



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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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 certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name Saugerties and New York Steamboat Company Warehouses

other names/site number _____

name of related multiple property listing N/A

2. Location

street & number 2 Ferry Street

not for publication

city or town Village of Saugerties

vicinity

state NY code 036 county Ulster code 111 zip code 12477

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 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 at the following level(s) of significance:

 national statewide X local

Roger Daniel Muehly
Signature of certifying official/Title

9/21/17
Date

Deputy State Historic Preservation Officer
State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official

Date

Title

State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

X entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:)

Chris Abernethy
Signature of the Keeper

11/9/17
Date of Action

Saugerties and New York Steamboat Company
Warehouses
Name of Property

Ulster County, New York
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply.)

Category of Property
(Check only **one** box.)

Number of Resources within Property
(Do not include previously listed resources in the count.)

- private
- public - Local
- public - State
- public - Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
2	1	buildings
		sites
		structures
		objects
2	1	Total

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

Number of contributing resources previously listed in the National Register

N/A

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions.)

COMMERCE / TRADE / Warehouse

Current Functions
(Enter categories from instructions.)

Work in Progress

7. Description

Architectural Classification
(Enter categories from instructions.)

NO STYLE

Materials
(Enter categories from instructions.)

foundation: Brick
walls: Brick
roof: Asphalt, Wood
other: Wood

Saugerties and New York Steamboat Company
Warehouses
Name of Property

Ulster County, New York
County and State

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The two warehouses of the Saugerties and New York Steamboat Company are located at 2 Ferry Street in the southern portion of the Village of Saugerties within the Town of Saugerties, County of Ulster. The warehouses are situated at the start of Ferry Street along the southern banks of the Esopus Creek. Ferry Street is formed at the eastern slope of the extension of East Bridge Street at the intersection of Burt Street. The latter street was constructed to intersect with the well-traveled road to Kingston (today's routes 9W and 32). Ferry Street continues east, approximately one mile.

The immediate surrounding landscape is sparsely vegetated, low, and flat. Denser vegetation characterized by mature mixed woodland is present along the south side of Ferry Street. The north side of Ferry Street abuts the lower Esopus Creek extending approximately one mile. The northern or creek side of Ferry Street is in part composed of fill along the bulkhead line. From the start of East Bridge Street to where it extends to Ferry Street in an easterly direction the ground was supplemented with rubble fill from dam blasts. This fill "has raised the land to a height well above the threat of the highest tide."¹ Following the creek eastward along Ferry Street's north side, the landscape is mainly wetland vegetation. Where the Esopus Creek reaches the west bank of the Hudson River the area is shallow, largely undisturbed fresh water tidal/mud flats. It is at the furthest easterly extension of Ferry Street, approximately one mile east of the warehouses that the lower Esopus Creek converges with the Hudson River. There are approximately 26 residences along both (north and south) sides of Ferry Street. Typically, these homes were built during the mid twentieth century and include a mix of residential housing, some commercial marina and related businesses. The immediate area, given its industrial past and private water access has not attracted much in the way of residential development, which has helped to preserve the area's scenic and historic value. Approximately 500 ft. west of the subject property, at 55-57 East Bridge Street, stands The Mill at Saugerties (today a senior housing development), historically known as the Saugerties Book Bindery and the Saugerties Manufacturing Company. Built ca. 1887, the massive brick building is the largest-scale surviving industrial building along this section of the Esopus.

The Saugerties and New York Steamboat Company property is identified on Map 3 (figure 1) of valuable property situate in the Village of Ulster (now Saugerties) "... late belonging to Henry Barclay, deceased and formerly of Saugerties and New York Steamboat Company..."² The irregularly shaped, 2.65-acre property is "bound on its north by the Esopus Creek, south by Ferry Street, to its east by the Saugerties Gas Company and to its' West, East Bridge Street."³ The property accesses 75' of water frontage along the Esopus Creek. Although the water depth changes given the level of silt present, it is gauged to be approximately 17- 24 feet deep; there are currently 60 slips on site. The sister warehouses stand roughly 35 feet apart from one another with both north faces set back about

¹ Michael Sullivan Smith, *A Brief History of Saugerties* (Charleston, S.C.: History Press, 2016), 94

² Cox to Struzzieri Properties, Inc., Book 5954, page 189, Ulster County Deeds Office.

³ Ibid.

Saugerties and New York Steamboat Company
Warehouses
Name of Property

Ulster County, New York
County and State

25 feet from the Esopus Creek shoreline. The façades are set back approximately 120 feet from Ferry Street. The parcel includes two gravel parking lots to accommodate boats and cars. A ca. 1950 brick colonial home is situated on the parcel to the east of the warehouses. This unrelated building, which was built during the property's years as a marina, does not contribute to the significance

Narrative Description

The two, rectangular warehouses were clearly purpose-built, constructed of locally sourced, common red brick laid in a running bond pattern along all exterior and interior surfaces. Architectural embellishment, including local bluestone elements, was minimally applied as the buildings were clearly conceived for utilitarian function. The buildings' structural systems are consistent with factory and warehouse construction techniques employed in the mid to late 19th century, combining load bearing brick masonry with structural large hewn wood timbers on the interior. Historical photographs reveal that the two warehouses shared a common vernacular with former neighboring industrial buildings, such as those that composed the J.B. Sheffield & Son's Paper Mill, ca. 1875.⁴ "The warehouses did not historically have glazing; oral histories confirm that "tightly fitted exterior wood shutters instead provided protection."⁵ Unmatched salvaged windows were added later. Each building has a low pitch gable rolled asphalt roof, ca 1940. Early photographs reveal that the buildings were painted, a measure meant to provide an additional seal for brick exposed to waterfront conditions. Presently, both buildings retain weathered traces of a pale yellow paint on all four elevations. The two warehouses largely retain their original scale and plan. They have not undergone substantial alteration, and together they possess integrity of location, materials, design, feeling and association with the village's maritime based industrial past.

(Warehouse #1)

Exterior

Warehouse #1 of the Saugerties and New York Steamboat Company, is rectangular in plan and stands two stories, roughly 20 feet high. The warehouse is a three-bay by five-bay building. The building is 40 feet in width and 60 feet in length. The building is constructed of common red brick, load bearing walls. The brick is observed to be layered a solid four deep at the building's foundation level and is laid directly on the subsoil. Just above grade level, all four brick exterior walls are viewed to be three thick. Each of the building's four sides has two sets of foundation level weep holes; some retain what appear to be the original iron waffle grates. The windows across all elevations appear to be salvaged, made to fit the original fenestration. The warehouse is surmounted by a low pitch gable, rolled asphalt roof. Just below the roof at the north elevation below the roof's protruding ridgeline is a pulley-like fixture through which rope was fed. This feature may be original, given the roofline accommodation.

The north (creek side) façade features three windows across the first floor. The window openings roughly measure 45" x 76," and each window's framing is rigged to accommodate the dimensions of those openings. The three evenly spaced six-over-six wood sash windows along the first story have been additionally fitted with double-hung storm windows ca. 1940s. Exterior window openings feature locally sourced four-inch bluestone lintels and sills. Each of the three windows has three plank wide on the vertical, simple exterior shutters. The shutters have been

⁴ Edward Poll and Karlyn Knaust Elia, *Saugerties* (Charleston, S.C: Arcadia Publishing, 1997), 74.

⁵ Phone interview with Alex Wade, (Author, documentarian, Village of Saugerties code enforcement officer, 1991-2005), referring to a conversation he had with Connie Lynch the former owner, then 93 years old. April 7, 2016.

Saugerties and New York Steamboat Company
Warehouses

Ulster County, New York

Name of Property

County and State

pinned back with an irregularly sized wood rod that spans right and left leafs to hold shutters in an open position. Although the straps are missing at this level, the pintles are present and appear to be original. Continuing along the north elevation, at the vertical midpoint between the ground and second floor appears: "Lynch's Marina Gas Oil Ice" painted in large, black, bold capital letters on a ground color of off-white paint. Traces of a sign reading: "Saugerties and NY Steamboat Company" once painted in broad, horizontal bands are faintly visible beneath the more recent lettering at this elevation. The more recent signage bands the buildings north and west sides.

A similar rhythm is repeated across the second floor exterior. There are two window openings interrupted by a centered, four-foot-wide, rectangular wood double door which closes against the exterior segmental arched brick opening. Each of the double doors is composed of a frame that sheaths the wood planks set on the diagonal seated on a bluestone threshold. Historically, this wide second story opening would accommodate the transfer of heavy or oversized commodities to waiting ships on the creek side. Right above this amply sized second floor opening anchored to the façade is an original wood spindle which is horizontally fixed and measures approximately four feet. This feature would have been used to minimize rope shredding when workers would manually hoist the heavier goods for short term storage (lumber, coal, hay and bulk paper products).

Both north and south elevations share the same elements. The most important feature of the southern elevation is the large arched six-by-seven-and-a-half foot, centered, wood double doors at ground level. Each of the two rectangular door leafs is composed of a wood frame which sheaths wood planks set on the diagonal. A small concrete slab which surmounts grade level brick approaches the entrance.

Centered at ground level along the east elevation, the remains of the original red brick chimney is observable from the left side due to the failure of the ca.1950 application of ash colored concrete masonry block. The original chimney was entirely encased. The more recent application is interrupted midway up the height of the building by a band of bleached brick laid in a running bond pattern. As the masonry block ascends every four to five blocks, a single band of header brick is introduced. Historical photographs reveal the encased narrow red brick chimney. An outline of the present chimney on the underlying brick wall as well as the shape of the opposing or right side, suggests the bottom half of the chimney was bell shaped, the placement of brick achieved the desired contour above the concrete masonry block. The chimney ascends the wall to reach a height of 28 feet with a base dimension of about nine feet.

To the immediate right of the chimney is a non-historic, ca. 1950, porch addition. The covered porch is nine feet wide by 24 inches deep on a concrete slab set on masonry block. The porch has a minimally pitched shed roof that reaches a height of 10 feet. The porch roof is supported by a set of three, four inch round steel support beams with similar guard railing anchored to the façade and ground, connecting each beam. Centered under the porch is an aluminum door that leads to the interior. To the right of the door is another window opening of similar size and treatment as all others. The pair of windows along the second story mimic the proportion and elemental attributes of the building's other windows. The two double-hung wood sash windows are set at opposite ends of the facade (north and south) flanking the exterior chimney.

At the west elevation, three evenly spaced windows light the second story. Along the ground level there are two windows, each separated from the other by a ca. 1940 small rectangular brick addition fashioned out of various red

Saugerties and New York Steamboat Company
Warehouses
Name of Property

Ulster County, New York
County and State

and an occasional bleached brick. The structure juts out six feet from the exterior wall at a width of 19 feet across a 31-foot length. This addition permits an interior storage room and lavatory facilities. The addition is set on a concrete block foundation and has three small windows with metal sash and mottled glass. The south facing wall of the structure includes a modest, four light, three-panel wood door. A slab of bluestone precedes the placement of two stacked bluestone pavers lead to the door. To the left (north) of the addition is a small attached covered patio set on concrete slab masonry block foundation which features a centered wood door that leads to the interior.

Interior

The simply organized, first floor interior of Warehouse #1 is a large rectangular, open space. The area is primarily characterized by exposed brick masonry along all four walls, regularly placed structural posts and beams, with cantilevered floor joists visible the entire expanse of the ceiling. The first or ground level is lit by nine windows. The recent addition of a modest lavatory and a small office and storage space with three small windows is located along the left (east) wall. The window frames and jambs are fashioned out of wood, each modified to accommodate salvaged windows. A seven-foot ca. 1945 red brick fireplace, which was constructed during the property's use as a marina, is centered on the right or west wall. A segmental arch brick pattern that mimics exterior treatments tops the fireplace mantel.

Where present, the wood plank flooring is severely rotted, presumably from flooding. Most of the flooring on this first level is absent, revealing large swaths of subsoil. Both the first and second floor levels have two rows of three, 12 x12 inch posts which are evenly placed to span the length of the building. The upper floor is accessed by means of a ladder between levels located on the south wall. The two rows of posts provided ample support for two massive rough cut timber beams that span the length of the second floor. The flooring on this level is remarkably intact, consisting of four to six-inch wood planking laid vertically. The open plan is 9 foot 11 inches in height, and, like the ground floor, the exposed structural system features two rows of three, 12 by 12 inch timber posts which span the length of the second floor. Each of the two rows supports six rough cut timber crossbeams. The roof's wood plank underlayment is fully exposed.

(Warehouse #2)

This building has undergone very little modification over time, retaining its original plan, proportion, and features. Like its sister to its west, Warehouse #2 is a two-story, three-bay by five-bay rectangular building constructed of locally sourced common red brick and timber post and beam and is capped by a low pitch gable roof. Exterior brick walls are observed to be layered four deep at the building's foundation level and is laid directly on the subsoil. Just above grade level, all four brick exterior walls appear to be three bricks thick. Each of the building's four sides has two sets of foundation level weep holes; some have what appear to be the original iron waffle grates.

Exterior

There are two windows corresponding with the first and second stories interrupted by a centered arched doorway. The unmatched, wood sash windows roughly measure 45" x 76" evenly spaced on both levels. The window openings feature locally sourced four-inch bluestone lintels and sills and exterior shutters. In some cases, shutters have been pinned back with an irregularly sized wood rod that spans right and left leafs to hold shutters in an open position. Like Warehouse #1, original shutter straps are missing, replaced by horizontal wood strips, the pintles, when present, appear to be original. At the north elevation there is a substantial cantilevered wood beam that

Saugerties and New York Steamboat Company
Warehouses

Ulster County, New York

Name of Property

County and State

projects from the façade originating from the interior structural framing centered under the roof ridgeline. This rough timber beam appears to serve the same purpose as the roof projection observed in Warehouse #1 along the same north or creek side elevation. Here the pulley mechanism is missing. The building's opposite or southern façade mirrors the north elevation sans the cantilevered beam. The southern façade has a low pitched concrete ramp leading to the front door.

Along the east elevation, a pair of windows are set at both ends of the building interrupted by a centered, arched six-foot-wide, seven-foot-high wood door. The door is actually rectangular in shape, composed of various sized vertical wood planks, but it closes against the semi arched opening which provides a more harmonious articulation. This door's entryway features a wood threshold approached by two slabs of bluestone laid on risers fashioned out of cut timber blocks. To the left of the arched doorway is a narrower, rectangular wood plank door with wood threshold and bluestone lintel, also approached by means of two slabs of blue stone laid on blocks of timbers. The second story along the east face is lit by three, evenly spaced shuttered windows. Likewise, the west façade repeats this rhythm with three evenly spaced shuttered windows along both the ground and second stories. Along the first story, at the centered window, it appears that an arched doorway was bricked in and replaced by a window. The segmental arched brick pattern that is apparent on all door ways remains, as does the former wood threshold embedded in the brick. All windows throughout the building mimic the proportion and elemental attributes of West Warehouse #1.

Interior

Like its sister, the ground level interior of Warehouse #2 is a large open space characterized by exposed brick walls and prominent rough hewn structural posts and beam framework. Original details include large expanses of wood strip flooring on both levels. Warehouse #2 does not have a full second floor. The second floor consists of a loft which spans half the northern portion of the building's upper level. Given the arched door opening at the south side of the second floor and the absence of a floor, the abbreviated flooring appears to have been a later alteration. The building has two rows of three, 12 x12 inch posts spanning the length of the building. The two rows of posts support two massive hewn timber beams. Where the upper floor is present along the northern side of the building, four of six rough cut timber crossbeams are established in support. Cantilevered floor joists are visible the entire expanse at this level. A free standing ladder provides access to the second story.

Center hall, brick Colonial residence, ca. 1950. Non-contributing. Two-story, medium pitched side-gabled roof, three bay-by two-bay building resting on concrete slab. Central entrance features a covered entry porch with four, faux stone columns. Two three-over-one flank each side of the entry; five, three-over-one, symmetrical windows on the second story. Residence features a brick enclosed side porch on east elevation. This residence relates to the later use of the property as a marina.

Saugerties and New York Steamboat Company
Warehouses

Ulster County, New York

Name of Property

County and State

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 is 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 of a type, period, or method of construction or 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.

Areas of Significance

(Enter categories from instructions.)

Commerce

Transportation

Period of Significance

ca. 1875 - 1938

Significant Dates

Ca. 1875; 1891

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Criteria Considerations

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

Property is:

- 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 old or achieving significance within the past 50 years.

Period of Significance (justification)

The period of significance, ca. 1875 – 1938, begins with the appearance of one warehouse indicated on the 1875 County Atlas of Ulster County, Saugerties. Both buildings had been constructed by 1887 for the Saugerties and New York Transportation Company. The absorption of that company by the Saugerties and New York Steamboat Company occurred in 1891. The period ends in 1938 when the company dissolved and the property was converted for use as a marina.

Criteria Considerations (explanation, if necessary)

Saugerties and New York Steamboat Company
Warehouses
Name of Property

Ulster County, New York
County and State

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

The two warehouses of the Saugerties and New York Steamboat Company are significant under Criterion A in the areas of commerce and transportation. Situated along the southerly banks of the lower Esopus Creek in the Village of Saugerties, the warehouses are significant for their association with the important 19th and early 20th century Hudson River steamboat freighting and transportation industry. The village's immediate access to the Hudson River, as well as its proximity to the Catskill region, allowed the village to thrive as a busy port for water borne freight, business travelers and vacationing passengers bound for the Catskills. Constructed ca. 1875-80 by the Saugerties and New York Transportation Company, the warehouses provided freight storage. In 1891, the company was purchased by its competitor, the Saugerties and New York Steamboat Company. The Saugerties and New York Steamboat Company owned and operated the *Saugerties* and *Ansonia*, two palatial steamers, from this property. Commonly referred to as the "Saugerties Night Boats" and "Saugerties and New York Evening Line" (figure 2) the steamers transported both people and commercial freight to and from New York City. The two surviving warehouses of The Saugerties and New York Steamboat Company housed the firm's active commercial freighting operations; a third warehouse (no longer extant) was used to service business and vacationing passengers. The warehouses are the only extant buildings in the village of Saugerties associated with shipping interests on the lower Esopus Creek and are rare, substantially intact examples of steamboat dock storehouses in the Hudson River Valley.

The two warehouses also serve as a visual reminder of the once-thriving waterfront industrial district, which historically lined Ferry Street. Ferry Street's broad, level area and proximate access to the Hudson River made it the natural hub for commercial and personal transport by steamer ship.⁶ By 1875, Ferry Street's industrial landscape included the J. B. Sheffield Paper Mill, Ulster White Lead Co., Saugerties Gas Works and Finger and Lewis Lumber and Coal Company (figure 3), making it the locus of Saugerties' warehousing and freighting industry. With the 1877-78 construction of the Long Dock at the easterly extension of Ferry Street, freight forwarding and personal transportation became major contributors to the prosperity and self-sufficiency of the village; The Saugerties and New York Steamboat Company was a local leader in the industry. The economic impact of these thriving enterprises encouraged infrastructure improvements as well as spurred local business expansion (banking, insurance, hostelry and retailing) along the commercial center of Partition and Main Streets.

By 1898, the company, which offered the lowest freight rate of any port on the Hudson, was regarded as one of the village's most important businesses. This practice afforded a distinct economic advantage to local commercial and agricultural businesses, allowing goods to be quickly transported to the New York City market. Boat transportation was more efficient than train transport, which routed goods to Weehawken and required further transport to New York City. In addition to direct market access and lower freight costs, the Saugerties and New York Steamboat Company guaranteed that goods loaded at the company's warehouse or port for shipment by 6 p.m. would arrive in New York City by 7 a.m. the next morning. The company's low costs of shipping and immediate access to the New York City market, were lauded as distinguishing factors in the company's success and greatly contributed to the village's economic development. In season, one steamer would return to the Saugerties wharf as the other departed for New York. The steamers made stops in Dutchess County (Tivoli and Barrytown) and continued to New York

⁶ Michael Sullivan Smith, *A Brief History of Saugerties* (Charleston, S.C.: History Press, 2016), 93.

Saugerties and New York Steamboat Company
Warehouses

Ulster County, New York

Name of Property

County and State

City. The company's Saugerties port would also serve as an important transfer point for people traveling to and from the Catskill Mountain resorts further north. By the turn of the century, Saugerties would itself be considered a desirable vacation destination. By 1903, many local hotels and boarding houses were prominently featured in the annual *Brooklyn Daily Eagle* Summer Resort Directories. The trip from New York City to Saugerties by steamer took approximately eight hours. By this time the company operated under the trade name Saugerties Evening Line.

History of the Village of Saugerties:

The Lenni-Lenape peoples were the earliest inhabitants of the Esopus area. In 1677, settlers and local tribes signed an agreement to purchase the land now known as the Town of Saugerties. Dating back to 1688, the town was included within the original municipality of Kingston (known then as Kingston Commons). The town includes the present Village of Saugerties. The village was incorporated in 1831 as Ulster; however, the name was changed in 1855 to Saugerties, derived from the Dutch word "de Zaagertjijis" or "of Sawyer" descriptive of the vocation of the earliest recorded Dutch settler, who operated a saw mill between 1652-1663. Initially, it was the abundant timber that would encourage Dutch settlement. By 1708, these resources would attract the attention of England's Queen Anne. At the suggestion of Robert Livingston, an English colonial official whose vast land holdings spanned both Dutchess and Columbia counties, the queen made arrangements to underwrite the migration of a group of Palatine Germans. These refugees (some 13,000) had arrived in England in 1709 having fled religious persecution. Queen Anne dispatched about 850 Palatine families to the Hudson River Valley, where they might be useful in the production of naval stores. Queen Anne issued an order for their maintenance and passage at her expense with her guaranty that the Palatines would be paid, however modestly, to produce stores of tar, resin timber, turpentine and other supplies for the British Navy.

Saugerties's natural resources, including vast acres of woodland, fertile farmland and prolific stores of bluestone, would later attract other settlers to the area. However, its chief resource, which would give rise to a long and sustained prosperity, was its immediate access to the Esopus Creek. The estuary delta of the Esopus creek outlet at its westernmost point lies diagonally opposite that of the Stony Creek, which flows into Dutchess County's Tivoli Bays on the east and spills out into the Hudson River.

Settlers established themselves as farmers, with a few families owning vast swaths of land which gradually developed into the town and then Village of Saugerties. As late as 1810, the hamlet of Saugerties included only 21 houses; most families were engaged in cooperative farming. The community enjoyed the benefit of proximity to the Hudson River and could ship livestock and produce downstate. When agricultural pursuits proved less profitable by the mid 19th century, lands were divided and sold off.

The Esopus Creek's direct access to the Hudson River promoted the development of water-based industry, and the creek transformed into a shipping channel to Saugerties mills as they developed along the creek's edge. After the breakup of the Fulton Livingston steamboat monopoly in 1824, the transport of people and goods on the Hudson River propelled infrastructure development, entrepreneurial enterprise and population expansion. Saugerties was a full participant in America's industrial revolution, owing in large part to the vision of industrialist Henry Barclay (1778-1851). Aware of the economic potential of "...mills adjacent tidewater in the age of water power- a rare geographic occurrence," Barclay purchased most of the land along the lower Esopus Creek from Robert

Saugerties and New York Steamboat Company
Warehouses

Ulster County, New York

Name of Property

County and State

Livingston.⁶ By the 1820s, Livingston owned much of what is today the village of Saugerties. Barclay made certain to secure extensive water rights that would attach to the land along the north and south side of the Esopus Creek. In partnership with Livingston, Barclay had a dam erected (by today's 9W bridge) and cut a courseway through several hundred feet of rock to provide waterpower for industrial production. The *Williams New York Annual Register* (1832) describes Henry Barclay's accomplishments:

...Until 1826 (Ulster Village, later Saugerties) was scarcely known to any except its immediate neighbors. Henry Barclay at about that time ...has purchased the water privileges there and several farms around them foreseeing that it might become a great manufacturing town, if the water rights were properly improved- he has raised the water level of the creek to 47 feet above the level of tidewater of the Hudson River which ebbs and flows at the foot of the dam. This head and fall enables him to use the water twice in its descent and there is ample power to propel 20 manufactories.⁷

In addition to building the dam, Barclay's extensive modifications to the land included blasting the rock and dredging a channel through the Esopus Shoals. Barclay also had the foresight to have added fill (rock repurposed from the aforementioned blastings) to the creek's shoreline, raising the land to a height well above the threat of the highest tide.⁸ The filled land starts at the base of East Bridge Street moving east for as long as there was solid ground. The nominated property is part of the land thusly affected by Barclay.

Ferry Street appears on the earliest maps of Henry Barclay lands. The immediate access to the Esopus Creek encouraged at first, the ferrying of people to and from Saugerties to Tivoli (in Dutchess County) and in 1828, the Red Hook and Saugerties Ferry Company was incorporated. As appears to be the case with most of the local business endeavors of the day, Henry Barclay is listed as a partner (along with Robert L. Livingston). According to incorporation papers, the Red Hook and Saugerties Ferry line was authorized to "receive and land passengers, carriages, horses, cattle, sheep, hogs, goods and produce of every description at such places as said directors may approve..."⁹ By 1830, the demand for the transport of the aforementioned local commodities including those goods manufactured by the new mills along the lower Esopus Creek, would warrant a steamboat line. The industrialization of Saugerties would by 1870 support a population of 4,000; An influx of German, Irish and Italian quarry and mill workers contributed to this population expansion. By 1875, the gross sales from area farms would only amount to \$97,015; commodities included: hay, grass seed, barley, buckwheat, corn, hops, peas, apples, grapes, maple syrup, honey beef butter and pork.¹⁰ These goods largely constituted Saugerties's (town and village) agricultural exports to New York City.

The prosperity of the Village of Saugerties was in large part a by-product of the wealth created by the mills and supporting services such as warehousing, freight and distribution. In a special edition of the *Saugerties Post* dated November 1898 (figure 4), an article describes the village as follows:

⁷ Edwin Williams, *New York Annual Register for the Year of Our Lord 1834* (New York: Edwin Williams publisher, 1834),152.

⁸ Smith, *A Brief History of Saugerties*, 94

⁹ State of New York, *The Laws of the State of New York passed at the 51st session of the Legislature begun and held at the City of Albany* (Albany, NY: E. Croswell, 1828), 227-229.

¹⁰ Nathaniel Bartlet Sylvester, *History of Ulster County, New York with Illustrations and Biographical Sketches of its prominent Men and Pioneers* (Philadelphia: Everts and Peck, 1880), 56.

Saugerties and New York Steamboat Company
Warehouses
Name of Property

Ulster County, New York
County and State

Nowhere in the Empire State is there a prettier spot than Saugerties. Located in the northeastern part of Ulster County at the foot of the famous Catskill Mountains, where the gentle Esopus Creek empties itself into the lordly Hudson River, and lying on an eminence commanding a fine prospect of all the surrounding country, a more charming place can scarcely be imagined. Its abundance of shade, easy drainage, pure drinking water it has superior postal, telegraph, telephone and express facilities, there is a gas and electric light works, an opera house, three fine hotels, seven lodges, seven churches, a high school, grammar schools, two national banks, one savings bank, a public library, two daily and two weekly newspapers, and large and commodious stores, a line of steamboats to New York, Albany, and Newburgh, a ferry to Tivoli, connecting the New York Central & Hudson River Railroad.¹¹

Henry L. Barclay passed away January 3, 1851 at the age of 73; his wife, Catherine, aged 69, died fourteen days later.¹² Their union had not produced children. Henry and Catherine Barclay were said to be very generous and religiously devout people. At the time of their death the Barclays were over leveraged; some believe they were near insolvent.¹³ The entirety of their land holdings were auctioned in late 1852.

Today, whether by mechanical demolition or neglect, all of the mills and warehouses that once lined both banks of the Esopus Creek in the Village of Saugerties have been lost, excepting the former Saugerties Book Bindery (now a senior housing complex) and the two warehouses of the Saugerties and New York Steamboat Company. These two extant sites are the only vestiges with association to the once thriving shipping and mill interests of the 19th and early 20th centuries.

Saugerties and New York Steamboat Company

Owing in large part to its natural gifts and the industry of Henry Barclay, Saugerties had gained the attention of investors from New York City. Barclay himself had moved from Manhattan to Saugerties. Other industrialists made their way to Saugerties, including William Rhinelanders Renwick (b. 1816 d. 1883) and his partner, Cornelius Battell (b. 1810 d. 1884). Renwick and Battell were both prominent in the wholesale drug, chemical and specialized transportation trades in New York and New Jersey. Renwick also owned wharf property in NYC. Each man kept a “townhouse in Manhattan or Brooklyn and residences in New Jersey, Washington DC and Saugerties” to oversee their interests. Renwick purchased several creek-adjacent parcels at the Barclay estate auction, including the nominated property.¹⁴ By 1841, Battell and Renwick would also own, in partnership, the Ulster White Lead Company located in the town of Saugerties.

In 1865, Cornelius Battell, William R. Renwick and John C. Welch founded the New York and Saugerties Transportation Company; While Welch was the President of the company, Battell and Renwick, in partnership, effectively owned the controlling interest. The Steamship *Ansonia* was listed as the company’s major asset. In the

¹¹ “Saugerties and New York Steamboat Co.,” *The Saugerties Post*, November 1898.

¹² Grave stones of Henry and Catherine Barclay, Trinity Episcopal Church Saugerties, NY <<http://www.findagrave.com/cgi-bin/fg.cgi?page=pv&GRid=35088430&PIpi=16380411>>.

¹³ Interview with Marjory Block, Village of Saugerties Historian, April 16, 2016.

¹⁴ Henry Hall, *America’s Successful Men of Affairs, Vol 1. The City of New York, 1816-1883* (New York: The New York Tribune, 1895), 537.

Saugerties and New York Steamboat Company
Warehouses

Ulster County, New York

Name of Property

County and State

company's 1871 state filing, gross receipts from freight were \$17,399 other sources \$13,759 while 16 employees were noted.¹⁵ Renwick passed away in 1883; his partner, Battelle, passed a year later.

The 1875 F.W. Beers County Atlas map (figure 3) shows one building on the property, likely one of the subject warehouses. The other warehouse was likely constructed a short time after that, as both are present on the 1887 Sanborn map (figure 5) and noted as warehouses of the Saugerties and New York Transportation Co.¹⁶ Slightly east of the two warehouses appears a third building, now lost, also owned by the Saugerties & New York Transportation Company. Historic photos indicate this third building was used as a passenger terminal for those waiting to board or disembark the company's steamboats which would land alongside the bulkheads. It is likely that Warehouse 2 is the older building, given the more primitive cantilevered timber beam and pulley system at the roof line.

Local business leaders Henry L. Finger and Robert A. Snyder purchased the subject property from the Renwick estate in 1888, along with the steamer *Saugerties*.¹⁷ By January 1889, they formally incorporated the Saugerties and New York Steamboat Company. Robert A. Snyder and Henry Finger were joined by four other prominent local business leaders: James and William Maxwell and John and George Seamon. Several were members of the Saugerties Freemasons (Ulster lodge 193).¹⁸ Robert Snyder served as the first president of the newly formed Saugerties and New York Steamboat Company. This alliance, in effect, largely *consolidated* the primary local commercial freighting, and passenger steamboat operations. Robert Snyder later became the president of The Saugerties Manufacturing Company (founded 1894), which produced loose leaf binders and notebooks, soon after. Snyder availed himself of the freighting services of his other business interest, the Saugerties and New York Steamboat Company, and was thereby able to guarantee overnight delivery of his paper products to New York City. Two years later, it purchased the *Ansonia* and all rights and routes of its predecessor, New York and Saugerties Transportation Company.¹⁹

The Saugerties and New York Steamboat Company absorbed the operations of the New York and Saugerties Transportation Company in 1891 (two years after the former was incorporated); by this time, the West Shore Railroad had operated for some ten years a depot in Saugerties. Within two years of the company's incorporation, the nation was in the midst of an economic panic set off by the bankruptcy of the Philadelphia and Reading Railroad. Approximately 500 banks closed, over 15,000 businesses failed and the unemployment rate remained at over 10 percent for five years. It is a testimony to the leadership of the Saugerties & New York Steamboat Company that the company would survive this severe economic downturn, as well as the increased competition exerted by the railroads.

¹⁵ State of New York, *Documents of the Assembly of the State of New York, Ninety-Fourth Session* (Albany, NY: Argus Company, 1871), 16-17.

¹⁶ Saugerties, New York [map], 1887, "Sanborn Fire Insurance Maps, 1867-1970 – New York"; Tony Opalka and Pete Shaver, "Brick Warehouses," Building-Structure Inventory Form, NYS OPRHP, June 25, 1988.

¹⁷ J.H. Beers, *Commemorative Biographical Record of Ulster County, New York Biographical sketches of Prominent and Representative Citizens* (Chicago, IL: J.H. Beers, 1896), 812-815.

¹⁸ R.W. Gary, "Little Heinmiller"

<<http://www.omdhs.syracusemasons.com/sites/default/files/history/Craft%20Masonry%20in%20Greene%20and%20Ulster%20Counties.pdf>>.

¹⁹ William H. Ewen, *Steamboats on the Hudson River* (New York: Arcadia Publishing, 2011), 42.

Saugerties and New York Steamboat Company
Warehouses

Ulster County, New York

Name of Property

County and State

The model employed by the Saugerties & New York Steamboat Company was to own and operate two steamers at any one time. When one departed Saugerties for New York City, the other was returning to the home wharf in Saugerties. In an 1896 advertisement (figure 6), the company boasted its “First Class passenger accommodations and Express Freight Service at lowest rates.”²⁰ This was attested to in an article of November 1898 in the *Saugerties Post* about the Saugerties and New York Steamboat Company: “They have not only given this town a lower freight rate, the lowest of any place on the Hudson, but have combined with it an express service to New York City, that is, goods delivered to this company before 6 p.m., are in the New York market before 7 o’clock the following morning...”(figure 7).²¹

The warehouses provided short term storage prior to water transport of locally produced goods, such as milled paper products, a variety of agricultural commodities and lumber. Return trips from New York City would find the steamers laden with wholesale items purchased by Saugerties area merchants as well as those perishables slated for further ground shipment to various Catskill boarding houses. Goods awaiting transport to and from New York City and those shipments to all points on the Philadelphia, Reading and New England Rail Road, would be temporarily stored in the warehouses. The Saugerties and New York Steamboat Company was the plaintiff in a somewhat scandalous legal battle against millionaire New Yorker William Starr Miller. In 1903, the company sought to recover the amount of a freight and passenger bill contracted by the defendant’s head coachman between 1899 and 1900. The accumulated bill amounted to \$110.75. That the company carried “horses, dogs, traps, trunks, golf sticks and other essentials of a pleasure-seeking millionaire” was not contested.²² Rather, they argued that credit was rightly extended to the defendant’s employee, as was the practice of the day. The company’s major local commercial clients were the J.B Sheffield Paper Company and Saugerties Manufacturing Company, whose president, Robert A. Snyder, was contemporaneously the president of the Saugerties and New York Steamboat Company.

By 1896, the company’s steamers, the *Ulster* and *Saugerties*, served landings between company-owned dock properties at Saugerties and Barrytown (Dutchess County) and leased a wharf in New York City. The ships would leave from Saugerties, stopping across the river at Tivoli, again at Barrytown and Rhinecliff with Ulster Landing as a signal stop and then on to New York City within eight hours. One of the company’s advertisements, published in 1896, lists fares at \$1; Excursion Tickets good for 10 days, \$1.50. The crew numbered approximately twenty-two. The warehouses were used to store paper shipments from the mills, as well as hay, straw, horses, carriages, household items especially for families taking their summers in Saugerties and points north, as well as agricultural products headed for New York City. The ships left at exactly 6 pm; however, the company occasionally delayed departures to accommodate local paper companies shipping rush orders to New York.²³ Departing New York City, the ships carried food and perishables to Saugerties for distribution to various boarding houses in the mountains and locations such as Tannersville, Hunter and Haines Falls by six in the morning. The New York and Saugerties Steamboat Company always sailed by night – the company’s motto was “Travel by night, Save the Day.”²⁴

²⁰ “Saugerties to New York,” advertisement, *Saugerties Daily Post*, April 30, 1896.

²¹ “Saugerties and New York Steamboat Co.,” *The Saugerties Post*, November 1898.

²² *The Kingston Daily Freeman*, October 21, 1903.

²³ Anita Ruby, “Report to Dr. Fink – Water Transportation and the Economic Development of Saugerties, New York,”⁶ Saugerties Library Archives.

²⁴ Ruby, “Report.”

Saugerties and New York Steamboat Company
Warehouses
Name of Property

Ulster County, New York
County and State

The steamers were affectionately referred to as “the Saugerties Night Boats” and were held in high affection by the Village of Saugerties. The boats are the subject of several paintings, including one by Konrad Cramer (1883 -1963) and were featured or mentioned in local publications like A.E.P Searing’s *When Granny Was A Little Girl* (1926). The steamers were of such economic and cultural importance to the village that the arrival and departure time and condition of each boat (as well as the local “happenings” of each day) were meticulously recorded in a set of notebooks voluntarily kept by a Village of Saugerties resident, E.R. McCormick. The notebooks are dated 1891-1911 and 1811-1930. The Saugerties and New York Steamboat Company was celebrated as:

one of the potent factors which have contributed to the advantages of this village ... who, without doubt, deserve the patronage and position they enjoy. They have not only given this town a lower freight rate (the lowest of any place on the Hudson) but have combined with an express service to New York City, that is, goods delivered to this company before 6 pm., are in the New York City market before 7 o’clock the following morning.²⁵

There are several historic images which feature the *Ulster* and the *Saugerties* at their Saugerties wharf; the two warehouses of the Saugerties and New York Steamboat Company visible in the background. The steamship *Saugerties* was destroyed by fire in 1903 at her wharf, the carcass taken to the flats just outside of the Saugerties Lighthouse where remnants can still be seen at low tide. The company then bought the *Ida* to replace the *Saugerties*. At the end of the 1920 season, the *Ulster* (formerly the *Ansonia*) was extensively rebuilt and renamed the *Robert A. Snyder*. In an effort to remain competitive, The Saugerties and New York Steamboat Company announced an alliance with Garrison’s Passenger & Freight Auto Bus Lines, offering receivers and shippers of freight a reduction of through freight rates from New York City (pier 43) to Haines Falls, Tannersville, Elka Park, Twilight Park, Sunset Park, and Santa Cruz Park effective April 1, 1923 (figure 8).

Steamers were originally the fastest, most economical means of transportation with linkages to the major markets. The rail companies entered the space, operating their own steamer routes that followed their own rail lines. In tandem, the rail and steamer operators were able to siphon off the most lucrative freight and passenger traffic, leaving to the steamboats the less profitable bulk freight. The rail lines also operated year round with greater speed and at lower costs than the steamers. It wasn’t until the Panama Canal Act of 1912 that the railroads were barred from owning transport lines running parallel to their own lines.²⁶ Nevertheless, by then, irreparable damage had been sustained by the steamboat industry in general. The combined impact of the Great Depression, labor problems, the proliferation of the automobile and the railroads destroyed the profitability of the steamboat and ancillary industries.

By 1932, the *Ida* and *Robert A. Snyder* returned to lay at their wharf in Saugerties. The warehouses and the boats began to deteriorate due to neglect. The Steamboat *Robert A. Snyder* spent her last winter in Saugerties. Her caretaker was charged with chipping away the ice that would form on the outside of the hull and keeping her pumped out. It is alleged that he was drunk one particularly cold night and the *Snyder* froze; splitting at the seams, it sank. Both

²⁵ “Saugerties and New York Steamboat Co.,” *The Saugerties Post*, November 1898.

²⁶ Edwin Clapp, *Railway Traffic Modern Business*, Vol. 14 (New York: Alexander Hamilton Institute, 243).

Saugerties and New York Steamboat Company
Warehouses

Ulster County, New York

Name of Property

County and State

steamers were auctioned off for scrap in 1936. The Saugerties and New York Steamboat Company was dissolved December 15, 1938.

The property, including the two former Warehouses of the Saugerties and New York Steamboat Company, was purchased by Cornelius A. Lynch (b.1907, d. 1997) in 1939 and was converted to a marina. Lynch proved to be an excellent steward of the warehouses in that there were no substantial alterations. The two warehouses nicely accommodated the activities of the private marina, thereafter called Lynch's Marina. The property was sold in 1957 to Cornelius Cox who continued to operate this beloved venue as a private marina, doing business as Lynch's Marina. The property was purchased by Struzzieri Properties, Inc. December, 2015. Once rehabilitated, Warehouse 1 will serve as a special events venue. Warehouse 2 will serve as a marina office offering boat and slip rental, repairs and supplies for boaters.

Saugerties and New York Steamboat Company
Warehouses
Name of Property

Ulster County, New York
County and State

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

- Barclay, Henry and Catherine. Grave stones. Trinity Episcopal Church Saugerties, NY
<<http://www.findagrave.com/cgi-bin/fg.cgi?page=pv&GRid=35088430&PIpi=16380411>>.
- Beers, J.H. *Commemorative Biographical Record of Ulster County, New York Biographical sketches of Prominent and Representative Citizens*. Chicago, IL: J.H. Beers, 1896.
- Block, Marjory. Interview. Village of Saugerties Historian, April 16, 2016.
- Clapp, Edwin. *Railway Traffic Modern Business*. Vol. 14. New York: Alexander Hamilton Institute.
- Clearwater, Alphonso, ed. *The History of Ulster County, New York*. W.J. Kingston, NY: Van Deusen, 1907.
- Cox to Struzzieri Properties, Inc.. Book 5954, page 189, Ulster County Deeds Office.
- DeLisser, Richard Lionel. *Picturesque Ulster A pictorial work on the County of Ulster State of New York, containing over one thousand original illustrations. Originally published in eight numbered parts, Kingston 1896 to 1905*. Cornwallville, NY: The Hope Farm Press, 1984.
- Ewen, William H. *Steamboats on the Hudson River*. New York: Arcadia Publishing, 2011.
- Gary, R.W. "Little Heinmiller"
<<http://www.omdhs.syracusemasons.com/sites/default/files/history/Craft%20Masonry%20in%20Green%20and%20Ulster%20Counties.pdf>>.
- Hall, Henry. *America's Successful Men of Affairs, Vol 1. The City of New York, 1816-1883*. New York: The New York Tribune, 1895.
- Junior League of Kingston. *Early Architecture in Ulster County*. New York: Ed Hancock Little, Calvert, Inc. 1974.
The Kingston Daily Freeman, October 21, 1903.
- Opalka, Tony and Pete Shaver. "Brick Warehouses." Building-Structure Inventory Form, NYS OPRHP, June 25, 1988.
- Poll, Edward and Karlyn Knaust Elia. *Saugerties*. Charleston, S.C: Arcadia Publishing, 1997.
- Rhoads, William B. *Ulster County New York: The Architectural History and Guide*. Delmar, NY: Black Dome Press, 2011.
- Ruby, Anita. "Report to Dr. Fink – Water Transportation and the Economic Development of Saugerties, New York,"6. Saugerties Library Archives.
- "Saugerties and New York Steamboat Co." *The Saugerties Post*, November 1898.
- "Saugerties to New York." advertisement. *Saugerties Daily Post*, April 30, 1896.

Saugerties and New York Steamboat Company
Warehouses

Ulster County, New York

Name of Property

County and State

Saugerties, New York [map], 1887. "Sanborn Fire Insurance Maps, 1867-1970 – New York."

Smith, Michael Sullivan. *A Brief History of Saugerties*. Charleston, S.C.: History Press, 2016.

State of New York. *Documents of the Assembly of the State of New York, Ninety-Fourth Session*. Albany, NY: Argus Company, 1871.

State of New York. *The Laws of the State of New York passed at the 51st session of the Legislature begun and held at the City of Albany*. Albany, NY: E. Crosswell, 1828.

Sylvester, Nathaniel Bartlet. *History of Ulster County, New York with Illustrations and Biographical Sketches of its prominent Men and Pioneers*. Philadelphia: Everts and Peck, 1880.

Wade, Alex. Phone interview. (Author, documentarian, Village of Saugerties code enforcement officer, 1991-2005), referring to a conversation he had with Connie Lynch the former owner, then 93 years old. April 7, 2016.

Williams, Edwin. *New York Annual Register for the Year of Our Lord 1834*. New York: Edwin Williams publisher, 1834.

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 Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other - ISaugerties Landmarks and Historic Preservation Comm
- Name of repository: _____

Historic Resources Survey Number (if assigned): 111-42-151

Saugerties and New York Steamboat Company
Warehouses
Name of Property

Ulster County, New York
County and State

10. Geographical Data

Acreage of Property 2.56 acres
(Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>18</u> Zone	<u>587361</u> Easting	<u>4658105</u> Northing	3	<u> </u> Zone	<u> </u> Easting	<u> </u> Northing
2	<u> </u> Zone	<u> </u> Easting	<u> </u> Northing	4	<u> </u> Zone	<u> </u> Easting	<u> </u> Northing

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary is indicated by a heavy line on the enclosed USGS map with scale.

Boundary Justification (Explain why the boundaries were selected.)

The boundary was drawn to include the parcel historically associated with the Saugerties and New York Steamboat Company Warehouses.

Saugerties and New York Steamboat Company
Warehouses
Name of Property

Ulster County, New York
County and State

Warehouses of the Saugerties & New York Steamboat Company
Saugerties, Ulster Co., NY

2 Ferry St.
Saugerties, NY 12477



Coordinate System: NAD 1983 UTM Zone 18N
Projection: Transverse Mercator
Datum: North American 1983
Units: Meter



 Warehouses

 NEW YORK STATE OF OPPORTUNITY
Parks, Recreation and Historic Preservation
Division for Historic Preservation

Saugerties and New York Steamboat Company
Warehouses
Name of Property

Ulster County, New York
County and State

Warehouses of the Saugerties & New York Steamboat Company
Saugerties, Ulster Co., NY

2 Ferry St.
Saugerties, NY 12477



587000

587200

587400

587600

Coordinate System: NAD 1983 UTM Zone 18N
Projection: Transverse Mercator
Datum: North American 1983
Units: Meter



Saugerties and New York Steamboat Company
Warehouses
Name of Property

Ulster County, New York
County and State

11. Form Prepared By

name/title Teryl Mickens, Managing Member (ed. Jennifer Betsworth, NY SHPO)
organization Exceedance, LLC date 6/2/16
street & number 138 Franklin Street telephone 845 399 5899
city or town Kingston, state NY zip code 12401
e-mail Teryl2@Gmail.com; ExceedanceLLC@Gmail.com

Additional Documentation

Submit the following items with the completed form:

- **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. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Figures

- Figure 1: Map #3 of Valuable property of Henry Barclay estate auction catalog 1852
Figure 2: Photo - The Saugerties Boats at Saugerties wharf (undated) the two subject warehouses are featured on the left, the third building to the right operated as a passenger terminal did not survive (note *Saugerties and New York Steamboat* signage).
Figure 3: County Atlas of Ulster F.W. Beers 1875 cover sheet and map (note surrounding businesses).
Figure 4: Special Edition - The Saugerties Post, November 1898. Description of the Village – Its industries, prominent Business Men, Buildings and Facilities (note mention of "...a line of steamboats).
Figure 5: Map Saugerties NY 1887, Saugerties and New York Transportation Co.'s Ware houses, three building indicated.
Figure 6: Company advertisement appearing in Saugerties Daily Post, April 30, 1896.
Figure 7: Special Edition - The Saugerties Post, November 1898. Description of the Village – Its industries, prominent Business Men, Buildings and Facilities (description of Saugerties and New York Steamboat Co.).
Figure 8: Company poster advertising Through Freight Service in conjunction with Garrison's Passenger & Freight Auto Bus Lines effective April 1, 1923.

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Warehouses of the Saugerties and New York Steamboat Company

City or Vicinity: Village of Saugerties

County: Ulster

State: NY

Saugerties and New York Steamboat Company
Warehouses

Ulster County, New York

Name of Property

County and State

Photographer: Michael Cherkowski

Date Photographed: please see photo log for dates

Description of Photograph(s) and number: See photo log

NY_ Ulster Co_ Warehouses of Saugerties and New York Steamboat Company_0001
South elevations, facing north_ photo taken April 2016

NY_ Ulster Co_ Warehouses of Saugerties and New York Steamboat Company_0002
North elevations, facing south_ aerial photo taken October 2015

NY_ Ulster Co_ Warehouses of Saugerties and New York Steamboat Company_0003
Aerial view, facing east view of Esopus Creek meeting the Hudson River_ photo taken October 2015

NY_ Ulster Co_ Warehouses of Saugerties and New York Steamboat Company_0004
Aerial view, facing north west along Esopus Creek_ photo taken October 2015

NY_ Ulster Co_ Warehouses of Saugerties and New York Steamboat Company_0005
Warehouse 1, west elevation, facing east_ photo taken April 2016

NY_ Ulster Co_ Warehouses of Saugerties and New York Steamboat Company_0006
Warehouse 1, east elevation, facing north east_ photo taken April 2016

NY_ Ulster Co_ Warehouses of Saugerties and New York Steamboat Company_0007
Warehouse 1, south elevation, facing north east_ photo taken March 2016

NY_ Ulster Co_ Warehouses of Saugerties and New York Steamboat Company_0008
Warehouse 1, north elevation, facing south west_ photo taken March 2016

NY_ Ulster Co_ Warehouses of Saugerties and New York Steamboat Company_0009
Warehouse 1, north elevation, facing south second story detail_ photo taken April 2016

NY_ Ulster Co_ Warehouses of Saugerties and New York Steamboat Company_0010
Warehouse 1, north elevation, facing south from across creek_ photo taken April 2016

NY_ Ulster Co_ Warehouses of Saugerties and New York Steamboat Company_0011
Warehouse 1, first floor interior, facing south_ photo taken April 2016

NY_ Ulster Co_ Warehouses of Saugerties and New York Steamboat Company_0012
Warehouse 1, second floor interior facing north_ photo taken April 2016

NY_ Ulster Co_ Warehouses of Saugerties and New York Steamboat Company_0013
Warehouse 1, second floor interior facing south west_ photo taken April 2016

NY_ Ulster Co_ Warehouses of Saugerties and New York Steamboat Company_0014
Warehouse 2, east elevation from south corner_ photo taken March 2016

NY_ Ulster Co_ Warehouses of Saugerties and New York Steamboat Company_0015
Warehouse 2, east elevation, from north corner_ photo taken March 2016

NY_ Ulster Co_ Warehouses of Saugerties and New York Steamboat Company_0016
Warehouse 2, south elevation facing south west corner _ photo taken March 2016

Saugerties and New York Steamboat Company
Warehouses

Ulster County, New York

Name of Property

County and State

NY_ Ulster Co_ Warehouses of Saugerties and New York Steamboat Company_0017
Warehouse 2, detail south elevation facing south west corner _ photo taken March 2016

NY_ Ulster Co_ Warehouses of Saugerties and New York Steamboat Company_0018
Warehouse 2, detail north elevation second floor, facing south _ photo taken March 2016

NY_ Ulster Co_ Warehouses of Saugerties and New York Steamboat Company_0019
Warehouse 2, second story loft, looking north west _ photo taken March 2016

NY_ Ulster Co_ Warehouses of Saugerties and New York Steamboat Company_0020
Warehouse 2, first floor looking east _ photo taken March 2016

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name Tom Struzzieri

street & number 319 Main Street

telephone _____

city or town Saugerties

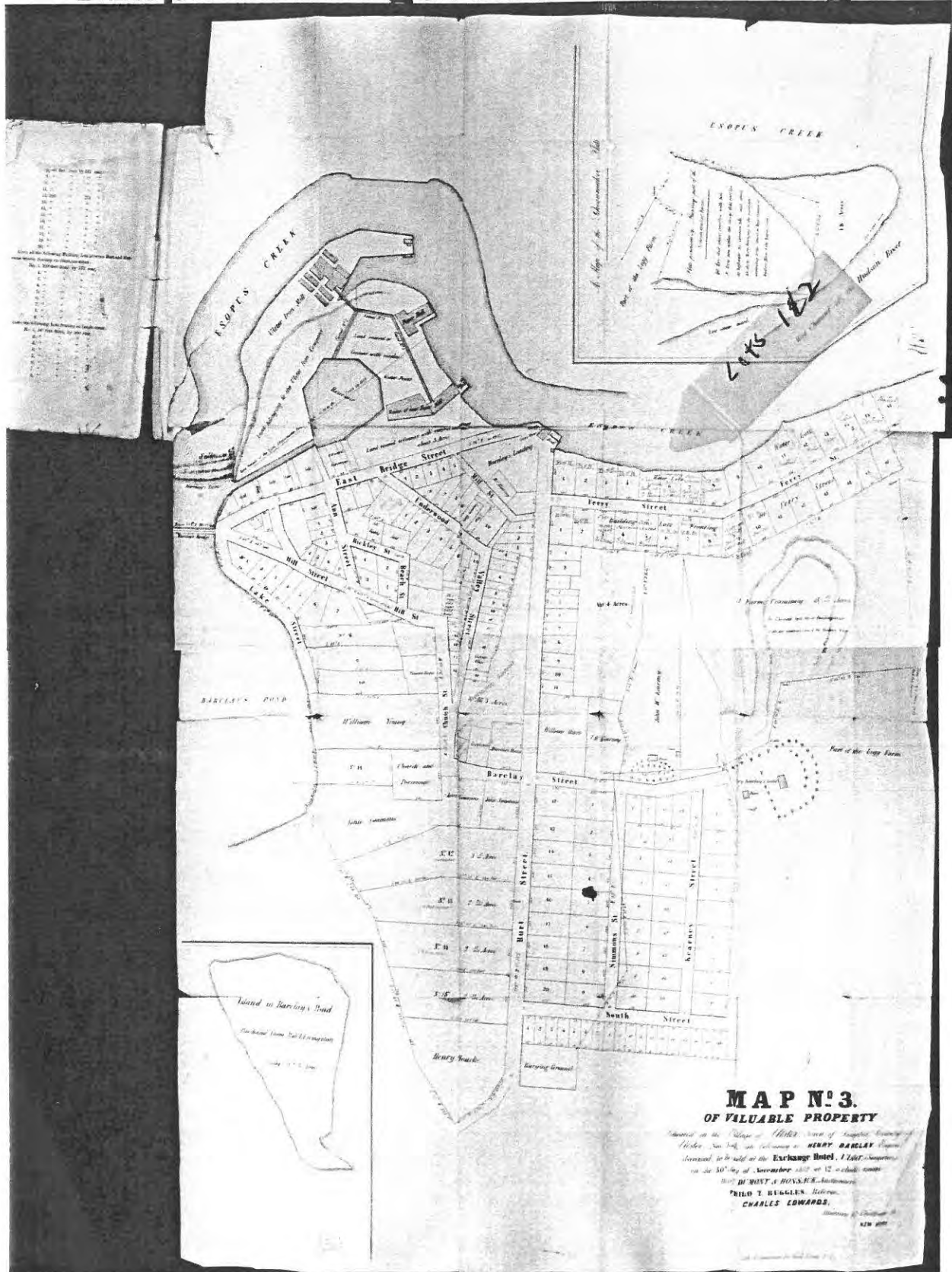
state NY

zip code 12477

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.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Maps of Saugerties - The Village



Map number 3 of the 1852 Henry Barclay estate auction catalog covers the land of the mills, the development of the residential streets overlooking the Esopus docks and the large estate lots of Barclay Heights. This map is the only engineering drawing of the water power system Henry Barclay created in 1825. It shows the location and shape of the stone dam and reservoir. The shape of the original waterfront quays at the base of East Bridge Street and along Ferry Street also show the extent of this early development.

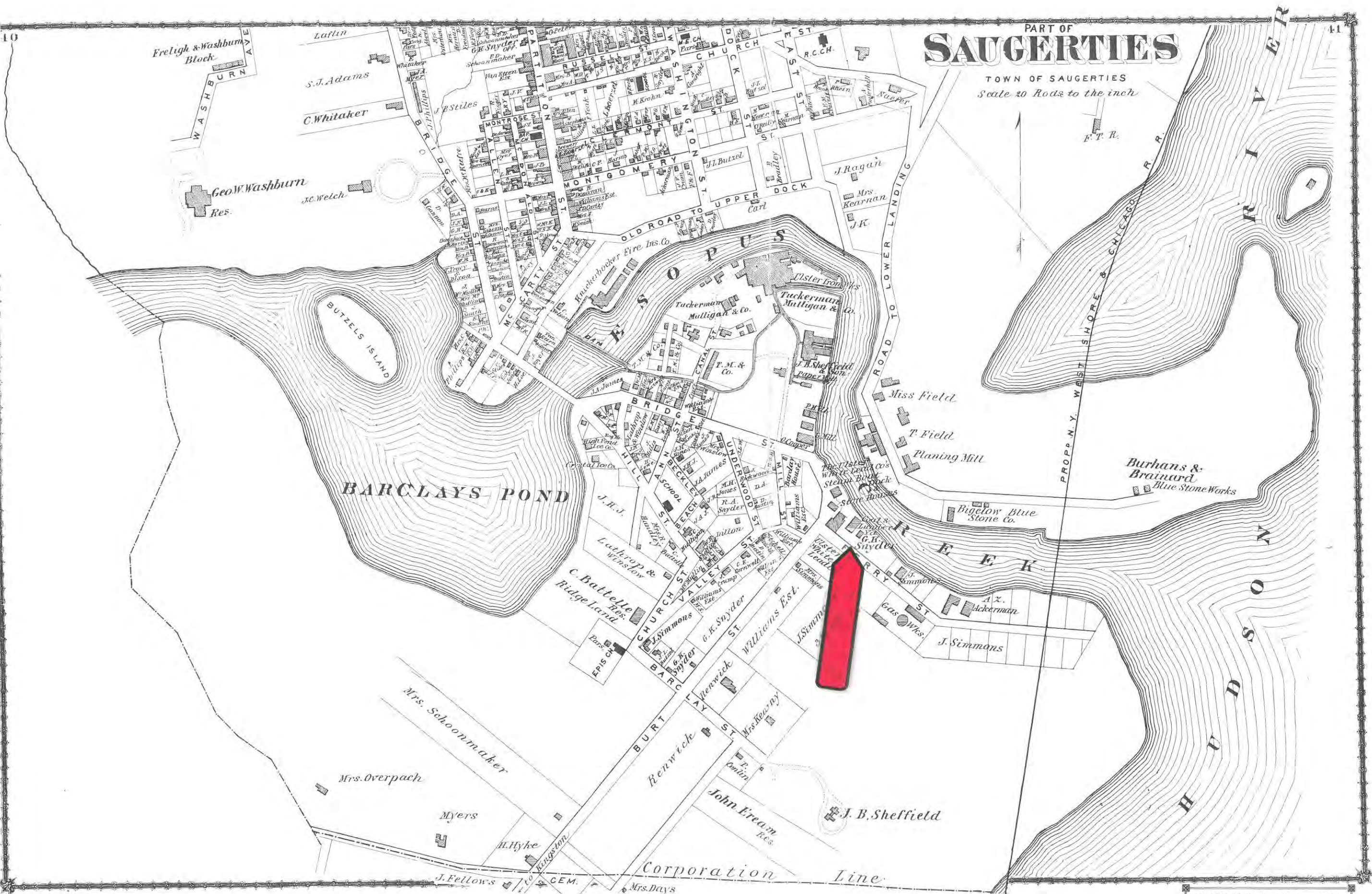


No. 5.—The Saugerties Boats.

J. KOEHLER, N.Y.

PART OF SAUGERTIES

TOWN OF SAUGERTIES
Scale 20 Rods to the inch



SPECIAL EDITION

Daily. THE SAUGERTIES POST. Weekly.

COMPILED BY JOSEPH W. FRANKEL AND JAMES R. WOOD.

SAUGERTIES, N. Y., NOVEMBER, 1898.

SAUGERTIES.

DESCRIPTION OF THE VILLAGE.

ITS INDUSTRIES, PROMINENT BUSINESS MEN, BUILDINGS AND FACILITIES.

The Village of Saugerties.

Nowhere in the Empire state is there a prettier spot than Saugerties. It is "beautiful for situation." Located in the northeastern part of Ulster county at the foot of the famous Catskill mountains, where the gentle Esopus creek empties itself into the lordly Hudson river, and lying on an eminence commanding a fine prospect of all the surrounding country, a more charming place can scarcely be imagined. It is described in Spafford's Gazetteer as being in the year 1813, "A village of about a dozen houses, handsomely situated on a level plain, where is considerable business." Since then it has grown to be a thriving and beautiful village of about 4,000 inhabitants, second to none in attractions for the summer tourist, and steadily growing in commercial importance. Some of the features of Saugerties that are found to be of advantage to its inhabitants, may be briefly mentioned:

Aside from the picturesqueness of its surroundings, its abundance of shade, easy drainage, pure drinking water, it has superior postal, telegraph, telephone and express facilities, there is a gas and electric light works, an opera house, three fine hotels, seven lodges, seven churches, a high school, grammar schools, two national banks, one savings bank, a public library, two daily and two weekly newspapers, and large and commodious stores, a line of steamboats to New York, Albany and Newburgh, a ferry to Tivoli, connecting with the New York Central & Hudson River Railroad. The West Shore Railroad runs through the village, and unequaled bus lines run to and from boats.

On account of its romantic scenery, its salubrious air and equable temperature, its abundant supply of pure water,

once to erect a dam across the Esopus creek, and cut the present raceway through several hundred feet of solid rock, established paper mills, iron mill, and lead factories. He was an enterprising, public-spirited man, and for many years was the leading spirit of the town, was interested in every good work, and when he died, January 3, 1851, it was found that he had left his mark ineffaceably upon the place and its people.

Village Government.

The village government is composed of Norman Cunyes and James D. Myer of the First ward, Edson Finger and Alfred P. Lasher of the Second ward, and Charles E. Cornwell and Charles McNally of the Third ward. Alfred P. Lasher is the mayor (president) of the village and David W. Maxwell, clerk. John Crowley, collector; William H. Eckert, treasurer; John W. Shultis, Jeremiah P. Russell and Richard S. Gibson, assessors; James Crump, superintendent of streets; Ernest Hassinger, chief engineer of the fire department; Martin D. Cantine, first assistant chief, and Frank J. Dale, second assistant chief.

Fireman's Hall.

This building stands on Partition street just north of Main. It is two stories and a half high with a tower. It is built of brick and was erected in 1873. On the lower floor is stored the apparatus of R. A. Snyder Hose Company and Washington Hook and Ladder Company. The village lockup is also on this floor. On the upper floor there are four large rooms. Snyder Hose Company and Washington Hook

uniform. William J. Gordon, foreman; Jonas Myer, first assistant foreman; Thomas Bradley, second assistant foreman; John McCormick, Jr., secretary; George H. Reynolds, treasurer. Washington Hook and Ladder Co. No. 1, Firemans' Hall, Partition street. Dark blue uniform. William Tracey, foreman; Fred G. dwohl, first assistant foreman; Patrick Doyle, second assistant foreman; James P. Swearey, secretary; Isaac Lazarus, treasurer. Exempt Firemen's Police Co. Firemans' Hall, Partition street. Blue green uniform. John Lang Sr., foreman; Dennis McLaughlin, first assistant foreman; J. W. Reinhard, second assistant foreman; J. P. Russell, secretary and treasurer.

The Public Schools.

The Saugerties public schools were established in 1893, as a Union Free School District, by the consolidation of the Common School Districts, Nos. 10, 15 and 21, and were chartered by the Regents of the university of the state of New York in 1896 as Saugerties High School.

The people of the village feel justly proud of what has been accomplished during the past five years by the present system of schools. The change has been gradual but constantly for the better. Under the management of a most efficient board of education the character of the school has been changed from that of a common district school to that of a union free school, supplemented by a high school. In June, 1897, the first class was graduated from the high school. This class consisted of five young men and one young lady. Three of the young men and the young lady are now continuing their studies further at college. In June, 1898, the second class was graduated. This class contained two young men and six young ladies. Of this class five entered college in September, and two entered upon a course of study at one of the Normal schools.

Ulster Lodge, No. 59, I. O. O. F., every Thursday evening, Brede building. Thomas Wildey Encampment, No. 39, I. O. O. F., first and third Fridays in every month, Brede building. North American Lodge, No. 115, K. of P., every Tuesday evening, Lazarus building. Saugerties Lodge, No. 373, Ancient Order United Workmen, second and fourth Tuesday of each month, Whitaker building, Main street. Saugerties Council, No. 1,365, Royal Arcanum, the second and fourth Friday of each month, Whitaker building. J. R. Tappen Post, No. 215, G. A. R., first and third Tuesday evenings in each month, Russell block. Woman's Relief Corps, No. 171, G. A. R., first and third Tuesday afternoons in each month, Russell block. Cigarmakers' Union, No. 84, first Monday of every month, Loezel's Hall.

The Village Churches.

Saugerties has reason to feel grateful for her churches, seven in number. Each one is admirably situated and the pastors are all men of much intellectual force and learning. The churches with their pastors are: Baptist, Partition street, one block north of Main, Rev. Frederick W. Hatch, pastor. Congregational, corner Main and First streets. Rev. Wilbur F. Stowe, pastor. German Lutheran, Market street, near Ulster avenue. Rev. A. Krauch, pastor. Methodist Episcopal, Washington avenue, opposite Russell street. Rev. George H. Smith, pastor. Reformed, Main street, near John. Rev. Denis Wortman, D. D., pastor. St. Mary's Roman Catholic, Dock street. Rev. M. J. Murray, pastor. Rev. A. T. Roche, assistant pastor. Trinity Episcopal, Church street. Barclay Heights. Rev. Thomas Cole, pastor.



MAYOR A. P. LASHER.

Snyder, James T. Maxwell, Jacob Van-Gelder, Daniel Lamb, Fred M. Wells, Stephen Cordes, George Seamon, W. H. Eckert, Uriah VanEtten, George W. Washburn, Orville L. Carn, Henry L. Finger, P. M. Gillespy.

Alfred P. Lasher.

Among those who have been reared and brought up among the picturesque environments of Saugerties, there is none who has succeeded in making such rapid strides in business than Alfred P. Lasher. Born in Coxsackie July 9, 1855, a son of John E. and Katharine Elizabeth Lasher, he came with them to this village when but a lad. After attending the village schools, he subsequently finished his education at Glens Falls and Hudson, completing his course in the latter place. He then became an office clerk for John



Drawer 8

Apr 30 1896 P

Saugerties Daily Post.

VOLUME XX. No 60.

SAUGERTIES, ULSTER COUNTY, N. Y., THURSDAY EVENING APRIL 30, 1896

WHOLE No. 5,882

beth Moose, was born at Trumbour's Corners, this town, January 14, 1812. When two years of age, he came with his parents to what is now the village of Saugerties, where he has ever since resided. At that time the inhabitants numbered less than 60; now they number nearly 5,000. He attended district school till he was 13 years of age, when he was taken into his father's store in the capacity of clerk. Here he remained till he was little past his majority, when, in connection with his brother-in-law, Col. E. J. McCarthy, he bought out the business of his father, located in the place now known as Lamb's hardware store—the block which his father had built for his own purpose—the stock of goods being purchased from his father on a credit of four years without a dollar in cash to pay on the purchase, and where for a number of years an increasingly successful business was carried on by them. In 1836 Mr. Russell purchased the interest of his partner in the concern, and to this added the purchase and sale of blue-stone, a business which was then in its infancy, but which soon reached immense proportions. In the year 1842, and for several years following, his sales of stone averaged \$100,000 per annum. By the year 1850, Mr. Russell had acquired a large property, and feeling that other interests required his attention, he sold out the business to Col. McCarthy, and thus closed his career as a merchant.

Although not having sought it, Mr. Russell has always been identified with politics. Having been brought up in the Democratic faith, being a person of positive opinions and being brought into association with prominent members of his party he has again and again had office thrust upon him; but to his praise be it spoken, he has more times absolutely refused office than he has accepted it. His first vote was cast for "Old Hickory" in 1832. In 1833 he was appointed postmaster of

the water plant by the village, Mr. Russell was a prominent factor, and it was largely through his advice as a member of the Water Board that the purchase was finally made on favorable terms.

On October 9, 1863, Mr. Russell married Margaret Garey Keeney, of Norwich, Conn., who survives her husband. They had no children. One brother, Peter Russell, and a sister, Mrs. Thomas S. Dawes, are still living, together with a large number of nephews and nieces.

Mr. Russell leaves a large fortune in real estate, stocks and bonds. The Russell block, in this village, was built by him in 1873, and is one of the handsomest buildings in this place. He was a very public spirited and liberal man. He was always ready to give his friends the benefit of his business experience, and many a man owes his success in life to the good advice given by Mr. Russell and in many cases to much more substantial aid. He was a liberal contributor to almost every good cause; only recently he presented the several churches of this village with a cash gift of \$1,000 each, and has helped them in other ways.

It was always his expressed wish that the world might be none the worse for his having lived in it. Let us hope that it will be the better, as we have no doubt it will.

Mr. Russell had a wide circle of friends and acquaintances, by whom his sudden death will be greatly deplored.

The Discovery Saved His Life

Mr. G. Caillonette, Druggist, Beaversville, Ill., says: "To Dr. King's New Discovery I owe my life. Was taken with La Grippe and tried all the physicians for miles about, but of no avail and was given up and told I could not live. Having Dr. King's New Discovery in my store I

When this tube gets inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed Deafness is the result, and unless the inflammation can be taken out and this tube restored to its normal condition, hearing will be destroyed forever; nine cases out of ten are caused by catarrh, which is nothing but an inflamed condition of the mucous surfaces.

We will give One Hundred Dollars for any case of Deafness (caused by catarrh) that cannot be cured by Hall's Catarrh Cure. Send for circulars, free.

F. J. CHENEY & CO.,
Toledo, O.

Sold by Druggists, 75c.

Suit Brought.

It is understood that Captain Catharine has brought suit through the law firm of Britanier & Newcomb, against the city of Kingston, to recover damages for his confinement in the hospital for the care of Contagious Diseases.

It's a Curious Woman

who can't have confidence in Dr. Pierce's Favorite Prescription. Here is a tonic of tired-out womanhood, a remedy for all its peculiar ills and ailments—and if it doesn't help you, there's nothing to pay.

What more can you ask for, in a medicine?

The "Prescription" will build up, strengthen, and invigorate the entire female system. It regulates and promotes all the proper functions, improves digestion, enriches the blood, dispels aches and pains, brings refreshing sleep, and restores health and vigor. In "female complaints" of every kind, and in all chronic weaknesses and derangements, it's the surest remedy.

Nothing urged in its place by a dealer, though it may be better for him to have the "best" for you to

TIME TABLE OF THE STEAMER Herman Livingston.

GOING NORTH	A. M.	P. M.
Leaves Saugerties,	6:50	1:30
Malden,	7:10	1:50
Smith's Landing,	7:30	2:10
Germantown,	7:50	2:25
Lanithgow,	8:05	2:40
Oak Hill Landing,	8:10	2:50
Catskill,	8:40	3:10
Arrive Hudson,	9:00	3:50
Way Landings on Signal.		
GOING SOUTH	A. M.	P. M.
Leaves Hudson,	6:30	1:10
Albany,	9:00	1:30
Catskill,	10:30	1:50
Oak Hill Landing,	10:40	2:00
Lanithgow,	10:45	2:05
Germantown,	11:05	2:20
Smith's Landing,	11:20	2:30
Malden,	11:40	2:50
Way Landings on Signal.		

NOTE: THE SUNDAY TIME will be the same as week days, except on the first Sunday of each month when the boats will not make the morning trip.

Modern Dentistry.

Dr. Bowman uses the only local application for painless extraction of teeth that has ever been endorsed by the dental profession as being properly safe, efficient and harmless. This application has been used in this vicinity for the last two years with great safety and satisfaction. It renders the extraction of teeth absolutely painless, causes the gums to heal more rapidly than if nothing was used. Does not cause the head to swell to twice its original size or the patient to suffer untold agony afterward, which is characteristic of the use of many preparations upon the market.

T. H. OBRYON,
AGENT OF
HUDSON RIVER OIL WORKS,
MANUFACTURERS OF
AMERICAN FLOOR DRESSING.
No dust in stock. No washing of Floors.

have concluded to try it. We shall continue to be in the swim and keep up our reputation for first-class goods at the lowest market prices and live. We intend to keep a more COMPLETE line of House Furnishing Goods. To make room we will sell at a Sacrifice. We have a new stock Pattern of Dishes which we will have on exhibition this week. Its beauty and cheapness will recommend it to all who are in need of Dishes. Our Grocery Department is always complete.

186 Main Street, - SAUGERTIES, N. Y.

Saugerties to New York.

THE BEST AND CHEAPEST WAY TO REACH NEW YORK IS BY THE STEAMERS

SAUGERTIES,
CAPT. W. L. FINGER,
MONDAYS, WEDNESDAYS,
and FRIDAYS.



ULSTER,
CAPT. A. W. HALE,
TUESDAYS, THURSDAYS,
and SUNDAYS.

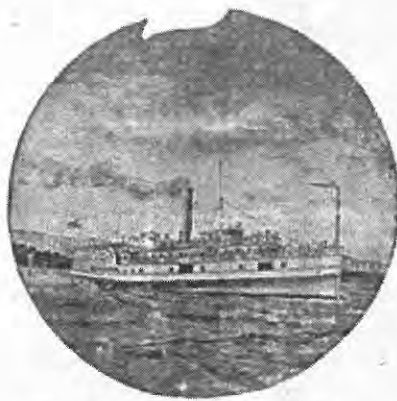
First Class Passenger Accommodation. Express Freight Service at lowest rates. Special attention given to the care of Horses and Carriages. Connection made at Elk Head for all points on the Philadelphia, Reading and New England B. R. Special attention given to the sale of Hay and Straw and all Farm Produce.

Fare only \$1. Excursion Tickets, good for 10 days, \$1.50.
Leave New York daily (except Sunday) at 6 P. M.
SAUGERTIES & NEW YORK STEAMBOAT CO.

WANTED!
AT ONCE.
AN
Experienced Cashier

KLEEBER'S
- NEW -
Boot, Shoe & Find-
ing Store.
AT THE OLD STAND,
120 PARTITION ST.

LADY P... Has a full line of fine new style... and... kinds of... aty ex... and Shoe



THROUGH FREIGHT SERVICE
The Saugerties & N. Y. Steamboat Co.
 AND
Garrison's Passenger & Freight (Auto Bus) Lines

OFFERS TO THE
 RECEIVERS AND SHIPPERS OF FREIGHT a reduction of

Through Freight Rates from N. Y. City (Pier 43 N. R.)
 To Haines Falls, Tannersville, Elka Park, Twilight Park, Sunset Park and
 Santa Cruz Park (Door Delivery) and vice versa

Rates in Cents per 100 Pounds

CLASSES	1	2	3	4	5	6	R25	R26	MIN
Through Rate	74	68	56	45	37	27.5	57	45.5	75

Commodity Rates

Groceries in Mixed Shipments Through Rate							.50 per 100 Pounds		
Ice Cream							.90 " "		

Governed by Current Official Classification. Effective April 1st, 1923

The above rates of the Saugerties & N. Y. Steamboat Co. include Marine Insurance

NOTE: When ordering shipments at New York, kindly specify on order

" Ship via Saugerties Evening Line to Saugerties, N. Y., care Garrison Auto Bus "

If shipments are received not according to your shipping instructions, please notify us

Special Attention Given to Horses, Autos and Carriages

PASSENGER SERVICE

The Steamer IDA leaves Saugerties on Sundays, Tuesdays and Thursdays. Garrison Auto Bus leaves Saugerties Pier at 6.30 a. m. Present schedule from Tannersville at 1.30 p.m. Will in a couple of weeks leave at a later hour with better connection for New York boat.

Leave New York, outer end of Pier 43, N. R., foot of Christopher St. on Mondays, Wednesdays and Fridays at 6.00 p. m.

Garrison Passenger Bus rate from Saugerties Pier, and vice versa, \$1.00 one way. \$1.50 returning same day.

Two Steamers will be put on the route about May 28

PASSENGER FARES

One way, \$1.50. Round trip, \$2.75. Staterooms, \$1.00 and 1.50. Berths, 75 cts
 Restaurant on Steamer. We respectfully solicit your business.

Any further information regarding Passenger and Freight service will be promptly attended to by writing or phoning

HARRY M. FINGER, Traffic Manager,
 Saugerties, N. Y.
 Phone 58.

FRANK H. MYER, Agent,
 Pier 43, N.R., New York City.
 Phone 3947 Spring.











LYONS MARINA

KC





WYNCH'S MARINA

1895

DUG

MARINA

1906



LYNCH'S MARINA

GAS-OIL-ICE













A photograph of a brick building with a sign that reads "BOAT OWNERS GUESTS ONLY". The building is made of red brick and has a yellow door with an arched top. To the right of the door is a window with a yellow frame and a wooden sill. The window is partially covered by a white sign with black text. The sign is attached to the wall with a metal fastener. The building shows signs of wear, with some peeling paint and a crack in the brickwork above the door. There are some white objects on a ledge to the left of the door.

**BOAT
OWNERS
GUESTS
ONLY**







UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 9/25/2017 Date of Pending List: 10/26/2017 Date of 16th Day: 11/13/2017 Date of 45th Day: 11/9/2017 Date of Weekly List: 11/9/2017

Reference number:

Nominator:

Reason For Review:

- | | | |
|---------------------------------------|--|---|
| <input type="checkbox"/> Appeal | <input checked="" type="checkbox"/> PDIL | <input type="checkbox"/> Text/Data Issue |
| <input type="checkbox"/> SHPO Request | <input type="checkbox"/> Landscape | <input type="checkbox"/> Photo |
| <input type="checkbox"/> Waiver | <input type="checkbox"/> National | <input type="checkbox"/> Map/Boundary |
| <input type="checkbox"/> Resubmission | <input type="checkbox"/> Mobile Resource | <input type="checkbox"/> Period |
| <input type="checkbox"/> Other | <input type="checkbox"/> TCP | <input type="checkbox"/> Less than 50 years |
| | <input type="checkbox"/> CLG | |

Accept Return Reject 11/9/2017 Date

Abstract/Summary
Comments:

Recommendation/
Criteria

Reviewer Alexis Abernathy Discipline Historian

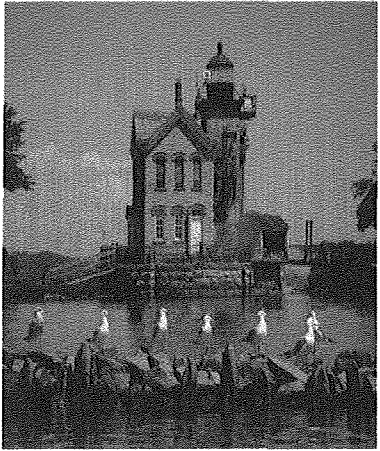
Telephone (202)354-2236 Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

The Village of Saugerties

Incorporated 1831



43 Partition Street
Saugerties, New York
12477-1134

Phone: (845) 246-2321

Fax: (845) 246-0887

William Murphy

Mayor

Trustees:

Vincent Buono

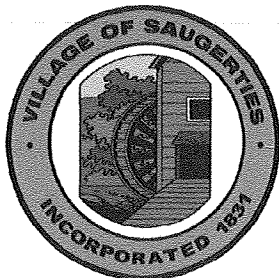
Donald Hackett

Jeffrey Helmuth

Brian Martin

Jeannine Mayer

Terry Parisian



September 8, 2017

Jennifer Betsworth
Division of Historic Preservation
NYS Parks, Recreation and Historic Preservation
Peebles Island
PO Box 189
Waterford, NY 12188-0189

RE: Warehouses of Saugerties and NY Steamboat Co.
2 Ferry Street
Saugerties, NY 12477

Dear Ms. Betsworth,

The Village of Saugerties acknowledges and supports the Warehouses of Saugerties and NY Steamboat Company, in their application for a Historic Designation.

The Village of Saugerties supports and encourages the preservation of our historic properties. The Steamboat Co. is an asset to our community and the historic designation is welcome. Please see the attached comments from the Village of Saugerties Historic Review Board Chairman.

Thank you.

Sincerely,

William Murphy
Mayor

WWW.Village.Saugerties.ny.us

July 27, 2017

Re: Warehouses of the Saugerties and New York Steamboat Company

To Whom It May Concern:

It is the opinion of the Village of Saugerties Historic Review Board that the property at 2 Ferry Street meets the conditions necessary to be listed on National and State Registers of Historic Places. The two rehabilitated warehouses played an important role in the history of Saugerties. The site is historically significant from a transportation and commerce standpoint as well as being connected to some of Saugerties most important historical figures as outlined in the application.

We hope the revival of 2 Ferry Street will be an example for the continued improvement of the Southern Historic District in the Village.

Sincerely,

Jonathan Shapiro
Chair, Village of Saugerties Historic Review Board



**Parks, Recreation
and Historic Preservation**

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner



22 September 2017

Alexis Abernathy
National Park Service
National Register of Historic Places

Mail Stop 7228

1849 C Street NW
Washington DC 20240

Re: National Register Nominations

Dear Ms. Abernathy:

I am pleased to submit the following twelve nominations, all on disc, to be considered for listing by the Keeper of the National Register:

Holy Cross African Orthodox Pro-Cathedral, New York County
Bethel Christian Avenue Historic District, Suffolk County
Old Bethel Cemetery, Suffolk County
Spear and Company Factory, Queens County
Saugerties and New York Steamboat Company Warehouses, Ulster County
Lefferts Manor Historic District (Boundary Increase), Kings County
Ellis Squires Jr, House, Suffolk County
William A. Farnum Boathouse, Suffolk County
Warren-Benham House, Ontario County
Oswego & Syracuse Railroad Freight House, Oswego County
Forest Hill Cemetery, Oneida County
Caffe Cino, New York County

Please note that the last nomination, Caffè Cino, is the fourth of five nominations submitted under our Underrepresented Communities grant for LGBT sites in New York City. The fifth is scheduled for review at our next board meeting in December.

In addition, I am also enclosing a CD with better photos of the Charles and Anna Bates House, Suffolk County, as requested. Please feel free to call me at 518.268.2165 if you have any questions.

Sincerely:

Kathleen LaFrank
National Register Coordinator
New York State Historic Preservation Office