

Professional Archaeologists of New York City, Inc.

PANYC

NEWSLETTER

No. 128

March 2007

Table of Contents:	1
Meeting Minutes	None - Joint meeting w/ NYSAA-Met-Chapter
Letters (various)	None - no official correspondences
Newspaper article(s)	2
Membership Information	16
Events	17

Next Meeting:

May 23, 2007
Neighborhood Preservation Center
232 East 11th Street
New York, NY
6:30pm

Newsletter Editor:

Christopher Ricciardi
4110 Quentin Road
Brooklyn, New York 11234-4322
Phone/Fax: (718) 645-3962
Email: Ricciardi@att.net

COLUMBIA UNIVERSITY

IN THE CITY OF NEW YORK

DEPARTMENT OF ANTHROPOLOGY

Jan. 29, 2007

Andrew Rosenthal
The Editor *of the Editorial Page*
The New York Times
New York City, New York

Dear Sir,

The one man who can be blamed for more single handed destruction of archaeological sites in New York City is Robert Moses. His credo is crystallized in one of his more memorable quotations, "If the end doesn't justify the means, what does?" (New York Times obituary on Moses, July 30, 1981). His favoritism to vehicular traffic and apparent inattention to the needs of mass transit was evidently of paramount concern to him. The ramrodding of concrete highways through parks, even cemeteries and areas where there was little political opposition was his hallmark. The major part of the road projects, made during the Great Depression, found a grateful public. There was no consultation with archaeologists and historians, and not a nickle was spent on their concerns. Indeed, there was a climate of passivity, there were no archaeologists at the museums or even universities, who had interest, training, or power to halt or even ameliorate the works of Moses. Fortunately, since his time in office, federal and local governments have instituted laws and regulations which have acted as checks on works projects. One of the watch dogs in New York City is the organization, Professional Archaeologists of New York City (PANYC), which is diligently keeping tabs on construction affecting the heritage of New York City.

Ralph S. Solecki
Ralph S. Solecki
Prof. Emeritus and
Past President of PANYC

The Free Library (Real Estate Weekly)

Published by Farflex:

<http://www.thefreelibrary.com/Archeologists+digging+up+past+in+preparation+for+future+boom-a0156202891>

December 6, 2006

Archeologists digging up past in preparation for future boom

At a construction site on Beekman Street downtown, workers carefully scoop up soil in five gallon buckets knowing they are as likely to hit a stray utility line as they are to dig up a skeletal hunk of 18th century guinea fowl.

The project--part of a New York City Department of Environmental Conservation/Department of Design and Construction utilities upgrade--is one of several, including the former African Burial Ground on Duane Street, and the Battery Walls at South Ferry, that gained significance as an important archeological site through the recovery of thousands of artifacts.

"It is surprising that you can still find pockets of intact resources from the 18th century within New York City street beds, but you do, and it is extraordinary," said Amanda Suphtin, director of archeology for the Landmarks Preservation Commission.

As the construction boom peaks around the city, project managers working in tandem with archeologists, will become more common, Sutphin said. Projects in landmarked areas or projects that require thorough environmental reviews, such as the MTA's 2nd Avenue Subway line currently in the pipeline, may require archeological oversight. The relationship does not have to be problematic, Sutphin said.

"A lot of times, people tend to view archeology as a big hold-up for a project, but it doesn't have to be. As long as the lines of communication remain open, work does not need to be interrupted," said Alyssa Loorya, M.A., R.P.A, principal in Chrysalis Archeological Consultants, the firm that is overseeing the Beekman site.

The Beekman Street project has actually altered the way some of the crew's members view their work. One of the most significant of the 5,000 items excavated on the site was a 14 foot long hollowed out yellow pine water pipe which altered the way Paul Critelli, utility manager for Judlau Contracting, Inc. viewed the work he had done replacing city water mains for the past seven years in Lower Manhattan.

"Now I know what it was like in the 1800's and how our ancestors actually distributed water through wooden water mains," Critelli said. "I think that, once my children come of age to actually recognize the findings, history will become more real to them. It really is important for them that we preserve the past."

The project was particularly conducive to archeological oversight because the work, which includes the upgrading of 120-year-old utilities lines and the installation of new catch basins, require curb to curb hand digging to protect delicate utility lines planted in shallow portions of the street. Archeologists have been on the project from the get-go. That area of Beekman Street, between Pearl and Water Streets is landmarked, and city representatives looking over old maps had determined there was a significant chance that intact artifacts may remain there. The street is part of the original shoreline of Colonial New York that ran along Pearl Street. It was created out of landfill and was suspected to be one of many former water lots sold by the city where residents created "cribbing", a sort of dam that could have been built out of interlocking logs and filled to push back the water line over a period of years. Waterlogged property sales were popular for many decades in the early 1800's.

Other significant finds include foundation walls that Loorya believes may have come from a tavern. Within that area over 2500 artifacts were found including shards from fine glassware, remains of guinea fowl and lobster, and a ceramic plate commemorating the death of George Washington. The style of the materials found lead Loorya to believe that the tavern may have catered to a more elite clientele, she said.

Even the most significant finds did not hold up the work, Loorya said. The crew excavated around the foundation wall after it was found.

"If we weren't doing archeology here, they may have broken up the wall as they came across it. Instead, they worked around it. It was a slight shift in the direction of the work, but it didn't hold things up."

Workers actually pointed out dozens of pieces of Carribean staghorn coral that stumped Suphtin who at first couldn't figure out what they were doing along the river until she deduced they were probably used as the ballast on ships. "One of the workers digging pointed it out to me. He knew it was different because they are familiar with the materials they work around. The guys are a wealth of information for me out here," Loorya said.

This kind of work could help keep neighborhoods intact. "As neighborhoods are rapidly changing, it is nice for people to learn what the character of that neighborhood was. It makes history a little more tangible, a little more real," Loorya said.

It could keep business booming for the city as well. Said Suphtin, "Of course, if you want to look at it from a business perspective, New York history brings a lot of tourism.

Tourism brings money and the money helps developers get more money. It's a nice loop."

Landslide lawsuit hits MTA

By JANON FISHER

An archaeologist nearly buried alive while unearthing a 17th-century stone wall in lower Manhattan is suing the Metropolitan Transportation Authority for \$4.6 million — blaming the agency for allegedly making the excavation unsafe in its rush to finish the job.

Alison Boles, 32, who was hired by the independent archaeological firm Dewberry-Goodwin to document the Colonial Era seawall during the building of a South Ferry subway terminal, fractured her pelvis, lost two teeth and broke a toe in the landslide, according to court records.

She filed suit in Manhattan Supreme Court last week.

“It’s a very lonely feeling being buried in soil with your teeth knocked out,” she said.

Despite the MTA’s expectation that artifacts would be found at the site, the agency pushed contractors to rush through the archaeological dig after the discovery of a stone wall halted the project in December 2005, Boles claimed.

On Feb. 24, 2006, at about 11 p.m., Boles was on her knees facing the wall when a six-foot trench wall collapsed, smashing her face and burying most of her body. It took a half-hour to dig her out.

“There was a climate of [MTA] deadlines that needed to be met, and they were pushing people to stay late,” she said.

The MTA refused to comment.

janon.fisher@nypost.com

18

nypost.com

New York Post, Sunday, January 14, 2007

January 19, 2007
The Villager
By Lincoln Anderson

Tales from the crypt: "Trump bones" shed light on abolitionist believers

The archaeologist hired by Donald Trump and his project partners Bayrock/Sapir to handle the human remains found at the site of their planned condo-hotel at Spring and Varick Sts. recently filed a report with the city, and the findings shed new light on the ancient bones.

According to the report, the human remains appear to be from burial vaults built between 1820 and 1835 under the former Spring Street Presbyterian Church, which was razed in 1963 after a fire. The remains include those of at least two children. A large number of remains have been found, but the archaeologist team does not believe they have found all of them.

The congregants of the church in the early 19th century who were interred in the vaults were not well off. The church admitted African-Americans to full communion as church members and had a multiracial Sunday school as early as 1822 - five years before New York abolished slavery - both of which are quite rare. According to the report, "The church's fierce abolitionism was known almost from its inception... Both the church's reverend, Henry Ludlow, who was surrounded by rumors that he had conducted interracial marriage ceremonies, and former reverend, Samuel Cox, who had seceded from the church in 1825 to found the Laight Street Church, preached racial tolerance to their congregation, with Cox declaring that Jesus Christ was 'probably of a dark Syrian hue.' Both churches, as well as the private homes of both reverends, were then attacked by anti-abolitionist mobs. At the Spring Street Church, the rioters entered the church through smashed windows, took the remnants of the organ, pews and galleries that they had destroyed and used them to create a barricade outside against the approaching National Guard, who had been called out to control the crowd."

Andrew Berman, director of the Greenwich Village Society for Historic Preservation, said some of the findings are "fascinating." He charged that the developers, in fact, disturbed some of the remains, though the developers deny it. Had the project gone through the city's uniform land use review procedure, the vaults would have been discovered earlier, Berman said.

"I think the history of the site and the fact that there are burial vaults on site are just two more clear reasons why this project should not be allowed to move ahead," he said.

The developers only have a permit to excavate and build the foundation, which they expect to finish by May. On Jan. 11, the city rejected their revised application for a permit for the 42-story building, according to Kate Lindquist, Department of Buildings spokesperson. Lindquist said the permit was likely denied for building code or zoning violations. D.O.B. has now rejected the permit for the project three times.

The archaeologist has also done outreach to the descendant community of those buried at the site and set up site visits for Presbyterian Church officials.

IMAGE - NOT AVAILABLE:

A photo of a burial vault at the Trump Spring St. condo-hotel site, showing a collapsed wooden coffin, center, and bones.

The New York Times - N.Y. / Region

What May Have Made Good Neighbors Now Present a Puzzle

By [DAVID W. DUNLAP](#)

Published: February 8, 2007



Joan H. Geismar is trying to unravel the mystery of old stone walls in the subbasement of Federal Hall National Memorial on Wall Street.

The walls are not the Wall.

That much seems certain. But a longstanding mystery — what *are* those old stone walls in the subbasement of Federal Hall National Memorial on Wall Street? — shows no sign of being solved soon. In fact, it grew a bit murkier this week.

The most alluring speculation is that they are a remnant of the Wall, the 17th-century palisade built by the Dutch from which Wall Street takes its route and its name.

Joan H. Geismar, an archaeologist working for the National Parks of New York Harbor Conservancy, dismissed that notion. The fragmentary walls are about 120 feet too far north, she said.

Instead, after months spent poring over historical documents, Dr. Geismar has come up with an intriguing alternative hypothesis: that the walls may have defined the backyard of the home of George Griswold, a prominent merchant in the early 1800s.

If Dr. Geismar is right, the walls would speak tangibly of a moment almost impossible to conceive, when people made their homes on Wall Street, not in converted office buildings but in four-story houses with backyards, privies and cisterns.

Mr. Griswold headed the firm of N. L. & G. Griswold. Its ships sailed to China and returned with green and black tea. He also invested in real estate in the city of Brooklyn.

Some contemporaries regarded him as a pillar of the mercantile class, others as a bold and reckless speculator.

In any case, he made a mark.

The Griswold family lived on Wall Street from 1815 until 1824, in one of four houses that stood briefly on the site of Federal Hall National Memorial after the demolition of the original Federal Hall, where George Washington was inaugurated.

Their story would add a rich layer to the programs planned by the [National Park Service](#), the [National Archives](#) and the conservancy as part of the hall's overall revitalization.

So it was with much anticipation that Dr. Geismar tested her hypothesis on Monday.

At first, in a vaulted space on the east side of the subbasement, everything seemed to fit.

There was what she surmised to be the foundation wall of the Griswold house. And there was a parallel stone wall, 19 feet away, that might have defined the Griswolds' yard.

She explained that the level of the surrounding streets would have been lower in the early 19th century.

But then, her hypothesis suffered a blow. On the west side of the subbasement, which is much harder to reach, she unexpectedly found similar walls, too distant to have been part of the Griswolds' house.

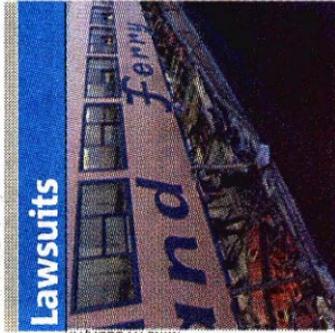
"Oh, my goodness," Dr. Geismar said as she inspected the walls. "Oh, my soul. The mystery deepens."

She brightened as she pondered the possibility that these walls might have been common to all four houses. Yet there was no denying her initial discouragement.

"I love a mystery," Dr. Geismar allowed. "I like a solution even better."

Manhattan judge says FIFA not playing fair in MasterCard dispute
 A federal judge said yesterday she intends to issue an order blocking a Swiss arbitration panel from hearing a dispute from soccer's governing body that she already decided in December when she awarded MasterCard sponsorship of the next two World Cup soccer tournaments. AP

Resting place sought for Staten Island bones



The Andrew J. Barberi, which was involved in the 2003 crash

Judge won't limit ferry crash claims

STATEN ISLAND. Dealing a potential blow to the city's pocketbook, a federal judge yesterday refused to limit liability claims from the

great-great-grandmother Elizabeth Egan's relatives are believed buried there — has a plan for the bones that were packed up in cardboard boxes and are now in a Brooklyn lab.

"It's time to get them a decent burial in a proper cemetery," said Rogers, executive director of Friends of Abandoned Cemeteries.

"We have an area where they can be buried," she said, referring to a spot at the Staten Island Cemetery in West Brighton. "It's the final resting place of the Lenape tribe, former slave families, Irish, Dutch, French and other

Rogers — whose great-

The deal
 The bones are being examined for clues about people's health and diets from that era. "We expect that work to take another 12 to 15 months," Hutton said.

immigrants, veterans of the War of 1812 and Civil War guys." She said there were local undertakers willing to donate coffins.

Putting the remains back where they were found would desecrate her ancestors' memory, she believes. So, she enlisted several organ-

izations, such as the Ancient Order of Hibernians, to write letters to the state's Dormitory Authority overseeing the courthouse project.

Last week, however, DASNY officials told Rogers they wanted letters from individuals, not groups, she said.

"They said to get them the letters by the end of the month or they will dispose of the remains how they see fit," she said. "I spent last weekend posting on genealogy Web sites for letters of support."

So far, she's received roughly 50 e-mails.

But DASNY's request for public comment is just the beginning of a lengthy process that will give people more opportunity to weigh in, according to spokeswoman Claudia Hutton. The courthouse project's environmental impact will be open to public review this summer, and the issue of the remains will undoubtedly be part of this process, she said. Final say will rest with the city, which owns the land, the State Historic Preservation Office and the city's Landmarks Preservation Commission, Hutton said.

"It's going to be a while before the bones can be buried anywhere," Hutton added.

The Washington Post

A Builder Who Went to Town

Robert Moses Shaped Modern New York, for Better and for Worse

By Philip Kennicott
Washington Post Staff Writer
Sunday, March 11, 2007; N01

NEW YORK -- This city is having a debate about the soul of Robert Moses -- the "master builder" who used his enormous powers, in the middle of the last century, to give shape to the Big Apple's roads, beaches, parks and housing. That soul has no doubt been somewhat troubled in the past 30-odd years, since Robert Caro's 1974 biography of Moses, "The Power Broker," which has made his name synonymous with ugly and brutal city planning. Now comes an exhibition, "Robert Moses and the Modern City," spread across three separate museums -- the Museum of the City of New York, the Queens Museum of Art and the Wallach Art Gallery at Columbia University -- that seeks to undo some of the damage done by Caro's Pulitzer Prize-winning opus.

The exhibition is extraordinary in that it is essentially an argument with a single book, an effort to present alternatives to Caro's view, to put Moses in a broader context and, sometimes, to make apologies for the man. Yes, the curators argue, some of his plans required huge displacements of people, but how else could they have been built? Yes, his expressways plowed through poor but viable neighborhoods, but without them, New York would be gridlocked into economic irrelevance. And yes, Moses was probably racist, but who wasn't in his day and age?

Still it is a fascinating exercise, a snapshot of an argument about cities and progress and people that has lessons to teach far beyond the intricacies of urban design. What it says about power and politics can be seen playing out today in the Washington area in the debate over the extension of Metro through Tysons Corner (a likely more expensive tunnel, or an unpopular but cheaper above ground route?). Moses's career, based on bravado and the pure momentum that comes from success, offers its own lessons pertinent to contemporary politics: Never elected to any office, he was a classic American type, a git'r done man, whose lesser children include political figures as disparate as Donald Rumsfeld, Mitt Romney and Eliot Spitzer.

Moses was born in 1888 in New Haven, Conn., and was the beneficiary of a very blue-chip education (Yale, Oxford, Columbia). He was at first sympathetic to the urban reform movement, an advocate for parks and play space, a foe of slums, a visionary for urban renewal. His most famous early project, Jones Beach, a pleasure ground 33 miles from Manhattan that has been beloved by generations of heat-weary New Yorkers, may have been his best. By the end of his career, after he had built a broad, almost invincible power base through the various commissions, authorities and agencies he led, his projects were generally more utilitarian: vast bridges and expressways that opened up New York to its suburbs, linked its diverse boroughs, and often devastated its neighborhoods.

The list of his accomplishments is astonishing: seven bridges, 15 expressways, 16 parkways, the West Side Highway and the Harlem River Drive, more than 1,000 mostly low-income apartment houses, Lincoln Center, the United Nations headquarters, college campuses, Shea Stadium. Caro, in a New Yorker article, put the cost of Moses's public works at \$27 billion (in 1968 dollars).

"He was the greatest builder in the history of America, perhaps the greatest builder in the history of the world," Caro wrote. The authors of the current exhibition's catalogue agree, at least as far as Moses's influence on the city. He had "a greater impact on the physical character of New York City than any other individual," write Hilary Ballon and Kenneth T. Jackson, "and given how the process of city building has changed since his time, it is unlikely anyone in the future will match him."

But where Caro was horrified by the human consequences, the current exhibition devotes considerable energy to the positives, and to the context, including what the curators argue are the inevitable forces of history that reveal Moses less as a monster than man of his time. His architects, the men who designed his swimming pools and park facilities, often produced very high-quality work, they argue. New York's transportation infrastructure had to improve lest the city suffer economically. And while Moses may seem obsessed with highways at the expense of mass transit, that was pretty much the prevailing view of urban design at the time. The exhibit also argues that only a man of Moses's stature and force of will could have accomplished projects, such as Lincoln Center, which many New Yorkers today regard as one of the city's major assets. And in many cases, Moses had considerable support from the very people -- progressives, urbanists, neighborhood activists -- who now think of him as a demon.

"You cannot make an omelet without breaking eggs," says Moses, in a film of a speech he gave at the groundbreaking of Lincoln Center (seen at the Museum of the City of New York). But eventually, all those eggshells pile up. There's a deeper Goldilocks question, for those who have spent time with Caro's book, and now with this exhibition: Did New York get too much of Robert Moses, too little, or just the right amount? Has the city entered a stultifying new age in which big projects are forever mired in bureaucracy, petty power struggles and subject to cries of "not in my back yard"? As the city struggles (and at present, fails) to build something meaningful at the site of the World Trade Center, the fascination with Moses's legacy isn't accidental.

His career might be boiled down to a handful of rules. Rather than confront political powers head-on, he worked by expanding his personal power base, using revenues from one project to undertake another. He also knew the importance of drama in politics, and he used his increasing power to create the impression of personal omnipotence, and inevitability about his plans. He built "parkways" to get people to his parks, but he quickly expanded the idea of parkway to become a de facto highway czar for the New York region. By working within specially created, stand-alone agencies, he could build bridges and charge the tolls that gave him money to take on new projects. As Owen D. Gutfreund argues in a catalogue essay, politicians loved these projects, especially ones

like the Triborough Bridge that sprang up and paid for themselves in the midst of the Great Depression.

The exhibition acknowledges that Moses's view of New York was from the stratosphere, that he saw the city not as a habitat for people or a collection of neighborhoods but as a vast piece of infrastructure. He played with New York rather the way a little boy will build cities with blocks and toys and Matchbox cars. The allure of that view, the dangerous and vertiginous thrill of seeing the city as a canvas, bridges as sculpture, roads as ribbons of paint, is all too apparent in the exhibition.

On display is a large model of the Brooklyn-Battery Bridge and its approach roads, made around 1939 in a failed effort to sell the project. It is a thing of fearsome beauty. Bridges can define a city, add elegance, connect people. But this bridge was all about funneling cars from Brooklyn to Lower Manhattan, with small regard for the huge footprint of its access roads. Public opposition finally forced Moses to back down from the project and the Brooklyn-Battery tunnel was built instead.

But not before Moses made what is often the deciding argument in these debates. A tunnel, he said, would be prohibitively expensive. If you want it done, build my bridge. That is not too much different from the argument about whether a tunnel or a bridge should be built through Tysons Corner. It's not just that money decides these issues. Rather, people who claim omniscience about money, about the ability to generate funds and revenue and project budgets and costs, ultimately have the most sway.

Yet Moses lost that argument, and as time went on, he began losing more and more of them. Plans for highways that would cut across Manhattan failed. A bridge across Long Island Sound was scrapped. "New urbanists" like Jane Jacobs emerged to fight Moses's fundamental view of the modern metropolis as a world of cars and highways and bridges. The importance of neighborhood became a kind of mantra in the years between when Moses was forced from power, in 1968, and his death in 1981. And Jacobs, author of "The Life and Death of Great American Cities," has become almost a saintly figure in the annals of urban design and study.

As Witold Rybczynski pointed out in a January lecture at the National Building Museum, Jacobs's neighborhood view of urbanism has its own problems. Not least, the neighborhoods she favored -- walkable, diverse, with a mix of new and old -- are not very common. The few that exist have become so popular that regular people can't afford to live there. One might add that someone has to get the grocery truck somewhere near those walkable neighborhoods, and without all of Moses's bridges and expressways, turnips would be prohibitively expensive in Greenwich Village.

The exhibition plays out like a drama. A reformer emerges, gains power, refashions the city, then falls from grace as a new kind of reformer emerges. There is a nostalgia, lurking behind this exhibition, for the grandeur that was Moses. He was a breathtakingly arrogant man. After Caro's book was published, Moses wrote a high-handed and spirited riposte, quoting from Shakespeare, the Old Testament and obscure English poets. And he

defended the importance of men who break eggs: "The current fiction is that any overnight ersatz bagel and lox boardwalk merchant, any down to earth commentator or barfly, any busy housewife who gets her expertise from newspapers, television, radio and telephone, is ipso facto endowed to plan in detail a huge metropolitan arterial complex good for a century." Thus, he brushed aside the very notion that citizens might reasonably direct the planning of their cities.

But the pendulum swings and swings. For now, and for a little while longer, cities will debate the right balance between Moses' car-culture city, and Jacobs's walkable urban paradises. But the terms of the argument will change, as the environmental devastation of the internal combustion engine and other unsustainable technologies becomes impossible to brush aside.

And then cities will need massive new kinds of infrastructure, built quickly, to move people and things, to provide power, and to do it all without ruining the atmosphere. And very likely, cities like New York will need a new Robert Moses, wielding blueprints not of highways or bridges, but new kinds of mass transit. A lot of eggs will have to be broken, but one hopes the cost will be borne more equitably than in Moses's day.

Robert Moses and the Modern City, a three-part exhibition, can be seen at the Museum of the City of New York until May 6, the Queens Museum of Art until May 13 and the Miriam and Ira D. Wallach Art Gallery at Columbia University until April 14. More information is available at <http://www.mcny.org/>.

If you are interested in joining PANYC or if you would like to subscribe to the PANYC Newsletter, please complete the form below and return it to:

Elizabeth Martin, PANYC Secretary
250 East 90th Street – Apt. 4N
New York, NY 10128

NAME:			
ADDRESS:			
PHONE:		E-MAIL:	

Please indicate preferred mailing address and check below as appropriate.

I wish to apply for membership to PANYC and would like to receive the application form _____

I wish to subscribe to the PANYC Newsletter (Fee \$10) _____

I wish to make an additional donation to PANYC _____

EVENTS OF ARCHAEOLOGICAL INTEREST - Compiled March 2007

EVENT	SPEAKER	TIME	DATE	LOCATION	CONTACT INFORMATION	FEE
Exhibit: Napoleon on the Nile: Soldiers, Artists, and the Rediscovery of Egypt			Through 4/1/07	Dahesh Museum of Art 580 Madison Ave.	212 759-0606	\$10/6/8 adults/student s/seniors
Exhibit: New York Divided: Slavery and the Civil War			Through 9/3/07	The New-York Historical Society	212 873-3400	\$10/7/5 adults/ seniors, educators/ students
Exhibit: Born of Clay: Ceramics from the National Museum of the American Indian			Through 4/30/07	George Gustav Heye Center, NMAI	http://www.nmai.si.edu/subpage.cfm?subpage=exhibitions&second=ny	free
Exhibit: Slavery in New York: Brooklyn Stories				Brooklyn Historical Society	www.brooklynhistory.org	\$6/4/free adults/seniors ,students/ children
Exhibit: Gold			Through 8/19/07	American Museum of Natural History	www.amnh.org/museum/welcome/	pay what you wish, but something
Lecture: End of an Empire: Archaeology and the Collapse of Urartu	Paul Zimansky, SUNY Stony Brook	6:30 PM	Mon., 4/16/07	National Arts Club, 15 Gramercy Park South at Irving Place	New York Society - Archaeological Institute of America marissa.schlesinger@utoronto.ca	
Lecture: Forgotten Splendor: Restoring Downtown's Historic Architecture	Mary Dierickx, Architectural preservationist; author	7 p.m.	Thurs., 4/19/07	Federal Hall National Memorial, 26 Wall Street	Reservations required: http://www.downtownny.com/thirdthursdays	free

Lecture: Cass Gilbert and History: The Past as Present	Barbara Christen, Architectural historian; Cass Gilbert scholar	7 p.m.	Thurs., 5/17/07	New York County Lawyers' Association, 14 Vesey Street	Reservations required: http://www.downtowwny.com/thirdthursdays	free
Professional Meeting: SAA Annual Meeting			4/25-4/29	Austin, Tx	www.saa.org	
Professional Meeting: SIA National Conference			June 7-10	Philadelphia	www.sia-web.org	

In addition, permanent exhibits relevant to archaeology include those at the Metropolitan and Brooklyn Museums on Egypt, at the AMNH's Hall of South American Peoples, and at the Metropolitan on Western Asia and the Far East; there are also permanent exhibits that might be of interest to archaeologists, including one on slavery at the New-York Historical Society and one on the history of Brooklyn at the Brooklyn Historical Society.

If anyone knows of archaeological events or exhibits which they would like listed, please contact Diana Wall either by e-mail at ddizw@aol.com or by mail at Department of Anthropology, The City College, New York, NY 10031.