J; also see Fletcher and Kintz 1979b, Fig. 4). These lots are taken as a base line against which to demonstrate the subsequent growth and development of these beach properties.[13] These westerly lands from near the Fire Inlet to Long Cove correspond to that portion of the beach which Henry Smith received from Col. William Smith. The land east of Long Cove, extending to Moriches Inlet, was part of the inheritance of Charles Jeffrey and Major William Smith. Part of these latter lands, eventually released to the Town of Brookhaven (Shaw 1947:23), were divided into fifty-five lots and today represent either federal, county or town lands. This part of the beach, less easily accessible to residents of New York City and more distant urban places, also still has considerably more salt marsh. Hence, less land for construction and as such it has not experienced significant community development. The area has been referred to as the "55 Lots Division." The extent of development along the entire barrier beach and the differences between the western and eastern sections is clearly shown on the Hyde Atlas of 1915 (Figure 4A-K; also see Fletcher and Kintz 1979b, Fig. 6).

History of Development of Individual Communities on Fire Island

This section discusses the variation among communities in terms of the physical appearance, based specifically on the overall settlement pattern and the architectural component, and the socioeconomic characteristics. Although some beach property remained among family members from 1878 through the twentieth century, other property was sold by the early owners or their heirs to development companies. The subsequent development of the barrier beach from 1878 to the present was greatly influenced by the uses that owners made of their land holdings. If a select group of individuals held the land, the construction of buildings as well as membership could be controlled. Point O'Woods exemplifies this phenomenon. The sales to realty and/or development companies and the parcelization of the land increased the frequency of building of cottages and/or business enterprises. In some cases, as in Cherry Grove Park or Water Island, primary use of the beach tended to be,

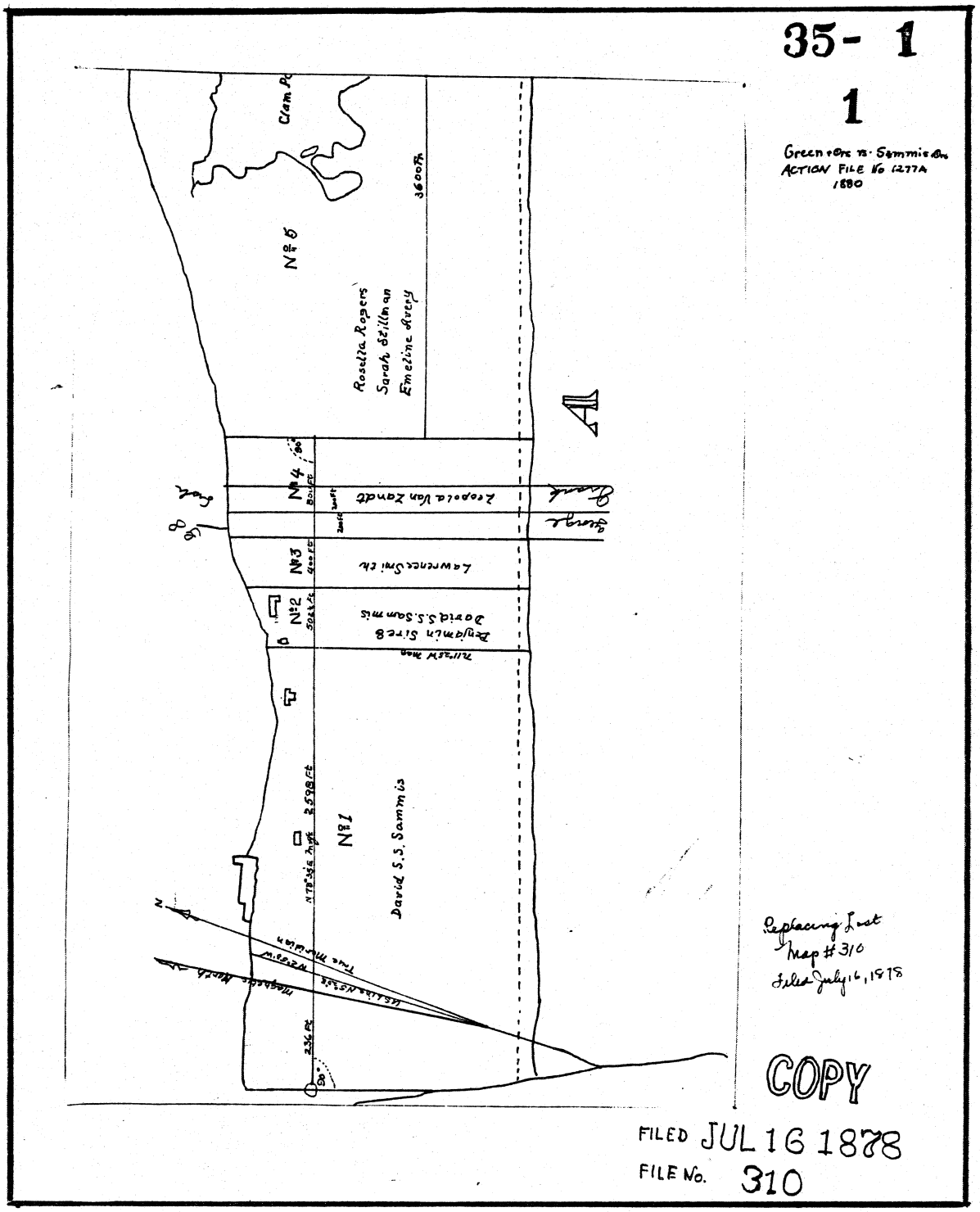


Figure 3a: Sammis 1878 Map of Fire Island

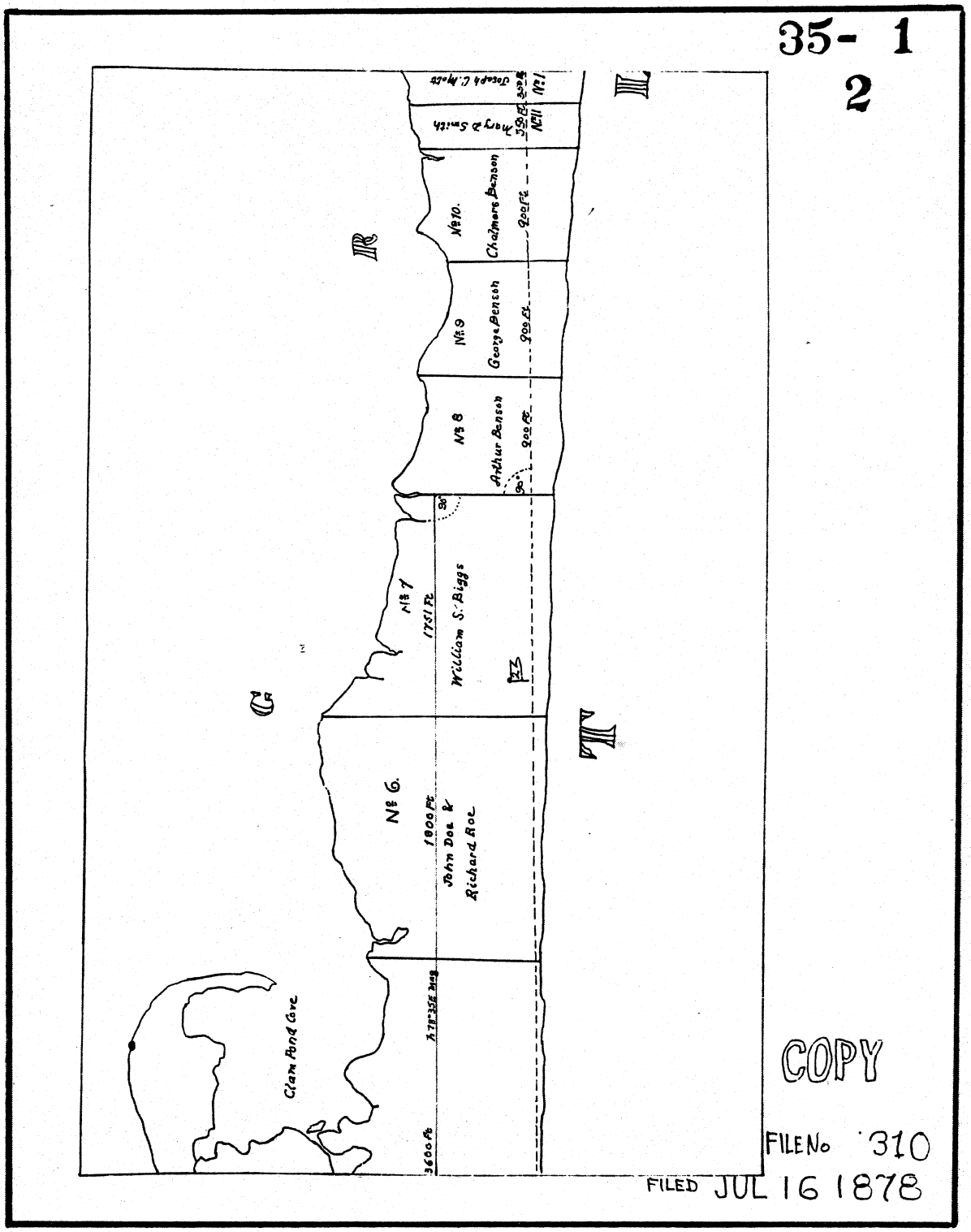


Figure 3b: Sammis 1878 Map of Fire Island

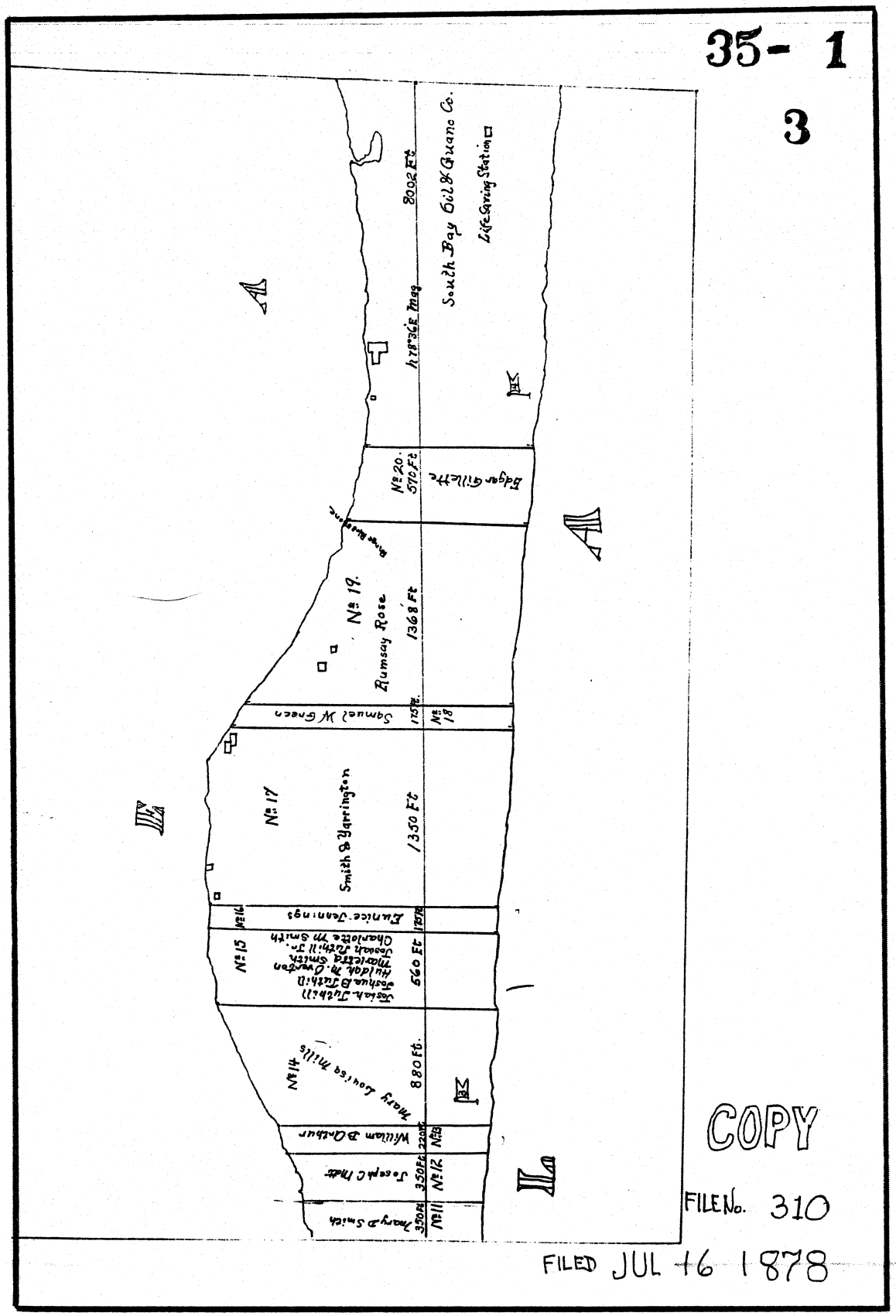


Figure 3c: Sammis 1878 Map of Fire Island

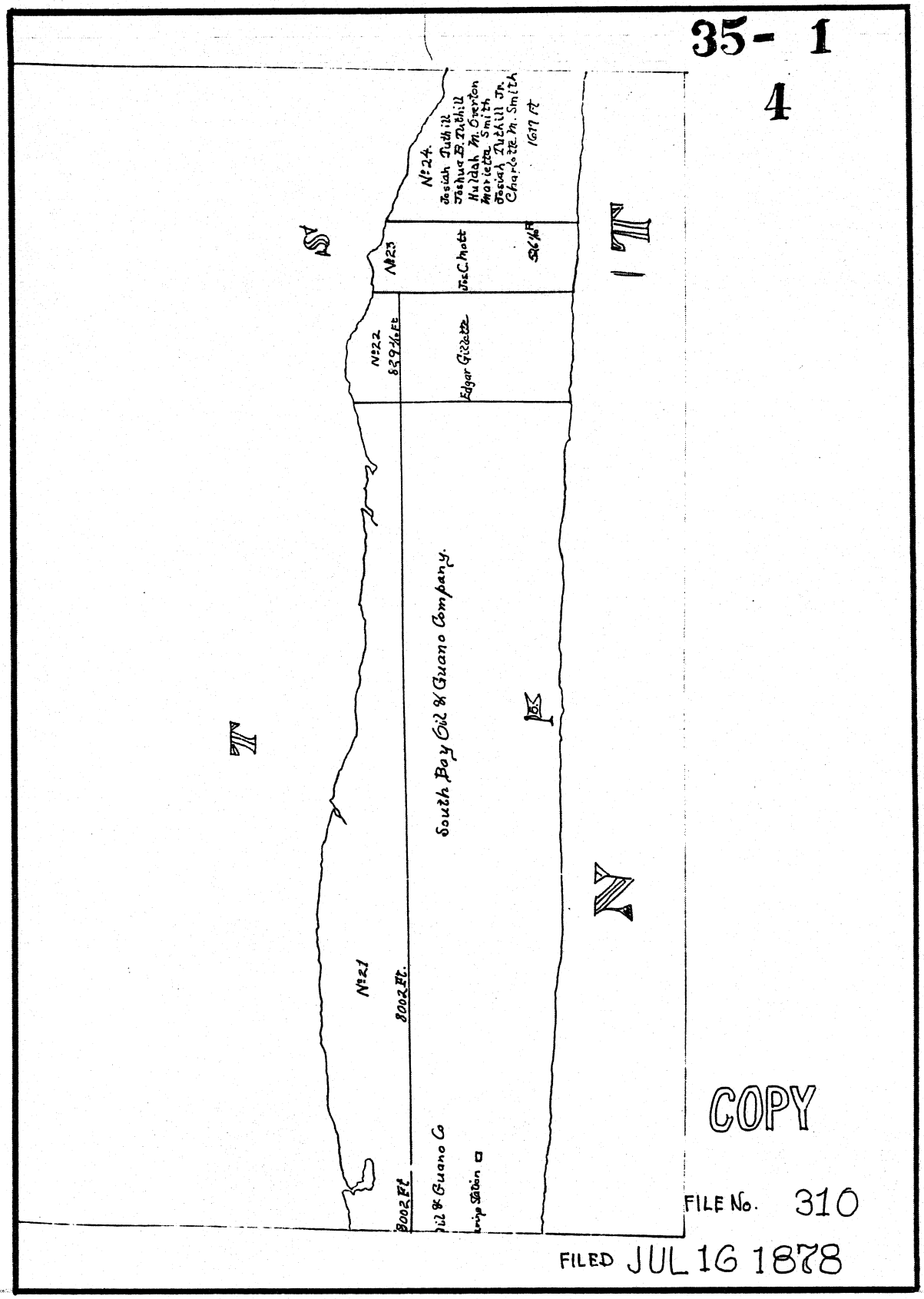


Figure 3d: Sammis 1878 Map of Fire Island

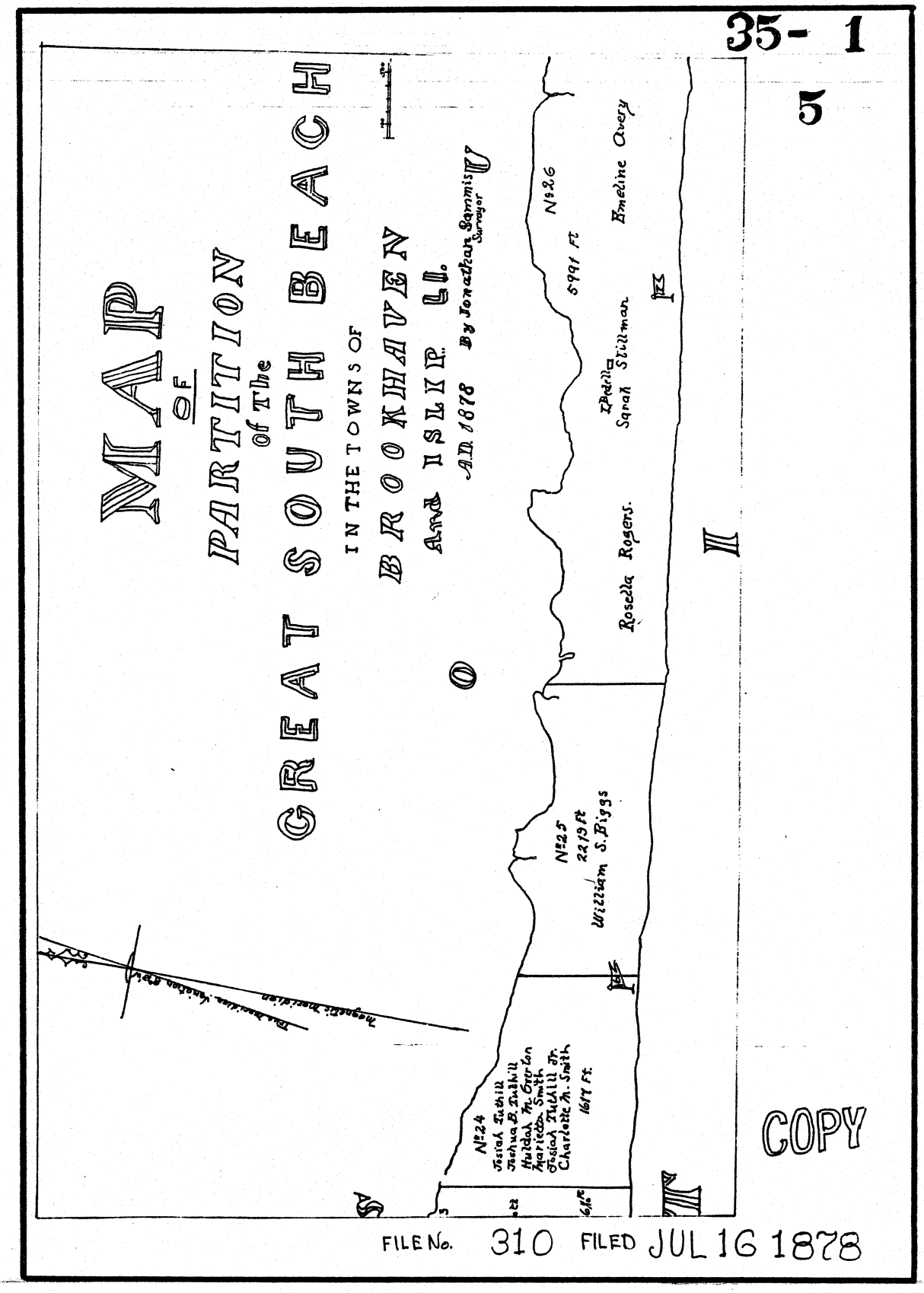


Figure 3e: Sammis 1878 Map of Fire Island

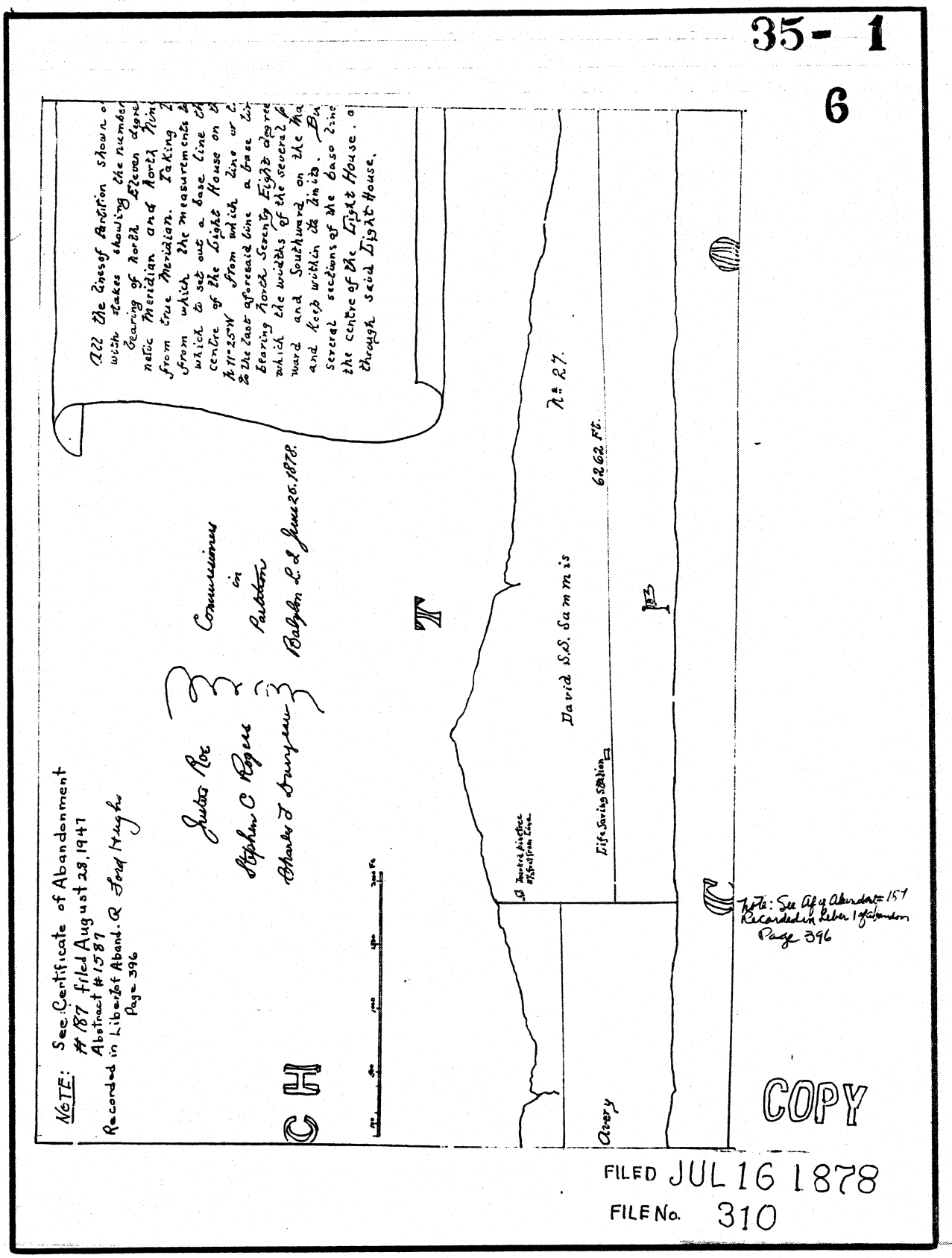


Figure 3f: Sammis 1878 Map of Fire Island

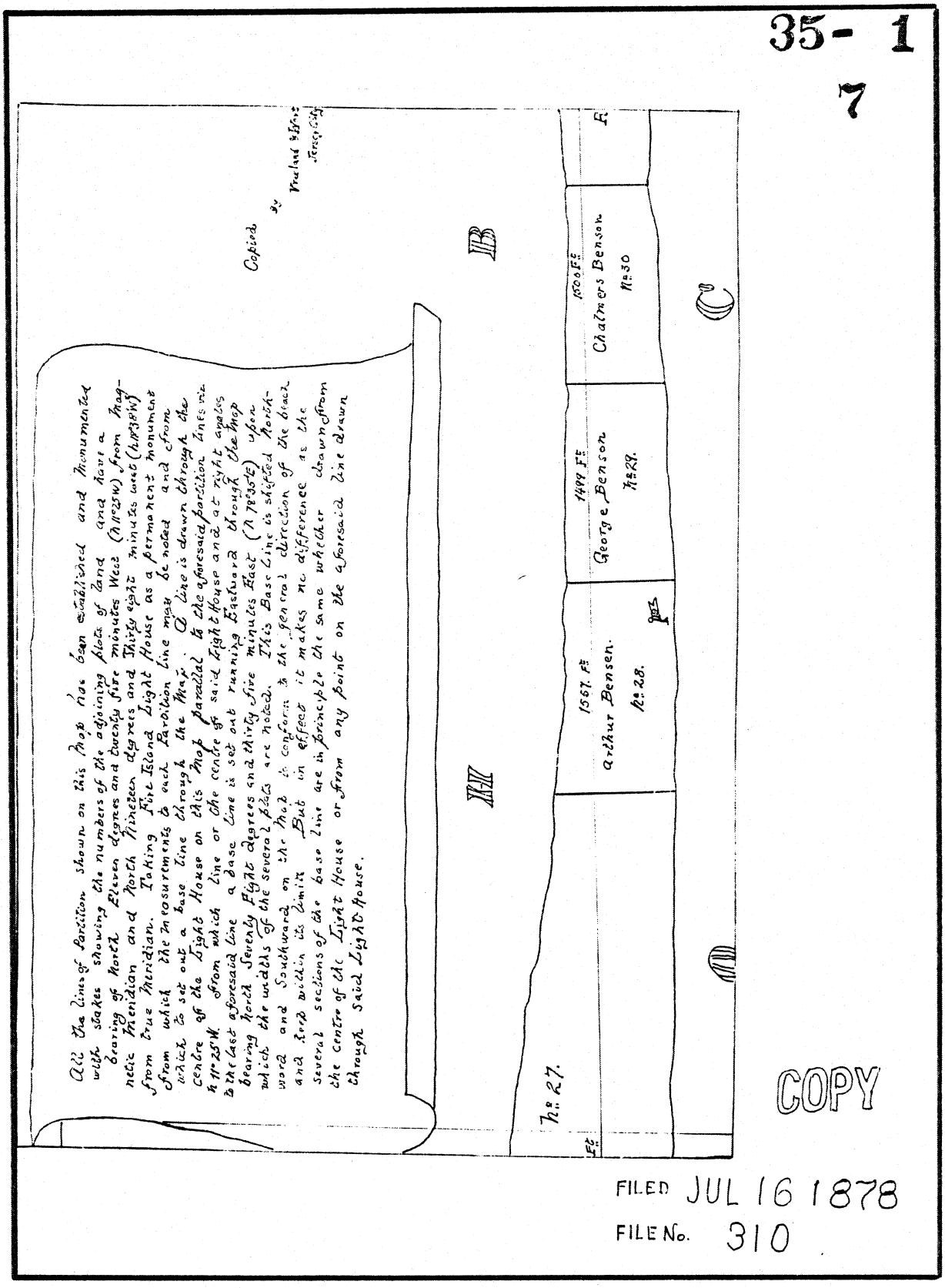


Figure 3g: Sammis 1878 Map of Fire Island

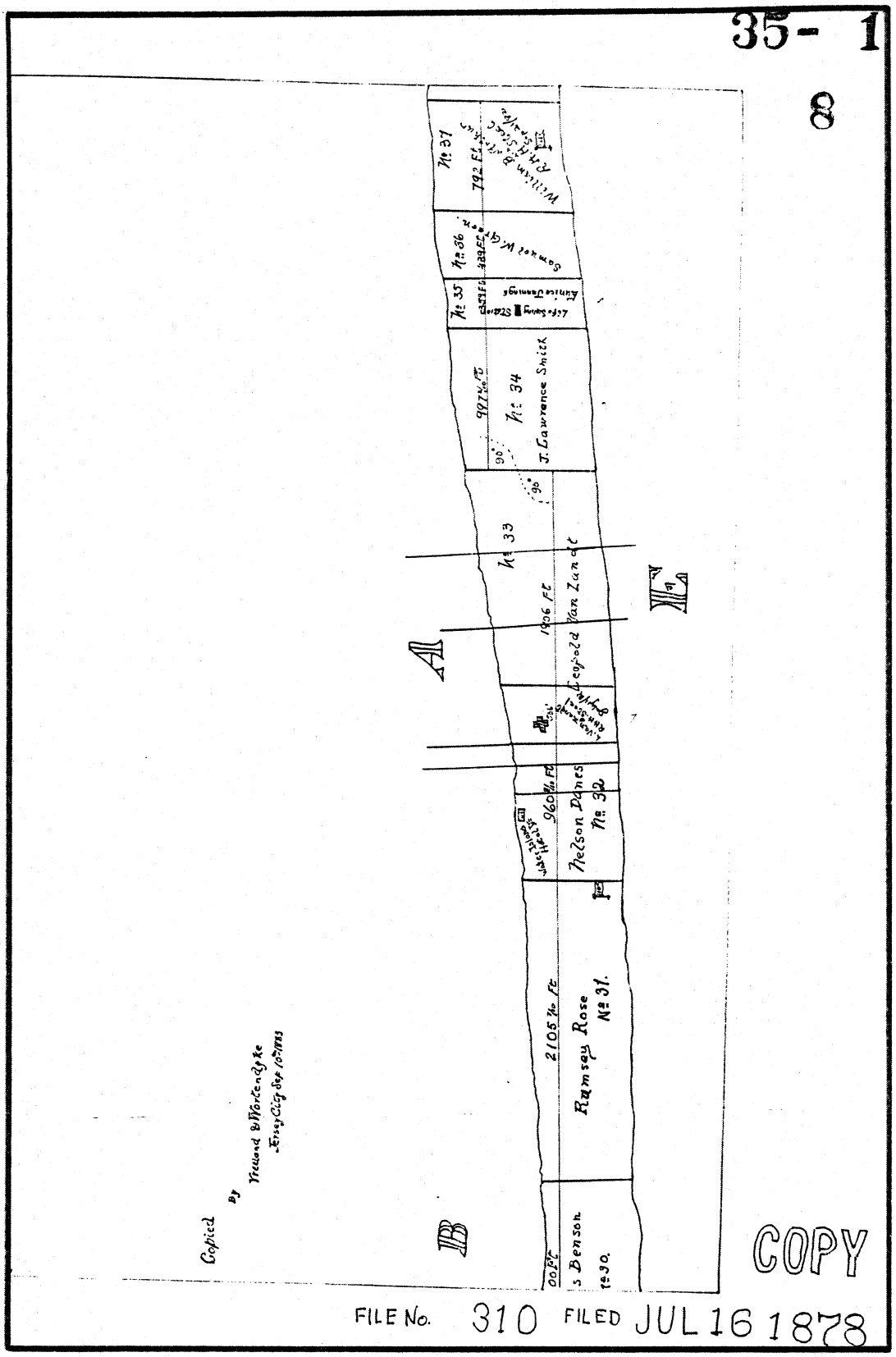


Figure 3h: Sammis 1878 Map of Fire Island

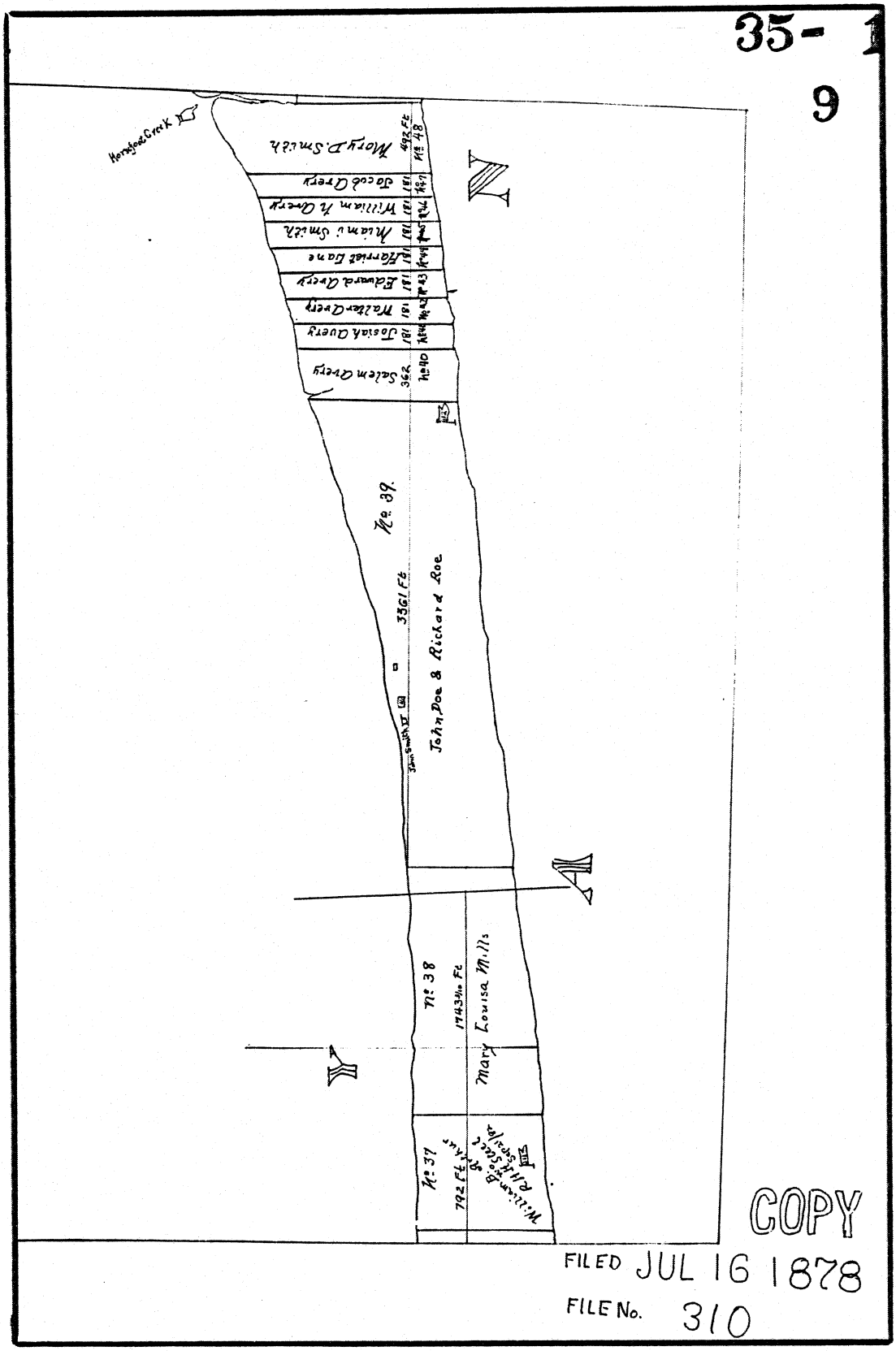


Figure 3i: Sammis 1878 Map of Fire Island

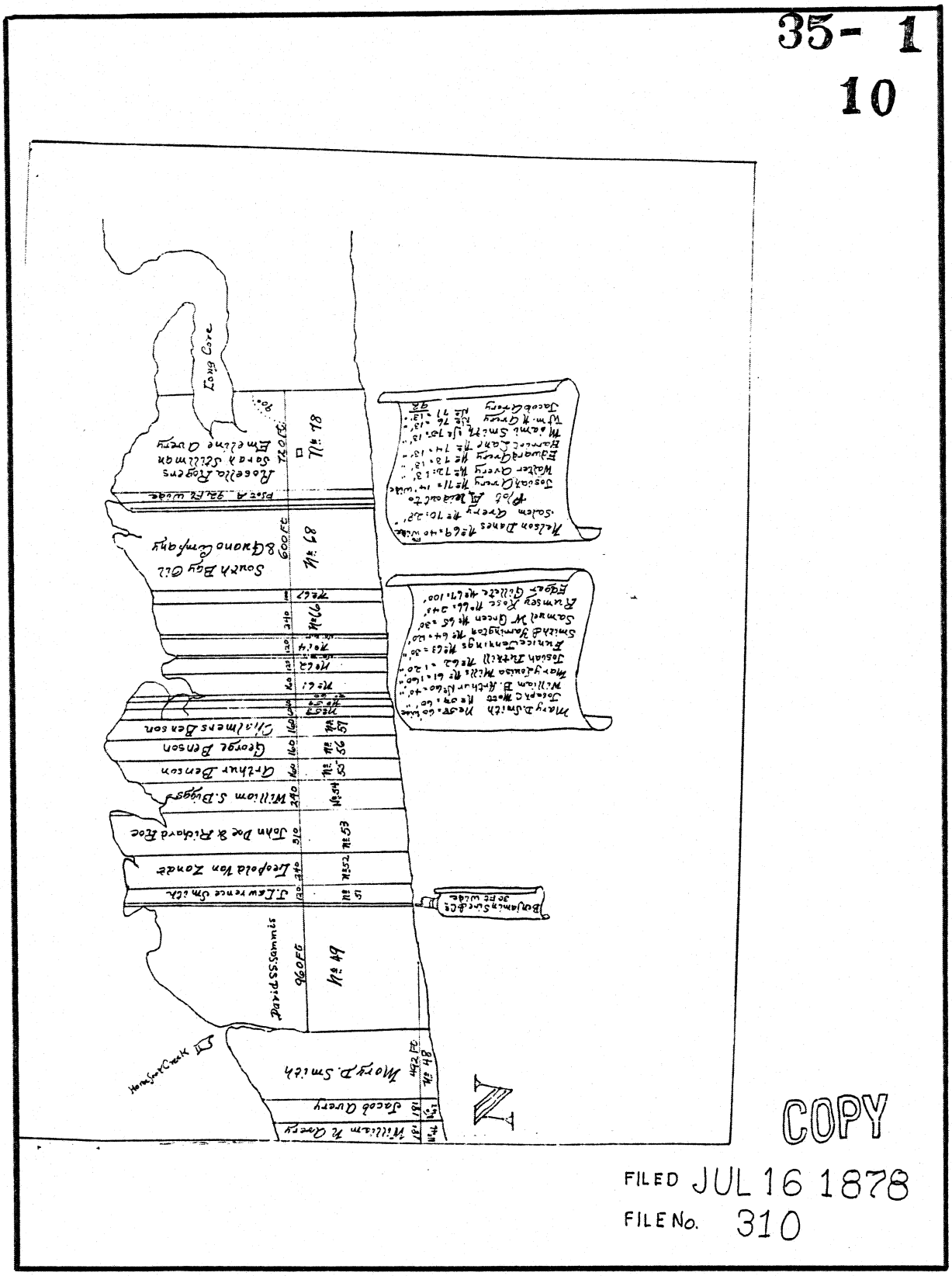


Figure 3j: Sammis 1878 Map of Fire Island

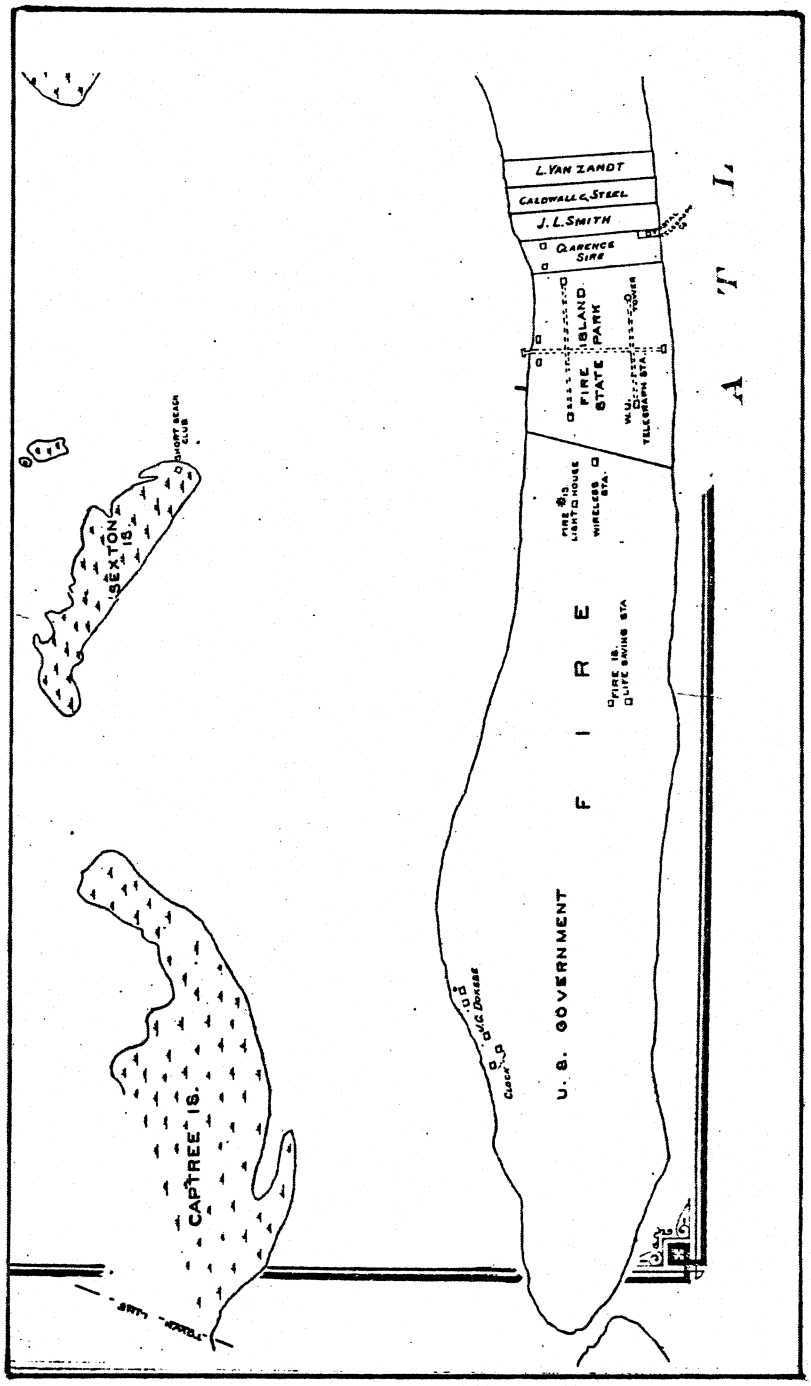


Figure 4a: Map of Fire Island (Hyde Atlas 1915)

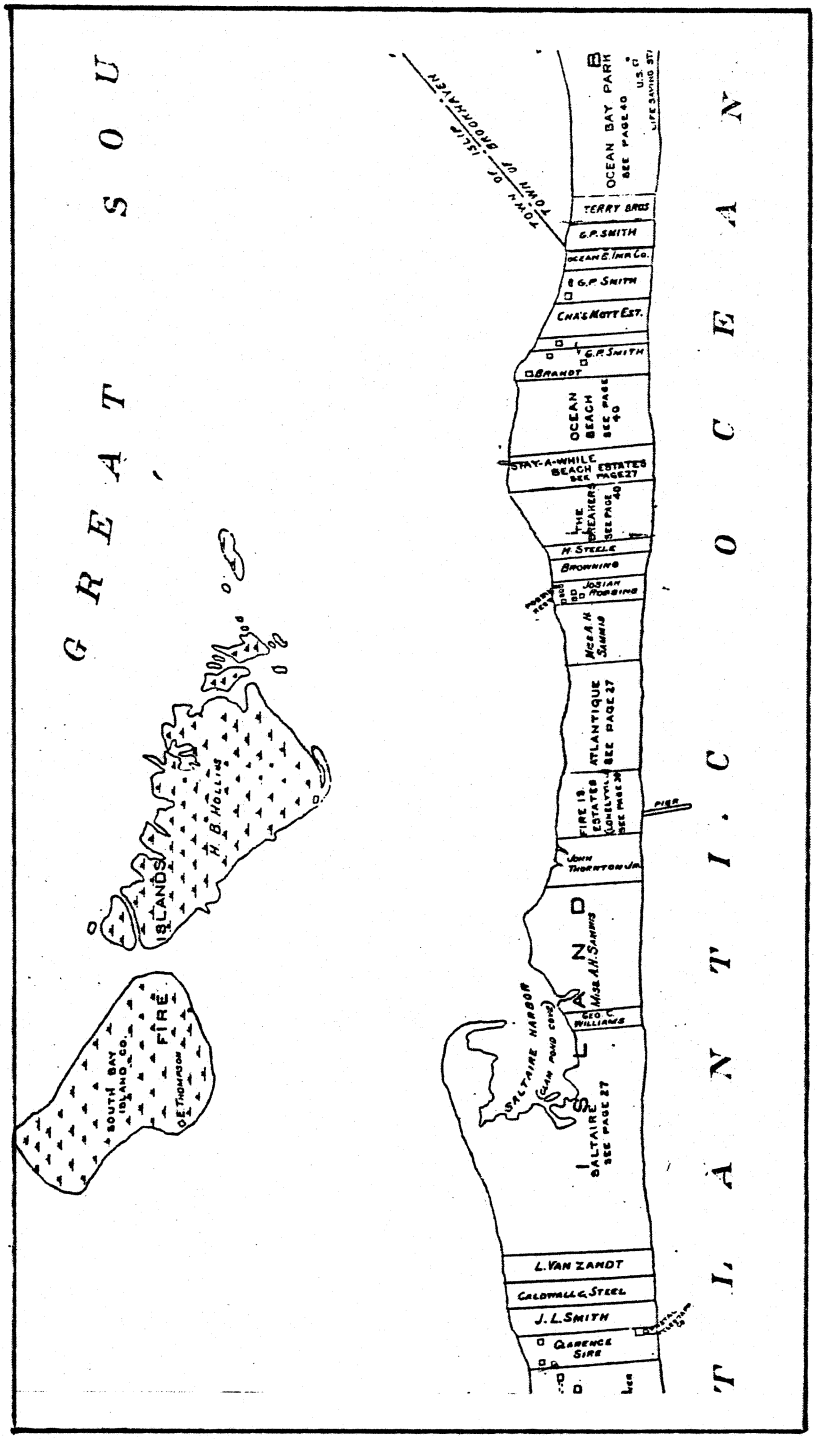


Figure 4b: Map of Fire Island (Hyde Atlas 1915)

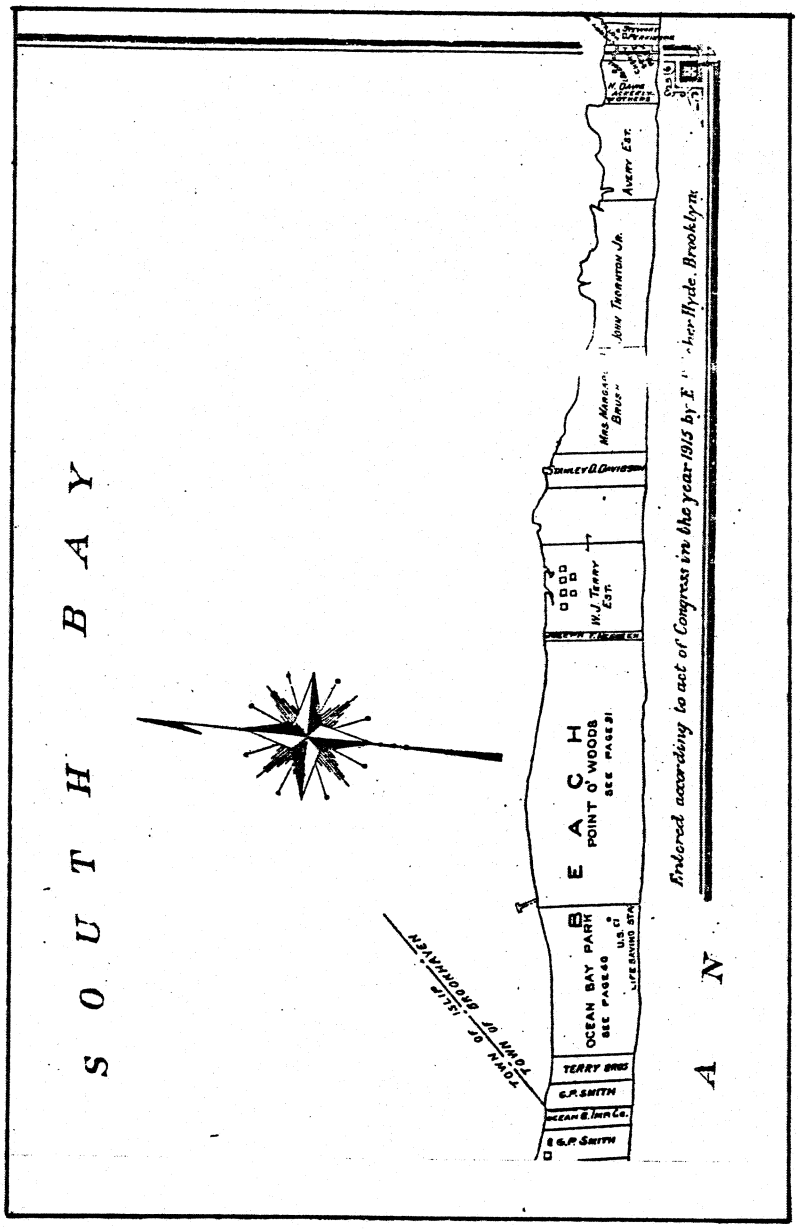


Figure 4c: Map of Fire Island (Hyde Atlas 1915)

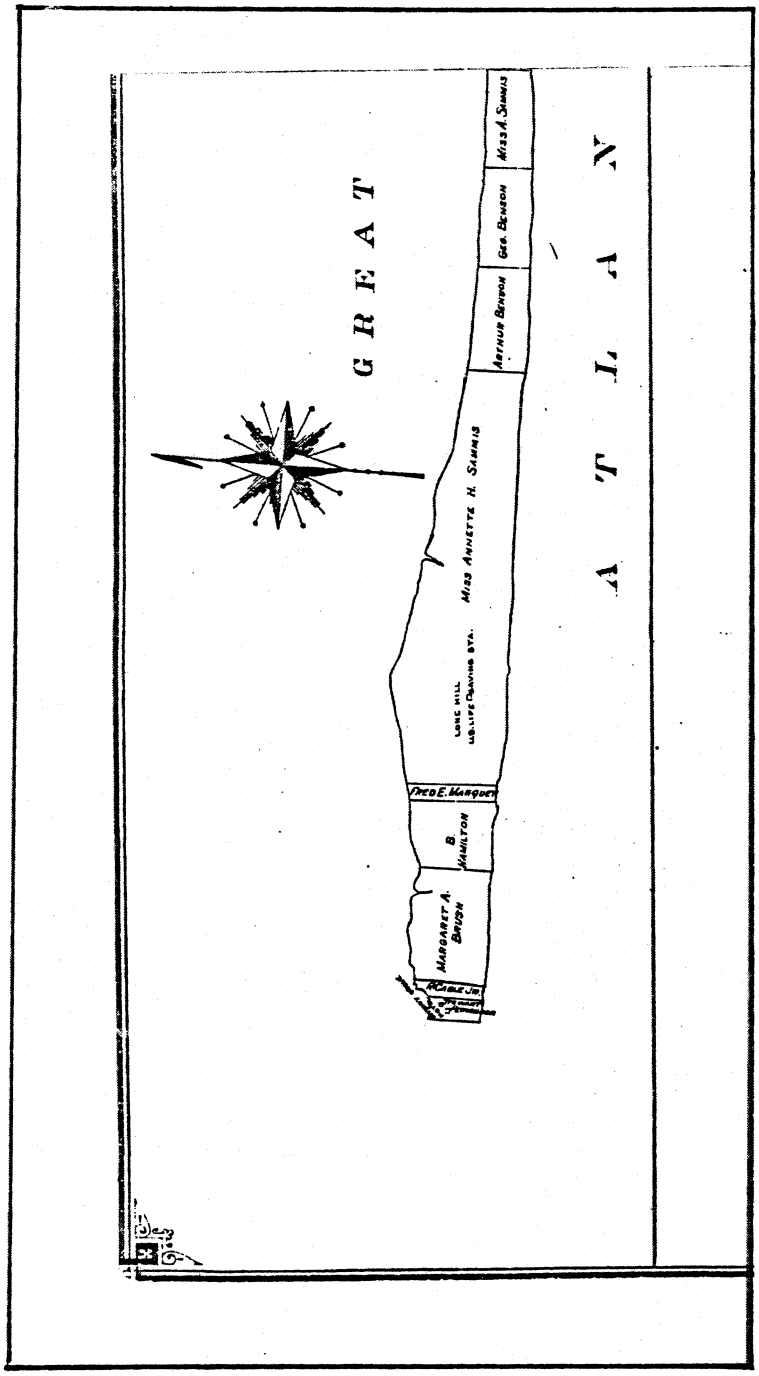


Figure 4d: Map of Fire Island (Hyde Atlas 1915)

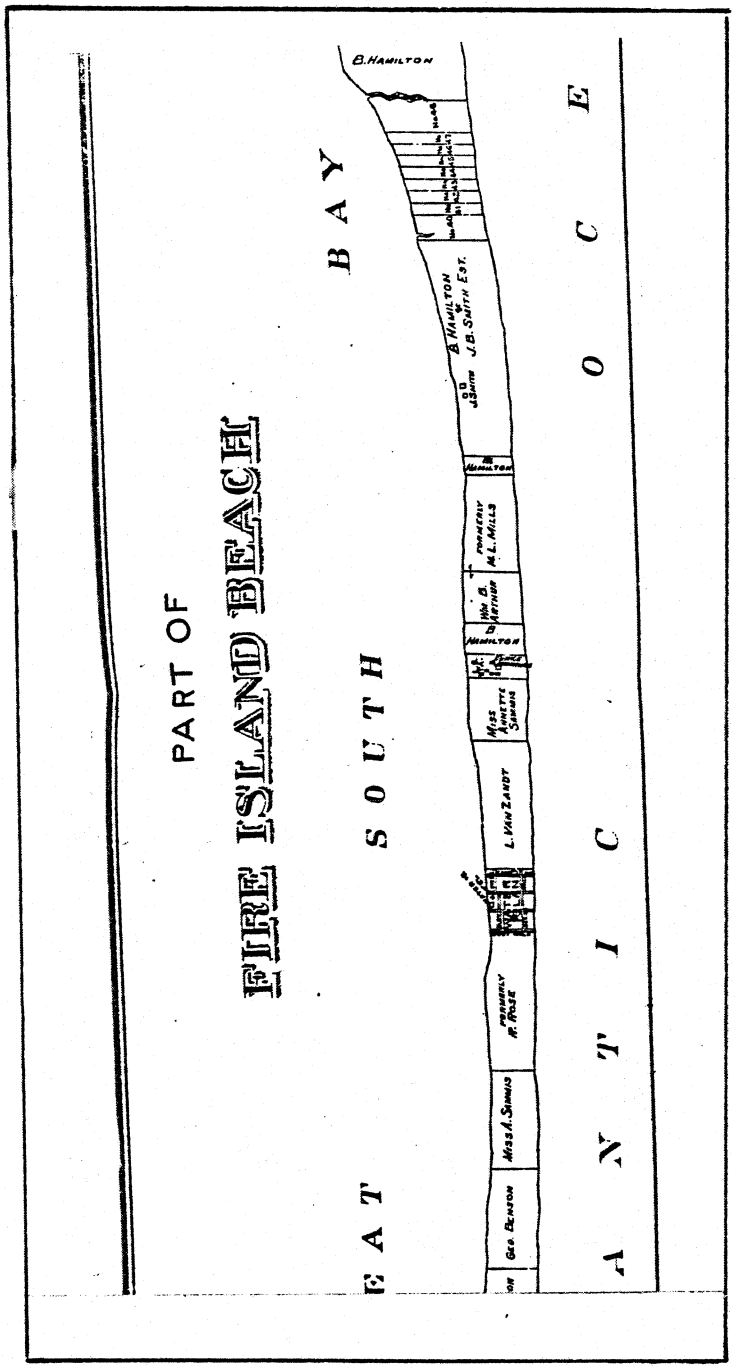


Figure 4e: Map of Fire Island (Hyde Atlas 1915)

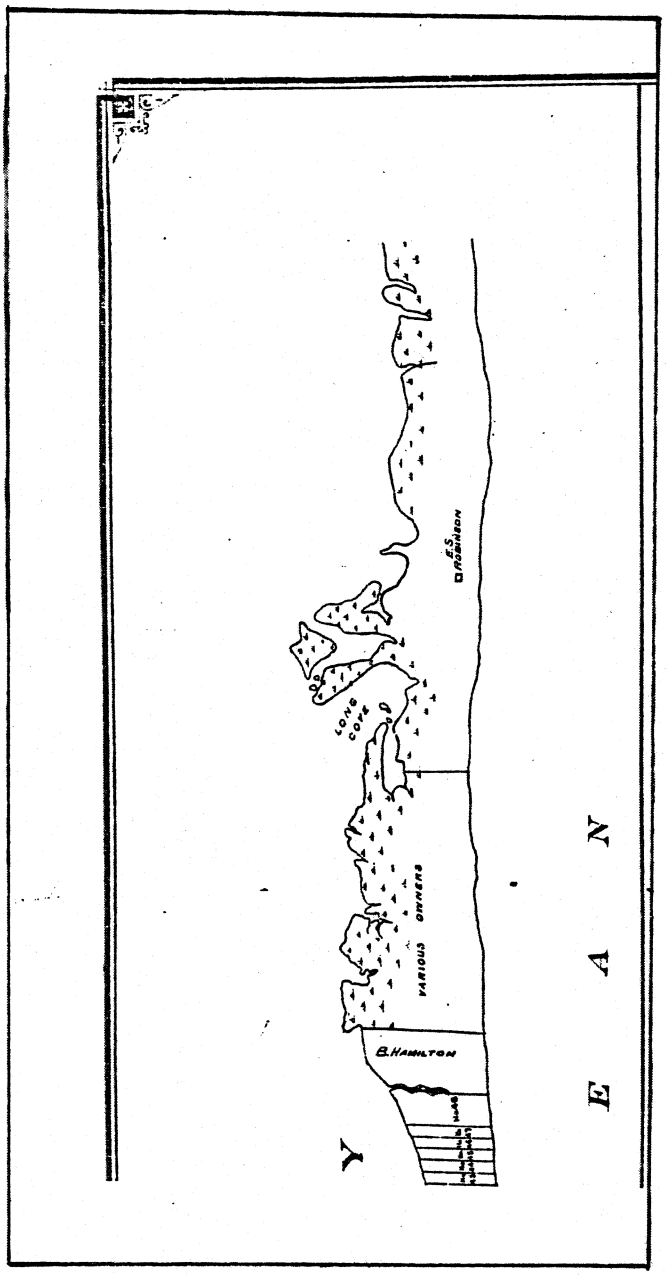


Figure 4f: Map of Fire Island (Hyde Atlas 1915)

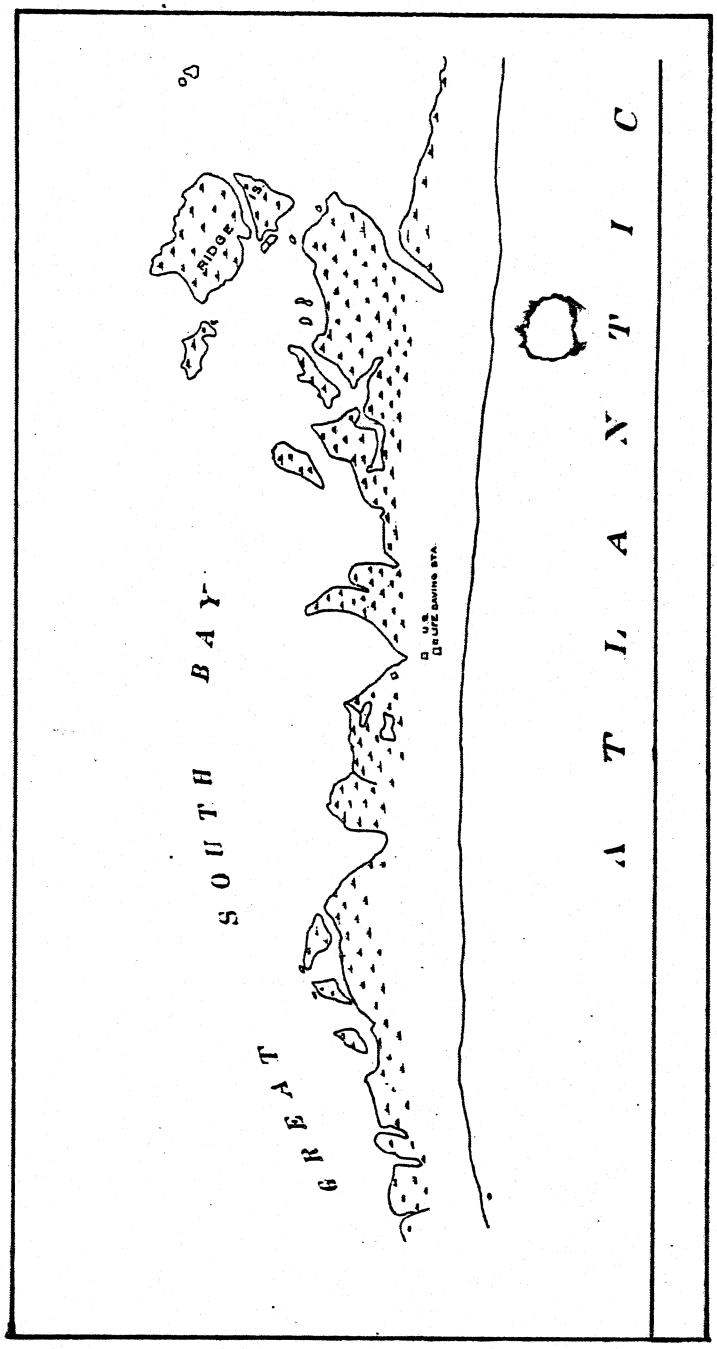


Figure 4g: Map of Fire Island (Hyde Atlas 1915)

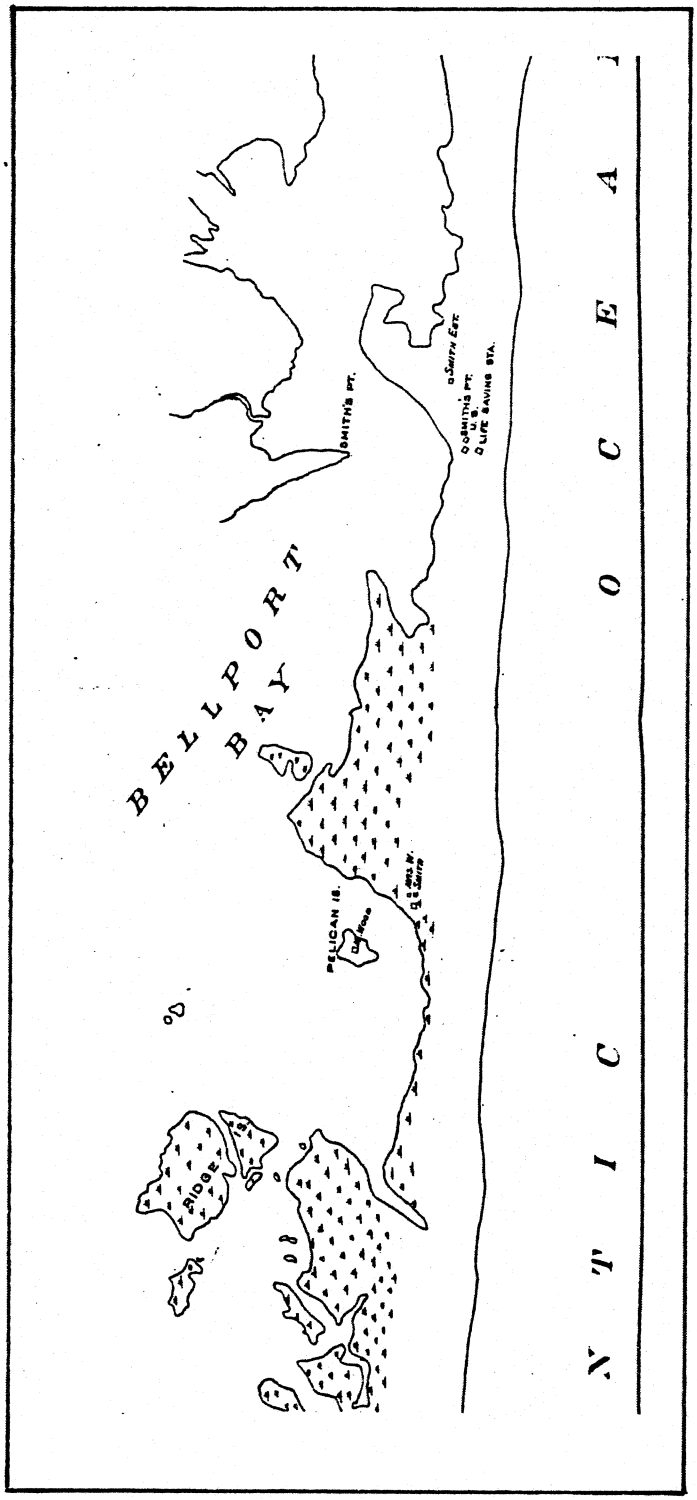


Figure 4h: Map of Fire Island (Hyde Atlas 1915)

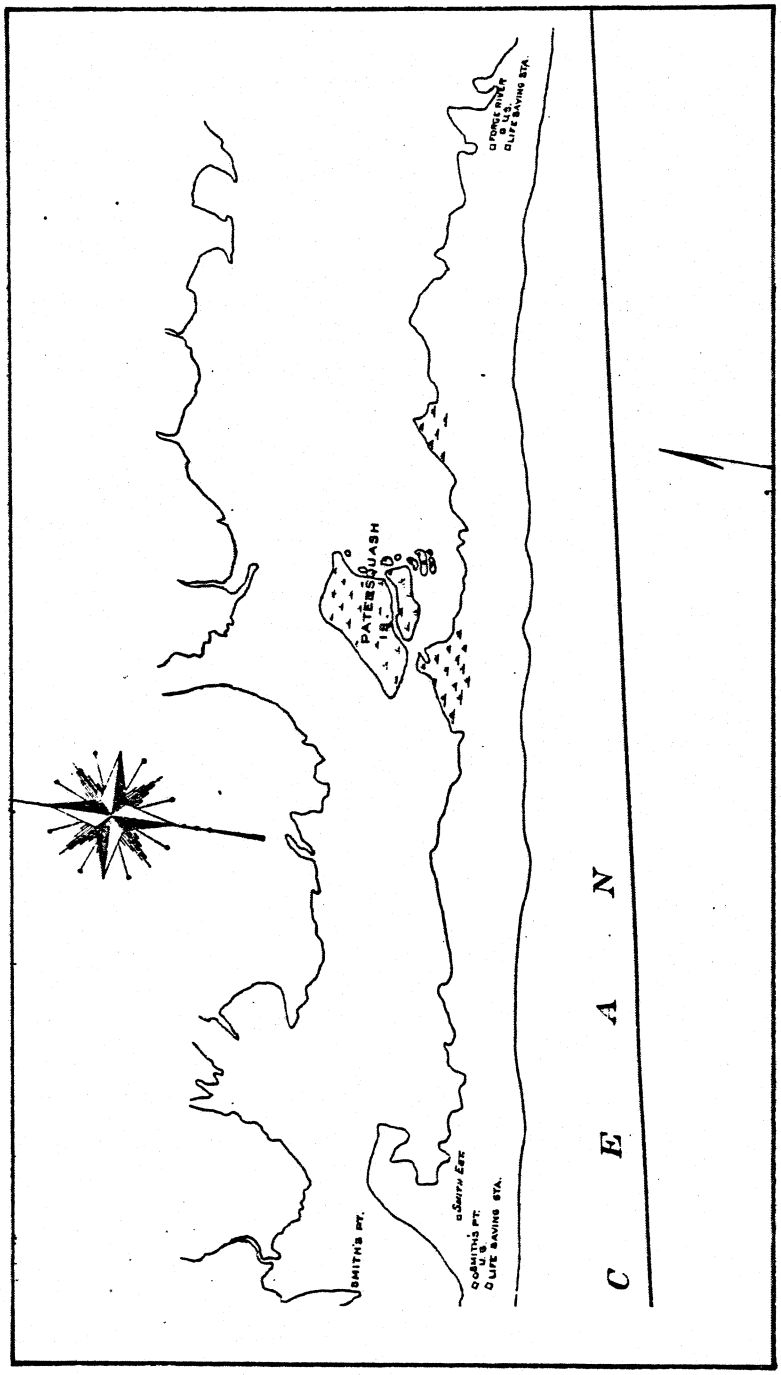


Figure 41: Map of Fire Island (Hyde Atlas 1915)

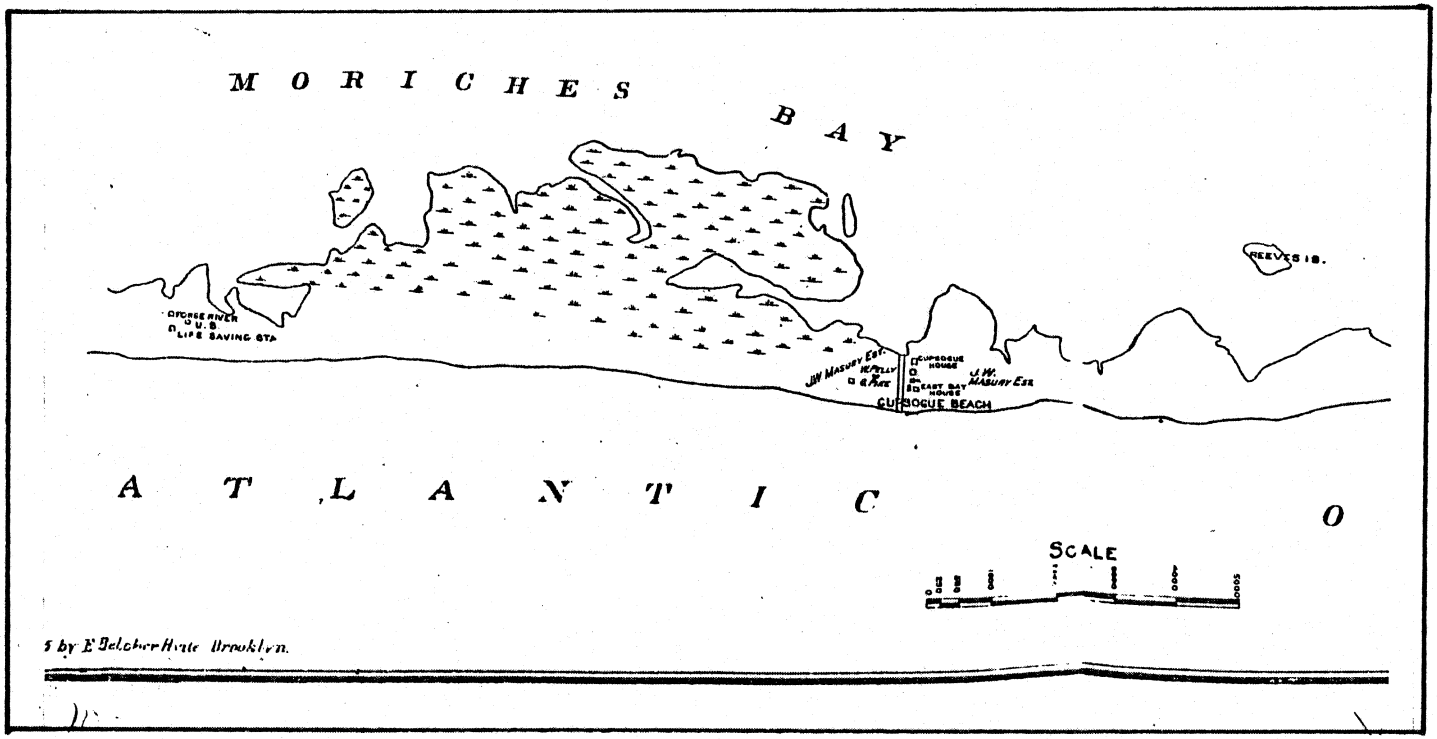


Figure 4j: Map of Fire Island (Hyde Atlas 1915)

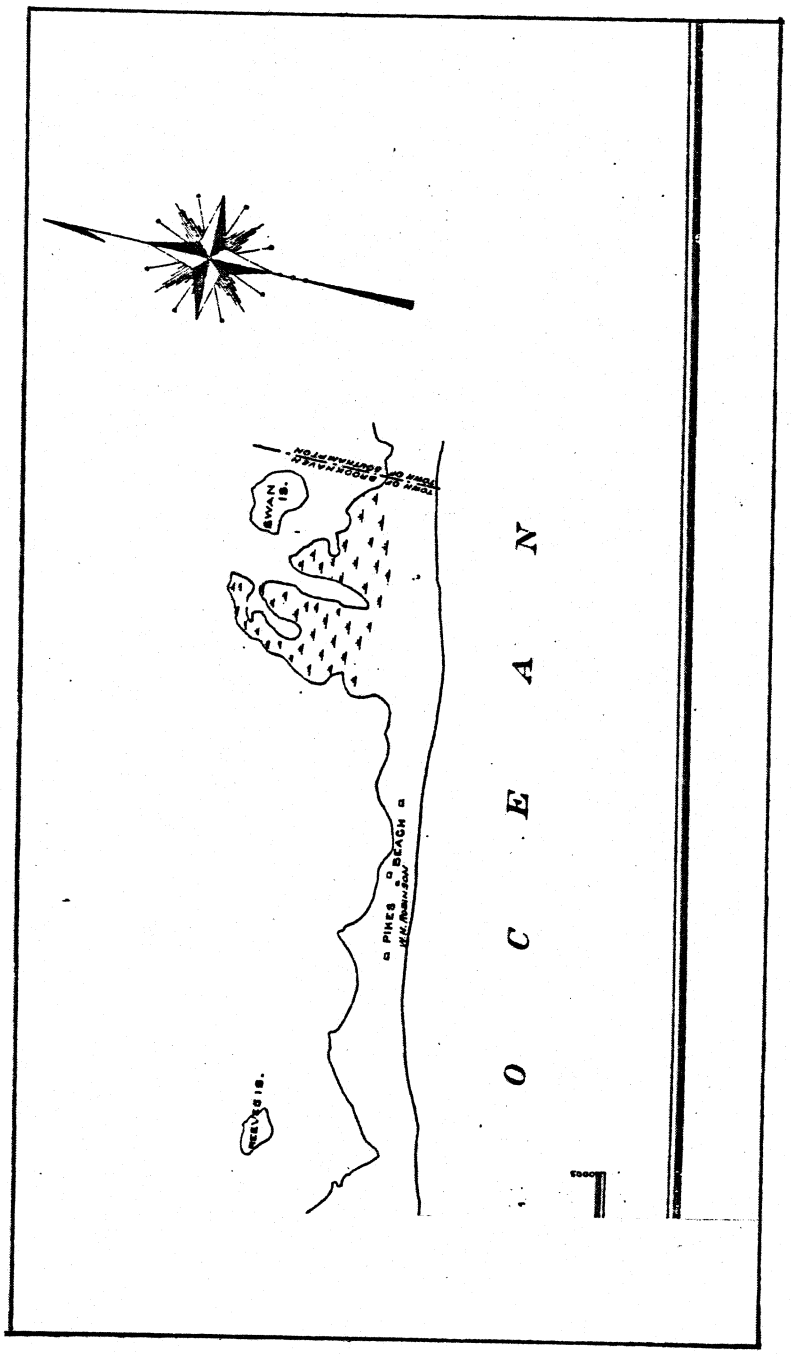


Figure 4k: Map of Fire Island (Hyde Atlas 1915)

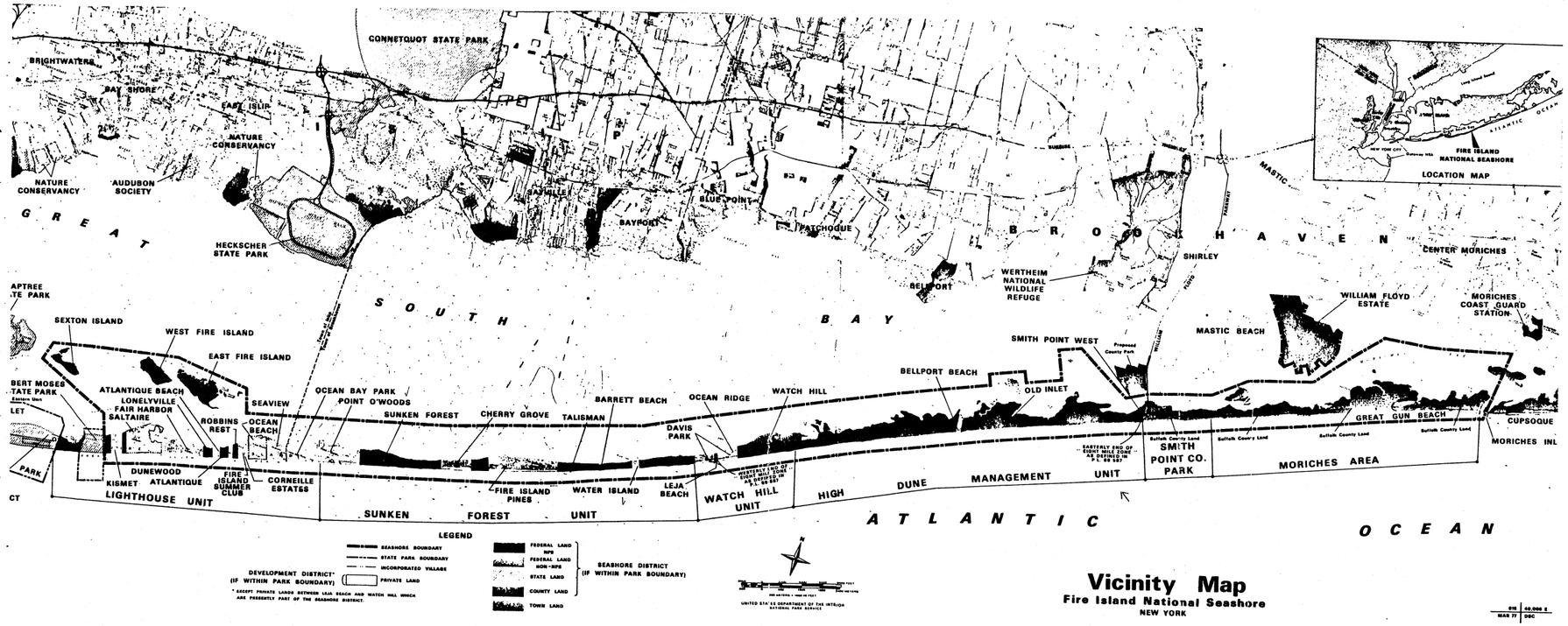


Figure 5: Map of Fire Island National Seashore showing modern communities (from General Management Plan 1977:3 Figure 1)

initially, by local south shore inhabitants; (e.g., Sayville residents had lots in Cherry Grove Park and Patchogue residents had lots in Water Island (Fletcher and Kintz, 1979b, Appendix XIII). On the other hand, Brooklyn, New York City and some out-of-state residents (especially New Jersey), as well as Long Island residents were listed as land owners in Ocean Beach and Saltaire in the first years of their development. Communities such as Fire Island Pines, Dunewood and Davis Park are essentially post-World War II developments and have largely recruited their members from New York City.[14]

The communities discussed (Figure 5) located from west to east along the barrier beach, are: Kismet, Saltaire, Fair Harbor, Dunewood, Lonelyville, Atlantique, Robbins Rest, Fire Island Summer Club, Corneille Estates, Ocean Beach, Seaview, Ocean Bay Park, Point O' Woods, Oakleyville, Cherry Grove, Fire Island Pines, Water Island, Long Cove and Davis Park.[15] The easternmost community discussed, Davis Park, was developed on Lot #39 (Brookhaven Town Records 1947: 101-102, 121-122). It appears that no community development took place on Lots #40-78 (to Long Cove). There were nine owners listed for Lots #40-48. Lots #49-78 were narrow lots with the exception of Lot #49 (960'), Lot #68 (600') and Lot #78 (772').

The ownership of land on the beach in 1878 shows multiple owners of some lots as well as single owners with more than one lot (Appendix VI). The major property holders at that time were D.S.S. Sammis, the Avery heirs (Rosella Rogers, Sarah Stillman, and Emeline Avery), George, Arthur and Chalmers Bensen and the South Bay Oil and Guano Company. The fish processing company held the largest single holding on the barrier, Lot #21, which measured 8002', as well as Lot #68, which measured 600'. In 1878 a total of 5771' were unclaimed and assigned to John Doe and Richard Roe as representatives of the lands held by the unknown heirs of the original Twenty Proprietors of 1779.

Thus in 1878, of a total of 69,481.1' of beach property from near Fire Island Inlet to Long Cove, D.S.S. Sammis was the largest landowner with 10,322.5', second were the Avery heirs (Rogers, Stillman and Avery) with 10,311', followed by the South Bay Oil and Guano Company with 8602' and George, Arthur and Chalmers Bensen holding between them 7736'. These few landholders held 18 of the 78 lots which represented 53% of the beach property from approximately the present day Robert Moses State Park to Long Cove.

Following the transactions of the Sammis family over time one observes that by 1910 the Sammis Est. holdings on the Great South Beach had increased and then totalled 25,123'. This included Lots 27, 31, 34, 36, 38, 48, 49, 51, 53, 58, 59 and 65 (Brookhaven Tax Assessment Rolls 1910:384). In 1915 they had reduced these

holdings by less than half to 9,659.2' and by 1929 the A. Sammis heirs held only 3,917.7' on the beach (part of Lot 1, Lot 5, Lot 10, Lot 34, Lot 36 and part of Lot 39). It seems clear that D.S.S. Sammis began buying up land on the beach in 1878; both the unclaimed lots as well as other land. This practice was continued by his heirs until they began selling to development companies in the years following 1910.[16]

The socioeconomic characteristics of Fire Island communities have changed over time. A reflection of this is the changes that architectural styles on the barrier beach have undergone since the area was first developed as a resort community at the turn of the century. The earliest residential structures, built within the context of resort development, were the large Shingle style buildings at Point O' Woods, originally built by the Long Island Chautauqua Assembly Association. This style was rarely reproduced in other Fire Island communities. On the other hand, in Saltaire, Ocean Beach and Ocean Bay Park, which were developed as middle income summer communi ties, the bungalow was the most popular style. The residences at Seaview present more diverse architectural contrasts; the structures are generally larger and more elaborate than those seen in other communities, yet they do not blend together to form an architectural context or consistency of building style. The more recent communities of Fair Harbor, Dunewood and Atlantique display variations of modest contemporary architecture (ranches, A frames, etc.).

A large number of Fire Island structures have been moved, both from the Long Island mainland and from other Fire Island locations. This is particularly true in communities where a large proportion of early residents maintained a primary residence on Long Island, such as the inhabitants of Water Island, Ocean Bay Park, Cherry Grove Park and Lonelyville. Although the number of houses moved has dropped considerably in recent years, this activity continues.

Over the years the architecture of Fire Island has, of course, been influenced by changes and improvements in building technology. The island's older structures have also been greatly affected by the additions of newer building products and changing patterns of taste. While most early Fire Island resort homes and buildings were roofed and sided with cedar shingles (an inexpensive building product), today buildings with cedar shingle roofs are a rarity in virtually all the island's communities. The high cost of such shingles, coupled with their flammability, has led most homeowners to reroof older buildings in asphalt shingles. Still, most early buildings retain cedar shingles as a siding material. Some structures have been covered in either asbestos shingles, clapboard or aluminum siding. Cedar shakes, rarely seen in early dwellings,

are becoming increasingly popular on fire Island. A Seaview oceanfront house exhibits an historical development of Fire Island building materials: originally the house was sided with cedar shingles; during the 1950s asbestos shingles were applied and at present both materials are being removed with cedar shakes applied in their place (Plates 1 and 2).

Many Fire Island homeowners appear to prefer materials which require minimum maintenance and do not want the added expenses of the painting and glazing necessary for the protection of older buildings. Therefore a large number of early buildings have been "modernized." Two almost identical houses at Ocean Beach exemplify the modernization trend (Plates 3 and 4). One residence has retained its early look while the other has had its appearance substantially altered with the installation of modern windows.

A recent trend on Fire Island is to build dramatic new additions to structures which had been erected in a simpler architectural style. Such additions, which imitate the new Modern residences on the oceanfront, visually illustrate the rising affluence of many Fire Island summer residents. A one-story contemporary dwelling at Seaview had a second story section addition that has considerably more merit than the house itself (Plate 5). However, a similar addition to an Ocean Beach dwelling did not have the same successful results. There an early structure recently had a large deck built on stilts above the roof (Plate 6).

Methodology and Sources Consulted

The primary sources consulted for this section included survey maps on file both at the County Clerk's Office, Riverhead, and at the Bi-County Regional Planning Board Offices, Hauppauge, N.Y.; map abstracts and corresponding liber deeds on file at the County Clerk's Office; the Islip and Brookhaven Town Tax Assessment Rolls; early business directories; genealogical data; and local histories written by part-time residents of Fire Island among other documents. Invaluable information was provided by long-time residents of Fire Island who generously gave of their time as they reviewed the often complex history of their community and of individual structures, including the alterations and relocations which had occurred and in addition provided information about the island in general. Town historians Carl Starace of Islip and David Overton of Brookhaven were consulted. Much invaluable information was graciously provided by: Barbara Van Liew, Society for the Preservation of Long Island Antiquities; Davis Erhardt, Librarian, Long Island Division of Queens Borough Public Library, Jamaica, N.Y.; Evert Volkersz, Archivist, Special Collections,

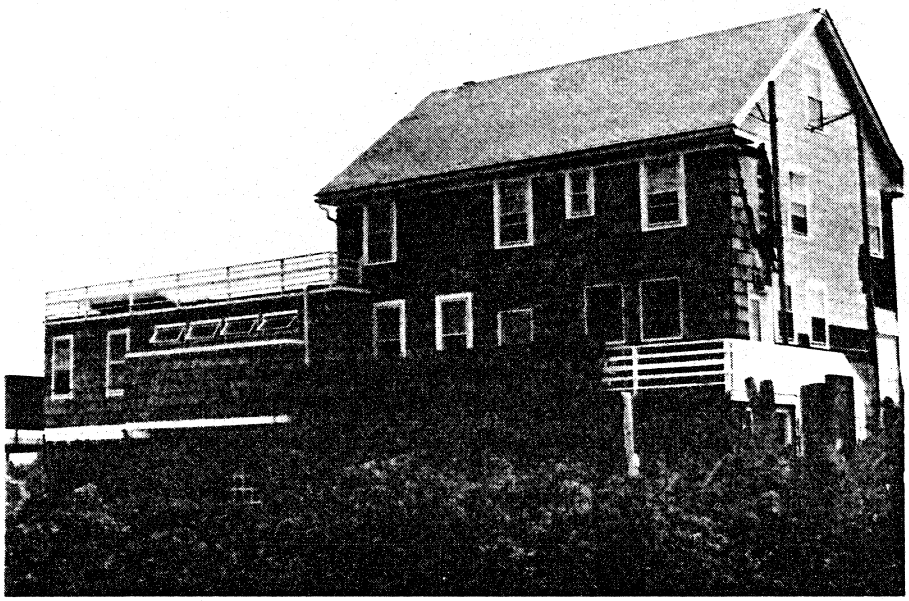


Plate 1: House at Seaview exhibits Fire Island building material trends: cedar shingles to asbestos shingles, followed by replacement, as shown below, with cedar shakes.

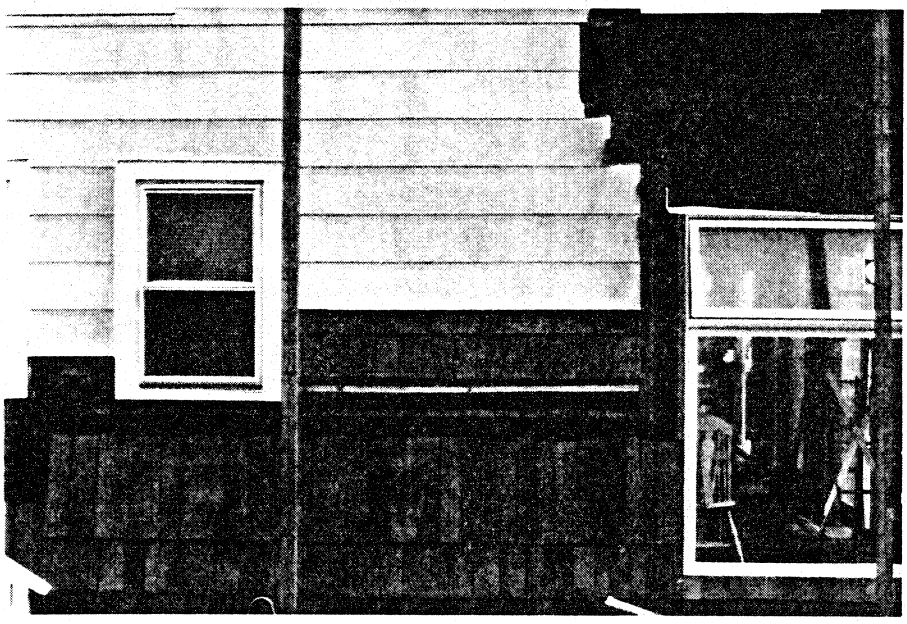


Plate 2: House at Seaview exhibits Fire Island building material trends: asbestos shingles to cedar shakes



Plate 3: C. 1925 Ocean Beach dwelling with minor alterations



Plate 4: C. 1925 Ocean Beach dwelling modernized

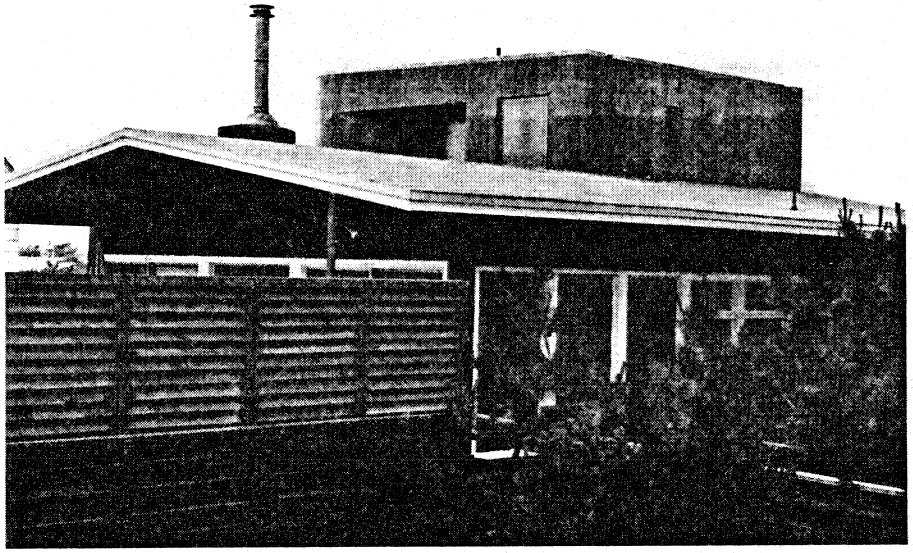


Plate 5: Contemporary residence at Seaview with recent modern addition

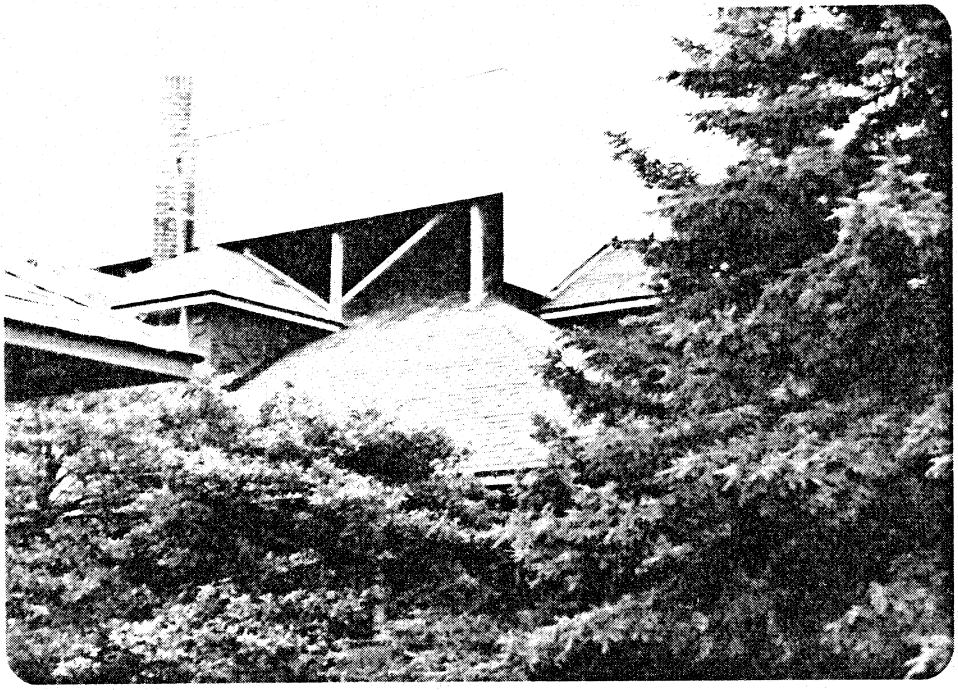


Plate 6: "Grandmother House" at Ocean Beach with modern rooftop deck added

State University of New York at Stony Brook, Main Library; Barbara Schupp, Librarian, Map Library State University of New York at Stony Brook, Main Library; Charles Lind, Bi-County Regional Planning Board Offices, Hauppauge, N.Y.; Mrs. Peggy Kuehhas, Secretary to Supervisor Cohalan; Supervisor Peter Cohalan; David Doty, Islip Town Hall; Mr. Walsh, Tax Receiver's Office, Town of Brookhaven, Port Jefferson, N.Y.; Betty Carpenter and Diane Perry, Suffolk County Historical Society, Riverhead, N.Y.; General Lee Rains, Chief Deputy in the County Treasurer's Office, Riverhead, N.Y., among others.

Although most of the records consulted were straightforward, there were difficulties using the Tax Assessment Rolls. The records were instrumental in documenting the place of residence of some of the property owners and provided information of the type of land ownership (private vs. corporate). However, in order to evaluate properly the data collected from these records and the subsequent analyses and interpretations the following factors should be noted. The data compiled from these records provide incomplete coverage for the communities. The disparate methods of recording information through the years by the town clerks hampered our efforts to assemble equivalent sets of data for each locality. Also, complete sets of tax assessment records are not readily available and the records inspected frequently had the names with addresses of property owners listed but in some cases no name and/or address was recorded. The early Brookhaven tax books (1890-1899) had the entries listed alphabetically by owner and it would have been an impossible task to ascertain which properties represented holdings on the Great South Beach by town residents or non-residents.

The tax records were sampled, where possible, at 10-year intervals. As these records were not always stored in a systematic manner, at times it was also necessary to modify the interval to comply with the records available or those that could be located. For example, the Town of Islip began assessing property in 1710 (General Lee Rains, personal communication) but some of these early records were destroyed, while others have been unsystematically deposited in the old County Jail in Riverhead (Peggy Kuehhas, Betty Carpenter, personal communication) and were not inspected. The early Brookhaven Town Tax Records commence in the 1880s and are presently located in the basement of the Tax Receiver's Office in Port Jefferson, N.Y. The Brookhaven tax books from the 1880s and 1890s were not indexed by community and individuals were listed without addresses. We chose to focus on records dating from 1900 as these were indexed by community (or developer) and the names and addresses of property owners were more frequently included in the entries.

In spite of the difficulties in using the Tax Assessment Rolls, patterns of parcelization and development could be discerned through

the analysis of the transfers of ownership of properties on the Great South Beach. Other sources consulted including the series of maps of the barrier beach, map abstract, liber deeds, business directories, genealogical data and local histories, and oral interviews supported the patterns isolated from analysis of the tax assessment records and vice-versa.

It is suggested that a systematic survey of the early south shore newspapers such as the Patchogue Advance, the South Side Signal, the Suffolk Democrat and the Suffolk County News, as well as the Brooklyn Daily Eagle and any available records of the Long Island Railroad be undertaken in any future research.

In the discussion of each community all references to modern maps are to the Suffolk County Real Property Tax Maps (Appendix). To show development over time on Fire Island copies of the Sammis 1878 Map, the Hyde 1915 Atlas and the updated 1915 Hyde copied by J.J. Darch in 1929 are provided in Fletcher and Kintz 1979b, Fig. 4, Fig. 6 and Fig. 24. In addition, reductions of the Sammis 1878 map appear as Fig. 3 and the Hyde 1915 as Fig. 4 in this report to allow for ease in reference. When available, early maps of specific communities are included in the appropriate section on resort development. The Hyde 1915 Atlas provided plates which are helpful in showing development, or lack of it, and have been included. For some communities the only detailed presented maps are the modern tax maps because of the difficulty in obtaining any of the earlier maps that may have been drawn when these communities were first surveyed by the development companies.

Kismet

The contemporary community of Kismet, located at the western end of Fire Island just east of the Fire Island National Seashore Tract, corresponds to Lot #3 (400' wide) on the 1878 Sammis Map. The transfer from the 1878 owners, J. Lawrence Smith and his wife Sarah, to D.S.S. Sammis occurred on October 8, 1879 (Map Abstract 387, File No. 804, Liber Deed 243:434). At that time D.S.S. Sammis already owned Lot #1 and shared ownership of Lot #2 with Ben Sire. The D.S.S. Sammis Will, dated December 9, 1889 (Liber 31:73) leaves all his property and estate real and personal to his wife, Antoinette Sammis. Upon her death Antoinette Sammis left her estate to her daughters, Louise A. and Antoinette H. (Liber 41:269). The deed from Antoinette H. Sammis to the Postal Telegraph Cable Co. (November 15, 1904, Liber 562:198) records that the westerly 50' of Lot #3 is conveyed to that company.

Between 1900 and World War I Kismet functioned as a resort zone, with the re-established Surf Hotel again in operation. During this same time period a menhaden processing factory was also operating in the same area (Patterson, personal communication). After the factory closed Ben Sire opened a hotel. In the 1920s, when his hotel closed, Sire's brother reused one of the hotel buildings for the processing of seaweed for furniture and mattress stuffing (Patterson, personal communication).

The establishment of Kismet is thus initiated with the transfer of the property of Lot #3 from the executors of the A. Sammis Estate to the Kismet Park Corporation (Liber Deed 1147:487) on October 15, 1925. Included in this transfer is the stipulation that a portion of the premise is conveyed to the Postal and Cable and Telegraph Company. It appears that the increase in construction at Kismet Park dates from at least the late 1920s. The growth as recorded between 1928 and 1973 based on the analysis of aerial photographs (McCormick 1975: 349) for the Lighthouse Shores, Kismet and Seabay area indicates a slight increase in construction between 1947 and 1955, with a take-off and steady increase in construction of buildings between 1955 and 1973.

Kismet has undergone considerable change since the mid-1800s. Although a walk-through reconnaissance survey revealed no historically and architecturally important structures remaining, and the community was virtually destroyed by the devastating hurricane of 1938, there had been considerable development in the area immediately to the west. Here was located one of the most well-known of all the early Fire Island resort hotels, the Surf Hotel. It had been owned and managed by D.S.S. Sammis and while it was originally built in 1856 to accommodate approximately one hundred guests, the enterprise expanded rapidly. The Sammis years are well documented (Weeks 1955:131-134; Todd 1907; Starace 1970). The venture was an immediate financial success and in 1870 expansion was undertaken:

> The first year his hotel was a chowder-house--a sort of day resort for parties from the mainland. It was successful, and the next year he added 100 feet, and opened the present Surf Hotel. It has grown modestly and safely since then, and is now 625 feet long, with accommodations for 400 guests (Todd 1907:327).

An excellent description of the configuration of structures states that

> The first glance of the beach shows that man has come over and captured it. Here is the brick tower of the lighthouse 185 feet high, the quaint cottage of Life-Saving Station No. 25, and the square signal tower of the Western Union Company. There is also a great hotel, unique in its way, and a model for all seaside hotels, with rows of cottages attached to it, and a mile or more of covered board walks leading to the ocean strand on the south, and to the bayside and steamboat wharf on the north.

> As you approach from Babylon across the bay, the hotel looms up like the line of barracks at some great army post, for it is long and low, with three rows of windows like the portholes in a three-decker (Todd 1907:236-237).

Another description of the physical layout of the hotel states

> A visitor at Fire Island is to all intents and purposes a passenger on board an enormous vessel at ahcnor 9 or 10 miles from land, this vessel being provided with a mile or 2 of deck for exercise in the shape of the broad, sheltered plank walks which radiate from the hotel in every direction. The slightest breeze is felt without and within the long, low, rambling building--called the Surf Hotel--as much, if not more, than on board a vessel, since on the latter the ports and often the hatches have to be closed (Home Journal, August 6, 1890).

and

> ...From the broad beach may be seen ocean steamers constantly passing, a quaint-looking stone tower, shaped like a Dutch windmill, is a station of the Western Union Telegraph Company, and thence every incoming vessel is announced in New York four hours ahead of Sandy Hook (Home Journal, August 6, 1890).

The island's resorts, especially the Surf Hotel, attracted a well known clientele (writers, artists, politicians and successful businessmen and their families) who came to enjoy the Great South Beach (Starace 1970). Herman Melville and his wife, in search of some respite for her hay fever, stayed at the Surf Hotel, and one large structure adjacent to the hotel became known as the "Albany Cottage" because of its patronage by political leaders and statesmen (Blackfish 1965:71).

The attractions of the hotel were varied, as noted in the 1884 advertisement below (Weeks 1955:131-132):

1. its pure sea breezes, always cool and refreshing
2. excellent beach, which affords superb surf bathing; also still water bathing
3. at the very doors of the hotel you may revel in the sand or sea
4. sailing and fishing can be enjoyed to perfection
5. it is the only place near New York where those suffering from "hay fever" or "Rose cold" can obtain relief
6. a certain relief from catarrh
7. for children it is a paradise
8. here may be enjoyed all the beneficial effects of the Ocean, without the discomforts of a sea voyage

9. the air is always cool at Fire Island
10. the hotel is supplied with pure water, has excellent drainage, is lighted with gas, and has accommodations for 400 guests. Also ten cottages in connection with the hotel.
11. it is the "place of places" in which to get rid of chills and malarial fever

During the 1892 cholera epidemic the Surf Hotel was used as a quarantine station (Weeks 1955:132, Blakelock 1941, The Laws of 1893 Chapter 111:213-217). The Port of New York's facilities were strained to their limit and several incoming ships had to be delayed. The authorities, in search of an isolated spot in which to detain these passengers who might have been exposed to the disease, chose the Surf Hotel. In the emergency, with the state legislature not in session, Governor Lowell P. Flower gave a personal check to Sammis for $50,000 in advance payment on a total price of $210,000. This included the hotel, 120 acres, the dock and other structures on Fire Island as well as the Babylon terminus of the trolley line.

The cholera scare had subsided by 1893 and in 1894 the Surf Hotel had reopened and operated under a lease from the state (The Laws of 1894 Chapter 358:722). However, following the cholera episode business generally declined and the hotel's popularity came to an end. Before the beginning of World War I the hotel was destroyed by fire (Smith 1970) "except for a tall chimney that still stands as a landmark" (Goggins 1952:22).

The Western Union Company Signal Station was another of the structures in the configuration of buildings in the area of the Surf Hotel, the lighthouse and the Fire Island Life Station. The large tower was located on the beach, midway between the Surf Hotel and the ocean (Todd 1907:240). Initially sighting of ships had been done from the cupola of the Surf Hotel. It was the practice of the Western Union Company's marine service to man towers twenty-four hours a day in order to identify incoming ships and alert the port authorities of their impending arrival. According to Starace (1970:190)

> Ship sighting from the Surf Hotel cupola became so advantageous to customers of Western Union that a marine observatory was constructed a short distance from the hotel and the lighthouse. It was a plain, square structure, solidly constructed with heavy timbers securely braced and with guys at each corner made fast to heavy anchors in the beach. The two lower stories were used as a dwelling by Observer Peter Keegan and his family and the square upper room, sixty feet from the ground, commanded an extensive view in all directions.

The service was abandoned in December 1920 (Blakelock 1941:2).

In the late 1850s the steam yacht Bonita was chartered by Sammis and the first regular service between the Surf Hotel and Babylon commenced (Weeks 1955:131). In 1859 the steamer Wave, owned by Sammis and Henry Southard ferried passengers and in 1870 additional steamers, the Minnie Warren and the Wilmington were put into service. The Ripple, a side-wheeler, also crossed the bay.

There was a dispute concerning Sammis' quasi-monopoly on the ferry services. Goggins (1952:12) states

> ...the baymen of the time, particularly those who claimed ownership or proprietary shares, asserted the right to transport passengers across the Bay and to berth at the Hotel site. Sammis carried the dispute to the State Legislature: eventually in 1873 he was granted an exclusive franchise to operate a ferry across "Fire Island Bay" with the power to acquire terminals by eminent domain on the Beach and mainland.

In summary, while the Surf Hotel appears to have dominated the early seaside scene (c. 1870-1890) on Fire Island, concomitant with its growth and expansion there were other loci of development to the east; notably the activities of the fish processing factories in the environs of what is now Seaview, the activities of Long Island Chautauqua Assembly at Point O' Woods, Water Island, the small family fishing and resort communities of Cherry Grove and Long Cove, and further east in the vicinities of Smith Point and the Moriches Inlet.

Fish processing factories had been operating at various localities on the barrier beach and early maps indicate that one functioned in the vicinity of present day Kismet as well. The "Razed Factory" site, which appears on the 1929 A. Sammis Estate Map (prepared for the Long Island State Park Commission), although at the time of the survey not functioning, confirms the use of the area for industrial related activities and that the zone was not solely restricted for resort development. Additional data from the 1880 United States Census shed light on the size and composition of the working force at this end of Fire Island present at the end of June, 1880 (Appendix IV). Since the names listed in this census include both Sammis and James Southard as hotel proprietors, and these are names that appear on early maps of the western end of Fire Island in association with establishments, it seems reasonable to conclude that these census data were collected from the west end and do, in fact, represent a profile of workers, owners and guests on the island at that time.

The contemporary settlement pattern and social composition of Kismet reflects none of the early development. At present the residential design is of a modest nature (Plate 7) and the mostly seasonal residents are generally singles or "groupers" noted for their liberal attitudes on a number of distinct social issues, nude bathing for example (Trien 1977:28).

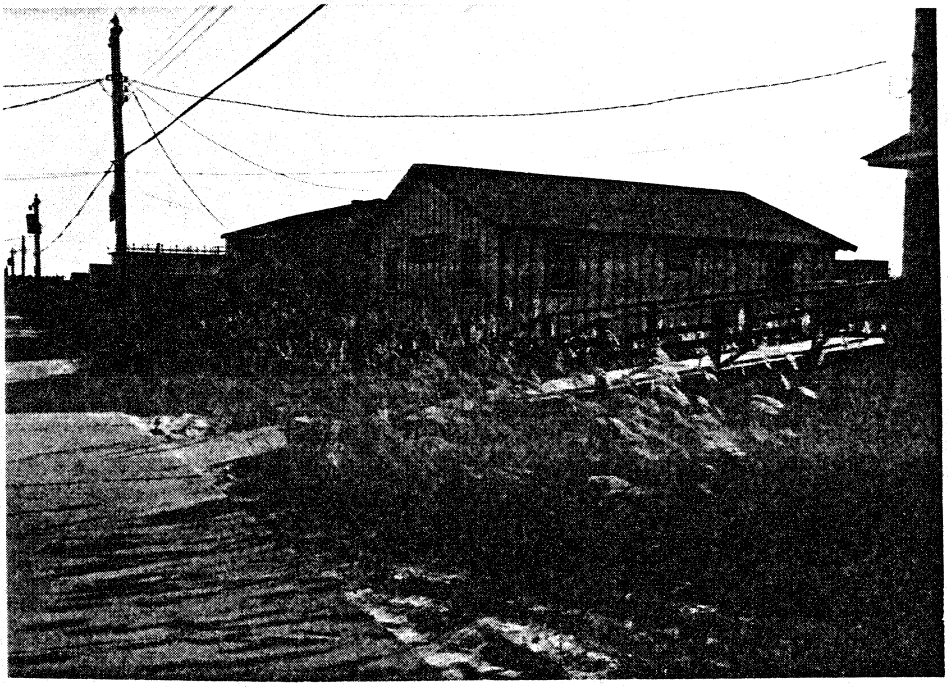


Plate 7: Residences at Kismet.

Saltaire

Saltaire is situated at the western end of Fire Island between Kismet and Fair Harbor. It was founded in 1910 after the purchase of Beach Lot #5 by the Fire Island Beach Development Company. This company was created by Otis F. Loucks and L. E. Bliss, who had sponsored a previous venture in Miami Beach. The name "Saltaire" was borrowed from the English town of Saltaire which had been the home of a Lord Salt on the Aire River (Saltaire Citizens Advisory Committee 1977).

The area designated as Saltaire (Lot #5 on the Sammis Map of 1878) measured 3600' wide, and was held originally by the Avery heirs (Rosella Rogers, Sarah Stillman and Emeline Avery). Emeline Avery (Rogers and Stillman deceased) sold the property to John and Henry Van Glahn (Liber Deed 566:442 and Liber Deed 569:124), except for a small parcel approximately 240' from bay to ocean which was held in the hands of the heirs. John and Henry Van Glahn then sold the lot in 1910 to the Fire Island Beach Development Company (Goggins 1952: 15-17) and from that date development progressed at Saltaire.

In 1911 the development company built the first structures at Saltaire including the ferry dock, a Casino on the bay with six elegant cottages and a small sales office at Bay Walk and Broadway. The prospective purchasers were ferried to the new community, wined and dined at the Casino and housed overnight in one of the Casino cottages in the hope that they would purchase property for the site of a summer residence.

The earliest residential structures built in Saltaire were constructed in 1911; the first one for Otis Loucks at 100 Atlantic Walk, two blocks west of the village center. By 1912 development of Saltaire continued at a furious pace. The listings of the property holders in 1912 (Islip Tax Assessment Rolls 1912 Book 14:110-128), 1922 (Tax Assessment Rolls Book 7:238-257), and 1932 (Tax Assessment Rolls Book 15:105-130) show that many property owners maintained their primary residence in Manhattan or Brooklyn. There were also twenty-three listings in Bay Shore and thirty-nine in New Jersey, with a small number of single addresses on Long Island. At that time the records show the most distant listings were in Connecticut, Massachusetts, and Illinois. The Yacht Club was built with funds raised by private subscription and several commercial structures were built near the bay on the west side of Broadway, the main north-south walk. However, the intervention of World War I stymied Saltaire's development boom. Although by 1917 the fledgling community had almost 200 cottages and a summer population of 1500, the development company was in financial trouble; unable even to repair the crumbling boardwalks. It was at this time that the hamlet was incorporated into a village thereby insuring the continued maintenance of the community (Figure 6). (Saltaire Citizens Advisory Committee 1977)

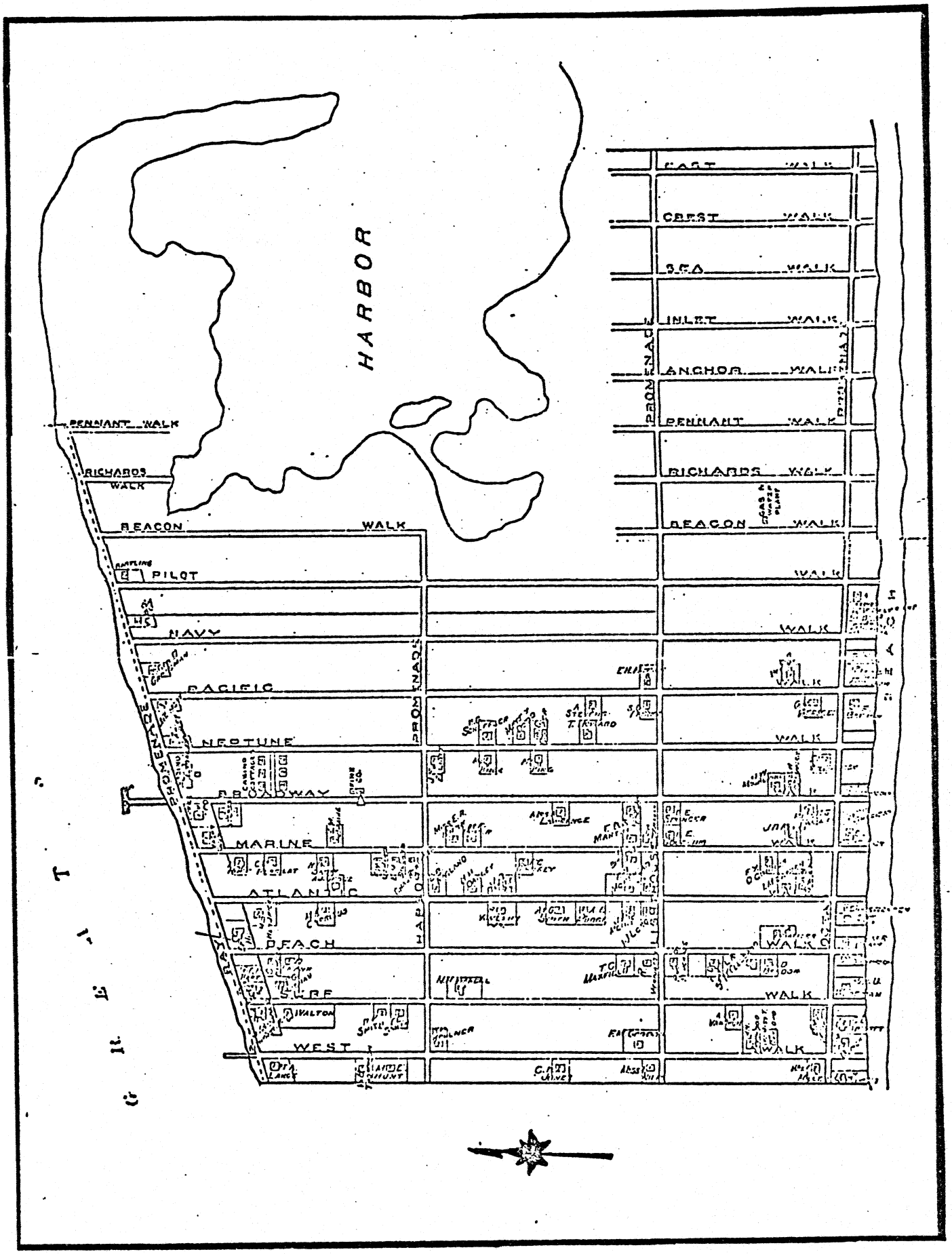


Figure 6 : Saltaire (Hyde 1915 Plate 27)

According to most contemporary residents, undoubtedly Saltaire's most famous citizen was Mike Coffey, who came to Fire Island in 1913 to work as a builder for the Fire Island Beach Development Company. After a year and a half Coffey left the company and became an independent builder. In the nearly fifty years that Coffey spent in the village he built over one hundred homes, three churches and the village hall. Coffey successfully integrated the skills and styles he learned while working for the development company into his own business. His early homes are easily recognized for their distinctive arched windows (Fig. 7 and Plate 8). Over time Coffey became Saltaire's "Master Builder" and he was responsible not only for the construction of new buildings, but also for the alteration of older buildings, often incorporating newer building technologies and/or materials.

By the 1930s development in Saltaire was heavily concentrated on both the bay and oceanfront and along the central north-south walks of the community. In 1932 the westerly portion of Lot #4 was annexed to Saltaire.

Saltaire was hit hardest of all the Fire Island communities by the hurricane of 1938: it destroyed not only all of the Saltaire homes near the ocean but also eroded almost 200' of oceanfront land. The area south of Lighthouse Promenade, Saltaire's central east-west walk, was left a duneless, washed-out beach devoid of virtually all houses and vegetation. For years afterward this area was not redeveloped. However, eventually the dunes were reconstructed and the area replanted with pine trees as a W.P.A. project.

During the 1940s and 1950s several modest bungalows were once again built near the ocean, but it was not until the 1960s that large scale development of southern Saltaire reoccurred. This time, however, Saltaire experienced a contradiction of architectural designs. Most of the new homes were built in either Modern, or contemporary styles. The extensive use of glass, natural vertical board siding and the dramatic juxtaposition of angular spaces characterize the modern structures (Plate 9 and 10) while the contemporary ones are modest in both design and cost. The present physical appearance of Saltaire can thus be divided into two distinct zones: the older community north of Lighthouse Promenade and the new residences on the walks to the south, along the ocean.

The traditional socioeconomic values that characterized Saltaire almost from its inception have remained more or less constant. The community is still family-oriented and is known throughout the island for its sedate atmosphere and upper middle class residents. No one age groups predominates--indeed several families maintaining homes in Saltaire have been in the community for generations (the

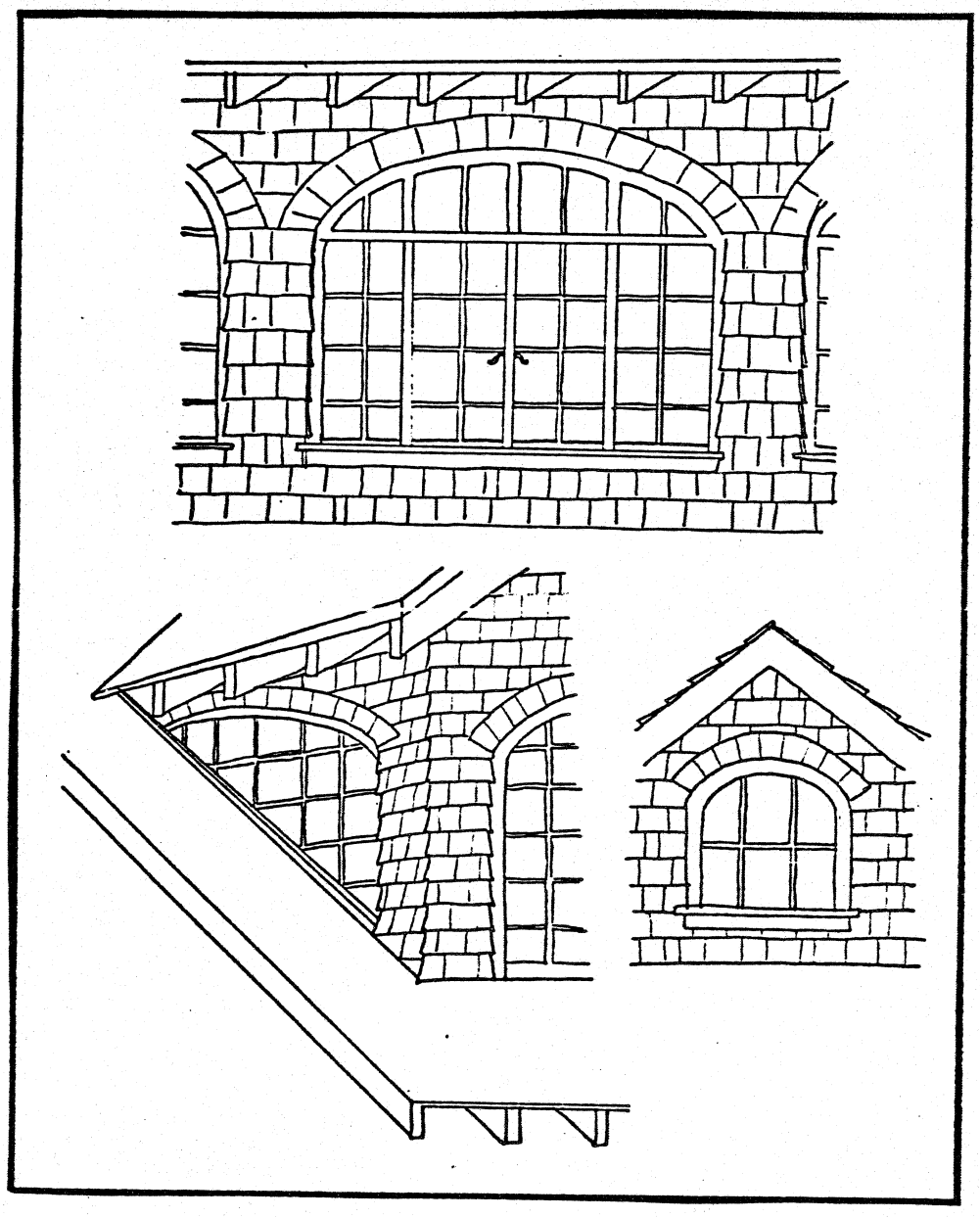


Figure 7: Sketch of Mike Coffey windows

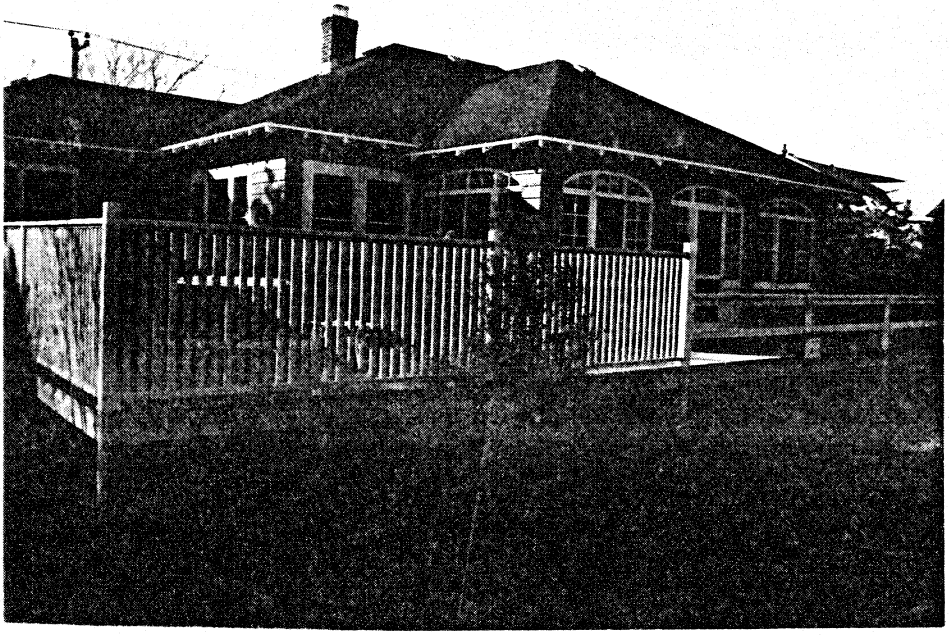


Plate 8: Coffey windows in Saltaire

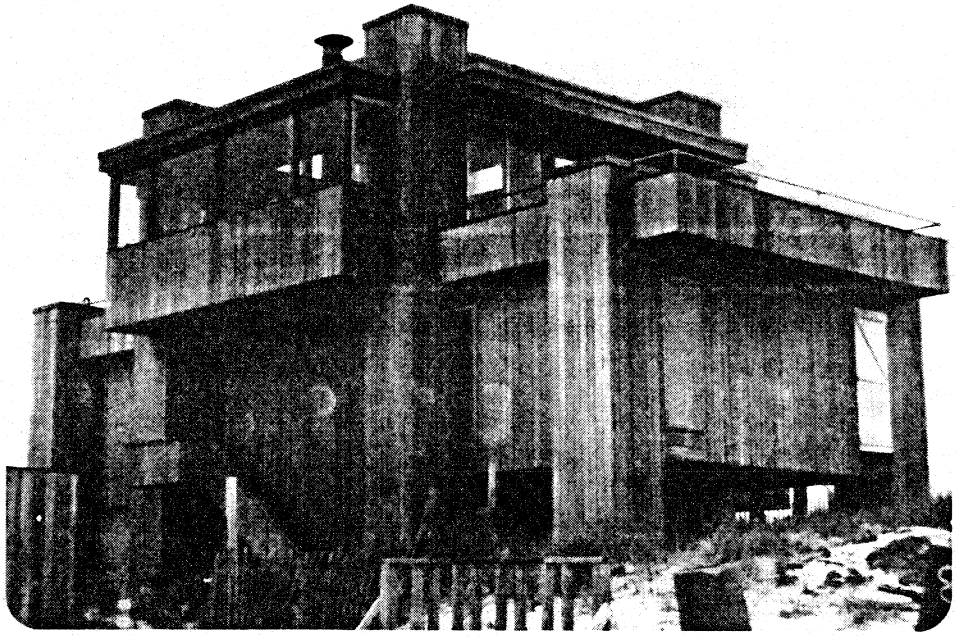


Plate 9: Modern house on the ocean at Saltaire

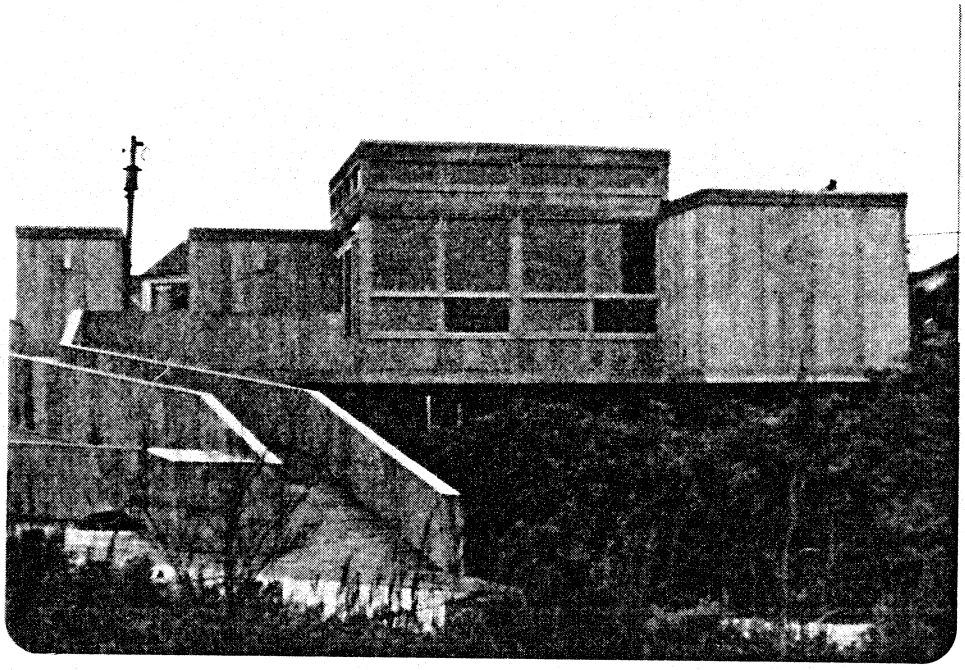


Plate 10: Modern house inland at Saltaire

Jordan, Ludlow, Connell, and McManus families). Although Saltaire was for years mainly a Christian community (primarily Catholic and Episcopal) the past decade has seen a large influx of Jewish residents. Saltaire residents tend to be conservative in outlook; few houses are named, a frivolity enjoyed by most other Fire Island communities.

The village government of Saltaire has had a large hand in guiding the physical development of the community. In 1965 the village amended its zoning ordinance and doubled the amount of land required to build a house from three lots to six lots. This limits maximum residential density to 470 homes. The commercial center is restricted to the present complex on Broadway including the Market Sweet Shop and Liquor Store. The village also maintains the fourteen acre neck of land north of Clam Pond as the Weidhopf Memorial Preserve. The boardwalks throughout Saltaire are maintained by the village. Bay and Lighthouse Promenades are constructed of concrete while all other walks are wooden and unique on the island for their distinctive diagonal planking. The village ordinances forbidding group rentals, eating on the boardwalks and disrobing on the beach control public behavior within the village.

Saltaire contains a large concentration of early bungalows along Bay Promenade and along Broadway, Pacific, Neptune, Marine and Atlantic Walks. This area, along with the Casino Cottages remaining on and near Pomander Walk should be considered for Historic District designation in line with the criteria of the National Register of Historic Places. For the most part the alteration of the structures in this area has been confined to the replacement of wood shingle roofs with asphalt shingles, an understandable compromise on fire-prone Fire Island. The structures and the environment of northern Saltaire preserve to a large degree the early ambiance and sense of time and place that made the community "the summer home for sensible people."

Fair Harbor

Fair Harbor is located immediately east of Saltaire and corresponds to Lot #6 (1800' wide) on the 1878 Sammis Map. Since, as a result of the Great Partition survey, the owners did not come forth, the parcel was designated as owned by John Doe and Richard Roe as the representatives of the unknown heirs of the Twenty Proprietors. As such it was available for purchase and was acquired by D.S.S. Sammis, who was buying up beach properties at that time. This lot became part of the A. Sammis Estate and Miss A. H. Sammis, one of the Sammis' daughters, appears as the owner on the Hyde 1915 map. The purchase of the lot from the Sammis Estate by Captain Selah T. Clock and George Weeks in 1923 is referred to (Trien 1963:14) but

was not documented. However, on the 1929 map the lot is listed as Fair Harbor.

The first homes constructed in this community were bungalows, similar to those constructed in Saltaire to the west and Ocean Beach to the east, though they were generally more modest in size and design. Other houses were moved from the mainland. The 1932 tax records (Islip Tax Assessment Rolls 1932 Book 15:39-72) show that a major portion of the lots were held by the Fair Harbor Development Company and the property owners in Fair Harbor included people from both New York City and Brooklyn but with Bay Shore as the predominant primary residence. There were a small number of out-of-state listings.

The population of the community remained more or less constant until the 1950s when the demand for summer homes increased (McCormick 1975:377). After a community well and water mains were installed development possibilities increased (Bea Thornberg, personal communication). The growth for the Fair Harbor/Dunewood/Lonelyville area reflects the pattern which is repeated for other communities: there is a slow recovery in number of structures after the hurricane of 1938 with a noticeable increase in the years following World War II (McCormick 1975:349).

Although most of the newer structures in Fair Harbor are of modest contemporary design, two unusual round homes (Plates 11 and 12) were built during this time. The Karl Larson House on Oak Walk (Plate 13), an asbestos-sided ranch house situated on a large lawn (with a cement drive-way) resembles a typical home on suburban Long Island, yet on Fire Island the house and its manicured surroundings are almost an oddity. The recent addition of a large modern residence on Oak Walk (Plate 14), the first of its kind in Fair Harbor, has been called an "architectural abortion" by some of the community's residents. This building, situated among small ranch homes, although presently unpopular, may herald a new and significant architectural movement. Such a transformation, which has already occurred in neighboring Saltaire, affects not only the physical setting of a community but can have psychological impact as well.

Dunewood

Dunewood, which was formed from the westerly portion of Lot #7 on the 1878 Sammis Map, is Fire Island's first planned community. It was constructed in 1957 by developers Maurice Barbash and Irwin Chess, both still residents of the hamlet. The community was developed in a grid pattern following an "open space" concept and land use was restricted to residential and recreational development.

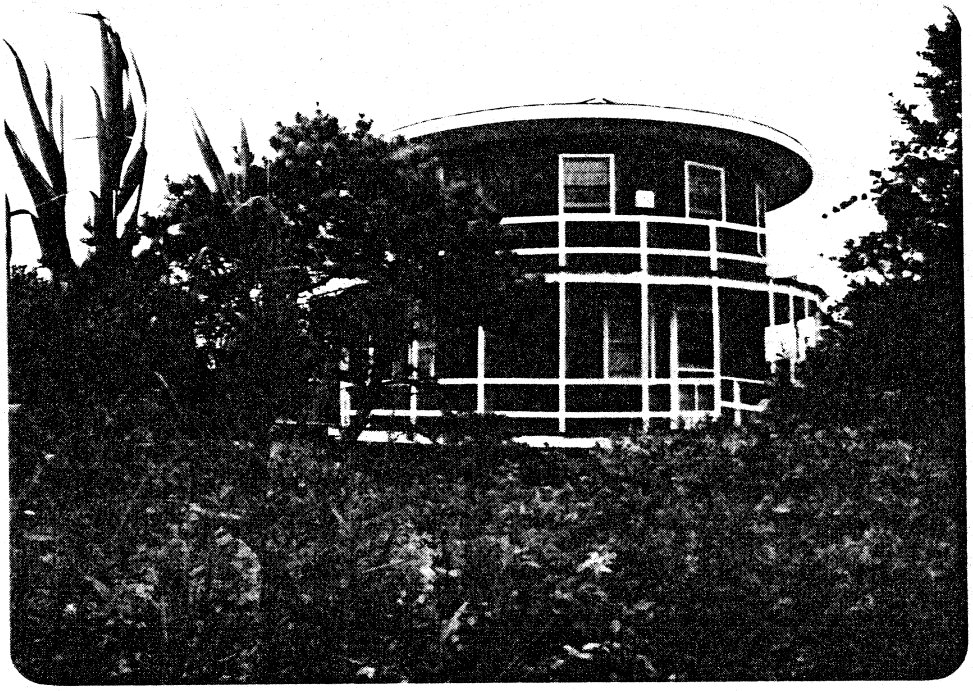


Plate 11: "Carousel" Round House, Fair Harbor

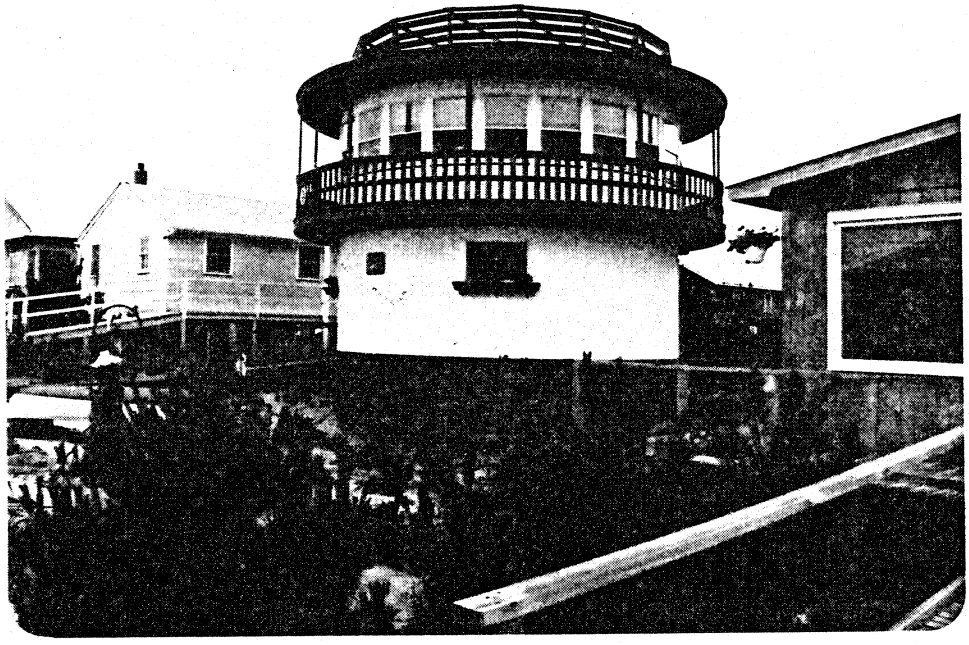


Plate 12: "Our Chalet" Round House, Fair Harbor

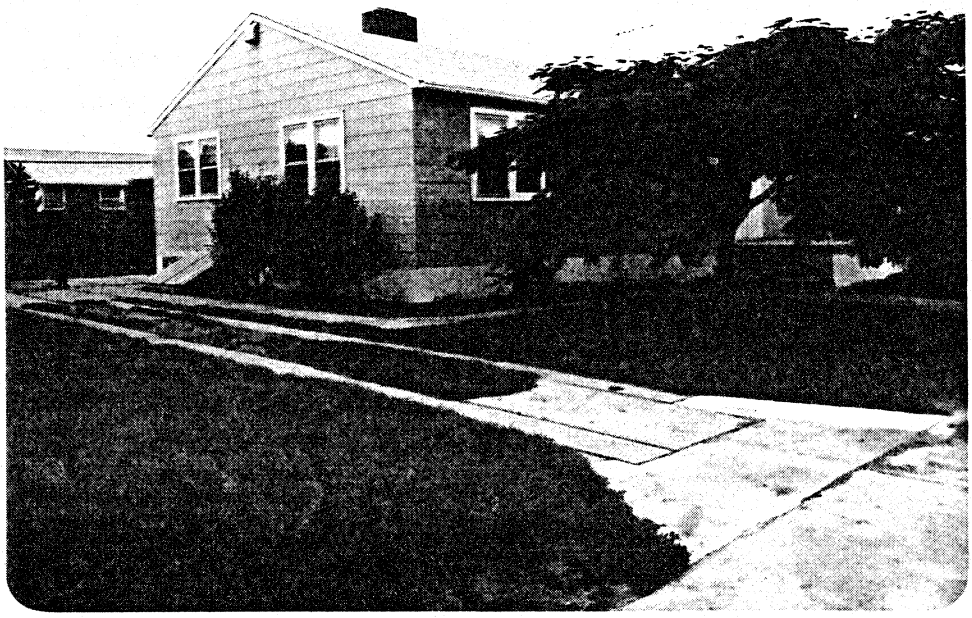


Plate 13: Larsson House, Fair Harbor

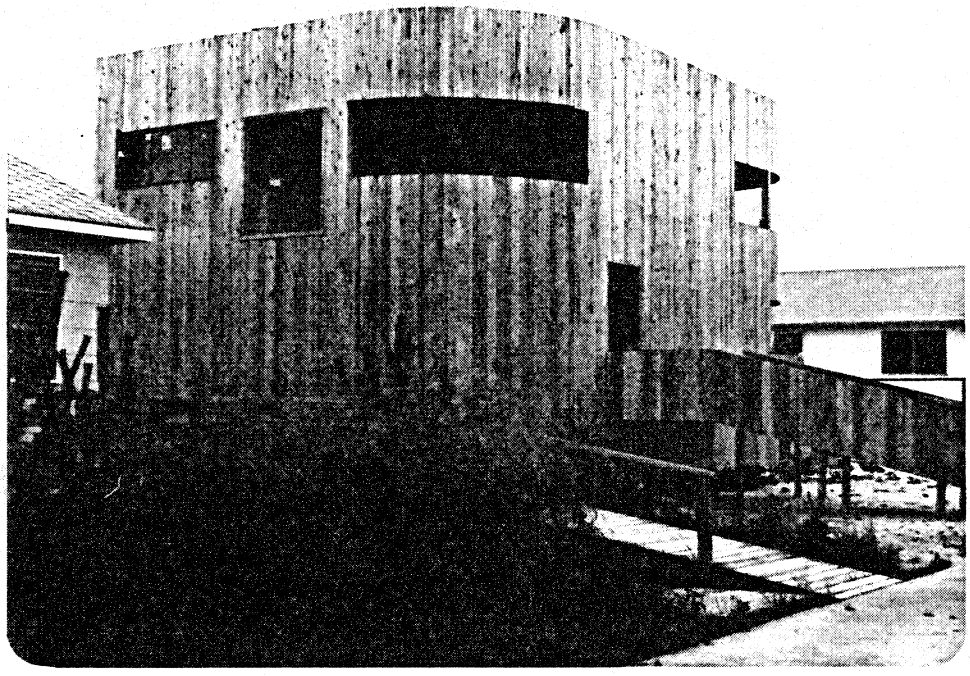


Plate 14: Modern House, Fair Harbor

Although Dunewood merges easily with Fair Harbor to the west the two communities are readily distinguishable. First, unlike Fair Harbor, Dunewood has no street lights; the lamps of Fair Harbor terminate at that community's border. Second, most Dunewood houses are of similar one-story contemporary design (Plate 15).

Walks in Dunewood are of concrete and are maintained by a Property Owner's Association. The community is served directly by the Ocean Beach Ferry, and the Fair Harbor ferry terminal is only five minutes away.

Lonelyville

Immediately east of Dunewood is the hamlet of Lonelyville. In stark contrast to the contemporary design of Dunewood, the earlier western section of the latter community is comprised of older vernacular buildings with few modern intrusions. There is no commercial district and mail, ferry, and other services are available only through Fair Harbor and Dunewood.

Lonelyville corresponds to the easterly portion of Lot #7, measuring a total of 1751' on the 1878 Sammis Map. It was then owned by William Biggs. By 1915 (Hyde 1915) John Thornton Jr. is the owner of the west portion of Lot #7 and the easterly parcel is listed as Fire Island Estates or Lonelyville.

This area, which corresponds to Block 3 on Tax Map 0500-494, was first developed in the late 1800s by people engaged in fishing activities connected with the Fire Island Fishing Company. Piers were extended out approximately 400' into the Atlantic Ocean and the Great South Bay (Fig. 8 Hyde 1915) and a narrow gauge railroad connected the ocean and bay side landings: the fish were thus transported to the bay side for subsequent delivery to the mainland ports.

According to Mrs. Virginia Rider, daughter of Dr. George King (Fletcher and Kintz 1979b, Appendix I), who recalls the fishing activities of Captain Clock

> ...he began fish pounding, the nets extended 1600' out into the ocean from Lonelyville. Every morning a schooner pulled up the nets. The catch was loaded onto a trolley from the ocean side and pulled by "Charlie Horse" to the bay side. From here the fish were reloaded and shipped to the New York market.

The bunkhouse, or "tent house" (Pl. 16) which supposedly housed employees of the fish company still exists on the east side of Plank Rd.,

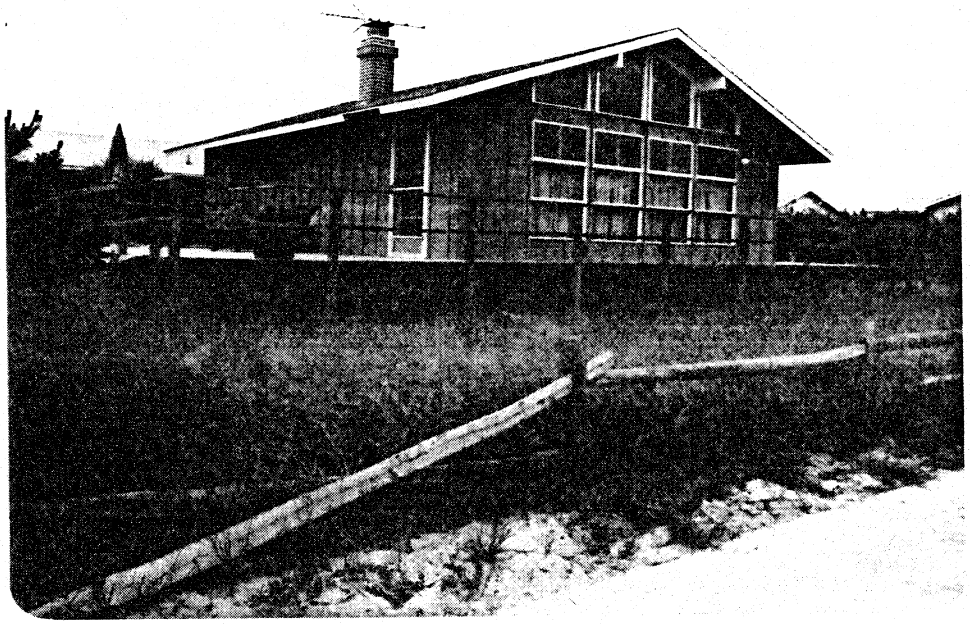


Plate 15: Typical residence in Dunewood

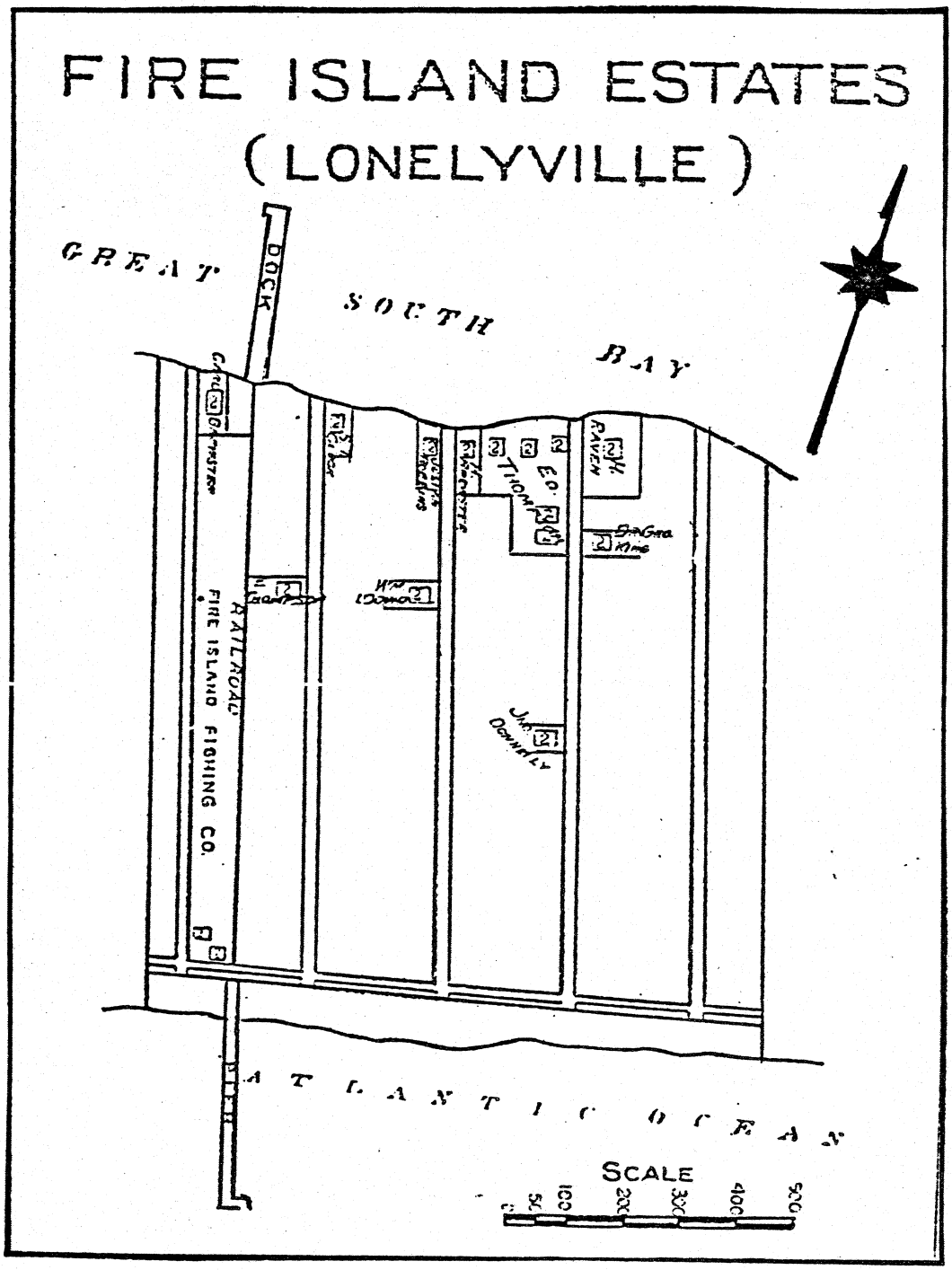


Figure 8: Lonelyville (Hyde 1915 Plate 39)

which has been built over the former right-of-way of the trolley tracks (Plate 17). Called the "tent house" by local residents, it has been reported that originally the workers were housed in a tent which was later covered by a shingle structure.

Bea Thornberg (Fletcher and Kintz, 1979b, Appendix I) also has provided verification of the fishing company's activities in Lonelyville; although there is some conflict as to the use of the "tent house":

> At one time a fishing pier was on the ocean shore at Lonelyville where the fishing boats would unload their catch for market. A small gauge tract (removed in the 1920's) was used to transport the fish from the pier to the bay side where it was loaded on boats and brought to the Long Island mainland. The containers or carts that were used for the initial trip across Fire Island were pulled by donkeys. The donkeys or mules were housed in a tent at Lonelyville which was eventually enclosed in a wood structure.

Circa 1905 a group of men decided to settle this community. At this time only two houses were in existence: the original Clyde Oakley House, which was associated with the fish company is now owned by Max Gordon (Plate 18); the second house was owned by John Donnely and was destroyed in the hurricane of 1938 (Rider Interview, Fletcher and Kintz 1979b, Appendix I). Several other earlier structures were also destroyed during this storm, including the original home of Dr. King. Circa 1940 four 2-story vernacular structures, all similar in design were moved to Lonelyville; two were placed on the bay side at the east and west ends of the community; one was placed inland on Plank Road and the other has burned (Mrs. M. Gordon, personal communication).

In the 1960s a controversy over the ownership of part of the old right-of-way for the narrow gauge railroad developed (Tax Map No. 0500-494 as Block 3 Lot 2). The owners planned to erect a contemporary structure which would span the walkway. Their efforts were successful and today a contemporary residence blocks the access of Plank Road to the bay (Mrs. M. Gordon, personal communication; Douglas Warren, personal communication).

The western part of Lot #7, owned by John Thornton, Jr. in 1915 falls within the boundaries of the community of Lonelyville on the Town of Islip Zoning Map of 1949. The easterly half of Lot #7 was conveyed to the South Shore Realty Company on February 21, 1905, from J. B. Southard of Babylon (Liber Deed 564:163).

The 1922 Islip Tax Assessment Rolls (1922 Book 7:275-277) show the S. T. Clock Realty Company as the develope for Lonelyville.

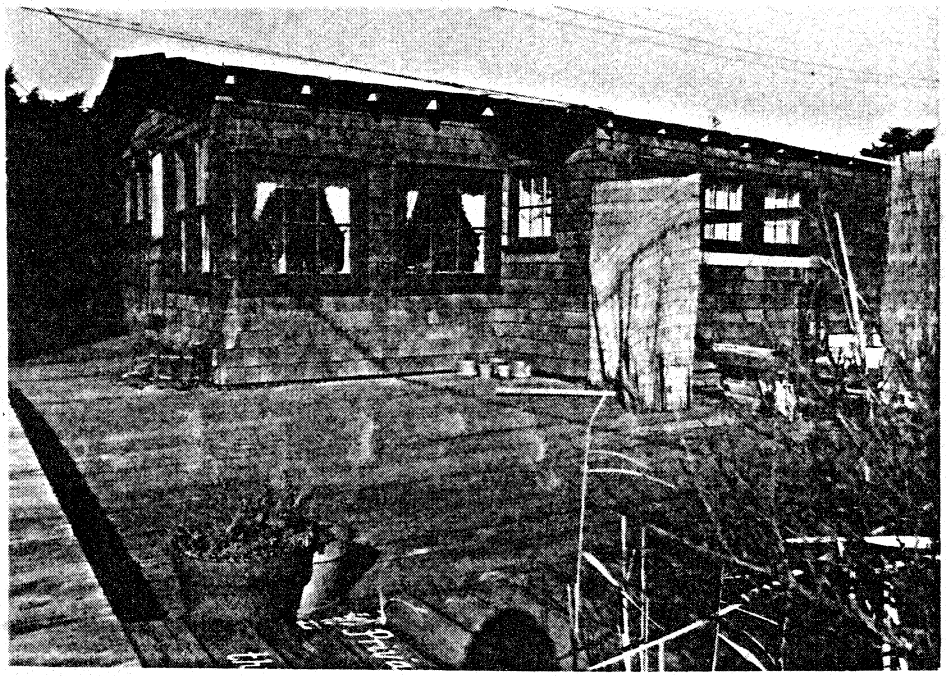


Plate 16: The "Tent House," Lonelyville

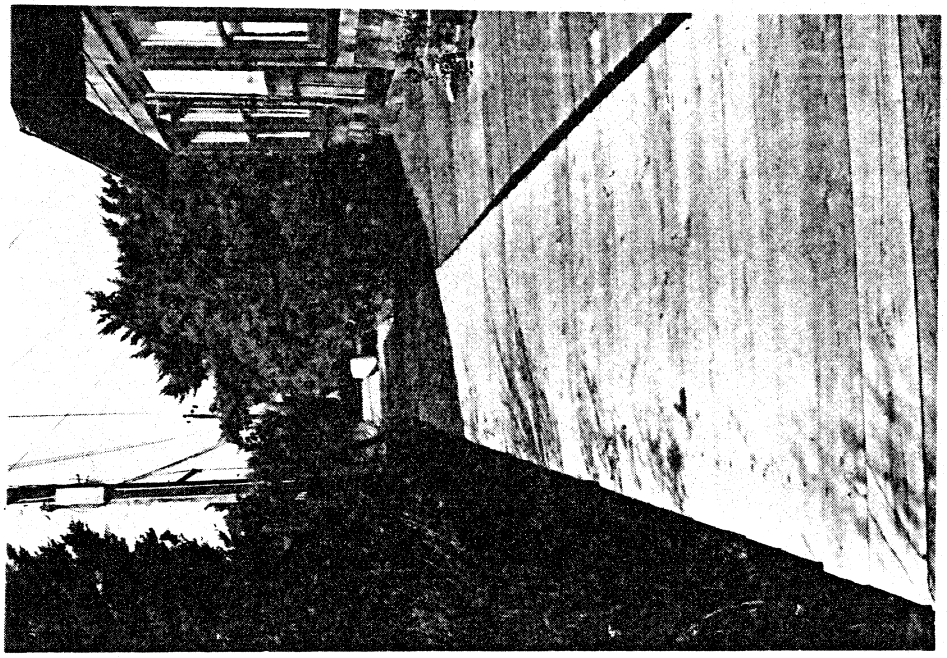


Plate 17: Site of Right-of-Way, Lonelyville



Plate 18: M. Gordon House, Lonelyville

There are only a small number of individual listings with addresses (three from the New York City area, one from up-state and one from out-of state) but there are 52 entries with no addresses. It is noted in the records (1922:275-277) that the S. T. Clock Realty Company owns various parcels.

The 1932 Tax Assessment records (Tax Assessment Rolls 1932 Book 15:6-7) have private property listings with no addresses. The average plot size is from one-eighth to one-fourth of an acre. In 1975, statistics show 42 residential structures and 73 vacant homesites (McCormick 1975:377).

The present day community is divided into an older western sector and a newer eastern sector. The individuals who reside in the west have been, in most cases, long time residents. On the other hand, the easterly residents are more recent vacation home owners. In addition this portion of the hamlet is currently undergoing development. Lonelyville has no commercial district and remains one of Fire Island's smaller beach communities.

Atlantique

Atlantique is located east of Lonelyville and is separated from it by Atlantique Beach. It is comprised of Lot #8 measuring 900' and Lot #9 measuring 900'. The 1878 owners of the lots were Arthur Bensen (Lot #8) and George Bensen (Lot #9), who had multiple holdings on the beach. On the 1915 Hyde map the two lots are shown as Atlantique and Plate 27 (Figure 9) shows the street plans but no structures. At that time there were a small number of unpretentious dwellings and a stable at the northeast corner of the community on the bay side (Jack Smith, personal communication). The stable remains in its original location but it has been so drastically changed that its former function is unrecognizable. The only other early structure was a tiny bungalow c. 1928 which had been pushed into the bay by the 1938 hurricane and later was returned to a site on Monte Carlo Walk.

The Islip Town Tax Assessment Records (1922 Book 7:271-274) list only a few property holders from Manhattan, Brooklyn, Bay Shore, New Jersey, with 47 entries with no addresses. The development is minimal and includes residents from the south shore and the greater New York metropolitan area. The 1922 tax rolls for Atlantique (Islip Town Tax Assessment Rolls 1922 Book 7:271) show the Great South Bay Development Company property bounded on the north by the Great South Bay, on the east by Mrs. Sammis' property (Lot #10), on the south by the Atlantic Ocean and on the west by Lonelyville. Approximately forty acres were assessed to Eugene V.

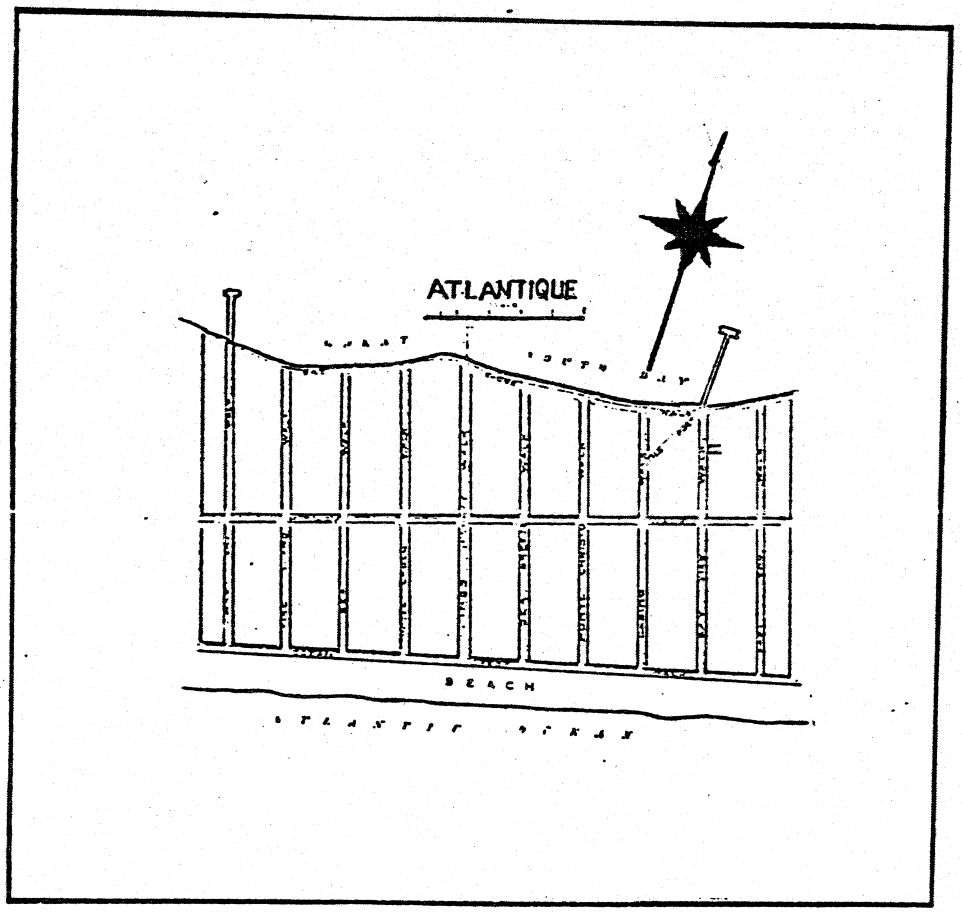


Figure 9: Atlantique (Hyde 1915 Plate 27)

Brewster of Brooklyn. It was noted (1922:271) that ocean lots were assessed at $50 a lot, bayfront lots assessed at $24 a lot and the interior lots assessed at $12 a lot.

The 1932 tax rolls for Atlantique (Islip Town Tax Assessment Rolls 1932 Book 15:1-5) listed three realty companies: Bay Islands Holding Corporation, the Brewster Realty Company and the Great South Beach Development Company, all with multiple lot holdings. Twenty-one acres were assessed to individual owners. Although development at Atlantique was almost non-existent for approximately a fifty year period (c. 1915-1965) (McCormick 1975:349), since the late 1960s construction has increased considerably and Atlantique is becoming increasingly congested. At present the community is comprised of six year-round residents; the remainder of the dwellings are utilized during the summer months only (Thornberg Interview, Fletcher and Kintz 1979b, Appendix I).

As of 1973 there were only 36 structures, all non-commercial, in Atlantique (McCormick 1975:319). The community exhibits a mixture of modest, recently constructed contemporary dwellings and some small residential beach homes from the initial period of development which began in the 1920s (Plates 19 and 20). There is no commercial zone and supplies must be brought in from Ocean Beach or Fair Harbor. The cement walkway, some in need of repair, the sparse vegetation of phragmites and pine and the generally dispersed settlement of Atlantique contrasts greatly with other Fire Island communities where maintenance of walkways and landscaping by individuals adds to their overall well-kept appearance.

Robbins Rest

Located between Atlantique and Fire Island Summer Club is the tiny settlement of Robbins Rest. There are a few cottages which date to the 1920s, but these have been considerably modified over the years (Plates 21 and 22). A single north-south concrete walk, installed by the Town of Islip after a petition by the residents in the early 1960s, transects the community.

Robbins Rest comprised Lots #11 (measuring 350'), owned in 1878 by Mary D. Smith; Lot #12 (measuring 350'), owned by Jos. C. Mott; and Lot #13 (measuring 220') and owned by Wm. B. Arthur. By 1915 the owner of Lot #11 was Josiah Robbins and the Hyde Map (1915) shows seven structures, one of which is named Robbins Rest in this section. Other owners of the area in 1915 were Browning (Lot #12) and H. Steele (Lot #13). In 1929 the owner of Lot #11 was Will Robbins, Lot #12 was owned by the Raven Corporation and Lot #13 was owned by C. P. Wimmer with 100 square feet of bay front owned by Emma Gaynor.

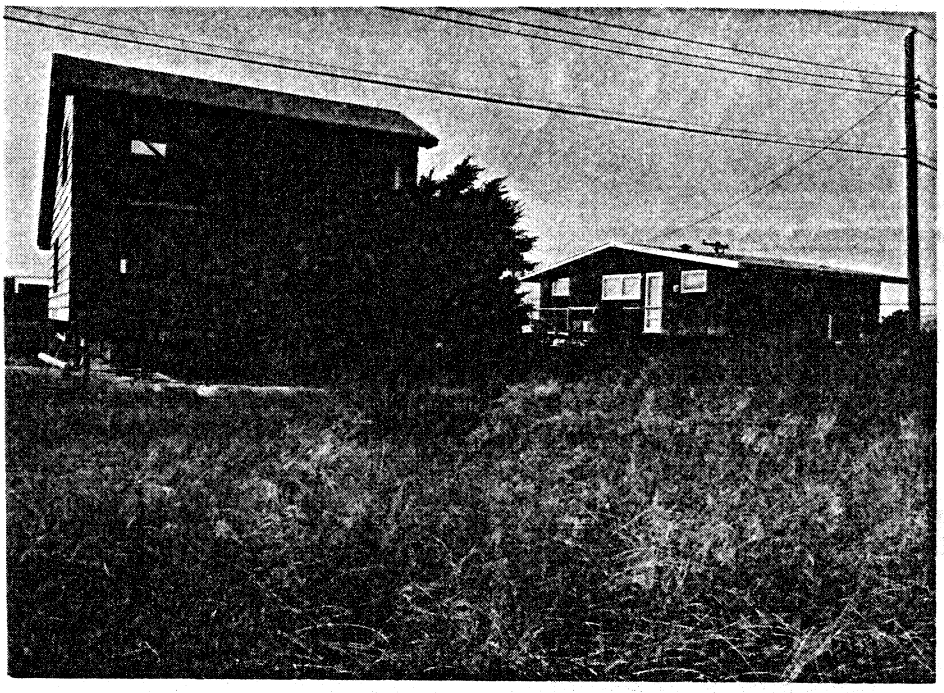


Plate 19: Residences in Atlantique



Plate 20: Residences in Atlantique

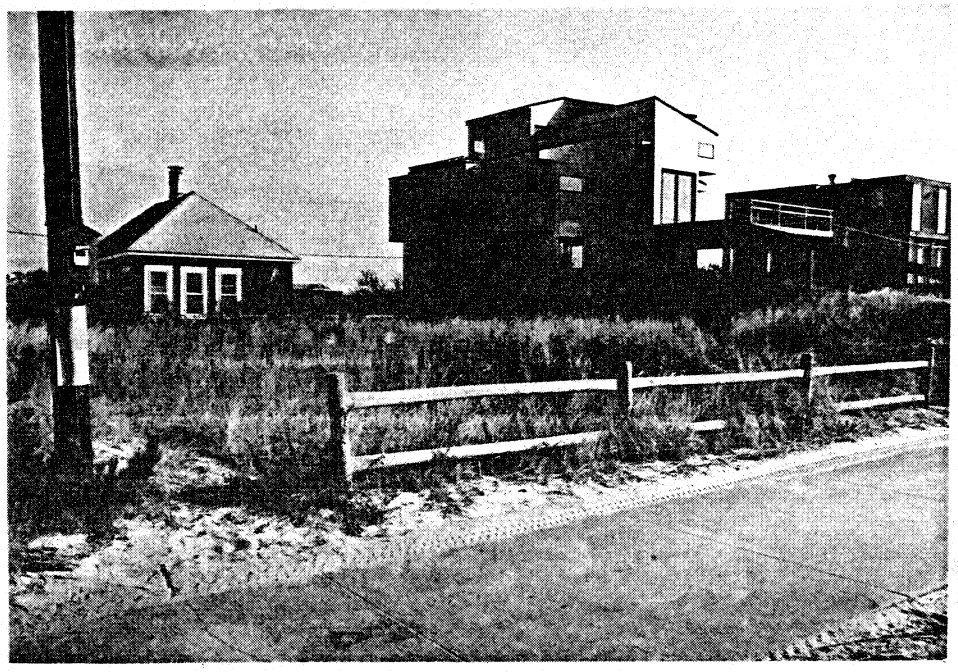


Plate 21: Residences in Robbins Rest

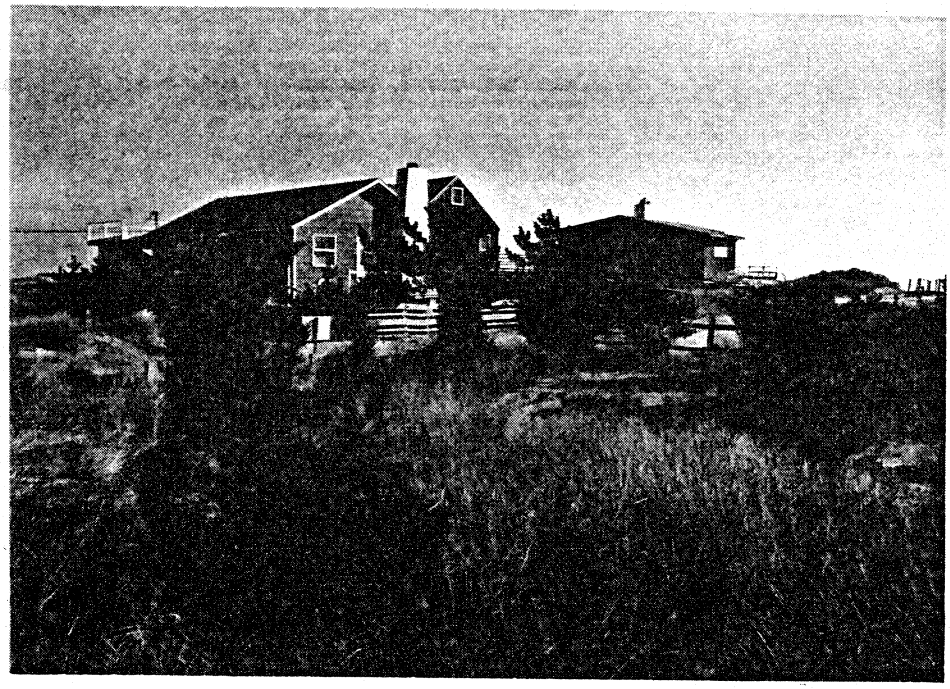


Plate 22: Residences in Robbins Rest

The Islip tax records for 1932 (Islip Tax Assessment Rolls 1932 Book 15:36-38) show Lot #11 as Robbins and Clock. No addresses were entered and the lots ranged from one-eighth to one-fourth of an acre. Growth at Robbins Rest has also been negligible. After 1947 a slight rise is noted with stabilization of building reached by c. 1962 (McCormick 1975:349). The 1975 statistics show 37 residential structures and 26 vacant homesites (McCormick 1975:377).

The small community remains relatively isolated, surrounded by the beach on the east and west. It has only one commercial building, a restaurant and motel, run by George Phillips. Accessibility to the community and the restaurant/motel is primarily limited to boat transportation.

Fire Island Summer Club

The Fire Island Summer Club, founded in the mid-1940s as a private summer resort, is operated by the Dune Realty Company, Malverne, N.Y. Although there are approximately twenty-four structures, the parcels are undivided for tax purposes (Tax Map 0500-496, Block 2, Lot #8) as the realty company is sole owner. The company leases plots on a long-term basis. Two concrete walks lead from the central walkway to the ocean. Ferry, mail and commercial services are available at neighboring Ocean Beach.

There is no single architectural style in the Fire Island Summer Club; with the exception of one modern building on the ocean front, most structures are of conservative, contemporary design. The only structure of historic note is the clubhouse, which is the former Blue Point Life Saving Station (Plate 23).

Corneille Estates

Immediately east of Fire Island Summer Club, and unofficially a part of Ocean Beach, is the two block-wide strip of buildings known as Corneille Estates. It is a mixture of dwellings of contemporary design (Plate 24)and a small rustic complex of shingle structures on the ocean side (Plate 25; also see Appendix XII:E Structures Nos. 2-8). There is also a small second Empire residence near the bay (Appendix XII:E Structure No. 9).[17] Corneille Estates houses the Fire Island Elementary School and it is difficult to distinguish the community from neighboring Ocean Beach. All services are provided by the latter community to the residents of Corneille Estates.

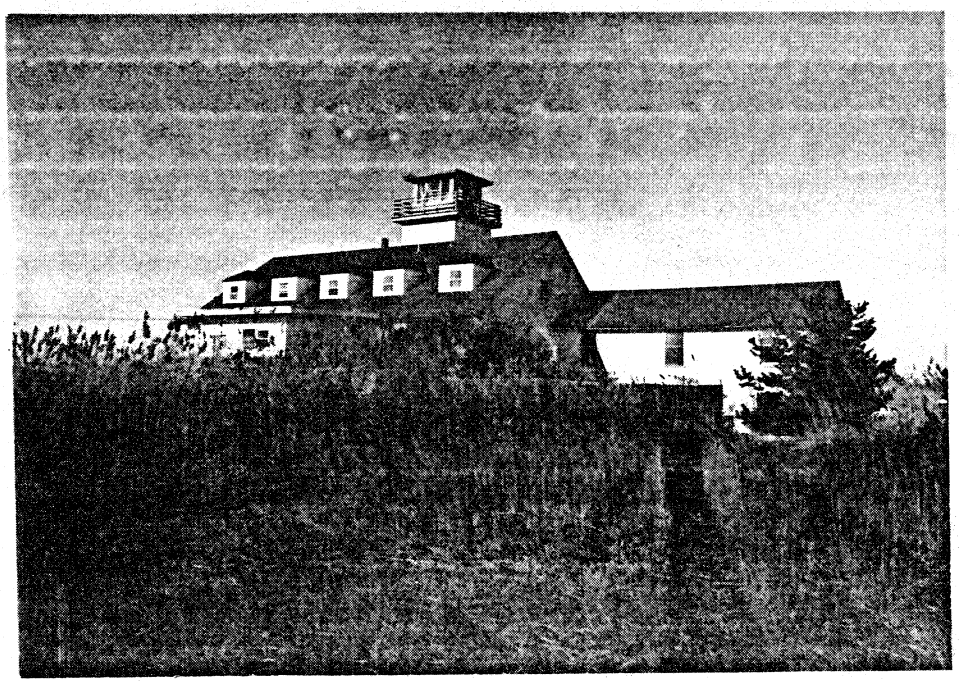


Plate 23: Former Blue Point Life-Saving Station in Fire Island Summer Club

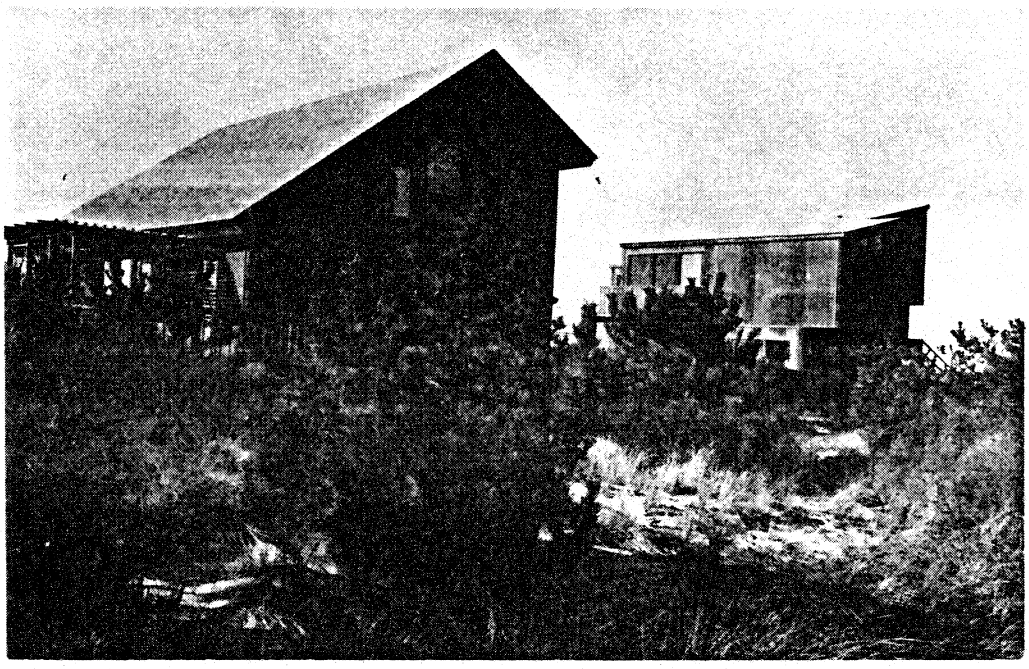


Plate 24: Residences in Corneille Estates



Plate 25: Residences in Corneille Estates

Ocean Beach

The modern village of Ocean Beach situated between Corneille Estates and Seaview comprises Lots #15, 16, and 17. Stay-A-While Estates, which occupied Lot #15 was eventually included in the village of Ocean Beach. In 1878 Lot #15 (measuring 560') was jointly owned by Josiah Tuthill, Joshua B. Tuthill, Huldah M. Overton, Marletta Smith, Joshua Tuthill Jr., and Charlotte M. Smith. Lot #16 (measuring 125') was owned by Eunice Jennings and Lot #17 (measuring 1350') was owned jointly by Smith and Yarrington. These names again represent the established families of large property owners on the south shore of Long Island. Total footage was 2,035'. On the Hyde 1915 Map, Lot #15 appears as Stay-A-While Beach (Figure 10) and Lots #16 and #17 appear as Ocean Beach (Figure 11). By 1929, Lots #15, #16 and almost all of #17 appear as Ocean Beach (1929 Map).

In a somewhat parallel development as the events in Saltaire, Ocean Beach began with the entry of a development company in the first decade of the 20th Century. A pamphlet, put out by the Ocean Beach Development Company, Bay Shore, Long Island (c. 1910) showing a "Bird's Eye View of Ocean Beach," records minimal development. A total of 21 large, 2- and 3-story buildings are laid out and cluster along the streets which run from bay to ocean. A large 3-story Bayhouse or Yacht Club structure with docks on both sides extends into the bay.

Lot #15 was bought by Wilmot M. Smith[18] and upon his death the property was subdivided by his heirs and became known as Stay-A-While Estates. In 1908 the developer, John A. Wilbur, purchased tracts in Lots #16 and #17 subdividing these into about 1000 plots. This was to become the modern community of Ocean Beach. In 1921 Ocean Beach and Stay-A-While were joined into the incorporated village of Ocean Beach. The locations of the New Surf Hotel, Post Office, Sis Norris Hotel and the Fire Company are noted on the Hyde Map of 1915.

Tax Assessment Records for Ocean Beach (Islip Tax Assessment Rolls 1912 Book 13:81-91) document that most people with property in Ocean Beach maintained their primary residence in Manhattan, Brooklyn or Bay Shore. A small number of people were from New Jersey with the remaining addresses from Long Island, Queens, and a few out-of-region localities such as Texas, Illinois or Michigan.

The 1922 Tax Records (Islip Tax Assessment Rolls 1922 Book 7:216-236) for Ocean Beach show again many residents maintained primary residence in Manhattan, Brooklyn, and Bay Shore; with four listings for Islip and three at Ocean Beach. The remaining single listings include owners on Long Island, in New Jersey with some out-of-region listings as well. However, many listings had no addresses. In 1922, the Tax Records list a total of 170 houses in Ocean Beach.[19] The 1932 tax rolls showed few property owners (a total of 13 from Manhattan, Brooklyn, New Jersey, and Long Island with one from Georgia). The

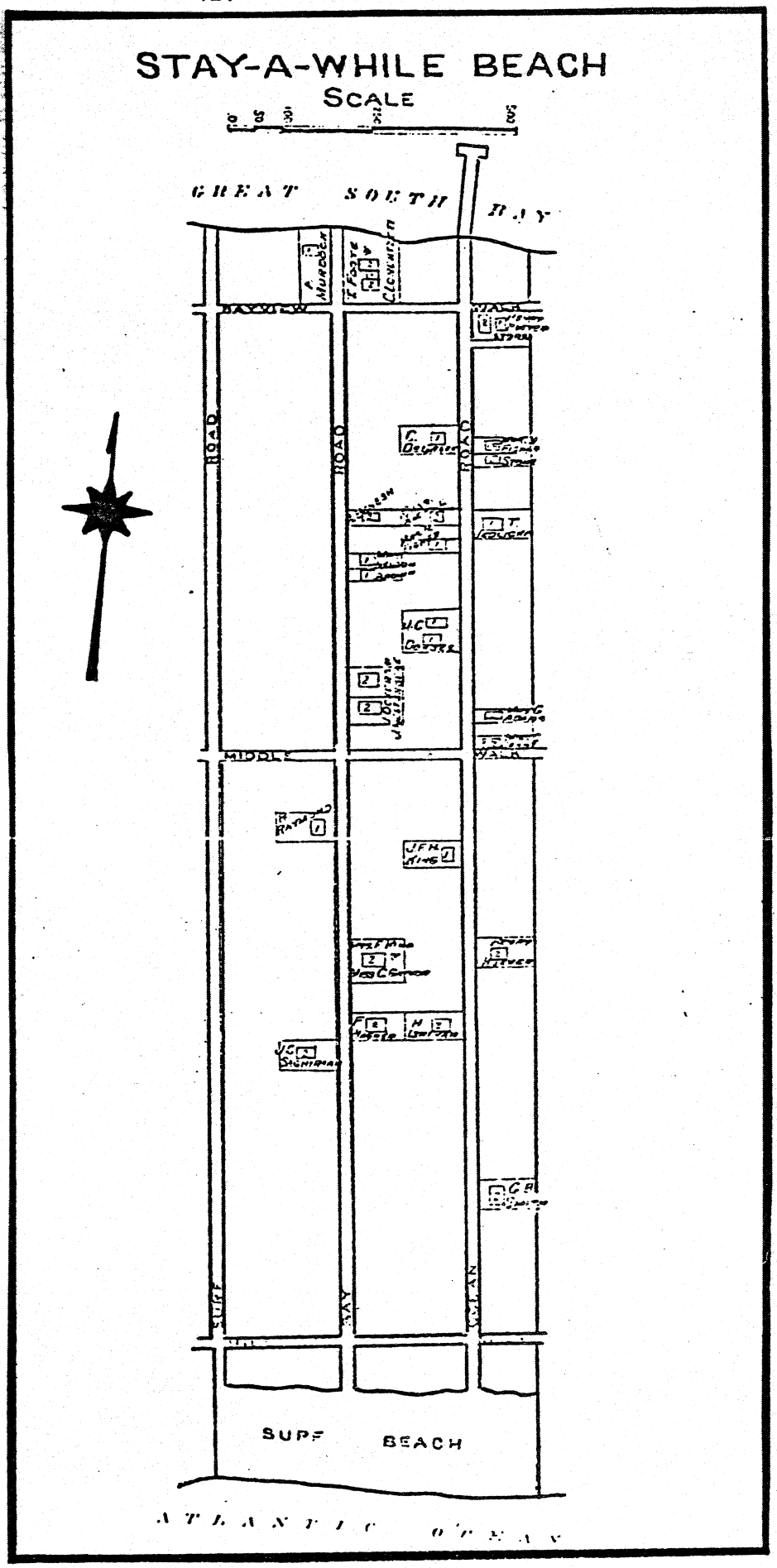


Figure 10: Stay-A-While Beach (Hyde 1915 Plate 27)

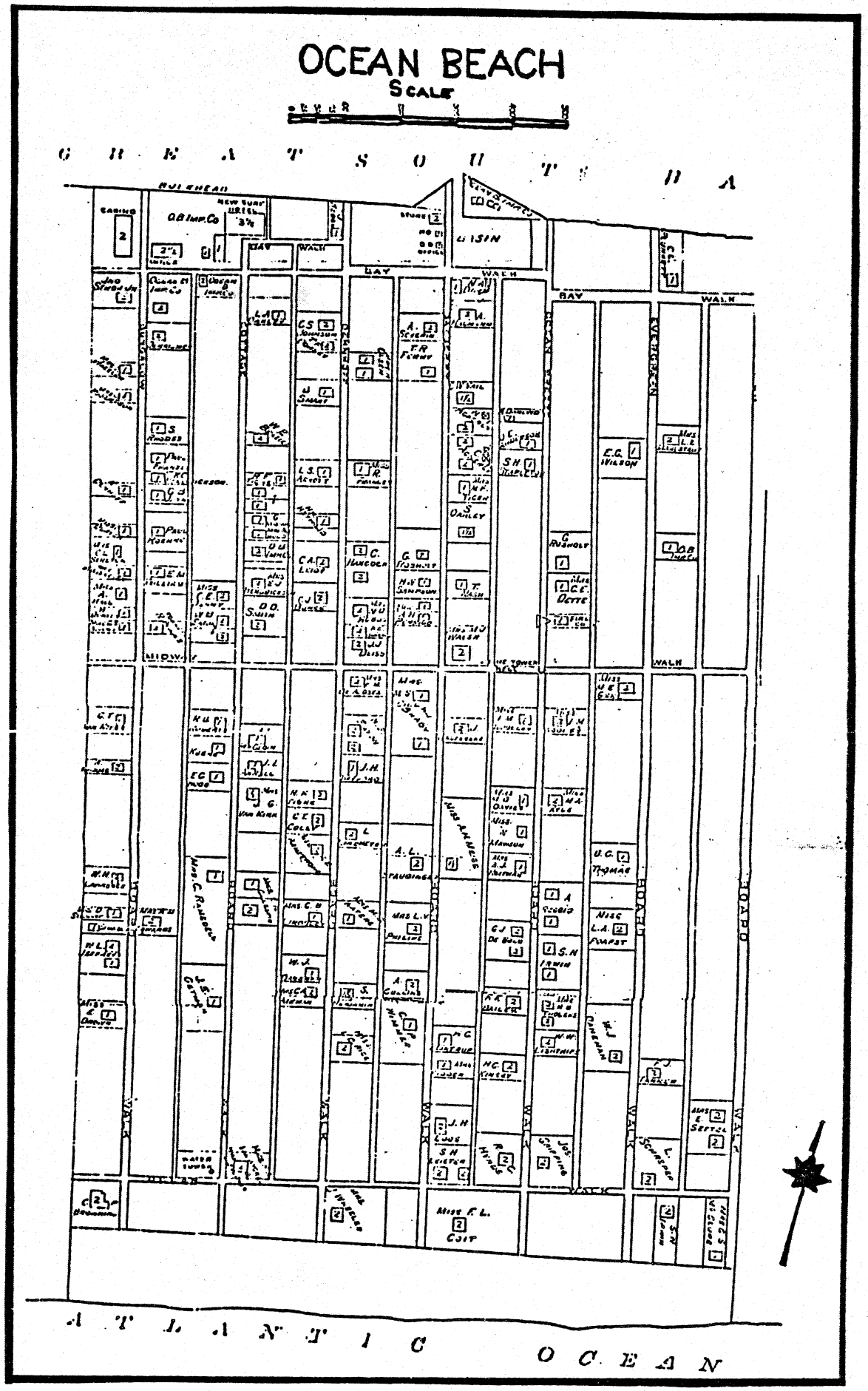


Figure 11: Ocean Beach (Hyde 1915 Plate 40)

Ocean Beach Improvement Company still owned some lots at this time.

The Islip tax records for Stay-A-While for 1912 (Islip Tax Assessment Rolls 1912 Book 14:106-109) show a total of 39 listings (2 with no addresses), 12 of which were Brooklyn, Manhattan and Jamaica with the remaining entries predominantly from Sayville, Bay Shore and Islip with two Ocean Beach addresses.

In 1922, after its incorporation with Ocean Beach village, Wilmot M. Smith is listed as the developer of Stay-A-While Estates. The property holders from the metropolitan area have increased with 18 listings from Brooklyn, 13 from Manhattan, 2 from Queens, and for the south shore 12 owners are listed from Sayville, 6 from Islip and 5 scattered on Long Island. There were 11 in New Jersey, 2 in Ocean Beach and 1 Miami, Florida, listing. In addition, 37 names were listed with no addresses. A total of 34 houses were recorded for 1922 in Stay-A-While.

A recent publication which outlines briefly the development of the village was compiled by the Mayor's Bicentennial Committee in 1976. The brochure, Ocean Beach Bicentennial Handbook & Directory, which includes notes on local history and chatty informative notes on the contributions of the old-time residents, also lists all the newspapers published by the village. The most significant of these newspapers published during the 1950s are commented on below.

The Fire Island Reporter was published from July 15, 1949, to September 8, 1951, and copies are on file at the Queens Borough Public Library. The Fire Islander, issued from May 28, 1954, to July 27, 1956, was initiated by Ocean Beach residents Bill Birmingham, Herman Wechsler and essayist and drama critic of the New Yorker, Wolcott Gibbs (Ocean Beach Bicentennial Handbook and Directory 1976:45; Davis Erhardt, personal communication). The play "Season in the Sun," written by Gibbs in 1951, was set in Ocean Beach. Through Biggs' connection to the Hotel Algonquin group of authors/critics a number of well known writers contributed to the Fire Islander (Davis Erhardt, personal communication, Ocean Beach Handbook and Directory 1976:45-46).[20]

The earliest structures in Ocean Beach date to the early 1900s. Several families presently living in Ocean Beach are the descendants of the first settlers. The subsequent development has taken place on small plots, hence the physical appearance is one of a densely settled community. The beach houses in the community range in size from small, one-room bungalows to larger more substantial dwellings. The earliest school on Fire Island, a one-room bungalow, as well as the second school, presently used as a doctor's office, are in Ocean Beach.

This community has one of the largest commercial zones (Plates 26 and 27) of any on the island and serves the surrounding communities of Atlantique, Robbins Rest, Fire Island Summer Club, Corneille Estates and



Plate 26: Commercial zone, Ocean Beach



Plate 27: Commercial zone, Ocean Beach

Seaview. This zone is comprised of a number of the earliest structures built in Ocean Beach, dating to the early 1900s and may meet the requirements for consideration for inclusion to the National Register of Historic Places as an historic district as they possess the integrity of location, design, materials and setting as specified by the criteria for evaluation.

The community has two Victorian structures, the Ark and the Bark, which are presently being restored. Two other residential homes of outstanding architectural design include the "Balconies" on Wilmot Road and the largest shingle residential structure in Ocean Beach located on the northwest corner of Surf Walk and Ocean View Walk.

The community, characterized by extreme restrictions (no eating on the streets, no radios on the beach, no bathing suits in the commercial zone, etc.), has a mixed socioeconomic component with families, singles and the day-trippers from the mainland using the Ocean Beach facilities.

Seaview

The modern community of Seaview, situated between Ocean Beach and Ocean Bay Park, corresponds, approximately, to Lots #19, measuring 1368' and owned in 1878 by Rumsey Rose; Lot #20, measuring 570' and owned in 1878 by Edgar Gillette; and the westerly 270' of Lot #21, which was owned in 1878 by the South Bay Oil and Guano Company. The first community settlement here during the late 1800s revolved around the fish processing business. Subsequently, a larger section of the beach was preempted for these activities.

The South Bay Oil and Guano Company owned Lot #21, the largest single lot from the Sammis 1878 survey, as well as other land on the beach (Lot #68, 200' wide). The history of this company is found in Map Abstract 1916:22-23. The company was incorporated in 1866,

> ...a corporation organized under an act of the Legislature of the State of New York entitled "An Act to authorize the formation of corporation for manufacturing, mining, mechanical or chemical purposes, passed February 17, 1848 (Map Abstract 1916).

The chain of title (Map Abstract 1916)[21] demonstrates how Wilson J. Terry, a name connected with fish oil manufacturing and a property holder on Fire Island acquired the ownership of Lot #21 in 1878. His presence as a fish oil manufacturer on the Great South Beach is also documented.

Thus Lot #21 and the surrounding area on the beach near Seaview was a nucleus for fish processing activities. Lot #18, measuring 175', was owned by Samuel Green in 1878. His name appears in the U.S. Government

Census for 1870 as residing in Sayville; his occupation is recorded as fish oil manufacturer. He also had a fish factory on the Great South Beach (Bi-Centennial History of Suffolk County 1885:101-102).

Major property owners in Sayville in the late 1880s (Wendelken & Co. 1888 Section K Sayville Plate) were some of these same indiciduals. The 1888 Wendelken map of Sayville shows that W. J. Terry, S. W. Green with Wood, Brown and Gillette owned some of the largest lots in the town.[22]

In 1894 the easterly portion of Lot #21, measuring approximately 4000', was sold to the Long Island Chautauqua Assembly Association by the heirs of the Wilson J. Terry Estate (see Point O'Woods, Liber Deed 6147 File 5167 and Liber Deed 412:392). In 1876 Wilson J. Terry had already acquired all of Lot #20 from Edgar Gillette (Liber Deed 225:286). Lot #20 was sold in 1909 to Gilbert P. Smith (Liber Deed 679:300), an important individual in the fish business and owner of a part of the contiguous Lot #19.

Subsequently, the lots were sold and subparcels were drawn. The Islip tax records for 1922 for Seaview (Tax Assessment Roll Book 7:291-302) list the Great South Beach Development Company as developer with lots 363-493. Only a few individual listings (Manhattan, 2; Brooklyn, 1; White Plains, 1; and New Jersey, 4) and a total of 12 houses are noted in the records. Gilbert P. Smith owns the majority of the property.[23] The Great South Bay Improvement Company held plots 363-496 in 1922.

In 1932 (Islip Tax Assessment Rolls Book 15:8-33) there are 16 individual listings which include primary residences listed in Manhattan, Brooklyn, Queens, Westchester, Ocean Beach, Bay Shore, Garden City, and New Jersey. The Great South Improvement Company has 588 lots in groups of approximately 38 contiguous plots and The Great South Bay Marina Company is listed as holding one-quarter of an acre. Growth for Seaview parallels that of the communities which had the space to expand in the post W.W.II years: a rise in number of structures from 1947 to 1966, a period of leveling off and in about 1972 the beginning of another rise in building (McCormick 1975:349). The 1975 statistics show 313 residential structures and 175 vacant homesites in Seaview (McCormick 1975:377).

As a case study of the breakdown of the initial 1878 lots and parcelization, the transfers for part of Lot #19, part of Lot #21, and Lot #20 are presented in Appendices VIII, IX, and X (see Footnote #14). From the large, undivided Lot #21 came Point O'Woods, Ocean Beach, Stay-A-While and Seaview. Although by the turn of the century the fish processing factories on Fire Island were in decline, it is obvious that their presence on the beach was no longer desirable by some parties. In connection with the transfer of that property which

included part of Lot #19, all of Lot #20 and the westerly 270' of Lot #21 from Julia A. Wilbur to Sara A. Baumeister in 1907 (Map Abstract 1916) the following stipulations were included:

> The party of the second part hereby expressly covenants that neither the party of the second part, not her heirs or assigns shall or will at any time hereafter operate a fish factory or use the land hereby conveyed or any part thereof for any purpose pertaining to the operation of a fish factory and that any conveyance from the party of the second part shall require a permanent covenant from the grantee therein to the same effect (Map Abstract 1916:16).

Subsequent development of this area was restricted to resort activities.

In contrast to commercialized Ocean Beach, then, the exclusive residential community of Seaview developed. Although initially the two communities appear alike, the larger and more substantial homes of the latter are a reflection of socioeconomic differences.

There are a number of buildings which date to the 1920s development of the community, particularly in the western half (Plate 28). In spite of the fact that many of these have been modernized and enlarged over the years this sector of Seaview still reflects the development of the early half of the twentieth century. A large number of Modern and contemporary residences have also been built in the community; most noticeably in the eastern portion (Plate 29). One building, claimed by a local resident to have been associated with one of the fish processing factories known to have operated in Seaview at the turn of the century remains.

Interesting design features in Seaview include the former Weissman property. Mr. Weissman, one of the first Jews in the community, had, in addition to his boathouse, a private home which was surrounded by an extensive formal garden; the only one of its kind on Fire Island. Recently three Modern homes were constructed in the garden yet many original garden features such as brick walls and landscaping details have been retained.

The commercial development is limited to a single grocery store and liquor shop. The community also has its own ferry service. The walks and public lands of Seaview are under the control of the Seaview Association. Although most Fire Island communities have formed such associations, the one at Seaview appears to be particularly strong. The signs sponsored by the association at the entrance to the community clearly indicate its family orientation.



Plate 28: Large oceanfront residence in Seaview

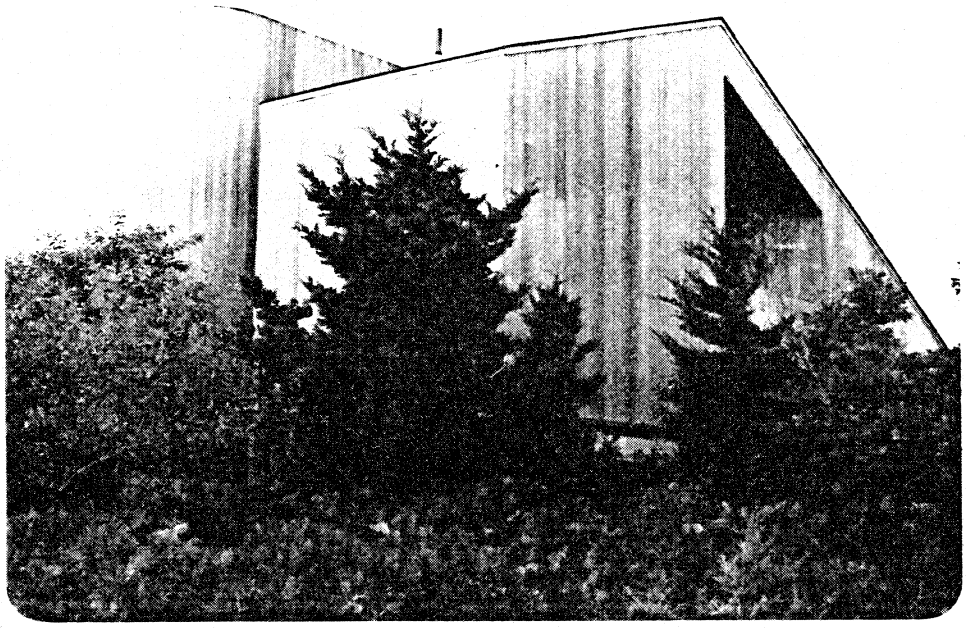


Plate 29: Modern residence in Seaview

Ocean Bay Park

Ocean Bay Park, situated between Seaview and Point O'Woods, was developed on the mid-section of Lot #21, consisting of 2530' of the original 8002' lot owned in 1878 by the South Bay Oil and Guano Company. The 1912 tax records (Brookhaven Tax Assessment Rolls 1912 Book 1:114-117) show that the Ocean Bay Park area was held by the William H. Moffitt Realty Company owning 46-5/8 acres and the remaining lots, which averaged 1/16-1/8 of an acre plots, were owned by people from Brooklyn, Manhattan, Queens, New Jersey and the Bronx. The Hyde 1915 Map shows the street plan and the location of the Point O'Woods Life Saving Station (Figure 12). The 1929 map lists the area as Ocean Bay Park.

Interviews with year round Ocean Bay Park residents John and Bertha Lindsay, as well as with Helen Driscoll, manager of the Tennis Shop, and Frank Flynn, of Flynn's Hotel and Restaurant clarified the history of post-World War II growth as well as the specifics of particular early structures. As in the other communities, many of the buildings had either been floated over to the beach from the mainland or moved from an original site on the island to another locality for any number of reasons, only one of which is the removal of structures from the primary dune area.

John Lindsay was one of three builders in the Ocean Bay Park vicinity. He and his wife came to Ocean Bay Park from Patchogue in 1930. Two other builders, Vennoni and Hans Petersen, built in Ocean Bay Park and Point O'Woods respectively (John Lindsay, personal communication). According to Lindsay, there were twenty-six structures in the community c. 1930. The Gleeson and Dolan Real Estate Company, 152 W. 42nd St., N.Y.C., was selling lots (3rd Amended Map of Ocean Bay Park, August 20, 1929) in the 1930s as well.

Some residents of Ocean Bay Park, as well as Oakleyville inhabitants, provided services as carpenters, plumbers, cooks, housecleaners, etc., for the community of Point O'Woods, located between these two communities.

The Point O'Woods Life Saving Station, situated originally to the west of the Point O'Woods community is now in Ocean Bay Park. The original configuration of structures has been largely modified,[24] and at present the area of the complex of buildings owned and operated by Frank Flynn houses the Forge River Life Saving Station (now Flynn's Hotel), the Point O'Woods Life Saving Station, and the Point O'Woods boathouse (both also part of Flynn's complex) and a long barrack structure which had been temporary quarters for soldiers at the Fire Island Coast Guard Station (Flynn, personal communication).

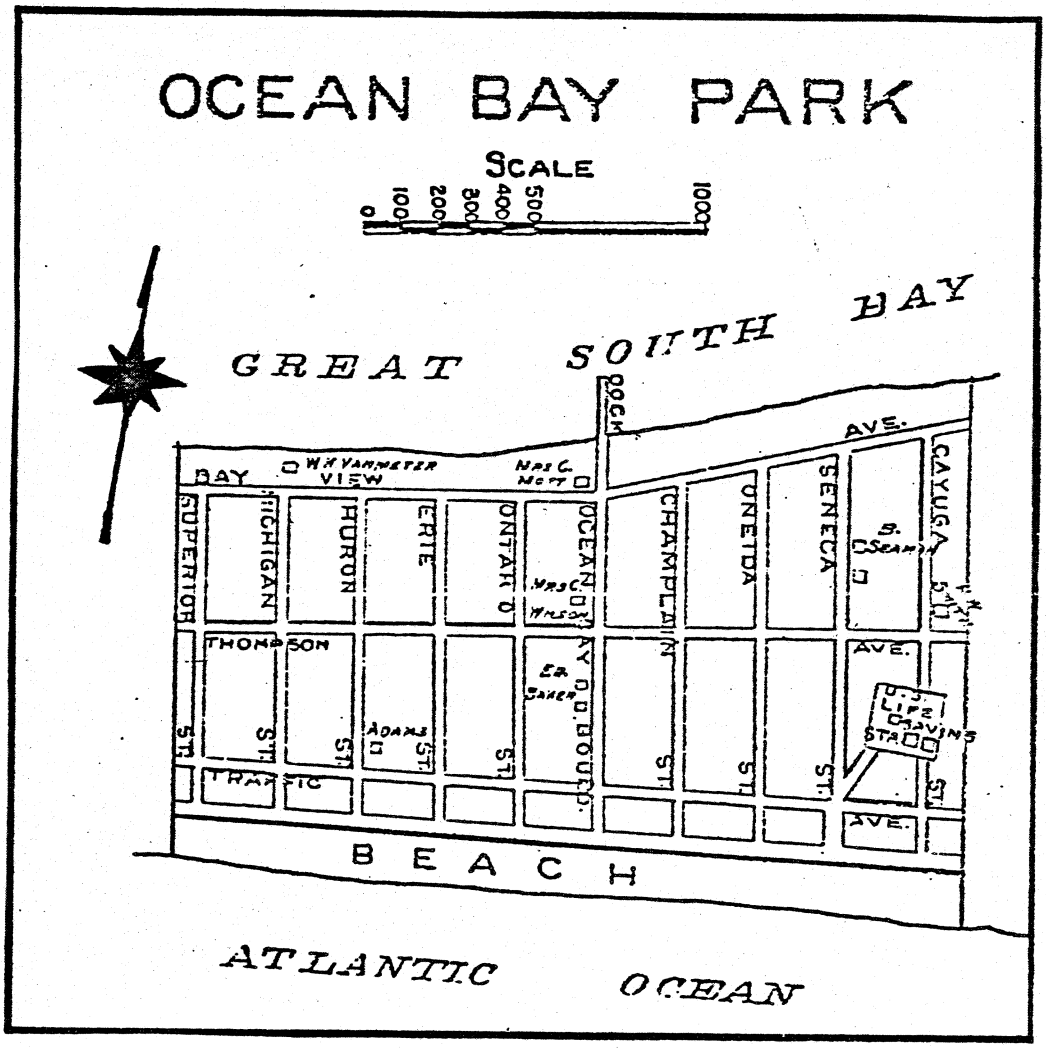


Figure 12: Ocean Bay Park (Hyde 1915 Plate 40)

The 1932 tax assessment records (Brookhaven Tax Rolls 1932 Book 14:254-261) for Ocean Bay Park list the Patchogue Land Corporation with lots 1-65 and 68-300 each measuring 1/16 of an acre. The growth of Ocean Bay Park accelerated in the post W.W.II years, rose steadily until 1969, with another slight rise in 1972 (McCormick 1975:349). The 1975 statistics show 280 residential structures and 57 vacant home sites (McCormick 1975:377).

The present community has a mixed social composition: both families and singles come to Ocean Bay Park. There is no readily apparent single architectural style which dominates and the residences include early bungalows (Plate 30) (some greatly modified), the Tennis Shop, an early structure which had been moved from the mainland, modest residences and a few small unpretentious eating places along Bay View Avenue. The notable exceptions are the structures owned by Frank Flynn which were once associated with various life saving stations on the barrier beach.

Point O' Woods

Point O' Woods, located east of Ocean Bay Park, was founded in 1894 by the Long Island Chautauqua Assembly Association. This followed a general movement prevalent in the United States during these years which was initiated in 1874 near Lake Chautauqua in southwestern New York State (Gould 1961). The Chautauqua was a religious and cultural revival group "denoted to the advancement of Religion, Science, Art, Innocent Recreation and Physical Perfection" (Point O' Woods Review 1894). The physical development of Point O' Woods was planned to reflect these goals. The first officers included: Nat W. Foster, President (Riverhead); Rev. A. E. Colton, Vice-President (Patchogue); Rev. J. D. Long, Secretary (Babylon); Henry D. Brewster, Treasurer (Bay Shore) and Hon. Wilmot M. Smith, Counsel (Patchogue).

The land to be occupied by the Long Island Chautauqua Assembly Association and later the Point O' Woods Association originally formed part of Lot #21, owned in 1878 by the South Bay Oil and Guano Company. The 1915 Hyde map clearly shows the major divisions of Lot #21 which had taken place in the intervening years including the section known as Point O' Woods (Figure 13) located to the east. The land on Lot #21 which became the Long Island Chautauqua Assembly Association was sold to the Association by Isaac G. Terry and Morris J. Terry, the sons of Wilson J. Terry on May 5, 1894 (Map Abstract 6147, File 5167, Liber Deed 412:392). According to Prentiss (1927:3), in 1894 a group of Methodist ministers, among them the Rev. Colton of Patchogue and the Rev. J. D. Long of Babylon collaborated in the establishment of a Long Island Chautauqua Assembly Association at Point O' Woods.

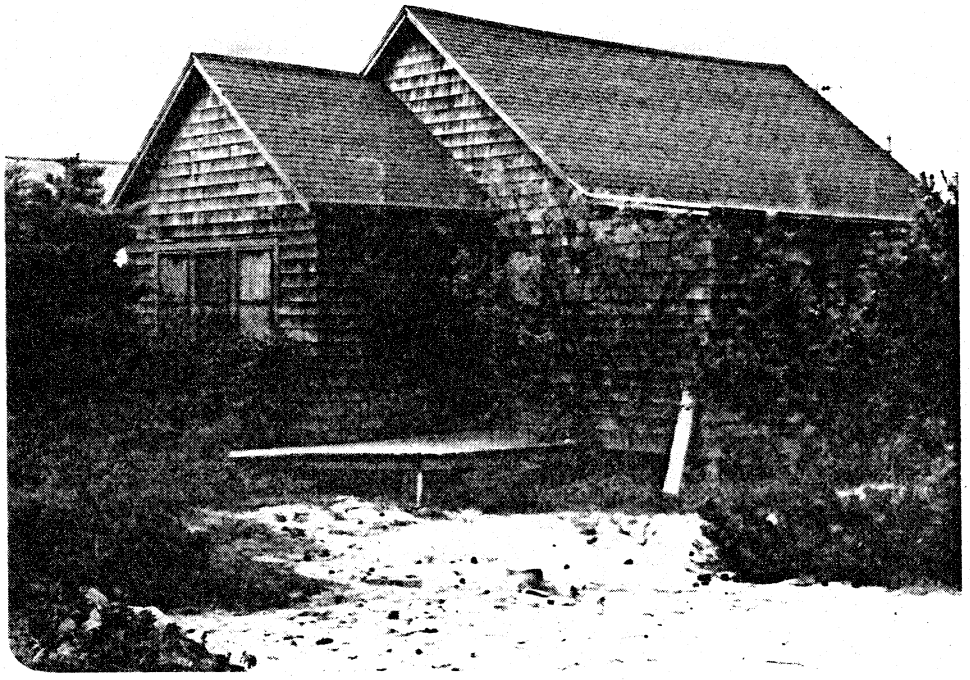


Plate 30: Early bungalow in Ocean Bay Park

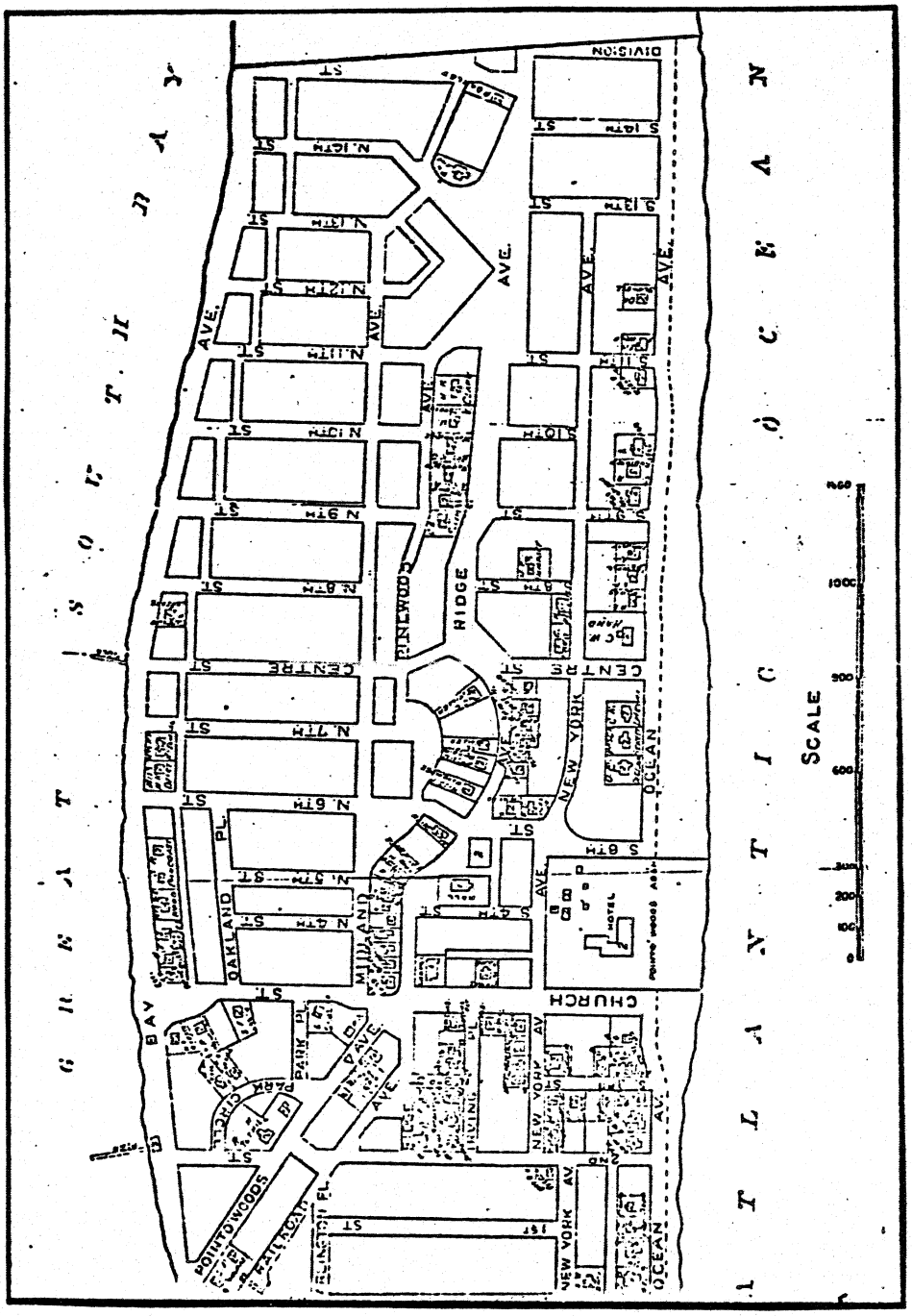


Figure 11: Point O' Woods (Hyde 1915 Plate 31)

The society hired Col. J. Y. Cuyler, an architect and landscape gardener of parks in Brooklyn. Culyer surveyed the 175 acres that made up the community and designed an Auditorium built in the center of Point O' Woods. It was planned to have eight streets radiate out from this structure like the spokes of a wheel (Point O' Woods Review 1894). The area from the ferry terminal in the northwest corner of the community to the auditorium was designated as the site for stores; a hotel was planned in the southwest section, with a park, university and athletic grounds proposed for the eastern portion of the community. None of these were built and these grounds remain vacant to this day. The remaining land was proposed for cottage development. An interesting design feature of the plan was to build "some of the cottages in blocks of 25 or 30, built about a square with a dining pavillion in the center, where table board of the best quality may be secured at a reasonable rate" (Point O' Woods Review 1894). Although few parts of this plan were implemented, Point O' Woods is the only community on Fire Island without a grid street pattern. The streets were illuminated by kerosene lamps which have since been electrified (Plate 31).

The Long Island Chautauqua attracted thousands of visitors to Point O' Woods who were charged a daily admission of 10¢ (50¢ weekly; $3.00 a season) to participate in the extensive cultural, educational and recreational programs including concerts, lectures and athletic training (Advertising Brochure, W.C.T.U. Ocean House 1896). Although Point O' Woods became a popular summer retreat, operating from July 4th to Labor Day, problems were evident from the start and the Chautauqua went bankrupt in 1898. One theory for this was reported as:

> Its demise locally has been linked to a lack of good ferry service for the crowds who flocked here on the weekends, the difficulties in getting home building material from the mainland and the sponsorship of more free cultural and entertainment activities than the society could afford (New York Times, Long Island Section, August 28, 1977:13).

However, Prentiss (1927:7) reports:

> It may be that the prime movers were not business men; that there was inadequate provision for building the cottages to which the Chautauqua hoped to attract summer residents.

In fact, the Long Island Chautauqua Assembly Association sold the property to the Point O' Woods Association (Liber 469:250) on April 31, 1898. In this year the Point O' Woods Association was



Plate 31: Point O'Woods lamppost

incorporated and the following men were influential in this new organization: Charles Hand, H. Louis Street, William J. Griffen, George D. Gerard, William H. Terry, William W. Hulse and Edward G. Tremaine (Prentiss 1927:7). The debts of the Chautauqua were taken over and the following plan was instituted:

> ...a policy (adopted) of bringing under Association management all income-producing sources, and of encouraging the erection of cottages on building lots leased by the Association for a period of ninety-nine years. Thus it was made possible to control the property and to maintain a social atmosphere in keeping with the surroundings (Prentiss 1927:7).

This plan was carried out and continues to be the policy at present (Ted Taussig, personal communication).[25]

The 1898 Brookhaven Tax Assessment Rolls do not record all addresses for persons leasing or owning lots at Point O' Woods. However, some addresses were recorded and they conform with the pattern to be discerned with analysis of entries from later years. The addresses for owners or leasees show that Point O' Woods people generally came from either Brooklyn, New York City or the south shore towns of Long Island, specifically Sayville, Bay Shore, Babylon, along with some from Riverhead and occasionally people from New Jersey.

The 1902-03 tax data list 47 names (Brookhaven Tax Assessment Roll 1902:3) which again show that same pattern; people coming from Manhattan, Brooklyn, Flushing, the same south shore towns and some out-of-town people from New Jersey, Pennsylvania and Michigan. The 1910 tax records from Brookhaven divided the entries into residents and non-residents. The major number of listings in 1910 for residents were from Patchogue (Brookhaven Town Tax Assessment Rolls Book 1910:23,26,33,66,107). Most of the 1910 non-residents were billed for taxes to either Brooklyn, Manhattan, Flushing, a few in Queens, New Jersey, and Westchester.

In 1915 an advertising brochure from the Point O' Woods Association and Inn Season listed the directors as: Charles W. Hand, President (Brooklyn); H. Louis Street, Secretary (Brooklyn); Frank G. Wild, Vice-President (Brooklyn) and A. M. Ryon, Treasurer (Flushing). The complete board of Directors included members residing in Brooklyn; Westfield, N.J.; Pelham, New York; Hartford, Connecticut; Flushing, New York; and Boston, Mass. The brochure also quoted prices for the rental of cottages ($200-800 per season) and for the leasing of land for permanent residence ($500-5000). Mr. S. R. Pancoast of Point O' Woods, owner and manager of the Bay View House, was the chief contact for these arrangements.

The 1930 Brookhaven Tax Assessment Rolls (1930 Book 3:249-254) show almost all the land leased from the Point O'Woods Association. There are a total of 122 entries with the same geographical distribution of addresses as in previous years: Manhattan, Brooklyn, Flushing, New Jersey, Queens and a few listings from the Long Island communities, Westchester and some out-of-region addresses.

As indicated by the history of development and ownership patterns, Point O'Woods was unique in that a high degree of control was retained by the Point O'Woods Association. At present it is still an exclusive community with restricted membership whose members continue to be upper middle and upper class whites. The residences at Point O'Woods are some of the largest on Fire Island representative of the Shingle style and the sense of community is strong. The settlement is frequented predominantly during the summer months with infrequent use of the homes during the rest of the year. The most visual aspect of the restricted access is the eight foot high chain link fence which separates the community from Ocean Bay Park. Only Point O'Woods residents have keys to the fence's locked gates. The construction of new buildings has been kept to a minimum (McCormick 1975:349). Erosion is a problem here as in the other communities and it has affected the eastern sector of Point O'Woods. After the 1962 hurricane a number of homes were lost and subsequently many oceanfront dwellings have been relocated to more protected sites back from the primary dune zone.

The Shingle style is the primary architectural design in Point O'Woods (Plates 32 to 37). This was common at turn of the century seaside resorts, where minimum maintenance was required. In addition, weathered cedar shingle roofs and siding married beautifully with the natural environment and formed a peaceful visual effect. Many structures at Point O'Woods are without question some of the most significant architecture to be found within the confines of the Fire Island National Seashore. Although the integrity of the original building materials has been lost on some buildings through the addition of asphalt shingle roofs or modern windows, Point O'Woods still retains its early sense of time and place. Hence the entire community may be considered eligible for the National Register of Historic Places as an Historic District representative of an early resort community with special historical affiliations. Not only is Point O'Woods an excellent example of an architectural style distinctive of early resort communities (the Shingle style), but its connection with the Long Island Chautauqua Assembly Association settlement would qualify the zone in that it has an association with an event such as the Chautauqua movement which has historical significance.



Plate 32: Residences in Point O'Woods

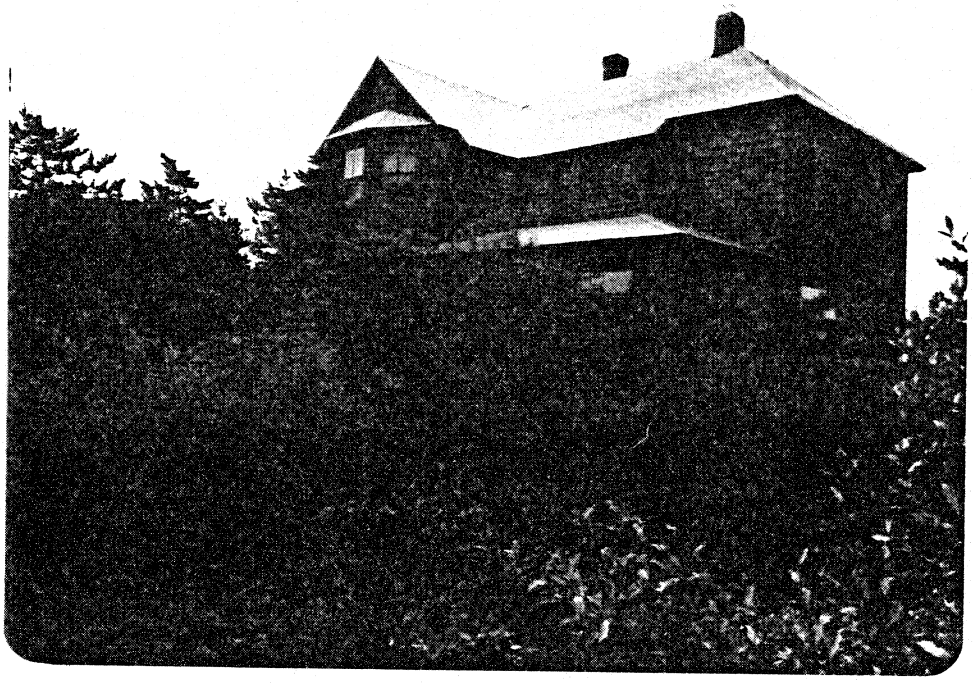


Plate 33: Residences in Point O'Woods



Plate 34: Residences in Point O'Woods

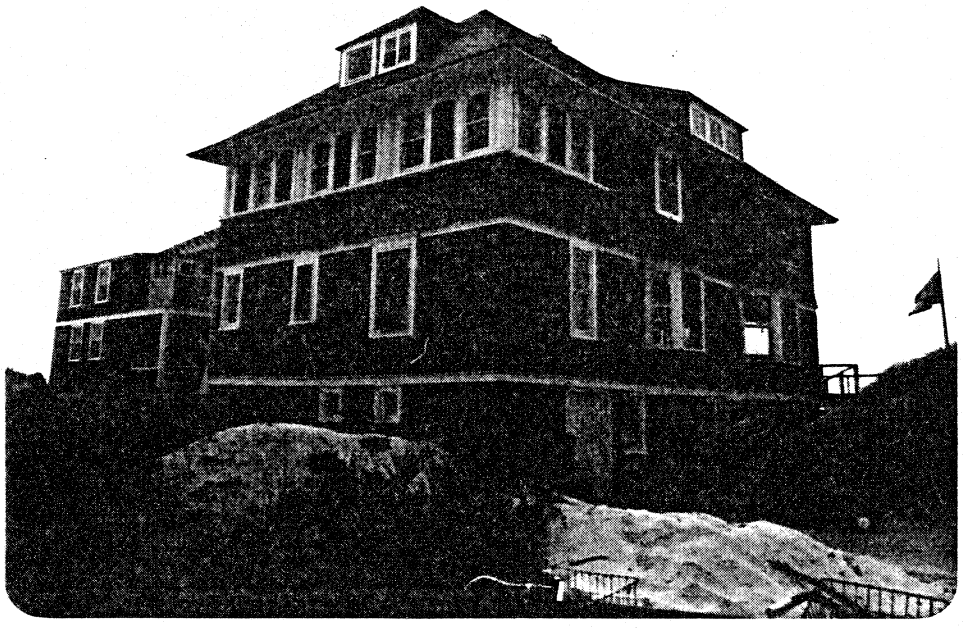


Plate 35: Residences in Point O'Woods



Plate 36: Residences in Point O'Woods

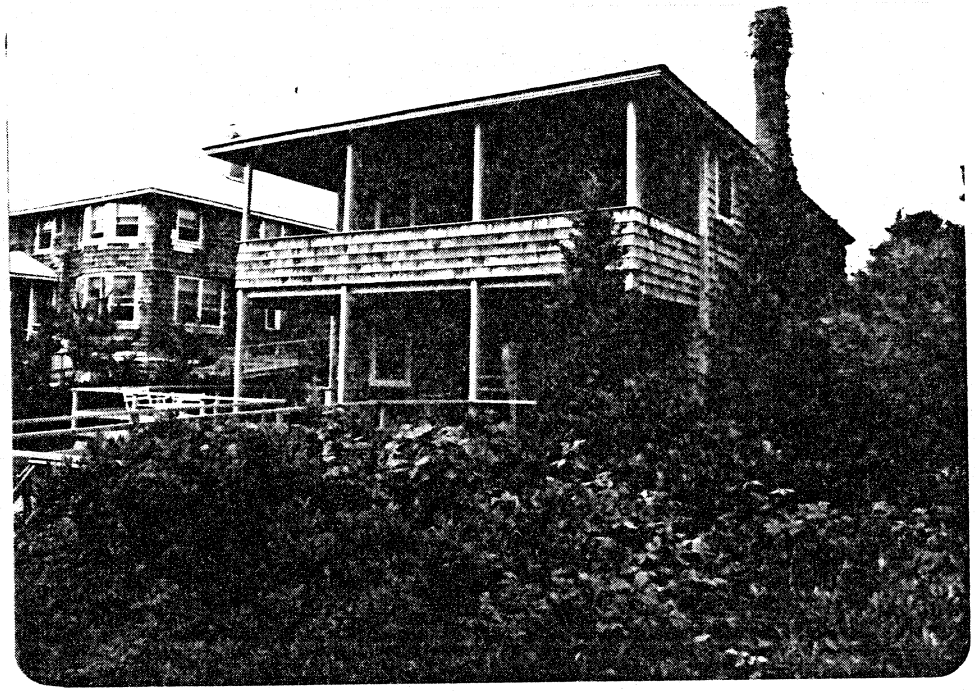


Plate 37: Residences in Point O'Woods

Oakleyville

The small community of Oakleyville, located just east of Point O' Woods, is comprised of approximately nine structures (Plate 38). On the Sammis 1878 map the zone was part of the South Bay Oil and Guano Company property, on the Hyde 1915 map it was owned by Green and W. J. Terry Est and on the 1929 updated Sammis map by Jas. L. Bell and W. Terry Est. However, according to Mr. and Mrs. Griek, the tract was at one time called Hollywood Beach and was owned by Mills, Terry and Watson; the Oakleys were originally squatters on the land and the earliest structures were workmen's dwellings housing families who serviced the Point O'Woods residents as electricians, carpenters, maids, cooks and housecleaners. The settlement, occupying land back from the primary dunes in a wooded area, is small, unobtrusive and isolated. There is no ferry service to the community and it appears on few of the maps of the beach.

The major portion of the information on Oakleyville is from interviews conducted with Mr. and Mrs. John Cornelius Griek and Walter Oakley, a cousin of William Oakley, one of the first settlers. In the interest of preserving the history of the settlement Mrs. Griek had previously taped an interview with Bill Oakley (Appendix XI). The first house was built in Oakleyville in 1897 by Richard Oakley, Bill Oakley's uncle. A portion of this structure was moved to Lonelyville and the remainder was torn down. The Wachlin house now occupies the site (tape of Bill Oakley).

Many of the original dwellings, one-room structures of the workmen, have been destroyed over time. The main Griek house represents one of these original homes albeit with modifications and their Bay House is another. This structure may have been the third house constructed in Oakleyville c. 1910 by Richard Oakley for his daughter Amy and her husband Frank Merrick.

The following history of land ownership at Oakleyville from c. 1919 is as told by Mrs. John C. Griek. By 1919 Dr. George Mills was owner of a major portion of the Oakleyville tract. At that time Mrs. Ency Shattuck Batterman (Mrs. Griek's mother) purchased a plot from Mills. Upon the death of George Mills the remaining property was sold to I. Howard Snedecor who in turn sold parcels to individuals (generally from the Sayville area). Kinship ties and business associates were the networks activated in order to purchase land in the community; the limited number of plots available kept development at a minimum. An early survey of the tract was done by Norton Bros., with offices in Patchogue and Sayville. The original owners in the early 1920s, from east to west were: Edward Manley Hopkins, David L. McCarroll, Spencer Mann, William Oakley, I. Howard Snedecor, Ludwig Batterman, F. Brewster Hooker and Losee A. Wachlin. The present-day owners at Oakleyville are:

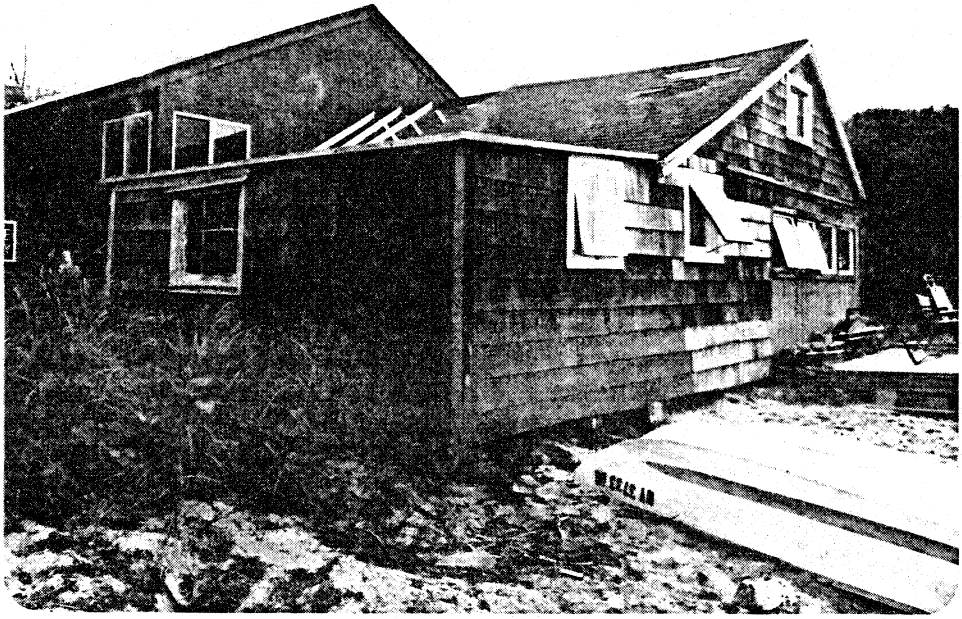


Plate 38: Residence in Oakleyville

John and Martin Hopkens, Samual Adams Green (three contiguous plots), Fire Island National Seashore, Snedecor, Mr. and Mrs. John Cornelius Griek, Edith Wachlin Zdenek and Wallace Wachlin (Mrs. J. Griek, personal communication).

The Oakleyville settlement is representative of yet another community type on the barrier beach: a small clustering of modest dwellings inhabited principally by families interconnected by kinship ties as well as by common residence, in many cases, in a few south shore communities. Originally the Oakleys provided labor for the Point O'Woods residents and lived year-round at Oakleyville. At present the inhabitants of this small settlement are principally mainland residents who use their beach houses during the summer months and intermittently during the rest of the year.

Cherry Grove

Cherry Grove, located east of the Sunken Forest, represents yet another distinctive community type which has evolved on the barrier beach. The modern community of Cherry Grove comprises Lot #26, a large lot measuring 5991' wide. On the 1878 Sammis Map the owners were the Avery heirs, Rosella Rogers, Sarah Stillman and Emeline Avery, who were second after D.S.S. Sammis (with his partner B. Sire), as having the largest landholdings on Fire Island at that time. Lot #26 appears in the 1898 tax records as the Jos. Avery Estate (Brookhaven Tax Assessment Rolls 1898:2). The lot was subsequently subdivided: 3659' of the Jos. Avery Est. were owned by George R. Brush of Sayville; Davis W. Ackerly of Northport owned 300'; William Collins of Sayville owned 100'; Robert Smith of Sayville owned 100'; and Henry Smith William owned 155' (Brookhaven Tax Records 1910:134, 167, 185, 402). In the transfer to Ackerly and others it was explicitly stipulated that no fish, fish oil or fish scrap works or factory could be erected or operated on the premises. Thus, the Avery Estate property on the island was broken up; the new owners, however, were still Long Islanders, most from the south shore, Sayville in particular.

These and subsequent divisions are readily apparent on the Hyde Atlas (1915) (Figure 14); the western part of the lot belonged to Davis Ackerly, B. Carll and J.H. Vanderveer of Northport; the next parcel to the east was known as Cherry Grove Park; Stewart Perkinson owned the subsequent parcel and operated a hotel; a parcel belonged to Margaret A. Brush (wife of George R.); another was owned by B. Hamilton and the easternmost parcel was owned by Fred E. Marquet.

The plot of land bounded on the east by the Perkinson property became known as Cherry Grove Park (Map #563, filed in the County Clerk's Office in 1909) and the owners were predominantly from Sayville.

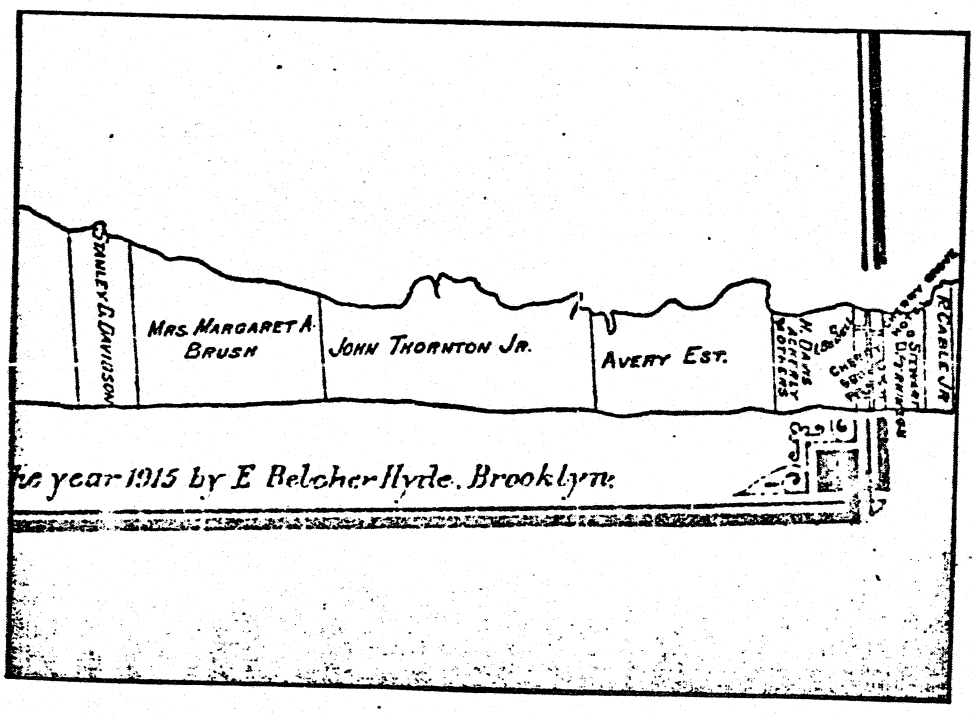


Figure 14: Cherry Grove (Hyde 1915)

There were only eight names listed in the Assessment Rolls in 1912 (Brookhaven Tax Assessment Rolls Book 1:126-128). Average plot sizes ranged between 1/16 and 1/8 of an acre. This was traditionally a family-oriented community at that time.

The eastern portion of 3659' was sold to George G. Brush by the Avery heirs in June 1878 (Liber 303:509) and in 1891 George R. Brush and his wife, Margaret A., sold a portion of this parcel to Elizabeth and Archer Perkinson (Liber 427:323 and Liber 346:521). Archer Perkinson was a hotel keeper and the Perkinson Hotel in Cherry Grove was one of the early hotels on the island. According to Hewlett Biship (interview) Archer Perkinson advertised in the Patchogue Advance in 1882 and 1883 as proprietor for the Water Island Hotel. The plot was passed from Elizabeth to her son, Stewart A. Perkinson in 1895 (Liber 427:383).

The hotel apparently began as an eating establishment, as did the Surf Hotel. According to Smith (1970), with increased demand for overnight lodgings the owners converted the top floor into a dormitory for men with accommodations on a first-come-first-serve basis. This hotel, along with two adjoining cottages burned in the mid-1950s (Smith 1970).

The 300' parcel sold to Davis Ackerly et al. of Northport was conveyed in 1926 to the Remmer Real Estate Co. and later sold to the H. R. & E. M. Realty Company. Here, too, the directors of the latter company were all south shore residents from Sayville, West Sayville and Bayport (Brookhaven Tax Assessment Rolls 1930 Book 3:255-258; Map Abstract 1159 File 1127 and Map Abstract 1236 File 1217). The plot was sold to Charles Friedman in 1931.

In the 1920s people associated with literary and theatrical groups in New York City began to use Cherry Grove as a summer resort.[26] Over the years this trend intensified, and today, interspersed with the few remaining summer bungalows of the earlier residents, many others had already been destroyed by the hurricane of 1938, are the newer structures which represent an eclectic assortment of design-conscious owners (Plates 39, 40, 41 and 42). Many of these newer homes are named, as is a custom in other communities on the island. Here, however, many of the names reflect, by their sexual overtones, the predominantly homosexual composition of this community.

Fire Island Pines

Fire Island Pines, bounded by the Carrington Tract on the west and open beach on the east, occupies the Lot #27 on the 1878 Sammis Map (measuring 6262'). The property was part of the D.S.S. Sammis

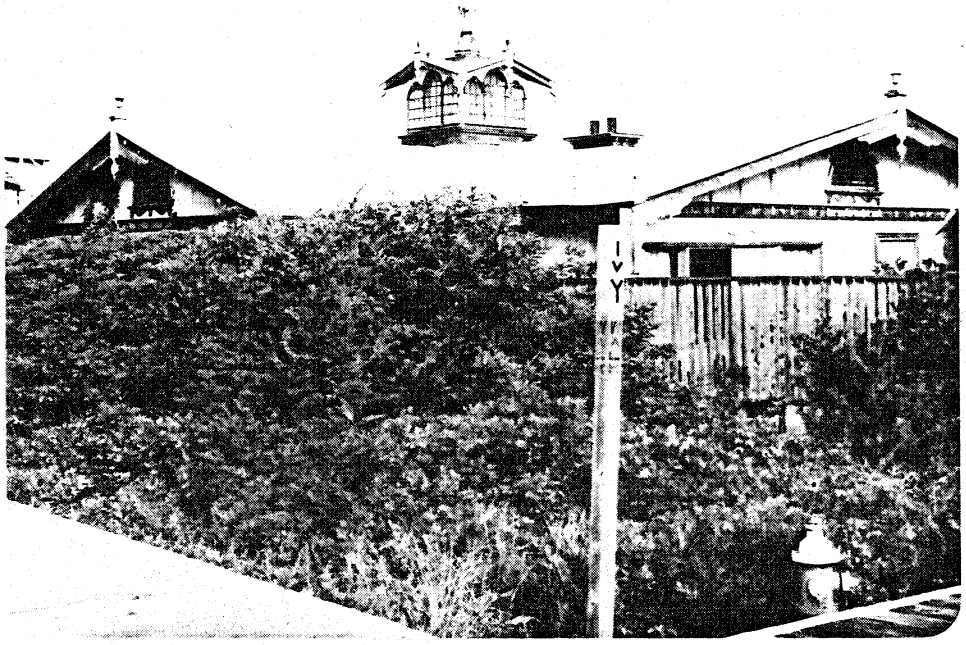


Plate 39: Contemporary dwelling with Victorian architectural elements at Cherry Grove



Plate 40: Contemporary dwelling at Cherry Grove



Plate 41: Japanese house at Cherry Grove

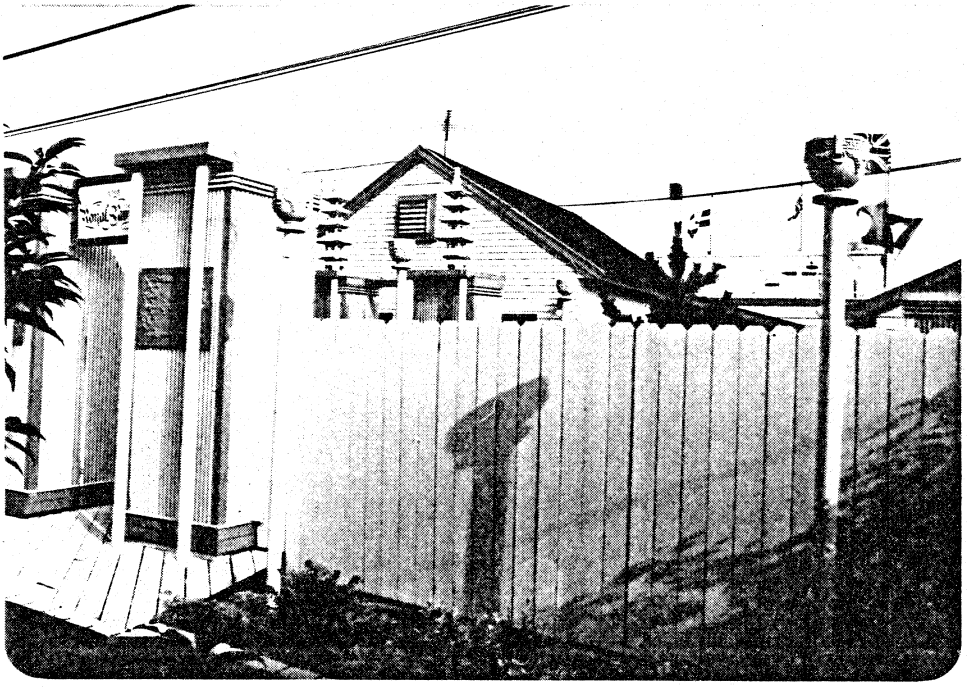


Plate 42: The Royal Pavillion at Cherry Grove

holdings in 1878 and was passed to the Sammis heirs, Louise A. Sammis and Antoinette H. Sammis, with Washington F. Norton as executors and trustees under the last will and testament of Antoinette Sammis.[27] Lot #27 was conveyed by deed from Antoinette H. Sammis to the Home Guardian Company of New York on December 1, 1925 (Liber Deed 1156:199). At that time the following tenants were listed: W. T. Sandell, A. E. Edwards, Capt. Baker, Baynor LeCluse and Biggs. Furthermore, mention was made of the right-of-way granted to the United States of America by Antoinette Sammis in 1919 for permission to construct a Life Saving Station boathouse and half-way house.

On September 23, 1926, the land was passed from the Home Guardian Company to Harold W. Post (Liber Deed 1229:410).[28] A second transaction between the Home Guardian Co. of N. Y. and Harold W. Post conveyed all the right, title and interest in adn to the land under the waters of the Great South Bay and the Atlantic Ocean in front of and abutting the premises. This was inclided in a Quit Claim Deed of September 23, 1926 (Liber Deed 1229:412). On the same day Harold W. Post received a mortgage to secure $250,000 from the Home Guardian Co. (Liber 602:319). The lot then passed from Harold W. Post and his wife to Henry D. Walbridge and L. A. Wood, as joint tenants (Liber Deed 1208:310) on October 18, 1926. On July 27, 1941, the Aeonitt Realty Corporation transferred the property by deed to the Home Guardian Company of New York (Liber Deed 2200:121) subject to leases held by Chas. R. Leach, George B. Valentine, Alfred C. Edwards and Belinda L. Edwards, Susan V. Leach and Edward H. Salisbury.

On January 30, 1945 (Liber Deed 2454:307) the Home Guardian Company of New York granted a right-of-way to the U. S. Coast Guard for land

> for a telephone or telegraph pole line, and the right to locate, erect, operate, and maintain poles, cross-arms, brackets, guys, guy anchors, stubs, attach wires or cables to the poles, cross-arms or brackets and remove said pole line (Map Abstract 1587:9).

The ROW for the Lone Hill Coast Guard Station, a plot 100' square released and quit claimed to the U.S.A. under agreement dated May 1, 1855, made between Smith Rider and others and I. N. Schellinger is also described in Abstract 1587:9-11.

In the 1940s the Home Guardian Company of New York began development of Fire Island Pines; Lot #27 was subdivided and parcels were sold.[29] The growth of Fire Island Pines is straightforward: in 1947 building commenced and the number of structures climbed steadily, with a slight drop between 1966 and 1972, to rise again in 1973 (McCormick 1975:349). The initial development at Fire

Island Pines was of fairly modest contemporary homes. A more recent trend, which began within the last decade, has been the construction of large, expensive modern dwellings (Plates 43, 44, 45 and 46), many of which are associated with famous personalities, several of whom are connected with the communications and fashion industries. The use of natural vertical board siding reduces the maintenance of these structures and is used extensively in the community. The number of swimming pools 52 (McCormick 1975:355) out of an estimated total of 70 for the entire island, reflects the economic ability of the residents not only to build pools, some of which front directly on the ocean, but an attitude towards utilization of the beach facilities, i.e. to include pool swimming in the repertoire of vacation activities.

Water Island

Water Island, another of the early communities, is located on a narrow portion of the beach approximately 1-1/2 miles east of the eastern boundary of Fire Island Pines. It had been the site of three well-known resort hotels which were operating in the late 1800s and early 1900s: the Atlantic House, the White Hotel, and Water Island Hotel. The early boundaries of Water Island were not clearly distinguishable. The 1878 Sammis Map shows Lot #32, measuring 960-2/10' owned by Nelson Danes with the well-known Water Island Hotel depicted. The Hyde 1915 Map shows no owner listed for Lot #32 but the Water Island Hotel appears (Figure 15, Hyde 1915:Plate 15). The other lot in question is Lot #28, measuring 1557' and owned in 1878 and 1915 by Arthur Bensen. In 1929 the owner of Lot #28 was the Water Island Realty Company, Jamaica, N.Y. (Brookhaven Tax Assessment Rolls 1930 Book 3:255-258). Lot #33 measured 1906' and in 1878 was owned by Leopold Van Zandt and R. H. H. Steel with Van Zandt as the sole owner in 1915. The Caldwell Realty Co. owned part of Lot #33 (Map 431, County Clerk's Office, filed December 21, 1910) for a total of 4-1/4 acres. The parcels sold by them averaged one-eighth to one-quarter of an acre. Of 21 listings the purchasers were predominately from Patchogue with one listing from Bayport, one from Sayville, one from Brooklyn and one Mt. Vernon listing. Two entries do not have addresses. Following the pattern of the Sayville-Cherry Grove connection or the Sayville-fish-processing industry relationship, the Water Island residents listed for 1912 (Fletcher and Kintz 1979b, Appendix XIII) were, on the whole, the descendants of the landlords who held large plots of land in Patchogue (Wendelkin 1888, Section N, Patchogue, N.Y.). The names Mott, Newins, Conklin and Swezey appear on the early map: Gerard, Overton, Ackerly and Ryder are also family names of those holding property on Fire Island as shown on the Sammis Map of 1878 which appear as residents of Patchogue in 1888. These are family names of property owners at

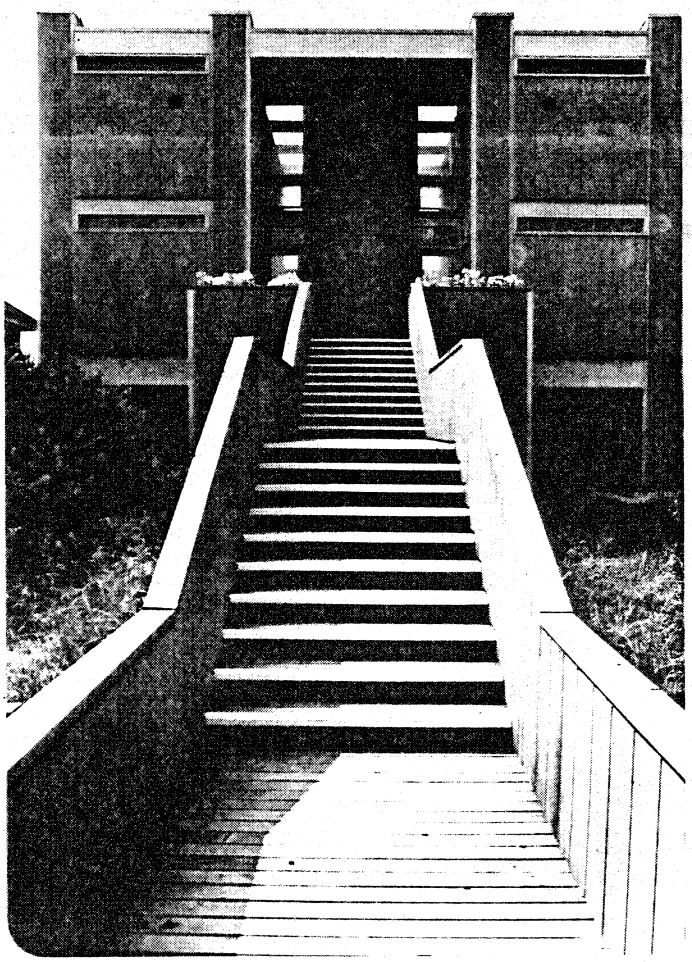


Plate 43: Modern residence, Fire Island Pines

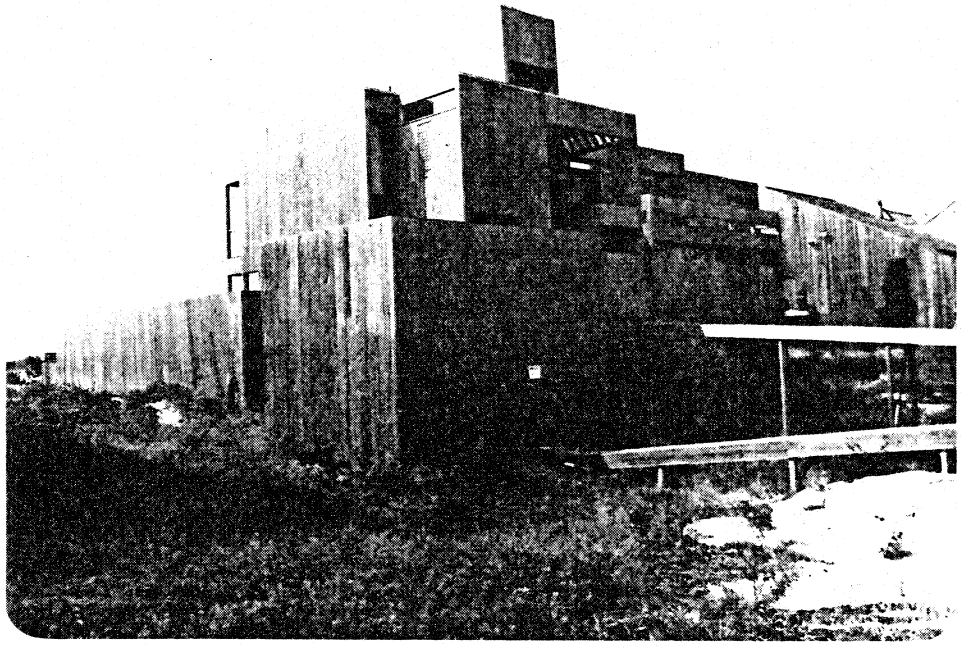


Plate 44: Modern residence, Fire Island Pines

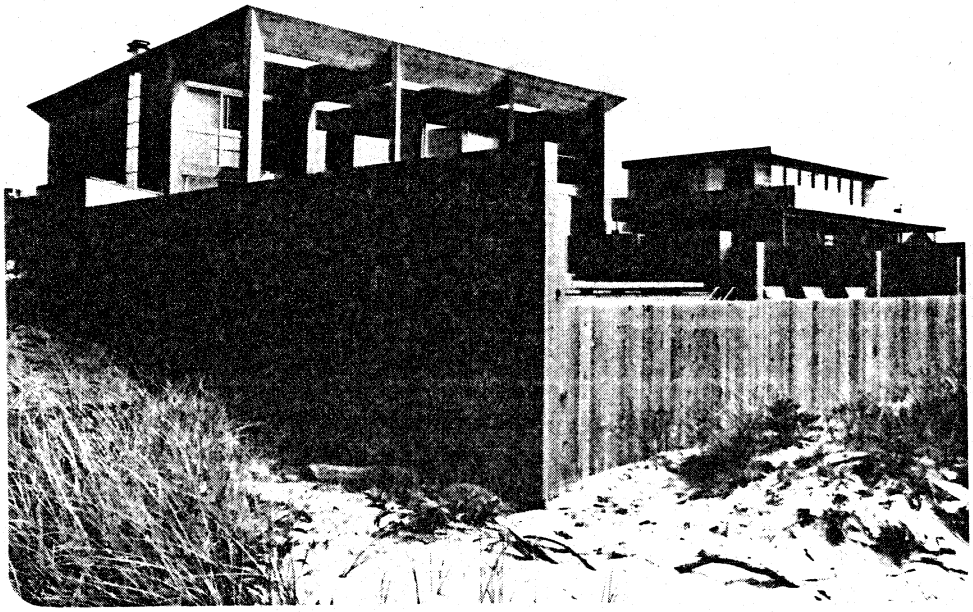


Plate 45: Modern residence, Fire Island Pines

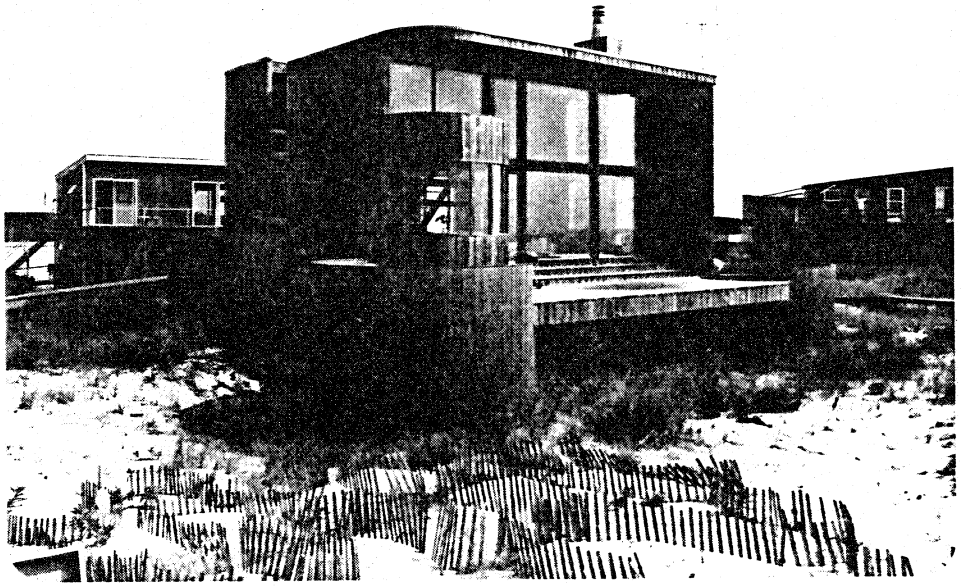


Plate 46: Modern residence, Fire Island Pines

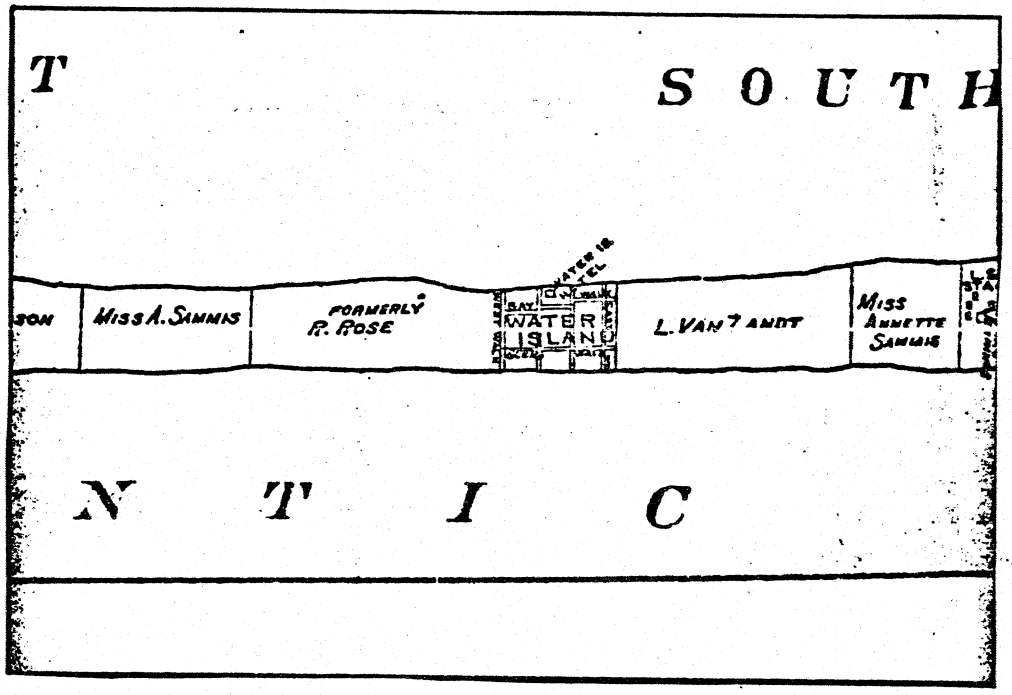


Figure 4: Water Island (Hyde 1915)

Water Island. In 1930, the Caldwell Realty Co. held two parcels totalling 688'; George E. Steele had 468'; David Bennett held 450'; the Fentoby Realty Company held 300' (Brookhaven Tax Assessment Rolls 1930 Book 3:255-258).

At present a history of Water Island is being compiled by Hewlett Bishop, a long-time resident of Water Island, and President of the Water Island Association, and additional information concerning resort development (hotels and ferry service) is found in Appendix III.[30] One of the earliest dates for Water Island with reference to the locality as a resort is from the following article which appeared in the Patchogue Advance on August 10, 1878 (Davis Erhardt, personal communication):

> Water Island has achieved a large degree of well deserved popularity this season, under the management of the present proprietor, Mr. Richard Silsbee.
>
> It has many attractions and is daily visited by hundreds. Dick is an especial favorite, and at no watering place in the country can be procured a better clam roast and chowder, a better cup of tea or coffee, or any of the plain dishes usually served up at sp...resorts....

Additional information reports it was established in the 1880s and it was described as "an old community...a small quiet family community with houses owned mainly by residents of Long Island" (Shepard 1973:1). Edward Ryder constructed the White House, a 65-room hotel at Water Island which was frequented by Theodore Roosevelt when the President and his family were spending time at their Oyster Bay home. Numerous small bathouses were also built at this time and the first house was brought over in 1906 by George Steele. During the following 10-12 years cottages were built and four boardwalks transected the island in this area. The White House and the Atlantic House appear on the Hyde Atlas of 1902 and 1906, although the White House is not shown on the Hyde Atlas of 1915.[31] During the years of World War I, except for the White House and four houses belonging to the Steele family, the Bishop family and Lee Erwin and Helen DeMarre, all structures were removed and the boardwalks collapsed (Shepard 1973:3). In the 1920s there were only fourteen structures in Water Island.

The community experienced a brief revival during the Prohibition Years and "when the White House reopened its main attraction was liquor, smuggled in from ships anchored beyond the three-mile limit, and perhaps the slot machines as well" (Shepard 1973:3). However, with the repeal of Prohibition the hotel and boardwalks once again fell into disrepair. The Bishop house was moved from the hollow to its present location and a new wing was added while the White House was eventually torn down as the 1938 hurricane swept over the site. Here

in Water Island, as in Saltaire, Cherry Grove, Long Cove and other Fire Island communities, the hurricane destroyed or "rearranged" structures. The post World War II development at Water Island consisted of some rebuilding of small homes. Also, cottages were floated over from the mainland (Shepard 1973:4). It was in the 1950s and 1960s that increased building brought the total number of homes to thirty-nine (Bishop, personal communication).

None of the early hotels remain and many of the older bungalows have been altered. In this respect the small community has greatly changed in its physical appearance since its peak at the beginning of the twentieth century (Plates 47 and 48).

Davis Park

Davis Park is located approximately 1-1/2 miles east of Water Island. It corresponds to Lot #39 on the Sammis Map of 1878 (measuring 3361') and was then owned by the representatives of the unknown heirs of the Twenty Yeomen of Brookhaven, John Doe and Richard Roe. In 1915 owners of the property were B. Hamilton and J.B. Smith Est. A life-saving station, probably the Blue Point Station, and two structures are recorded on the Hyde map of this year. The lot was subsequently subdivided and in 1929 the owners were: F. Overton (100'), A. Sammis (861'), Jos. Swezey (150'), the Aries Corporation, Brooklyn (300'), Jas. Davis (700'), and W. Valentine (750'). In 1930 the Monte Carlo Development Company, Brooklyn (Brookhaven Tax Assessment Rolls 1930 Book 3:255-258) held 300' as well. The photographic documentation of the Davis Park area (John Jett, photographic collection)[32] in the 1930s shows only two structures present. These were the A. Mercer house and the Smith House (John Jett, personal communication), both located on the bay side. An earlier Smith House, present in that general vicinity and appearing on early maps (Beers 1873), existed until c. 1890. A photograph of this structure is found in the Jett collection. This was the Captain J. Smith dwelling, who homesteaded on the beach and marketed seaweed for use as mattress fill, insulation and packaging material (John Jett, personal communication).

On November 2, 1939, however, the Brookhaven Town Records show that part of Lot #39 was deeded from Malcolm Davis and Dorothy K. Davis to the Town Trustees. This parcel was noted as being bounded on the west by Lot #38 and included approximately 1600' of Lot #39 (Documents from the Town of Brookhaven 1693-1947:101-102, 121-122). The 1975 statistics note 156 residential structures and 10 vacant homesites (McCormick 1975:377). As in Kismet, the majority of the Davis Park vacationers are single and maintain their primary residence in Manhattan. Ocean Ridge represents the most recently developed eastern portion of Davis Park.



Plate 47: Modest dwelling, Water Island

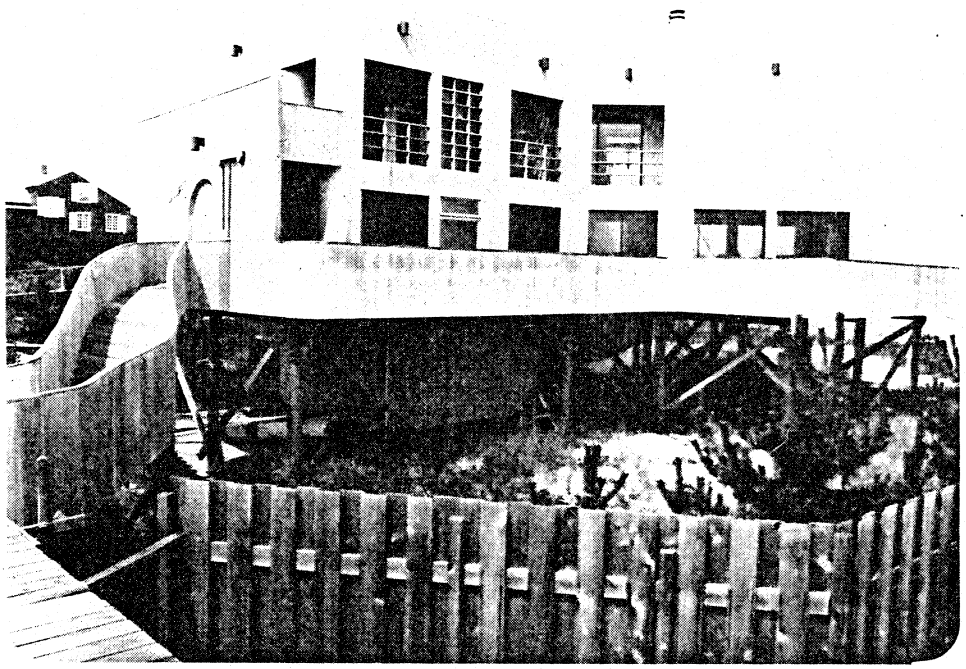


Plate 48: Modern residence, Water Island

Long Cove

The area known as Long Cove (Tax Map District No. 0200, Section No. 987.40), located approximately one mile east of Watch Hill, is the site of an early fishing community.[33] Although on the Hyde 1915 atlas the only structures which appear are those of E. S. Robinson (Figure 16), just east of Long Cove, there were a small number of buildings at the Long Cove locality (Pearson-Patton, personal communication). At present there are a total of six standing structures which date from the early 1900s (the Bishop, Booth, Pearson-Patton, Gordon, Rathbun and Ackerly homes) and two (the Coleman and Chapman homes) which are more recent.[34]

According to the local informants the locality had long been used by a small number of south shore mainland residents. With the exception of the photodocumentation of the Robinson House and Barbara Patton's recalling the presence of an oyster bar on one of the primary dunes, no one could provide any information on the history of the settlement during the 1800s. The community appears to have been one where small scale commercial activities were carried out by a few individuals. Haul seining was done in the ocean with the catch transferred to the bayside and then transported to the mainland for sale. A few of the individual fishermen remained at Long Cove year round, crossing the sometimes iced over bay by foot to shop for supplies in Bellport (John Jett, Milton Coleman, personal communication). Photodocumentation of the net fishing in the 1920s and 1930s is available in Jett's collection. Thus, the settlement at Long Cove began with a small number of modest structures (referred to frequently by the informants as fishermen's shacks). These residences were dispersed in the zone, some on the bayside and others built on the primary dunes facing the ocean. It appears that the families building at Long Cove were predominately from the Bellport/ Patchogue areas (Barbara Patton, personal communication). There was an increase in building following World War II, but according to Barbara Patton, a major number of these newer structures have been removed by the Park Service since its inception in 1964. The detailed information compiled on the few extant older buildings is presented below. The reader is referred to Appendix XII-O for the photographs.

The Bishop House (Appendix XII-O, Structure 1), presently owned by Eleanor and Charles Bishop of Princeton, New Jersey, was built in 1923 by Joseph Thornton and purchased by the Bishops in 1946. It has been used primarily as a summer vacation home. A 1934 photograph of the Bishop House (Jett collection) and adjacent land shows four additional dwellings with accompanying outhouses immediately to the east (three on the ocean side and one to the north). A later photograph, taken just after the hurricane of 1938, shows all these dwellings intact; the Bishop House untouched and the other four dwellings slightly aslant but still on their original plots (Jett collection). Except for the Bishop House, these structures are no longer standing.

The Booth House (Appendix XII-O, Structure 2), is located approximately 1/2 mile east of the Bishop House. Further documentation is necessary to establish the alleged connection of the Booth family and the Salvation Army. There is some confusion as to whether it was the house here at Long Cove or a house in Water Island that was used by a General Barrington Booth of Blue Point, who is said to have been an officer in that association (Fred Slater, personal communication).

The Pearson-Patton House (Appendix XII-O, Structure 3) was vacated by the Pattons on July 31, 1979, in accordance with an agreement established in prior litigations with the National Park Service. This structure was built in 1914 by Mr. Mahlin. In the 1890s an oyster bar was located on the dune near the present location of the Pearson-Patton House and the tongue and groove paneling from the oyster bar was used to panel the main room by Mahlin (Barbara Pearson-Patton, personal communication). Two bedrooms and a porch were added by Mahlin. The house was purchased from Mahlin by the Patton family in 1936 and has been used by them since. It is also reported that approximately one-eighth of a mile east of the Pearson-Patton House are the remains of the wreck of the Bessie E. White (Barbara and Daniel Patton, personal communication).

Located between the Booth House and the Pearson-Patton House are the Rathbun and Gordon Houses. To the east of the Pearson-Patton House is the Ackerly House and still further to the east is the Robinson House site. The Zeff Gordon House, which appears in photographs c. 1919 (Jett collection) resembles a barge and it is reported to have been a houseboat which was floated over and set on a foundation at its present location. Jett was unable to provide a data for this relocation but he thinks it was probably some years prior to 1919. In the background of the photograph, on Earl Hill, the Earl House appears. This has since burned down. The Jett collection provides excellent photodocumentation of changes in the settlement at Long Cove. A 1919 overview shows Gordon's house, a large garden plot on the west side and a barn to the southwest. A later photograph shows the Gordon dwelling with two outbuildings, four structures to the east of the Gordon boardwalk. The barn which appears on the 1919 photograph is no longer standing. An old eel pot house on the bay side, which belonged to Gordon (Jett collection) has since decayed and collapsed. Jett's collection also includes photographs of the net drying racks in use at Long Cove.

At Robinson's Cove, east of Long Cove, is the Robinson House site. This had been a large three-story dwelling with attached bathouses on either side and a breezeway in the center which had been used as a landmark by navigators (Jett collection). This dwelling, which dated from the latter half of the 1800s, was torn down in 1946; some of the wood being reused for the Casino in Leja Beach (Jett, personal communication).

The use of the barrier beach at Long Cove by south shore inhabitants as a place to carry out small scale commercial fishing activities (haul seining) as well as its use as a family vacation locality has been documented. Based on a piecing together of archival documentation from personal journals, historians' accounts and oral interviews (which provide information for the entire barrier beach), it is reasonable to assume that these structures were often multi-purpose, serving as modest gunning shacks, fishing huts and as part-time family dwellings for vacationing mainland families whose male members may also have been baymen. A handful of individuals would remain as year-round residents. It is also probable that at one time similar settlements occurred along the entire length of the barrier beach, perhaps located at points on the beach opposite centers of settlement on the mainland.

However, with the increasing development of Fire Island since World War II, Long Cove is the single remaining settlement which has early structures representative of this Fire Island settlement type. However, many of the older buildings, which dated to the late 1800s-early 1900s have been torn down and some replaced with new, modern structures. Thus the Long Cove area, although important for the role it has played in local history, has been substantially altered in appearance with only a few early 20th century structures remaining. However, Bishop House in particular has retained its integrity in terms of location, and construction materials and has retained its feeling and association with the type of small, dispersed settlements which were once common Fire Island and which at present have all but disappeared.

West Island

West Island, located northeast of Saltaire, is the only island within the confines of the Fire Island National Seashore which has been developed.[35] However, development has been minimal (no electricity, no telephones, no roads and no ferry service) and with government ownership of the island there is now a moratorium on construction. A 1922 survey map notes that property on the island was held by the Great South Bay Island Company, a major investment company on Fire Island. In 1932 the West Island Development Corporation was also an important landholder with 1/20 acre plots (Islip Tax Assessment Rolls 1932 Book 15:131-176). The principal owners of one development company were Dr. George King, Selab Clock, and Edward Lyons (Bang, n.d.:7). These are men who were all connected, in various ways, with Fire Island proper.

The following summary of the development on West Island is from Bang's history.[36] In the early 1900s the gunning shacks of Dr. George King (of Loneyville), Carlton Brewster, Edward Lyons and O.L. Schwenke were the only structures on the island. The Lyons and Schwenke structures were subsequently improved and were the summer residences of the

Lyons and Brewer families, respectively, the Brewer family having purchased the house from Schwenke. These dwellings were reported by Bang as still standing (Bang n.d.:7). During the late 1920s the development companies, continuing the trend established on Fire Island proper, built a Casino as a hotel on West Island. The Casino as well as homes, boardwalks and docks were all greatly damaged during the hurricane of 1938. The Casino was later demolished in the late 1950s (Bang n.d.:6). During these years the island was utilized by New York City residents as well as by a few individuals who would remain year round.[37] At present West Island has a greatly reduced population. Bang lists eight families as the few remaining West Island residents (Bang n.d.:13).

Conclusions

This study of the growth of the present communities on Fire Island has demonstrated the changes in ownership and use of the beach land from 1878 to the present as well as the development of a variety of distinct settlements, each with its own characteristic settlement pattern and social composition.

There is a clearcut division between the western segment, from Kismet to Fire Island Pines and the eastern portion which extends to the Moriches Inlet. The reconstruction of events concerning land tenure and use are reflected in this division. While the westernmost segment became Robert Moses State Park, the land from Kismet to Fire Island Pines is the next beach property on Fire Island readily accessible from the New York City areas. Ferries from Bay Shore and Sayville service these communities with regularity during the summer months. As expected this is the zone of highest density of structures and high real estate values. For the upper middle class urban dweller not part of the established elite Southampton circle, the western communities of Fire Island offered a viable resort retreat within reasonable traveling distance. The eastern portion, from Water Island to the Moriches Inlet, has traditionally been used by south shore residents. In sum, although at varying times the island has been the home for families of lower socio-economic status (fish factory and hotel employees, early homesteaders and squatters), since the late 19th century the use of the beach and the acquisition of beach property has been mainly by members of the upper income groups.

The original 1878 lots were gradually subdivided as heirs of the 1878 property owners sold their land, in whole or in part to both private individuals and to development companies. From approximately 1905 the presence of development companies' interests in the beach property becomes part of a major trend in land transfers. By this time the fish factories and their associated structures and personnel were gone; legally banned in some areas from future operations by stipulations included in the conveyances of land.

Except for Cherry Grove Park, which in 1909 was small and had a population almost exclusively from Sayville, Long Cove, even smaller, with a summer-time population from the south shore and Water Island, with a population almost exclusively from Patchogue, the communities were developed by realty companies located both in New York City and in the south shore communities and drew investors, either to rent or purchase land, from Long Island, the metropolitan area and out-of-state. Point O'Woods remained distinct, as it had begun, and continued to draw occupants from Brooklyn, the Flushing section of Queens, Manhattan and New Jersey as many of the original Poiont O'Woods Chautauqua members and officers were from these localities.

Once parcelization began by the development companies, the lots were generally small in size and ranged from 1/16 to 1/4 of an acre. This pattern held for all communities and for all years investigated.

Some large development plans for the beach failed. The Tangier Manor Corporation had plans to develop a large tract near Smith Point Park but this did not materialize as envisioned. This corporations' development scheme for the area is documented in the Brookhaven Tax records (Brookhaven Tax Assessment Roll Book 1916:231-321). The tract name was Tangier Manor (Map #655, Plate Section D on file in the County Clerk's Office, Riverhead; April 14, 1911).[38] In 1916 the corporation held the major portion of lots owned on the beach in this tract with only a small number of persons listed as having purchased lots. Many of these people were Patterson, New Jersey, residents. O. L. Schwencke, a New York City resident, also had considerable acres in the section of the beach known as the 55 lots (east of Long Cove) (Brookhaven Tax Assessment Roll 1930 Book 3:259-262). This company is recorded as holding a total of approximately 448 acres.

In conclusion, this section has been primarily concerned with describing the growth and development of the modern communities on Fire Island. The conveyance of lands from the owner(s) to family members, private individuals or development companies as documented above for particular communities has affected the number and kind of cultural resources on the barrier beach. The data from the Tax Assessment Rolls (Towns of Islip and Brookhaven) have provided information on ownership of the beach properties. This documents local, regional and interregional use of the island and the economic importance and desirability of the beach lands.

CONCLUSIONS AND RECOMMENDATIONS

The historic resources study of Fire Island National Seashore has provided a history of the use and development of the island and an evaluation of the architectural and archeological resources present along the 32 miles of the barrier beach. In compliance with the scope of work, the historical documentation focused on: 1) the use of the island during the colonial period; 2) documentation of the use of the beach for marine-exploitation activities including off-shore whaling, trap fishing, menhaden fish factory operations, and shellfishing activities; 3) documentation of marine disasters and the development of life saving activities and facilities; and 4) the use of the beach as a resort or recreational area, both public and private. The data gleaned from the in-field investigations of archeological resources and standing structures in conjunction with oral histories, both formal and informal, have supplemented the archival research on the history of the island. The compilation of these data has allowed for the isolation of the major themes, or trends, in the historical development of the island.

The development of Fire Island can now be seen in light of various land grants and transfers which began in the latter part of the 1600s. The initial history of Long Island is marked by the conflicts over control of the area between the Dutch and the English. The conflict between these countries over control of the area allowed "Tangier" Smith to acquire the land grant for the Manor of St. George. A portion of Smith's grant included the Great South Beach, or Fire Island, and the Great South Bay bottom lands. Land tenure in New York during the colonial period had a feudal character under the Dutch as well as the English administrations. With respect to the Manor of St. George lands, the large block of property held by Smith invited conflict between Smith and the freeholders of the Town of Brookhaven. This dispute was over rights to control the Great South Beach as well as the profitable bay bottom lands, and it continued between the Smith heirs and the Freeholders of the Town of Brookhaven into the 20th century. After the rule of entailment of the manor of St. George Estate was broken in the 1760s, the southern limit of the estate, the Great South Beach, was divided among the three sons of "Tangier" Smith. Henry Smith held the western portion of the beach and his disposal of this section to the Twenty Proprietors of 1779 was one factor influencing the subsequent development of the western sector from Fire Island Inlet to Long Cove. A substantial area of the eastern section of the beach was eventually returned to the Freeholders of the Town of Brookhaven. This taking of the eastern part of the barrier beach, although not a determining factor, played a role in the minimal development of the sector as a private recreational-resort zone.

In other words, since the latter half of the 1700s the beach was divided into private vs. public sectors. However, the differential holdings during this early period had little impact since the beach was used primarily to graze cattle and for the collection of salt hay. Certainly, fishing, the collection of shellfish, and off-shore whaling expeditions were activities performed, but gross differences between east and west were not yet apparent.

Although during the first half of the 19th century the use of the beach was confined primarily to herding of cattle and salt haying activities, a few shelters were set up for those persons who hunted or fished. In addition, relief huts were constructed on the beach to temporarily shelter persons shipwrecked on the sand bar to the south of the island or those wrecked on the beach itself. However, by the 1850s diverse and at times conflicting interest groups began to vie for control of the use of the beach. The Fire Island Lighthouse at the western end of the island began operation in 1827 and in the 1850s appropriations were made to build the seven Life Saving Stations. These facilities were maintained to ensure safe maritime travel and to provide for rescue operations. Many of the residents of the south shore of Long Island participated in the rescue operations until the stations ceased to operate with the introduction of sonar apparatus and improved navigational facilities. The Fire Island Lighthouse facilities remain to ensure safe travel along the south shore into the New York City Harbor.

Subsequently, resort development was initiated on the barrier beach. During the 1850s a change in the use of the beach occurred as a result of the construction of Sammis' Surf Hotel resort facilities in what is now Robert Moses State Park. By 1878 an argument between Sammis and others on the island over private use of his land for his hotel vs. public use of land by other owners who had continued to graze livestock on the beach resulted in the Partition of the Great South Beach. The partition established land boundaries and private ownership to lots on the western section of the beach, tracing ownership from the original sale of the property by the Smith heirs to the Twenty Proprietors of Brookhaven.

During the latter part of the 1800s and during the early 1900s, resort development became more significant. Resorts constructed during this early period included: the Surf Hotel in Robert Moses State Park; the Perkinson's Beach House in Cherry Grove; the White House and the Atlantic House in Water Island; and the J. W. Masury Establishment as well as the Cupsogue Hotel in Great Gun Beach. Presently, the western sector of the beach has developed as an area of high population density catering to the

resort and recreational needs of the Greater New York Metropolitan Area. The resort communities are all in their own way considerably different, satisfying the leisure time needs of a complex urban and suburban population. Saltaire remains family-oriented in contrast to its western neighbor, Kismet, which allows group rentals and caters to a singles population. Fair Harbor and Ocean Beach are crowded communities with substantial commercial zones. Atlantique and Robbins Rest are smaller and more isolated communities. Lonelyville is divided into a western sector housing individuals who have long summered or lived on the beach and an eastern sector which is undergoing development and houses newer vacationers. Point O' Woods is characterized as the most restrictive community limiting the influx of new residents. Cherry Grove and Fire Island Pines are known as communities where homosexuals constitute a substantial proportion of the residents. The Fire Island Summer Club and Corneille Estates enjoy close proximity to Ocean Beach's commercial district while maintaining their distinction as organized communities. Ocean Bay Park is eclectic in architectural design and has a population of both singles and families.

Two smaller communities lie toward the eastern end of the island. Water Island is populated mostly by people from Patchogue on the south shore of Long Island; and Long Cove, at one time an early fishing community, is a small resort area.

Other areas of limited historic importance have been developed since 1950. Dunewood, lying between Fair Harbor and Lonelyville, was developed as a planned community in 1957. Although the houses follow basically the same ranch house plan, the years have allowed owners to individualize their homes. Talisman, east of Fire Island Pines, was built in 1960 but currently is administered by the National Park Service. A major number of Talisman's buildings have been removed. Davis Park, the last major community on the easterly end of Fire Island, was constructed after 1945.

The history of parkland development on the barrier beach concerns a process which began in the 1890s and continues to the present. From the small parcel of land which had been acquired initially in 1892 (during a cholera scare) to the legislation which established the Fire Island National Seashore in 1964, the amount of land held by government agencies for public purposes has steadily increased. During this time the policies for management of both public and private land on Fire Island have been the subject of much debate. The major concerns continue to be those dealing with problems of erosion and stabilization, zoning and development, the construction of communication arteries (paved roads, bicycle paths, sand roads) and the regulation of vehicular traffic.[39]

Suffolk County holds a considerable amount of land located within the borders of the Fire Island National Seashore. The eastern sector of the beach owned by the county is relatively undeveloped when compared to the western segment. Plans to purchase the Smith Point Park, as well as land to the east of Robert Moses State Park for incorporation into the National Seashore have been proposed. However, Suffolk County continues to hold the Smith Point Park along with other parcels of approximately 2,460 acres of beach property within the National Seashore borders. The acquisition of these parcels which began in 1944, involved many individual takings.[40]

The history of state park development began in 1892. At that time approximately two hundred acres occupied by the Surf Hotel (owned by D. S. Sammis) were acquired for use as a quarantine station during a cholera scare. This parcel of land corresponds to Lot #1 on the 1878 Sammis Map and the purchase of the property and buildings from D.S.S. Sammis was completed on March 9, 1893, for $210,000 (The Laws of 1893 Chapter 111:213-217). At that time the angry Fire Island residents protested this proposed use of the zone and in the fall of 1892 it was necessary to order troops from the 69th Regiment of the New York National Guard as well as a unit of field artillery of the 13th Regiment to the island (Blakelock 1941). Subsequently, with authorization from the Department of Health, the Surf Hotel was again leased for resort purposes (The Laws of 1894 Chapter 358:722) and the development of land for public use was not undertaken at this time.

In 1902 the first State Park Commission on Long Island was established but it was dissolved two years later (Blakelock 1941). In 1908 the Fire Island State Park Commission was established and functioned until 1923. In 1924 Robert Moses became Commissioner of the Long Island State Park Commission. The major portion of the history of the development of Fire Island as a state park is a result of the efforts of Moses who initiated the proceedings for the acquisition of the 610 acres of land to the west of the lighthouse tract (Caro 1974). The bill allowing for acquisition of this parcel was passed and signed on June 7, 1924 (Recorded in the County Clerk's Office on July 11, 1924, in Liber 1105 of Deeds, p. 207).

A major issue concerning the barrier beach has revolved around erosion control and varying opinions as to the solution of this complex problem. One plan, sponsored by Moses, to counteract the effects of wind and water action presented the argument in favor of an east-west running hard-surface roadway almost the entire length of the barrier beach (Andrews 1938). A small number of property owners refused to relinquish the necessary right-of-way

and the plan for a roadway, for that time, was effectively blocked. There are still proponents for a road on the barrier beach and the issue continues to be debated. The issues concerning road construction and erosion control by stabilization measures vs. the proponents of allowance for natural beach replenishment processes are on-going debates.

The bill which established the Fire Island National Seashore (H.R. 7107 Report No. 1638) was formulated by Rep. Otis Pike on June 18, 1963, and signed by President Johnson on September 11, 1964. Thus, the Fire Island barrier beach became the fifth national seashore with boundaries set along the twenty-eight miles of barrier beach from Robert Moses State Park in the west to the Moriches Inlet. The private communities located within the park's boundaries were protected by the bill which prohibited the taking of improved property from these established localities.

A draft Master Plan for management of the beach lands, issued in 1975, proved to be very controversial regarding key issues such as erosion control, zoning and development, and vehicular traffic. Other issues were debated including: 1) the so-called "amputation" proposal to exclude the six miles at the western end from Point O'Woods, or approximately 23% of the barrier beach now in the national park; 2) the lenient or "relaxed" zoning controls under the National Park Service ruling; 3) the problems of barrier beach stabilization; and 4) transportation problems and the Fire Island Trail.

The compilation of the history of Fire Island and the inventory of the properties within the Fire Island National Seashore have confirmed the following statements and conclusions.

1) The settlement of the island was sporadic until the development of resort facilities after the mid-1800s.

2) The historical settlement of the island began with its use by local south shore Long Island residents who exploited the natural resources including beach grass as fodder for herding animals, marsh grass for winter feed, and the abundant marine resources including whales, fish, clams and oysters.

3) The high economic value of the land and the adjacent bay bottom was evident from early times. Conflicts over the public or private ownership of these resources occurred beginning in the latter part of the 1600s and have continued until the present day. These include disputes between the Smiths and the Town of Brookhaven, Brookhaven and Islip Towns, the baymen and the large shellfishing companies, the Partition of the western lands in

1878, the residents' resistance to the proposed construction of Ocean Boulevard as well as the present debates between the island residents and the National Park Service.

4) Fire Island as a unique natural resource, including federal, state, county and local municipality lands, needs to satisfy the leisure time needs of a complex urban/suburban population. As such, the development of communities, strikingly different in their form and social organization, do much to fulfill these needs.

5) The beach, sand bar to the south, and the treacherous currents were causal agents in the development of Life Saving facilities. Initially, facilities were confined to small rescue huts but later seven stations were established to aid and assist in rescue operations. The site of these stations represents significant cultural resources.

This project has described in detail the historical phenomena associated with the Fire Island National Seashore as well as identified areas of archeological sensitivity and the sites of significant historical structures. However, the following recommendations are made for further research to supplement the material compiled to date.

1) Eighteen oral histories and a number of informal interviews were conducted during the course of this research.[41] Of primary importance for a determination of historical development in the individual communities on the island is a continuation of these histories. These, in many cases, constitute the only primary source of information on the evolution of the resort communities.

2) Additional archival research should be done on the early use of the beach for salt haying, grazing and early fishing activities. The Brookhaven Town Records are an invaluable source of this type of information. The Islip records, although not indexed, should also be consulted. Access to the Manorial papers of the Manor of St. George has been sought during the course of this project but these papers have not been opened for public use. However, the papers represent a wealth of information on the early colonial use of the Great South Beach.

3) Further research on genealogical connections between individuals owning property on the beach would establish more clearly the power structure relating to control of the beach lands. The further determination of the types of professions of people who owned or used the beach would more clearly define the socioeconomic organization of the various communities.

4) An intense study should be made on the evolution of transportation facilities on the beach including: ferries,[42] water taxis, dune buggies, trucks, private vehicles, bikes and wagons including an assessment of the roadways (proposed and constructed) and the walks.

5) The early records from the trap-fishing companies and the shell fishing companies should be located (if possible) and analyzed to more precisely determine their history, economic organization and social significance.

The structures erected on the Great South Beach varied widely in form and function as well as in the degree of permanence and as such they document the varied types of activities associated with the beach lands. Campsites, temporary hunting shelters and small docks typify some of the less substantial types in contrast to the large hotels, factories and clubhouses.

Due to a variety of factors (e.g., hurricanes, storms, natural erosion processes, fires and intentional removal, relocation and/or destruction by property owners) there are no extant structures within the project area which date from before 1850. The variation in beach use which has been documented, therefore, is not portrayed in the few remaining older structures on the beach today and the earliest use of the beach has only partially survived as archeological sites. In many instances, however, as with the try-works reportedly on the island in the late 17th century or the temporary huts erected for a variety of reasons (during the salt haying season, fishing and hunting shelters, sea weed and net drying racks) whatever remained has been effectively obliterated from the surface or buried by the shifting sands. The construction on the beach in modern times is another factor to be considered with respect to the destruction of earlier structures, features and activity areas. As in the case of the fish factories located in the vicinity of Seaview and Ocean Bay Park, the area is now heavily populated and modern dwellings generally stand in the areas indicated as the sites of the fish processing factories. In light of the above statements, the Fire Island National Seashore can be viewed as primarily a zone representing changing patterns in resort and recreational facilities from the later part of the 1800s to the present day. Through its history, the existing structures and its archeological resources the evolution of a resort-recreational zone may clearly be documented.

Footnotes

[1]See Tredwell 1912:139-146 for his diary entry of September 1842 for a description of the salt hay cutting activities of the south shore.

[2]The development of these fish processing factories is discussed in a subsequent section (pp. 34-36). Also, the impact of the Dutch immigrants on the development of fishing activities in the Great South Bay area from approximately 1840-1920 is currently being researched by John Kochiss and Lawrence Taylor on a grant from the National Endowment for the Humanities. They can be contacted at the Suffolk Marine Museum, West Sayville, New York (John Kochiss, personal communication).

[3]A list of the known documentation on shore whaling in connection with the Great South Beach has been provided by Frederick Schmitt (Fletcher and Kintz 1979b, Appendix XVI).

[4]"The people of Sayville complained about the strong odor (from the fish processing plants) which was carried there by southwest winds. There were many who wished to build in Ocean Beach...in 1911/12 the (fish) factory was burned by an unknown arson(s)." (Carl Chichester, personal communication). It is possible that this was Willett Green's factory.

[5]The bay side of Fire Island Inlet was also used by those working drag nets. One shack at Point Democrat was used by Casey Smith and others Monday through Friday. Seines were pulled unto the beach to sort the catch. The shack was eventually washed away (Chicester, personal communication).

[6]"The Live Fish Company held large quantities of live fish until after the migration cycle had taken them out of local waters and the market price would increase....The type of feed, together with the confined environment, caused the physical condition of the fish to deteriorate. Evidently, the fall increase of market prices did not off-set the weight loss...and the labor cost sufficiently to encourage the continuance of the project" (John Lundstedt, personal communication).

[7]Whitecap continued trap fishing until 1956. The company now serves as a middleman purchasing catch from draggers and utilizing an extensive freezing facility to market seafood during peak price periods (John Lundstedt, personal communication).

[8]Primary documentation on the establishment of the U.S. Life Saving Service, and perhaps on the earlier relief hut system, is available at the National Archives, Judicial and Fiscal Branch in Washing, D.C. (U.S. Coast Guard Academy Museum of New London,

personal communication; James Harwood, Archivist, National Archives, personal communication).

In addition to the background documentation and the legislation which led to the formation of the service, the site files for each Life Saving Station on Fire Island in the National Archives include: how the land was acquired; all repairs, additions, etc. to the structures; information on the personnel; as well as extensive correspondence records for the period between 1849-1871 (prior to reorganization) and the period between 1871-1941 (Teresa Matchette, Archives Technician, National Archives, personal communication). It is suggested that future research on the Life Saving Service include investigation of these records.

[9]The Life Saving Stations are located on the 1878 Sammis Map; (Figure 3) as well as the Hyde Atlas 1915;(Figure 4).

[10]There is ample photographic documentation on the life saving activities on Fire Island (Fletcher and Kintz 1979b, Appendix II). In addition a valuable photographic record of the life saving stations has been compiled by John Jett, Patchogue New York).

[11]The following information on the individual life saving stations located in the Fire Island National Seashore has been compiled from the files of the Third District Coast Guard, Legal Office, located on Governors Island, New York. It should be noted that the files in this office are incomplete (Londgren, personal communication) and future research on these lifeboat stations should be undertaken at the National Archives, Washington, D.C. Additional information is also to be found at the Library of the U.S. Coast Guard Academy, New London, Connecticut, as well as in the office of the Secretary of State, Albany, New York. In Albany a survey plan and a description of the parcel in question for each lifeboat station acquired prior to 1940 (all) should be on file (Londgren, personal communication).

The files of the Third District Legal Office contained varying amounts of information on the stations located on Fire Island. The life boat stations, therefore, will be discussed first contained the most data and include the Lone Hill Lifeboat Station, Forge River Lifeboat Station, Bellport Lifeboat Station and Smith's Point Lifeboat Station. The files for the Point O'Woods, Blue Point and Fire Island Stations are very incomplete. In general the files provided information on the history of the acquisition of the parcels (title searches, forms of conveyances, etc.) and the subsequent disposition of the structures once the station had been decommissioned. In some cases survey plans and a description of the main buildings and appurtenant structures were included in these files.

[12]On July 10, 1947, Frank Carrington was awarded Item No. 2 of Invitation No. 69737 which covered the sale of structures at Lone Hill Lifeboat Station. This item consisted of a two-story wood frame building 14' x 18' with the word "Barn" painted on the south and west walls. In a letter dated February 12, 1975, from Carrington to Dot Cambern he comments that he bought the barn and oil house, moved them to his property, joined them together and made a guest house.

On the same date the Home Guardian Company of New York was notified that they were awarded Item No. 1 of the same invitation. This item consisted of a one-story building 15' x 30' with the words "Boat House" painted on the north end. This structure was also to be removed, in accordance with the stipulations in the sale (Third District Legal Office files).

[13]The 1878 survey lot numbers are extremely helpful as they are referred to in the town records, tax assessment rolls, in deeds and wills, serve as guidelines for the 1929 map which updated the 1878 Sammis survey as well as in later transfers of property.

[14]Stipulation of the chains of ownership for all or even a majority of the lots is necessary to completely understand the overall patterns of development on the beach. However, a study of ownership and lot parcelization in selected areas has been accomplished based on the 1878 Sammis Map, the 1915 Hyde Atlas and the updated 1929 version of the Sammis Map of 1878 to assess the cultural resources in the various communities. Comparisons are also made with later town zoning maps including the 1949 Town of Islip Amended Zoning Map Section II--Beach Lands and the Town of Islip and Town of Brookhaven Zoning Map of Fire Island from Fire Island Inlet to Moriches Inlet, 1975. In some cases the chain of ownership of a particular lot or lots or part of a lot will be traced from the 1878 map to the early 1900s as an example of a specific type of transfer and subsequent development.

[15]The list of maps of these communities on file at the Bi-County Planning Board, Hauppauge, New York, is presented in Appendix V.

[16]The modern communities and their corresponding lots from the 1878 Sammis Map are listed in Appendix VII.

[17]See Appendix XII-E, Structure 9, for detailed information on the significance of this structure.

[18]"Justice Wilmot Smith and several other prominent people have formed a settlement on the Great South Bay about three quarters of a mile west of Point O'Woods, to be called Ocean Beach" (Suffolk County News 1975).

[19]Other notes in the Islip Town tax rolls included mention of a store held by the Ocean Beach Improvement Company (1922 Book 7:226), a boat basin held by John A. Wilbur (1922 Book 7:228), the Ocean Beach Free Church (1922 Book 7:231), the Ocean Beach Improvement Company Firehouse, Properties (1922 Book 7:231),a sewage plant of Erastus D. Hubbard (Book 7:234), and the Thomas Parry Improvement Company house and property parcels (1922 Book 2:233, 235).

[20]The published editions of the Fire Islander, with the exception of the anniversary issue, are also on file at the Queensborough Public Library. One copy of the anniversary issue is reportedly held by Katherine Birmingham of Ocean Beach (Davis Erhardt, personal communication).

[21]...WHEREAS said corporation acquired and became seized and possessed of certain "rights" or shares and undivided interests as a tenant in common with others, in the Great South Beach, in the Town of Brookhaven, County of Suffolk and State of New York, upon which beach its factory was located, and in 1871 became one of the parties plaintiff in an action in the Supreme Court in Suffolk County, wherein Samuel W. Green and others were plaintiffs and David S. S. Sammis and others were defendants, brought for the partition of said beach, which action was pending and undetermined at the time when said corporation was dissolved as aforesaid, and WHEREAS by the award of the duly appointed commissioners in said partition action, subsequently confirmed by the final judgment therein, plots number 21 and 68 as shown on the partition map filed by said Commissioners with their report, were duly laid out and set off to said corporation by its said corporation name, and WHEREAS said plot number 21 included the premises which had been occupied by said corporation in its business of manufacturing oil and fertilizer from fish and on which its factory was located and also included the premise hereinafter described, and WHEREAS by deed bearing date the 10th day of June, 1878, which said partition action was still pending and undetermined, and recorded in Suffolk County Clerk's Office on April 28, 1879, in Liber 240 of deeds of page 247, said Charles Wall and Michael W. Wall and Anna F. Truslow, Thomas Truslow, James L. Truslow and John Truslow as Executors of the Last Will and Testament of said Samuel W. Truslow, deceased, conveyed to said Wilson J. Terry, lot No. 21, hereinbefore referred to and said Wilson J. Terry thereupon took possession of the fish factory, located upon said Lot No. 21 and carried on the business of manufacturing oil and fertilizer from fish for several years thereafter. That said parties of the first part in said deed above mentioned I am recently informed and believe, intended thereby to convey to the said Wilson J. Terry, all the shares, estates, right, title and interest in said Lot No. 21, including the premises hereinafter described to said Wilson J. Terry and thereby vest in him absolutely, title to the said premises and WHEREAS the said party of the second part has acquired all the right,

title and interest of said Wilson J. Terry in the premises hereinafter described part and parcel of said plot No. 21, for a valuable consideration and is now in possession thereof, and WHEREAS a question has arisen as to the sufficiency of the aforesaid deed to Wilson J. Terry to vest in him a merchantable title to said lands and premises and all parties in interest now desire to perfect said title and to forever effectually extinguish all interest of said corporation, its directors and stockholders, owners, creditors and trustees in liquidation in said land and premises.

It might appear that the grantor was sometimes known as John M. Rogers (Map Abstract 1916:22-23).

[22]More research consulting early business directories and genealogical records would establish the networks, both kin and otherwise, within which these business associations were formed.

[23]The plots listed for Gilbert P. Smith are 1/20 acre in size and include: Lots 1-44, 48-70, 74-122, 126-130, 134-138, 140-157, 161-185, 189-246, 248-263, 268-277, 281-303, 305-325, 329-359 (Islip Tax Rolls 1922 Book 7:291-302). It has been suggested that the Tennis Shop structure, now in Ocean Bay Park, might have been the Gilbert Smith House which possibly was originally located on the mainland and was moved first to Seaview. Confirmation of this might be possible by contacting Mr. Robert Hillman, Amagansett, N.Y. (Helen Driscoll, personal communication).

[24]Plans of the Point O'Woods Life Saving Station are on microfilm and are available for inspection at the United States Coast Guard Academy, New London, Connecticut.

[25]Contact was made with Mrs. McGuire, Librarian for the Point O'Woods Association, for access to the association's scrapbooks and memorabilia from the Chautauqua period and the early 1900s. Contact was also made with Mr. John McCain, head of the church committee of the Point O'Woods Association regarding the location of the early records of the Chautauqua. He suggested the Chautauqua, New York, branch might have these documents.

[26]A history of Cherry Grove is presently being written by Homer Dickins, of New York City. All the pictorial material collected by him will be turned over to the Arts Project of Cherry Grove (Homer Dickins, personal communication).

[27]The transactions relating to Lot #27 are recorded in Map Abstract 1587, filed August 29, 1947, Map No. 1570, Map Abstract 271, File No. 2543, dated March 13, 1956; Map Abstracts 2076, 2212, 2281, 2474, 1876 and 6408.

[28]The following exception was stipulated in the conveyance of land from the Home Guardian Company to Harold W. Post on September 23, 1926:

> 1) a plot 100' sq. released and quit claimed to the U.S.A. under agreement dated May 1, 1855 made between Smith Rider and others and I. N. Schellinger and subject to the privileges to pass and repass with life boats or others as in said agreement; 2) a 50' strip from ocean to bay conveyed to the U.S.A. by Executors of the Estate of A. Sammis by deed April 5, 1923 (Liber Deed 1174:532); 3) subject to the rights of the United States of America under a certain agreement made during the year 1909, between the Estate of Antoinette Sammis, deceased, and the United States of America, granting permission to the Life Savings Station to erect a boat house and a half-way house on said above described premises, said permission being revocable on sixty days notice; 4) subject also to the rights of the United States of America to maintain a telegraph and telephone pole and wires across the beach from east to west and also the rights of the public in the Beach Road, so-called across the said premises from east to west and this deed covers all the right, title, and interest of the seller in and to any land lying in the bed of said road, highway or right-of-way; 5) excepting, from the above described premises the buildings thereon belonging to the United States of America and the buildings thereon belonging to the various tenants (Map Abstract No. 1587:4).

[29]The documentation of the subdivisions and sales connected with Lot #27 can be found in Map Abstract 2076, File 1988 for the Lone Hill Section; Map Abstract 1976 File 1901 for the Picketty Ruff Section; Map Abstracts 2212 File 2101 and Map Abstract 2474 File 2333 for the Dune Section, Sect. III or the middle Ground Section; and Map Abstract 2281 File 2167 for Section 4, Fishermans Path Section.

[30]Mr. Davis Erhardt, librarian of the Long Island Division, Queens Borough Public Library, is a long time Water Island resident and has also compiled a set of data germane to the community's development.

[31]A compilation of available photographs of the resort-associated structures at Water Island has been presented in Fletcher and Kintz 1979b:Appendix II, 1-9.

[32]John Jett, of 1550 Jones Street, Patchogue, New York, is a free lance photographer who often provides the photodocumentation for articles concerning historic period activities on Fire Island for the Fire Island Tide newspaper. His extensive private photographic collection which covers many of the structures and activities on the barrier beach, especially the buildings associated with the life-saving stations, is housed at his Patchogue home.

[33]A search of the Map Room, the Office of Land Management, and the offices of the Real Property Tax Office at the County Clerk's Office, Riverhead, New York, failed to produce any additional maps of the Long Cove area. The tax map cited (Section No. 987.40) was prepared by the Real Property Tax Service Agency, a service established in 1970 by the Assessment Improvement Act, Section 1534. There are color slide aerial photographs taken of the Long Cove area in the mid-1970s which are available at the Fire Island National Seashore Headquarters, Patchogue, New York.

[34]The information on the history of this settlement was provided by a number of seasonal residents of the Deep Creek/Long Cove area. Unfortunately, most of the persons contacted were second or third generation Long Cove residents and reported that many of the old-timers who would have been able to give more detailed information are now deceased. Much of the information on the fishing activities is based on the informants' reminiscences or on their recounting of stories passed along by relatives or friends. The following persons have been most helpful in providing information on Long Cove: Eleanor and Charles Bishop, One Palmer Square, P.O. Box 246, Princeton, New Jersey 08540; Barbara Pearson Patton, 8 Cypress Avenue, Glen Head, L.I., New York 11545; John Jett, Patchogue, New York; and Milton Coleman, Medford, New York. Both Barbara Patton and Milton Coleman spent time in their youth at Deep Creek, the former settlement which had been located just west of Long Cove and went to Long Cove on many occasions. Milton Coleman's grandfather, Captain Monroe Ryder, was a bayman (Milton Coleman, personal communication).

[35]Files of the taking by the United States of America, Department of the Interior of tracts totalling 20.49 acres on West Island (Index No. 179332 Year 1969) are on file in the Criminal Condemnations Room, County Clerk's Office, Riverhead, New York. The property owners' names and addresses are included and show the majority of the former owners held primary residence in New York City (Brooklyn, Manhattan) or were mainland Long Island residents. Also see Index No. 185271, Year 1969 for the taking of 1,358 acres of land on West Island by the federal government.

[36]Henry Bang wrote the pamphlet "The West Fire Island Story" for the Fire Island National Seashore. At that time he was President of the West Island Homeowners Association. The attempt was made to update this information by contact with Bang but he was not located during the course of this investigation.

[37]Henry Bang describes the West Island of approximately 30 years ago as:

> It was a rough existence in those days. We cooked with smoky kerosene stoves, bought 100-pound pieces of ice in Bay Shore

> which became 40-pound pieces by the time they finally reached the ice box, and were very quickly reduced to sad little chunks in a matter of days. Candles and kerosene lamps provided our light, and pot-belly stoves our heat in the cool weather. The eight foot high Euphrates grass, which resented our intrusion and did its best to take over, had to be cut by long handled sythes. Our supplies were brought from our boats on large two-wheeled wagons, overrotting boardwalks which were real hazards to life and limb. My legs bear the scars of many falls through rotten planks (Bang n.d.:12).

[38]The elaborate plans as outlined in the brochure for the development of the eastern end of the island by the Tangier Manor Corporation included:

> The Main Association building will be 290 feet long facing on Great South Bay. It will have two wings, running towards the Ocean side, 400 feet long, and on each corner there will be a tower 80 feet by 80 feet high. In the centre of the building on the Bay side there will be a tower 120 feet by 80 feet and 200 feet high. There will be 225 rooms on each of the eight floors of the Association building.
>
> In the five towers rising above the Association building there will be from four to six apartments on each floor. There will be 600 rooms available in the towers above the main floors of the building. All the rooms will be outside rooms and each room will have a bath. There are only four suites on a tower floor, two bed rooms and a reception room in each suite, and balcony. Larger apartments will be provided for those desiring same.
>
> On the right facing the Bay there will be a moving-picture house with a seating capacity for 1500 people.
>
> In the centre or Court of the Building will be constructed a swimming pool, 420 feet by 140 feet. This pool will be covered with opalescent glass, giving the effect of sunlight, and in the winter will make a rendezvous comparing with the Southern climate. The water will be heated, which will give the atmosphere the same temperature as in summer. Palm gardens, tea and lounge rooms will surround the pool.

[39]These concerns are well-documented for the years 1970-1979 in the Fire Island file of newsclippings located in the Main Library Environmental Information Service at the State University of New York at Stony Brook, Stony Brook, New York.

[40]The taking maps for all these conveyances by the county have been acquired and are listed in Fletcher and Kintz 1979c, Appendix II.

[41]The transcribed tapes of these interviews were presented to the National Park Service, NARO, in July 1979.

[42]Presently, Hewlett Bishop, resident of Oakdale, New York, is compiling material on the ferry service.

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APPENDIX I

List of Contacts Made in Connection with the Fire Island Historic Resources Inventory

Person Contacted	Type of Contact(s)	Date(s)
Bellport-Brookhaven Historical Soc.	telephone	12/6/78
Bigelow, Mrs. Paul, Bellport, N.Y.	telephone	12/15/78
Buckley, Peter, Grad. student, History, SUNY at Stony Brook	phone/visit	2/23/79 2/28/79 3/4/79
Buchwald, Joel, Chief, National Archives and Record Services, Bayone, N.J.	telephone	2/14/79
Burke, Mr., Sunrise Fish Co., Islip	telephone	3/15/79
Carpenter, Mrs. Betty Librarian, Suffolk County Hist. Soc.	letter	2/23/79
Carpenter, Betty; Diane Perry, Suffolk County Historical Society	phone/visits	
Collington, Joseph, Kismet, F.I.	visit	7/7/79
Corwin, Schuyler, Superintendent of Parks, Suffolk County, N.Y.	telephone/letter	5/3/79
Cross, Sam, Historian, W. Hampton	visit	2/14/79
Cohalan, Peter, Supervisor, Town of Islip	letter	3/5/79
Davis Bros., Movers, Blue Point, N.Y.	telephone	8/7/79
DeBerti, Mrs. Ruth, Ocean Beach, N.Y.	visit	6/21/79
DeProspo, Robert, Grad. student, History, SUNY at Stony Brook	visit	2/23/79
Dibbin, Mrs., Assistant Director, Museum of the Amityville Historical Society	telephone	2/12/79
Dickens, Homer, Writer, History of Cherry Grove	telephone	2/26/79

Person Contacted	Type of Contact(s)	Date(s)
Hodges, Robert, Kismet, F.I.	visit	6/6/79
Hollman, Ted and Irene Whalehouse Pt., F.I.	visit	8/11/79
Jennings, Vincent, Collecting Division, Hofstra Library	telephone	2/12/79
Jensen, Ms. Ellen, journalist, Ocean Beach	letter	2/23/79
Jett, John, Patchogue, N.Y.	visit	8/3/79
Johnson, Mrs. Madelaine, Historian, Mountainside, N.J.	telephone	2/12/79
Jordon, David, Saltaire, N.Y. Kahler, A., Point O'Woods Kahler, Leonard, Village Superintendent, Saltaire, N.Y.	visit visit visit	6/12/79 6/8/79 6/8/79
Kelly, Frances, Librarian Smithtown Public Library, Long Island Room	personal/ telephone	11/29/78 12/8/78
Kesselman, Steve, Parks Service	telephone	2/23/79
Kick, Larry, Grad. student, History, SUNY at Stony Brook	visit	2/23/79
King, Miss, Pennypacker Coll. East Hampton Free Public Library	telephone	1/23/79
Koppelman, Dr. Lee, Executive Director, Nassau-Suffolk Regional Planning Board, Hauppauge	letter	12/5/78
LaDuca, Jim, Policeman, Saltaire, N.Y.	visit	6/7/79
Lawlor, Mrs. Elaine, L.I. State Park Commission, Belmont	telephone/ visit	2/12/79
Lem, Arthur, Kismet, F.I.	visit	6/6/79
Lind, Charles, Planner, Bi-County Regional Planning Bd.	personal/ telephone	11/29/78 12/6/78 2/2/79 2/7/79

Person Contacted	Type of Contact(s)	Date(s)
Dickerson, Charles, Sayville	telephone/interview	12/8/79
Dixon, Robert, Jr., Assistant Librarian, U.S. Coast Guard Academy, New London, Conn.	telephone/letter	4/11/79
Doty, Dave, Mapping Division, Planning Board, Islip Town Hall	visit	2/21/79 3/9/79
Driscoll, Mrs. Helen, Ocean Bay Park, Fire Island, N.Y.	visit	7/23/79
Dutcher, Mr., Western Union	telephone	12/11/79
Elton, Bruce, Owner, Saltaire Market, Saltaire, N.Y.	visit	6/12/79
Ely, Mrs. Helen, Arts Project of Cherry Grove	telephone	2/12/79
Erhardt, Davis, Long Island Division, Queens Borough Public Lib.	visit	2/28/79
Ervin, Mrs. Norma, Mayor, Saltaire	telephone	3/21/79
Evans, Dave, Point O'Woods	visit	7/12/79
Flynn, Frank, Ocean Bay Park, Fire Island, N.Y.	visit	7/23/79
Foster, William C., member of original L.I. Chautauqua Assoc. at Point O'Woods	letter	3/5/78
Freda, Robert, FIIS Park Ranger	visit	7/27/79
Furman, George, Trustee, Manor St. George	telephone/ letter	3/7/79
Goodman, Milton, President, Chamber of Commerce, Ocean Beach,F.I.	letter/telephone	2/12/79 2/23/79
Goggins, Kitty, former hist.,Saltaire	telephone	2/12/79
Gordon, Mrs. Max Lonelyville, N.Y.	visit	6/18/79
Guarneri, Ruth, Librarian, Hofstra Law Library	visit/ telephone	5/29/79
Haff, Mrs. Eleanor, President, Sayville Historical Society	telephone	12/11/78

Person Contacted	Type of Contact(s)	Date(s)
Lindsay, Mr. and Mrs. John, Ocean Bay Park, Fire Island, N.Y.	visit	7/23/79
Londgren, Mr., Legal Officer, U.S. Coast Guard Third District Governors Island, N.Y.	telephone/ visit	5/4/79
L.I. Historical Society, Brooklyn	telephone/visit	1/5/79 2/28/79
Long Island Lighting Company	telephone	12/6/78
Ludlow, Mr. and Mrs. John, Saltaire, N.Y.	visit	6/7/79
Lundstedt, John, White Cap Fish Company, Islip	telephone/ interview	3/15/79
McGuire, Mrs. Lillian Librarian, Point O'Woods Association	telephone	2/12/79
McKenna, Peter, Editor Fire Island Tide	personal visit	12/15/78
McManus, Ms. Florence, Saltaire, N.Y.	visit	6/12/79
McCain, John H., Head, Church Committee, Point O'Woods Assoc.	telephone	2/12/79
Matchette, Teresa, Archives Technician, National Archives, Washington, D.C.	telephone	4/11/79
Mayor, Edward, Kismet, F.I.	visit	6/6/79
Meeker, Roger, Department of Public Works, Suffolk County, N.Y.	telephone	6/19/79
Nielsen, Walter, Kismet, F.I.	visit	7/7/79
O'Brien, Austin, State Office of Historic Preservation, Albany	telephone 12/11/78	12/1/78 12/4/78 12/11/78
Ocean Beach Chamber of Commerce	letter	3/5/79
Overton, David, Brookhaven Town Historian, Port Jefferson	telephone/letter/ personal visit	1/3/78 1/4/78
Patchogue Advance	telephone	1/3/79
Pike, Martha, Stony Brook Museum	telephone	2/12/79

Person Contacted	Type of Contact(s)	Date(s)
Packard, Sally, Librarian, Huntington Historical Society	telephone	2/12/79
Rains, General Lee, Chief Deputy County Treasurer, Riverhead	telephone/visit	2/16/79
Schiller, Marvin, Saltaire, N.Y.	visit	6/11/79
Schmitt, Frederick, Vice-President, Whaling Museum Society, Cold Spring Harbor	telephone	3/15/79
Schuup, Barbara, SUNY of Stony Brook Map Room	telephone/visit	1/3/79
Sinisi, Nick, former President, Arts Project of Cherry Grove	telephone	2/12/79
Slater, Fred, Davis Bros., Bl.Pt., NY		
Smith, Jack, Atlantique, N.Y.	visit	6/18/79
Society for the Preservation of Long Island Antiquities	telephone	1/23/79
Starace, Carl, Islip Town Historian; Editor, Long Island Forum	telephone	1/24/79
Starkey, Mrs. Elizabeth, Editor and Historian for Saltaire	telephone	3/21/79
Suffolk Co. Marine Museum Library, West Sayville and Roger Dunkerly, Director	telephone/visit	12/20/78
Suffolk County News	telephone	12/8/78
Sullivan, Edward, Chief Assessor, Brookhaven	letter	2/23/79
Swinsky, Florence, NYC/Ocean Beach	telephone	4/79;8/79;12/79
Taussig, Ted, Point O'Woods member	telephone	2/12/79
Tuck, Jim, FIIS Park Ranger	visit	3/8/79 3/13/79
Van Liew, Barbara, Society for the Preservation of L.I. Antiquities	telephone/visit	1/2/79 2/1/79
Volkerz, Evert, Spec. Coll., S.U.N.Y. Stony Brook Library	visit	2/79
Walsh, Mr., Tax Receiver, Town of Brookhaven	telephone/visits	3/7/79
Weiss, Arthur, Captain, Dow Ferry	visit	6/8/79
Wyatt, Ronald, Director, Nassau County Museum at Garvies Point	telephone	12/20/78

APPENDIX II

Information Compiled from Formal Interviews

with Local Informants

A series of sixteen interviews have been completed. The interviews represent a compilation of data that has been evaluated based on a number of factors and incorporated into the appropriate sections of the report. The information collected from local citizens includes rumors, heresay and biased accounts of the history and characteristics of the individual communities on Fire Island. However, the memories of local people have also provided a wealth of information on the history of architectural structures on the island that has been incorporated into the research strategy of the architectural historian.

NAME	SPECIALTY	DATE
Charles Dickerson, Sayville	F.I. Communities, esp. those south of Sayville	2/22/79
Mr. and Mrs. Mahler, Bay Shore	F.I. Lighthouse and Saltaire	2/28/79
Dorothy Cambern, Sayville	Long Cove and F.I. Pines	3/1/79
Supervisor Cohalan Town of Islip	Political Setting of F.I.	3/6/79
Walter Oakley, Point O'Woods	Oakleyville	3/12/79
Nathan and Ann Woodhull, Seaview	Seaview and Environs	3/13/79
Bea Thornberg, Atlantique	Fair Harbor and Atlantique	3/13/79
Captain Hewlett Bishop, Oakdale	Water Island, the ferry service, eastern F.I.	3/17/79
Gary Schaper, Islip	Sun Rise Rish Co. and Pound Fishing	4/3/79

NAME	SPECIALTY	DATE
Arie Schaper, West Sayville	Early fishing activities around F.I.	4/12/79
Carl Chichester, Amityville	Fishing activities around F.I.	4/13/79 4/13/79
Virginia Rider (dec'd) Brightwaters	Lonelyville	5/1/79
William Schaper, Islip	Sun Rise Fish Co.	5/26/79
John Lundstedt, Bay Shore	Whitecap Fish Co.	6/14/79
John McInery, Lawyer, Blue Point Oyster Co.	Oyster industry	6/79
Capt. Elmer Patterson, Bay Shore	Kismet	7/9/79

APPENDIX III

Interview

Name:	Capt. Hewlett Bishop
Address:	27 Shore Drive, Oakdale, New York
Phone:	(516) 589-9309
Areal Specialty:	History of Water Island and Fire Island Ferry Service to eastern portion of the island; President, Water Island Association
Other Contacts Suggested:	Joe Robinson, 2561 River Bluff Pkwy., Sarasota, Florida 33581 for history of Robinson House at Water Island

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Family Background

Bishop's great-grandmother was born on Fire Island beach in Water Island. Bishop's grandfather was born in Patchogue (Capt. Monroe Ryder). He made his living by taking hunting, oystering, and fishing parties across the bay to Fire Island. In the Patchogue Advance of 1884 there was an advertisement of his stating that they left from the Mascot Dock in Patchogue. Thirty other boats are advertised for the same activities.

Bishop's father, foreman printer for the Patchogue Argus (owned by his father's uncle), was born in Northport. His father's family, originally from Setauket, went there in the 1600s. Bishop's father first came to Water Island in 1896 when his father claimed it was "jumping." When he returned at the age of 80 or 90 he hated the place.

Bishop's mother was born in Patchogue. Bishop's cousin, Dorothy Cambern (who has already been interviewed), was the oldest child in a family with eight children. Her mother died when she was 16 or 17 and as a result, she had the responsibility for raising the children. Her first job was to teach at a one-room schoolhouse in Yaphank that was heated with a coal stove.

Capt. Hewlitt Bishop (Merchant Marines) was born in 1909 in Patchogue. He first came to Fire Island when he was 3 or 4 years old.

Mrs. Bishop was born in Bayport and she began going to Fire Island in 1914. They were married in 1938.

History of Water Island

In 1896, when Bishop's grandfather first came to Fire Island, there was no Fire Island Pines, Davis Park, or Leja Beach and Cherry Grove was still very small. Early in the 1900s Water Island, as a community, began with the Caldwell development c. 1912. At this time, it was used for church gatherings such as picnics. When Point O'Woods and Cherry Grove opened up, these places were used instead.

According to Capt. Bishop, in the 1920s, Water Island contained 14 houses. In 1938, there were still only 14 houses. In the 1950s there was an increase to 19 houses.

However, in the late 1950s and early 1960s, the number increased to 39 due to the community's accessibility by beach taxi (see Transportation section of interview). At this time, rentals became available (some to groupers). As a matter of fact, Bishop's son was a dispatcher for the White Cap Taxi service the first year it began operating.

Now there is no property remaining in Water Island on which to build, except the dunes. However, building has been forbidden in this area, thus far.

There is a Water Island Association which collects fees for the following services: dock (valued at $3000), fire (includes equipment, wells, and insurance valued at $9000). According to Capt. Bishop, there is always a problem with a few of the members relating to fee collection, but in general, community cooperation is good.

Telephones were installed at Water Island in the late 50s or early 60s.

Electricity was installed only 3 years ago. Before electricity, bottled gas was used for light and refrigeration. He only knew of the use of two generators employed by individuals. Eventually, only small camping refrigerators could be purchased that used gas. This was the main reason why the community had to convert to electricity.

Ocean-side wells, which could be exploited by gas-driven pumps, were originally used for fire protection. There were four of these wells. Electrical pumps were installed in 1977 in the middle of the island so a hose could reach to both the ocean and the bay. Additional wells (18' deep ±) were sunk on the bay side. The gas pumps are kept in working condition in case the electricity is off when power would be necessary to fight a fire.

There is no regular ferry service to Water Island. It has been supplanted by a water taxi service which runs Friday night.

As with other Fire Island communities, political issues are confined to local conerns. Many of the older, permanent residents of Water Island favored the Robert Moses' road proposal due to increased access. However, Capt. Bishop feels that what really opened up the island was the bridge. With this, much of their isolation was lost.

Beach traffic also became a problem. At one time, the White Cap Taxi Service had 16 vehicles running between communities (i.e. Cherry Grove, where ferry ran, to Water Island). At high tide, the drivers found it necessary to cross over the dunes, thereby cutting them down. Therefore, there was an outcry by the permanent residents of Water Island. The city residents, though, supported the transportation, as it was their means of access. There are beach-travelling restrictions now, which caused the demise of this particular company, but the residents still have problems with the utility men and other contractors who still have access. Evidently, the Town of Brookhaven was of little hlep in the fight to restrict beach travel.

Historic Structures:

1. Water Island Hotel

The earliest trace of this "hotel" can be found in the Patchogue Advance of 8/10/1878. It is advertised as the Water Island Pavillion and the proprietor's name is Richard Silsby. It claimed to be able to serve 200 people.

Mr. Bishop also has a map of Jonathan Sammis. The original is dated 1878, but the map was recopied in 1878. It shows the Water Island Hotel. This map is filed in Riverhead. Mr. Bishop has the feeling that the hotel was added to the map when it was recopied, making the hotel 101 years old.

In 1880, Losee and Ferguson advertises a pavillion at Water Island.

In 1881, John Ferguson was the advertising proprietor.

In 1882, Archer Perkinson was the advertising proprietor.

In 1883, Archie Perkinson advertised for the Water Island Hotel as proprietor.

2. The White House

In 1886, the White House is advertised by Capt. Dan Thurber, proprietor.

In 1888/9, E. O. Rider was the proprietor.

Also in 1888, Daniel Thurber, proprietor, advertises for Thurber's Hotel.

In 1902, ads show Rider and Thurber to be proprietors.

in 1910, another ad for White House appears.

Capt. Bishop suggested that Rider and Thurber combined at some point, one running the pavillion and the other running the hotel. He credits gaps in the Patchogue Advance and other local papers to the opening of Point O' Woods. This new community became more newsworthy and Water Island no longer received the coverage it once had.

3. Grandfather's House

Capt. Bishop's grandfather was the same man as Mrs. Dorothy Cambern's. According to Capt. Bishop, his grandfather had a place at Deep Creek, west of Long Cove. At one point he had a true houseboat that was used to shelter gunning parties in winter. After this burned, he moved an oyster shed from Patchogue to Deep Creek where it was placed in the meadow. It was placed on pilings. This move took place some time in the 1920s and disappeared in the '38 hurricane. (Mrs. Cambern claimed that it too was destroyed by fire.) Even though it was an oyster shed, it was called a houseboat. It had two rooms.

4. Bishop House

Their house at Water Island was built in 1912, making it one of the original Caldwell houses. It is one of 3 left. It was built by Mrs. Bishop's aunt's husband, who died before its completion. (First husband's name was Mott.) During her aunt's second marriage, to Sherman Gerard, the house was moved from a hollow in the middle of the island to lots which he had purchased to the north. (House was 11 years old at the time.)

Mrs. Gerard left the house to Mrs. Bishop making this house the only one still in original family hands. During hurricane Carol, large timbers drifted around the house. After this storm, the house was moved onto the dune for protection, where it stands today.

5. Steel House

The Steel house was built in 1907. Capt. Bishop has seen a letter from a Bridgehampton woman who remembered going there in 1908. Steel sold it to a Claude Conklin, who in change, sold it to the Marrans. The Marrans came from Cherry Grove in 1939. The house, again changed hands this past fall to presently unknown owners.

Capt. Bishop recalls talk about people believing that this house was brought over from the main island in pieces. (It supposedly was in Blue Point.) Most people credit this to the good wood molding and wainscotting, typical of main island houses and atypical of Fire Island houses. He maintains, though, that it was built on Fire Island.

An additional note: Mr. Steel, the original owner, was the father of Caldwell.

6. Robinson House

This house was located east of Long Cove, supposedly in Robinson's Cove. Bishop remembers it being there in the teens, but says that it is no longer there. He suggested that for more information we contact the Robinsons. The house supposedly contained 20-30 rooms.

Transportation:

A. Ferry Service

1- The Undine and the Rebecca B. Wood: Owner was C. F. Dayton; advertised in Patchogue Advance in 1882; these were two catboats which ran from Patchogue to Water Island at 25¢ a round trip.

2- No Name: Owner was Capt. Jarvis Ketcham; advertised as packet boat in 1882; packet defined as "a passenger boat carrying mail and cargo on a regular schedule."

3- The Lulu and the Annie: Halsey C. Rodgers captain of the Lulu: E. N. Danes captain of the Annie; both were sloops; advertised in 1888 as service out of Sayville.

4- The Sea Witch: Patchogue and Blue Point Ferry Co. owners; advertised in 1900; made Patchogue, Blue Point, and Water Island.

5- The Trio and the Siesta and the Mascot: advertised in 1907 or '08; they ran out of Patchogue daily from July 4th to Labor Day.

6- The Emma Crum: owned by Capt. Monroe Hawkins; ferry ran out of Sayville; advertised in 1907; departed at 9:15 and 2:15, unlike others

which generally left at 9:30 and 2:30. Departure times from Fire Island were never listed, since the ferries' arrivals depended upon weather conditions; daily schedule; from 1907 to 1911, owners were Capt. Hawkins and Capt. Drake. At this time, boat still running twice daily and also advertised moonlit sails at 25¢ round trip (regular price).

7- In 1894, a group of Sayville boat owners united and ran trips to Water Island on pleasure boats. These were packets that ran twice daily at only 15¢ a round trip.

8- The James & Rogers Ferry: Capt. Bishop found an article in the Suffolk County News about a man who drowned off Water Island (6/26 edition). The article stated that he had come over on this ferry and was employed as a decorator by the Vanderbilt Estate. A ferry was advertised as running from Great River and Capt. Bishop conjectures that this might have been where the James & Rogers ran out of.

9- The Berkley: owned by Capt. William Nelson; it ran out of Islip to Water Island in c. 1910; this bit of information was gathered from a friend of Capt. Bishop's who remembered taking the trip on her.

10- The Patchogue: owned by Eisman; steamer that was launched on July 14th, 1912, at City Island. Eisman was president of company (had house on Bay Ave. in Patchogue), B. Belzell (owner of Delzell Towing Co. in city) was the vice president, and a Mr. Losee (spell?) was the secretary and treasurer. This boat was a 2-decker and was painted white. At times it had a six-piece orchestra on board. It ran for a few years and then ended up on Lake George, probably because of its size.

11- The Edward: owned by Capt. Warner of Patchogue; ran in the 1920s from the foot of Mulford St. in Patchogue; was called the provision or store boat since it carried, upon order, ice, kerosene, food, to Water Island twice or three times weekly; it stopped at other places on F.I. daily: Cherry Grove, Point O' Woods, Ocean Beach where it ended up at State Park. It was beached at the meadows of Long Cove during the hurricane of 1938, while carrying provisions to Cherry Grove.

12- The Edna A.: owner was Capt. Sweezy of Patchogue; it made daily trips to Water Island in the 1930s and 20s.

13- The Hattie Burcham: owner was Capt. Sweezy; made daily trips to Cherry Grove; until WWII, the Edna A. and the Hattie Burcham made alternate trips to Water Island. This service terminated with WWII's inception.

14- The Gerard: owned by Joe Gerard in the late 40s; later taken over by Hobby Miller and Fred Sherman in partnership; ran weekends to Leija Beach and Water Island till 1950.

15- The Ashumet: owned by Capt. Ed Collins in 1951; ran out of Patchogue on weekends and service terminated in 1955; this represented last regular ferry service; at this time, most people owned their own boats and so there was no call for regular service. Later on, the Water Island Association prompted it to run Friday nights and weekends by guaranteeing a certain amount of money, regardless of passenger numbers. The boat could carry about 40 people.

B. Water Taxi Service

After Sherman and Miller gave up coming to Water Island, and after Collins stopped coming too, people got to Water Island via Leija Beach and Davis Park. They would get to Leija Beach and Davis Park by a water taxi out of Sayville known as Joe and Frank's. Now they have the Randy and Sally water taxi service which runs on Friday nights and Sunday nights, at $3 a head.

The White Cap Taxi Service ran vehicles between Leija Beach and Davis Park to Water Island. This lucrative business was owned by Everett Wright and Roger Miskowsky. At one point, they had 16 taxis running between communities.

A resident of Water Island could call in an order to James G. Shann of Patchogue (general store owner) and he would deliver to the ferry, who, in turn, would deliver to White Cap Taxi Service. They would then deliver the order to your home in Water Island. The charge for delivery was 25¢. They also carried mail and newspapers from Leija Beach.

Due to the imposition of beach restrictions, last year only two taxis were allowed to run the beach. Capt. Bishop thinks that the company may be out of business this year. Water Island's Association supported the beach restrictions, but the summer-city residents were against the restrictions for obvious reasons.

C. Ice Boats

Scooters or punts (rounded bows with runners and sails) were used in the oyster business. Capt. Bishop's grandfather had many. Capt. Bishop thought that they were designed by the oystermen themselves. His uncle used to race the scooters on the bay.

Horse-pulled sleds were also used to get oysters across the frozen bay.

Shipwrecks:

1- The Louis V. Place: Capt. Bishop remembers that his father crossed the ice with a team of horses to save men of this ship only to find them frozen in the rigging.

2- The Gluckauf: This ship came ashore in 1893 off the Blue Point Life Saving Station. This ship was the first designed, in the world, to carry oil. The ship itself burned coal for fuel, but when it came into New York for refueling they had a strike problem: No one wanted to refuel it because they felt that the oil cargo it carried would put the utilities out of business. From then on, they went up to Halifax for refueling.

Capt. Bishop has a fork from this ship. It was picked up by John Shan and given to Capt. Bishop's father. He also has a copy of the story of the Gluckauf which came from an Esso publication.

Exploitation of the Bay:

At one time, there were oyster companies at Bayport, Blue Point, Sayville, Great River, Oakdale and Patchogue. This was big business at one time.

For instance, at one time, 90% of the people in Bayport leased oyster lots (see ads in the Patchogue Advance and the Suffolk Co. News). These lots were leased from the Town of Brookhaven at $1.50 per acre. Most of these people sold the oysters as a supplemental income. Most would gather a few barrels or bushels a day.

Charles Mott (first husband of Mrs. Bishop's aunt) was in the oyster business at Patchogue in the early 1900s. His partner was a Mr. Raydell. They had an oyster house down by the Bay in Patchogue, near Grove and Main St. Mr. Mott was a "white collar oysterman," as he did most of the travelling. He made trips to Conn. for seed oysters, was responsible for renting bay bottom lots, shipped oysters to the city, etc. Unfortunately, Mrs. Bishop could not recall the name of the oyster company.

They had a problem with refrigeration while shipping, so naturally, ice was employed.

APPENDIX IV

U. S. Government 1880 Census Data--Fire Island

F.I. (?) - spelling doubtful

1880 CENSUS — UNITED STATES

State New York County Suffolk Town Township Brookhaven Call No.

Page	Dwelling No.	Family No.	Names	Color	Sex	Age prior to June 1st	Month of birth if born in census yr.	Relationship to head of house	Single	Married	Widowed	Divorced	Married in census year	Occupation	Miscellaneous Information	Cannot read or write	Place of birth	Place of birth of father	Place of birth of mother	Enumeration Date
		823	Conklin, Jess U (sp?)	W	M	71				x				Hotel pro.			NY	NY	NY	
			Conklin, Ruth	W	F	56		wife		x				Home keeper			NY	NY	NY	
		824	Saxton, Solomon	W	M	55				x				fisherman			NY	NY	NY	
			Saxton, Charlotte	W	F	54		wife		x				house-keeper		x	NY	NY	NY	
			Saxton, Ansel	W	M	23		son						waiter in hotel			NY	NY	NY	
			Saxton, George	W	M	20		son						waiter in hotel			NY	NY	NY	
			Saxton, Frederic (sp?)	W	M	16		son						fisher.			NY	NY	NY	
			Wise, Abererr (sp?)	W	M	43				x				works in fish fac			NY	NY	NY	
		825	Wise, Annie	W	F	41		wife		x				home-keeper			NY	Ny	NY	
			d'Homerque, Jeon	W	M	22			x					foreman fish fac			NY	Penn	NY	
			Green, Edward	W	M	35				x				works in fish fac			NY	Ireland	NY	
			Nevonerjer, Christian (sp?)	W	M	38			x					works in fish fac		x	Germany	Germany	Germany	
			Fougy (sp?)	W	M	24			x					works in fish fac		x	Ireland	Ireland	Ireland	
		826	Mehlig, Hubert	W	M	29				x				works in fish fac			Germany	Germany	Germany	
			Meinzer, Chas.	W	M	23			x					works in fish fac			Germany	Germany	Germany	
			Shenon, Oen	W	M	29			x					works in fish fac			Ireland	Ireland	Ireland	
			Rhodes, Eliza	W	M	20			x					works in fish fac			NY	NY	NY	
			Rhodes, Gilbert	W	M	20			x					works in fish fac			NY	NY	NY	
			Steines, Gotleib	W	M	45			x					works in fish fac			Ger.	Germany	Germany	

F.I.

1880 CENSUS — UNITED STATES

State New York County Suffolk Town Township Call No.

Page	Dwelling No.	Family No.	Names	Color	Sex	Age prior to June 1st	Month of birth if born in census yr.	Relationship to head of house	Single	Married	Widowed	Divorced	Married in census year	Occupation	Months unemployed census year	Miscellaneous Information	Cannot read or write	Place of birth	Place of birth of father	Place of birth of mother	Enumeration Date
			Rhodes, John	W	M	29			x					works in fish fac			x	NY	NY	NY	
			Oakly, John	W	M				x					works in fish fac				NY	NY	NY	
			West, Geo	W	M					x				cook				Germany	Germany	Germany	
		826	Sammis, Edward	W	M				x					hotel pro	4			NY	NY	NY	
			Sweet, Ann	W	F				x					house-keeper				NY	NY	NY	
			Mahew, Pricilla (sp?)	B	F			servant	x									NY	NY	NY	
			Brewster, Clarence	B	M			servant	x									NY	NY	NY	
		827	Southard, James	W	M					x				hotel pro				NY	NY	NY	
			Southard, Hannah	W	F			wife		x				house-keeper				NY	NY	NY	
			Southard, Carrie	W	F			daughter	x									NY	NY	NY	
			Reynor, Thomas	W	M			servant	x					waiter				NY	NY	NY	
		828	Marsher, James	W	M			servant	x					works in hotel				NY	NY	NY	
			Henner (sp?), James	W	M			servant	x					works in hotel				Eng.	Ireland	Ireland	
			Larkin, Kate	W	F			servant		x				works in hotel				Ireland	Ireland	Ireland	
			Saddler, Maggie	W	F			servant		x				works in hotel			x	Ireland	Ireland	Ireland	
		829	Witcomb, James	B	M			servant	x					steward				NY	NY	NY	
			Skidmore, James	B	M			servant	x					waiter hotel				NY	NY	NY	
			Gladman, Geo	B	M			servant	x					waiter hotel				NY	NY	NY	
			Shanahan, Bridget	W	F			servant	x					chamber maid				Ireland	Ireland	Ireland	

1880 CENSUS — UNITED STATES

State New York County Suffolk Town / Township _____ Call No. _____

Page	Dwelling No.	Family No.	Names	Color	Sex	Age prior to June 1st	Month of birth if born in census yr.	Relationship to head of house	Single	Married	Widowed	Divorced	Married in census year	Occupation	Miscellaneous Information	Cannot read or write	Place of birth	Place of birth of father	Place of birth of mother	Enumeration Date
			Marshell, James	W	M	35		servant	x					bartender			NY	NY	NY	
			Godfried, Ellen	W	F	30		servant	x					chamber maid			NY	NY	NY	
			Chapman, Jane	W	F	21		servant	x					waitress			NY	NY	NY	
			Gaynor, Mary	W	F	28		servant	x					waitress			Ireland	Ireland	Ireland	
			Howell, James	W	M	33		servant	x					(hotel) in office			NY	NY	NY	
		(?)	Thornes, Geo.	W	M	35		servant						works in hotel			NY	NY	NY	
			Larkin, Kate	W	F	40		servant	x					waitress in hotel			Ire.	Ireland	Ireland	
			Redmond, Catherine	W	F	45		servant	x					chamber-maid			Ireland	Ireland	Ireland	
			Godfrey, Stephen	W	M	40		boarder		x							NY	NY	NY	
			Godfrey, Mrs.	W	F	35		boarder		x							NY	NY	NY	
			Ravey, Mary	W	F	38		servant	x								Ireland	Ireland	Ireland	
			Biggs, Nicolas	W	M	45		servant	x								NY	NY	NY	
		829	Lemon, Maggie	W	F	25		servant	x					works in hotel		x	Ireland	Ireland	Ireland	
			Hart, Platt	W	M	58		servant		x				carpenter			NY	NY	NY	
			Orth, Dcra	W	F	30		servant	x								NY	NY	NY	
			Van Brant, Mrs.	W	F	41		boarder		x							NY	NY	NY	
			Grook (sp?), Bridget	W	F	40		servant	x					works in hotel		x	Ireland	Ireland	Ireland	
			Ludivan (sp?), Annie	W	F	30		servant	x					waitress		x	Ireland	Ireland	Ireland	
			Smith, John	W	M	45		servant		x				carpenter			NY	NY	NY	

1880 CENSUS — UNITED STATES

State New York County Suffolk Town Township _____ Call No. _____

Page	Dwelling No.	Family No.	Names	Color	Sex	Age prior to June 1st	Month of birth if born in census yr.	Relationship to head of house	Single	Married	Widowed	Divorced	Married in census year	Occupation	Miscellaneous information	Cannot read or write	Place of birth	Place of birth of father	Place of birth of mother	Enumeration Date
			Brown, Geo	W	M	45		servant	x					carpenter			NY	NY	NY	
			Baldwin, David	W	M	55		servant		x				?_astles			NY	NY	NY	
			Bergen, Peter	W	M	28		boarder	x					tel. operator			NY	NY	NY	
			Brewster, David	B	M	17		servant	x					works in hotel			NY	NY	N_Y	
		(?)	Durkland, Alexander	W	M	25				x				clergy-man			NY	Ireland	Ireland	
			Durkland, Essee	W	F	25		wife		x				house-keeper			NY	NY	NY	
			Durkland, John	W	M	3		son	x								NY	NY	NY	
			Durkland, Lulu	W	F	1		daughter	x								NY	NY	NY	
			Sullivan, Bridget	W	F	30		servant	x					waiter			Ireland	Ireland	Ireland	
		830	Smith, Epenetus	W	M	21				x				barman			NY	NY	NY	
			Smith, Ida	W	F	19		sife		x				house keeper			NY	NY	NY	

APPENDIX V

Maps on File at the Bi-County Regional Planning Board

Date	Map	File #	Abstract #
Kismet:			
1926	Kismet Park	804	387
Saltaire:			
1910	Map of Saltaire, F.I. Beach Dev. Co.	761	
1911	Map of Saltaire, Supple. Map	114	
1913	Saltaire, Village of, Water Supply System		
Fair Harbor:			
1924	Fair Harbor Sect. 1	175	235
1928	Fair Harbor Sect. 2	865	235
1928	Fair Harbor Sect. 3	868	235
Lonelyville:			
1904	Prop. of John Thornton, Est. (Beach Lot 7)	567	
1905	South Shore Realty, No. 7, Map of Property	438	
1911	Surf and Bay Corp., Map of Property of	506	
1911	Raven Corp., property, part of Map 438	506	
1911	F.I. Estates, Map of	506	
1911	S.T. Clock Realty Co., Map of Property of	506	

Date	Map	File #	Abstract #
1912	S.T. Clock Realty Co.	470	
1929	South Shore Realty, Amended Map	832	955
Atlantique:			
1912	Map of Atlantique, South Beach Dev. Co.	461	
1915	Atlantique Amended	241	
Ocean Beach:			
1904	Ocean Beach, Nelly W. Corneille and J.A. Wilburn	572	
1905	Ocean Beach, Lot #14	403	
1907	Ocean Beach, Map of Camp Wilbur	598	
1909	Ocean Beach, 2nd Amended Map	442	
1910	Ocean Beach, 3rd Amended Map	493	
1910	Property of Wilmont M. Smith, Est. F.I. Beach situated 3/4 miles w. of Point O'Woods	406	
1911	Ocean Beach, 4th Amended Map	649	
1911	Ocean Beach, 5th Amended Map	367	
1912	Camp Wilbur, Amended	350	
1922	Ocean View, Property of Theodosia Haslam	687	
Seaview:			
1915	Seaview Sect. A	667	
1918	Seaview Sect. A	773	
1927	Seaview Sect. A	841	699

Date	Map	File #	Abstract #
1931	Seaview Sect. A, B and C	570	699
1951	Seaview	1848	1916
Ocean Bay Park:			
1909	Ocean Bay Park	662	
1930	Ocean Bay Park	175	
Point O'Woods:			
1894	Point O'Woods, Chautauqua Assembly Association	106	
1899	Point O'Woods Assoc.	468	
1903	Point O'Woods Assoc.	270	
1906	Point O'Woods Assoc.	459	
1906	Point O'Woods Assoc.	457	
1906	Point O'Woods Assoc.	457	
1910	Point O'Woods Assoc.	584	
1914	Point O'Woods Assoc.	55	
1923	Point O'Woods Assoc.	775	
1968	Point O'Woods Assoc.	5167	6147
Cherry Grove:			
1909	Cherry Grove Park	563	
-	Cherry Grove, Cedar Grove Park	679	73
1921	Cherry Grove, Stewart A. Perkinson	681	61
1922	Cherry Grove, Stewart A. Perkinson	611	101
1924	Cherry Grove, Sect. 2	785	244

Date	Map	File #	Abstract #
1933	Cherry Grove, Prop. of Chas. H. Duryea	1127	1159
1936	Cherry Grove, Estate of Chas. Friedman, dec'd	1217	1236
Fire Island Pines:			
1952	Fire Island Pines, Lone Hill Sect.	1988	2076
1953	Fire Island Pines, Dune Sect.	2101	2212
1954	Fire Island Pines, Fishermans Path Sect.	2167	2281
1955	Fire Island Pines, Middle Ground Sect.	2333	2474
1955	Fire Island Pines, Ricketty Ruff	1901	1976
1955	Fire Island Pines, Coast Guard Sect.	2543	2710
1968	Fire Island Pines, Lone Hill Estates	5358	-
1969	Fire Island Pines, Lone Hill Sect.	5358	6408
Tangier:			
1911	Tangier, Sect. A. Map No. 1	655	
1911	Tangier, Sect. D. Map No. 1	655	
1953	Tangier Dev. Co.	2089	2190
Water Island:			
1910	Caldwell's Subdivision	431	
1911	Water Island	435	
West Island:			
1922	Great South Bay Island Co. Prop.	232	

APPENDIX VI

Ownership on the Great South Beach (Robert Moses State Park to Long Cove) as shown on 1878 Sammis Map

Owner(s)	Lot Nos.	Footage E-W
David S. S. Sammis	1	2598'
w/ Benjamin Sire	27	6262'
	49	960'
	2	502.5'
		10,322.5'
Rosella Rogers	5	3600'
Sarah Stillman and Emeline Avery	26	5991'
	78	720'
		10,311'
South Bay Oil and Guano Company	21	8002'
	68	600'
		8602'
Benson Properties		
Arthur Benson	28	900'
	28	1557'
	55	160'
		2617'
George Benson	9	900'
	29	1499'
	56	160'
		2599'
Chalmers Benson	10	900'
	30	1500'
	57	160'
		2560'
TOTAL (Benson Properties)----		7736'
John Doe and Richard Roe	6	1800'
(representatives for the unknown	39	3361'
heirs of the "Twenty Yeomen of	53	310'
Brookhaven")		5471'

Owner(s)	Lot Nos.	Footage E-W
William S. Biggs	7	1751'
	25	2219'
		3970'
Rumsey Rose	19	1368'
	31	2105'
	54	240'
	66	240'
		3953'
Leopold Van Zandt and ors.	4	800'
Leopold Van Zandt	52	240'
w/R.H.H. Steel	33	1906'
		2946'
Mary Louisa Mills	14	880'
	38	1743.3'
	61	160'
		2783.3'
Josiah Tuthill, Joshua B. Tuthill, Huldah M. Overton, Marletta Smith, Mosiah Tuthill, Jr., Charlette M. Smith	15	560'
	24	1617'
		2177'
Lawrence Smith	3	400'
	34	997.2'
	51	120'
		1517.2'
Edgar Gillette	20	570'
	22	829.2'
	67	100'
		1499.2'
Smith and Yarrington	17	1350'
	64	120'
		1470'
<u>Avery Properties</u>		
Salem Avery	40	362'
	70	28'
		390'

Owner(s)	Lot Nos.	Footage E-W
Josiah	41	181'
	71	14'
		195'
Walter	42	181'
	72	13'
		194'
Edward	43	181'
	73	13'
		194'
William N.	46	181'
	76	13'
		194'
Jacob	47	181'
	77	13'
		194'
	TOTAL (Avery Properties)----	1361'
William B. Arthur	13	220'
William B. Arthur	60	40'
w/ R.H.H. Steel	37	792'
		1052'
Nelson Danes	32	960.8'
	69	40'
		1000.8'
Mary D. Smith	11	350'
	48	492'
	58	60'
		902'
Joseph C. Mott	12	350'
	23	526.1'
	59	60.1'
		936.1'
Samuel W. Green	18	175'
	36	489'
	65	30'
		694'

Owner(s)	Lot Nos.	Footage E-W
Eunice Jennings	35	359'
	63	30'
		389'
Harriet Lane	45	181'
	74	13'
		194'
Miami Smith	46	181'
	75	13'

APPENDIX VII

Modern Communities on Fire Island and the Corresponding Lots Based on the 1878 Sammis Map

Community	Lot #
Robert Moses State Park	Lot # 1 and Lot #2
Kismet	Lot #3
Saltaire	Lot #5
Fair Harbor	Lot #6
Dunewood	Part of Lot #7
Lonelyville	Part of Lot #7
Atlantique Beach and Atlantique	Lot #8 and Lot #9
Robbins Rest	Lot #11, #13, and #13
Fire Island Summer Club and Corneille Estates	Lot #14
Ocean Beach	Lot #15, #16 and #17
Seaview	Lot #19, #20 and part of #21
Ocean Bay Park	Part of Lot #21
Point O'Woods	Part of Lot #21
Cherry Grove	Lot #26 (part of Lot #25?)
Fire Island Pines	Lot #27
Talisman	Lot #28 (?)
Water Island	Lot #32
Davis Park	Part of Lot #39

APPENDIX VIII

Transactions Concerning Part of Lot #19

Year	Liber Deed	Lot	Buyer	Seller
1905	566:346	2 parcels--150' of Lot 19	Chas. Rose, Patchogue	Mary E. Smith, Patchogue
1901	495:132	pt. of Lot 19; (12 acres)	Chas. Rose	Tax Office
1905	495:133	Pt. of Lot 19; (5 acres)	Chas. Rose	Tax Office
1880	246:265	200' of Lot 19	Comstock, Geo. Brooklyn	Chas. Rose, Patchogue
1893	419:425	1st north parcel of Comstock Land	Gilbert P. Smith	Geo. Comstock and wife
1894	423:63	2nd parcel of Comstock land (south)	Gilbert P. Smith	Geo. Comstock and wife
1900	491:477	the north and south parcels of Lot 19	South Bay Co.	Gilbert P. Smith[a]
1905	565:?	the 200' north-south parcel of Lot 19	Julia A. Wilbur	South Bay Co., Frederick J. Grace, Pres., N.J. Corp.
? unclear	unclear	his remaining acres	Julia A. Wilbur	Chas. Rose
1907	642:439 (?)	2 parcels of the South Bay Co., Lot 19	Sara A. Baumeister[b]	Julia A. Wilbur
1907	unclear	2 parcels of the South Bay Co., Lot 19	Julia A. Wilbur	Sara A. Baumeister
1909	unclear	2 parcels of Lot 19	Ocean Beach Improvement Co.	Julia A. Wilbur

Year	Liber Deed	Lot	Buyer	Seller
unclear 1918	967:69(?)	2 parcels of Lot 19	Gilbert P. Smith, Bay Shore	Ocean Beach Improvement Co.
unclear	unclear	2 parcels of Lot 19	Great South Beach Improvement Co.	Gilbert P. Smith, Bay Shore

[a]"Reserving to the parties of the first part the right to remove the stock of scraps, barrels and lumber and _____ in the factory on said premises and also the _____ of the dwelling house at any time before May 1st. Also and the right to store said property in said building until said date." (Map Abstract 1916:13).

[b]"The party of the second part hereby expressly covenants that neither the party of the second part, nor her heirs or assigns shall or will at any time hereafter operate a fish factory or use the land hereby conveyed or any part thereof for any purpose pertaining to the operation of a fish factory and that any conveyance from the party of the second part shall require a permanent covenant from the grantee therein to the same effect." (Map Abstract 1916:16)

APPENDIX IX

Transactions Concerning Lot #20

Year	Liber Deed	Lot	Buyer	Seller
1909	679:300	20	Gilbert P. Smith	Terry heirs[a]
1911	809:39	20	Great South Beach Improvement Co.	Gilbert P. Smith and wife

[a]Although Edgar Gillette is listed as the owner of Lot #20 in 1878, he conveyed the property to Wilson J. Terry in 1876 (Liber Deed 225:286).

APPENDIX X

Transactions Concerning Part of Lot #21

Year	Liber Deed	Lot	Buyer	Seller
		Westerly 270' of Lot 21		
1910	751: unclear	270' of Lot 21	Wilson Terry (pd debts)	John J. Rogers, Sole surviving Trustee of South Bay Oil and Guano Co.[a] formed--Feb. 17, 1848 incorporated--1866 dissolved--Dec. 1875 Charles Wall Samuel Truslow Epenetus P. Jarvis and John Rogers (the incorporators)
1878	240:247		Wilson Terry (for a fish factory)	heirs of Wall and Truslow and Rogers
1918	965:287	parcel in west end of Lot 21 412.9'	Gilbert P. Smith	Isaac and Morris Terry
1926	1197:327		J.H. Smith	Gilbert P. Smith and wife
1933	1745:186	part of above plot on bay-side; to east is Ocean Bay Park	Great South Bay Marine Corp. (a domestic corp)	J. H. Smith and wife
1942	2343:400	part of 412.9'	J. H. Smith, Inc. New Jersey	J. H. Smith
1945	2476:515	R.O.W.	Patchogue Electric Light Co., R.O.W.	J. H. Smith, Inc.

Year	Liber Deed	Lot	Buyer	Seller
1945	2469:224	R.O.W.	U.S.A.	J.H. Smith, Inc.
1950	3154:169	part of plot; see Liber 1745	Great South Beach Improvement Co. N.Y.	Great South Bay Marine Corp, N.Y.
1950	3104:90	See Liber 2343	Great South Beach Improvement Co., N.Y.	J. H. Smith, Inc., N.Y.

[a]Telephone/telegraph R.O.W. ceases upon abandonment of the Point O'Woods Life Saving Station.

APPENDIX X I

TAPE OF BILL OAKLEY

In the interest of preserving the history of Oakleyville, Mrs. John Griek taped Bill Oakley. Mr. Oakley is a long-term resident of Oakleyville whose father John was one of the original settlers. Bill Oakley is now deceased. Unfortunately, while Mrs. Griek was taping the session, the recorder unknowingly failed. Therefore, the history of this area only covers the earlier period of habitation. Mrs. Griek tried to fill in the gaps with some notes that she had jotted down and her recollection of what Mr. Oakley had said.

First House: Bill's uncle (Richard) built the first house in Oakleyville in 1897. When his health failed, he was forced to move to Sayville. At that time, the house was torn down.* The Wacklund house is now situated on that spot.

Second House: In 1902/3, Ben Rhodes built a house on the same spot as the first house. Eventually, Mr. Losee (Duff) Wacklund added a sun porch and lean-to.

Third House: Mr. Oakley wasn't sure which house was third (his dates may be unreliable). According to Mr. Oakley, work in Point O'Woods began in 1906/7 (when the church was first built). This year, a Mr. Haggerman constructed a dwelling south of Ben Rhodes' house. Mr. Haggerman was originally a carpenter in Brooklyn who moved to Ocean Beach and then Oakleyville to work for the Point O' Woods Association.

What is now the Griek's bay house also may have been the third house constructed in Oakleyville. It was supposedly built in 1910 by Richard Oakley for his daughter Amy and son-in-law Frank (the Merricks). The kitchen and dining room of the present structure represents the original structure. The house was built right atop the sand and a little wood stove heated it. At that time, the bay was 75' north of the house and a big bluff separated the bay from the dwelling.

Frank Merrick was a carpenter who worked with a Mr. Briggs. The Merricks lived there all-year-round for six years.

Mr. Wacklund added a lean-to in the rear.

Then, in 1916, Mr. Haggerman's house caught "on fire a little." So he rented from the Merricks, eventually returned to Ocean Beach, and died. Mrs. Griek doesn't recall what happened to the house.

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*A part of it was moved to Lonelyville.

Fourth House: This house was built by August Wacklund using old houses from Point O' Woods for lumber. It was built nearby another Wacklund house.

Fifth House: This was built by John Oakley (Bills' father). When he abandoned it, George Mills lived there. Then Mr. George E. Woods of Point O' Woods rented it from Mills to use as a duck gunning shack. Mr. Woods eventually gave it to Mrs. Griek's mother. (The property had always belonged to Mr. Woods.)

Sixth House: Across from John Oakley's house, near turn-around, Losee (Duff) Oakley built the sixth house in Oakleyville.

Seventh House: This was Bill's old house. It was part of the Ocean Bay Park fish factory (scrap house) that was moved by scow from Ocean Bay Park down to Oakleyville. This 14' wide structure was moved down Mosquito La. by four men (no horses) pulling it. The house was sheathed and then insulated with sea weed. A small shed remains on the site.

Eighth House: This was Bill's newer house, built in the 1940s.