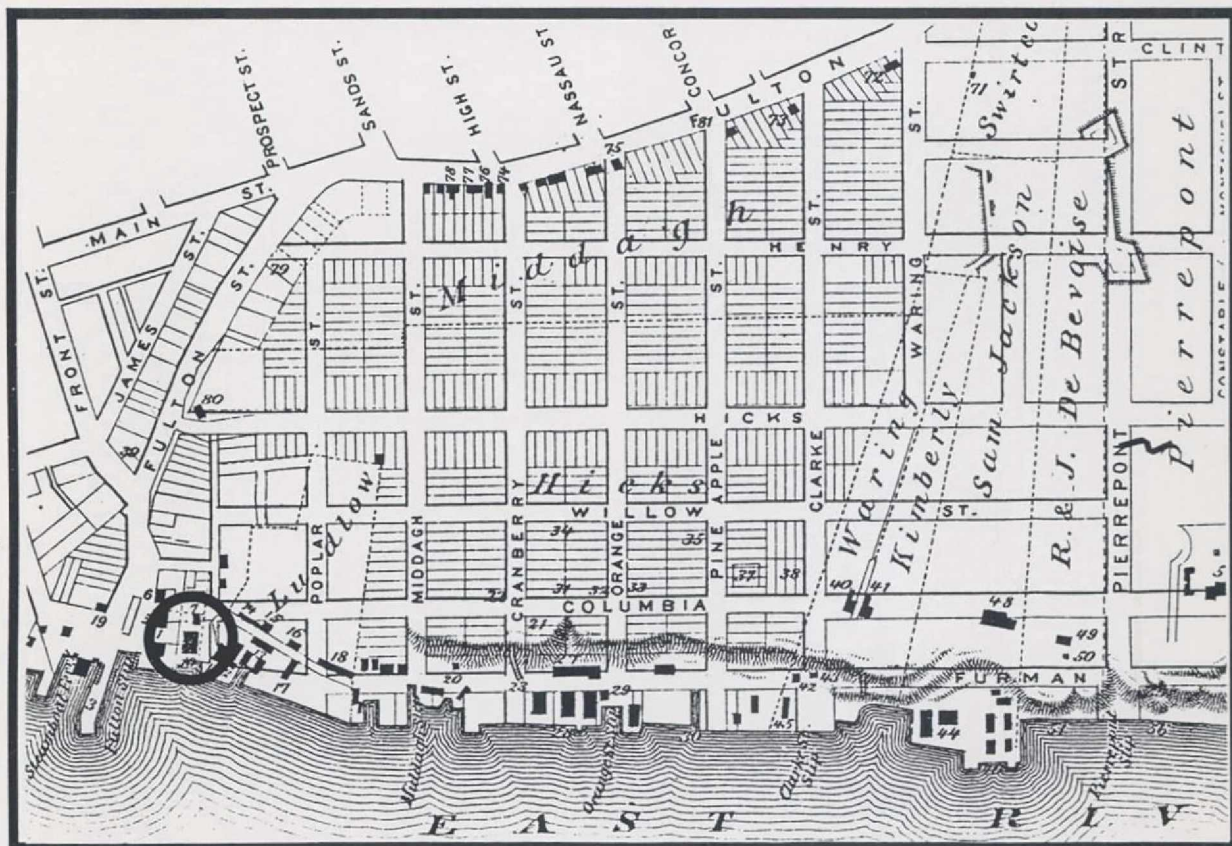


1000K
1991

An Archaeological Assessment of 12 – 16 Everit Street (Block 200 Lot 13/Part of 11), Brooklyn, New York



CEQR No. 90-219K

Prepared for the
Pryde Corporation

Prepared by
Joan H. Geismar, Ph.D.

November, 1991

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ABSTRACT

This report presents the documentation and archaeological assessment of the 12-16 Everit Street site, Block 200, Lots 13 and part of 11, Brooklyn, New York (CEQR No. 90-219K). At this writing, the site comprises a corner lot vacant for more than eighty years (14-16 Everit Street) and a two-story brick building (12 Everit Street), a basemented structure built between 1874 and 1881. The site falls within The Fulton Ferry Historic District, a city landmark established in 1977. Although a tan yard belonging to Thomas Everit, Jr., a Brooklyn butcher, and an unidentified structure are documented adjacent to, and conceivably touching, the site by 1816, research has indicated the its earliest direct development occurred between 1842 and 1847. This occurred when a frame stable was built at 14-16 Everit Street (the southern part of Lot 13) and a brick stable at 12 Everit Street (the northern part of Lot 13 and 2 ft. of Lot 11). In 1847, Everit Street was widened by about 25 ft. in the site area, affecting these buildings to an unknown degree.

While it is possible that evidence of tanning vats associated with the tan yard may survive in the site's northwestern corner, its main, if not its only, archaeological significance relates to the constructions and materials used to create the site land from a former East River swamp prior to 1767. It is recommended that any pre-construction borings address archaeological concerns, and that an archaeologist be on site for the drilling of at least three borings to be designated. Based on the subsurface conditions documented in the borings, it is possible that backhoe trenching coordinated with construction may be warranted. This minimal field investigation would offer the opportunity to record landfill-retaining features and to sample the landfill and compare it with what has been recovered from other local landfill sites through archaeological investigation.

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ACKNOWLEDGMENTS

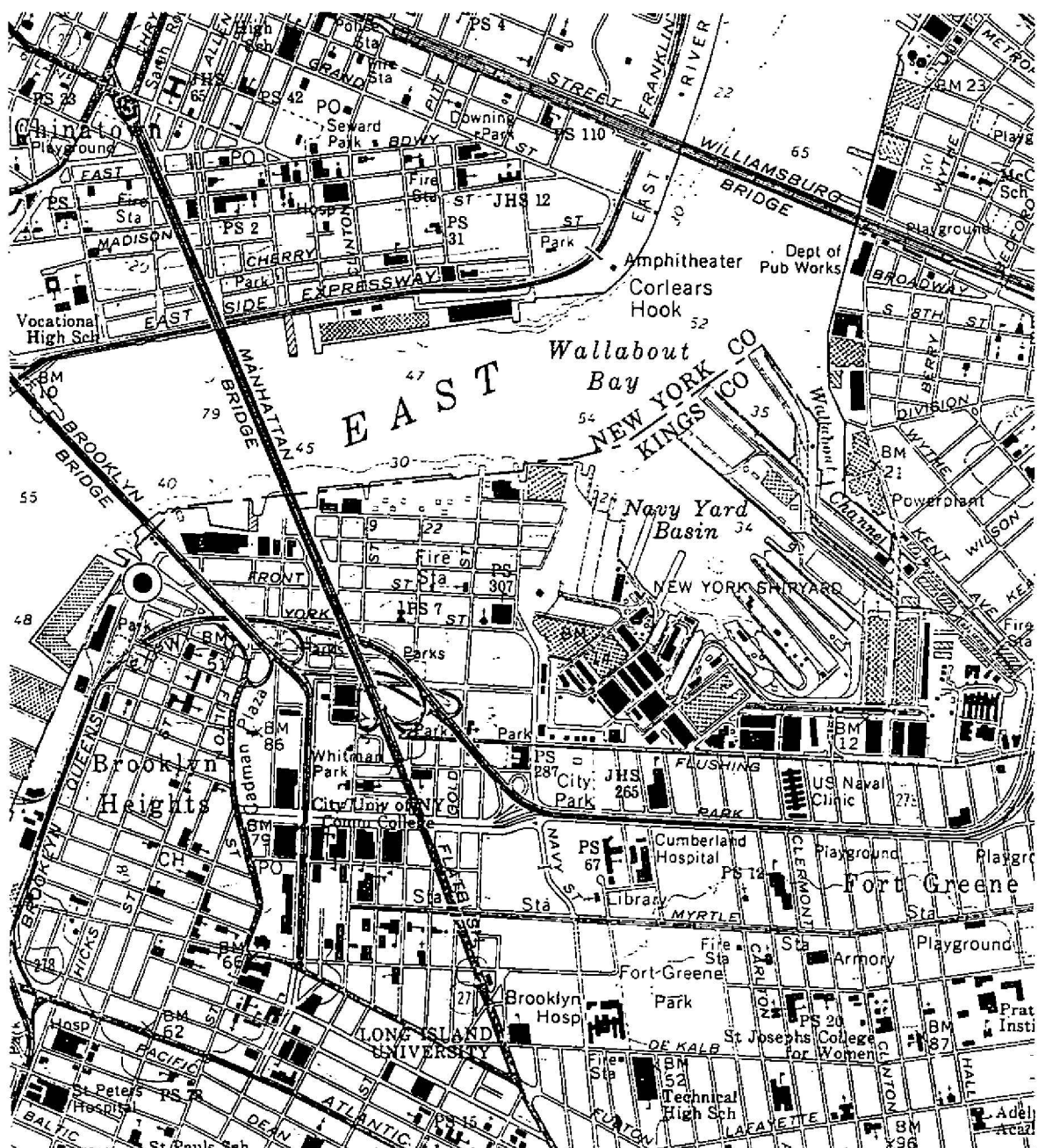
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Photos as credited

INTRODUCTORY SUMMARY

This report presents the findings of documentary research for Block 200 (former Block 2), Lot 13 and part of Lot 11, in Brooklyn, New York, situated in the southwest corner of the Fulton Ferry Historic District (Exhibits 1-3). It was undertaken for the Pryde Corporation as part of the CEQR review process related to a zoning variance (CEQR No. 90-219K). At this writing, a vacant lot and an adjacent two-story brick building are to be replaced by three one-family residential units designed by Platt and Byard, Architects. Most of the project site falls on modern Lot 13, but the existing building covers 2 ft. of Lot 11; part of the variance application calls for a redefinition of Lot 13 to include this footage.

The Fulton Ferry Historic District was designated a New York City landmark in 1977 (LPC 1977 LP-0956; see Exhibit 2). The proximity of the project site to the old ferry landing just to the north, and its location in an area where "Brooklyn began" (LPC 1977 LP-0956: 1), indicated the need to assess the site's development history; its shoreline situation also made prehistoric considerations an issue. The goal of research was to determine if there is any historical or archaeological potential that would require further investigation prior to development.

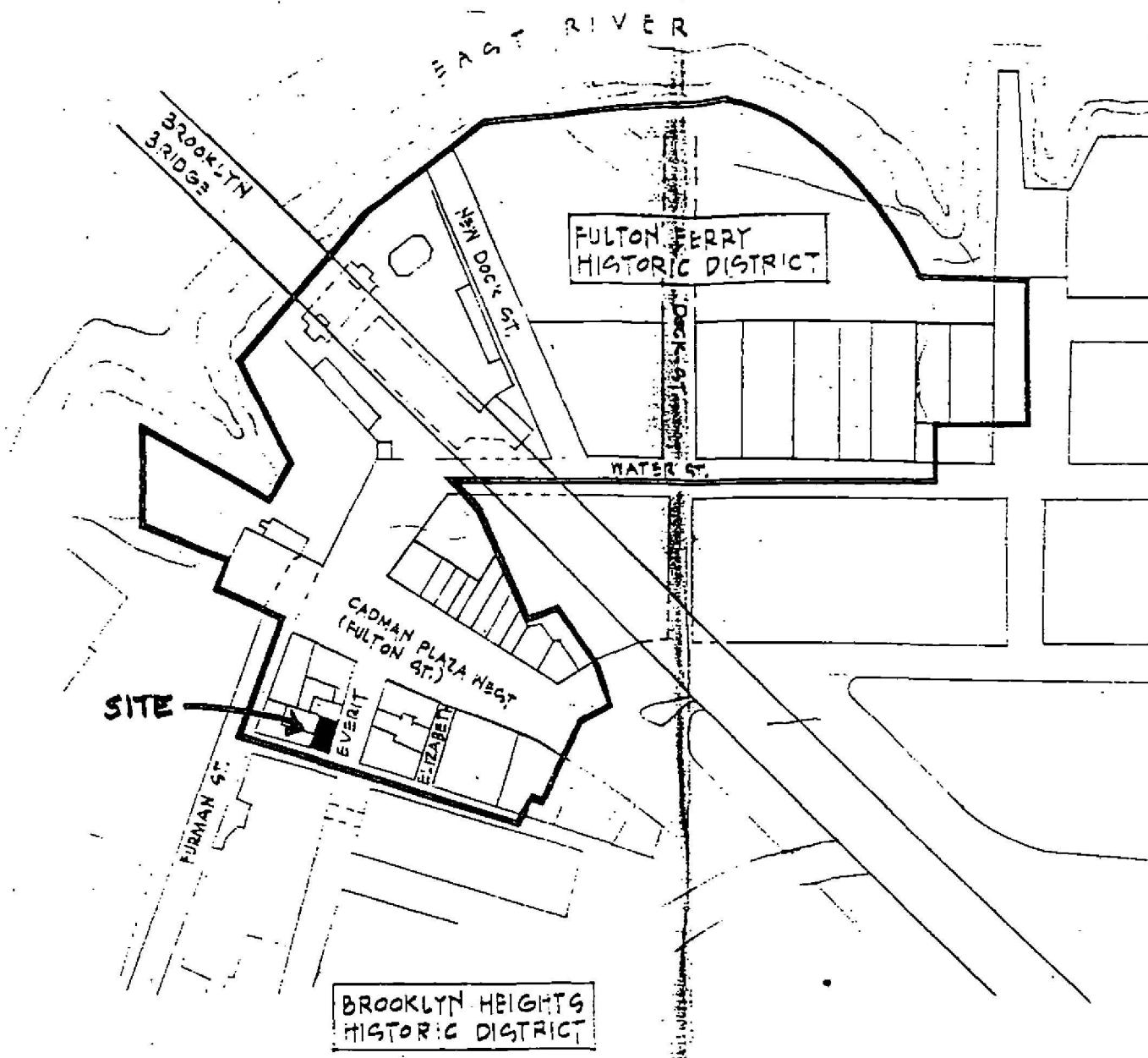
The site encompasses the southeast corner of Block 200, land that appears to have been a swamp bordering the East River until land reclamation occurred at different times throughout the block. It seems that the project site was filled before 1767, while other parts



● project site

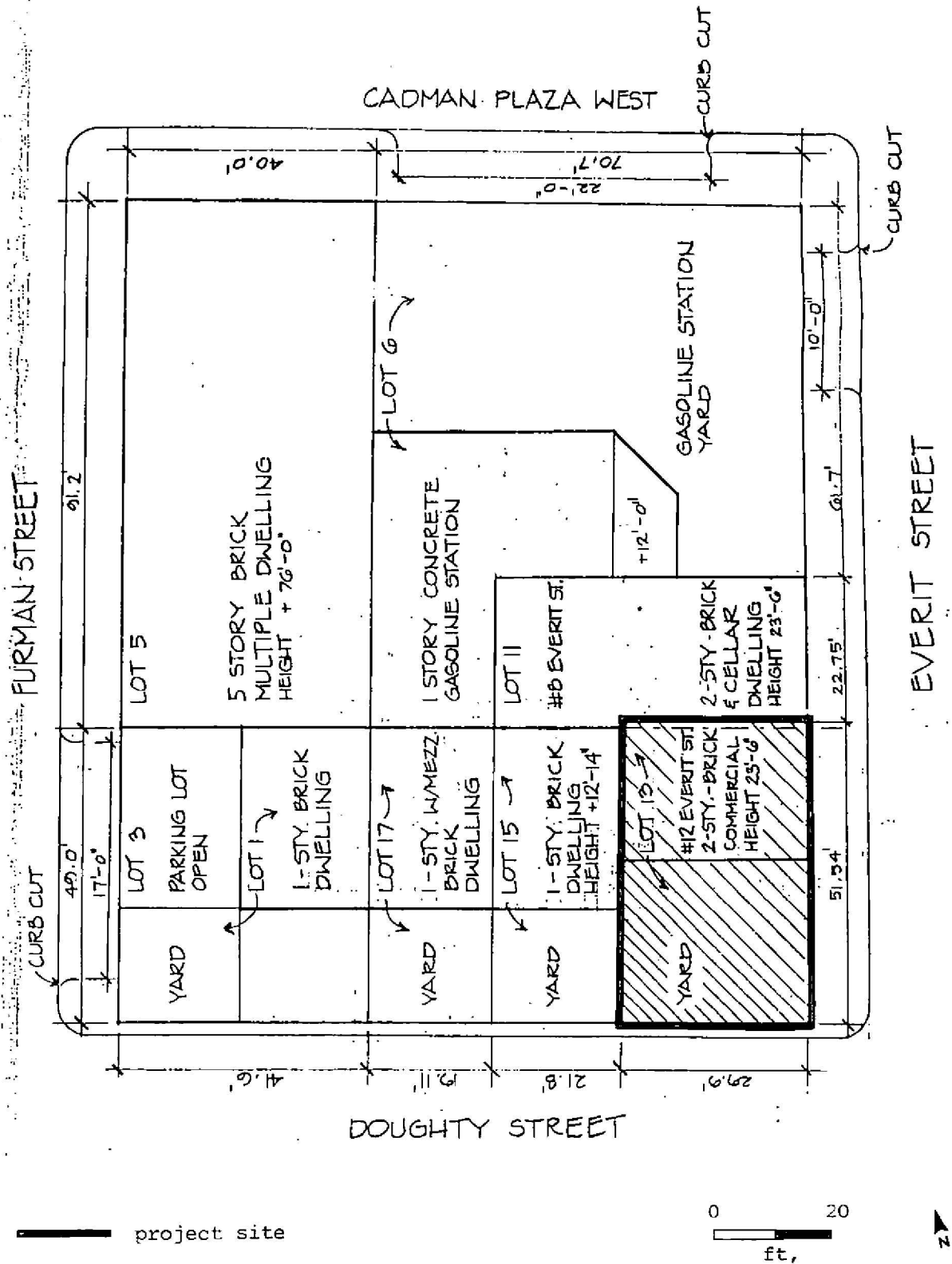
0 2000
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no scale

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of the block remained land under water or swamp until the early 19th century (see Landfill Considerations).

From its earliest development in the late-18th century, the site's use was commercial rather than residential, and its first developers were prominent Brooklyn butchers. Henry R. Stiles, Brooklyn's preeminent historian, noted in 1869 that all the local streets in the site area are named for these men--among them Hicks, Middagh, Doughty, and, most importantly for this assessment, Everit (Stiles II 1869:38). Not surprisingly, a meat market that served New York City as well as Brooklyn was located on Old Fulton Street (Cadman Plaza West), just north of the project block; while no exact date has been determined for its construction, it was demolished in 1814 (Stiles II 1869:38; see Exhibit 16).

The block's earliest use may have been as a stockyard, but this is questionable. Documentation supports the presence of a tan yard, a brick "store" or warehouse, and at least one private home in the early years of the 19th century; of these, a small portion of the tan yard may have been located on the project site. (Stiles's map of the ferry district in 1816 also indicates that a structure once abutted Lot 13, and may have stood partially on this lot, but it is not identified [see Exhibit 16]). Subsequent development, which included the deep basement of 12 Everit Street, would undoubtedly have eliminated these early constructions although it is conceivable that evidence of tanning vats, if they were deep, could remain in the northwest corner of the 12 Everit Street lot.

The first major construction documented directly on the site occurred between 1841 and 1847 when two stables were built; one of brick covered the northern part of Lot 13 and adjoining Lot 11, the other, which was frame, covered the southern part of Lot 13 on the corner of Doughty and Everit Streets (see Exhibit 19).

While land ownership of the project site can be traced to the Dutch colonial period, and development on the block apparently began during British colonial control, evidence of any significant construction directly on the site is questionable. However, its landfill history warrants investigation.

At this writing, there are no soil borings available from the site, but several from adjacent locations document early fill. Of particular significance is one from the eastern side of Everit Street, across from the project site, that documents 18 ft. of fill (NYC DPW 1968:Boring 52; see Exhibit 26). The apparent depth of fill on the site tends to preclude late prehistoric sites. Yet, this fill may protect early prehistoric sites dating from the retreat of the last glacier when sea level was lower, but this is highly speculative.

In addition to Stiles's published histories (Stiles 1867-1869; 1884), resources consulted for the assessment include material in the collections of the Brooklyn Historical Society, published and unpublished maps, and municipal and federal records such as deeds, tax assessments, building department records, and census manuscripts.

Street directories and published and unpublished histories and reports--including the Fulton Ferry District Designation Report--were also consulted, and interviews were conducted.

SITE DESCRIPTION AND GENERAL HISTORY

The project site is located on the southeast corner of Block 200, a small urban block bordered by Everit Street, which is only one block long, to the east; Cadman Plaza West (formerly "The Road to the Ferry," "Old Ferry Road," or "Old Fulton Street") to the north; Doughty Street to the south; and Furman Street to the west (see Exhibit 3). Manhattan offers a spectacular view across the East River, beyond the wharves that border Furman Street (see Exhibit 10); the Brooklyn Bridge, opened in 1883, dominates the skyline to the north (see Exhibit 11). At this writing the project site comprises a corner lot vacant for at least eighty years, and a two-story brick structure built sometime between 1874 and 1881 (see Site Development below). Unfortunately, no Building Department records have been located for this or any site structure.

Evidence of the Ferry district's 18th, 19th, and 20th-century development can be seen on and around the project block: narrow streets, such as Doughty Street, are a throwback to the earliest development; an example of noteworthy 19th-century architecture is found in the five-story Brooklyn City Rail Road Company building erected in 1860-61 (LPC 1977 LP-0956:4) that stands on the project block at the corner of Furman and Fulton Streets. Stiles described it as "elegant" in 1869 [II 1869:40], and it was designated a city

landmark four years before the Fulton Ferry Historic District was created. A Texaco gas station on the corner of Old Fulton and Everit Streets, part of it on the site of a former 19th century hotel, reflects the district's commercial aspect after the area went into decline; the site's vacant lot, as well as others nearby, attest to an area in transition; and the massive buildings originally built by E. R. Squibb & Son in the 1920s, and now offices of the Jehovah's Witnesses, that dominate the blocks just south of the site represent earlier 20th-century industrial development. Nearby, however, on Cadman Plaza West and on other neighboring streets, old buildings are being renovated into dwellings and restaurants, the latter to serve a growing recreational and residential district (see Exhibits 4-13 for views of the project area). An example the neighborhood's changes can be seen by comparing Exhibits 11, 12, and 13.

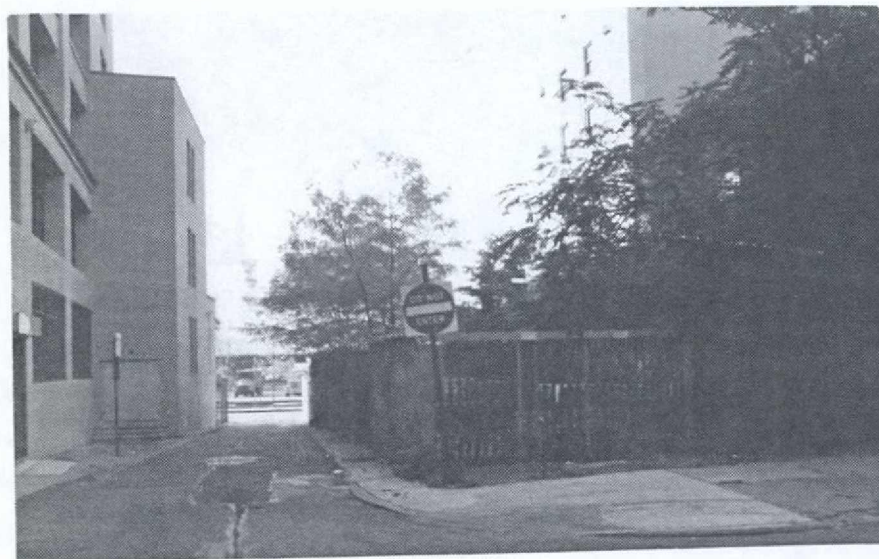
The designation report for the Fulton Ferry District offers an excellent summary of the project area's general history (LPC 1977 LP-0956:2-7). It notes that ferry service began between Manhattan and Brooklyn by 1642, and with its inception a settlement had sprung up in the project area. Originally the ferry was a row-boat service, but by 1814, Fulton's steam boats were plying the river, and the area prospered. The ferry was strategic during the Revolutionary War, and its commercial center endured until the end of the 19th century. With the opening of the Brooklyn Bridge in 1883, the area was doomed to becoming "a backwater, its life drained away by the bridge" (LPC 1977 LP-0956:2).



4 The project site on Everit St. The vacant corner lot on the left is 14-16 Everit St. and 12 Everit Street is the 2-story structure partly obscured by a tree. On the right is 8 Everit St., a 2-story building that is not part of the project site. (photo: Geismar 10/91)



5 View from the corner of Everit and Fulton Sts. A Texaco gas station is on the corner, and 8 Everit St., a 2-story brick building, abuts the station. Twelve Everit St., the standing structure on the project site, can be seen near the tree. On the far left, south of Doughty St., is part of the former E. R. Squibb & Son building complex, built between 1923 and 1928, that now serves as offices for the Jehovah's Witnesses. (photo: Geismar 10/91)



6 The view west on Doughty St. from Doughty and Everit Sts. The vacant site lot at 14-16 Everit St. is on the right, a building belonging to the Jehovah's Witnesses, a former E. R. Squibb & Son building, is on the left (the south side of Doughty St.). Furman St. can be seen in the distance at the foot of Doughty St. (photo: Geismar 10/91)



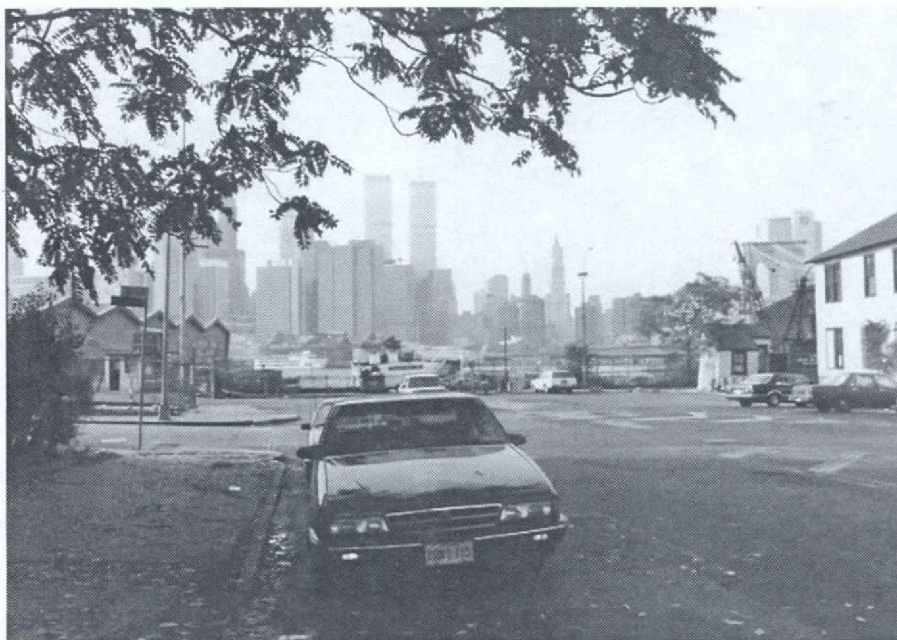
7 View from Doughty St. across the rear of 14-16 Everit St., a lot that has been vacant for the past 80 years or more. The building in the background is 12 Everit St., the only standing structure on the project site. Note that the building covers its entire lot. (photo: Geismar 10/91)



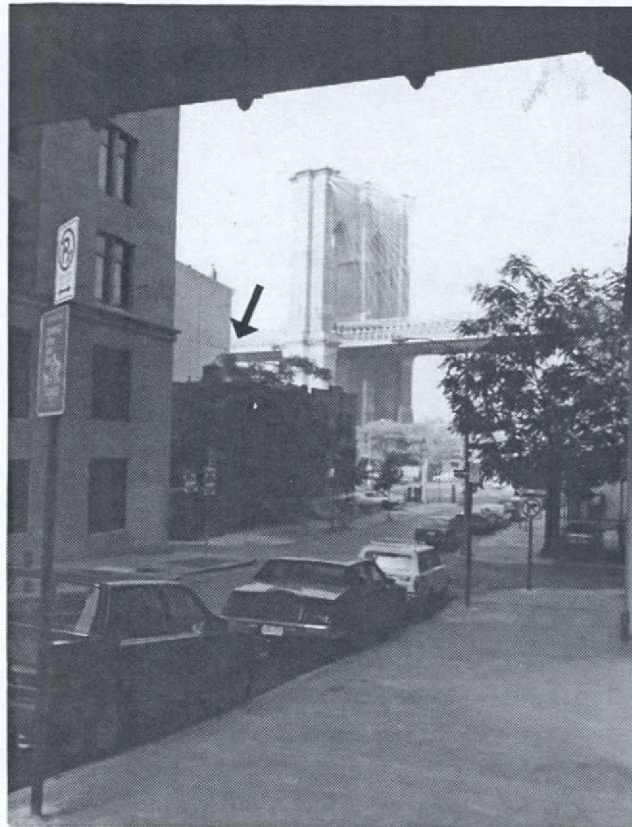
8 The northwest corner of the project block where 8-10 Cadman Plaza West Stands. This 5-story building was originally built in 1860-61 as offices for the Brooklyn City Rail Road Co. Now renovated into condominiums, the building was designated a New York City landmark in 1973. (photo: Geismar 10/91)



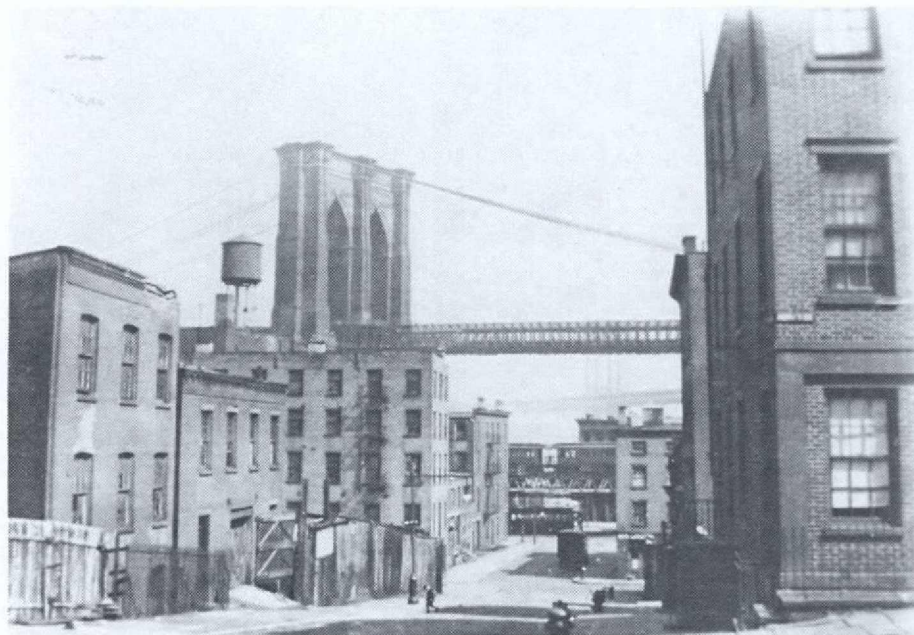
9 The project site from the southwest corner of Everit and Doughty Sts. 14-16 Everit St., a vacant lot, is on the left, 12 Everit St., a 2-story brick building is behind the tree, and 8 Everit St., not part of the site, is the building on the right. The Brooklyn Bridge can be seen on the far right beyond Cadman Plaza West (Old Fulton St.). (photo: Geismar 10/91)



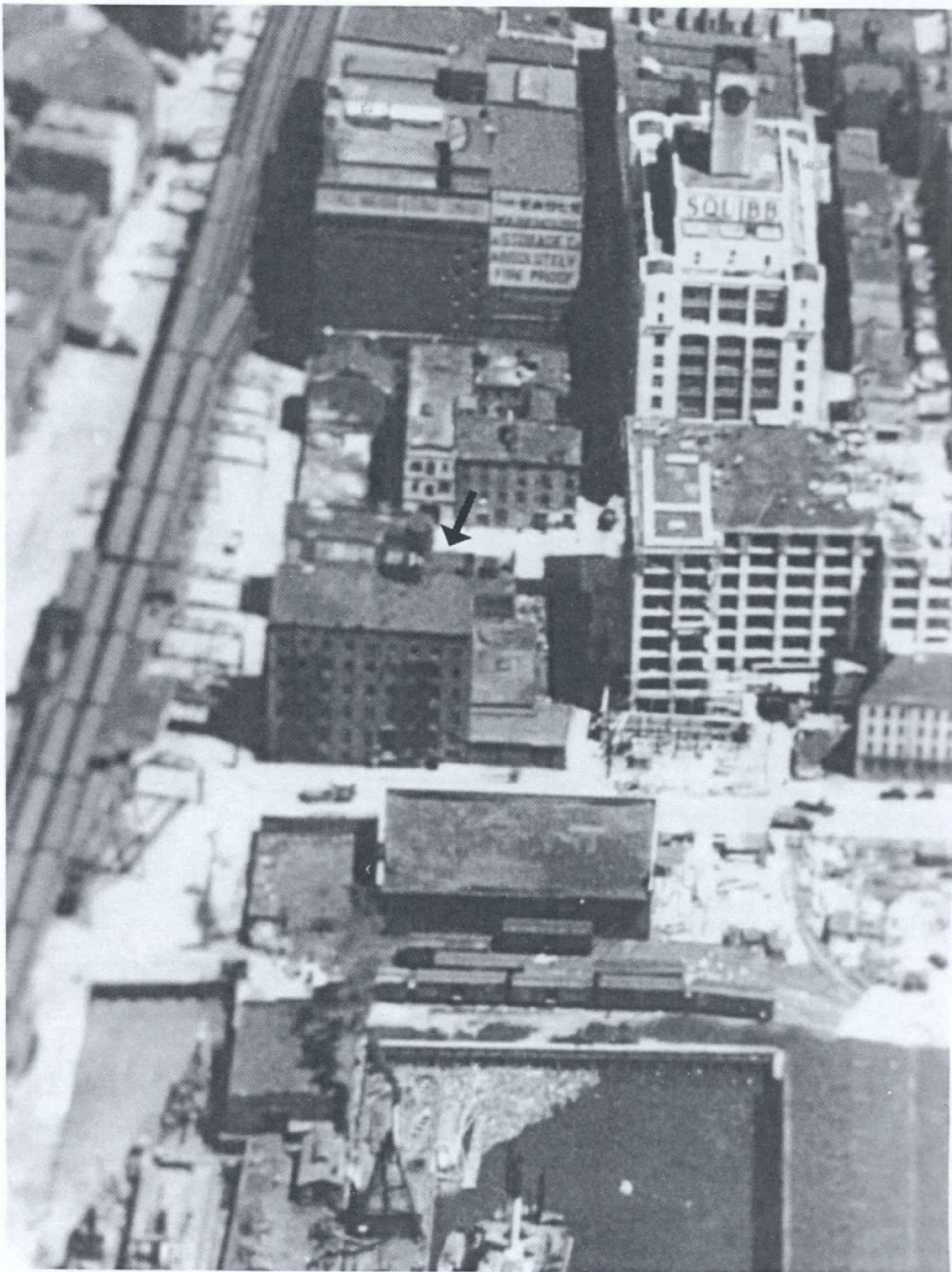
10 View west on Cadman Plaza West (Old Fulton St.). The project block is on the left and Furman St. and the wharves beyond it are visible on the far left; part of the old Ferry Fire House, now a museum, can be seen on the right. The



11 The view north from the vicinity of Poplar St. A bridge between two buildings in the Jehovah's Witnesses office complex on Columbia Heights runs across the top of the picture. The project site is on the left (arrow) and the Brooklyn Bridge dominates the skyline. Compare with Exhibit 12. (photo: Geismar 10/91)



12 Armbruster's 1923 view of Columbia Heights and Everit St. The project block and site are in the center of the view (arrow) and the Brooklyn Bridge is the background with the Manhattan Bridge barely visible behind it. Note that the large E. R. Squibb buildings have not yet replaced the small structures on Columbia Heights. Compare with Exhibits 11 and 13. (photo: courtesy of the Brooklyn Historical Society)



13 Oblique aerial view of the project area in 1928 showing the tracks on Fulton St. to the left and the project block in the center (arrow). The 5-story Brooklyn City Rail Road Co. building stands on the Fulton-Furman St. corner, and the foot of Doughty St. is in the sun. Note that the small-scale buildings seen on Columbia Heights south of the project block have been replaced by the large E. R. Squibb & Son factory buildings that have now been renovated to serve as offices for the Jehovah's Witnesses. (Airmap 1928; photo: courtesy of the Brooklyn Historical Society)

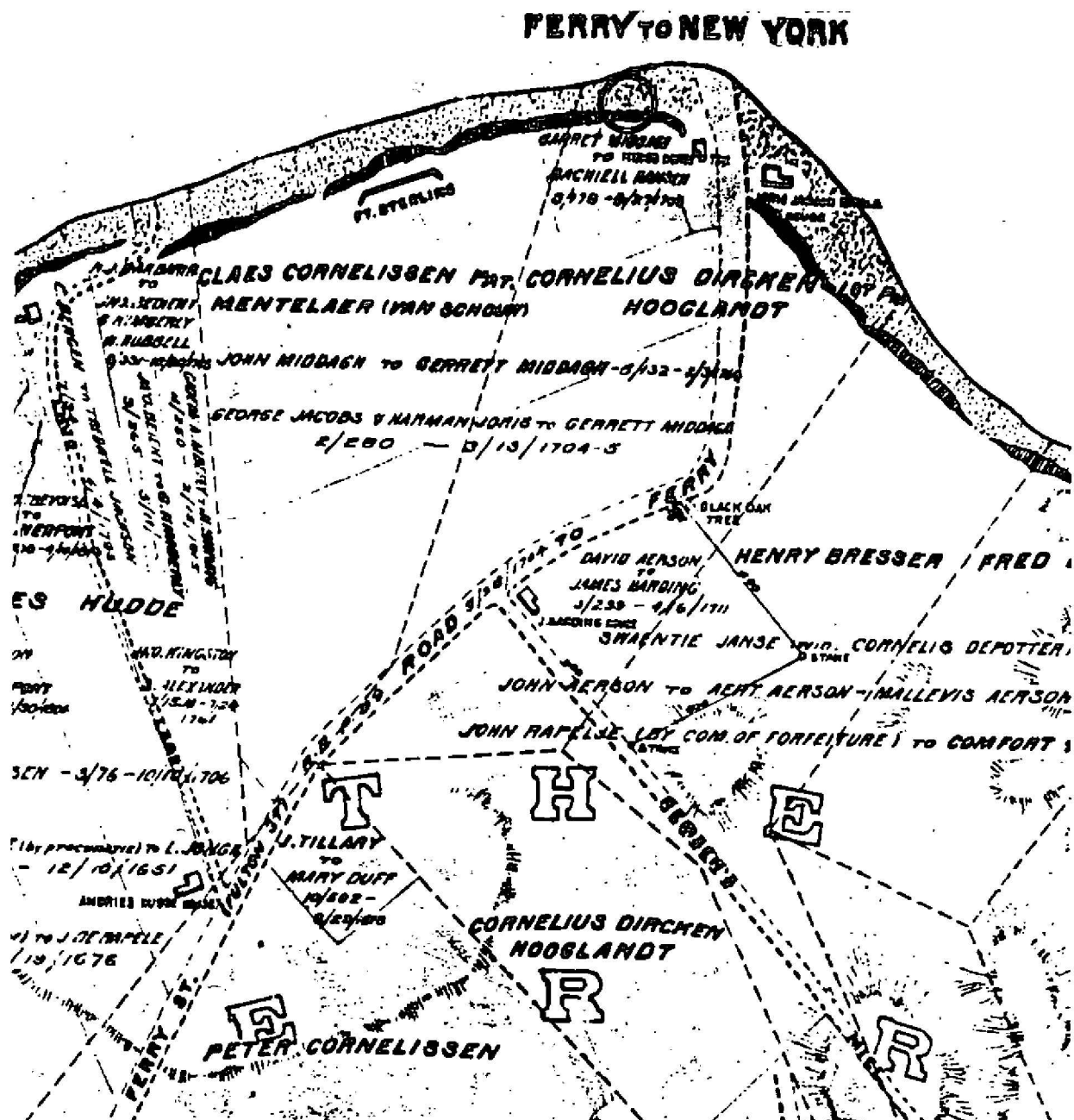
The Brooklyn City Railroad Company building on the project block exemplifies the rise, decline, and revitalization of the area from the mid-19th century on. Incorporated in 1853, the company was the oldest of Brooklyn's horse-car companies that had twelve lines covering thirty-seven miles. These all converged at the ferry prior to 1867 (LPC LP 1977 LP-0956:4), and the five-story Italianate style building that served as offices for the Brooklyn City Railroad Company was strategically placed near the center of operations. Over time, the building became an express office, and now has been renovated into condominiums, attesting to the current revitalization of the area and its return to mixed residential-commercial use.

OWNERSHIP AND DEVELOPMENT HISTORY (see Appendix A)

Early Ownership and Development Prior to 1800

As noted in the introduction and described in the section of this report that addresses the issue of landfill, the project site was land under water, or at least marshland, until sometime before 1767. In Dutch colonial times, the upland east of the river, and east of the site, appears to have been granted to either Cornelius Dircksen Hooglandt in 1643 (Moss crop & Beers 1895-96?), the first recorded ferryman, or Claes Cornelissen Van Schouw¹ in 1642 (see Exhibit 14). Just who filled the site also remains a question, but the 1767 Ratzer map of Brooklyn indicates that by that year, the eastern part of the project block, and apparently the project site, were filled (see Exhibit 27; also Exhibit 28 for a comparison of the

¹ A description in Stiles suggests the original patentee was Claes Cornelissen Van Schouw (Stiles I 1867:73-75) shown immediately south of the Hooglandt patent on the Moss crop & Beers map (Exhibit 14).



○ project site (approximate)

no scale given

N

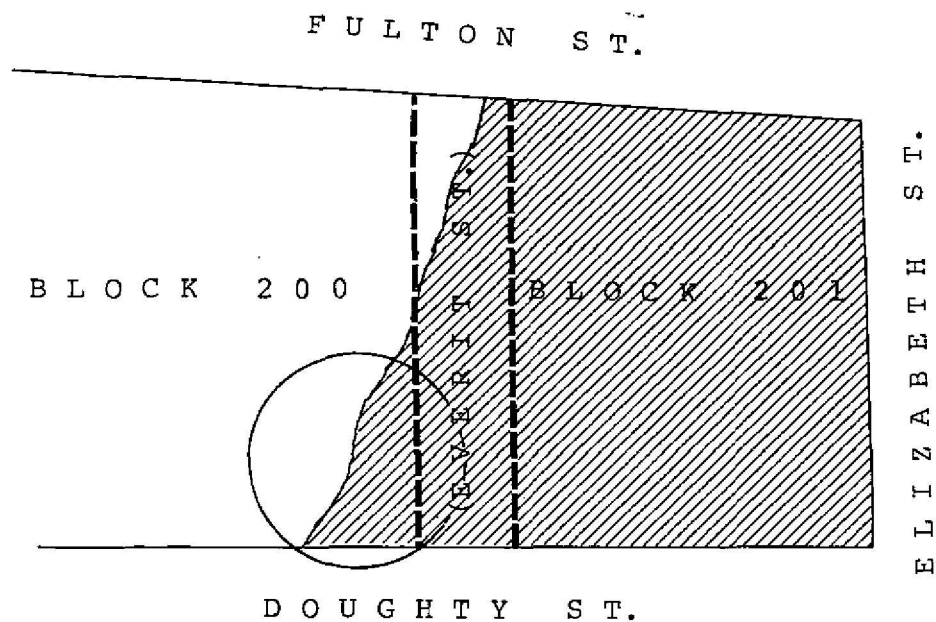
1767 and 1867 shorelines). Based on deeds, the center of the project block, if not the site, was washed by the East River's tidal waters as late as 1793 (see Exhibit 29 concerning fill episodes).




Whoever the original patentee was, by the early 18th century both the Van Schouw and Hoogland patents belonged to George Jacobs and Harman Joris (Liber of Deeds [hereafter LD] 2:280 according to Mossdrop & Beers 1895-96?); successive owners included John and Gerrett Middagh, and then Michael Bergen. By 1716, the property was in the possession of Hans Bergen and Johannes Seabring, whose ownership was confirmed by the Trustees of the Town of Brooklyn in that year (LD 1716 4:111). This property was bounded on the southwest by the river, which may have cut diagonally across the present course of Everit Street about midblock (Brooklyn Historical Society Conveyance Records [BHSCR] Block 200; see Exhibit 15), but this is questionable since no dimensions are given in the deed. A quit claim from Seabring in 1717 (LD 1717 4:283) established Bergen's sole ownership of the land east of the river between Doughty and Fulton Streets (mainly if not entirely Block 201). Bergen was a member of a large land-owning dynasty in and around Brooklyn Village and was a farmer by occupation (LD 1717 4:283).

Until the time of the American Revolution, land near the ferry on what is now Brooklyn Heights was used for pasturage or the growing of grain (Stiles I 1867:304). According to Stiles, a stockyard for cattle awaiting shipment by ferry to New York City was situated between William Furman's house on the corner of Fulton and Furman

12-16 EVERIT STREET Possible Extent of Fill on Project Site
in 1716 (LD 1716 4:111; BHSCR Block 200)

15



-  project site (approximate)
-  future course of Everit Street
-  filled land (conjectural)

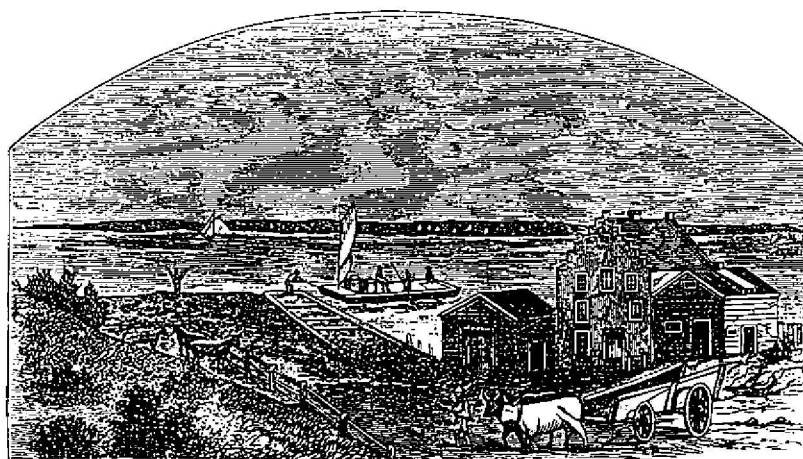
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Streets and Columbia Heights as early as colonial times (Stiles 1884: 108). But other information in Stiles and the block's fill history as well as deeds tend to refute this, especially since this part of the block appears to be land under water before, during, and after the Revolutionary War (see the section on Landfill). Nonetheless, the bucolic and apparently idealized engraving created for Stiles's history is included here, where it can be seen that the pasture is upland and not along the shore (Exhibit 16).

12-16 EVERIT STREET Artist's Rendering of Area Near Fulton Ferry in Colonial Times (Stiles 1884:108)

16



OLD FERRY-HOUSE, 1746.

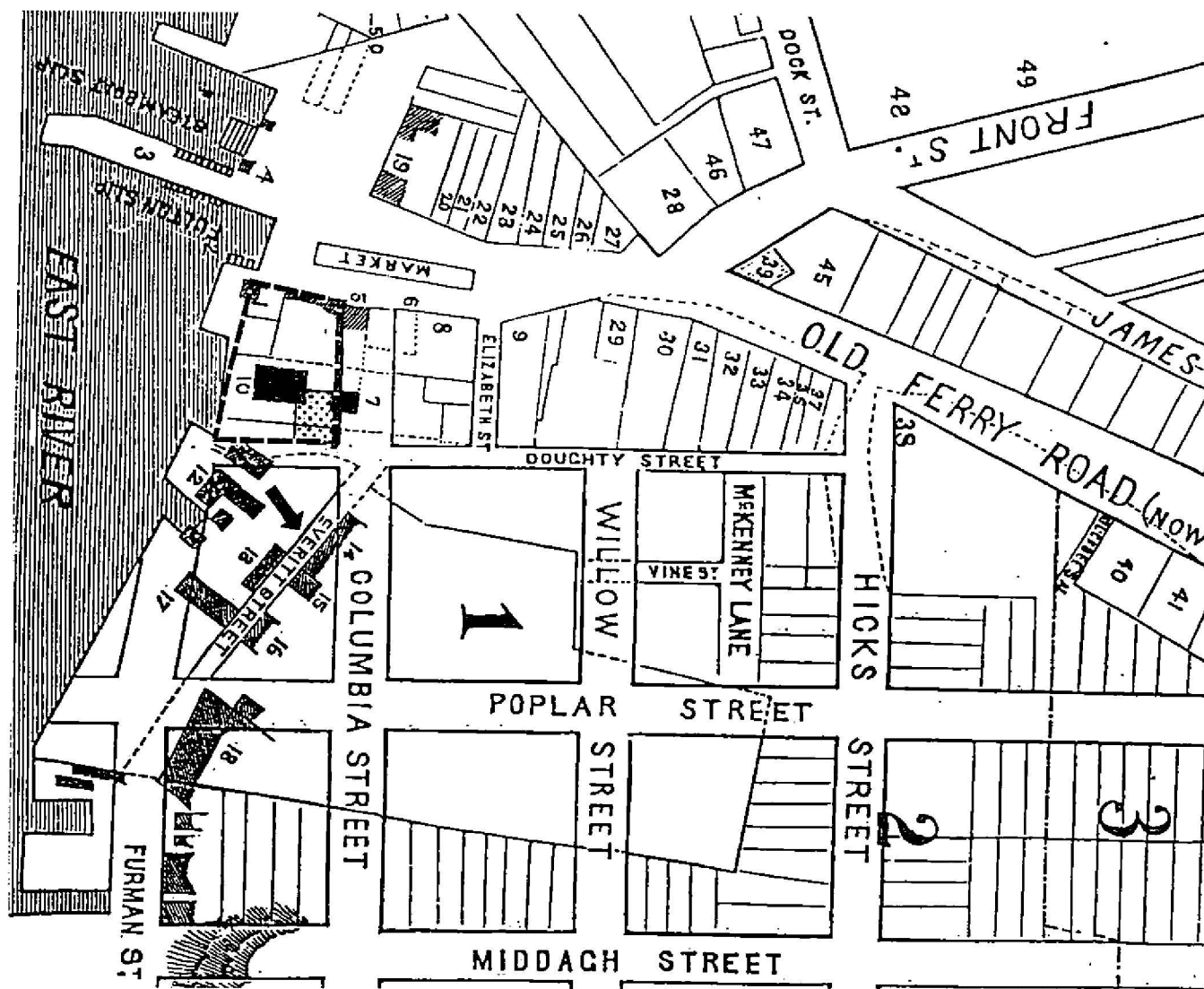
The market on Fulton Street near Elizabeth Street noted in the introduction was a meeting-place for the many butchers who lived and worked in the area (one fish seller is also noted [Stiles II 1869: 8]). It was here that city-bound ferries were loaded with meat from nearby slaughter houses (Stiles 1884:108). It appears that Thomas Everit, Sr., a prominent local butcher, and the progenitor of the




family for whom Everit Street is named, may have established a slaughter house and storehouse by 1720 that stood in the line of Doughty Street just south of the project site (Stiles II 1869:125-126). At least one of these structures and the Everit home bordered a lane or street also called Everit Street that was closed in 1844 (e.g., Stiles II 1869:Map A; see Exhibit 17 and the section dealing with development between 1800 and the early-20th Century).

In 1733, the block between Fulton and Doughty Streets, across from the project site (Block 201), was purchased by Israel Horsfield, another butcher (LD 1733 5:157); he and his family were also large landholders in the area (Stiles II 1869:120). Stiles notes that upon leasing land near the Ferry from the corporation of New York in 1734, Israel and his brother, Timothy, "immediately built a wharf at the foot of the present Doughty Street, together with a slaughtering place and the necessary buildings for a residence" (Stiles II 1869:119-120).² This slip, or landing place, is subsequently cited in several deeds for property on the project site (e.g., LD 1801 7:228). It is possible the wharf was built on the southern part of the project site in a first fill episode, but that would render Stiles incorrect in saying it was at the foot of "modern" Doughty Street.

It appears from a description in Stiles that for a time an Elizabeth Street-Doughty Street route was the only access to the

² The circumstances concerning this lease are questionable: rather than leasing land in 1734 and then building a wharf and slaughter house as Stiles maintains, DeVoe in his Market Book says Horsfield built a wharf and slaughter house on Corporation land and then managed to lease this land from the city in 1735 (1862:93).



-  project site (approximate)
-  project block*
-  early Everit Street

no scale given



* the eastern boundary of the block is a question

see text for identification of numbers

shore road and the ferry (Stiles II 1869:118). (The shore road was expanded and opened as Furman Street in 1836 [Street Folder re Furman Street]). When Elizabeth (or Little) Street and Doughty Street were the ferry access, the northern part of the project block would have been swamp or land under water, but the project site may have been at least partially filled.

Horsfield built his home as well as several other houses on his property on Doughty Street at Elizabeth Street (Stiles II 1869: 119-120; Exhibit 17, No. 6?). In 1769, he advertised to sell his river-front property, together with his slaughter houses and house lots (Stiles II 1869:120). Horsfield may have been successful, but no record of conveyance has been found; he died in 1772.

The northern end of Block 201 across from the project block may have been purchased from Horsfield by members of the Remsen family at an earlier date since Rem Remsen, Jr., sold an irregular lot on the north end of this block in 1756; the buyer was John Carpenter, or Carpenter (LD 1756 6:59). At this time, the deed describes the river shore crossing Everit Street in the northern part of the block, north of the project site, only 105 ft. from Elizabeth Street (see Exhibit 29).

The southern part of Block 201 across from the project site was acquired by George Powers probably prior to the American Revolution, but no conveyance record has been found. Powers was also a butcher. He had amassed substantial land holdings on both sides of

Flatbush Avenue before the War and lived on the road from Flatbush to the Ferry (now Old Fulton Street) at Powers Street (now Third Avenue) (Stiles I 1867:283; Brooklyn Directories [hereafter BD]).

Development Between 1800 and the Early-20th Century

It appears another episode of filling was underway on the project block by the end of the 18th century as evidenced by the deeds to John Hicks (1798), David Seaman (1801), William Furman (1804), and Thomas Everit (1813), described below. In 1804, when William Furman bought two land parcels comprising 83+ ft. along Fulton Street on the project block, one of his purchases paralleled a wharf (LD 1804 8:151, 153); this shoreline construction defined the lot's entire western boundary that ran for almost 54 ft. Just exactly where on the project block this lot and wharf were situated is unknown, but Stiles says the house where Furman's son, Gabriel, was born in 1800 was at the corner of Fulton and Furman Streets (Stiles II 1869:41). Although it does not seem possible given the 1804 deed description, this is the location of the Furman home shown on Stiles's reconstruction of the area in 1816 (Exhibit 17, No. 1).

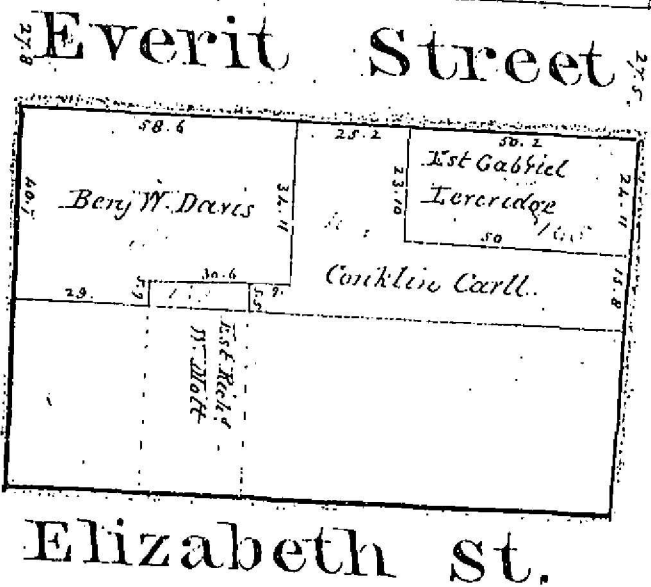
The narrow, block-long street mentioned above that ran diagonally across the block south of the project block and named Everit Street on a Stiles map (see Exhibit 17), was paved in 1816 (Stiles II 1869:124) and closed in 1844 (Street Commissioner's Map 1819 [updated]; Exhibit 18). Through what appears to be an oversight, Doughty Street remained a private thoroughfare until 1835 (Street Folder re Doughty Street). The slip at its foot cited in early deeds, and the

Elizabeth Street route to the ferry that it joined in the 18th century, suggests it had been among the area's earlier roads.

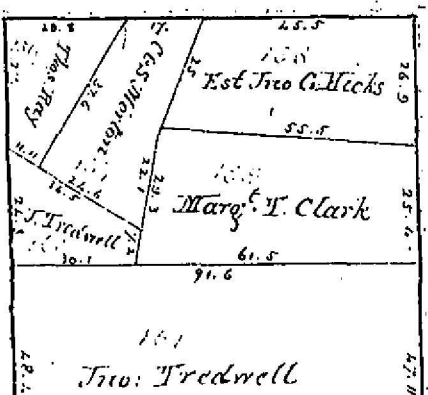
Modern Everit Street was opened as a public thoroughfare in 1824, and eight years later was improved by Thomas Everit, Jr., and others (Street Folder re Everit Street). In 1847, the street was widened (e.g., Street Opening Map 1847, see Exhibit 19), an important factor in the site's development history.

The map created for assessing the widening of Everit Street indicates that 22 ft. on the northern part of the site block and about 25 ft. adjacent to the project site were lost in the process (Street Opening Map 1847; Exhibit 19). Portions of lots established by then on the east side of the block, including those on the project site, were eliminated and their buildings drastically affected (see Exhibit 19). This may have been the fate of a "very large brick stable, with a slate roof, said to be the best on the island" (Stiles II 1869:44) marked No. 5 on Stiles's 1816 map; another building, marked No. 7, was undoubtedly removed before Everit Street was run since at least half of it appears to be situated in the line of the original street (see Exhibit 17). Unfortunately, although Stiles numbers this building and identifies all other numbers on the map, No. 7 is not identified. But most importantly, site buildings noted on the 1847 map were undoubtedly either altered or demolished in the street-widening process. Since neither occupants nor businesses are noted on the west side of Everit Street in the 1841 or 1842 Brooklyn

Street.



Douglas



0 25
ft.

new western line of Everit Street

Street Directories, these site structures, or any others on the project site, were either vacant or had not yet been built.

David Seaman bought property on Doughty Street from George Powers in 1801 that included 28 ft. 8 in. of the southern part of the project site, but just how far west it extended is not documented (LD 1801 7:228). Seaman's lot contained a dwelling house on Block 201, possibly one of the Horsfield houses. The lot was bounded southwest by Doughty Street and the public slip, southeast by land of Elizabeth Cornell, northeast by property of John Hicks, and northwest by the East River, but the location of the river in relation to the project site is not discernible. This purchase may have included all of 14-16 Everit Street.

Seaman sold this lot to Thomas Everit, Jr., in 1813 (LD 11:39). Unfortunately, the deed for Everit's purchase again does not specify the length of the lot, but it was bounded southwest by the East River shore that may then have extended near modern Furman Street. In the same week, Everit bought adjoining land which included 12 Everit Street (the northern half of Lot 13 and c. 2 ft. of Lot 11; LD 11:39). Everit's two 1813 purchases encompassed the entire project site.

Thomas Everit, Jr., was born in his father's house on "Old" Everit Street," south of the project block, in 1764 (Exhibit 17, No. 14). Like his father, he was a butcher and a dealer in hides and wool. As an adult, he joined the Society of Friends and is described

by Stiles as "a good and honest man whose habits, speech, and dress reflected the tenets of his faith" (Stiles II 1869:126). Everit made his home nearby at 72 Hicks Street (BD) and by 1816, had established a tan yard on the project block that possibly touched the northwestern corner of the project site, and a slaughter house and wooden storehouse for hides southwest of it (Stiles II 1869:124-126; see Exhibit 16, Nos. 10, 11, 12). By 1825, he had built a brick store (warehouse) 60 ft. long and 20 ft. wide on his property that fronted on Furman Street and abutted the rear of 12 Everit Street; this was possibly part of the former tan yard site (e.g. LD 1825 16;640; Exhibit 17, No. 10).

In 1825, Everit sold a small interior lot (7 ft. by 60 ft.) adjacent to his brick store to John M. Hicks. The deed for this property west of the project site notes it was bounded in front (toward Furman Street) by Everit's "made land" (LD 1825 16:470). This is the only deed in Everit's name that identifies any part of his land as being filled.

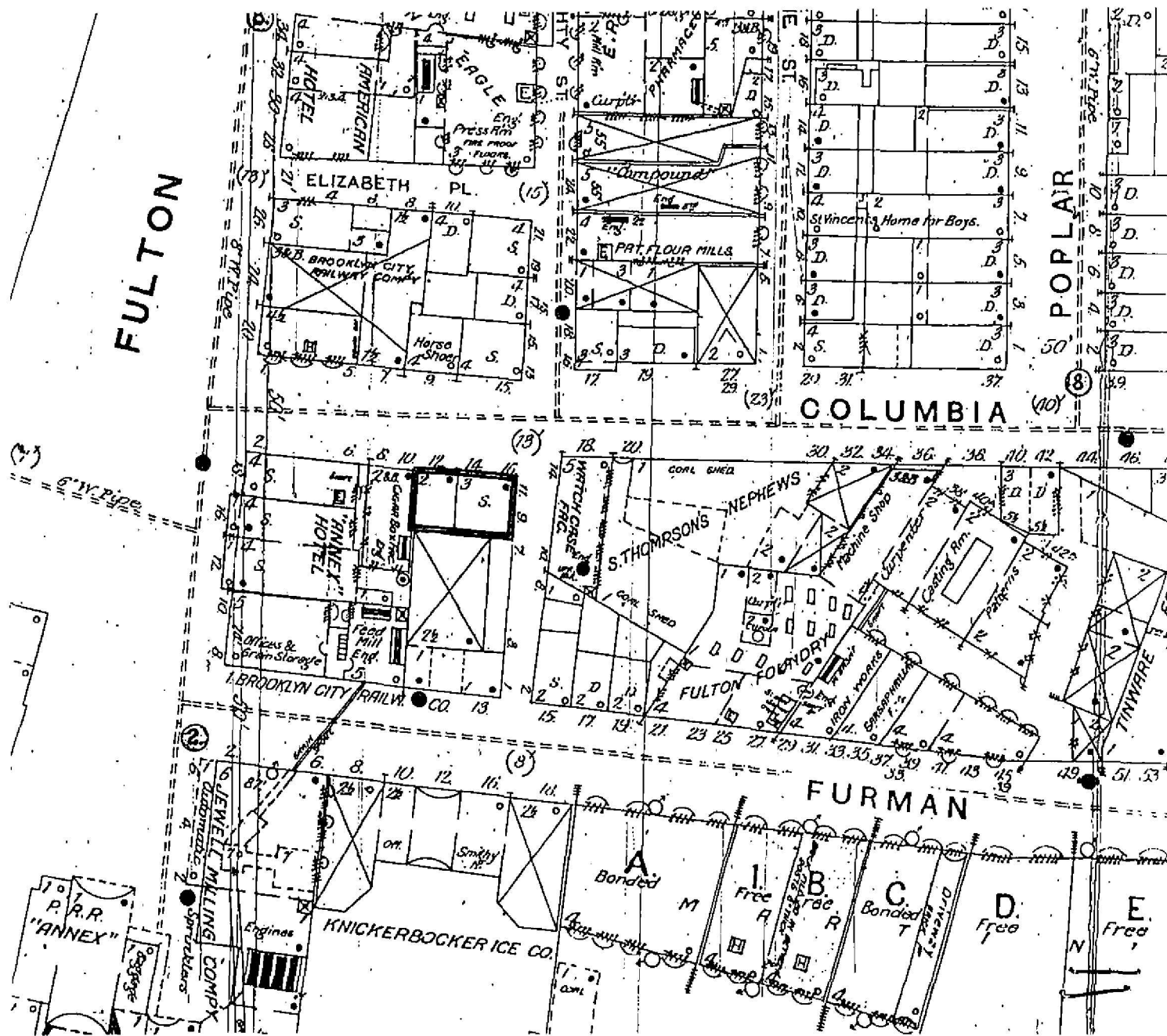
Thomas Everit, Jr., was a Brooklyn butcher for many years, but eventually relocated to 32 Ferry Street in New York City, where his son, Valentine, continued the family business (Stiles II 1869:126).

Thomas Baylis, a builder who lived at 47 Middagh Street (BD), bought the 14-16 Everit Street property from Everit in 1835 (LD 193:426). Between 1842 and 1847, a frame stable was built that covered the lot (BD; Street Opening Map 1847; see Exhibit 19). Dennis Keeler

(or Keheler), who bought the lot in April of 1847, was its next owner (LD 1034: 113); one month after he made this purchase, Everit Street was assessed for the previously-mentioned widening (Street Opening Map 1847). Keeler lived nearby on Elizabeth Street and is listed intermittently in the Brooklyn Directories as a laborer (BD). An insurance map from 1855 indicates that whatever the fate of Keeler's frame stable in 1847, a frame building of some sort continued to cover his corner lot in that year (Perris I 1855:plate 5).

The 14-16 Everit Street lot was sold to John M. Van Syckel by Keeler's executors in 1872 (LD 1034:113). Van Syckel, who lived on Henry Street, was yet another Brooklyn butcher (BD). He resold the property in the same year to Louis K. Church (LD 1065:462). Litigation between Church and Edward Douglas in 1874 led to the sale of the property at public auction, and purchase by Douglas (LD 17:492) who owned it for the next thirty years.

Douglas's occupation is uncertain as he was not found in the Brooklyn Directories or in Federal Census records. By 1877, however, a three-story brick building covered the lot (First Ward Tax Rolls [hereafter FWTR]). In 1887, it was a store (Sanborn 1887; Exhibit 20), and in 1893, the building was rented to George Hohl on a seven-year lease (LD 2189:310). Although tax records are either missing or somewhat vague, it appears that by 1898, the three-story brick building on the lot had been replaced by a frame structure that served as an Express Office at 14-16 Everit Street until it was demolished sometime between 1908 and 1911 (FWTR 1876-1911 with omissions; Hyde 1898).

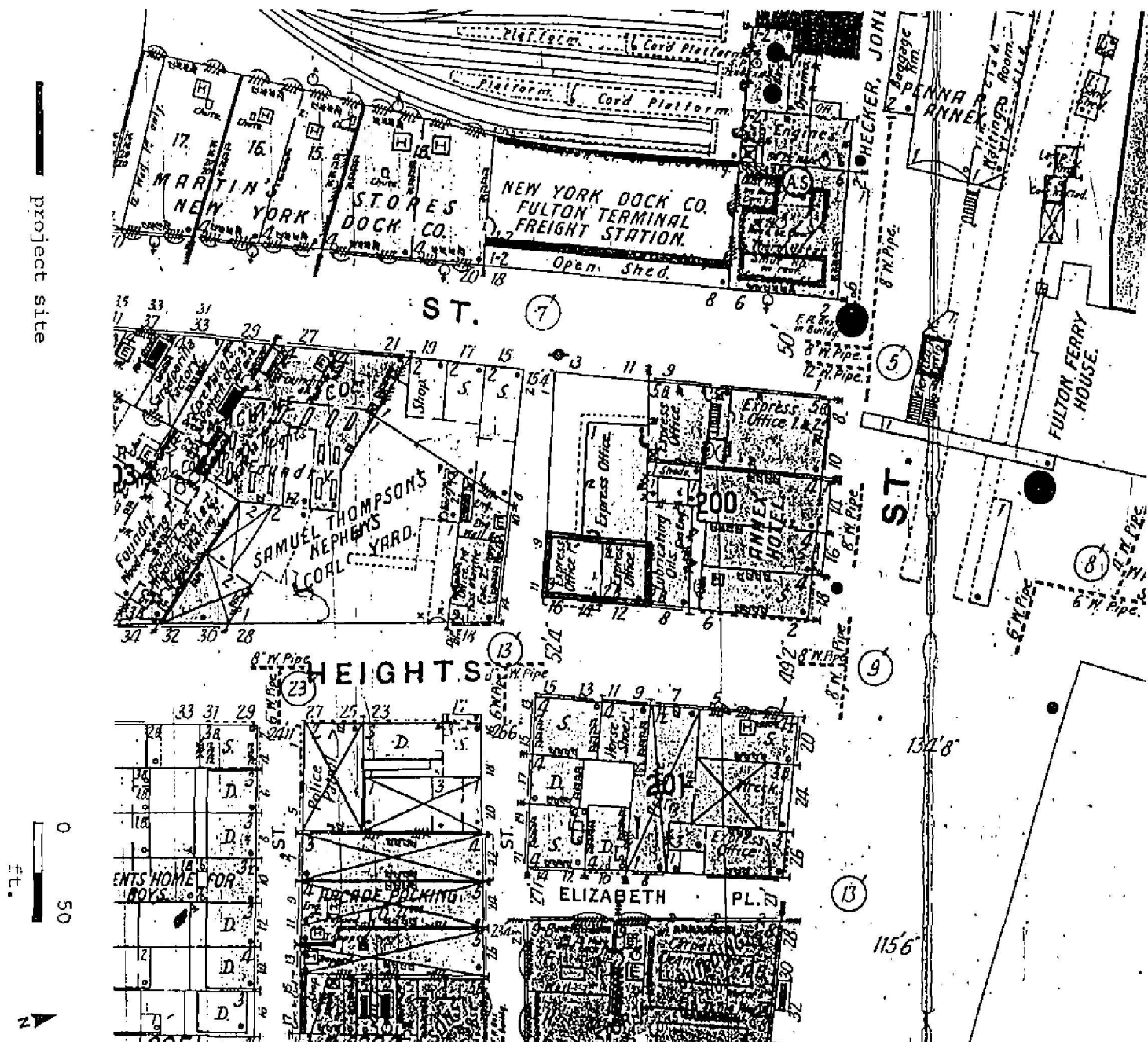


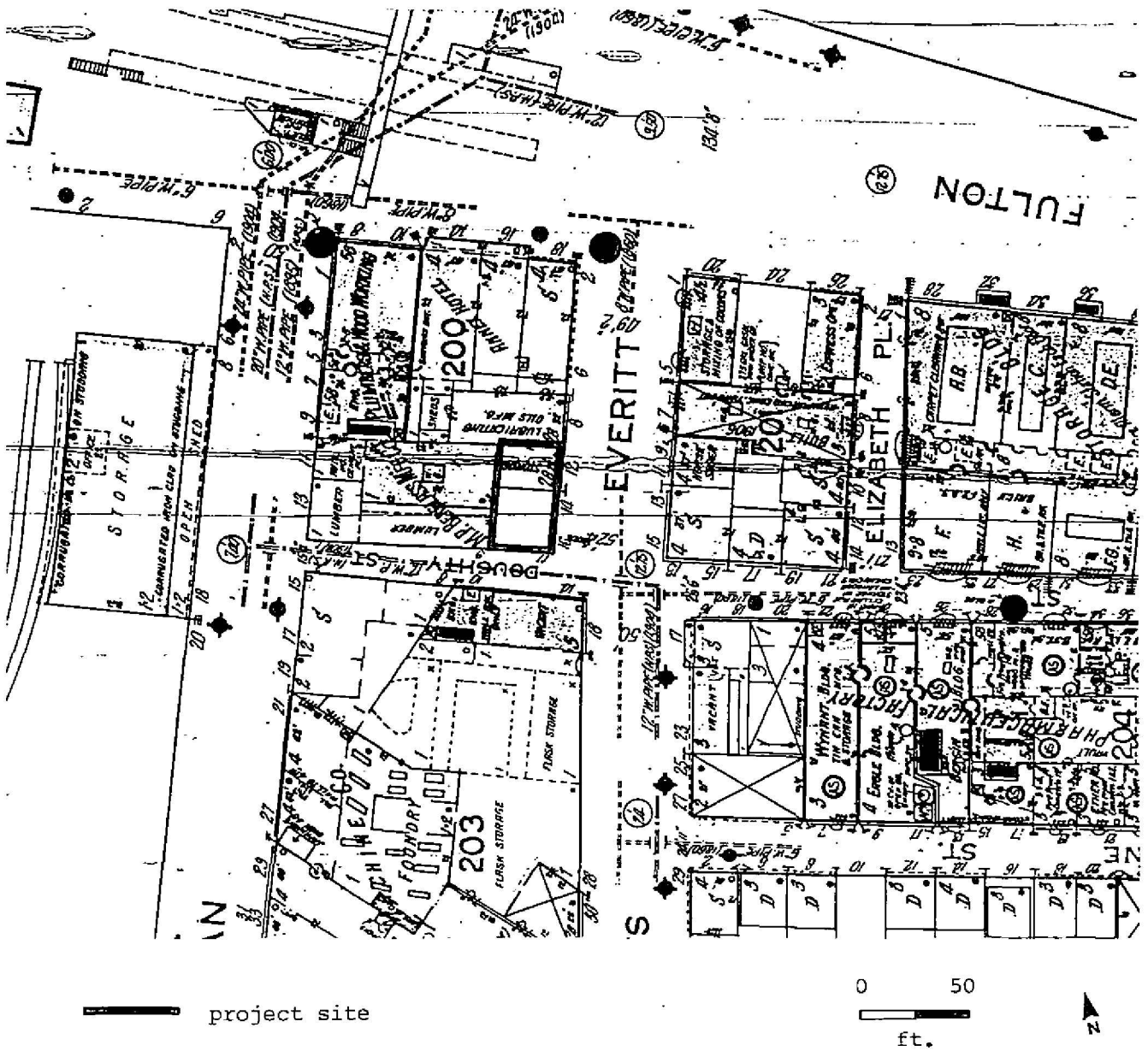
project site

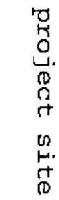
Douglas had died by 1902 (Letters of Administration 1902 115:339). His heirs--Catherine, his widow, John, his son, and a Dugold Douglas whose relationship is unidentified--were living in Argyle, Scotland, when the property was sold to Peter R. Renn in 1903 (LD 1903 18:254). The 1904 Sanborn identifies the building as an express office (Exhibit 21), and it was unoccupied by 1905; tax records indicate it was demolished by 1911. The 14-16 Everit Street property, on the southern half of Lot 13, has remained vacant to this day (FWTR; Sanborn 1915; Hyde 1929; Sanborn 1951; see Exhibits 22, 23, and 24).

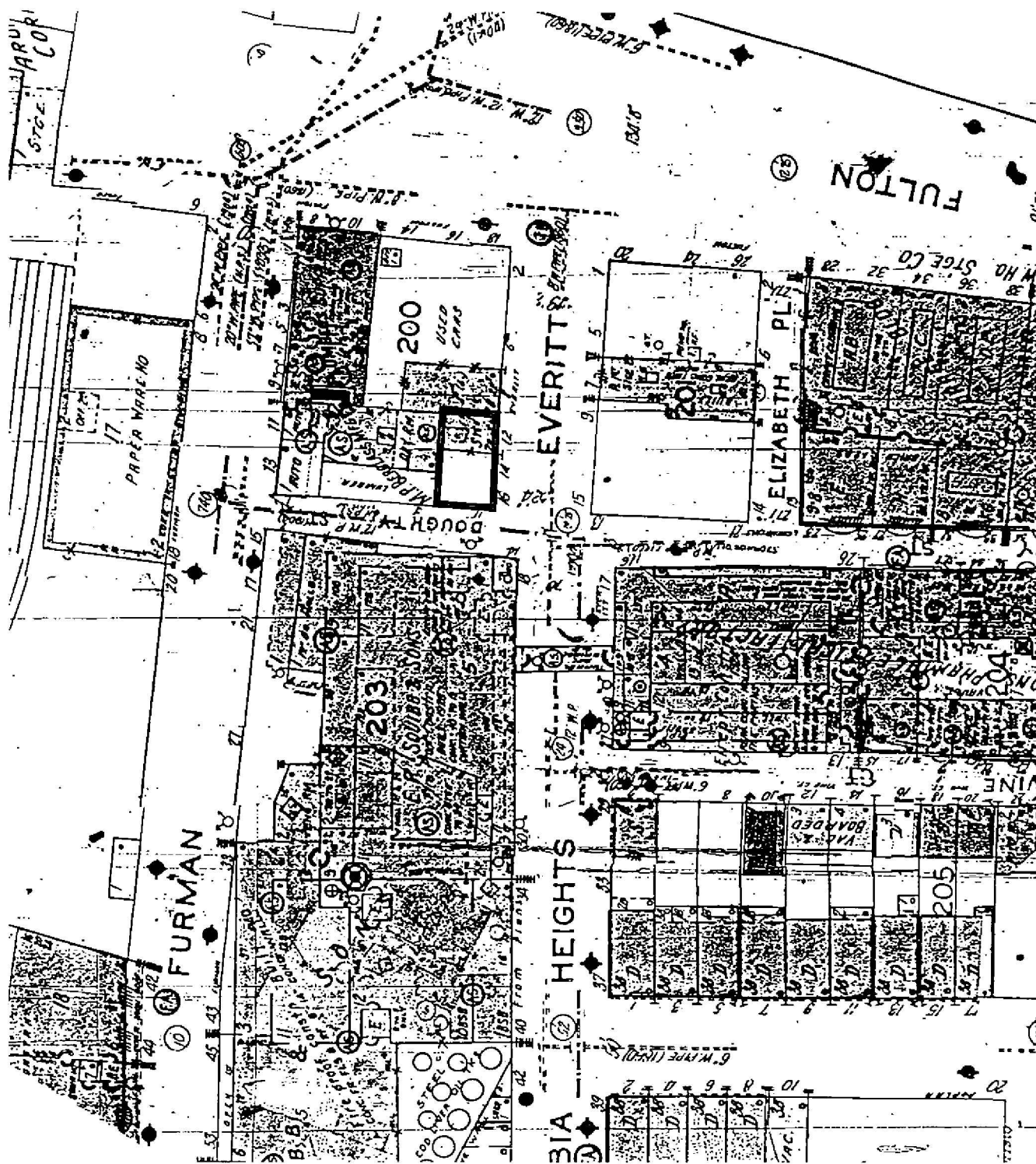
The ownership history of 12 Everit Street, located on the northern half of Lot 13 and a small part of Lot 11, varies somewhat from that of 14-16 Everit Street. A 1793 deed from executors of John Carpenter to John Hicks describes a 30 by 181-ft. lot extending west from Elizabeth Street that included part of what would become 12 Everit Street (LD 1793 7:112).

Hicks was a descendant of a large family that settled near the Ferry prior to the Revolution. Stiles records several men named Hicks in the project area at the beginning of the 19th century who were distinguished from one another by their nicknames. "Gentleman" John M. Hicks and Jacob M. Hicks lived in the Hicks mansion on Hicks Street at Fulton (No. 38 on Exhibit 17). However, the John Hicks who bought the Everit Street property was probably "Milk" Hicks, a milk dealer who lived on the southwest corner of Hicks Street at Doughty (Stiles 1884:110-111; BD). John "Milk" Hicks had died by 1813 (LD 1813 11:41).









project site

0 50

ft.

Thomas Everit, Jr., purchased a 30 by 246 ft. lot from the heirs of John "Milk" Hicks, one of them yet another John M. Hicks, within days of acquiring the 14-16 Everit Street property in 1813 (LD 1813 11:41). This appears to be the Hicks purchase of 1793 extended westward by land reclamation. As noted earlier, Everit Street was run in 1824, and one year later, Thomas, Jr., sold 55 ft. of this lot, now on Everit Street, to John M. Hicks (LD 1834 41:221), one of the executors from whom he had bought the property twelve years earlier. It is this section of his 246-ft. lot that apparently became 12 Everit Street.

By 1825, Everit had built a 20 ft. by 60 ft. brick "store," or warehouse, on an interior site on the Furman Street side of his property, behind 12 Everit Street and beyond the project site. This brick store is cited as the western boundary of the lot that Everit sold back to Hicks. On the northeast, Hicks's purchase was bounded by land that he already owned.³

Hicks, his wife, Mary Ann, and John M. Seaman lost their lots on the project block through mortgage foreclosure, and in 1838, the land was sold at public auction; title was assumed by the Savings Bank of Brooklyn (LD 1838 76:190). The northeastern part of the block was bought by William Hinman in 1841 (LD 99:153). His land on Everit Street ran south 109 ft. from Fulton Street and included 8-12 Everit Street.

³ Everit retained his lot and store on Furman Street. After his death in 1841 (Stiles I 1867: 128), his son, Valentine, sold the Furman Street property and brick store to Samuel Philbrick (LD 1842 106:236; Stiles I 1867:126).

Hinman was a drygoods merchant at 105 Fulton Street who lived at 148 Hicks Street (BD). Between 1842 and 1847, he apparently built a brick stable that covered his Everit Street lot (8-12 Everit Street) [Street Opening Map 1847; see Exhibit 19]. According to the 1847 Street Opening map, Hinman leased the stable to Robert Prince, an upholsterer and paperhanger at 58 Fulton Street (BD). The map also shows a sublessor at 12 Everit Street--Knowles Taylor--but no information about Taylor has been found.

Once Everit Street was widened in 1847, the brick stable may have been altered, but appears to stand until 1874 (Perris I 1855: Plate 6; FWTR). This structure was replaced sometime between 1874 and 1881, when a two-story brick building is documented on the lot (FWTR; see Sanborn 1904, Exhibit 21). This appears to be the building on the site at this writing (e.g, Sanborn 1951, Exhibit 24), a structure with an 8 to 10-ft. basement according to the architects' drawings of existing conditions (Platt and Byard 1990:3; Blee 1991: personal communication). Proposed basements do not exceed this depth.

In 1894, the Kings Country Trust Company, as trustee for the Brooklyn City Rail Road Company, acquired the property at 12 Everit Street (and all of the project block except for 14-16 Everit Street) through a mortgage forfeiture. Title was immediately transferred to the Brooklyn City Rail Road Company (LD 1894 258:139, 160).

Neither 14-16 nor 12 Everit Street appear to have been residential properties through at least 1925: neither occupants nor

structures are listed on the block in the 1841/42 and 1842/43 Brooklyn Street Directories, and the site buildings on the 1847 Street Opening Map are both stables. By 1904, the two buildings on the site lots were part of an express office complex (Sanborn 1904; Exhibit 21). No residents were found listed at these addresses on the Federal Censuses of 1900 and 1910, or on the New York State Censuses of 1915 and 1925.

As noted above, according to tax records the structure at 14-16 Everit was unoccupied from 1905 to 1907. Unfortunately, there are no tax data available from 1908 through 1910, but by 1911 the building had been demolished (FWTR). According to the Sanborn Insurance maps, by 1915 the vacant lot at 14-16 Everit Street was a lumberyard for M. P. Berglass Manufacturing Co. (plumbers and wood-working), while 12 Everit Street was used for storage (Sanborn 1915; Exhibit 22). The tax data mentioned here and maps from 1929 (Hyde) and 1951 (Sanborn) as well as a site visit indicate that the project site has remained virtually unchanged for the past eighty years.

LANDFILL HISTORY AND PREHISTORIC CONSIDERATIONS

The landfill history of the project site and any prehistoric considerations are discussed together since they are closely interwoven.

Seventy-one years ago, Arthur C. Parker noted in the Archaeological History of New York that

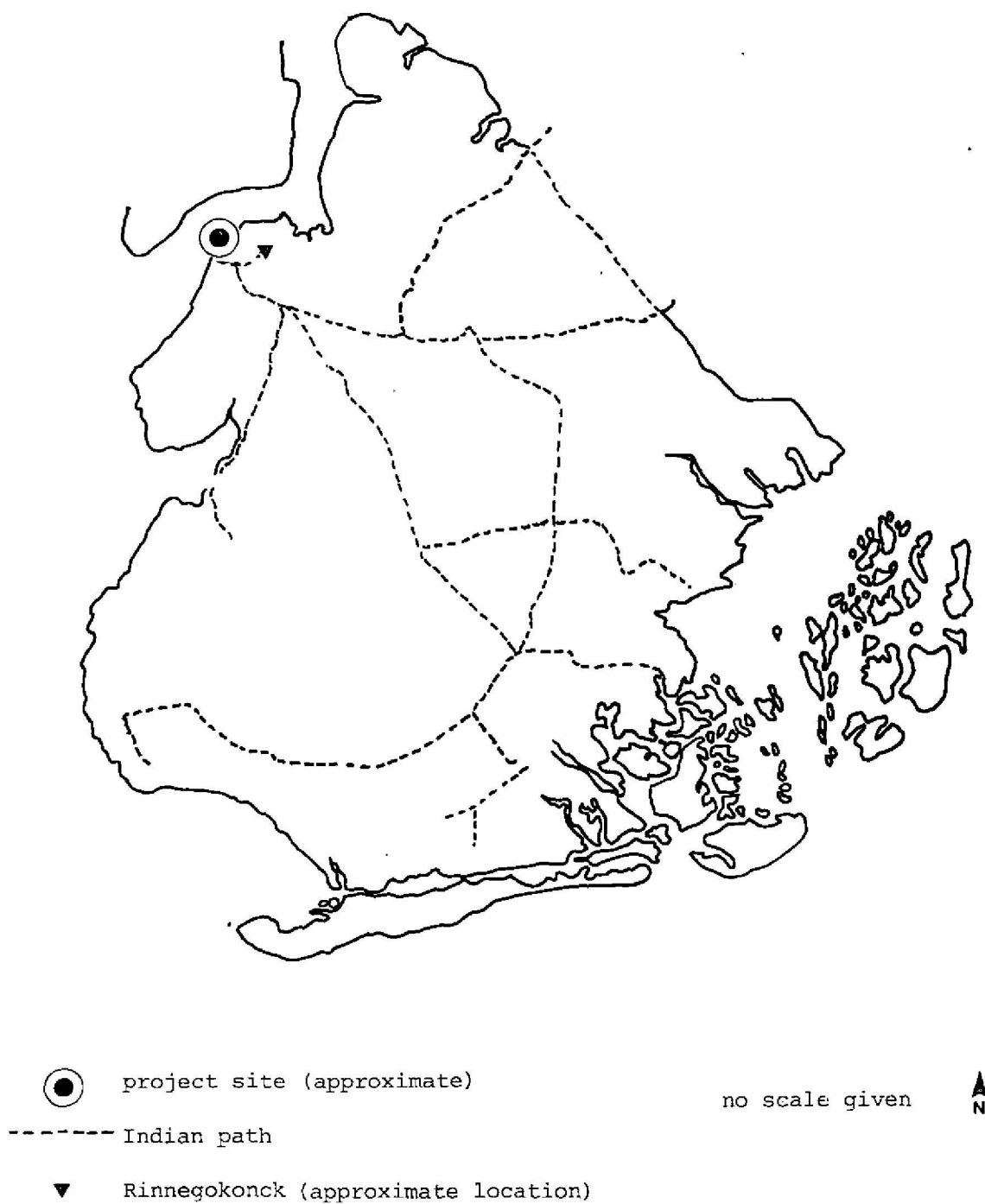
There is little recorded concerning the archaeology of Kings county the early erection of town and village over its areas soon blotting

out aboriginal traces. Without doubt, however, it was occupied in nearly every part, and once was an important place of Indian travel and traffic (Parker 1920:582).

Although development has been intense in and around the project area, Reginald P. Bolton, using historical records and writing in the 1920s and 1930s, documented one nearby site and several Indian paths (Bolton 1934:144-145; Exhibit 25). The site was Rinnegokonck, a camp on a sand hill located about one-half mile east of the project area at Bridge Street near York and Jay Streets; this site had been identified by Gabriel Furman in 1826 (Furman 1874:98-100). (Furman is the historian purportedly born on the project block [Stiles II 1869: 41]). But the pre-development setting and the development history of the project site tend to preclude both late-prehistoric camps, those most readily found, and the more ephemeral, earlier sites that could date to the retreat of the glacier 10,000 to 12,000 years ago.

Ownership of the project site throughout most of the 18th century is somewhat vague (see Ownership and Development Considerations and Appendix A). This may be a consequence of record keeping, but it may also be an effect of the conditions found at the site during this period.

It appears that local Dutch grants were for upland adjacent to and near the project site which was, at the time, swamp or land under water. At this writing there are no soil borings from the project site, but one drilled by the city as part of the Red Hook Water Pollution Control Project (NYC DPW 1968) indicates that Everit Street east of the site (Boring 52) runs on 18 ft. of fill (at least

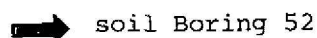


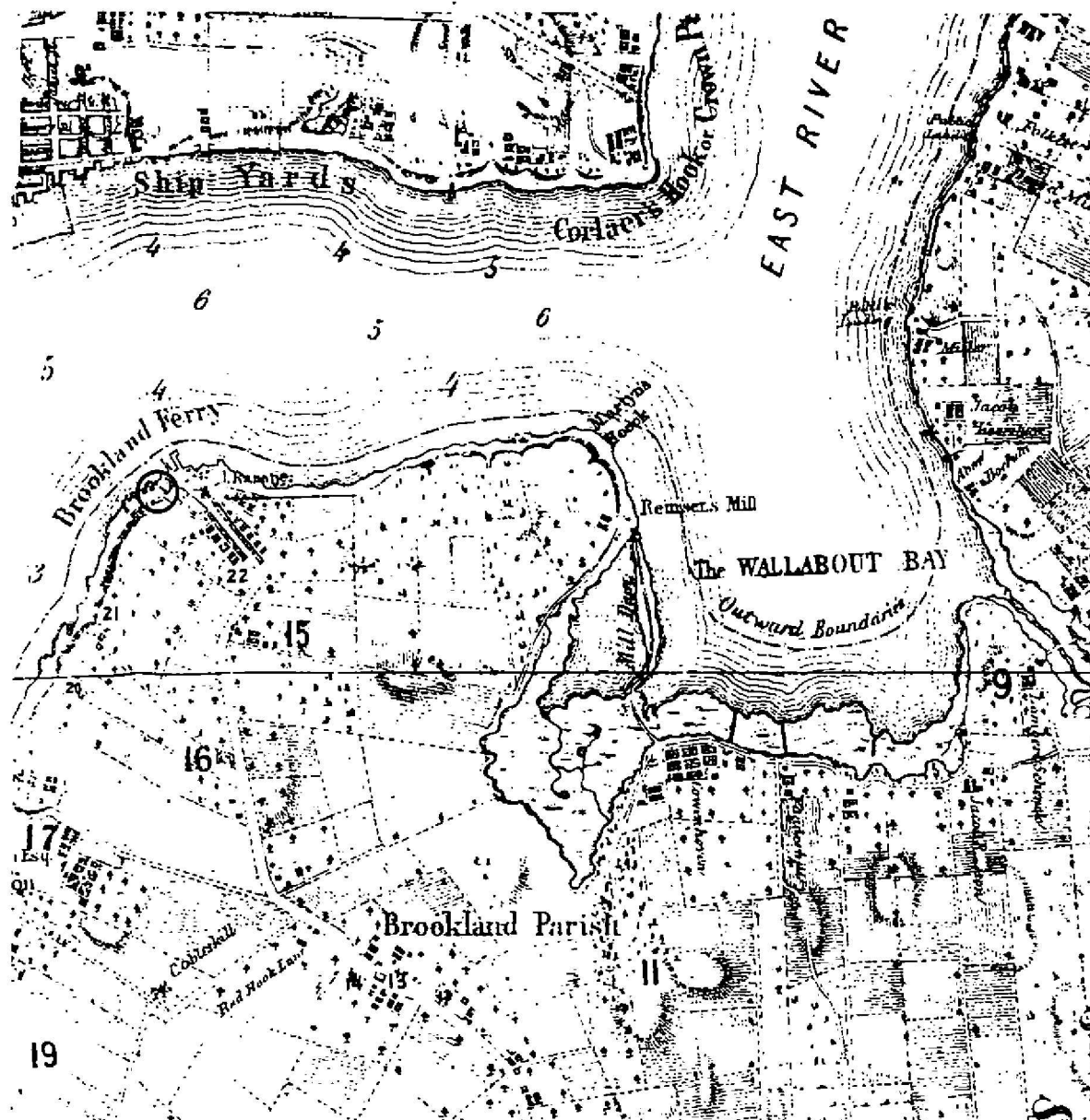
1 ft. of this fill was deposited in street grading [Street Folder re Everit Street]). This is underlain by a 6-ft. deposit of peat and other organics as well as the silt typical of a swamp or marsh (see Boring 52, Exhibit 26; Ebbitt 1991:personal communication).

Although early deeds for property in the site area provide scanty property descriptions, those that do offer information suggest landfill episodes. For example, one suggests that filling to what would become the west side of Everit Street as originally run had occurred by 1756 (LD 1756 6:59, 60; see Exhibit 29). This was the first of at least three fill episodes that affected the project block, and the deep fill documented on the east side of Everit Street suggests that land east of the project site and block was also filled. It appears that the project site was formerly part of an extensive swamp or marsh that bordered the East River. By the time a fairly reliable succession record is available in the late 18th century, site deeds do not even refer to it as "made" or "filled" land (see Ownership and Development Considerations).

The 1767 Ratzer map indicates that the project site and the eastern half of the project block had been filled by the time of survey (Exhibits 27 and 28). From deed information, it appears this filling may have occurred by 1756 when John Carpender (Carpenter) bought land in the northern part of neighboring Block 201 that also appears to have included part of the project block (see Ownership and Development Considerations and Appendix A). Subsequent deeds document at least two more fill episodes; one occurred by 1793, the other

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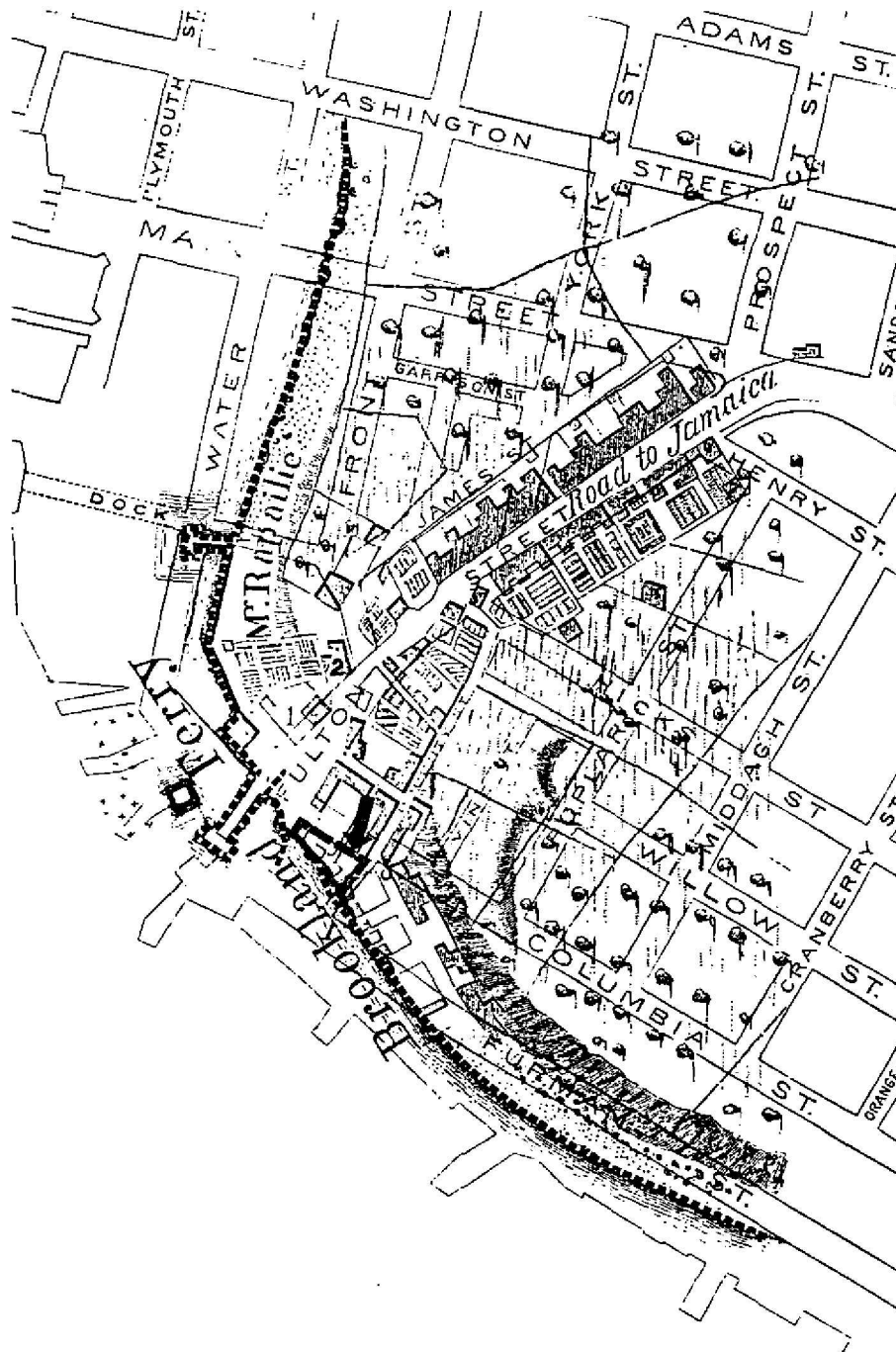




○ project site (approximate)

0 1/4
mile

N



- eastern part of project block
- project site area
- 1767 shoreline

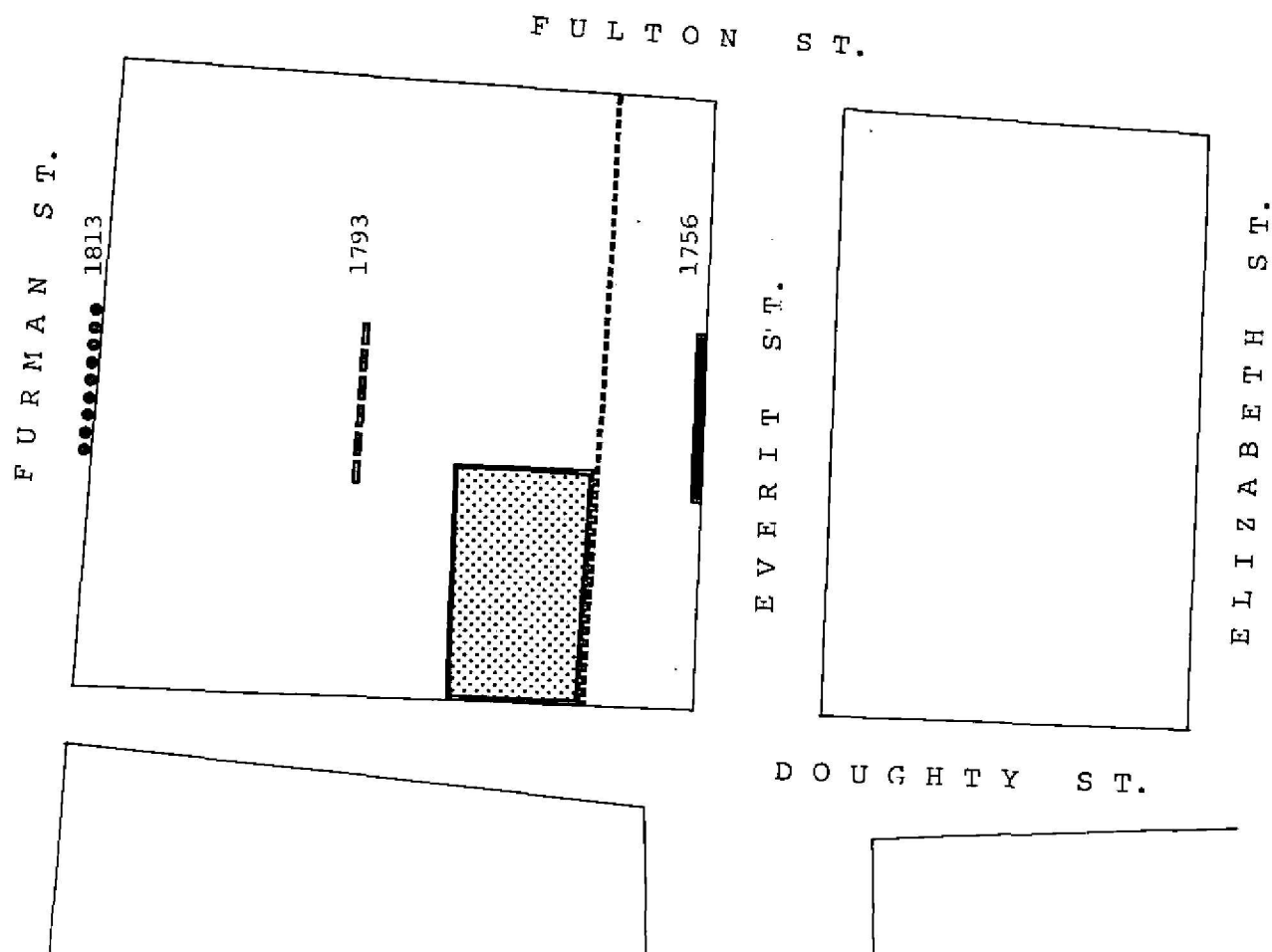
no scale given



by 1813 (Exhibit 29). In addition, deeds reference a slip and wharf at the foot of Doughty Street (see Ownership and Construction Considerations), suggesting that waterfront structures could conceivably lie in the southern part of the project site. This is especially so since it is not known just what the "foot of Doughty Street" referred to in light of filling and changing shorelines.

Unfortunately, an attempt to locate water lot grants that might offer specific fill information has been unsuccessful. A search of Letter Patents for New York State has not revealed any early enough to cover the filling documented through deeds and shown on maps (Ritzmann 1991:personal communication). A similar search of New York City's water lot grant libers has produced only one, to Jacob Brewerton in 1733, that could even possibly apply to the earliest filling (Grants of Land Under Water [hereafter GLUW] 1733 C:269); but deed research has not connected Brewerton, a ferry man, to the project site. Later grants to John M. and Jacob Hicks relate to land west of the project site (GLUW 1815 F:492; 1816 F:481).

Based on this information, it seems certain that landfill material that created the 14-16 and 12 Everit Street lots will be found below any existing basements as was found north of the Brooklyn Bridge at the Empire Stores warehouses (Solecki 1980). This was also the case at several Manhattan sites such as 175 Water Street (Geismar 1983) and the Telco Site (Rockman et al. 1983). Since the depth of the 12 Everit Street basement is known, fill on this lot should be reached at about 8 to 10 ft. below grade. It is also conceivable



project site



western line of Everit St. (1847)



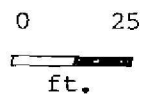
1756 fill line (approximate) (LD 1756 6:59, 60)



1793 fill line (approximate) (LD 1793 7:112)



1813 fill line (LD 1813 11:41)



that fill-retaining structures or shoreline features may be found on the project site, particularly in the southern part, along Doughty Street.

At this writing, it is not known whether former structures at 14-16 Everit Street had basements, but if they did, it seems likely that they would be no deeper than the basement of 12 Everit Street. All things considered, it appears that the best place to sample fill and test for waterfront features is on the vacant lot at 14-16 Everit Street.

CONCLUSIONS AND RECOMMENDATIONS

The landfill history of 12 and 14-16 Everit Street warrants investigation. At least one and perhaps three or more fill episodes occurred directly on the site, the earliest dating before 1767. Since filling occurred over time--possibly between 1756 and 1793 on the project site--it is conceivable that fill-retaining features may be present. It is more than likely that at least some of these may be wharves rather than bulkhead cribbing, particularly in the southern part of Lot 13 where a public slip may have been located. It is also conceivable that evidence of an 18th century tan yard may be found in the northwestern corner of the site, but this is more speculative.

The depth of swamp deposits that underlie the fill precludes the need to test for any prehistoric deposits. Moreover, should these exist, they would not be affected by the proposed development, but would remain protected under fill.

It is therefore recommended that any site borings required prior to construction be undertaken with archaeological considerations in mind. This would mean continuous sampling in at least three locations: the southeastern part of the 14-16 Everit Street lot; the northwest corner of the 12 Everit Street lot; and in an area that is not expected to produce fill-retaining features. It is recommended that an archaeologist be on site during these tests.

Based on what is learned about the site's subsurface conditions, it is possible that a minimal testing program that could be coordinated with construction excavation will be recommended. This would entail backhoe trenching to expose landfill structures and facilitate the collection of fill samples; these would be used to date filling episodes more specifically and to compare with other landfill sites in Manhattan and Brooklyn. Should it be warranted, the proposed field program should be agreed upon by the developer, the Landmarks Commission archaeologist, and the project archaeologist.

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12-16 EVERIT STREET APPENDIX Conveyance and Construction
Record to c. 1900

A

12-16 EVERIT STREET Conveyance and Construction Record to c. 1900

Grantor	Grantee	Date	Source	Remarks
Early Transactions				
Governor William Kieft.	Cornelius Dircken (Dircksen) Hooglandt	Prior to 1/24/1643	Mossdrop & Beers 1895-6; Stiles I 1867:75.	Royal Dutch patent. Waterfront S. of Fulton Ferry. Question whether patentee was Van Schou or Dircken (Dircksen).
	Claes Cornelissen Van Schouw	11/14/1642	Stiles I 1867:73.	
George Jacobs & Harman Joris; John Middagh; Garrett Middagh.	Gerrett Middagh; Machiell Hansen (Michael Bergen)	Early 18th C. deeds.	Cited by Mossdrop & Beers 1895-6 (map).	Various deeds for land that appear to in-are noted, but a gap in ownership remains.
Town of Brooklyn (Trustees of).	Hans Bergen/Johannes Seabring	3/26/1716	LD 4:111. BHSCR.	Mainly block E. of Everit St., bounded NW by East River; may include part/all of project site.
Johannes Seabring.	Hans Bergen	4/16/1717	LD 4:283.	Quit claim by Seabring (cited in LD 1733 5:157).
Michael/Rachel Bergen (execs. of Hans Bergen).	Israel Horsfield	10/17/1733	LD 5:157; Stiles II 1869:119-120.	Block E. of Everit St. bounded NW by East River. Horsfield a butcher & large landholder, h. Doughty at Elizabeth St. Dies 1772. If site not filled, this property could include land under water.
Israel Horsfield?	George Powers	?	Stiles I 1867:283.	Possibly from Horsfield, but no deed to Powers found. Powers a Brooklyn butcher with large land holdings both sides of Flatbush Ave. prior to American Revolution.
14-16 Everit Street (Lot 13, Southern Half)				
George/Anna Powers.	David Seaman	2/4/1801	LD 7:228; BD; BHSCR.	Dwelling house (E. of Everit St.) & lot 28 ft. 8 in. wide (no length given), bounded by East River in project block. Seaman a butcher.
David/Abigail Seaman.	Thomas Everit (Jr.)	5/10/1813	LD 11:39; Stiles II 1869:124-126.	Bounded SW by the street and public slip; NW by the E. River 28 ft 8 in.; NE by land now/ Hicks; SE 28ft. 8 in. by land of widow Elizabeth Cornell; parcel length not given. Thomas, Jr., born 1764. Everit has tannery abutting the project site to the west (see Exhibit --); lives at 72 Henry St., d. 1841.
Thomas Everit (Jr.).	Thomas Baylis	5/1/1835	LD 49:24; BD; St. Opening Map 1847; FWTR; BD.	Lot 29+ft. on Everit St., 55+ft. on Doughty St. Baylis a builder at 83 Washington, h. 47 Middagh. Frame stable built between 1841-1847 covers lot.
Thomas/Phoebe Ann Baylis.	Denis Keleher (Keeler)	4/10/1847**	LD 193:426; BD. FWTR; St. Opening Map 1847.	Lot 29 ft. x 30 ft. 8in. Keheler a laborer, h. Doughty at Elizabeth St.
Denis Keleher/Keeler (executors of).	John M. Van Syckel	2/13/1872	LD 1034:113.	Van Syckel a butcher at 156 Henry St.
John/Catharine Van Syckel.	Louis K. Church	9/2/1872	LD 1065:462.	No information found about Church.
John Lockwood (referee).	Edward Douglas	11/10/1874	LD 17:492; LD 2189:310; BD. LA 1902 115:339;	Litigation between Church (et al) and Douglas results in sale at public auction, to Douglas. Does not occupy site. By 1877, Lot covered by 3-story brick building; re-

12-16 EVERIT STREET Conveyance and Construction Record to c. 1900

Grantor	Grantee	Date	Source	Remarks
Edward Douglas.	George Kohl	1893	LD 2189:310; FWTR; Robinson 1898; LA 1902.	Seven year lease. 3-story brick replaced by a frame structure by 1898. Douglas dies 1902.
Catherine Douglas & other heirs of Douglas.	Peter F. Renn	3/20/1903	LD 18:254; FWTR; Sanborn Maps misc.	Douglas's widow & children in Argyle, Scotland. Lot vacant from between 1908 and 1911 to date.

12 Everit Street (Lot 13, Northern Half, and c. 2 ft. of Lot 11)*

John Carpenter/Carpenter* (Executors of): Jacob/Mary Seaman Benjamin/Ann Burdsall	John Hicks	7/26/1793	LD 2:112; BD; Stiles 1884:110- 111.	Lot 30 x 181 ft. Includes center of project block. Bounded NE by "Little" (Elizabeth) St., NW by E. River, SW by land partly of Powers, NW by land already owned by Hicks. Hicks probably a milk dealer, h. Hicks St. cor. Doughty.
Heirs of John Hicks: George/Elizabeth Hicks; John M./Elizabeth Hicks; John/Mary Seaman; Anne Hicks, John's widow. Thomas Everit, Jr.	Thomas Everit, Jr.	5/12/1813	LD 11:41	Lot 30 x 246 ft. bounded NE by by Elizabeth St., SW by river (at Furman St.). Everit buys 14-16 Everit St. lot the same week.
M. Dixon (Master in Chancery).	John M. Hicks Brooklyn Savings Bank	4/4/1834 5/9/1838	LD 41:221. LD 76:190.	Lot 29+ x by 55+ft. 12 Everit St. Irregular lot comprises NE part of block, includes 8-12 Everit St. Mortgage default by John/Mary Ann Hicks & John Seaman; sale at public auction.
Brooklyn Savings Bank.	William Hinman	11/1/1841	LD 99:153; BD; FWTR; St. Open- ing Map 1847.	Large irregular lot includes 8-12 Everit St. Hinman dry-goods merchant at 105 Fulton, h. 148 Hicks St. Brick stable built between 1841-47 covers lot; may be standing in altered form through 1874. Building changes between 1874-81, when 2-story brick structure, standing to date, is documented on lot.
William Hinman (lessor).	Robert Prince (lessee)	c.1847**	BD; Assessment Map 1847; BD; FWTR.	Prince an upholsterer/paperhanger at 58 Fulton, h. Fulton & Hicks. He sublets to Knowles Taylor c. 1847. Taylor an unknown. Knew building erected btwn 1874 and 1881. It appears this 12 Everit St. as it stands at this writing.
Kings County Trust Co. (as trustee).	Brooklyn City Rail Road Co.	9/14/1894	LD 2258:139.	Hinman dies; release of mortgage.
Brooklyn Heights Rail Road Co.	Brooklyn City Rail Road Co.	9/14/1894	LD 2258:160.	Includes whole block except 14-16 Everit St. A mortgage foreclosure.

*Several deeds were located that do not directly concern the project site but offer information about landfill, e.g., John Carpenter (Carpenter), a butcher, owned and lived on former Horsfield land E. of Everit St. He had bought property on the northern part of this adjoining block (Block 201) from Rem Remsen, Jr., in 1756. It is unclear how Carpenter acquired land in the middle part of the project block which was land under water in the 18th century (Stiles 1 1867 122-123; LD 1756 6:59, 60; LD 1803 8:10). A deed from Everit to John M. Hicks in 1825 concerns a small strip of land west of the project site that is referred to as "Everit's made land" (LD 1825 16:470), the only such reference found.

**Lot loses 22 ft. (N) to 25 ft. (S) in street widening.

BD=Brooklyn Directories BHSCR=Brooklyn Historical Society Conveyance Records FWTR=First Ward Tax Rolls LA=Letters of Administration LD=Liber of Deeds

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