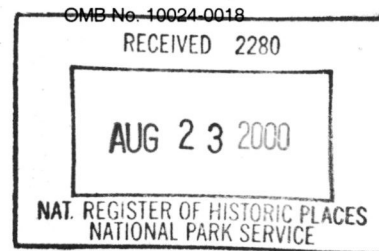


United States Department of the Interior  
National Park Service

## National Register of Historic Places Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer to complete all items.

### 1. Name of Property

historic name DUMBO Industrial District

other names/site number \_\_\_\_\_

### 2. Location

street & number Bounded by Main & Washington Streets; the East River & John St; [ ] not for publication  
Bridge & Jay Streets; and Front & York Streets. See attached Building List in Sect. 7 for addresses.

city or town Brooklyn [ ] vicinity

state New York code NY county Kings code 047 zip code 11201

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this [x] nomination [ ] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements as set forth in 36 CFR Part 60. in my opinion, the property [x] meets [ ] does not meet the National Register criteria. I recommend that this property be considered significant [ ] nationally [ ] statewide [x] locally. ([ ] see continuation sheet for additional comments.)

[Signature]  
Signature of certifying official/Title

Deputy Commissioner for Historic Preservation

11 July '00  
Date

New York State Office of Parks, Recreation & Historic Preservation

State or Federal agency and bureau

In my opinion, the property [ ] meets [ ] does not meet the National Register criteria. ([ ] see continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of certifying official/Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
State or Federal agency and bureau

### 4. National Park Service Certification

I hereby certify that the property is:

- ☒ entered in the National Register  
[ ] see continuation sheet  
[ ] determined eligible for the National Register  
[ ] see continuation sheet  
[ ] determined not eligible for the National Register

[ ] removed from the National Register

[ ] other (explain) \_\_\_\_\_

[Signature]  
Signature of the Keeper

date of action

Edson H. Beall 9/22/00

DUMBO Industrial District

Name of Property

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## 5. Classification

### Ownership of Property

(check as many boxes as apply)

☒ private  
☒ public-local  
☐ public-State  
☐ public-Federal

### Category of Property

(Check only one box)

☐ building(s)  
☒ district  
☐ site  
☐ structure  
☐ object

### Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Non-contributing	
95	25	buildings
		sites
		structures
		objects
95	25	<b>TOTAL</b>

### Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing)

N/A

### Number of contributing resources previously listed in the National Register

1

## 6. Function or Use

### Historic Functions

(enter categories from instructions)

DOMESTIC/single and multiple dwelling

COMMERCE/TRADE/warehouse

GOVERNMENT/public works

INDUSTRY/manufacturing facility, indus. storage

LANDSCAPE/unoccupied land, street furniture

TRANSPORTATION/rail-related, road-related

### Current Functions

(Enter categories from instructions)

DOMESTIC/Single and multiple dwelling

COMMERCE/TRADE/warehouse

GOVERNMENT/public works

INDUSTRY/manufacturing facility, indus. storage

LANDSCAPE/unoccupied land, street furniture

TRANSPORTATION/rail related, road-related

## 7. Description

### Architectural Classification

(Enter categories from instructions)

Mid-19<sup>th</sup> Century: Greek Revival

Late Victorian: Italianate, Romanesque Revival

### Materials

(Enter categories from instructions)

foundation brick, stone, reinforced concrete

walls brick, stone, reinforced concrete

roof composition, rubber, tar

other

### Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets)



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Continuation SheetSection 7 Page 1DUMBO Industrial DistrictName of PropertyKings County, New YorkCounty and State**7. Description**

The DUMBO Industrial District consists of 95 contributing resources sited on all or part of twenty-four blocks along the northwestern waterfront of the New York City borough of Brooklyn, Kings County, New York. The 25 non-contributing resources in the district are, with only very few exceptions, of small scale. The name DUMBO is an acronym for Down Under the Manhattan Bridge Overpass.<sup>1</sup> The boundaries of the district incorporate a cohesive group of primarily late-nineteenth- and early-twentieth-century industrial and warehouse buildings. The district is bounded on the east primarily by Bridge Street and Jay Street and by the eastern lot lines of several buildings located on the east side of Bridge Street or just east of Bridge Street; on the west by Washington Street and Main Street, and the western lot line of several buildings located between Main and Dock streets; on the north by Water Street, John Street, and the East River bulkhead; and on the south by Front Street and York Street, and the southern lot line of several buildings on the south side of York Street. The DUMBO Industrial District is located immediately to the east of the Fulton Ferry Historic District (National Register listed 6/28/74). Fulton Ferry District is comprised primarily of pre-Civil War commercial buildings, erected to serve passengers on the Fulton Ferry, and port warehouses (notably the Empire Stores). In contrast, as noted, the DUMBO Industrial District is comprised almost entirely of late nineteenth- and early twentieth-century factory and warehouse buildings. At its east end, the boundary of the DUMBO Industrial District overlaps slightly with the New York City Landmarks Preservation Commission's Vinegar Hill Historic District, including one factory and a fire house at the edge of that city district, and excluding the early nineteenth-century houses that comprise most of the district and have a history separate from that of the buildings in the DUMBO district. Outside the district to the north, the district is bounded by the East River and, between Jay and Bridge streets, by a Consolidated Edison power plant. Beyond the district to the south are vacant lots and the elevated Brooklyn-Queens Expressway. A major visual presence in the DUMBO Industrial District is the National Register listed Manhattan Bridge (NR listed 9/1/83) which soars above the area and has a massive granite pier, and several granite support arches within the district's boundaries. The streets in the district are laid out in a rectangular grid, although the blocks themselves vary in size. Several blocks in the center of the district are now irregular in shape since portions were removed for construction of the Manhattan Bridge. There are two small alleys that extend from the major gridded streets into the block. Many of the streets in the district are paved with original late nineteenth-century granite Belgian blocks and many streets retain the rail tracks that connected the factories to the waterfront in the early twentieth century. Historic sidewalk paving materials, Belgian blocks, granite, and bluestone are also extant. As is typical of industrial buildings, many of the structures within the district have undergone changes in the course of the past century or more. Many of the buildings retain their industrial use; others are now artist lofts and residences; while others have been converted into offices or space for social service organizations. The buildings in the historic district retain their integrity to a surprisingly high degree considering the changing needs of industrial users over more than one hundred years and the conversion of many buildings to non-industrial uses.

The DUMBO Industrial District retains a few residential buildings dating from the first period of development in the area. The area within the district boundaries once contained a large number of wooden houses and a

<sup>1</sup> The name DUMBO was coined by the Brooklyn Loft Tenants in the late 1970s at the time the local Loft Law was adopted.

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smaller number of brick houses. Although all of the wooden buildings have been replaced, a few Greek Revival style brick houses are extant. These buildings, such as 67 Jay Street (Block 41) and 71 and 73 York Street (Block 52), are three-story structures with simple rectangular openings and wood cornices. In addition, later nineteenth century tenements are extant at 102 and 104 Water Street.

Early commercial development occurred while the Greek Revival style was still popular. Probably the oldest commercial buildings in the district are located at 66-72 Water Street (Block 36). This is a group of three brick buildings with stone storefronts. These austere structures, originally four stories tall (a fifth story was added in the late nineteenth century) with their crisply-cut rectangular window openings, stone lintels with modest lips, and post-and-lintel ground floors, closely resemble the counting houses that were erected across the East River in the South Street Seaport area of Manhattan. Although the original use is not known, the buildings were later used for coffee roasting and by the W.H. Sweeney Manufacturing Company, which produced metal kitchen utensils.

Construction of industrial buildings increased in the decades after the Civil War, culminating in the late nineteenth and early twentieth century. The factories erected during the second half of the nineteenth century are almost all multi-story buildings constructed of slow burning mill construction. These buildings have simple brick facades articulated by segmental-arch or rectangular openings that are generally arranged in a rhythmic manner. Windows or pairs of windows are often separated vertically by brick piers. On the first story the facade is often cut by larger openings for vehicular entrance or for shipping docks. Most of these factories have corbeled brick cornices. Structurally, they are supported by wood columns, beams, and joists, generally of yellow pine. This type of construction assured that in case of fire, the building would burn very slowly and would not be totally destroyed. Examples of these buildings, found throughout the district, were erected for the major companies involved with the development of DUMBO as an industrial district, including the John Masury & Son Paint Works (Block 30), the E.W. Bliss Company (Block 11), and the Miller & Van Winkle Company (Block 20).

In the late nineteenth century the technology of slow-burning construction began to change, as wood was replaced by newer and more fireproof materials. In the 1890s factories were erected with terra-cotta tile floor arches, including the Grand Union Tea Company's buildings at 59-67 and 69-70 Pearl Street (Block 40). Other factories combined terra-cotta floor tiles with steel frame construction, as at the Arbuckle sugar refinery at 18 Jay Street (Block 1). Early in the twentieth century, steel frames and reinforced-concrete floors were employed, as at the Kirkman Soap Company factories at 37-41 Bridge Street (steel frame and concrete floors; Block 32) and 43-45 Bridge Street (concrete floors; Block 32). Despite the new materials for floors, the exterior of these factory buildings are similar to those erected in earlier decades.

While most of the factories were multiple story structures, two foundries were erected in the district. These are buildings with gable ends facing the street and steep sloping roofs with monitors. Foundries were erected for the E.W. Bliss Company at 190-200 Plymouth Street (Block 31) and by Miller & Van Winkle, manufacturer of steel springs, at 26-28 Bridge Street (Block 20).

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A major change occurred in industrial architecture in DUMBO in the first years of the twentieth century when tall factory buildings erected entirely of reinforced concrete began to appear. The first reinforced-concrete factory was erected by E.W. Bliss in 1905-06 at 41-49 Washington Street (Block 38). This was followed by several other large factories erected by Gair in the western portion of the district, culminating with the construction of 1 Main Street (Block 27), with its prominent clock tower, in 1914. Other companies also erected significant reinforced-concrete buildings in the district, including Arbuckle Brothers at 20-24 Jay Street (Block 19), the John Masury & Son Paint Works at 42-44 Jay Street (Block 30), the Kirkman & Son Borax Soap Company at 215-217 Water Street (Block 31), and the W.H. Sweeney Manufacturing Company at 24-36 Main Street (Block 30).

A few buildings were erected in the historic district during the 1920s and 1930s, including several brick industrial structures, such as the Brillo Manufacturing Company's factory at 196-206 Water Street, and the Art Deco style entrance to the Independent Line's York Street subway station at 105-111 Jay Street (Block 66).

**Building List**

The following addresses are in the district:

Adams Street: Nos. 1-89 and 2-84

Bridge Street: Nos. 43-71 and 18-70

Front Street: Nos. 55-233 and 66-144

Jay Street: Nos. 19-73 105-111, and 10-118

John Street: Nos. 25-41 and 2-94

Main Street: Nos. 1-59 and 24-44

Pearl Street: Nos. 1-107 and 2-108

Plymouth Street: 99-215 and 82-224

Washington Street: Nos. 1-91 and 22-82

Water Street: Nos. 97-255 and 56-242

York Street: Nos. 27- 103 and 106-112

In addition, the district includes all of Anchorage Place, Fleet Alley, and Howard Alley, which have no numbered structures.

For convenience and ease of identification buildings are arranged below by block number rather than by numeric address, since the structures are often industrial complexes, with more than one blockfront, that grew over a long period of time. For block locations refer to the attached map of the district.

**Block 1**

Bounded by the bulkhead at the continuation of Adams Street on the west, Jay Street and the bulkhead at the continuation of Jay Street on the east, the East River bulkhead on the north, and John Street on the south. The present Block 1 incorporates what historically were Blocks 1, 2, 8, and 9.

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**18 Jay Street**, northwest corner John Street. 1897. Nine- and ten-story **contributing** brick industrial building, originally used as a sugar refinery by Arbuckle Brothers; steel-frame structure with brick curtain wall, brick floor arches on first floor, and terra-cotta floor arches above; segmental-arch windows, brick corbeling. Alterations: Window sash replaced; most of John Street and Jay Street elevations covered with cementitious material.

Remainder of block is vacant land extending to the bulkhead.

**Block 7**

Bounded by the continuation of Washington Street (now closed) on the west, Adams Street on the east, the East River bulkhead on the north, and Plymouth Street on the south. The present Block 7 incorporates what historically were Blocks 7 and 17.

**99-109 Plymouth Street**. One-story **non-contributing** brick building.

**111 Plymouth Street**. One-story **non-contributing** concrete building.

Remainder of the block is vacant land extending to the bulkhead.

**Block 18**

Bounded by Adams Street on the west, Pearl Street on the east, John Street on the north, and Plymouth Street on the south. The block is built up with the former E.W. Bliss Company machine works, a complex erected in several parts.

**20-38 Pearl Street, 143 Plymouth Street; and 12-20 John Street**. J. Irving Howard, 1879. Four-story **contributing** brick building erected as a machine shop for E.W. Bliss; slow-burning mill construction with yellow pine columns and girders; rectangular windows; section of corbeled and sawtooth cornice visible on John Street elevation. Alterations: Facade stuccoed or covered with cementitious covering (brick visible on John Street elevation); window sash replaced; fenestration pattern on Pearl Street may have been altered.

**2-10 John Street and 1-13 Adams Street**. William Tubby, 1891. Six-story Romanesque Revival style **contributing** brick machine shop of slow-burning mill construction with yellow pine columns and girders. Narrow, three-story, round-arch windows extend from second through fifth floors; rectangular windows on fifth through fourth stories with splayed brick lintels; stone sills; sixth-story rectangular windows with stone lintels that continue across facade as a beltcourse; corbeled cornice; 2x2 sash. Alterations: Some window sash replaced.

**12-16 John Street** is an addition (possibly 1886). Four-story **contributing** brick addition to 20-38 Pearl Street; rectangular windows; 2x2 sash; corbeled and sawtooth cornice. Alterations: Facade covered with thin layer of stucco or cementitious material, but brick still visible; some window sash replaced.

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**127-139 Plymouth Street and 15-19 Adams Street.** Attributed to William Tubby, c. 1900. Seven-story **contributing** Romanesque Revival machine shop with offices and drafting room on sixth floor and offices on seventh floor; steel and cast-iron columns with steel girders and open joist floor construction. Pair of massive round-arch entrances on Plymouth Street with extensive brick corbeling; narrow, three-story, round-arch windows with corbeled imposts extend from second through fifth floors; corbeled beltcourse above first story; rectangular windows on second through fourth stories with splayed brick lintels; stone sills; rectangular windows on sixth and seventh stories with stone lintels and sills; lintels on seventh story continue across facade as a beltcourse; 6x6 sash; corbeled cornice. Alterations: Some window sash replaced.

**Block 19**

Bounded by Pearl Street on the west, Jay Street on the east, John Street on the north, and Plymouth Street on the south.

**20-40 Jay Street, 19-27 Pearl Street, 22-44 John Street, and 145-165 Plymouth Street.** William Higginson, 1090-1911. Eleven-story reinforced-concrete **contributing** freight station and warehouse erected for Arbuckle Brothers; wide loading docks on first story; triplet windows with steel sash; heavy cornice above second story; many window groups on fourth and eighth through tenth stories with keystones; beltcourses above eighth and ninth stories; tapered brackets flank ninth story windows; deep block cornice. No sidewalks surround building; Belgian block street paving extends to building line.

**Block 20**

Bounded by Jay Street on the west, Bridge Street on the east, John Street on the north, and Plymouth Street on the south.

**19-27 Jay Street (46-58 John Street).** Late nineteenth century. Five-story **contributing** brick building erected as printing house for Arbuckle Brothers. One-story base; windows above massed in two-story groups; narrow segmental-arches at ends of both facades; wide segmental arches in center with arched openings on first, third, and fourth stories and rectangular openings on second and fourth stories; multi-paned sash. No sidewalks surround building; Belgian block street paving extends to building line. Alterations: Some window sash replaced; cornice altered.

**29-37 Jay Street (167-181 Plymouth Street).** 1975-79. **Non-contributing** one-story brick industrial building. Sidewalks with Belgian blocks and small granite slabs.

**18-20 Bridge Street and 84-94 John Street.** c. late 1890s. **Contributing** four-story brick building erected by the Miller & VanWinkle Company, manufacturers of steel springs. Segmental-arch windows with projecting sills and denticulated lintels (on John Street elevation); corbeled cornice. Alterations: Window sash replaced; first-story and basement windows on John Street enclosed; brick covered with cementitious material.



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**22-24 Bridge Street.** c. 1880s. **Contributing** four-story brick machine shop erected by the Miller & VanWinkle Company, manufacturers of steel springs. Pair of large segmental arches on first story; round-arched windows on first story; segmental-arch windows above with projecting lintels and sills; brick cornice. Alterations: Vehicular entrance at left on first story filled in; window sash replaced; brick covered with cementitious material.

**26-28 Bridge Street.** 1912. **Contributing** one-story brick forge and shop of semi-fire proof construction erected by the Miller & Van Winkle Company, manufacturers of steel springs. Steeply sloping gable end facing Bridge Street; monitor roof; facade divided vertically into three sections by brick piers; rectangular openings in side sections.

**32-34 Bridge Street (209-215 Plymouth Street).** c. late nineteenth century. **Contributing** four-story brick factory probably built by Howard & Fuller Ale Brewery and later owned by the Miller & Van Winkle Company, manufacturers of steel springs. Brick piers on Bridge Street; rectangular windows; some steel window sash. Alterations: Most windows sash replaced.

**60-62 John Street through to 183-185 Plymouth Street.** c. 1900. **Contributing** four-story brick stable with hay storage on third story and general storage on third and fourth stories, built for Arbuckle Brothers. Central segmental-arch opening on first floor; rectangular windows above; corbeled brick cornice; painted sign for Brillo on east elevation. Alterations: Window sash replaced.

**64 John Street.** c. 1890s. **Contributing** two-story brick building erected as part of J.W. Masury & Son Varnish Works for oil and turpentine storage. Round-arch windows; iron shutters on second story; iron star tie rod; denticulated brick cornice.

**66-76 John Street.** 1992. Two-story **non-contributing** brick industrial building.

**78 John Street.** c. late nineteenth century. **Contributing** two-story brick industrial building. Segmental-arch openings with denticulated lintels on first story; rectangular windows on second story. Alterations: Window sash replaced.

**80 John Street.** One-story **non-contributing** garage.

183-185 Plymouth Street, see 60-62 John Street. Sidewalk with Belgian blocks and slabs of granite and bluestone.

**187-189 Plymouth Street,** c. 1890s. **Contributing** three-story brick building erected as part of J.W. Masury & Son Varnish Works for varnish storage located at No. 187. Stone lintels and sills; corbeled cornice. Alterations: Window sash replaced. One-story brick wall at No. 189, attached to structure of No. 187; arched opening leading to lot.

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**191 Plymouth Street.** One-story **non-contributing** building.

**195 Plymouth Street.** c. 1890. **Contributing** five-story brick factory divided vertically into three sections with segmental-arch first-story openings and paired segmental-arch windows above; iron lintel on first story; corbeled cornice. Alterations: One-story rooftop addition; window sash replaced.

**199 Plymouth Street.** One-story **non-contributing** garage.

**201 Plymouth Street.** Lot leading to side elevation of 26-28 Bridge Street.

**203 Plymouth Street.** One-story **non-contributing** cinder-block building.

**205 Plymouth Street.** **Contributing** two-story brick industrial building, possibly originally carriage house erected by Howard & Fuller Ale Brewery.

**Block 27**

Bounded by Main Street on the west, Washington Street on the east, Plymouth Street on the north, and Water Street on the south.

**1 Main Street** (originally 15-33 Main Street, 82-94 Plymouth Street, and 97-107 Water Street). William Higginson, architect; Turner Construction Company, builder, 1914. **Contributing** twelve-story reinforced-concrete factory with four-story clock tower; two-story rusticated base; segmental-arch ground-floor openings; central entrance ensemble with four paneled piers, keystones, stylized brackets, and segmental-arch windows on second story; large rectangular expanses of windows above; segmental-arch windows on eleventh story; round-arch windows on fifteenth story, in tower; clock with ornate surround on each facade of tower; tower capped by mansard roof with iron cresting; two-story extension at rear; on Water Street, second story inscribed "Robert Gair Company Power House." Alterations: Windows replaced as part of conversion into offices; now residential.

**22-28 Washington Street (96-102 Plymouth Street).** Benjamin Finkensieper, 1887-88. **Contributing** six-story and basement brick factory erected by Robert Gair; ten bays wide on Washington Street elevation; brick piers; segmental-arch windows; corbeled brick lintels; panels with accordion brick below second, fourth, and sixth story windows; ornate iron tie rods; galvanized-iron cornice. Alterations: Upper two floors of structure at corner of Washington and Plymouth streets removed possibly in 1918-19 as part of reconstruction of building into boiler room with reinforced-concrete structural additions; much of original window sash replaced; pediment with name of factory removed.

**30-38 Washington Street (113-119 Water Street).** Benjamin Finkensieper, c. 1888. **Contributing** six-story and basement brick factory erected by Robert Gair probably as an extension to 22-28 Washington Street (it is not clear if the entire blockfront was erected as a single structure or in two building campaigns); design almost identical to 22-28 Washington Street; ten bays wide on Washington Street elevation; brick piers; segmental-arch



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windows; corbeled brick lintels; panels with accordion brick below second, fourth, and sixth story windows; ornate iron tie rods; galvanized-iron cornice; pediment with name of factory; tower at rear on Water Street. Alterations: Window sash replaced.

**Block 28**

Block bounded by Washington Street on the west, Adams Street on the east, Plymouth Street on the north, and Water Street on the south. The eastern portion of this block was removed for construction of the Manhattan Bridge.

**18 Adams Street (118 Plymouth Street).** 1904. **Contributing** two-story, brick building erected on angular lot created by demolition for Manhattan Bridge construction. Design of building closely relates to design of base of 104-116 Plymouth Street. Segmental-arch windows; denticulated beltcourse between stories; corbeled cornice. Alterations: Window sash replaced.

**104-116 Plymouth Street (21-29 Washington Street).** c. 1900. **Contributing** six-story and basement brick factory, possibly erected in 1904 for Robert Gair, but probably constructed a few years earlier and purchased by Gair in 1904. Slow-burning mill construction; brick piers; segmental-arch windows; denticulated beltcourse between first and second stories; denticulated and corbeled cornice above fifth story; parapet with name "Charles William Stores." Alterations: Window sash replaced.

**121-125 Water Street (31-39 Washington Street).** Benjamin J. Finkensieper, 1894. **Contributing** six-story brick factory erected by John Robertson and James Hardie for the John Robertson & Company's Tubal Cain Iron Works. Slow-burning mill construction; brick piers; segmental-arch windows; accordion-brick panels below windows; stone sills; galvanized-iron bracketed cornice; fire escapes on Washington and Water streets. Alterations: Window sash replace.

**127-131 Water Street.** Mid-nineteenth century. **Contributing** three-story brick early industrial structure, probably erected for the Tubal Cain Iron Works. Segmental-arch openings; iron tie rods; denticulated cornice. Alterations: Facade stuccoed; window sash replaced.

**133-137 Water Street.** Marshall J. Morrill, 1881. **Contributing** three-story brick stable with two-story rear addition (c. 1905) erected for the Brooklyn White Lead Company with addition erected by the Dodge & Olcott chemical company. Three-story section facing Water Street may date from slightly earlier than rear addition erected to face Adams Street after eastern portion of the block cleared for Manhattan Bridge construction. Three-story section with brick piers; stone lintels and sills; rectangular windows on first story; segmental-arch windows above; accordion brick panels between second and third stories; corbeling above first floor and above third-floor windows; corbeled cornice. Two-story section with brick piers; rectangular openings. Alterations: Window sash replaced.

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**Block 29**

Bounded by Adams Street on the west, Pearl Street on the east, Plymouth Street on the north, and Water Street on the south. The block is divided diagonally by Anchorage Place created as part of the construction of the Manhattan Bridge which resulted in the demolition of buildings on the western portion of the block and their replacement with a massive anchorage.

**Manhattan Bridge Anchorage.** Gustav Lindenthal and O.F. Nichols, engineers; Carrère & Hastings, architect, 1901-1909. Massive granite structure incorporating the south portion of Block 29 and the north portion of Block 39, with an arch spanning Water Street. (NR-listed as part of the Manhattan Bridge, 9/1/83.)

**50 Pearl Street through to Anchorage Place.** Three-story **non-contributing** building.

**140 Plymouth Street corner of Anchorage Place.** Three-story **contributing** brick building. Rectangular windows with limestone lintels and sills; lintels with projecting cornices on second story; splayed lintels on third story; corbeled brick above first story.

**142-152 Plymouth Street (40-48 Pearl Street through to Anchorage Place).** Early twentieth century. **Contributing** two-story brick building probably erected as machine shop and storage facility for E.W. Bliss Company. Segmental-arch windows.

**165-167 Water Street (52-56 Pearl Street through to Anchorage Place).** Thomas F. Houghton, 1891. **Contributing** six-story brick factory erected for E.H. Cole; western wall rebuilt, in 1905 after remainder of block demolished for construction of the Manhattan Bridge. Facade divided horizontally into a one-story base, three-story mid section, and two-story top; segmental-arch openings; raised brick lintels; stone sills; corbeled brick cornice. Painted sign on west facade reads "LHS L.& H. Stern Smoking Pipes & Holders," with a pair of crossed pipes. Alterations: Window sash replaced.

**Block 30**

Bounded by Pearl Street on the west, Jay Street on the east, Plymouth Street on the north, and Water Street on the south.

**39-45 Pearl Street (154-162 Plymouth Street).** c. 1880. **Contributing** five-story brick factory erected for the John Masury & Son Paint Works; by 1904 used as a tin shop. Rectangular window openings. Belgian block and bluestone sidewalk. Alterations: Facade stuccoed.

**47-49 Pearl Street.** One-story **non-contributing** building. Belgian block sidewalk.

**51-53 Pearl Street.** c. 1880. **Contributing** four-story brick factory erected for the John Masury & Son Paint Works; company office located in southwest corner first story. Rectangular openings with stone lintels and sills; iron tie rods; cornice with brick arches and dentils.

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**55-57 Pearl Street (169-175 Water Street).** One-story **non-contributing** building.

**42-44 Jay Street.** 1919-21. **Contributing** seven-story reinforced-concrete factory erected for the John Masury & Son Paint Works. Large rectangular window openings; incised decoration at parapet. Alterations: new windows; ground-floor windows partially filled in.

**46-50 Jay Street.** Late nineteenth century. **Contributing** five-story brick factory erected for the John Masury & Son Paint Works. Five bays wide, divided by brick piers; paired segmental-arch windows with denticulated lintels in each bay; stone sills; corbeled brick spandrel panels between second and third stories; central round-arch entrance with denticulated surround; corbeled brick and galvanized-iron bracketed cornice. Alterations: Window sash replaced.

**52 Jay Street.** Early twentieth century. **Contributing** two-story Neo-Renaissance style building; possibly a new brick front on an older residential structure; ground-floor with vehicular entrance; arched pediment with name "Martens Café"; second-story lintels supported by console brackets; ornament cast stone or concrete. Alterations: Window sash replaced.

**54 Jay Street.** Two-story **non-contributing** building.

**56 Jay Street (183-187 Water Street).** Vacant lot.

**177 Water Street.** George L. Morse, 1880. **Contributing** four-story brick storehouse erected for the John Masury & Son Paint Works. Rectangular openings of ground floor; segmental-arch openings on upper floors; stone sills; corbeled cornice. Alterations: Window sash replaced.

**179 Water Street.** One-story **non-contributing** building.

**181 Water Street.** One-story **non-contributing** building.

**Block 31**

Bounded by Jay Street on the west, Bridge Street on the east, Plymouth Street on the north, and Water Street on the south.

**39-53 Jay Street (176-188 Plymouth Street and 189-201 Water Street).** 1913. **Contributing** three-story semi-fireproof brick factory erected as machine and erecting shop for the Bliss Foundry. Brick piers separate facades into bays; ten bays on Jay Street, eight narrow and two wide bays on sides; vehicular entrances and large windows on first story; horizontal window bands on second story, many with steel sash; large steel-sash windows on third story. Alterations: Some second-story window sash replaced; first-story windows filled in with glass block.

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**36-40 Bridge Street (218-224 Plymouth Street).** Robert Dixon, 1882. **Contributing** five-story brick factory erected by Patrick Cassidy for unknown use. Stone base laid in random ashlar; central, segmental-arch vehicular entrance flanked by pairs of round-arch windows; six bays of segmental-arch windows on upper floors along Bridge Street and ten bays on Plymouth Street; central segmental-arch loading dock on Plymouth Street; denticulated arches and beltcourses with recessed bricks on first story; beltcourses and lintels with recessed bricks on second and third stories; brick drip lintels on fourth story; simple lip lintels on fifth story. Alterations: Window sash replaced; some windows bricked in.

**42 Bridge Street.** **Contributing** two-story brick building; large vehicular entrance; second story with band of steel-sash windows with iron lintel and sill.

**44 Bridge Street.** 1895. **Contributing** two-story brick building. Projecting stone loading dock/stoop laid in random ashlar; segmental-arch entrance; second story with pair of segmental-arch windows flanked by longer segmental-arch windows; stone sills; corbeled brick cornice. Alterations: Facade painted.

**48-50 Bridge Street.** Edward N. Stone, 1903-04. **Contributing** five-story brick addition to factory of Kirkman & Son Borax Soap Company. Continuation of design of building at 52-54 Bridge Street. Segmental-arch windows; cornice with raised brick bands; projecting stone sills. Alterations: Window sash replaced; facade painted.

**50-52 Bridge Street (229-235 Water Street).** William Tubby, 1894-95. **Contributing** five-story brick factory erected for the Kirkman & Son Borax Soap Company. Segmental-arch windows; cornice with raised brick bands; projecting stone sills. Belgian block sidewalk in front of loading dock on Water Street. Alterations: Most of multi-paned window sash replaced; facade painted.

**190-200 Plymouth Street (205-213 Water Street).** c.1900. **Contributing** one- and three-story brick foundry erected for the E.W. Bliss Company extending through block from Plymouth Street to Water Street. Street elevation with modest openings; high clerestory on side elevations with steel sash; monitor roof; raised skylight on roof of one-story eastern section. Large metal water tower with name Brillo visible. Alterations: Street elevation stuccoed

**202-206 Plymouth Street.** c. 1900. **Contributing** one-story brick foundry building erected by the E.W. Bliss Company. Corbeled brickwork; gable end facing street; iron tie rods. Railroad tracks enter building.

**208-214 Plymouth Street.** c. 1905. **Contributing** one-story brick storage structure erected by the E.W. Bliss Company. Wide segmental-arch windows; corbeled brick cornice. Rooftop water tower on steel legs.

**216 Plymouth Street.** William Gibson, 1901. **Contributing** six-story brick building erected for the Armstrong Cork Company. Possibly originally five stories; rectangular openings on first five stories; round arches on sixth story; stone lintels and sills; corbeled cornices on fifth and sixth stories.

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**201 Water Street.** c. 1900. **Contributing** two-story brick building erected for pattern storage by the E.W. Bliss Company. Segmental-arch windows.

205-213 Water Street. See 190-200 Plymouth Street

**215-217 Water Street.** Edward N. Stone, architect; Expanded Metal Engineering Company, engineers, 1906. **Contributing** six-story reinforced-concrete factory erected by Kirkman & Son Borax Soap Company. Rusticated piers; large rectangular windows; name "Kirkman & Son" incised at parapet. Alterations: Window sash replaced.

**219-221 Water Street.** Attributed to William Tubby, c. 1900. **Contributing** five-story brick factory erected as addition to Kirkman & Son Borax Soap Company factory at 50-52 Bridge Street and 223-227 Water Street. Segmental-arch windows; cornice with raised brick bands; projecting stone sills. Alterations: Most of multi-paned window sash replaced; facade painted.

**223-227 Water Street.** Attributed to William Tubby, c. 1900. **Contributing** five-story brick factory erected as addition to Kirkman & Son Borax Soap Company factory at 50-52 Bridge Street. Segmental-arch windows; cornice with raised brick bands; projecting stone sills. Alterations: Most of multi-paned window sash replaced; facade painted.

**Block 32**

Bounded by Bridge Street on the west, Gold Street on the east, Water Street on the north and Plymouth Street on the south. Only the western portion of this block is within the boundaries of the district.

**37-41 Bridge Street.** 1913. **Contributing** seven-story brick building with steel frame, curtain wall, and reinforced-concrete floors erected as a fat storage facility by the Kirkman & Son soap company. Brick piers; large windows, some with original steel sash; corbeled cornice. Alterations: Some window sash replaced.

**43-45 Bridge Street.** Arthur G. Stone, 1911. **Contributing** three-story brick building with reinforced-concrete floors erected as a glycerin plant by the Kirkman & Son soap company. Three bays of lower two floors separated by pilasters; large windows with pivot sash on second story; recessed spandrels; stones lintels, sills, and capitals; third story with bands of pivot windows separated by brick panels; corbeled cornice.

47-51 Bridge Street. Vacant lot.

**247-255 Water Street.** c. 1900; story added, Thomas Bennett, 1906. **Contributing** four-story brick building erected as printing ink factory by Philip Ruxton, Inc. Segmental- and round-arch windows; eastern parts of building (No. 253-55) are three stories and may be additions. Five-story rear addition with yellow brick chimney corbeling and black brick patterns. Belgian block sidewalk.



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**Block 36**

Bounded by Dock Street on the west, Main Street on the east, Water Street on the north, and Front Street on the south. Howard Alley (also referred to as Howard Court) extends into the block from Main Street. Only the eastern portion of this block is in the historic district.

**24-36 Main Street (74-86 Water Street).** Moyer Engineering and Construction Company, 1908.

**Contributing** ten-story reinforced-concrete factory erected for the W.H. Sweeney Manufacturing Company. Rusticated concrete piers; segmental-arch second-story windows with ornate projecting keystones; triple round-arch openings on tenth story, except for end bays which have wide segmental-arch openings; large rectangular openings on other floors; frieze with large letters spelling out "SWEENEY MFG. Company" on each front; on Water Street frieze also says "Nickel Ware" and "Silver Ware." Alterations: Window sash replaced.

**40 Main Street, corner Howard Alley.** c. 1830s. Three-story **non-contributing** brick residential building; side and rear elevations with rectangular openings. Alterations: Facade refaced in synthetic stone; storefront on first story; window sash replaced.

**42-44 Main Street (65-71 Front Street).** c. 1925. **Contributing** one-story brick storage and shipping building erected by A. Zeregas Sons Macaroni Company. Rectangular openings; iron tie rods.

**56-62 Water Street.** Before 1887. **Contributing** two- and three-story brick building probably originally erected as part of an iron foundry. Long rectangular windows on first story; shorter windows on second story; stone lintels and sills; denticulated brick cornice; cast-iron pier at west end of facade; brickwork continues onto 64 Water Street; third story set back from street line.

**64 Water Street.** Before 1887. **Contributing** four-story brick building probably erected as part of an iron foundry. Rectangular openings; stone lintels; corbeled and denticulated brick cornice; two cast-iron piers at base; iron tie rods. Alterations: Window sash replicates original multi-paned sash.

**66-72 Water Street.** c. 1840s. **Contributing** four-story (now five-story) late Greek Revival commercial building resembling counting houses erected along East River waterfront in New York City. Crisply-cut rectangular openings; stone lintels and projecting sills; metal cornice; cast-iron piers support first story; iron tie rods. Alterations: Fifth story added probably in late nineteenth century (before 1904); window sash replicates original multi-paned sash.

**55-57 Front Street.** Thomas Godwin, 1899. **Contributing** seven-story brick factory erected by Zeregas Sons Macaroni Company. Large rectangular window openings; exposed metal lintels; stone sills; cast-iron storefront piers; three-sided angled bay on second through fourth stories at east end of facade (possibly added in 1920s). Alterations: Window sash replaced.

**59-61 Front Street.** Late nineteenth century; addition Walter H. Volkening and John H. Holler, Jr., 1917. **Contributing** five-story brick factory erected by Zeregas Sons Macaroni Company with two stories added in

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1917. Large rectangular window openings; exposed metal lintels; stone sills; cast-iron storefront piers; three-sided angled bay on second through fourth stories at east end of façade (probably added in 1917). Alterations: Window sash replaced.

**63 Front Street.** Mid nineteenth century. **Contributing** four-story brick factory probably erected by Anthony Zerega as a macaroni factory. Round-arch openings on first floor; rectangular windows above; stone lintels and sills. Alterations: Window sash replaced; cornice removed.

**Howard Alley, south side west of Main Street** (there are no addresses on Howard Alley). c. 1840s. **Contributing** two-story transitional Greek Revival/Italianate brick building. Rectangular openings; stone lintels and sills; bracketed wood cornice. Alterations: First-floor windows bricked in.

**Block 37**

Bounded by Main Street on the west, Washington Street on the east, Water Street on the north, and Front Street on the south.

**35-41 Main Street (88-98 Water Street).** William Higginson, 1916. **Contributing** thirteen-story reinforced-concrete factory erected for the Robert Gair Company as an extension to 40-58 Washington Street. Rusticated concrete piers; rectangular openings with large windows; steel sash; corner entrance on Main and Water streets with piers and shields; shields on roofline. Alterations: Some window sash replaced.

**43-53 Main Street (73-81 Front Street).** William Higginson, 1919. **Contributing** ten-story reinforced-concrete factory erected for the Robert Gair Company as an extension to 40-58 Washington Street and 35-41 Main Street. Rusticated piers; rectangular windows with large windows; steel sash. Alterations: Some window sash replaced.

**40-58 Washington Street (100-110 Water Street and 83-95 Front Street).** William Higginson, 1913-14. **Contributing** nine-story reinforced-concrete factory erected for the Robert Gair Company. Ornate corner entrance at Washington and Front streets with cartouches, two with dates 1864 and 1914; entrance frieze says Building No. 6; rusticated piers; rectangular openings with large windows; steel sash; open fire balconies on Front and Water streets. Alterations: Some window sash replaced.

**Block 38**

Bounded by Washington Street on the west, Adams Street on the east, Water Street on the north, and Front Street on the south.

**41-49 Washington Street (112-128 Water Street through Adams Street).** William Higginson, 1905-06. **Contributing** eight-story reinforced-concrete factory erected for the Robert Gair Company. Rusticated concrete piers; large expanses of windows; steel sash; high parapet; two clocks set beneath pediments above parapet; angled corner following shape of block on Adams Street; Belgian block sidewalks on Water Street; rail tracks lead into the building at the corner of Water and Adams streets.



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**51-59 Washington Street (97-119 Front Street through to Adams Street).** William Higginson, 1908. **Contributing** eight-story reinforced-concrete factory erected for the Robert Gair Company as an extension to 41-49 Washington Street. Rusticated concrete piers; entrance on Washington Street with heavy segmental-arch enframement and single surviving tall newel post; large expanses of windows; steel sash; high parapet; clock set beneath pediment above parapet on Washington Street; Belgian block sidewalks on Adams and Front streets.

**Block 39**

Bounded by Adams Street on the west, Pearl Street on the east, Water Street on the north, and Front Street on the south.

**Manhattan Bridge Anchorage.** Gustav Lindenthal and O.F. Nichols, engineers; Carrère & Hastings, architect, 1901-1909. Massive granite structure incorporating the south portion of Block 29 and the north portion of Block 39, with an arch spanning Water Street. **(NR-listed as part of the Manhattan Bridge, 9/1/83).**

**59 Adams Street (131-139 Front Street).** One- and two-story **non-contributing** garage.

**Block 40**

Bounded by Pearl Street on the west, Jay Street on the east, Water Street on the north, and Front Street on the south. The entire block consists of a complex of six buildings erected for the Grand Union Tea Company.

**59-67 Pearl Street (156-164 Water Street).** 1897. **Contributing** six-story brick factory with slow-burning wood construction and terra-cotta tile floors. Building extends for seven bays on Pearl Street and seven bays on Water Street; bays separated by brick piers; each bay with two segmental-arch windows; denticulated brick lintels; stone sills; corbeled cornice; recessed brick panels above first-story windows; accordion-brick panels on piers of fourth floor; iron tie rods; vehicular entrances and loading docks on first story. Alterations: Window sash replaced.

**69-79 Pearl Street (141-151 Front Street).** Edward N. Stone, 1902-03. **Contributing** six-story brick factory extension to 59-67 Pearl Street with frame construction and terra-cotta tile floors; design identical to that of 59-67 Pearl Street. Alterations: Window sash replaced.

**58-66 Jay Street.** Edward N. Stone, 1907. **Contributing** eight-story brick factory with steel frame and terra-cotta tile floors. Design is expanded version of 59-67 and 69-70 Pearl Street; accordion-brick panels on sixth as well as fourth story. Alterations: Window sash replaced..

**68-72 Jay Street.** William Higginson, 1915. **Contributing** ten-story brick factory with steel frame and reinforced-concrete floors. Brick piers with accordion-brick panels on first and tenth stories; recessed panels on eighth story; corbeled cornices at first, eighth, and tenth stories; rectangular windows with stone sills and lintels; multi-paned sash. Alterations: Some window sash replaced.

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**166-172 Water Street.** Edward N. Stone, 1902-03. **Contributing** six-story brick factory extension to 59-67 Pearl Street with frame construction and terra-cotta tile floors; design identical to that of 59-67 Pearl Street. Alterations: Window sash replaced.

**153-157 Front Street.** Edward N. Stone, 1907. **Contributing** eight-story brick factory with steel frame and terra-cotta tile floors. Design is expanded version of 59-67 and 69-70 Pearl Street; accordion-brick panels on sixth as well as fourth story. Alterations: Window sash replaced.

**Block 41**

Bounded by Jay Street on the west, Bridge Street on the east, Water Street on the north, and Front Street on the south.

**55-59 Jay Street (178-188 Water Street).** Benjamin Finkensieper, 1896. **Contributing** six-story brick factory with mill construction erected for the McNeill Company's last works. Brick piers, segmental-arch openings; stone sills; denticulated lintels; corbeled cornice with band of accordion brick. Alterations: Window sash replaced; first-floor windows closed in with brick and glass block.

**61-65 Jay Street.** Four-story **non-contributing** building.

**67 Jay Street.** c. 1830s. **Contributing** three-story transitional Federal/Greek Revival brick building, probably originally a residential structure. Flemish-bond brick; stone lintels and sills; denticulated cornice. Alterations: First floor altered for use as a garage as early as 1939; size of window openings reduced and sash replaced.

**69-71 Jay Street.** One-story **non-contributing** building.

**73 Jay Street (165-169 Front Street).** One-story **non-contributing** building.

**54-70 Bridge Street.** c. 1893 (216-228 Water Street; 203-215 Front). **Contributing** five-story brick factory erected for the Hanan & Son Shoe Company. Brick piers with iron tie rods; large segmental-arch windows; multi-pane steel sash; corbeled cornice; rough stone lintels; three fire escapes on Bridge Street elevation.

**190-194 Water Street.** c. 1900; upper two floors Edward N. Stone, 1905. Originally two-story, now four-story **contributing** brick factory erected for the Grand Union Tea Company; rectangular vehicular and pedestrian openings with stone lintels on first floor; segmental-arch windows; denticulated lintels; corbeled cornice with raised brick panels. Alterations: Window sash replaced.

**196-206 Water Street.** 1930. **Contributing** four-story brick factory erected for the Brillo Manufacturing Company. One vehicular entrance on first story; large rectangular openings with steel sash; large rooftop water tower. Alterations: Windows on first story bricked in.

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**208-214 Water Street (195-201 Front Street).** A.S. Kissam, 1905. **Contributing** five-story brick factory with reinforced-concrete floors and roof erected by the Hanan & Son Shoe Company. Erected as an expansion of factory at 54-70 Bridge Street. Virtually identical fourteen-bay elevations on Water and Front streets; rectangular openings with concrete lintels and sills; multi-paned steel sash; corbeled cornice.

171-173 Front Street. Vacant lot.

**175-177 Front Street.** One-story **non-contributing** building.

181-193 Front Street. Vacant lot.

195-291 Front Street. See 208-214 Water Street.

**Block 42**

Bounded by Bridge Street on the west, Gold Street on the east, Front Street on the north and Water Street on the south. Only the western portion of this block is within the boundaries of the district.

**53-61 Bridge Street.** 1910. **Contributing** eight-story brick building with steel frame, brick curtain wall, and terra-cotta floor arches erected as a borax soap factory by Kirkman & Son soap company. Brick piers; triplet steel windows with pivot sash; corbeled cornice and beltcourse on first, sixth, and seventh stories; corbeled roofline cornice; brick panels on seventh; canopies resting on ornate wrought-iron brackets over first-story delivery bays on Water Street. Alterations: Some window sash replaced.

**66-71 Bridge Street (217-223 Front Street).** Early twentieth century. **Contributing** one-story brick garage probably erected by Kirkman & Son.

**225-227 Front Street.** "Constitution" Engine Company No. 7. c. 1855-56. **Contributing** three-story Italianate style brick building erected by the Fire Department of the City of Brooklyn. Central rectangular vehicular entrance flanked by segmental-arch door and window with stone lintels; round-arch windows on upper floors with raised brick surrounds; stone keystones and sills; bracketed cornice. Alterations: Vehicular entrance enlarged and building extended at rear, H.W. Ballard, architect, 1903; window sash altered, probably c. 1976 as part of residential conversion.

229 Front Street. Vacant lot.

**231-233 Front Street and 244-246 Water Street.** William Tubby, 1908. **Contributing** five- and six-story brick factory erected for Benjamin Moore & Company paint company. On Front Street, six-story building; first-story with strip of five windows flanked by doors with stone lintels; upper floors with strips of windows flanked by brick piers and single windows; 2x2 wood sash; limestone lintels and sills; pedimented parapet; multi-paned sash. Five-story Water Street facade simpler with segmental-arch openings. Alterations: Some windows blocked up on Water Street elevation.

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**Block 45**

Bounded by Washington Street on the east, Front Street on the north, and York Street on the south. Only the eastern end of this irregularly shaped block is within the boundaries of the historic district. The section in the district is originally known as Block 50.

**60-72 Washington Street (66-76 Front Street).** William Higginson, 1911. **Contributing** twelve-story reinforced-concrete factory erected by the Robert Gair Company. Rusticated piers on lower and upper stories; large rectangular windows with steel sash; small rectangular windows with steel sash on twelfth story separated by triglyphs; paired windows at ends of facade; central triple windows with keystones on Front Street elevation; recessed spandrel panels; deep cornice with blocks.

**27-37 York Street (74-82 Washington Street).** William Higginson, 1916. **Contributing** twelve- and thirteen-story reinforced-concrete factory erected by the Robert Gair Company. Rusticated piers at lower and upper stories; York Street entrance with four pilasters; large windows with steel sash; small rectangular windows with steel sash on top story separated by triglyphs; paired windows at ends of facade; central triple windows with keystones on York Street elevation; recessed spandrel panels; deep cornice with blocks; segmental-arch pedimented clocks atop Front and York street elevations.

**Block 51**

Bounded by Washington Street on the west, Adams Street on the east, Front Street on the north, and York Street on the south. Fleet Alley extends into the block from York Street.

**63 Washington Street (84-96 Front Street).** **Contributing** two-story brick garage. Rectangular openings.

**75-79 Washington Street.** Mercein Thomas, 1889. **Contributing** five-story brick factory erected for Ketcham & McDougall, jewelry manufacturer. Brick piers separate facade into three bays; piers with rusticated pattern on first two stories; two vehicular entrances on first story with cast-iron lintels; central segmental-arch pedestrian entrance on first story; beltcourse above first story with sawtooth brickwork; wide segmental-arch windows on upper floors; stone sills; corbeled cornice; two bays of similar design on south elevation; one-story pavilion connects building to 41-43 York Street; painted sign for Thomson Meter Company Water Meters on north elevation. Alterations: New multi-pane wood sash replicates original; some new windows cut into north facade.

**64-84 Adams Street (98 Front Street and 51-61 York Street).** **Non-contributing** brick garage erected for Jehovah's Witnesses in 1976 and 1986.

**78-80 Front Street.** One-story **non-contributing** building.

**102 Front Street.** Carl Eisenach, 1877. **Contributing** four-story transitional Italianate/Neo-Grec style brick tenement with commercial ground floor; a pair with 104 Front Street. Segmental-arch windows; cast-iron

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lintels and sills; galvanized-iron bracketed cornice; one cast-iron pier of storefront extant. Alterations: Storefront largely replaced (original replaced in 1889 with subsequent alterations).

**104 Front Street (58-62 Adams Street).** Carl Eisenach, 1877. **Contributing** four-story transitional Italianate/Neo-Grec style brick tenement with commercial ground floor; a pair with 102 Front Street. Segmental-arch windows; cast-iron lintels and sills; galvanized-iron bracketed cornice; two cast-iron piers of storefront extant. Alterations: Storefront largely replaced.

**39-43 York Street (83-91 Washington Street);** now part of 39-49 York Street. Attributed to Mercein Thomas, c.1882. **Contributing** six-story brick factory erected by Ketcham & McDougall, jewelry manufacturers. On York Street, brick piers separate facade into three bays, each with two segmental-arch windows; central bay on first story with single segmental-arch opening; Washington Street elevation is eleven windows wide separated by brick piers into a pattern of 2-7-2; projecting brick drip lintels; stone sills; corbeled and sawtooth cornice; iron tie rods; painted sign advertising Thomson Meter Company Water Meters. Alterations: Space between 39-43 and 47-49 York Street (No. 45) filled in, probably in 1920s; new multi-pane wood sash replicates original.

**47-49 York Street.** Mercein Thomas, 1882; now part of 39-49 York Street. **Contributing** six-story brick factory erected by Ketcham & McDougall, jewelry manufacturers. Brick piers separate facade into three bays, each with two segmental-arch windows; central bay on first story with single segmental-arch opening; projecting brick drip lintels; stone sills; corbeled cornice; iron tie rods. Alterations: space between 47-49 and 39-43 York Street (No. 45) filled in, probably in 1920s; new multi-pane wood sash replicates original.

**Block 52**

Bounded by Adams Street on the west, Pearl Street on the east, Front Street on the north, and York Street on the south. Two support piers for Manhattan Bridge are sited on this block. One pier has tall arch spanning Pearl Street with smaller arches over sidewalks on Blocks 52 and 53. Second pier located at northeast corner of Front and Pearl streets with arch spanning Pearl Street sidewalk.

**69-81 Adams Street (112 Front Street).** 1995. Three-story **non-contributing** building.

**85 Adams Street.** Edward F. Gaylor, 1884. **Contributing** three-story brick stable. Rectangular window openings; stone lintels and sills; corbeled cornice; ground floor vehicular entrance.

**87 Adams Street.** Attributed to Edward F. Gaylor, c. 1884. **Contributing** three-story brick stable apparently erected as addition to 85 Adams Street. Rectangular window openings; stone lintels and sills; corbeled cornice; ground floor vehicular entrance.

**89 Adams Street (63-67 York Street).** c. 1830s. **Contributing** three-story Greek Revival style house. Rectangular windows; stone lintels and sills; wood cornice; two-story, one bay extension on York Street. Alterations: Commercial ground floor; c. 1900; one-story non-compatible commercial addition on York Street.



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**71 York Street.** c. 1830s. **Contributing** three-story Greek Revival residential building. Rectangular windows; stone lintels and sills; wood cornice. Alterations: Ground floor storefront.

**73 York Street.** c. 1830s. **Contributing** three-story Greek Revival residential building. Rectangular windows; stone lintels and sills; wood cornice. Alterations: Ground floor storefront.

**75-77 York Street.** One-story **non-contributing** building and lot.

79-83 York Street. Lot with trailers.

**Block 53**

Bounded by Pearl Street on the west, Jay Street on the east, Front Street on the north, and York Street on the south. Pier of Manhattan Bridge with tall arch spanning Pearl Street and smaller arches over sidewalks on Blocks 53 and 52.

80-108 Jay Street (134-144 Front Street; 97-103 York Street). Vacant lot.

**126-132 Front Street.** c. 1900. **Contributing** six-story brick factory. Vehicular entrance on Front Street with denticulated round arch; rectangular windows; stone lintels and sills; corbeled cornice and chimney; iron tie rods; one-story rear addition. Possibly an alteration to an earlier factory erected for Bliss (Parfitt Brothers, 1888) that was altered when portion of block displaced for Manhattan Bridge construction. Alterations: Most window sash replaced.

**95 York Street.** 1969. One-story **non-contributing** brick building.

**Block 64 in part**

Bounded by Pearl Street on the west, Jay Street on the east, York Street on the north, and the Brooklyn-Queens Expressway on the south. Granite support pier for Manhattan Bridge at northwest corner of block with large central round arch (once spanning Pearl Street which is now closed) and two smaller arches.

**106-110 York Street (110-118 Jay Street).** Charles C. Wagner, 1910. **Contributing** four-story brick factory; raised brick spandrel panels; corbeled cornice; metal lintels.

**Block 66**

The district includes only the lot at the southeast corner of York Street and Jay Street.

**105-111 Jay Street (112 York Street).** c.1935. **Contributing** three-story Art Deco style brick entrance pavilion for Independent Line's York Street subway station; ornate stone entrance enframement; openings with ventilator louvers.

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### 8. Statement of Significance

#### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ **A** Property associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

#### Criteria Considerations

(Mark "x" in all boxes that apply.)

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location
- ☐ **C** a birthplace or grave
- ☐ **D** a cemetery
- ☐ **E** a reconstructed building, object, or structure
- ☐ **F** a commemorative property
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years

### Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

### 9. Major Bibliographical References

#### Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

#### Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested.
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by historic American Building Survey  
# \_\_\_\_\_
- ☐ recorded by Historic American Engineering Record  
# \_\_\_\_\_

#### Areas of Significance:

(Enter categories from instructions)

Architecture

Industry

#### Period of Significance:

c. 1830-1935

#### Significant Dates:

1883, 1885, 1909, 1935

#### Significant Person:

#### Cultural Affiliation:

#### Architect/Builder:

Various

#### Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal Agency
- ☐ Local Government
- ☐ University
- ☐ Other repository: \_\_\_\_\_



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8. Statement of Significance

The DUMBO Industrial District is significant under Criteria A for its association with the rise of the city of Brooklyn as a major American industrial center and the related growth of some of the most important industrial firms in America in the late nineteenth and early twentieth centuries, including Arbuckle Brothers (coffee and sugar), J.W. Masury & Son (paint), Robert Gair (paper boxes), E.W. Bliss (machinery), and Brillo (steel wool). The district's period of significance encompasses over 100 years of industrial development from c. 1830 to 1935. Most of the district's 95 contributing buildings reflect the extraordinary diversity of Brooklyn's industrial development, with manufactured and processed goods including coffee, tea, sugar, machinery, paint, varnish, paper boxes, shoes, soap, ale, springs, meters, ink, shoe lasts, handkerchiefs, kitchenware, and steel wool. DUMBO, an acronym for Down Under the Manhattan Bridge Overpass, is one of the oldest areas of European settlement on Long Island, but by the mid nineteenth century change was occurring in the area as the old houses were replaced by factories, attracted by the area's location on the East River and the presence of ferry lines that provided convenient connections to New York City. By 1900 the area had become almost exclusively industrial. The district has been effected by several important construction projects, notably the erection of the Manhattan Bridge in the early twentieth century, which soars over the area and has an anchorage and several support piers that replaced earlier industrial buildings, and by the Brooklyn-Queens Expressway, erected shortly after World War II, which has the effect of walling in the neighborhood at its southern end. The DUMBO Industrial District is also significant under Criteria C for its architecture, which reflects important trends in industrial design in America during the nineteenth and early twentieth centuries. The earlier buildings in the district are representative of the slow-burning construction popular in the nineteenth and early twentieth centuries. These buildings have brick facades with massive wooden posts and beams. In the late nineteenth century and early twentieth century, terra-cotta floor arches and steel frames began to appear and, more significantly, factories of reinforced concrete were erected. These reinforced-concrete factories, erected by the Gair Company and by other firms, were among the earliest large-scale reinforced-concrete factory buildings in America.

The DUMBO Industrial District is sited along the northwest waterfront of Brooklyn, on original land and on early nineteenth-century landfill. As indicated on maps, the original waterfront, between Dock and Adams streets, ran between Water and Front streets. From Adams Street to Bridge Street, the line of the waterfront extended in a northeasterly direction, crossing John Street at the approximate location of Bridge Street. Thus, all or part of blocks 1, 7, 18, 19, 20, 27, 28, 29, 30, 36, 37, 38, and 39 are on landfill. The district includes a portion of the area where the original settlement of Brooklyn was located. The small village was comprised primarily of modestly-scaled wooden houses erected along the northwestern waterfront of Kings County, at a location close to New York City, then comprising the southern end of Manhattan Island. The character of early Brooklyn is evident in the famous series of early nineteenth-century paintings by Francis Guy that show Fulton Street and vicinity with its gable-roof and gambrel-roof wooden houses of one-and-one-half to two-and-one-half stories. Residential development appears to have continued in the DUMBO area through the 1830s and there are a few early residential structures still surviving in the historic district.

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Major change occurred at the edge of the DUMBO area when Fulton Street became the access street for the ferry connecting Brooklyn and New York. Ferries ran between Brooklyn and New York City as early as the seventeenth century, carrying passengers and agricultural goods. However, it was not until the late 1820s, with the advent of safe and reliable steam-ferry service, that large numbers of people began to arrive in the area. In order to facilitate the traffic arriving and departing from the ferries, Fulton Street was widened in 1835 and was soon lined with commercial structures. Shops, hotels, banks, and other structures erected to serve ferry passengers survive in the adjacent Fulton Ferry Historic District. The growth of the ferry did not immediately impact the neighborhood to the east, but as industry began to invade this community, the housing was abandoned to the poor and many of the buildings deteriorated and were eventually demolished.

As early as the 1820s, industrial establishments began to appear on the streets to the east of the ferry. Among the earliest was Alex Birkbeck's iron foundry on Water Street, later known as the Union Foundry. By 1855, what is now DUMBO was already host to a sugar refinery, a brewery, wood, brick, cement, and stone cutting yards, and factories for oil, agricultural implements, paint, and steam engines.<sup>2</sup> This area was a natural spot for industry to locate since it was close to the waterfront, permitting raw materials to be delivered and finished goods shipped out.

From modest beginnings, DUMBO developed into one of the most important industrial centers in Brooklyn, with streets lined almost entirely with factories and factory-related structures. The industrialization of DUMBO parallels the major industrialization of the independent city of Brooklyn in the nineteenth century and the New York City borough of Brooklyn in the early twentieth century. By 1860, there were 1,032 industrial firms in Brooklyn, employing 12,758 people. By 1890 there were 10,623 industrial firms in the city, fully one-sixth of the industrial firms in New York State, with 93,275 workers (when pieceworkers were added to the count, the number rose to 109,814). A 1909 article in the magazine *Brooklyn Life* admonished "Anyone who thinks Brooklyn is not a manufacturing center should read these figures and ponder." The figures quoted for 1909 are:

- number of industrial establishments, 5,218
- industrial employees, 145,222
- proprietors and firm members, 5,495
- salaried employees (i.e., factory office workers), 15,844
- capital, \$362,337,000
- salaries and wage, \$89,474,000
- cost of materials, \$235,132,000
- value of products, \$417,223,000.

Among the largest employers in Brooklyn were foundries and machine shops, boot and shoe firms, lead and paint companies, and sugar refineries, all of which were represented in DUMBO. By the early twentieth century, Brooklyn was the fourth largest manufacturing center in the entire country and a significant portion of this manufacturing was done in DUMBO.

2. William Perris, *Perris Atlas of Brooklyn*, vol. 1 (1855), plate 4.

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As the figures for overall manufacturing show, there was a major expansion of industry in Brooklyn in the 1880s and in the first decades of the twentieth century (although the number of firms declined, the number of employees and the value of products increased). This is the period when most of the extant factories in DUMBO were erected. There were small firms that built factories in the historic district, but most of the factories were commissioned by large concerns that erected substantial buildings and employed large numbers of people. Among the companies with a major presence in DUMBO, that were responsible for the construction of important factory buildings, were the E.W. Bliss Company, which manufactured many types of machinery in its spectacular brick factory complex on Block 18; the Hanan & Son Shoe Company, which erected a large complex on the Bridge Street frontage of Block 41; Arbuckle Brothers, a leading American coffee roaster and sugar refiner, which had a major complex along the East River, parts of which are extant on Blocks 1, 19, and 20; John W. Masury & Son, one of the country's leading manufacturers of high-quality paints and vanishes, on Blocks 20 and 30; the Kirkman Soap Company, located on the Bridge Street fronts of Blocks 31, 32, and 42; the W.H. Sweeney Manufacturing Company, which made metal kitchen utensils at 30 Main Street on Block 36; the Grand Union Tea Company, which packaged goods for its grocery store chain in a large warehouse complex that occupies all of Block 40; and the Robert Gair Company, which manufactured folded paper boxes and did lithography, printing, and engraving on most of the blocks in the western portion of the district, notably on Blocks 27, 37, 38, and 45. The Gair Company built or purchased so many buildings that the western portion of the district was once known as "Gairville." The history of these and other companies active in the district is discussed in more detail in the block entries below. In conjunction with the construction of factories, several tenements were erected in the district to house workers in the nearby plants (two survive on Block 51).

The DUMBO area developed as a major industrial area because of its convenient location. The area is located along the East River waterfront so that raw materials could easily be brought to the factories and warehouses and finished goods shipped out. It was also close to residential districts where factory owners and workers lived. In fact, most of the factory owners lived in Brooklyn. As transportation networks improved, both goods and workers could more efficiently arrive and depart the area. Two major ferry lines docked along the waterfront just west of the district – the Fulton Ferry and the Catharine Ferry, with its terminal on Main Street. In addition, the Jay Street Terminal freight yard opened for the movement of rail cars into and out of the district and railroad tracks were laid on the streets within the district, connecting the yard to the factories; some of the tracks actually extended into industrial buildings. In 1885, the Main Line of the Brooklyn Elevated Railroad began operation through the area, along York Street, with stops at Washington Street and Bridge Street. The opening of the Brooklyn Bridge in 1883 and of the Manhattan Bridge in 1909, both with their Brooklyn portals located nearby, increased accessibility. A 1918 discussion of new industrial construction in the DUMBO area reported that:

When one stops to analyze the reasons which have brought these improvements it is not surprising that these concerns have located in this section. All sections of Brooklyn are reached by transportation lines, which spread from the Brooklyn and Manhattan Bridges in fan-like form, with this section as a handle. Consequently, labor of all types is easily obtained....Within a radius of ten blocks of Manhattan Bridge Plaza there are freight terminals having a capacity of more than five hundred freight cars and at which rates are as low as at any point in the city...The fact that the Brooklyn entrances to both the Manhattan and the Brooklyn Bridges are only some four

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short blocks apart has an added advantage to manufacturers doing trucking to Manhattan and even to New Jersey.<sup>3</sup>

Finally, in 1935, the Independent Subway Line opened service through the neighborhood, with a stop at York and Jay streets.

All of the nineteenth century factories in the district, as well as many from the twentieth century, were built of brick. The earlier buildings have mill construction, with wood beams and posts. By the turn of the century, concrete, steel, and terra cotta were employed in the structure of some factories. A major change in factory construction occurred in the first years of the twentieth century when reinforced concrete began to be used for the exterior and interior structure of various industrial buildings. The DUMBO area pioneered in the construction of large reinforced-concrete factories. It was the Robert Gair Company that changed the face of the DUMBO area when the firm introduced reinforced-concrete construction with its 1905 factory at 41-45 Washington Street on Block 38.

Concrete has a long history extending back to the ancient Romans, but it was only in the early twentieth century that reinforced concrete as a building material became popular, especially for industrial buildings.<sup>4</sup> The earliest experiments with reinforcing concrete with iron bars occurred in Europe in the 1840s and 1850s. In the United States, S.T. Fowler received a patent for a reinforced-concrete wall in 1860 and in the early 1870s William E. Ward erected a reinforced-concrete house in Rye Brook, Westchester County, New York (National Register listed 11/7/76). The material remained a novelty, however, until the late nineteenth century. In 1892, French engineer François Hennebique developed a method of pouring slabs, beams, and columns of reinforced concrete. This patented system was marketed in the United States and there is an exceptional example of a concrete building erected with the Hennebique system in the DUMBO area, a block away from the historic district – the Thomson Meter Company Building at 102-110 Bridge Street.

In the late nineteenth and early twentieth centuries major advances in reinforced-concrete technology occurred in the United States, led by Ernest L. Ransome. These advances led to the increasing popularity of the material in the United States. Ransome invented a twisted, square iron rod that created a strong bond between the metal and the concrete. In 1892, Ransome began construction of two buildings at Stanford University that employed reinforced concrete on the exterior and in 1897 erected a building in Bayonne, New Jersey with the floor slabs poured integrally with the buildings framework; the floor slabs were supported on solid concrete columns supported by stirrups. Finally, between 1900 and 1902, Ransome perfected a system for constructing buildings with concrete floors, and columns with concrete walls that were designed as frames for large expanses of glass. In 1902, Ransome sold the patent rights for the twisted bar to two young engineers in his office, Henry C. Turner and DeForrest Dixon. Turner and Dixon established the Turner Construction Company which was

3. "Industrial Activity in Brooklyn," *Real Estate Record and Builders Guide*, 101 (January 26, 1918), p. 100.

4. For a history of reinforced concrete, see Christina Lee Wallace, *The Evolution of Reinforced Concrete Technology (1848-1918)*, unpublished Master's thesis, Columbia University School of Architecture (1987).



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responsible for the construction of most of the reinforced-concrete buildings in the DUMBO Industrial District, including all of those erected for Gair.

The result of the advances made in the use of reinforced concrete in France and in America was that by the first years of the twentieth century, the material was seen as appropriate for factories and its use increased rapidly. Reinforced concrete offered factory owners several advantages over other materials. The various companies that produced the raw materials for reinforced concrete, especially the Portland cement companies, exploited these advantages in their marketing. As the Atlas Portland Cement Company noted in one of its publications, "Reinforced concrete, through the reduction in price of first-class Portland cement and the greater perfection of the principles of design, has lately become a formidable competition to both steel and slow-burning construction, competition of steel...because of its lower cost, shorter time of construction, and freedom from vibration; a competition of slow-burning construction because of its greater fire protection, lower insurance rates, durability, freedom from repairs and renewals, and even in many cases, its lower actual cost."<sup>5</sup> In addition, reinforced-concrete construction permitted large walls of glass, thus increasing the light inside a factory building, and it increased floor loads, permitting the efficient use of heavy machinery. Also, the buildings could easily be washed and they were vermin-proof.<sup>6</sup>

When Robert Gair commissioned a design for a new factory building at 41-45 Washington Street, a plot that ran along Water Street to Adams Street, he initially planned to erect a structure with traditional brick and timber construction. Gair, however, became aware of the advantages of concrete and asked his architect, William Higginson, to design the building in concrete. Higginson hired the Turner Construction Company to erect the new factory. Christina Lee Wallace notes, in her study of the history of reinforced concrete, that it was this building "that gave Turner its early reputation in concrete."<sup>7</sup> The building was followed by others built for Gair – an extension of the original building on Block 38 (1908); 1 Main Street (1914) on Block 27; 40-58 Washington Street (1913-14) and its extensions of 1916 and 1919 that incorporated the entire Block 37; and 60-70 Washington Street (1910-11) and its extension at 27-37 York Street (1916) on Block 45. Other companies also began to build reinforced-concrete structures in the district. Some of these were erected by the Turner Construction Company, but others were the work of competing firms that soon entered the market. The other major reinforced-concrete structures are the Sweeney Company's factory at 24-36 Main Street (1908), on Block 36, designed and built by the Moyer Engineering and Construction Company; the Arbuckle Brothers warehouse (1911) occupying all of Block 19, designed by William Higginson and built by Turner; the John Masury & Son Paint Works factory at 42-44 Jay Street (architect and builder unknown, 1919-21), and the Kirkman & Son factory (1906), designed by Edward N. Stone and built by the Expanded Metal Engineering Company.

5. Atlas Portland Cement Company, *Reinforced Concrete in Factory Construction* (New York, 1907, 8th edition, 1915), p. 11.

6. Ibid, pp. 16-17. Similar arguments for the use of reinforced concrete are made in Portland Cement Association, *Mercantile and Industrial Buildings of Concrete* (n.d.).

7. Wallace, *The Evolution of Reinforced Concrete*, p. 43.

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The industrial buildings in the historic district were designed by various architects, ranging from little-known figures to designers of major local importance. In the nineteenth and early twentieth centuries some of Brooklyn's leading architects designed industrial buildings and several worked on structures within the historic district. The most prominent architect represented in the district is William Tubby, who contributed to the E.W. Bliss Company complex on Block 18 and the Kirkman & Son Soap Company complex on Block 31. Tubby was born in Des Moines, Iowa, but grew up in Brooklyn. He trained in the office of Ebenezer L. Roberts, an architect with many Brooklyn clients, including Charles Pratt. Tubby became a favorite architect of the Pratt family, designing mansions, country homes, rowhouses, and a mausoleum for the family. His major buildings for the Pratts are located in the National Register Clinton Hill Historic District (NR-listed 6/19/85), but there are also important examples of his residential work in the National Register Brooklyn Heights, Fort Greene, and Park Slope historic districts (NR-listed 10/15/66, 9/26/83, and 11/21/80, respectively). He worked for many other prominent Brooklyn industrialists, designed public and institutional buildings, notably the first home of Polytechnic Institute (demolished) and branches of the Brooklyn Public Library, and was responsible for a number of local factories and warehouses, including the Empire Stores in the Fulton Ferry Historic District. Mercein Thomas, designer of the Ketcham & McDougall jewelry factory complex on Block 51, was also a prolific architect of buildings in Brooklyn's residential neighborhoods (notably in Clinton Hill) and was the architect of the Brooklyn Methodist Home in Crown Heights. George L. Morse, architect of a building for the Masury & Son Paint Works on Block 30, designed houses, churches, office buildings and factories. Among his most significant structures are the First Reformed Church on Seventh Avenue in Park Slope, which has Brooklyn's tallest church tower, and the Franklin Building, a Romanesque Revival style early skyscraper on Montague Street in the Brooklyn Heights Historic District. Other important Brooklyn architects who worked in the district were German-trained Benjamin Finkensieper, who worked for Robert Gair (Block 27), John Robertson (Block 28), and Robert S. McNeill (Block 41), and designed many other industrial buildings in Brooklyn; Robert Dixon, architect of homes in the Fort Greene, Clinton Hill, and Park Slope historic districts who designed a building on Block 31, and the prolific residential designer Marshall J. Morrill, who not only worked in most of Brooklyn's nineteenth-century rowhouse neighborhoods, but also designed a factory of the Brooklyn White Lead Company on Block 28.

The architect responsible for all of Gair's major buildings and for the reinforced-concrete warehouse erected for Arbuckle Brothers on Block 19 was William Higginson. Higginson was born in London and came to the United States about 1884, at the age of seventeen. He specialized in the design of industrial buildings. His early work was constructed of brick with timber framing, but he was one of the first architects to specialize in the use of reinforced concrete after it became a viable alternative to brick in the first years of the twentieth century. After 1911, Higginson worked closely with his son Clarence. Besides his work in the DUMBO Industrial District, Higginson was responsible for many other factories in Brooklyn, including those at the Bush Terminal complex, Sunset Park; the American Safety Razor Company on Lawrence Street in Downtown; the American Manufacturing Company in Greenpoint; the Revere Sugar Company; and the National Lead Company. He also designed the Loose Wiles Biscuit Company and American Chicle Company factories in Long Island City, Queens, and the Wrigley Company plant on Staten Island.<sup>8</sup>

8. "Wm. Higginson 76, Architect, Is Dead," *New York Times*, August 6, 1943, p. 15; "Clarence Higginson Dies at 67; Ex-General Was Architect Here," *New York Times*, November 5, 1959.

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Besides the extraordinary collection of industrial buildings in the historic district, there are several other historic features that are of importance to the visual and historical quality of the area. The most prominent visual feature of the neighborhood is the National Register listed Manhattan Bridge, which soars over the district. The bridge had a major impact on the district, since its construction resulted in the demolition of buildings and the reshaping of several blocks. The Brooklyn anchorage and three support piers are all located within the boundaries of the district. These massive granite structures with their boldly-detailed arches spanning streets and sidewalks, are a major presence and provide a series of Piranesian vistas. Equally important to the character of the district is the presence of an extraordinary amount of original street paving. The streets within the historic district were all once paved with granite Belgian blocks. These remain visible on many streets. On other streets they have been covered with asphalt, but in many cases, as the asphalt has worn away, the blocks have become visible. At the junction of Adams and Plymouth streets, the granite paving blocks are supplemented by granite slabs, set across at least two of the streets, marking the crossing. Inset into the Belgian block paving on several streets are the railroad tracks leading to and from the Jay Street Terminal Freight Yard, which was located along the river to the east of Jay Street and to the north of John Street, on part of what is now an electrical power plant, just outside of the district boundaries. Tracks are visible along John, Jay, Plymouth, Adams, Main, and other streets, and in some instances, notably at the Bliss Company's Plymouth Street foundry (Block 31) and the Gair building on the corner of Adams and Water streets (Block 38), tracks are still visible that enter into the building itself. The Belgian block paving is also notable on some streets because it stretches from one building line across to another, with no sidewalks; this may be the only place in New York City with this type of design. Belgian block streets without sidewalks are evident, for example, on Jay Street between John and Plymouth streets. Other locations in the district use Belgian blocks for sidewalk paving, a feature that is not known to appear in any other New York neighborhood. Belgian block sidewalks are extant, for example, at 47-49 and 55-57 Pearl Street (Block 30), 247-255 Water Street Block 35), and along the Water Street elevation of 50-52 Bridge Street (Block 31). There are also especially unusual sidewalks that combine Belgian blocks and small slabs of granite (29-37 Jay Street on Block 20), Belgian blocks with small slabs of bluestone (39-45 and 51-53 Pearl Street on Block 30), and Belgian blocks with small slabs of granite and bluestone (183-185 Plymouth Street on Block 20).

The major industrial firms that created the character of the DUMBO Industrial District have all left the neighborhood, either moving elsewhere, merging, or ceasing operations. However, there are still many smaller manufacturing firms in the area. The district reflects the vitality of New York City and its ever changing character in that many of the buildings have been converted for residential use, are now artists' studios, have become offices, or are home to social service agencies. Even with changing uses, the area remains redolent of its industrial heyday and retains its character to a high degree.

**Block Histories**

A brief history of the industrial development of each block in the historic district is provided. These descriptions include those firms that are known to have built, owned, or occupied the buildings. Where a history of a firm or those involved with a firm is known, it is provided in this section. Information is culled from atlases dating from 1855, 1880, 1887, 1896, 1904, 1911, 1915, 1929, and 1939, from city building records,



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land conveyance records, various books and articles, and from field visits. All information about number of employees in 1913 from New York State Department of Labor, *Second Annual Industrial Directory of New York State 1913* (Albany: State Department of Labor, 1915).

**Block 1**

Bounded by the bulkhead at the continuation of Adams Street on the west, Jay Street and the bulkhead at the continuation of Jay Street on the east, the East River bulkhead on the north, and John Street on the south. The present Block 1 incorporates what historically were blocks 1, 2, 8, and 9; Blocks 1 and 2 were originally only partial blocks along the water, while 8 and 9 were full blocks. Built entirely on landfill, Block 1 was long home to the Arbuckle Brothers Coffee Company and later to the firm's sugar refinery.<sup>9</sup> John Arbuckle, the key figure in the firm was born in Allegheny City, Pennsylvania in 1838. He and his brother Charles, who died in 1881, began roasting coffee during the 1850s and in 1871 moved their business to New York, opening in Brooklyn in 1881. Arbuckle's major advance was the invention, with the aid of draftsmen and machinists, of a machine that filled, weighed, sealed, and labeled coffee in paper packages that could then be sent all over the world. This coffee was marketed under the name "Arbuckle Ariosa" and Arbuckle Brothers soon became the largest importer of coffee in North America and was able to control the world price of the product. Arbuckle also owned virtually every merchant ship involved in the South American coffee trade. So popular was Ariosa that Francis Fugate entitled a recent history of the company *Arbuckles The Coffee That Won the West*. The firm not only packaged its coffee in a manner that was convenient for consumers, but was also a master at advertising, taking out large ads in newspapers and pioneering in the offering of collectable trade cards.

Arbuckle was determined to package sugar in the same way that he packaged coffee. He purchased sugar from the Havemeyers, who had a refinery in the Williamsburg section of Brooklyn. Despite the sale of a substantial amount of sugar to Arbuckle, Henry O. Havemeyer considered Arbuckle a threat. In response to Arbuckle's entering the coffee business, Havemeyer began marketing Lion Brand coffee, roasted in Toledo, Ohio. This led Arbuckle to open his own sugar refinery on the corner of Jay and Plymouth streets. A major legal battle ensued. In the last years of his life, Arbuckle's business dealings came under a cloud when the United States Treasury Department accused him of customs fraud. Arbuckle denied the charges, but in 1909 he paid \$695,573 to the Treasury. As Arbuckle's business grew, he purchased extensive property in the DUMBO area, including the Empire Stores in the Fulton Ferry Historic District. Arbuckle lived at 315 Clinton Avenue in the National Register listed Clinton Hill Historic District and was a major supporter of Plymouth Congregational Church (NHL, 7/4/61, and within the National Register listed Brooklyn Heights Historic District), leaving funds in his will (he died in 1912) for the construction of the Arbuckle Memorial, a major addition to that church complex.

By 1887, Arbuckle Brothers occupied all of old block 8, bounded by Adams, Pearl, and John streets, and the East River, for its coffee operations. His business grew rapidly and the company purchased land on nearby blocks. In 1897-98 the sugar refinery, specifically built to compete with Havemeyer and what was then known

9. For Arbuckle, see Francis L. Fugate, *Arbuckles the Coffee That Won the West* (El Paso: Texas Western Press, 1994); *Dictionary of American Biography*, vol. 1, (1927), pp. 336-37; *The National Cyclopaedia of American Biography*, vol. 15 (1916); "Arbuckle's New Refinery," *Brooklyn Daily Eagle*, July 14, 1898, p. 2; "A Modern Boiler House," *Brooklyn Daily Eagle*, June 6, 1898, p. 12.

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as the "sugar trust," was erected. Arbuckle planned to refine 3000 barrels of sugar a day, much of which would immediately be packaged in two-pound paper bags. In 1913, the company employed 100 people (68 men and 30 women) in its coffee roasting business and 668 (470 men, 36 women, and 162 office workers) in the sugar business. In 1945 Arbuckle Brothers' Brooklyn property, consisting of 24 sites, was sold and the former sugar refinery became a warehouse.

**Block 18**

Bounded by Adams Street on the west, Pearl Street on the east, John Street on the north, and Plymouth Street on the south. All of the buildings on this block were erected by the E.W. Bliss Company for the manufacture of machinery.<sup>10</sup> By 1855, a portion of the block contained the George G. Johnson Iron Foundry. Eliphalet W. Bliss began purchasing property on this block in 1879 and by 1891 he owned the entire block. Between 1879 and 1900 Bliss erected a series of factory structures where he manufactured a vast array of machinery and cans. Bliss was born in Fly Cree, Otsego County, New York and apprenticed in a local machine shop. He moved to Meriden, Connecticut to work in the Parker gun factory and, after serving in the Civil War, settled in Brooklyn in 1866. The following year he established a machine works which would become the E.W. Bliss Company. In his factory in DUMBO, Bliss made machines for the manufacture of tools, presses, and dies, and for use in sheet metal work. Of particular importance was Bliss's invention of machinery for stamping out sheet-metal cans, first used for holding kerosene and paints and then used for a large number of other items. As Bliss's business grew, the firm expanded onto other blocks in the DUMBO district, notable onto block 31 where he erected a foundry. In 1884, Dr. L.P. Brockett, author of "The Manufacturing Industries of Brooklyn and Kings County," in Henry R. Stiles's history of Brooklyn, noted that Bliss "has built up in a few years an immense business in machinery for drawing and stamping cold plates of tin, sheet iron, brass or copper, in all the required forms for household and manufacturing use." Brockett also noted that the main building was the largest of its kind in the world at 27,000 square feet and that the factory employed between 300 and 350 people. Ultimately, as the factory complex on this block grew, it incorporated 186,492 square feet. In 1912, the E.W. Bliss Company employed 1,646 people in DUMBO (not all were employed on this block) – 1,521 men and fifteen women. A 1912 trade catalogue, *Bliss Drawing Presses and Spinning Lathes*, describes the output of the factory:

We build Presses, Dies and Machinery for the rapid and economical production of Tin and Sheet Iron Ware in all varieties, including Pierced, Stamped or Pressed. Also for Petroleum Cans, Fruit and Vegetable Cans, Baking Powder Cans, Milk Cans, Spice Cans, Meat Cans, Paint and Varnish Cans, Fish Cans, Lard Pails, all kinds of Tin Canisters, Boxes and Packages including Druggists Tinware. We build Punching, Shearing, Forming and Forging Machinery used by Rolling Mills, Locomotive and Car Builders, Automobile Builders, Drop Forging Works, etc.

10. For the Eliphalet W. Bliss and the Bliss Company, see Bliss biographies, *National Cyclopaedia*, vol 15 (NY: James T. White, 1916), pp. 20-21; *Dictionary of American Biography*, vol. 1 (1927), pp. 371-72; James Warren Lane biography *The National Cyclopaedia of American Biography*, vol 22 (1932), pp. 219-20; Dr. L.P. Brockett, "The Manufacturing Industries of Brooklyn and Kings County," in Stiles, p. 688; *Asher & Adams' Pictorial Album of American Industry* (New York: Asher & Adams, 1876; reprinted, New York: Rutledge Books, 1976), p. 64; "Plant of the E.W. Bliss Company," *Brooklyn Daily Eagle*, April 9, 1900, p. 12. The Brooklyn Historic Society has a large collection of machinery catalogues for Bliss Company products, including catalogues for power presses, punching presses, and spinning lathes.

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Among the items manufactured from Bliss Company machinery and dies were agricultural implements, bicycle parts, bird cages, bottle caps, clocks, coins, cutlery, cuspidors, dental equipment, doorknobs, electrical goods, enamelware, gas fixtures, hardware, jewelry, lamps, locks, paint tubes, roofing, shovels, toys, and typewriters. The initial portion of the Bliss factory was erected in 1879 on Pearl Street to the designs of J. Irving Howard, an architect about whom very little is known. A major expansion began in 1891, when a new structure was erected on Adams and John streets to the design of William Tubby, one of the most important architects active in Brooklyn during the late nineteenth century (see above). When construction was completed in 1900, with the erection of the wing facing Plymouth Street, the new factory was described in the *Brooklyn Daily Eagle* as being "equipped with the most modern appliances and labor-saving machinery...[to] increase the company's output capacity about one-third." Besides the machinery and sheet metal manufactured in DUMBO, Bliss also manufactured arms, including various shells and torpedoes used by the military; these were largely manufactured at a factory in the Bay Ridge section of Brooklyn. Bliss lived in a large villa in Bay Ridge, on a site that is now incorporated into Owl's Head Park. Following Bliss's death in 1903, the firm was run by James Warren Lane. In 1933, the Bliss Company left Brooklyn, consolidating its manufacturing in Toledo, Ohio. The buildings on this block appear to have been abandoned by the company even earlier, since in 1926 the Dan W. Feitel Bag Company had an interest in the property and in 1929 a lease was signed with Cosmopolitan Warehouse, Inc. In 1936, the Bridgeport Paper Company leased at least a portion of the property. A painted sign on Adams Street at the corner of Plymouth Street, records the presence of the Waring Envelope Company in the building.

**Block 19**

Bounded by Pearl Street on the west, Jay Street on the east, John Street on the north, and Plymouth Street on the south. This block was one of the earliest in DUMBO to be developed for industrial uses. By 1887, the block was home to the Campbell & Thayer Company, the Smith Brothers Boiler Works, the De Brun Kindling Wood Factory, and the Empire Vinegar Works, as well as a cooperage. In 1897, John Arbuckle began purchasing property on the block and by 1906, at the latest, Arbuckle Brothers owned the entire block (for Arbuckle Brothers, see Block 1). The company cleared most of the block, but erected a small complex of one- and two-story structures at the southeast corner of Jay and Plymouth streets used for iron storage, syrup storage, and bag drying. In 1911 the company erected the mammoth reinforced-concrete structure that still occupies the entire block. The building was designed by William Higginson (see above) who was responsible for most of the major reinforced-concrete buildings in the district. For many years the building was used as a warehouse by Abraham & Straus (A&S), Brooklyn's leading department store.

**Block 20**

Bounded by Jay Street on the west, Bridge Street on the east, John Street on the north, and Plymouth Street on the south. By 1855, the western portion of the block was home to the R.L. Allen Agricultural Implements Manufacturing Company's factory. By 1887, this block was almost entirely industrial, although most of the buildings appear to have been relatively modest structures. Among the firms on the block were the Colombia Chemical Works, the J.W. Masury & Son Paint Works, a box factory, and the Howard & Fuller Ale Brewery. The brewery building at 32-34 Bridge Street on the corner of Plymouth Street, is one of the earliest industrial structures surviving in the district. Throughout its history of development, there were many different firms

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located on this block, most significantly the Howard & Fuller Ale Brewery, the J.W. Masury & Son Paint Works (see Block 30), Arbuckle Brothers (see Block 1), the Miller & Van Winckle Steel Springs Company, and S. Sternau & Company. William Howard and Junius A. Fuller began purchasing property on the block in 1875; John W. Masury began to buy property in 1879; John Arbuckle in 1884; and William H. Miller in 1897. Little is known about the Howard & Fuller Brewery except that it was founded in 1843.

The Miller & Van Winkle Company was established in Brooklyn in 1881 and is said to have moved to 18 Bridge Street in 1895. The firm manufactured precision springs used by many different industries. During World War I, the company manufactured five million springs for gas mask canisters, three million for Browning machine guns, and ten million miscellaneous springs. In 1912, Miller & Van Winkle employed 164 people (153 men, two children, and nine office workers). In 1939, the company moved to Paterson, New Jersey.

By 1904, 193-197 Plymouth Street was occupied by the metal spinning and plating plant of S. Sternau & Company. Sternau's major factory was nearby on Gold Street, where the company manufactured the small burners that have come to be known as "sternaus" or sternos." In 1912, 25 Jay Street was occupied by the Smyser Machine Works, employing 100 people, and 195 Plymouth Street, formerly the Sternau factory, was home to the Lightfoot-Schulty Company, manufacturers of shaving soap, which employed 27 people. Between 1943 and 1945 the former spring factory, the former brewery, and the former Masury Paint Works were leased or sold to the Peerless Paint and Varnish Corporation, after that firm's factory on Flushing Avenue in Brooklyn was destroyed by fire on March 25, 1943.

**Block 27**

Bounded by Main Street on the west, Washington Street on the east, Plymouth Street on the north, and Water Street on the south. This block was built up almost entirely with residential buildings, many of which were still extant on the western portion of the block as late as 1904. The block is now occupied entirely by significant buildings erected by Robert Gair.<sup>11</sup> Robert Gair was born in Edinburgh in 1839, emigrating to the United States at the age of fourteen. He worked as a clerk in a dry goods store in New York City before serving in the Civil War, eventually rising to the rank of captain. After the war he became a paper jobber in New York and, in partnership with George West, began manufacturing square-bottom bags (the partnership was dissolved in 1876). In 1870 he developed a machine for manufacturing corrugated paper and in 1879 patented a machine for the manufacture of folding boxes. It was this invention that led to the phenomenal growth of the company. As production grew, Gair moved to Brooklyn in 1887, building his first factory on Washington Street between Plymouth and Water streets. His choice of a site on the Brooklyn waterfront was influenced by the presence of the coffee company of his friend John Arbuckle on nearby blocks. Not only did Gair move his factory to Brooklyn, but he also relocated his family from West 54<sup>th</sup> Street in Manhattan to a mansion on the corner of New York Avenue and Bergen Street in the Crown Heights section of Brooklyn. As the Gair firm grew, he not only manufactured boxes, but also undertook the design and printing of color lithographed labels for cans and

11. *The National Cyclopaedia of American Biography*, vol. 40 (1955); H. Allen Smith, *Robert Gair: A Study* (NY: The Dial Press, 1939); "Gair Company Builds New Structure," *Real Estate Record and Builders Guide* 94 (November 21, 1914), p. 833; *Gair Today* (NY: Robert Gair Company, 1953).



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boxes. In 1922, an advertisement recorded that the firm was a “manufacturer of materials used by those who distribute in boxes. Labels, folding cartons, shipping cases, advertising displays, etc.”<sup>12</sup> By the early twentieth century, the Gair firm was the largest manufacturer of paper boxes in the United States and occupied several large factory buildings in the DUMBO Industrial District. The firm occupied much of the space in these buildings, although it also rented some space to other firms. In 1913, Gair employed 1,702 people. Gair’s use of these buildings declined after 1927, when the firm transferred the production of boxes to a newly acquired factory in Piermont, New York.

Block 27 consists of three large buildings erected by Gair. Facing Washington Street are the firm’s first major factory structure in Brooklyn, a brick building with typical mill construction designed by Benjamin Finkenseiper (see above). Facing Main Street is an enormous reinforced-concrete structure with a prominent clock tower erected in 1914. Like Gair’s other concrete structures, this building was designed by William Higginson (see above) and erected by the Turner Construction Company. The Gair firm used a portion of this building, but it was planned for lease to other manufacturing firms.

**Block 28**

Block bounded by Washington Street on the west, Adams Street on the east, Plymouth Street on the north, and Water Street on the south. The eastern portion of this block was removed for construction of the Manhattan Bridge. This block was one of the earliest in the historic district to become entirely industrial. In 1887, the Plymouth Street side of the block was occupied by Waydell’s Lumber Yard, a steam pump factory, and the yard of the Columbian Iron Works; the Water Street frontage was occupied by John Robertson’s Tubal Cain Iron Works and the storage yard of the Brooklyn White Lead Company. The Tubal Cain Iron Works remained on the block for many years; in 1913, the firm, then known as John Robertson & Company, employed 45 people in a hydraulic machinery factory on this block. A 1922 advertisement for the company notes that it manufactured high pressure pumps, hydraulic valves, fittings, machinery, and presses.<sup>13</sup> The Robertson firm was joined in the 1890s by the Dodge & Olcott Chemical Company and, in the early twentieth century, by Robert Gair.

Richard J. Dodge and George M. Olcott established their firm in 1862, but it was an outgrowth of a chemical business that had been established in New York in 1798 by Robert Bach. Between 1880 and 1904 the firm opened a distillation plant for producing essences of aromatic herbs and roots on this block. The 1904 Sanborn atlas notes that Dodge & Olcott manufactured “essential oils” in its factory. The northeastern portion of the block, including much of the Dodge & Olcott property, was demolished early in the twentieth century for construction of the Manhattan Bridge.

12. Catalogue of the Brooklyn Manufacturers’ Industrial Exposition held January 14-21, 1922 (Brooklyn: Brooklyn Chamber of Commerce, 1922), p. 56.

13. Catalogue of the Brooklyn Manufacturers’ Industrial Exposition, p. 45.



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**Block 29**

Bounded by Adams Street on the west, Pearl Street on the east, Plymouth Street on the north, and Water Street on the south. The block is divided diagonally by Anchorage Place, created as part of the construction of the Manhattan Bridge which resulted in the demolition of buildings on the western portion of the block and their replacement with a massive anchorage. This was a residential block that was slowly displaced by factories. The earliest industrial establishment was William Taylor & Sons Columbian Iron Works, on Adams and Water streets. Before the construction of the Manhattan Bridge led to the demolition of much of this block, it housed a brass foundry, a sign making company, a two-story machine shop and storage facility for E.W. Bliss, and the Phillips, Doup Company. The Phillips, Doup structure is the only significant building that is extant. The 1904 Sanborn atlas records that the firm manufactured steam heaters, while in 1912, the New York State industrial survey records the company as a manufacturer of wheelbarrows (employing 24 people). In 1920, the building was sold to L. & H. Stern, manufacturers of smoking pipes and accessories. This company had offices and sales rooms on the lower two floors and manufacturing above.

**Block 30**

Bounded by Pearl Street on the west, Jay Street on the east, Plymouth Street on the north, and Water Street on the south. With the exception of the lots at the corner of Jay and Water streets, this block was long associated with the Masury Paint Works, one of the most important paint manufacturing companies in the United States in the late nineteenth and early twentieth centuries.<sup>14</sup> John W. Masury and the firm of John W. Masury & Son assembled property on this block between 1879 and 1894. Born in Salem, Massachusetts in 1820, John W. Masury was one of many young New Englanders who migrated to the New York City area in the pre-Civil War period as the economy of New York grew rapidly. Masury settled in Brooklyn in 1842 and worked as a clerk in the paint store of John D. Prince. Following Masury's suggestion, Prince began manufacturing ground dry colors. Masury soon became a partner in the firm of John D. Prince & Company. Eventually he became sole proprietor of what became the John W. Masury Company and, after 1871, John W. Masury & Son (his son-in-law F.L. Miller became a partner). Masury's greatest invention was a metal paint can that would securely hold the paint, but which had a thin lid that could easily be opened. His patents of 1857 and 1859 permitted Masury to market ready-made paints. Since Masury had a monopoly on the paint can invention for 21 years, the firm grew very rapidly. Masury also patented various methods of grinding colors. The firm manufactured a wide variety of different paint and varnish products. A trade catalogue from c. 1915 reports that "The Masury Line is a complete one, including high grade products for the painting trades, specialties for manufacturing concerns, as well as sundries for household and other purposes." Block 30 contains several of the earliest industrial buildings extant in DUMBO, as well as an example of reinforced-concrete construction. The concrete building, erected by Masury in 1919-21, included facilities for the manufacture of flat white paints and enamels, a chemical laboratory, a floor for making sample cards, and, on the top floor, executive offices. In 1913, the paint works employed 249 people – 146 men and sixty women – in its factory buildings on this block and on Block

14. *Dictionary of American Biography*, vol 6 (1933), pp.384-85; *The National Cyclopaedia of American Biography*, vol. 5 (1907), pp. 155-56; "Wonders of Brooklyn: John W. Masury & Son (Makers of Paint)," *Brooklyn Daily Eagle*, October 23, 1920; "Masury Completes Large New Plant," *Brooklyn Daily Eagle*, April 30, 1921. Masury trade catalogues are in the rare books collection of the Avery Architectural Library at Columbia University.

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20. In 1942, the Masury Company left Brooklyn, transferring its manufacturing to Baltimore. The Brooklyn Varnish Manufacturing Company purchased the property and occupied the site for many years.

**Block 31**

Bounded by Jay Street on the west, Bridge Street on the east, Plymouth Street on the north, and Water Street on the south. The buildings on this block were erected primarily by the E.W. Bliss Company (see Block 18), for use as its foundry, and by the Kirkman & Son Borax Soap Company. This block was built up in the early decades of the nineteenth century with residential buildings. The long block was originally divided into two sections by Phillips Alley, a twenty-foot-wide street located at present-day 207 Water Street and 194 Plymouth Street. Industry appeared on the block in the 1850s, notably with the construction of Christian Dorflinger's Long Island Flint Glass Works on Plymouth Street.<sup>15</sup> This company, which soon moved to Greenpoint, became one of the leading glass manufacturers in America. By 1887, the eastern portion of the block had become entirely industrial, housing the Truslow & Company cork and whiting factory (apparently a plaster mill) and the Phillips Whiting Factory. In 1894, Alexander S. Kirkman began purchasing property at the eastern end of the block for his soap factory and, in 1900, E.W. Bliss began to purchase property in the center of the block and at the west end. Bliss soon erected a foundry and other buildings and he closed Phillips Alley and built over the road bed. The Bliss property was sold between 1925 and 1930. The foundry building in the center of the block was purchased by the Brillo Company which manufactured its famous steel wool soap pads here and on Block 41 for many years.

The Kirkman & Son Soap Company traces its history back to 1837 in New York City, but did not move to Brooklyn until 1880. The firm was founded by English immigrant John Kirkman, but it was his son Alexander who opened the Brooklyn factory and was responsible for the firm's growth into a major manufacturer of borax soap, octagon soap (soap shaped like an octagon so that it could easily be held), soap powder, softener, floating soap, and cleanser. The Kirkman & Son factory, designed in part by William Tubby (see above), is one of the most prominent in the DUMBO Industrial District. As the firm expanded, it also built on Blocks 32 and 42. In 1913, Kirkman & Son employed 375 men in Brooklyn. In 1930, the company was sold to Colgate-Palmolive-Peet. Production in Brooklyn ceased during the 1940s and in 1945 the property was sold.

Also, located on this block, for many years beginning in 1895, was the Armstrong Cork Company, at 216 Plymouth Street. In 1913, the building at 36-40 Bridge Street, was home to the Foster Pump Works, manufacturers of steam, electric, and power pumps, which employed forty people.

**Block 32**

Bounded by Bridge Street on the west, Gold Street on the east, Water Street on the north and Plymouth Street on the south. Only the western portion of this block is within the boundaries of the district. Block 32 was entirely developed in the first half of the nineteenth century with residences. By 1887 the Seeley Brothers Paint Works was located at 247-253 Water Street, on the portion of the block within the historic district. In 1911, this site

15. Joshua Brown and David Ment, *Factories, Foundries, and Refineries: A History of Five Brooklyn Industries* (Brooklyn: Brooklyn Rediscovery, 1980), pp. 12-19.

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was purchased by Philip Ruxton for his printing ink factory. The company had occupied the site prior to this land conveyance -- in 1906 architect Thomas Bennett added a story to the earlier factory building. Philip Ruxton, who was born on Staten Island, not only owned an ink manufacturing firm, but was also president of the Ink Association of America.<sup>16</sup> The Bridge Street frontage appears to have retained some of its residential buildings until the Kirkman Soap Company (see Block 31) built two factory buildings between 1910 and 1913.

**Block 36**

Bounded by Dock Street on the west, Main Street on the east, Water Street on the north, and Front Street on the south. Howard Court extends into the block from Main Street. Only the eastern portion of this block is in the historic district. Industry intruded on this residential block, especially on the Water Street frontage, relatively early. By 1887, a sugar refinery, an iron foundry, a coffee roaster, and a macaroni factory were already located on the block. The buildings at 66-72 Water Street, although not specifically dated, are probably the oldest industrial structures in the historic district. They were designed in the Greek Revival style popular for counting houses of the 1840s. Although the original use of these buildings has not yet been determined, they were used for coffee roasting in the late nineteenth century and by the early twentieth century were home to the W.H. Sweeney Manufacturing Company. The Sweeney firm expanded by erecting the large reinforced-concrete factory at 30 Main Street, at the corner of Water Street in 1906. Sweeney manufactured metal kitchenware. An illustrated catalogue of 1906 (in the collection of the Brooklyn Historical Society) advertises tea sets, coffee pots, kettles, cuspidors, trays, pudding dishes, and other items of "High Grade Nickel Ware." In 1913, the New York State Department of Labor referred to the firm as a manufacturer of copper kitchen utensils, employing 160 people at 30 Main Street. The Sweeney Manufacturing Company did not occupy the entire building. According to the 1913 survey, space was also taken by the Metal Packing Company, which employed 138 people in the manufacture of tin boxes; the Improved Mailing Case Company, employing 26; the Waitzfelder Braid Company, which employed 101 people in the production of braids for dress trimming; the E.B. Kursheedt Apron Company, employing 85; C.S. Davisson & Company, a handkerchief manufacturer employing 90; and the Wilson & Bradbury Company, also manufacturing handkerchiefs, which employed 50 people. While the metal ware companies largely employed men, most of the workers at the braid, apron, and handkerchief companies were women. Macaroni manufacturer Anthony Zerega began buying property on this block in 1859, and opened a small factory at 63 Front Street shortly thereafter. The firm expanded its holdings, eventually erecting a large brick factory on Front Street. In the early 1950s, the firm moved to Fair Lawn, New Jersey. Despite this move, Frank L. Zerega, Anthony Zerega's son, continued to live at 2 Montague Terrace in the National Register listed Brooklyn Heights Historic District. Frank Zerega served for some years as the president of the National Macaroni Manufacturers Association.<sup>17</sup>

**Block 37**

Bounded by Main Street on the west, Washington Street on the east, Water Street on the north, and Front Street on the south. The Campbell & Thayer Linseed Oil Works, on Washington Street, was the first industrial

16. "Philip Ruxton," obituary, *New York Times*, January 9, 1945, p. 19.

17. "Frank L. Zerega," obituary, *New York Times*, April 18, 1967, p. 41.

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presence on this block. When Robert Gair began purchasing property on the block in 1909, he bought the individual residences that still faced Main Street and, in 1912, what had become the American Linseed Oil Company's property. The reinforced-concrete building erected by the Turner Construction Company for Robert Gair, to the design of William Higginson (see above), was erected in two part, in 1913 and 1919.

**Block 38**

Bounded by Washington Street on the west, Adams Street on the east, Water Street on the north, and Front Street on the south. The Brooklyn White Lead Works, later the National Lead Company, occupied this entire block beginning on the mid nineteenth century. Between 1901 and 1908, the block was sold to Robert Gair. In 1905, Gair began construction of the first of the large reinforced-concrete factories in the DUMBO area. This pioneering effort at concrete construction was expanded to occupy the entire block in 1908.

**Block 39**

Bounded by Adams Street on the west, Pearl Street on the east, Water Street on the north, and Front Street on the south. In 1887, the Brooklyn Brass and Copper Company and the Atlantic Steam Engine Works were located on this block, but by 1904 the entire block had been cleared in preparation for the construction of the Brooklyn anchorage of the Manhattan Bridge.

**Block 40**

Bounded by Pearl Street on the west, Jay Street on the east, Water Street on the north, and Front Street on the south. This entire block is occupied by buildings erected by the Grand Union Tea Company (also known as the Jones Brothers Tea Company) between 1897 and 1915.<sup>18</sup> Frank S. and Cyrus D. Jones began buying property on the block in 1896; the family held the property until 1930 when the Jones's heirs sold it. The Jones brothers were born in Stamford, Connecticut. Frank Jones conceived of the idea of selling tea and coffee directly to consumers, instead of through grocers. He formed a partnership, Jones Brothers, with Cyrus and Charles Jones (Charles retired in 1893). They began selling tea and coffee door to door in Scranton, Pennsylvania. The firm pioneered in the establishment of chain stores which cut down on the costs of purchasing goods. In 1893, Frank and Cyrus organized the Grand Union Tea Company with headquarters in Brooklyn (in 1910 the firm became the Jones Brothers Company). The company developed into one of the largest grocery store chains in America. In 1913, 293 people were employed at the DUMBO factory. By 1917, the company had 262 stores in 33 states and the District of Columbia; ten years later they operated 650 stores, many acquired by the purchase of rival chains. The magazine *Earning Power* reported in March 1917 that:

Wizardry in business was never better exemplified in these modern times than in the case of Jones Bros. Tea Company, Inc., which in less than half a century, has grown from a "Two by Four" retail store with \$900 capital to a many-sided organization worth many millions of dollars, with more than 250 stores, close to 4,000 employees and doing a business of better than \$1,000,000 per month. In addition to this merchandising feat, the Jones Bros. organization manufactures the greater portion of the goods it sells.

18. *The National Cyclopaedia of American Biography*, vol. 25 (1936), p. 149; *Earning Power*, March 1917, pp. 7-9; "Jones Tea Control Passes to Group Led By Bankers," *Brooklyn Daily Eagle*, February 2, 1928.



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Much of the firm's output was manufactured at the large factory in DUMBO with its ten acres of floor space. *Earning Power* indicates that they shipped 32,500,000 pounds of coffee from this plant each year, as well as 4,000,000 pounds of tea. Each day they shipped 120,000 cakes of soap and 20,000 pounds of baking soda; 50,000 cans and 180,000 cartons were needed daily. Jones Brothers pioneered in offering premiums with each sale. The firm established the Anchor Pottery to supply many of the premium gifts. The Jones family retained ownership of the chain until 1928 when a banking syndicate headed by Brown Brothers and Company took control of the firm. After the sale of the Brooklyn plant, the large buildings housed many other manufacturers. Those identified include Advance Battery Company, Empire Spring Company, Paralax Scale Manufacturing Company, Triangle Steel Products, Triangle Mechanical Laboratories, American Automatic Venetian Blind Company, Goodman Products Corporation, United Mineral and Chemical Company, Automatic Range Company, and Titan Plastics.

**Block 41**

Bounded by Jay Street on the west, Bridge Street on the east, Water Street on the north, and Front Street on the south. The western portion of this block was developed with residential structures, including 67 Jay Street, a brick building that is extant. The Union White Lead Works (later the National Lead Company) began purchasing property on the eastern portion of this block as early as 1837. The lead company's property was sold to James and John H. Hanan in 1893. The Hanan's erected a factory for the manufacture of shoes that remains the major presence on the block.<sup>19</sup> John Henry Hanan was born in Ireland and came to New York as a baby. His father, James Hanan, established a small shoemaking business in 1853. In about 1865 John entered his father's firm, eventually becoming a partner in Hanan & Son. Hanan was among the first to stamp the firm's name on every shoe, a daring idea at a time when most people still sought shoes handmade by the dealer. The firm was successful and in 1890 Hanan began opening retail stores to sell the factory's product directly to consumers. By 1914 the firm had thirteen retail stores in the United States and Europe (apparently in London and Paris). The success of this venture led to the enlargement of the factory in 1905-06. This building was designed by Henry S. Kissam, a native of New York who studied architecture at the Ecole des Beaux-Arts in Paris. He worked in Tacoma, Washington, in the New Haven office of Cady, Berg & See, and the New York office of Ernest Flagg. In 1899 he opened his own office in Manhattan. Hanan also owned shoe companies in other cities and served as president of the National Boot and Shoe Manufacturers' Association. In 1913 the company employed 1,131 people in its Brooklyn factory (871 men, 210 women, and 50 office workers). After John Hanan's death, the firm was taken over by his sons Addison Garthwaite Hanan and Robert Wilmer Hanan. The company went bankrupt in 1935. Old signs on the building record some of the complex's later occupants: Starlite Lamp Shade Company, Fashion Decor Lamp Shade Company, Washington Garter Corporation, National Leather Manufacturing Company, Gotham Furniture Frame Company, Modern Box Company, Star Fastener Company, Embassy Archives Center, Melcon Design Company, Shaw Television Corporation, Deluxe Novelty Company (DLX Industries), and Latex Specialties.

19. *The National Cyclopaedia of American Biography*, vol. 19 (John Henry Hanan; 1926), vol. 24 (Robert Wilmer Hanan, 1935), vol. 34 (Addison Garthwaite Hanan, 1948).



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The other major industrial structure on the block, located on the corner of Jay and Water streets, was erected in the late nineteenth century by the R.S. McNeill Company. Robert S. McNeill manufactured shoe lasts (lasts are forms used to manufacture shoes). In 1913, the company employed fifty people in its factory at 57 Jay Street and also leased space to the Edwin C. Burt Company, manufacturers of ladies' shoes, which employed 154 people. E.D. Burt was an old Brooklyn company, established in 1865. According to the *Historical and Descriptive Review of the City of Brooklyn and Her Manufacturing*, published in the 1883, the firm manufactured shoes to order and also sold ready-to-wear shoes from an elegantly-appointed store on Fulton Street.<sup>20</sup> Other industrial firms that occupied sites on this block were the Leavy & Britton Brewery, the Grand Union Tea Company (see Block 40), and Arbuckle Brothers (see Block 1).

**Block 42**

Bounded by Bridge Street on the west, Gold Street on the east, Front Street on the north and Water Street on the south. Only the western portion of this block is within the boundaries of the district. This block was built up with some of the most impressive residential buildings in the area, including a row on Front Street that is outside of the DUMBO Industrial District, but are part of the Vinegar Hill Historic District designated by the New York City Landmarks Preservation Commission. Industrial inroads were made on the western portion of the block by the late nineteenth century, including the construction of a large factory on Water Street by the Benjamin Moore Paint Company (demolished). Benjamin Moore commissioned the prestigious Brooklyn architect William Tubby to design a smaller factory facing onto Front Street in 1908 and two years later the Kirkman Soap Company (see Block 31) erected a large plant on Bridge Street. The western portion of the block, in the historic district, also includes a volunteer fire house dating from c. 1855-56.

**Block 45**

Bounded by Washington Street on the east, Front Street on the north, and York Street on the south. Only the eastern end of this irregularly shaped block is within the boundaries of the historic district. The section in the district was originally known as Block 50 and its western boundary was Fleet Street (now closed). The reinforced-concrete building at 66-76 Front Street, erected in two sections (1911 and 1916) for Robert Gair, once occupied an entire block. Most of the original houses on the block survived until Gair purchased the site and erected his factory building. Gair rented out much of the space in the 1911 portion of the building; tenants in 1913 included the General Typewriter Exchange, employing 51 people in the rebuilding of typewriters; H.B. Hardenburg & Company, leather specialists, employing 63 people, the Boss Manufacturing Company, makers of cotton flannel gloves, employing 272 people, mostly women; W.B. Conrad & Company, handkerchief manufacturers, employing 145 people, also primarily women; and the Electrose Manufacturing Company, which had 124 people making insulators and insulating parts. Electrose was located on the twelfth floor of the building. According to the *Brooklyn Daily Eagle* in 1920, the company "made all the high frequency insulation for wireless, transformer and magneto work used in the Army and Navy of the United States, besides a large

20. Richard Edwards, *Historical and Descriptive Review of the City of Brooklyn and Her Manufacturing* (New York: Historical Publishing Company, 1883), p. 101.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section 8 Page 19

DUMBO Historic District  
Name of Property  
Kings County, New York  
County and State

part commercially used all over the world." Electrode insulation, an efficient form of high-tension insulation, was invented by the company's president Louis Steinberger.<sup>21</sup>

**Block 51**

Bounded by Washington Street on the west, Adams Street on the east, Front Street on the north, and York Street on the south. This block has, since the nineteenth century, contained a mix of residential and industrial buildings. There are still two tenements extant at 102 and 104 Front Street, designed in 1877 by Brooklyn architect Carl Eisenach. The major industrial presence on the block is the complex of three factory buildings erected in the 1880s by Ketcham & McDougall. Edward W. Ketcham and Hugh McDougall were manufacturers of jewelry. The firm was active for many decades in Brooklyn and in 1913, at a time when the firm's importance was declining, it employed 45 people. Other companies also occupied the buildings in 1913, including the Erbe-Crombie & Lamothe bookbinding firm, which employed 30 people; the Roy Watch Case Company, employing 91; Thompson-Bonney Company, machinery firm employing 21, and G.H. Harris Company, manufacturers of games and wood cases, which employed 50. Between 1913 and 1926 the buildings were purchased by Robert Gair. It was probably during this period that the Thomson Meter Company manufactured water meters here, as is evident in several painted signs. In 1854, the building at 39 York Street was occupied by the Shampain-Citron, Clark paper box company and the Gutman-Mayer glove company. These firms were featured in a *Brooklyn Daily Eagle* article of that year for sponsoring a women's softball team. The teams practiced during lunch and after work on a field on York Street, in the shadow of the Brooklyn Bridge. As the *Eagle* noted, "one look at the competing teams will make a spectator forget about the Dodgers [since] the teams are composed entirely of girls."<sup>22</sup> The buildings have been converted into apartments.

**Block 52**

Bounded by Adams Street on the west, Pearl Street on the east, Front Street on the north, and York Street on the south. All of the industrial buildings on this block, once including the A.B. See Elevator Company and the Ajax Iron and Wire Company, have been torn down, in part as a result of construction of the Manhattan Bridge. However, several early residential buildings are extant.

**Block 53**

Bounded by Pearl Street on the west, Jay Street on the east, Front Street on the north, and York Street on the south. At the turn of the century, this block consisted of a number of factories, old houses, a tenement, and the Roman Catholic Assumption Literary Institute. Today, only one building is extant, some buildings having been demolished for Manhattan Bridge construction. The extant factory was probably erected c. 1900 by the Bliss Company.

21. "Wonders of Brooklyn: The Electrode Manufacturing Company," *Brooklyn Daily Eagle*, June 19, 1920.21.

22. "The 'Babes' Called Ruth: 'Play Ball!' Rises In Span's Shadow," *Brooklyn Daily Eagle*, undated article from 1954 in *Eagle* collection at Brooklyn Public Library.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section 8 Page 20

DUMBO Historic District  
Name of Property  
Kings County, New York  
County and State

**Block 64 in part**

Bounded by Pearl Street on the west, Jay Street on the east, York Street on the north, and the Brooklyn-Queens Expressway on the south. Block 64, originally bounded by York, Jay, Pearl, and Talman streets, was almost entirely obliterated by construction of the Brooklyn approach to the Manhattan Bridge and then later was covered by the Brooklyn-Queens Expressway. The block initially consisted of modest houses and Assumption R.C. Church. In 1910, after most of the block was destroyed, a site at the corner of York and Jay streets was built up with a factory for Edward and Harry Purves who purchased the property from the Catholic church in 1909.

**Block 66**

The district includes only the lot at the southeast corner of York Street and Jay Street. The Brooklyn-Queens Expressway cuts across Block 66. The only building in the district on this block is the small entrance pavilion to the York Street stop on the Independent Line, now the F Train. Unlike New York City's earlier subway lines which were financed privately, the Independent Line was built by the city. Plans initiated in 1924, but construction took many years. Service began at York Street in 1936. As part of the construction of the subway line, an Art Deco style brick entrance was provided for the York Street station.<sup>23</sup>

**Summary**

The DUMBO Industrial District retains a relatively high degree of period integrity. It is unique to the city for its nineteenth and early twentieth century industrial buildings, Belgian block streets, and its location on the East River by the imposing anchorages of the Manhattan Bridge. DUMBO retains a strong industrial sense of place. Today, the once endangered manufacturing of the district is again prospering, primarily on a small scale, as artists, craftspeople and entrepreneurs rediscover the generous loft spaces in a mixed-use environment.

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23. For the IND Subway, see Joseph Cunningham and Leonard De Hart, *A History of the New York City Subway System, Part III: The Independent System and City Ownership* (privately printed, 1977) and Frederick A. Kramer, *Building the Independent Subway* (NY: Quadrant Press, 1990).

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section 9 Page 1

DUMBO Industrial District

Name of Property

Kings County, New York

County and State

**9. Major Bibliographic Resources**

Atlas Portland Cement Company. *Reinforced Concrete in Factory Construction*. New York: Portland Cement Company, 8<sup>th</sup> edition, 1915.

Brown, Joshua and David Ment, *Factories, Foundries, and Refineries: A History of Five Brooklyn Industries*. Brooklyn: Brooklyn Rediscovery, 1980.

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"Frank L. Zerega," obituary, *New York Times*, April 18, 1967, p. 41.

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*The National Cyclopaedia of American Biography*. New York: James T. White, various dates.

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Wallace, Christina Lee, *The Evolution of Reinforced Concrete Technology (1848-1918)*. unpublished Master's thesis, Columbia University School of Architecture, 1987.

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section 9 Page 2

DUMBO Industrial District

Name of Property

Kings County, New York

County and State

“William Higginson 76, Architect, Is Dead,” *New York Times*, August 6, 1943, p. 15; “Clarence Higginson Dies at 67; Ex General Was Architect Here,” *New York Times*, November 5, 1959.

“Wonders of Brooklyn: The Electro Manufacturing Company.” *Brooklyn Daily Eagle*, June 19, 1920.



DUMBO Industrial District  
Name of Property

Kings County, New York  
County and State

## 10. Geographical Data

Acreage of Property approx. 48 acres

### UTM References

(Place additional UTM references on a continuation sheet.)

1 | 1 | 8 | | 5 | 8 | 5 | 7 | 4 | 6 | | 4 | 5 | 0 | 6 | 2 | 0 | 7 |  
Zone Easting Northing

3 | 1 | 8 | | 5 | 8 | 5 | 5 | 9 | 4 | | 4 | 5 | 0 | 5 | 8 | 6 | 2 |  
Zone Easting Northing

2 | 1 | 8 | | 5 | 8 | 5 | 8 | 0 | 1 | | 4 | 5 | 0 | 5 | 9 | 9 | 7 |

4 | 1 | 8 | | 5 | 8 | 5 | 2 | 3 | 1 | | 4 | 5 | 0 | 5 | 9 | 1 | 3 |

### Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

5) 18 585142 4506082  
6) 18 585341 4506279  
7) 18 585572 4506308

### Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

## 11. Form Prepared By (See attached continuation sheet for consultant)

name/title Contact: Kathy Howe

organization NYS OPRHP Field Services Bureau date June 2, 2000

street & number P.O. Box 189, Peebles Island telephone (518) 237-8643, ext. 3266

city or town Waterford state NY zip code 12188-0189

### Additional Documentation

Submit the following items with the completed form:

### Continuation Sheets

### Maps

A USGS map (7.5 or 15 minute series) indicating the property's location

A Sketch map for historic districts and properties having large acreage or numerous resources.

### Photographs

Representative black and white photographs of the property.

### Additional items

(Check with SHPO or FPO for any additional items)

### Property Owner (Complete this item at the request of the SHPO or FPO)

name

street & number telephone

city or town state zip code

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

**Estimated Burden Statement:** public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, D.C. 20503

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section 10 Page 1

DUMBO Industrial District  
Name of Property  
Kings County, New York  
County and State

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**10. Geographical Data**

**Verbal Boundary Description**

The boundary of the DUMBO Industrial District is shown as a heavy black line on the accompanying map.

**Boundary Justification**

The DUMBO Industrial District incorporates all of the contiguous industrial buildings in the area located on the northwestern waterfront of Brooklyn, beneath the Manhattan Bridge, and to the north of the Brooklyn-Queens Expressway.

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section 11 Page 1

DUMBO Industrial District

Name of Property

Kings County, New York

County and State

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**11. Form Prepared By:**

Andrew S. Dolkart  
116 Pinehurst Avenue  
New York, NY 10033

Nomination sponsored by the Historic Districts Council with a grant from the Preservation League of New York State.

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section 11 Page 2

**DUMBO Industrial District**  
**Name of Property**  
**Kings County, New York**  
**County and State**

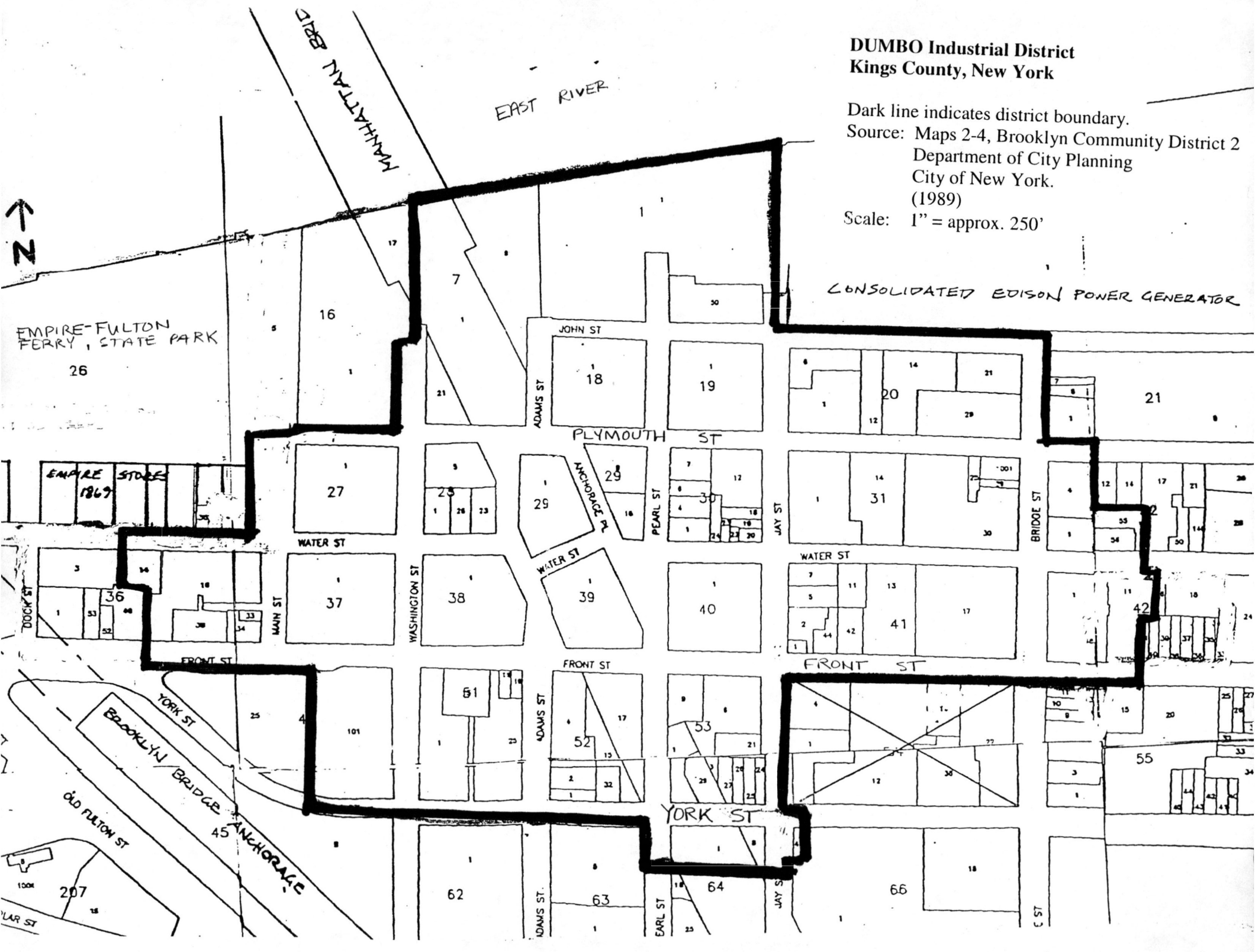
**Photo List**

DUMBO Industrial District  
Kings County, New York  
Photographer: Andrew S. Dolkart  
Date: April 1999  
Negatives: 116 Pinehurst Avenue  
New York, NY 10003

1. 18 Jay Street (Block 1). View looking northwest.
2. 127-139 Plymouth Street (Block 19). View looking northeast.
3. Bridge Street, west side between Plymouth and John Streets. 18-34 Bridge Street (Block 20). View looking northwest.
4. 22-38 Washington Street (Block 27). View looking southwest.
5. 1 Main Street, west elevation (Block 27) and 104-116 Plymouth Street (Block 28). View looking southwest.
6. 165-167 Water Street (Block 29). View looking north.
7. 46-50 Jay Street (Block 30). View looking northwest.
8. 36-40 Bridge Street (Block 31). View looking northwest.
9. 24-36 Main Street, south elevation (Block 36). View looking northwest.
10. 56-72 Water Street. View looking southwest.
11. 40-58 Washington Street (Block 37). View looking northwest.
12. 59-79 Pearl Street (Block 40). View looking southeast.
13. 67 Jay Street (Block 41). View looking northeast.
14. 190-194 Water Street (Block 41). View looking southwest.
15. 54-70 Bridge Street – Water Street elevation and 208-214 Water Street (Block 41). View looking southwest.
16. 53-61 Bridge Street – Bridge and Water Street elevations (Block 42). View looking southeast.
17. 27-37 York Street – Washington Street elevation, 60-72 Washington Street (Block 45) and 40-58 Washington Street (Block 37) looking towards Manhattan Bridge. View looking northwest.
18. 39-49 York Street (Block 51). View looking northwest.
19. Sidewalk paving on Jay Street north of Plymouth Street. View looking north.
20. Street paving and rail tracks on Plymouth Street between Bridge and Jay Streets. View looking west.

**DUMBO Industrial District**  
**Kings County, New York**

Dark line indicates district boundary.  
Source: Maps 2-4, Brooklyn Community District 2  
Department of City Planning  
City of New York.  
(1989)  
Scale: 1" = approx. 250'





UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY DUMBO Industrial District  
NAME:

MULTIPLE  
NAME:

STATE & COUNTY: NEW YORK, Kings

DATE RECEIVED: 8/23/00 DATE OF PENDING LIST: 9/06/00  
DATE OF 16TH DAY: 9/22/00 DATE OF 45TH DAY: 10/07/00  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 00001151

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 9/22/00 DATE

ABSTRACT/SUMMARY COMMENTS:

**Entered in the  
National Register**

RECOM./CRITERIA \_\_\_\_\_

REVIEWER \_\_\_\_\_ DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE \_\_\_\_\_

DOCUMENTATION see attached comments Y/N see attached SLR Y/N



SPACE FOR  
RENT  
COMMERCIAL  
INDUSTRIAL  
GEORGE A. BROWN  
REAL ESTATE  
BROKER  
100 N. 1ST ST.  
PHILADELPHIA 5, PA.  
WO 4-1000

DEAD  
END

18 Jay St.  
Dumbo Industrial  
District  
Kings County, N.Y.  
1





Photo 2

Plymouth St. - Dumbo

127-139

Photo 2

Kodak  
PREMIUM  
Processing  
APR. 1999 FRK

Kodak  
PREMIUM  
Processing  
APR. 1999 FRK

127-139 Plymouth St.  
Dumbo Industrial District  
Kings County, N.Y.  
2



Photo 3  
DUMBO  
Historic District  
Kings County, NY  
Bridge St, between Plymouth & John Sts.  
DUMBO Industrial District  
Kings County, NY.  
3



22-38 Washington St  
~~103rd Bridge St.~~

Dumbo Industrial District  
Kings County, N.Y.  
4





CHARLES W. LAM STORES

photos

DUMBO historic District

Kings County, NY

KODAK  
PREMIUM  
Processing  
APR. 1999 FRK

1 Main St, 104-116 Plymouth St.  
DUMBO Industrial District  
Kings County, NY.  
5

KODAK  
PREMIUM  
Processing  
APR. 1999 FRK



Photo  
DUMBO Historic District  
Kings County, NY

Kodak  
PREMIUM  
Processing  
APR. 1999 FRK

165-167 Water St.  
DUMBO Industrial  
District  
Kings County, NY.  
6

Kodak  
PREMIUM  
Processing  
1999 FRK





30

50 Jay

Masing Pant Works

Photo 7

DUMBO HISTORIC

District

Kings County

Kodak  
PREMIUM  
Processing  
MAY 1999 FRK

46-50 Jay St.

DUMBO Industrial  
District

Kings County, N.Y.

7

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PREMIUM  
Processing  
MAY 1999 FRK



36

Photo 8

DUMBO Historic District  
Kings County, NY

Kodak  
PREMIUM  
Processing  
MAY 1999 FRK

36-40 Bridge St.  
DUMBO Industrial  
District  
Kings County NY.  
8

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PREMIUM  
Processing  
MAY 1999 FRK



SWEENEY MFG. CO.

Photo 9

DUMBO Historic District

Kodak  
PREMIUM  
Processing  
APR. 1999 FRK

24-36 Main St.  
DUMBO Industrial  
District  
Kings County, NY  
9

Kodak  
PREMIUM  
Processing  
APR. 1999 FRK





56-72 Water St.  
Dumbo Industrial District  
Kings County, N.Y.  
10



2ND FLOOR  
LEASE  
686 212-372-2176

CAIR-BUILDING No. 6

ONE WAY

NO PARKING  
EXCEPT FOR  
LOADING AND UNLOADING  
PASSENGERS  
ONLY

GRAND ST  
FOR  
TRUCKS

Photo 11

DUMBO Historic

District

Kings County, N.Y.

Kodak  
PREMIUM  
Processing  
APR. 1999 FRK

40-58 Washington St.  
DUMBO Industrial  
District  
Kings County, N.Y.  
11

Kodak  
PREMIUM  
Processing  
APR. 1999 FRK





Photo 12  
DUMBO Historic District  
Kings County, NY

Kodak  
PREMIUM  
Processing  
APR. 1999 FRK

Kodak  
PREMIUM  
Processing  
APR. 1999 FRK

59-79 Pearl St.  
DUMBO Industrial District  
Kings County, NY  
12



ARTIST LOFTS

FOR RENT

Large windows Very High Ceilings

WITH MANHATTAN & RIVER VIEW

Close to SUBWAY DOWRY and SUN

718 858-9805

67

Photo B  
DUMBO Historic District  
Kings County, NY

Kodak  
PREMIUM  
Processing  
MAY 1999 FRK

67 Jay St.  
DUMBO Industrial  
District  
Kings County, N.Y.  
13

Kodak  
PREMIUM  
Processing  
MAY 1999 FRK



Photo 14  
DUMBO Historic District  
Kings County, NY

190-194 Water St.  
DUMBO Industrial  
District  
Kings County, NY.  
14





Photo  
DUMBO Historic District  
Kings County, NY

Kodak  
PREMIUM  
Processing  
MAY 1999 FRK

Water St.  
DUMBO Industrial District  
Kings County, NY  
15

Kodak  
PREMIUM  
Processing  
MAY 1999 FRK



53-61 Bridge St.  
Dumbo Industrial  
District  
Kings County, NY  
16



Washington St.  
DUMBO Industrial District  
Kings County, NY  
17





Kodak Professional Paper

PL 18

DUMBO Historic District

Kings County

NY

Kodak  
PREMIUM  
Processing  
APR. 1999 FRK

39-49 York St.  
Dumbo Industrial  
District  
Kings County, N.Y.  
18

Kodak  
PREMIUM  
Processing  
1999 FRK



Plate 19

DUMBO Industrial District  
Kings County, N.Y.

Jay St  
DUMBO Industrial District  
Kings County, N.Y.  
19



Plate 20

DUMBO Historic District  
Kings County, N.Y.

Plymouth St.  
DUMBO Industrial District  
Kings County, N.Y.  
Photo 20





NEW YORK STATE  
DEPARTMENT OF TRANSPORTATION

BROOKLYN QUADRANGLE  
NEW YORK  
7.5 MINUTE SERIES PLANIMETRIC  
NW/4 BROOKLYN 15 QUADRANGLE

405737 DP



**DUMBO**  
**Industrial District**  
Kings County, NY  
Brooklyn Quad  
(NYS DOT)  
Scale 1:24000  
**ZONE 18**

Easting	Northing
① 585746	4506207
② 585801	4505997
③ 585594	4505862
④ 585231	4505913
⑤ 585142	4506082
⑥ 585341	4506279
⑦ 585572	4506308

Prepared and published in 1975 by the New York State Department of Transportation, in cooperation with the U.S. Department of Transportation, Federal Highway Administration.

Map base from 1967 U.S. Geological Survey 7.5-minute quadrangle.

Map revisions made using 1974 aerial photography, construction plans, official records and other sources. Features revised include: highways and other transportation facilities; civil boundaries; recreation sites; hydrography; and buildings. Grey tint indicates intensively developed areas in which only landmark buildings are shown.

Revisions may not comply with National Map Accuracy Standards.

Correspondence concerning this and other maps of the Department of Transportation should be directed to: Map Information Unit, New York State Department of Transportation, State Campus, Albany, New York 12232.

1975 revisions by F. G. Califano



QUADRANGLE LOCATION

SCALE 1:24000

1 000 000 2000 3000 4000 5000 6000 7000 FEET

1 0 1 KILOMETER

Polyconic projection. 1927 North American datum.

1000-meter ticks based on the New York Transverse Mercator grid.

Between 72° and 78° West Longitude, this grid is identical to Zone 18 of the Universal Transverse Mercator grid. Areas east of 72° and west of 78° are direct mathematical extensions of Zone 18.

10,000-foot ticks based on the New York Plane Coordinate grid, Long Island Zone.

ENTIRE MAP AREA IS WITHIN THE NEW YORK CITY METROPOLITAN URBAN AREA

**BOUNDARIES:**

State.....

County.....

Town or City.....

Incorporated Village.....

Federal-Aid Urban Area.....

**ROADS:**

Touring Route markers: Divided highways and streets: \_\_\_\_\_

Interstate..... (D) Wide mall or barrier... \_\_\_\_\_

U. S. .... (2) Narrow mall or barrier... \_\_\_\_\_

State..... (3) \_\_\_\_\_

State Highway number and limit..... 8220 / Undivided highways and streets: \_\_\_\_\_

County road..... (1) \_\_\_\_\_

Interchange number... (4) Vehicle track; trail..... \_\_\_\_\_



NEW YORK  
STATE  
SENATE

ALBANY, NEW YORK 12247



MARTIN CONNOR  
MINORITY LEADER  
25TH DISTRICT

OFFICE OF THE MINORITY LEADER  
270 BROADWAY, ROOM 2300  
NEW YORK, NEW YORK 10007  
(212) 298-5565  
FAX (212) 298-5574

*Went  
BC. gov*

March 8, 2000

Commissioner Bernadette Castro  
NYS Office of Parks, Recreation & Historic Preservation  
Agency Building #1  
Empire Plaza  
Albany, NY 12238-0001

Dear Commissioner Castro:

I write in support of the nomination of the DUMBO area of Brooklyn to the State and National Registers of Historic Places. The DUMBO area is a unique part of the Brooklyn waterfront. Its formidable and majestic buildings stand from both the Civil War era, and the turn of the last century. Many area streets are still composed of Belgian block and are embedded with railroad tracks. The DUMBO area faithfully represents Brooklyn's role in New York City's industrial heritage and is of great aesthetic, educational and cultural merit.

Although DUMBO's building stock has been preserved to a remarkable level, the recent rediscovery of the area by realtors has to some degree put the neighborhood under strong economic pressure. The intensity of neighborhood redevelopment activity has the potential to radically alter the neighborhood's authentic historic character. The potential economic benefits of listing the District on the State and National Registers should prove attractive to many property owners and would encourage restoration, rather than wholesale redevelopment.

I strongly support the nomination of DUMBO, for the well merited recognition it would afford this important historic area, as well as for the assistance it would afford in maintaining the District's character.

Thank you for your consideration in this matter.

Sincerely,

*Martin Connor*  
Martin Connor



MC:hg

cc: Marcia Hillis

Brooklyn Community Board #2

Vicki Wiener



THE ASSEMBLY  
STATE OF NEW YORK  
ALBANY

JOAN L. MILLMAN  
Assemblywoman 52nd District

Room 510 Capitol  
Albany New York 12248  
518.455-5426

341 Smith Street  
Brooklyn New York 11231  
718.246-4889

COMMITTEES  
Aging  
Alcoholism & Drug Abuse  
Labor  
Libraries and Education Technology  
Small Business

March 15, 2000

Honorable Bernadette Castro, Commissioner  
NYS Office of Parks, Recreation and  
Historic Preservation  
Agency Building No.1  
Empire State Plaza  
Albany, New York 12238

Dear Commissioner Castro:

I am writing to support the application of the DUMBO (Down Under Manhattan Bridge Overpass) neighborhood to the State and National Register of Historic Places.

During your visit to the Brooklyn Waterfront, I know you realized that this is a very unique area. The formidable and majestic buildings in DUMBO stand from both the Civil War era and the turn of the 19th century. Many of the streets are still Belgian block and embedded with train tracks. This area faithfully represents Brooklyn's role in New York City's industrial heritage, and as such, is of great aesthetic, educational and cultural merit.

The DUMBO neighborhood is an exceptionally strong candidate for inclusion in the State and National Register of Historic Places. I encourage you to give strong consideration to the DUMBO application.

Sincerely,

Joan L. Millman  
Member of Assembly

JLM:EMS:jhs

cc: Kathleen Howe, NYS Office of Parks, Recreation and Historic Preservation  
Vicky Weiner, Historic Districts Council  
Marcia Hillis, DUMBO Neighborhood Association



Bernadette Castro, Commissioner  
NYS office of Parks, Recreation, and Historic Preservation  
Historic Preservation Field Services Bureau  
Peebles Island  
PO Box 189  
Waterford, New York  
12188-0189

May 16, 2000

Dear Commissioner Castro:

I am a property owner in DUMBO (Brooklyn, NY), and I am writing in support of nominating DUMBO to the State and National Register of Historic Places. This area of the Brooklyn waterfront is unique. The formidable and majestic buildings in DUMBO stand from both the Civil War era and the turn-of-the-(19th) century. Many of the streets are still Belgian block and embedded with train tracks. This area faithfully represents Brooklyn's role in the city's industrial heritage, and as such is of great aesthetic, educational, and cultural merit.

Sincerely,

A handwritten signature in black ink, appearing to read "David Jelinek". The signature is fluid and cursive, with a large, stylized "D" and "J".

David Jelinek, President  
39 Pearl Street LLC



## **DUMBO Neighborhood Association**

177 Water Street, Brooklyn NY 11201 (718) 522-1196 fax (718) 855-8366

### *Steering Committee:*

Michael Crane  
Gary Crump  
Paul Dileo  
Doreen Gallo  
Marcia Hillis  
Mike Kamber  
Chase Madar  
Octavio Molina

Bernadette Castro, Commissioner  
NYS office of Parks, Recreation, and Historic Preservation  
Historic Preservation Field Services Bureau  
Peebles Island  
PO Box 189  
Waterford, New York  
12188-0189



May 24, 2000

Dear Commissioner Castro:

The DUMBO Neighborhood Association is in full support of nominating the Brooklyn community known as DUMBO to the State and National Register of Historic Places. This area of the Brooklyn waterfront is unique. The formidable and majestic buildings in DUMBO stand from both the Civil War era and the turn-of-the-(19th) century. Many of the streets are still Belgian block and embedded with train tracks. This area faithfully represents Brooklyn's role in the city's industrial heritage, and as such is of great aesthetic, educational, and cultural merit.

Sincerely,

Marcia Hillis, President  
DNA



The New York City Landmarks Preservation Commission

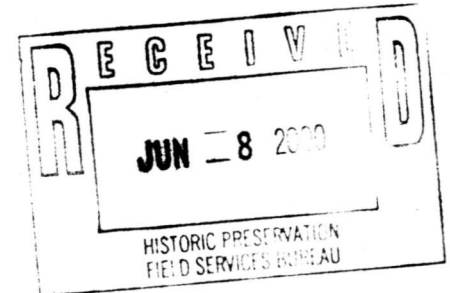
100 Old Slip New York NY 10005 TEL: 212-487-6820 FAX: 212-487-6796 TTY: 212-487-6745

<http://www.ci.nyc.ny.us/html/lpc/>



RONDA WIST  
EXECUTIVE DIRECTOR

June 2, 2000



Ruth L. Pierpont  
Director  
New York State Office of Parks, Recreation and Historic Preservation  
Historic Preservation Field Services Bureau  
Peebles Island, P.O. Box 189  
Waterford, NY 12188-0189

Re: DUMBO Historic District  
Brooklyn, New York

Dear Ms. Pierpont:

I write on behalf of Chairman Jennifer J. Raab in response to your request for comment on the eligibility of the DUMBO Historic District in Manhattan for the State and National Registers of Historic Places.

Based on our review of the materials submitted by the Historic Preservation Field Services Bureau, the DUMBO Historic District appears to meet the criteria for inclusion on the State and National Registers of Historic Places.

Sincerely yours,

*Ronda Wist*  
Ronda Wist

c: Jennifer J. Raab, Chairman  
Mary Beth Betts, LPC



HISTORIC  
DISTRICTS  
COUNCIL

232 East 11th Street  
New York, NY 10003  
212-614-9107 phone  
212-614-9127 fax  
hdc@hdc.org

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Hal Bromm  
*Vice President*

Laura Hansen  
*Vice President*

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Mary Ellen Murphy  
Stephen Raphael  
John Reddick  
Jeffrey A. Saunders  
Rebecca Read Shanor  
Arlene Simon  
Jack Taylor  
Susan Tunick  
Merin Elizabeth Urban

Vicki Weiner  
*Executive Director*

June 5, 2000

Commissioner Bernadette Castro  
NYS Office of Parks, Recreation and Historic Preservation  
Agency Building #1  
Empire State Plaza  
Albany, NY 12238

Dear Commissioner Castro:

I am writing to you on behalf of the Board of Directors of the Historic Districts Council to express our support for the nomination of the Brooklyn neighborhood known as DUMBO to the State and National Registers of Historic Places as an Industrial Historic District. HDC is pleased to be one of the sponsors of this nomination, and we are gratified that our interest in preserving this fascinating neighborhood has been confirmed and augmented by an outpouring of support from elected officials, property owners, and community organizations.

The distinctive buildings of DUMBO (Down Under the Manhattan Bridge Overpass) embody a significant chapter of New York City's architectural and cultural history, and stand as a reminder of the industrial vigor that helped make the city into the world capital it later became. As the nomination report describes, within DUMBO one can still find intact examples of several different phases of 19<sup>th</sup> century industrial building design, making the neighborhood a virtual repository for this very special architectural type.

We believe that this area is most deserving of the recognition and honor of listing on the State and National Registers of Historic Places. We hope the historic district will be designated at the meeting of the State Review board on June 9<sup>th</sup>, 2000.

Please let me know if HDC can be of further assistance. Thank you very much for your consideration.

Sincerely,



Vicki Weiner  
Executive Director

I support the placement of the DUMBO Historic District on the State and National Registers of Historic Places!

NAME

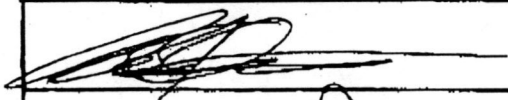

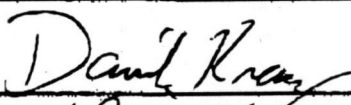

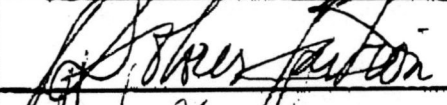
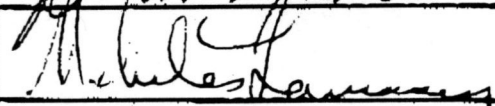
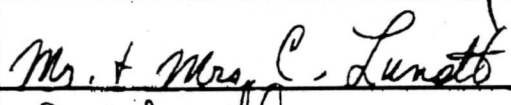
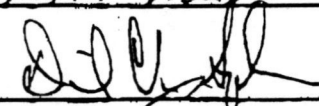
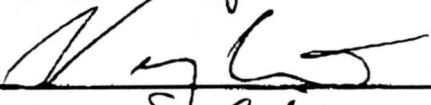
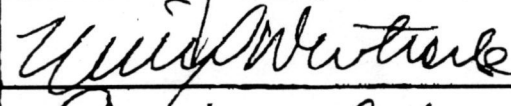
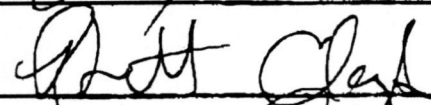
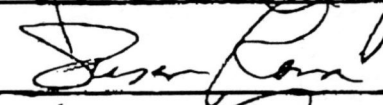
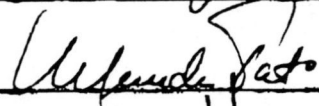
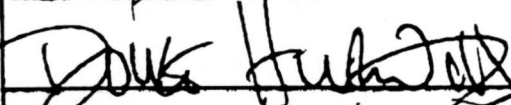
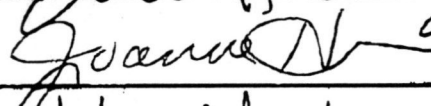
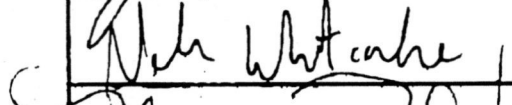
I OWN PROPERTY WITHIN  
THE DISTRICT AT (ADDRESS):

1. FELICE LIPKOW-KARDON. ONE MAIN ST.
2. AS STACHENBERG
3. MARCIA HILLIS 39 Pearl Street
4. RICHARD MAURI 31 WASH ST
5. Nell Archer / Nancy Webster One Main St. # 9T
6. Jeremy Armstrong / brother 45-55 WASH, 100 native, 58 water, 25 WASH, etc.
- 7.
- 8.
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# IN SUPPORT OF THE DUMBO INDUSTRIAL DISTRICT

May 31, 2000

We, the undersigned, all residents of One Main Street, located in DUMBO, Block 27, Lot 7501, Brooklyn, New York, wish to express our support for the nomination of the **DUMBO INDUSTRIAL DISTRICT** to the State and National Registers of Historic Places.

NAME (SIGN)	NAME (PRINT)
	ANDREW MERSMANN
	Richard Fefer
	David Kucera
	Lucille Ferrari
	Dolores Poratser
	NICHOLAS LOUMSDAY
	C. & A. Lundt
	DAVID VON SPARCKELSEN
	Nancy Webster
	Michael Whitcomb
	Rhett Claytor
	SUSAN ROSSI
	MERCEDES TARO
	Joanne Hudson
	Nicholas Whitcombe
	Michelle Pili

