

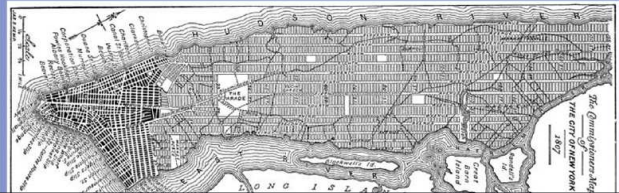
NEW YORK CITY'S HISTORY-POST-1800

1776 TRINITY CHURCH WAS REBUILT BECAUSE OF THE FIRE. UNTIL 1882, THE TALLEST BUILDING IN THE CITY WAS THE 284-FOOT SPIRE OF TRINITY CHURCH.



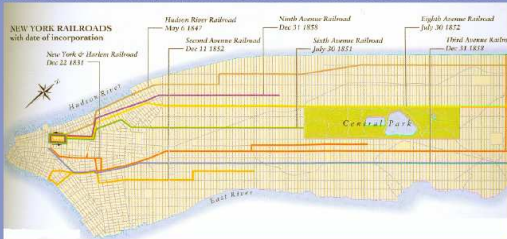
NEW YORK CITY'S HISTORY-POST-1800

1806: CITY REQUESTED THE STATE LEGISLATURE TO APPOINT COMMISSIONERS TO LAY OUT A PLAN FOR THE DEVELOPMENT OF THE WHOLE ISLAND. IN 1811, THE PLAN WAS APPROVED: A SIMPLE RECTILINEAR GRID WAS EXTENDED OVER ALL EXISTING RIGHTS OF WAY, AGRICULTURAL HOLDINGS, HILLS, WATERWAYS, MARSHES, AND HOUSES. BROADWAY SURVIVED THE PLAN BUT LITTLE ELSE WAS ALLOWED TO REMAIN.



NEW YORK CITY'S HISTORY-POST-1800

1830s: AS THE CITY EXPANDED, THE NEED FOR IMPROVED PUBLIC TRANSPORTATION PERSUADED COMMON COUNCIL TO LICENSE THE FIRST STREET RAILROAD LINE, THE NEW YORK AND HARLEM, WITH A BRANCH LINE TO HUDSON.



NEW YORK CITY'S HISTORY-POST-1800

1835 & 1845: REAL ESTATE PRICES SOARED AS THE CITY WAS REBUILT AFTER A DISASTROUS FIRE IN 1835. THE FIRE ACCELERATED THE MARCH UPTOWN. LOWER FIFTH AVENUE, UNION SQUARE, AND GRAMERCY PLACE WERE THE NEWLY FASHIONABLE ADDRESSES IN THE 1840S.

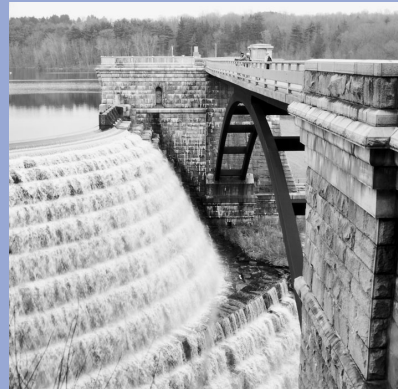
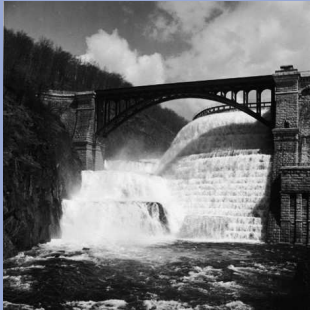


NEW YORK CITY'S HISTORY-POST-1800

1830s: THE CITY FACED A CRISIS. WATER FOR COOKING OR CONSUMPTION COULD NO LONGER BE DRAWN SAFELY FROM WELLS WITHIN THE CITY BOUNDARY. NEW YORK EXPERIENCED RECURRENT OUTBREAKS OF YELLOW FEVER AND DEADLY CHOLERA. A POLLUTED AQUIFER, OVERCROWDED HOUSING, THE LACK OF SEWERS, & POLLUTING INDUSTRIES CONTRIBUTED TO AN UNPRECEDENTED MORTALITY RATE. IN 1830 THERE WAS ONE DEATH PER 39 INHABITANTS.

NEW YORK CITY'S HISTORY-POST-1800

1837: CONSTRUCTION BEGAN OF THE DAM, AQUEDUCTS, TUNNELS, PIPING, AND RESERVOIRS WHICH WOULD PROVIDE THE CITY'S WATER. THE CROTON RIVER IN UPPER WEST-CHESTER COUNTY WAS DAMMED NEAR ITS MOUTH ON THE HUDSON. WATER WAS CARRIED BY 150 MILES OF PIPES TO THE CITY.



NEW YORK CITY'S HISTORY-POST-1800

1837: THE CROTON WATER AQUEDUCT WAS A CONTINUOUS UNDERGROUND CANAL OF STONE & BRICK, WHICH RAN 32 MILES TO THE HARLEM RIVER VALLEY. IT CROSSED THE RIVER IN TWO IRON PIPES ALONG THE HIGH BRIDGE.



NEW YORK CITY'S HISTORY-POST-1800

CENTRAL PARK: CENTRAL PARK WAS BUILT BETWEEN 1857 & 1860. IT WAS THE FIRST URBAN PARK IN AMERICA, & FOR MANY YEARS THE LARGEST.



NEW YORK CITY'S HISTORY-POST-1800

CENTRAL PARK: IT WAS BUILT TO SPUR RESIDENTIAL REAL ESTATE DEVELOPMENT ABOVE 42ND STREET. FREDERICK LAW OLMSTED & CALVERT VAUX WON THE DESIGN COMPETITION. IN 1866 THERE WERE 7,839,373 VISITS TO CENTRAL PARK.



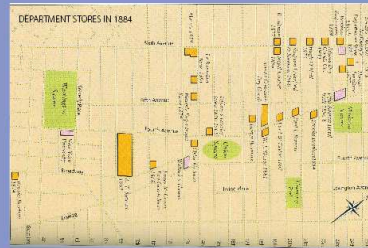
NEW YORK CITY'S HISTORY-POST-1800

NEW YORK & THE CIVIL WAR: NEWS OF THE ATTACK ON FORT SUMTER REACHED NEW YORK IN TIME FOR LATE EDITIONS OF NEWSPAPERS ON APRIL 12, 1861. IN MARCH 1863, CONGRESS PASSED A NATIONAL CONSCRIPTION LAW. ON JULY 13, 1863 A DRAFT RIOT BEGAN, LEAVING 119 DEAD AND \$1.5 MILLION IN PROPERTY DAMAGE.



NEW YORK CITY'S HISTORY-POST-1800

SHOPPING: BEFORE THE CIVIL WAR, THE PRINCIPAL SHOPPING AREA OF NEW YORK WAS LOCATED ALONG BROADWAY, FROM CITY HALL TO HOUSTON STREET.



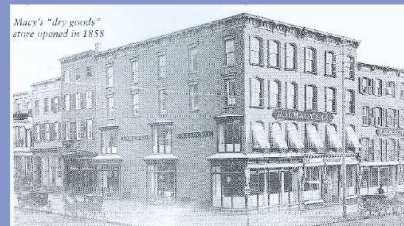
NEW YORK CITY'S HISTORY-POST-1800

SHOPPING: THE GREAT SHOWCASE OF NEW YORK FASHION WAS THE A.T. STEWART DRY GOODS STORE ON BROADWAY BETWEEN 9TH & 10TH STREETS, A BUILDING WITH A CAST IRON FACADE PAINTED WHITE, UNIVERSALLY KNOWN AS STEWART'S "MARBLE PALACE."



NEW YORK CITY'S HISTORY-POST-1800

SHOPPING: ROWLAND H. MACY OPENED A SMALL FANCY DRY GOODS STORE IN 1858 AT 204-6 SIXTH AVENUE. IN 1902 MACY'S MOVED 20 BLOCKS NORTH TO HERALD SQUARE, AFTER 43 YEARS ON SIXTH AVENUE.



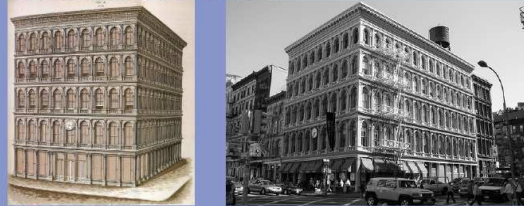
Macy's "dry goods" store opened in 1858

NEW YORK CITY'S HISTORY-POST-1800

CAST IRON: JAMES BOGARDUS INTRODUCED CAST IRON IN 1848 AT HIS FACTORY AT DUANE & CENTER STREETS. "THE FIRST COMPLETE CAST IRON EDIFICE EVER ERECTED IN AMERICA OR THE WORLD." CAST IRON BUILDINGS COULD RAPIDLY BE ERECTED BY SEMI-SKILLED WORKERS, CIRCUMVENTING THE TRADITIONAL CONTROL EXERCISED BY ARTISANS OVER THE PROCESS OF CONSTRUCTION. BEHIND A CAST-IRON FACADE, BRICK WOULD NORMALLY BE USED. BEAMS & FLOORS WERE NORMALLY MADE OF WOOD.

NEW YORK CITY'S HISTORY-POST-1800

CAST IRON: THE ONLY LIMITATION ON CAST-IRON BUILDINGS WAS THE NUMBER OF STORIES PEOPLE WERE WILLING TO WALK UP STAIRS. IN 1857 THE FIRST CAST-IRON BUILDING TO INCORPORATE AN ELEVATOR, THE HAUGHWOUT BUILDING, WAS ERECTED ON BROADWAY. OTIS INVENTED THE ELEVATOR IN 1853.

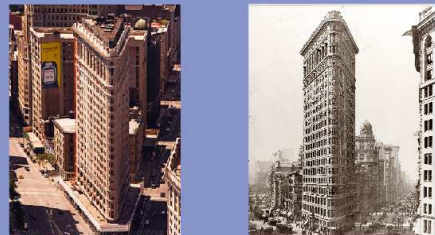
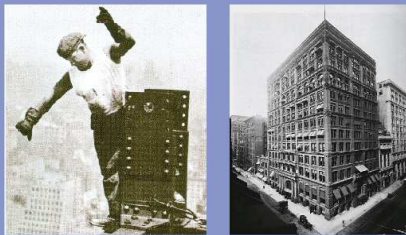


NEW YORK CITY'S HISTORY-POST-1800

SKYSCRAPERS: THE TERM WAS FIRST USED IN 1891 BUT THE FIRST SKYSCRAPER WAS BUILT IN CHICAGO IN 1883-4 BY WILLIAM LEBARON JENNEY. IT WAS MADE OF CAST-IRON.

NEW YORK CITY'S HISTORY-POST-1800

SKYSCRAPERS: THE FIRST SKYSCRAPER IN NEW YORK TO BECOME A CULTURAL ICON WAS THE FLATIRON BUILDING BY DANIEL H. BURNHAM & CO IN 1902.



NEW YORK CITY'S HISTORY-POST-1800

THE 'EL': IN 1871, THE NINTH AVENUE 'EL' OPENED AS FAR AS 30TH STREET & WAS EXTENDED NORTHWARD IN 1878. ROUTES WERE LAID ON SECOND, THIRD, & SIXTH AVENUES, & BY 1880 THE 'EL' HAD REACHED THE HARLEM RIVER.



NEW YORK CITY'S HISTORY-POST-1800

THE GREAT BRIDGE: THE BROOKLYN BRIDGE OPENED IN 1883 & FOR TWENTY YEARS IT WAS THE LONGEST SUSPENSION BRIDGE IN THE WORLD WITH A LENGTH OF 6,106- FEET & THE GRANITE TOWERS RISE 272- FEET ABOVE MEAN WATER LEVEL.



NEW YORK CITY'S HISTORY-POST-1800

THE GREAT BRIDGE: THE DESIGNERS WERE JOHN A. ROEBLING & HIS SON WASHINGTON. THEY WERE CIVIL ENGINEERS: THE INVISIBLE HEROES OF URBAN LIFE, THE ONES WHO MADE THINGS WHICH WORKED DAY IN & DAY OUT. BRIDGES & TUNNELS CONNECTED THE CITY TO THE SURROUNDING COMMUNITIES, & MADE POSSIBLE THE CITY'S GROWTH.



NEW YORK CITY'S HISTORY-POST-1800

FIVE BOROUGHS-BROOKLYN: IN 1783 BROOKLYN HAD A POPULATION OF JUST OVER 1,500 PERSONS. IN 1880, IT HAD A POPULATION OF ALMOST 600,000. IN 1894, BROOKLYN WAS CONSOLIDATED INTO GREATER NEW YORK.



NEW YORK CITY'S HISTORY-POST-1800

FIVE BOROUGHS-QUEENS: IN 1630s QUEENS WAS FIRST SETTLED. QUEENS COUNTY WAS ESTABLISHED IN 1683. IT WAS AN AGRICULTURAL DISTRICT THROUGHOUT THE 19TH-CENTURY. QUEENS JOINED GREATER NEW YORK IN 1898.



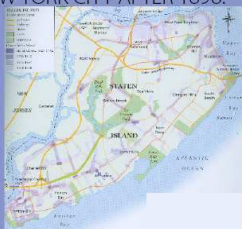
NEW YORK CITY'S HISTORY-POST-1800

FIVE BOROUGHS-BRONX: JONAS BRONCK, THE FIRST EUROPEAN SETTLER OF THE BRONX, ARRIVED IN NEW AMSTERDAM FROM DENMARK OR SWEDEN IN 1639. IN 1890, BRONX JOINED GREATER NEW YORK.



NEW YORK CITY'S HISTORY-POST-1800

FIVE BOROUGHS-STATEN ISLAND: AT FIRST A PROVINCE OF NEW JERSEY UNDER BRITISH RULE IN 1664, STATEN ISLAND BECAME PART OF NEW YORK, WHERE IT REMAINED AFTER THE REVOLUTION, AS RICHMOND COUNTY & RICHMOND BOROUGH OF NEW YORK CITY AFTER 1898.



NEW YORK CITY'S HISTORY-POST-1800

1900-1945: NEW YORK WAS A COMMUNITY WITH A LARGE MANUFACTURING BASE. PEOPLE MADE THINGS IN THE CITY, THINGS WHICH COULD BE WEIGHED, MEASURED, PACKED, AND EXPORTED.



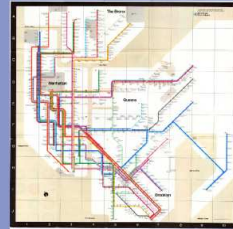
NEW YORK CITY'S HISTORY-POST-1800

1900-1945: IT WAS ALSO A PERIOD IN WHICH THE CITY GREW RAPIDLY, SURVIVED THE DEPRESSION, AND PROJECTED A STRONG SENSE OF ITS IDENTITY UPON THE NATION.



NEW YORK CITY'S HISTORY-POST-1800

SUBWAYS: SUBWAYS WERE AN ANSWER TO THE NOISY ELEVATED SYSTEM WHICH OBSTRUCTED STREETS & DAMAGED REAL ESTATE VALUES. THE FIRST LINE, IRT-INTERBOROUGH RAPID TRANSIT, OPENED IN 1904. IT RAN FOR 22 MILES, AT 40MPH, & WAS SOON CARRYING 600,000 PASSENGERS PER DAY.



NEW YORK CITY'S HISTORY-POST-1800

PORT AUTHORITY: IN 1921 THE STATES OF NEW YORK & NEW JERSEY CREATED THE PORT OF NEW YORK AUTHORITY, CHARGED WITH DEVELOPING THE TERMINALS, TRANSPORTATION, & OTHER FACILITIES WITHIN TWENTY MILES OF ALL DIRECTIONS OF THE STATUE OF LIBERTY.

