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PHASE IA HISTORICAL AND ARCHAEOLOGICAL
SENSITIVITY EVALUATION OF THE BLOCK 169, LOT 36
BOROUGH OF BROOKLYN
NEW YORK, NEW YORK

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The City of New York
Department of General Services
Division of Real Property
2 Lafayette Street
New York, New York 10007

Prepared by:
William I. Roberts IV and
Linda Stone
Greenhouse Consultants Inc.
54 Stone Street
Penthouse Suite
New York, New York 10004

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LIST OF PARTICIPANTS.

| | | |
|-----------------------------|---|-----------------------|
| William I. Roberts IV, SOPA | - | Prehistory, Co-Author |
| Linda Stone | - | History, Co-Author |
| Michael W. Davenport | - | Cartographer |
| Jennifer Flood | - | Word Processor |



INTRODUCTION

The purpose of this Phase 1A Sensitivity Study is to document the potential prehistoric and historic sensitivity of the Block 169, Lot 36 parcel on the corner of State Street and Boerum Place in Brooklyn, New York through a review of existing archival, cartographic and published references. In order to provide a context for evaluating any identified resources within the parcel itself, this survey shall include a synthesis of published and unpublished prehistoric resources in the immediate locality surrounding the project area and a synthesis of the history of the parcel and its vicinity. See Figure 1 for the location of the project area.

GEOGRAPHY AND PHYSICAL SETTING

The project area is located in the Atlantic Coastal Lowland Physiographic Province of New York State. There is only one other location in the state (Staten Island) where this province occurs (Thompson 1966:34-35). The Borough of Brooklyn (Kings County) forms the western end of Long Island, which is the largest island adjoining the United States proper. The Block 169, Lot 36 project area lies to the north of the Harbor Hill terminal moraine at its western end. This moraine marks the maximum extent of the second advance of glaciation which partly covered Long Island (Thompson 1966:43; Van Diver 1985:70).

Greenhouse Consultants visited the project location on September 4 and 7, 1990. The property was being used as a used car establishment. A parking lot was in the western portion and an office/garage in the eastern edge, abutting the Court house. Plate 1 shows these facilities from the corner of State Street and Boerum Place. Plate 2 show the relationship of the used car office/garage to the Court house. The car lot is covered in asphalt. The garage building has no basement and is constructed on a concrete floor. The grade of the project area appears to be close to that of the roadways.

PREHISTORIC SENSITIVITY

As part of the project evaluation process, this sensitivity study has surveyed published and unpublished resources in the Municipal Archives and Library of New York City, the files of the New York State Museum Division of Historical and Anthropological Services, the Research Branch of the New York Public Library, and the New York State Office of Parks, Recreation and Historic Preservation.

Table 1 presents the results of our search for prehistoric sites in the vicinity of the Block 169, Lot 36 project area. Included in the table are five sites located two miles more or less from the project area. The locations of these sites are presented in Figure 2 with letter code identifiers which correspond to those in Table 1.



Figure 1

Location of the Block 169, Lot 36 project area on U.S.G.S. 7.5 minute series Brooklyn, New York and Jersey City, New Jersey - New York quadrangles.

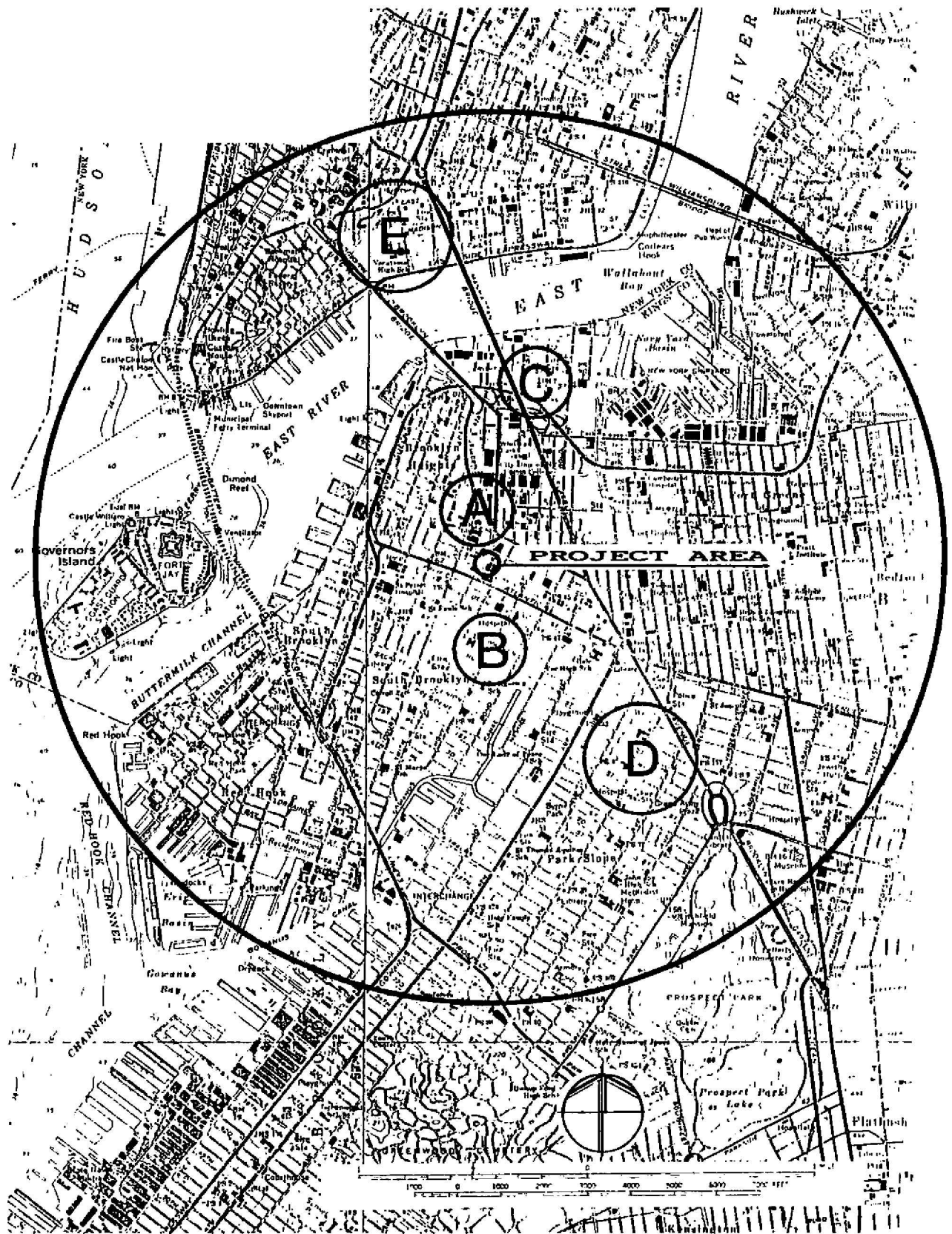


Figure 2

Known prehistoric sites within a two mile radius of the project area.



TABLE 1: PREHISTORIC SITES IN THE VICINITY OF BLOCK 169, BROOKLYN

| Site Name | Bolton | Parker | NYSH | Reference | Period | Description |
|---------------|--------|----------|------|--------------------|---------------------------------|-------------------------|
| A. Marechawik | 117 | | | Grumet 1981:27 | Contact and Woodland (?) | Village |
| B. Werpos | 67 | | | Grumet 1981:58 | Contact | |
| C. | | | | Furman 1865:34 | Contact, possibly earlier | Traces of Occupation |
| D. | | ACP-KNGS | 3606 | Parker 1922:Pl.170 | | Camp |
| E. | | ACP-NYRK | 4060 | Parker 1922:Pl.192 | Woodland (?) | Village |

Of the five known occurrences of prehistoric occupation within two miles of the project area, none were excavated (recently) under controlled conditions. All represent sites located during the early years of this century or earlier by avocational or professional archaeologists. No sites have been recorded by the New York State Museum within one mile of the project area.

At the time of the first European contact and settlement in the seventeenth century, Brooklyn was inhabited by a number of distinct Indian groups each with one or more village sites, seasonal encampments and food supply area indicated in the documentary record. These groups evidently included the Marechkawiek, the Canarsee, the Keshaechquereren, the Rockaway and the Nayack (Grumet 1981:6). Several of these village sites have been identified with varying degrees of precision as having been situated in Brooklyn in the vicinity of the project area.

The Indian village of Mareyckawick was identified by Bolton (1934) as being located at Galletin and Elm Place, approximately 0.2 miles east of the project area. Solecki (1977:7) places it in the vicinity of Lawrence and Jay Streets, approximately 0.4 miles north of the Block 169 project area. Confusingly, he states that "the area just north of Old Fulton Street (now called Cadman Plaza West)"...was occupied by a family of Indians called the Mareyckawicks, a branch of the Carnarsie who controlled much of western Long Island" (Solecki 1977:75). This location would place the village 0.5 miles northwest of the project parcel. MacCleod, quoted by Grumet, suggests this village was near Borough Hall (Grumet 1981:27) thus providing yet another possible location (see Figure 2 and Table 1). This final location is approximately 0.2 miles northwest of the Block 169 project area, and is marked "A" on Figure 2. Another occupation site known as Werpos was located about half way between Marechawik and the Gowanus Creek (Grumet 1931:58). Unfortunately the references to Werpos do not provide any description of the type of site that existed at this location. Werpos is designated "B" in Table 1 and Figure 2.

Furman noted the physical evidence of Indian occupation "at Bridge Street, between Front and York and between Jay and Bridge Street" (Furman 1865:34). Remains included Indian pottery, projectile points and clay tobacco pipes. He further stated that the "material was found in situ (down to a depth of 3 feet to 4 feet) on the top of a hill about 70 feet high which is shown in Lt. Ratzler's map of 1766-67" (Solecki 1977:75). The hill has been razed, but would have been located approximately 0.9 miles north of the project area. See Figure 2 and Table 1, where this site is designated "C".

Arthur C. Parker, the former New York State Archaeologist, reported that the early erection of European settlement over Kings County eradicated traces of aboriginal occupation. Parker had no doubts that the Borough of Brooklyn (or Kings County) was "occupied in nearly every part..." (Parker 922:582). Despite the pessimistic nature of this statement, Parker was able to locate a few sites in Brooklyn.



The remaining two sites found within the search radius were both registered by Arthur Parker with the New York State Museum. Both sites are unnamed. The first of these, designated "D" in Table 1 and Figure 2, is situated in Brooklyn about 1.2 miles southeast of the project area and slightly east of the headwaters of the Gowanus Creek. The files of the New York State Museum list this as ACP-KNGS-2 which is described by Parker in his text. The description provides a reference to Furman and is very similar to that of site "C" above (Parker 1922:582). Since the Furman reference is clearly to another location, this Parker site must be another of his unnumbered locations. Parker's illustration of Kings County (ibid.:Plate 179) includes an unnumbered camp site in this location, so it appears likely that site number listed by the New York State Museum is in error. The final site found in the search, designated "E" in Table 1 and Figure 2, is located in Manhattan. This unnumbered site is referenced by Parker only in his illustration of New York County where it is represented as a village (Parker 1922:Plate 192). Parker's description of this site as a village makes it likely that it was occupied during the Woodland Period, but this cannot be confirmed as no description of artifacts recovered is included.

In terms of potential prehistoric sensitivity, the project impact area was evaluated from two points of view:

- 1) the proximity of known prehistoric sites in or near the project area; and,
- 2) the presence of fresh water drainage courses in general, and particularly the identification of river or stream confluence situations where two or more drainages come together, providing access to both water and food supplies of both systems.

This survey has documented the recorded or published location of no less than five sites within a two mile radius of the Block 169 project area. Although sites have been identified in the general region of the proposed project impact area, none are known to exist within the project area itself. No evidence, positive or negative, based on previous survey work, is available. It would be inappropriate, however, to characterize this region as without prehistoric sensitivity. There is evidence that Block 169 is situated above a source of fresh water. According to Scott Groom, Project Manager for alteration being done to the basement of the Brooklyn Court Annex at State Street which abuts the project area, Block 169, lies over an underground river which formerly served as part of the water supply for the city of Brooklyn (Groom 1990 pers. comm.). It is possible that this aquifer once fed one or more springs nearby. Prehistoric archaeological evidence could survive beneath buildings with shallow foundations or in yards or other areas that have not been built upon.



HISTORIC SENSITIVITY

As part of the property evaluation process, this historical sensitivity study has surveyed published and unpublished sources located at the Main Research Branch of the New York Public Library including the Local History and Genealogy and the Map Divisions, the Brooklyn Historical Society, the New York Historical Society, and the New York City Landmarks Preservation Commission. In addition, primary resources housed at the Brooklyn Borough Register of Deeds and the Topographical Bureau of the Brooklyn Borough President's Office were also surveyed.

Seventeenth and Eighteenth Centuries

Brooklyn town and county records from the time of its earliest settlement through the close of the Revolutionary War are unavailable (Stiles 1887:I:212). It is speculated that they were destroyed during the War (Bailey 1840:11; Custer 1911:16). As a result, the history from this time period is gleaned through other records; "stray deeds, documents, newspapers, letters," etc. (Stiles 1887:I:212). Therefore some information, particularly regarding the earliest settlement of Brooklyn, is hazy. One of the disputed pieces of early history has to do with the earliest settler in the present day Borough of Brooklyn. Some sources say that George Jansen de Rapalie first settled in the Wallabout area in the 1620s (Bailey 1840:6). Although de Raplie bought land near Wallabout Bay in 1637, he likely lived in Manhattan until 1654 (Stiles 1869:I:85). Stiles attributes the first settlement in Brooklyn to William Bennet and Jacques Bentyn who bought 930 acres from the Indians at Gowanus and built a dwelling there in 1636 (ibid.:23). Stiles' history is a more exhaustive, and probably more accurate, work. His evidence disproving de Rapalie as the first settler is most convincing and it is corroborated by other historians (Anonymous 1886:38; Wuttage n.d.:1).

"Breuckelen was the first of the towns of New Netherland to be politically organized" (Weld 1938:11). It was an agricultural community during seventeenth and early eighteenth centuries (Anonymous 1886:48; Stiles 1867:I:105). By the late 1630s Europeans were receiving grants, deeds and patents for land within Brooklyn. The main settlements were at Gowanus and Wallabout (Weld 1938:11). Within ten years "nearly the whole water-front from Newtown Creek to the southerly side of Gowanus Bay was in the possession of individuals who were engaged in its actual cultivation" (Stiles 1867:I:44). From 1642 to 1647 Governor Kieft made land grants for much of what we now call Brooklyn (Bailey 1840:8). The center of the early village; called Breucklyn or Breuckelin, named for a town in Holland, was located north of the project area along the present Fulton Street between Smith and Hoyt Streets (Custer 1911:10; Stiles 1867:I:45). The first deed recorded for the land including Block 169, Lot 36 was made from Governor Kieft to Andries Hudde in 1645 (L.1 p.249). Hudde was a member of the former Governor Van Twiller's council in the early 1630s. He was a surveyor and real estate speculator (Stiles 1867:I:70). He never lived on the parcel containing the project area (ibid.:71). In 1650 Hudde's lawyer conveyed his Brooklyn property including the project area to Lodewyck Jongh (ibid.). This was the last deed recorded for the project area while the colony was under Dutch rule.



In 1646, the Village of Breuckelin was incorporated by charter of the Dutch West India Company (Anonymous 1886:44; Brooklyn Daily Eagle n.d.:33; Ment 1979:15). This allowed the community to establish a self governance (Weld 1938:12). The Dutch surrendered New Netherlands to the English in 1664, Breuckelin became Brooklyn at that time. It was one of the six villages on western Long Island (Ment 1979:19). Although Brooklyn came under British rule most of the Dutch population remained. The edifice for the first Dutch Church in Brooklyn was erected in 1666. It was located in the middle of what is now Fulton Street between Lawrence and Bridge Street (Furman 1824:76; Goodsell 1871:8).

Brooklyn began to grow under British rule. In 1670 a request was granted for purchase of a large amount of common land from the Indians (Furman 1824:15; Stiles 1867:1:205). Brooklyn became the main village of Kings County and had the majority of both population and wealth (ibid.:197). It was made a market town for grain and produce in 1675 (Anonymous 1886:48). The Block 169, Lot 36 project area was deeded from Jongh to Dirck Janse Woertman in 1679 (L.1 p.250b). Jongh's widow apparently sold her husband's parcel in at least two parts with the project area going to Woertman (Stiles 1867:1:71).

By the turn of the century Brooklyn had less than 500 inhabitants (Brooklyn Eagle Sunday 1946:3).

Population grew slowly in the seventeenth century and remained below 3000 through most of the eighteenth century, largely because farms were passed on to succeeding generations intact, while many young people migrated to other areas where land was available (Ment 1979:18).

Woertman sold the tract of land containing the Block 169, Lot 36 project area to his son-in-law, Joris Remsen, in 1706 (L.3 p.81; Stiles 1867:1:72). The property remained in the Remsen family at least through the time of the Revolutionary War (L.6 p.174; L.8 p.108; Stiles 1867:1:93-94). A deed from Joris Remsen's heirs to Hendrick and Peter Remsen is recorded in 1772 (L.6 p.174). The next deed for the project area is not recorded until 1804 and it does not list either Hendrick or Peter Remsen as Grantor (L.8 p.108).

Kings County was formally established as an administrative unit in 1683 (Custer 1911:14; Ment 1979:19). Almost immediately, incidents of road disrepair and neglect were recorded (Furman 1824:36). Disputes over ferry rights were also noted as a problem. Both New York (Manhattan) and Brooklyn wanted to claim the rights for ferries travelling between them. This dispute was to last for close to two centuries (ibid.:22; Stiles 1867:1:212). In addition to these local problems, the King was imposing increasing restrictions on the colony. In an early act of rebellion, a group of Brooklyn citizens met at the courthouse in 1696 and defaced the property (ibid.:208). Improvements in roadways were begun in 1704 when King's Highway (Fulton Street) was laid out from the ferry to the Dutch Church (Furman 1824:36-37). Brooklyn was added to the post route in 1741 and King's Highway became part of the first post road through Long Island in 1764 (Brooklyn Eagle Sunday 1946:3). Red Hook Lane was laid out in 1760. It first appears on Ratzers 1766/67 Plan of Brooklyn (Stiles

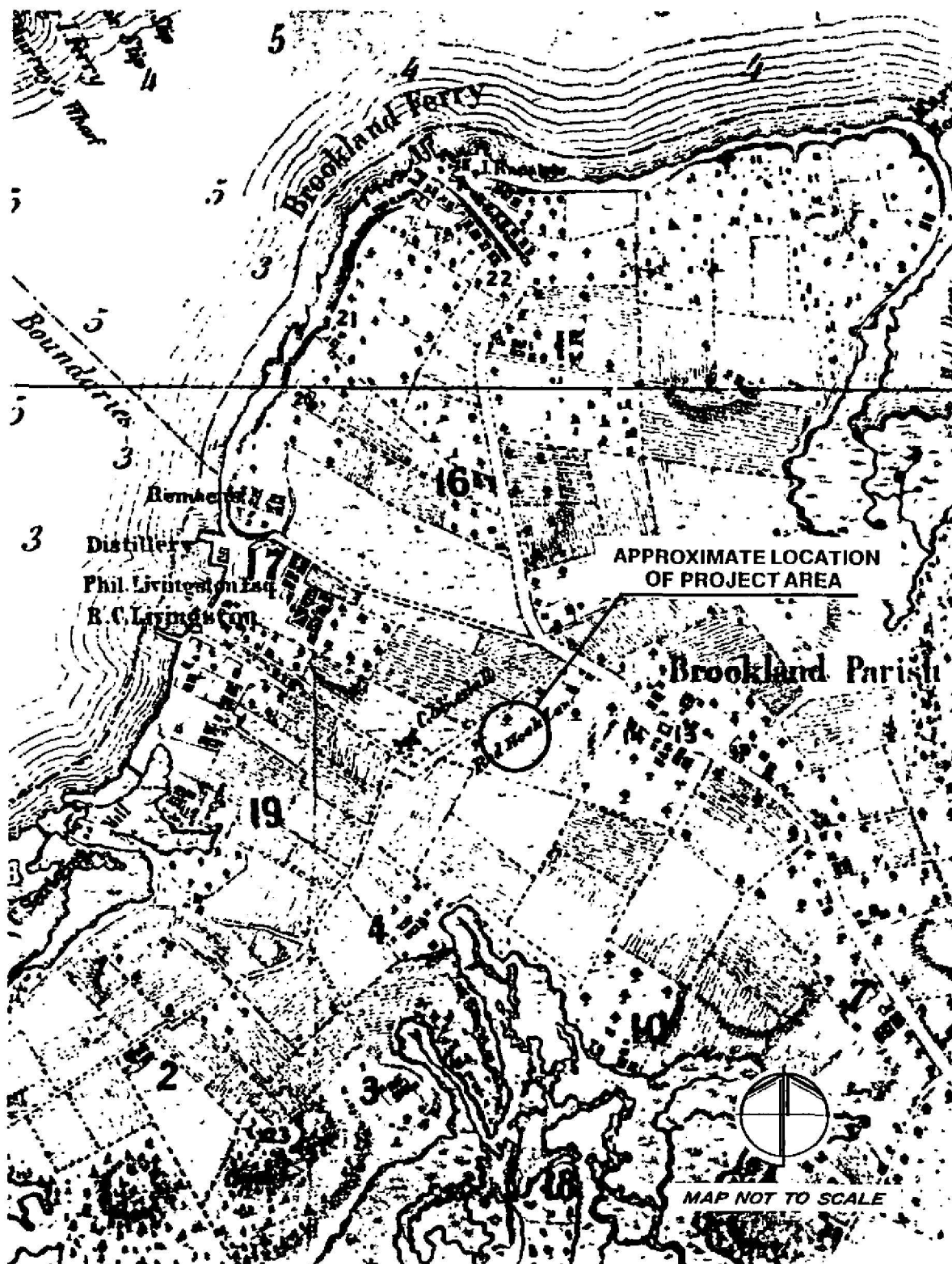


Figure 3 From Ratzer's 1766/67 Plan of the Town of Brooklyn.

1869:II:154). Figure 3 shows the location of the project area in relationship to both of these roads. The project area is depicted as farm land at that time.

Long Island was considered a natural fortification for New York (Ostrander 1894:190). During the 1740s, when France was considered a threat, fortifications at Brooklyn were suggested to the legislature (ibid.:190-191). These issues were raised again when the British became a threat just prior to the Revolution. The British began imposing increasing hardships on the Americans. Acts for taxing various items were passed in 1765, including the Stamp Act. Being as unpopular as it was the Stamp Act was repealed in 1766 (ibid.:199-200). Rebellion was formally declared on a local level at a Brooklyn town meeting in May 1775 after word was received of the aggression against the people of Massachusetts. By 1776 New York was assembling troops and steps were being taken for fortification (ibid.:208-215).

At the beginning of the Revolution, Brooklyn "was a pleasant but quiet agricultural town" (Stiles 1867:I:242). The people of Kings County were mainly Dutch and were indifferent toward the pending war (Anonymous 1886:50; Stiles 1867:I:243). Despite the local indifference, by February 1776 Brooklyn was fortified and 400 troops were posted from Wallabout to Gowanus, east of the Block 169, Lot 36 project area (Stiles 1867:I:246). The Americans had anticipated the British desire to have New York as their future base of operations and fortified accordingly (Bailey 1840:55). By July "the whole British naval and military forces had been concentrated in the Bay of New York or on Staten Island" (ibid.:253). On August 22 the British landed at New Utrecht and established headquarters. From there the British continually advanced toward the American lines. They were basically able to do so because their numbers were much larger than the Americans, roughly 15,000 versus 5,000 (Ment 1979:23; Stiles 1867:I:254-281). By August 27, the Battle of Brooklyn ("the first strategic conflict of the Revolution"), the Americans had increased their numbers to about 9,000, but this was still not enough to hold back the British forces (Homans 1904:2; Stiles 1867:I:254-281). The Americans were defeated at this Battle and voted to evacuate. The British occupied Brooklyn from August 1776 through November 1783 (ibid.:297). Figure 4 depicts the location of the project area on Stiles Plan of the Battle of Brooklyn. It shows the fortifications extending from the Wallabout Cove to Gowanus Bay in relation to the project area. Other cartographic sources from the time of the Revolutionary War were consulted for specific details regarding the project area. Gadsen's 1770s plan of Fort Green depicts the project area as farm land. General Jeremiah Johnson's 1776 Map of Brooklyn shows the names of the large landholders of the day. The Block 169, Lot 36 project area could be interpreted as part of the land of Device H. Van Brunt. Since this name is not referred to in any of the deeds for the project area it can be concluded that Van Brunt was simply the largest neighboring land owner.

The war left Brooklyn desolate. Only 56 buildings were left standing in the village in 1783 (Furman 1824:89; Stiles 1867:I:325). Rebuilding gave rise to the demand for better fire protection. This demand was the first



step in organizing Brooklyn Village (Weld 1938:13). Brooklyn was reorganized as a town in 1788 under state law during the first incorporation of towns after the revolution (Brooklyn Daily Eagle n.d.:33; Custer 1911:18). Later that year New York State was admitted to the Union (Custer 1911:18). By the turn of the century the town of Brooklyn had about 3300 inhabitants (Goodsell 1871:17).

Nineteenth and Twentieth Centuries

The early nineteenth century witnessed continued growth and development in Brooklyn. Brooklyn was incorporated as a fire district in 1801 (Brooklyn Daily Eagle n.d.:33; Stiles 1867:I:386). The Navy Yard at Wallabout was also established that year (Stiles 1869:II:35). The Brooklyn, Jamaica and Flatbush Turnpike Company was incorporated in 1809 and one of their first local improvements was the paving of Old Ferry Street within the Village (Stiles 1867:I:391). Fulton had success with his steamboat by 1812 and steam ferries began running between Brooklyn and Manhattan in 1814 (Ment 1979:30; Ostrander 1894:II:56).

The earliest nineteenth century deed recorded for the parcel containing the Block 169, Lot 36 project area was recorded in 1804. The property was deeded from John Johnson to Teunis and Margaretta Johnson (L.8 p.108). This means that there is a gap in the records from the 1772 deed to Hendrick and Peter Remsen to this deed. Although the intervening deed is unrecorded, it is suspected the parcel was retained by members of the family since there is evidence that Johnsons and Remsens were related (Stiles 1867:I:93-94). The Johnsons sold the property containing Block 169, Lot 36 to Samuel Smith in 1815 (L.11 p.239,269), while owner of the property, about ten years, Smith "pursued the farming and milking business" (Stiles 1869:II:287). He later went on to hold several public offices including Mayor of Brooklyn in 1850 (ibid.).

Embargoes against England led to a declaration of war in 1812 (Ostrander 1894:I:50-51; Stiles 1867:I:396). Fearful of an actual attack like that during the Revolutionary War, Brooklyn fortified the Heights (Ostrander 1894:II:52). However there was no need for their use and peace was declared a year later (ibid.:56).

The growth in Brooklyn began to slow by the end of the war. People were not going to Brooklyn because of lack of services and poor conditions of streets and sidewalks. "In short, a general condition of slovenliness and lack of order" was responsible for the downturn in the community (Weld 1938:16). A public meeting was held in Brooklyn in 1816 to discuss improvements which had begun two years earlier with the introduction of the steam ferry. A committee was appointed, charter drafted and legislation passed (ibid.:18). The Village of Brooklyn was erected out of the town (Furman 1824:68). The village incorporation "gave an impulse to the spirit of improvement, and has caused it [Brooklyn] to be ranked as the third city in the state of New York" (Bailey 1840:15). By 1820 the village population had increased to about 7000 (Goodsell 1871:17).

The first local improvements to begin in earnest were street improvements in 1821 (Weld 1938:21). Old Ferry Street had been renamed Fulton Street in 1817 (Stiles 1869:II:195). The County Medical Society was organized in 1822 (Weld 1938:33). During the next couple of years progress and improvements were in full force (Stiles 1869:II:208-210). By 1825 the population of Brooklyn swelled to 8800 and it had become the third largest city in the country (Goodsell 1871:V).

Because of the improvements and growth in Brooklyn one wealthy land owner turned real estate speculator and subdivided his estate for sale in 1823. Many others followed suit and by 1825 real estate speculation was in full swing (Weld 1938:27). That was the year Samuel Smith sold his property which included the Block 169, Lot 36 project area to Abraham and Peter Schermerhorn (L.16 p.236). The Schermerhorn brothers were shipping tycoons from a prominent, wealthy Manhattan family. Although they lived in Manhattan, they maintained a summer residence in Brooklyn, in the Gowanus area (Schermerhorn 1914:159-168). The parcel containing the project area remained in the Schermerhorn family until the late nineteenth century (L.79 p.470; L.109 p.342; L.400 p.119, 236; L.482 p.283; L.587 p.157; L.666 p.468, 470; L.951 p.450; L.587 p.157; L.2086 p.375; Schermerhorn Genealogical Files n.d.:n.p.).

A boom in local economy led to rapid growth for both Brooklyn and New York during the late 1820s and early 1830s (Weld 1938:25). By the 1830s the sprawling development in Brooklyn had rendered the village government "inadequate" (Ment 1979:38). Population had almost doubled between 1825 and 1830 (Goodsell 1871:v,17). The population was to continue doubling about every ten years until the time of the Civil War (Ment 1979:38). In 1834, despite opposition from New York City, Brooklyn was incorporated as a city (Anonymous 1886:57 Ostrander 1894:II:79). This began the transition of Brooklyn to a "substantial urban center" (Ment 1979:37). State Street was opened in 1835 and Boerum Place opened in 1836 (Brooklyn Topographical Bureau 1990). Preliminary plans for the Brooklyn Bridge were being developed by 1835 (Judd 1963:30). Part of the Brooklyn-Jamaica railroad opened in 1836 and ground was broken for the Long Island Railroad (Anonymous 1886:57; Custer 1911:22).

The suburbanization of Brooklyn began in the 1840s. Transportation had increased and many people who conducted their business in New York City preferred to live in Brooklyn (Bailey 1840:5; Ment 1979:88). Services were also being provided. Both gas lighting of streets and building of sewers began in 1848 (Custer 1911:23). By 1849 the development of plans for the Brooklyn Bridge were once again a public issue. A popular newspaper article was written about the possibility of a bridge and public opinion was in favor (Judd 1963:30; Stiles 1869:II:285). Brooklyn was consolidated with Williamsburg and Bushwick in 1855 and it became the third largest city in the country (Judd 1963:31). At that time 47 percent of the population of Brooklyn were foreign born, mainly from Germany and Ireland (Cory 1962:2; Ment 1979:39). The Fire Department of the City of Brooklyn was also incorporated in 1855 (Custer 1911:25). By the end of the decade water was available to residents via pipes (Stiles 1869:II:430).

Cartographic sources dating to the mid-nineteenth century indicate that the project area was still in the Schermerhorn family (Butt 1846; Colton 1849; Perris 1855a). Figure 5 shows the location of the Block 169, Lot 36 project area within the Schermerhorn property and its relationship to State Street and Boerum Place, prior to the latter being widened in 1957, as well as the former course of Red Hook Lane (Brooklyn Topographical Bureau 1990). Perris' 1855 map of the Third and Tenth Wards of Brooklyn shows all of Block 169 as a Florist's Gardens with a greenhouse and associated structure along Smith Street and the corner of Smith and Schermerhorn Streets. Business Directories were consulted to determine that H.A. Graef was a horticulturist at Smith near Schermerhorn from 1851 to 1860 (Boyd 1860:113; Hearne 1851:183). Since the project area was not built upon in 1855 it is assumed that it contained no buildings prior to that time. Dripps' 1856 Map of the City of Brooklyn also shows Graef on the entire Block 169. The Friends Meeting House on Schermerhorn Street behind Lot 36 on Block 169, now a designated New York City Landmark, was built in 1857 (New York City Landmarks Preservation Commission 1981:1, see Plate 1). This indicates that the block was beginning to be subdivided during that year. Although the business directories indicate that Graef Florist remained at Smith near Schermerhorn through 1860, they obviously could not have had the same set up as was depicted in the 1855 and 1856 cartographic sources. After Graef left the location in 1861, William Poynter ran a florist business there until 1868. Business directories list the address of this establishment as the corner of Smith and Schermerhorn and Smith near State (Lain 1860:347; Whitten 1867:71). Therefore it is likely the florist establishment remained in the eastern part of Block 169. No detailed cartographic sources from this time period were found to confirm whether or not the project area remained as part of the florists establishment through 1868.

By the time the Civil War began Brooklyn's population was over 265,000 (Goodsell 1871:17). They were to supply the largest quota of men to the War compared to all other American cities (Homan 1904:2). Brooklyn had four militia regiments and had men who were part of other regiments (Cory 1962:3). Enthusiasm and morale were high at the beginning but by 1862 the unpopular draft was implemented. The draft caused rioting throughout the region. The only major incident of destruction due to the rioting documented in Brooklyn was in 1863 when the grain elevators in the Atlantic Basin were set on fire (Ostrander 1894:II:120-121).

"The development of Brooklyn in the period after the Civil War took place solidly within the framework of the large New York metropolis" (Ment 1979:55). The post war poverty was responsible for an interdependence between New York and Brooklyn (Ostrander 1894:II:134). By 1868 close to twelve percent of the King's County population received public aid (ibid.:135). The spread of cholera in Brooklyn led to the creation of a sanitary district in 1866 and by 1869 "a permanent board of water and sewer commissioners was created" (ibid.:133, 146). Construction of the Brooklyn Bridge began in 1870 (Custer 1911:28). Brooklyn was an established suburb of New York (Ment 1979:88). The consolidation of the two was proposed as early as 1873 (Ostrander 1894:II:163). By 1880 Brooklyn had dropped from the third to the fourth largest city in the



Figure 5 From Perris' 1855 Plan of the City of Brooklyn.

nation (Ment 1979:56). Throughout the rest of the century New York was growing at a faster rate than Brooklyn (Willensky 1986:39). The opening of the Brooklyn Bridge in 1883 provided another means egress from New York (Ostrander 1894:11:178). By the 1890s Brooklyn became known as the City of Homes. It was residence for one-third of New York City's population (Homans 1904:2). At the same time Brooklyn had expanded its boundaries to include almost the entire Kings County (Willensky 1986:39). Finally, in 1898 Brooklyn was consolidated with New York and became one of the five boroughs (Ment 1979:6).

The late nineteenth century marked the further subdivision of Block 169. The western part of Lot 36 was sold by the executors of Peter Schermerhorn to Asa and Caroline Brownell in 1870 (L.951 p.450). The same property was deeded from a referee to Thomas P. Cummings in 1877 as a result of mortgage foreclosure, presumably from the Brownells (L.1277 p.470). Guzman's 1877 Block Book shows that Block 169 had been divided into 36 lots. Although the Block had been subdivided and a portion of the project area had changed hands by 1877 there was still no development within the lot (Lain 1877:208). The 1880 Elite Directory does not list any property owners either (Lain 1880). However Hopkins 1880 Atlas shows two structures on the eastern edge of the project area and a frame structure on the western end. By 1886 the structure on the eastern edge of Lot 36 had been removed (Robinson 1886). The 1886 Robinson Atlas is less detailed and probably depicts the same information as shown on the 1887 Sanborn Insurance Maps (See Figure 6). The project area is shown as part of "Ronalds & Co. Plumbers Supplies" with a lumber shed, rubbish and storage along State Street. Bromley's 1893 Atlas depicts similar structures to Sanborn's 1887 Map but with less detail. However, Bromley clearly lists the project area as Abraham Schermerhorn. This ownership appellation is obviously outdated by 1893. The western edge of Lot 36 was in the hands of Cummings by 1877. In 1890 the property was deeded from Cummings to Pierre L. Ronalds, the proprietor of the plumbing supplies establishment on that property (L.1954 p. 266). Ronalds later bought the remainder of the project area, part in 1893 from Peter Schermerhorn's executor via Carrie Messick and part in 1907 from Peter Schermerhorn's granddaughter Ellen Auchmuty (L.2086 p.374, 412). Hyde's 1898 map clearly depicts the entire Block 169, Lot 36 project area as "Ronalds & Co. Plumbing Materials" with the western most structure as brick and frame structure where the lumber facilities were depicted on Figure 6.

During the late nineteenth century the people who lived in downtown Brooklyn were those who could not afford to live elsewhere (Willensky 1986:49). Industrial development and immigration were the order of the day. These themes continued into the twentieth century (Ment 1979:68). While there were some dwellings on Block 169, the Lot 36 project area was occupied by a plumber supplies facility. The continued immigration and industrial development in Brooklyn were responsible for the increasing population. The population more than doubled between the turn of the century and World War II to over 2.5 million (ibid.). However the population of Brooklyn had peaked by 1950 (ibid.:89). The introduction of the IRT in Brooklyn had made it more accessible and the downtown area

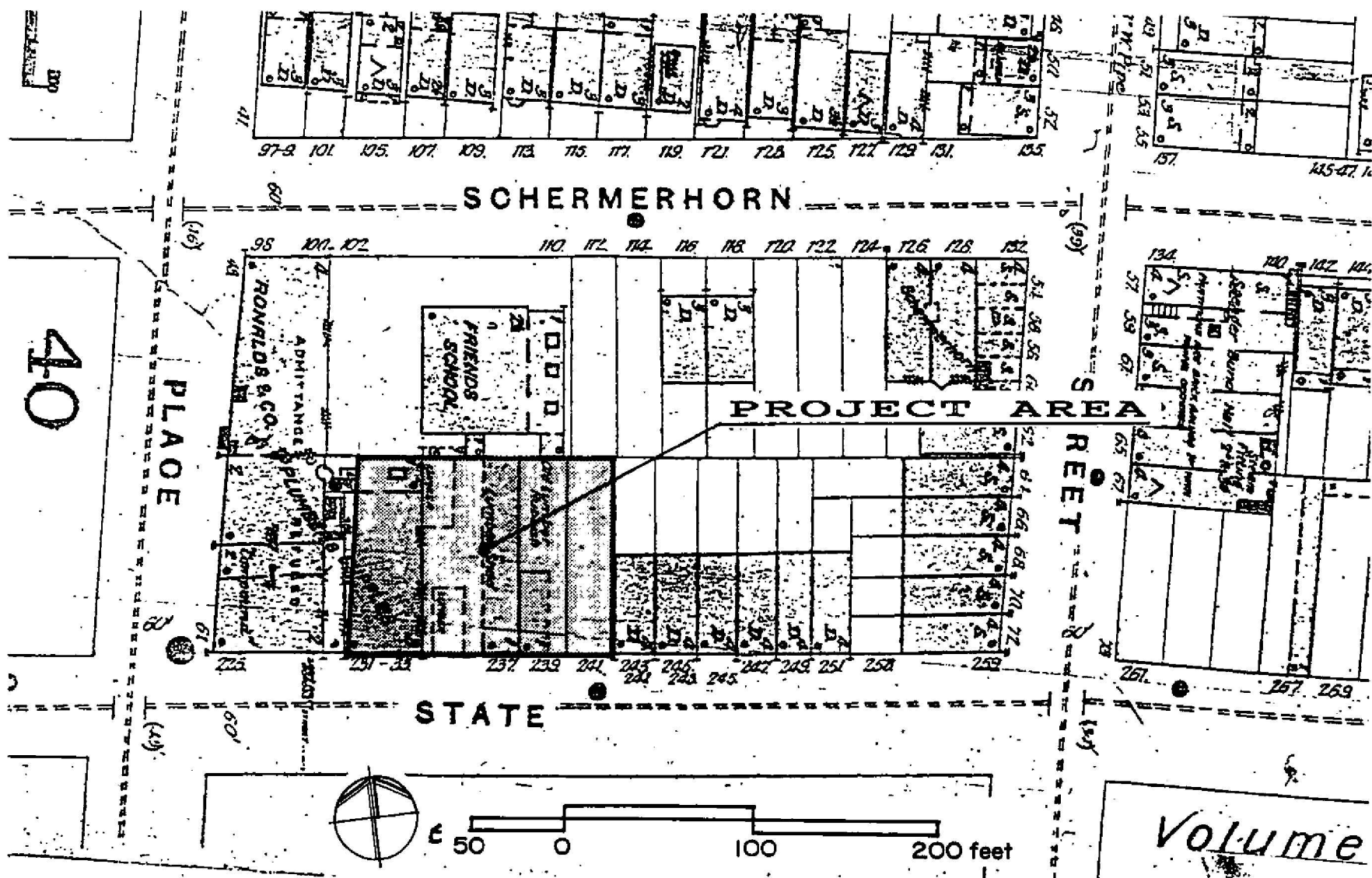
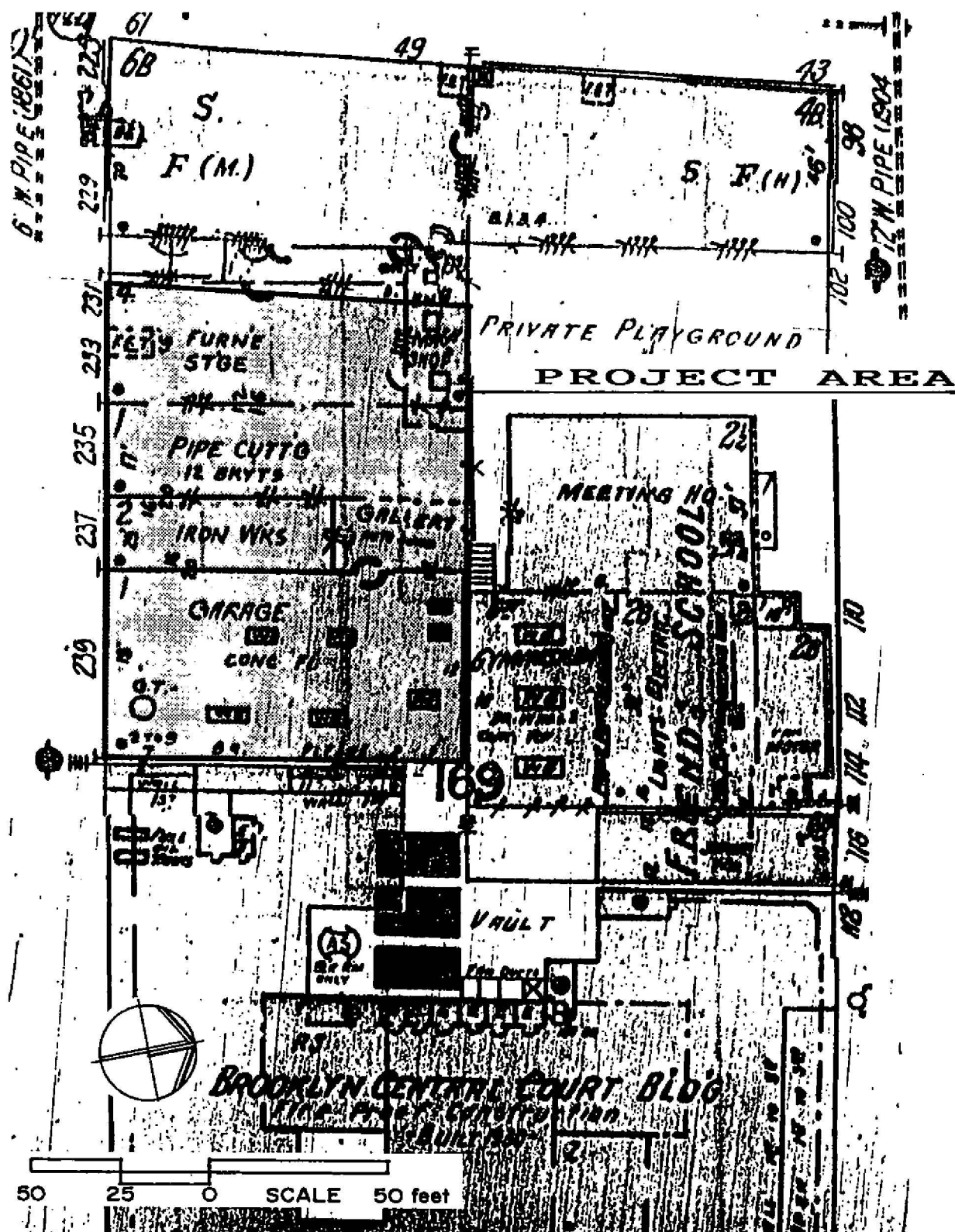


Figure 6

From Sanborn's 1887 Insurance Maps of Brooklyn, New York.



along Fulton Street and Flatbush Avenue began to thrive (ibid.:74; Willensky 1986:49). By the 1920s "skyscrapers" were being constructed along Court Street (ibid.). The Brooklyn Central Court Building on Block 169 was constructed in 1930 (Sanborn 1939).

Cartographic evidence shows that Ronalds had been taken on a partner by 1904 named Johnson although it is not clear whether they were using Lot 36 (Sanborn 1904). The structures within the project area had remained similar to those depicted in 1887 (See Figure 6). However the western most building is shown as four rather than three stories still with no basement and being used as a carpenter shop. By 1904 the eastern portion of the project area is used for pipe storage rather than lumber. Between 1904 and 1915 J.D. Johnson became the only name depicted for the plumber's supplies (Sanborn 1915). It is still not clear whether this name applies to the Lot 36 project area or not. The uses of Lot 36 and the structures on the property remain the same as the 1904 map. It is difficult to tell who the property owner of Lot 36 was, not only from the cartographic sources, but also from the block index deeds (Brooklyn Register). The block index combines both Lots 36 and 1 into one listing. Lot one contains the portions of the block that were fronting Boerum Place prior to the widening of the road in 1957 and all of the current Lot 36 except the easternmost 50 feet. There are two recordings in 1926 from Ronalds. One is a deed to a holding company and the other is a lease to J.D. Johnson (L.4606 p.452, 453; L.4645 p.44). Perhaps one can speculate that the lease was for Lot 1, and the deed for Lot 36. This conclusion can be supported by the fact that the structures on the western portion of the current Lot 36, former Lot 1 were still standing in 1939 and the eastern portion of the project area had become a garage (See Figure 7). It is more likely that a property owner rather than a lessee would have made the financial investment of altering the property by the construction of a new facility. This garage is likely the one that stands within the project area today. The Sanborn Map, updated to 1951 is identical to that of Figure 7 within the project area except the pipe cutting establishment became a garage by that time. The three structures on the western part of the project area have been demolished since that time and are now a parking lot.

CONCLUSIONS AND RECOMMENDATIONS

The above text has documented that the Brooklyn Block 169, Lot 36 project area has some potential to preserve archaeological evidence from the prehistoric period. This location is considered sensitive to the preservation of the prehistoric archaeological remains because it is topographically similar to several locations of documented prehistoric sites. Five such sites exist within a two mile radius of the project area, and nearly all are on relatively elevated land near a source of fresh water. Despite a search of various historic maps no source of fresh water could be found on or adjacent to the Block 169 project area. No prehistoric artifacts have been reported from this location. It is our opinion that its physical condition would not have ruled out its use and/or occupation during prehistory, but given the vague nature of the



reference to prehistoric occupation in central Brooklyn and the inability to document a source of fresh water, the probability of finding such resources here is rather low.

Based upon the historic evidence, the Block 169, Lot 36 project area is not associated with any historically significant person, event or building which would deem the property eligible for the National Register of Historic Places. Additionally, the property was not occupied by a single family or group for twenty years or more in the ninetieth century at the time of introduction of sewers and water supply. Therefore there is no reason to propose testing for historic archaeological remains related to one family or group.

In summary, it can be concluded that the Block 169, Lot 36 project area is probably not sensitive to the preservation of archaeological evidence from the prehistoric period or from the historic period. It is our recommendation that no archaeological testing of Block 169, Lot 36 be undertaken.



Plate 1. View of the Block 169 project area looking northeast from the center of Boerum Place with the Quaker Meeting House in the left background and the Brooklyn Central Court Building in the right background.



Plate 2. View of the standing garage in the eastern end of the project area looking northeast from State Street.



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