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ARCHAEOLOGICAL DOCUMENTARY STUDY
1267-1279 EAST 35TH STREET
BROOKLYN, NEW YORK
CEQR 94-BSA-030K

by
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Submitted to
Yeshiva Tiferes Yisrael

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260

TABLE OF CONTENTS

I.	INTRODUCTION	
	A. Procedures	1
	B. Project Site Description and Planned Construction	2
II.	DOCUMENTARY RESEARCH	
	A. Prehistoric Period	4
	B. Historic Period	6
	1. Early Settlement - 17th and 18th Centuries	6
	2. The Revolution	13
	3. Nineteenth Century - The Bergen Farm	13
	4. Twentieth Century	19
III.	SUMMARY, ANALYSIS OF ARCHAEOLOGICAL SENSITIVITY AND CONCLUSIONS	
	A. Prehistoric Period	21
	B. Historic Period	22
	1. Seventeenth - Nineteenth Centuries	22
	2. Early 20th Century	23
	3. Plow Zone	23
	C. Conclusions	24
	REFERENCES CITED	25
	FIGURES AND PLATES (Following Text)	
	Figures:	
	Figure 1a	Location of Project Site
	Figure 1b	Block 7635 Showing Project Site
	Figure 2	Bolton Map Showing Prehistoric Sites Near Project Area
	Figure 3	1639 Manatus Map
	Figure 4	1666 Hubbard Map
	Figure 5a	1781 Taylor and Skinner Map
	Figure 5b	1781 Taylor and Skinner Map - Detail Showing Flatlands
	Figure 6	1852 Connor Map
	Figure 7	1859 Dripps Map
	Figure 8	1868 Dripps Map
	Figure 9	1873 Beers Atlas
	Figure 10	1877 Dripps Map
	Figure 11	1890 Robinson Atlas
	Figure 12	1898 Robinson Atlas
	Figure 13	1895 Sanborn Atlas
	Figure 14a	1906 Sanborn Atlas - Block 7635
	Figure 14b	1906 Sanborn Atlas - Bergen House at E. 38th Street
	Figure 15	1922 Belcher Hyde Atlas
	Figure 16	Bergen House at East 38th Street Ca. 1925
	Figure 17	1929 Belcher Hyde Atlas
	Figure 18	1930 Sanborn Atlas
	Figure 19	1951 Sanborn Atlas
	Figure 20	Bergen Farm Land Tracts and Approximate Building Locations

PLATES:

Plate 1a Yeshiva Teferes Yisrael Existing Building
Plate 1b Existing Attached Frame Structures Lots 15/16
Plate 2 Lots 15/16 - East 35th Street Frontage
Plate 3a Western Portion of Side Yard
Plate 3b Eastern Portion of Side Yard
Plate 4a Major Portion of Lot 15/16 Back Yard Area
Plate 4b Western Portion of Lot 15/16 Back Yard Area

APPENDIX A - Existing and Proposed Site and Cellar Floor Plans

I. INTRODUCTION

Yeshiva Teferes Yisrael occupies a three story structure on lot 11, block 7635, located in the Flatlands section of the Borough of Brooklyn. Block 7635 is bounded on the north by Avenue K, on the south by Avenue L and on the east and west, respectively, by East 36th and East 35th Streets (see Figures 1a and 1b). The Yeshiva is planning to construct a building addition adjacent to the north side of the existing structure. The addition will occupy lots 15 and 16, as well as the now vacant eight foot wide northernmost portion of lot 11. The existing Yeshiva structure and the two lots on which the new construction is to occur are located on the southern portion of block 7635 and front on East 35th Street (#1267 - #1279 East 35th Street).

This archaeological documentary study of the proposed construction site has been conducted as part of New York City's environmental review procedure. The objectives have been to record the known history of the site, evaluate its archaeological potential and, if appropriate, recommend locations for field testing.

A. Procedures

The study has included a review of the sensitivity of the project area for the presence of archaeological resources associated with both the prehistoric and historic periods.

To evaluate sensitivity for the presence of prehistoric sites, we reviewed summaries of known sites in Brooklyn compiled earlier in the twentieth century, as well as references to Native American sites in historic documents. In addition we considered the topographic and physiographic characteristics of the project site prior to modern development as indicated by historic period maps. These characteristics were compared with those of reported prehistoric sites.

The assessment of the project site's historic period archaeological sensitivity has been based on an examination of primary sources including maps, land deeds, census and tax records and compendia of early documents. These data have been supplemented by a review of various local histories.

During the course of the research for this project we contacted Susan Dublin of the New York City Landmarks Preservation Commission to determine whether there have been any other archaeological documentary or field studies in the Flatlands portion of Brooklyn. The Commission's files indicate that no such studies have been conducted.

A site visit was conducted by the principal investigator on February 22, 1994.

B. Project Site Description and Planned Construction

The existing Yeshiva building on lot 11 is a four story brick and stone structure (see Plate 1a), with a basement which extends to a depth of approximately 11 feet below the surface, as indicated by visual examination. Although the building superstructure ends 70 feet east of the East 35th Street sidewalk, the basement level extends to the rear of the lot (see Appendix A). At street level an open play area at the rear of the structure overlies this portion of the basement.

The two lots, designated 15 and 16 on the present Borough of Brooklyn zoning map, on which most of the planned construction will occur each have a twenty foot frontage on East 35th Street and a depth of 100 feet. These lots are now the site of attached two story frame structures (see Plate 1b). Both structures have basements. Examination of the existing site plan (see Appendix A) indicates that the basements begin ca. seven feet east of the East 35th Street sidewalk and extend eastward for a distance of approximately 58 1/2 feet. The backyard area of these structures occupies the easternmost ca. 34 1/2 feet of the two lots. In addition, each lot includes a ca. seven foot open area at the side of the structure.

A small grassy "front yard" occupies the ca. 14 feet between the entrance walkways and stairs of the two attached structures (see Plate 2).

There is a ca. 15 foot wide side yard between the existing Yeshiva structure on lot 11 and the frame structure on lot 15 (see Plates 3a and 3b). This includes an eight foot wide strip on the north side of lot 11 and the ca. seven feet wide open area on the south side of lot 15. This side yard is covered by a concrete slab pavement which extends from the sidewalk to the rear of the property. A drain underlies this side yard pavement south of the lot 11/15 boundary line.

The ca. seven foot wide side yard extending north of the frame structure on lot 16 also has a concrete slab pavement. This pavement extends along the side of the building but does not extend to the rear of the property.

The backyard area at the rear of the structures on lots 15 and 16 is used by the Yeshiva as a play area for the younger students. The surface is covered with at least six inches of wood chips to provide a soft surface for the play area. Due to the thickness of the wood chips and frozen conditions at the time of the site visit it was not possible to examine the underlying surface. Play equipment has been installed in the central portion of this area (see Plates 4a and 4b).

The backyards of the four structures immediately north of lot 16 have been excavated ca. 4-5 feet below grade and a retaining wall borders the north side of the lot 16 backyard area. However, comparison of the elevation of the lot 15/16 backyard area with

that of the other surrounding properties suggests that it is at or near the original grade.

The proposed new building will include a basement which will cover the entire area of lots 15 and 16 with the exception of the ca. 10 feet immediately adjacent to the East 35th Street sidewalk. However, most of this front portion of the site will be excavated to construct a sunken terrace and basement entrance (see Appendix A).

The proposed construction will also impact the open "side yard" area between the frame structures and the existing Yeshiva building, including the northernmost eight feet of lot 11. The new structure will extend into this area and will connect with the existing structure on both the basement and superstructure levels.

II. DOCUMENTARY RESEARCH

A. Prehistoric Period

Knowledge of prehistoric and contact period Native American sites in Brooklyn derives mainly from reports of collectors active in the latter part of the 19th and early portion of the 20th century, as well as ethnohistoric sources. These data were compiled in the early portion of the 20th century by Bolton (1920, 1922, 1934). Bolton's (1922) site map (Figure 2) shows five Native American sites within two miles of the project site as noted by the New York City Landmarks Commission during its initial review of this project.

The two closest sites are those numbered 50 and 104 on the map. Site #50 was located adjacent to the tidal creek known in colonial times as the Strome Kill and more recently as Gerritsen's Creek or Basin and Ryder's Pond (now located within Marine Park). Bolton notes that burials were uncovered in the vicinity of this tidal creek during the grading of Avenue U. Artifacts collected from the vicinity of Ryder's Pond in the late 19th and early 20th century have been analyzed and reported in the literature (Lopez and Wisniewski 1971; 1972). As reported by these authors (1971), the site was bounded by the present location of Avenue R, East 32nd Street, Avenue W and Stuart Street. This places the site some 4500 feet south of the project site. The artifact collection suggests that the site was occupied during the Archaic and Woodland portions of the prehistoric period and into the period of Native American - European contact in the early 17th century.

The closest reported Native American site to the project site is noted on Bolton's Map as #104. Unlike the Ryder's Pond site, there are no reported collections of artifacts from this site. Its existence and nature can only be inferred from historic period records and accounts.

Bolton (1922) indicates that the site was located at the intersection of several Indian paths. One of these paths followed the original course of what is now Flatbush Avenue (see below). This path intersected at Flatlands with another extending eastward from a known Indian settlement at Gravesend. This latter path followed the route of the road known to the European settlers as the Gravesend wagon path and later as Kings Highway.

At the time of the initial European settlement, the western end of Long Island was reportedly occupied by the Canarsie tribe which apparently had several settlements. One of those referenced in the historic records was known as Keskaechqueren (various spellings appear in the documents). Analysis of several documents indicate that this settlement was at the later location of Flatlands.

In a 1638 Indian sale of the land which later was known as Bushwick:

[The] Director and Council of New Netherland etc., testify and declare, that...personally appeared before us Kakapoteyno, Menqueuw, and Suwirau, chiefs of Keskaechquerem, ...voluntarily and advisedly with consent of the community (Fernow 1883 XIV:14).

In another deed of sale, for Governor's Island in New York harbor, this same "Cacapeteyno" and another Native American named Pewihas transferred the land "as owners ...voluntarily and advisedly, by special order of the rulers and with consent of the community at Keshaechquereren" (Fernow 1883 XIV:4).

In the 1636 deed to the land which included Flatlands (see discussion below) "Pemawys" and "Kakaspettano," apparently the same individuals noted above, were referenced as "chiefs of the district."

In a 1642 lease, the house and plantation of one of the first Flatlands settlers, Andries Hudde (see discussion below) was noted as "situate on the Flatland near Keskaechqueren" (Fernow 1883 XIV:36).

These documents indicate that one of the villages of the Canarsie was known as "Keskaechqueren" and that the chiefs of this village sold the Flatlands tract, which was at or near the location of the Native American settlement, to Dutch settlers.

As additional evidence that the Native American settlement was actually at Flatlands, Van Wyck (1924:128) cites other documents in which another of the early Flatlands settlers, Gerrit Wolphertse Van Couwenhoven, refers to himself as a "resident of Keskachqureren, Long Island."

Bolton (1922) states that the location of Flatlands at the intersection of several reported Indian trails indicates that this would have been an appropriate location for the settlement referenced in the deeds as Keskaechqueren.

Tooker (1911:78) states that the name "Keskaechquerem" is "probably related to the Narragansett...'Keesagunnamum, a kind of solemne, publicke meeting wherein they lie under the trees, in a kinde of Religious observation and have a mixture of Religion and sports.'"

Bolton (1934:146) describes the site as:

An important settlement at this place on which the paths converged, [it] was a place of meeting and conference. There was also a burying-ground, and its location and the paths connecting it with other places indicate a place of considerable importance to the Canarsee and perhaps other chieftaincies.

Native American burials have reportedly been found at Flatlands. DuBois (1883:73), in writing of the building of the Flatlands Dutch Reformed Church in 1663, states that "they chose an excellent location, near their primitive settlement, and gently elevated, and which had been sacred from time immemorial as an Indian burial place."

In describing the Flatlands burial ground, Armbruster (1919) states that:

The burial ground includes the Indian burial plot on the northwest, the churchyard proper on the west, the Debaun and Terhune family burial places on the southwest...and the public burial ground purchased by the town of Flatlands in 1886.

O'Halloran (1950:64) notes that Indian burials were reportedly encountered in the graveyard of the Dutch Reformed Church during the excavation of European-American graves. The burial ground, located east of Flatbush Avenue and North of Kings Highway, is some 1000 feet east of the project site.

Other than the above references to Indian burials, there is apparently no archaeological evidence indicating the presence of a prehistoric or contact period Native American settlement at Flatlands.

If, as indicated by the presence of burials, a permanent or semi-permanent Native American settlement was present at Flatlands, more extensive artifacts deposits including sub-surface features would be expected. However, there are no reports of such finds from the Flatlands area. Writing in 1950, O'Halloran (1950:64) stated that "no relics will be found here as all traces, save possibly a few shells have been obliterated."

Bolton (1922) notes that prehistoric sites are often found at heads of tidal creeks. The Ryder's Pond site fits this description. Similarly, the head of another tidal creek, known as Bestavers or Bedford Creek (later Paerdegat Creek or Basin) was located some 4500 feet east of the Flatlands burial ground (see Figures 4, 5, 8 and 9). Bolton's map indicates a site at this location (Figure 2). Although there was no tidal creek at the location of Flatlands, 18th and 19th century maps (see Figures 5, 8 and 9) indicate a narrow area of marsh with its head immediately south of Flatlands.

B. Historic Period

1. Early Settlement - Seventeenth and Eighteenth Centuries

Prior to European settlement, what now constitutes the southeastern portion of the Borough of Brooklyn included three areas of flat, supposedly treeless plains. In the late 19th

century DuBois (1884:65) noted that the originally open areas were characterized by "black soil", while the soil in the formerly forested areas was grayer. Van Wyck (1924:8) notes that the black soil is classified as "Hempstead Loam."

DuBois (1884:64) noted that "the name Flatlands is descriptive, and applied, originally to the whole of the flat country eastward from Prospect Park Ridge, all the way from the Narrows to Hempstead." Originally writing ca. 1840, Thompson also noted the uniform topography of Flatlands.

The surface of this town is so uniformly level and in other respects so like the adjoining territory, that any general description would be only a repetition, affording no valuable information (Thompson 1918:141).

The first purchase of land from the Indians in the vicinity of Flatlands took place on June 16th, 1636, when

Andries Huddle (or Hudden) and Wolphert Gerretse (Van Kouwenhoven) bought of the Indians, and obtained the next year from Gov. Van Twiller a patent for, the westernmost of the three flats on Long Island, called by the Indians Caskateuw (DuBois 1884:65-66).

The text of the Indian deed is given by (Fernow 1883 XIV:3):

We, Director and Council of New Netherland etc etc., herewith testify and declare, that to-day, date underwritten before us personally appeared Tenkirau, Ketamau, Akarikan, Awachkouw, Warinckeyinck, Wappittawackenis, Ehtyl as owners Pemawys, Kakaspettano being present as chiefs of the district and declared, that voluntarily and advisedly, by special order of the rulers and with consent of the community, for certain merchandise, which they acknowledge to have received into their hands and power to their full satisfaction and contentment before the passing hereof, they have transferred deeded, surrendered and conveyed as lawful, true and free possession, as they herewith transfer, cede, surrender and convey to and for the behoof of Andries Huddle and Wolphert Gerritsen the westernmost of the flats called Kestateuw belonging to them on the Island called Sewanhacky between the bay of the North river and the East river of New Netherland, stretching in length from a certain kil coming from the sea almost north into the woods and in width from a certain valley, included, almost west also into the woods with all action, rights and privileges etc etc.

The land purchased by Huddle and Van Couwenhoven is estimated to have included some 3600 acres (Thompson 1918:128). According to DuBois (1884) the tract extended from the Paerdegat Basin to the Gravesend town line and from the Flatbush town line south to the water. Van Dyck (1924:36) notes that together with the purchases of the other two flats in 1636, the Huddle/Van Couwenhoven tract constituted only the seventh purchase of land from the Indians in

New Amsterdam. The settlement, known as Amersfoort or Flatlands, which was later located on this tract is generally considered to be the first one on Long Island (DuBois 1884; Thompson 1918).

Hudde and Van Couwenhoven established a plantation on the land purchased from the Indians. It was known as "Achtervelt", "because it lay after, or beyond the 'Great Flats,' the field, in approaching it from New Amsterdam" (DuBois 1884:64).

It is possible that the two patentees or other settlers in the area may have erected buildings on this land even before the purchase from the Indians, as suggested by DuBois (1884). In any event, it is known that the plantation was established and buildings erected by 1638, since the 17th century records include an "Inventory of the Effects and Goods at Achtervelt belonging to Andries Hudde and Wolfert Gerritsen" dated July 9 of that year.

The inventory (Fernow 1883 XIV:10) includes the following buildings:

One house surrounded by long round palisades; the house is 26 feet long, 22 feet wide and 40 feet deep with the roof covered above and all around with planks, two garrets one above the other and a small chamber on the side with an outlet on the side.

One barn, 40 feet long, 18 wide and 24 high with the roof.

One Bergh [i.e. a shed consisting of a movable roof set on posts upon which it slides up or down, to shelter hay or grain against rain and snow]

The description of the land included:

About 16 morgens of land [i.e. ca. 32 acres] sown with summer and winter grain

A garden planted with a number of fruit trees.

The inventory also includes a description of nine head of cattle, five horses, and a wagon, plow, harrow and miscellaneous farm tools. A "yawl" is also listed.

The "Manatus" map of 1639 (see Figure 3) shows the locations of the plantations and houses which had been established as of that year. It includes a plantation shown in a portion of Brooklyn generally consistent with the later location of Flatlands and numbered 36 on the map. Stokes (1926 II:201) translates the Dutch inscription of the map key for #36 as "Two bouweries and two plantations of Wolphert Gerritsen [van Couwenhoven] and two of his partners." He identifies these plantations as "the Achtervelt purchases and grants on Long Island, subsequently called Nieuw Amersfoort, and now Flatlands."

The subsequent history of the Hudde/Van Couwenhoven patent and

property is not completely clear. In a deed dated July 26, 1638,

Andries Hudde...acknowledged to be well and truly indebted to Gerrit Wofertsen [Van Couwenhoven] for the sum of two and fifty guilders of Holland, also of my just half share in the district of Achtervelt I have given to Gerrit Wolfertsen fifty morgens of land and hereby I convey and transfer to him the said land renouncing all claim..(Fernow 1883 XIV:13-14).

Subsequently, on August 2, 1639:

Mr. Andries Hudde of the one part, and Wolphert Gerritsen of the other part,...acknowledged to have amicably and in a friendly manner covenanted and agreed about the Bowery called Achtervelt situate on Long Island, belonging conjointly to him Hudde and Wolphert Gerritsen in manner as follows: First Monsieur Hudde, abovenamed, renounces all action and claim which he has to the house, barrack, barn, garden, together with whatever is fastened by earth and nail, and all other dependencies belonging to said bowery, except the cattle actually on the bowery aforesaid, it being understood that Wolphert Gerritsen shall keep and in free property possess a mare which was brought from Fatherland by Jacob Wolphertsen. Also, the land which belongs to the abovementioned bowery of Achtervelt, and the remaining cattle except the mare aforesaid, shall be the property half and half, as hertofore of Mr. Hudde and said Wolphert Gerritsen (Fernow 1883 XIV:24).

With the above deed Hudde appears to have sold his half of the buildings and garden as noted in the 1638 inventory to Van Couwenhoven, while retaining his half interest in the land and cattle. However, the colonial records also include a lease from Andries Hudde dated January 16, 1642 which indicates that Hudde continued to own buildings at Flatlands.

Mr. John Underhill...acknowledged...to have leased from Mr. Andries Hudde his present house and plantation situate on the Flatland near Keskaechqueren...Mr. John Onderhil shall have the use of the house and tobacco house and may cultivate the land which is fenced and unfenced for two consecutive years" (Fernow 1883 XIV:36).

The apparent conflict between the above documents can be resolved by reference to the Manatus map which indicates that, in fact, two plantations had been established on the Hudde/Van Couwenhoven tract. Van Wyck (1924) believes that the heart shaped dotted line shown near the "Couwenhoven" plantations numbered 36 on this map was intended to represent the flat plain. He identifies the northeasternmost of the two buildings shown within the "heart" as Van Couwenhoven's "Bowery of Achtervelt", with the dotted line extending northwestward from this house representing a road leading to the vicinity of Wallabout Bay on the East River. This is presumably the house associated with the property inventoried

in 1638 and Hudde apparently gave up his half interest in these buildings in 1639 in settlement of his debt to Van Couwenhoven. Van Wyck believes that the southwesternmost of the two houses shown within the heart was Hudde's house, which remained in his possession after the 1639 transfer of his interest in the other set of buildings. Presumably this was the house on the tobacco plantation leased to Underhill in 1642.

Immediately southwest of the heart shaped plain, the Manatus map depicts a structure supposed to represent the type occupied by "savages" named "Keskachae." Van Wyck (1924) states that this may indicate that there was a long house located near the head of the Strome Kill." This raises the possibility that the major Native American settlement in the area may be represented by the Ryder's Pond archaeological site.

Van Wyck (1924:115) states that the Hudde plantation leased to Underhill in 1642 consisted of a 40 acre tract at the northwest corner of Kings Highway and the Flatbush Road. This tract consisted of the 19th century Jeremiah Bergen farm (discussed further below), the William Bush parcel and an acre and a half plot at the corner of Kings Highway and the Flatbush Road. The western border of this tract in the 19th century was represented by the Jeremiah Ryder farm and the Flatlands town sand pit. These properties are indicated on the 1877 Dripps map (see Figure 10 and further discussion below).

Van Wyck (1924:115) maintains that an old house, which stood in the southwest corner of this 40 acre tract, may have been the house mentioned in the 1642 Hudde/Underhill lease. It was known as the "sand hole house," presumably because of its proximity to the sand pit. The house was situated at the present location of East 35th Street just north of the old Kings Highway (prior to its early 20th century widening). This location places the house site ca. 1000 feet south of the project site. Van Wyck notes that this house was torn down in 1889 (1924:115).

The other house shown on the Manatus map, presumably occupied by Van Couwenhoven, reportedly was located near the northeast corner of the Flatbush Road and Kings Highway (DuBois 1884, Thompson 1918, Van Wyck 1924).

There is no further reference in the records to Hudde's land in Flatlands after the 1642 Underhill lease. Apparently by 1647 Van Couwenhoven had acquired this tract as well as the other property which he had shared with Hudde (DuBois 1884:66).

In 1652, the Governor of New Netherlands and the Dutch West India Company annulled the Van Couwenhoven/Hudde patent as well as others, claiming that the tract previously granted was too large 'containing full 1000 morgens, not a fiftieth part of which they are able to occupy' (cited in DuBois 1884:66). However, Hudde and Van Couwenhoven apparently never relinquished legal possession of the land, and several suits were brought by the Flatlands town freeholders during the remainder of the 17th century. Meanwhile,

the rights to the Van Couwenhoven/Hudde patent had passed to the heirs of Capt. Elbert Elbertse (Stoothoof). After the death of Woolfert Gerritse Van Couwenhoven his estate had been inherited by his second son, Gerret Woolfertse. On the latter's death, his widow married Elbertse, who acquired the estate by agreeing to pay its outstanding debts and to bring up and support his stepchildren (DuBois 1884:66).

During the 17th century a community, known as Amersfoort or Flatlands, was established in the vicinity of the original Hudde/Van Couwenhoven plantations. The New Netherlands Government established a local court of six magistrates which served both Amersfoort and Flatbush. However, it was not until after 1664, when New Netherlands came under English control, that the government officially provided the town with a charter. This occurred in 1667. The town lands were granted to Elbert Elberts (Stoothoof), Govert Lockermans, Ruelof Martense (Schenck), Pieter Claes (Wycoff), Wellem Gerrits (Van Kouwenhoven), Tho. Hillebrants, Stephen Coertsen (Voorhees) and Coert Stephens (Voorhees) "for themselves and their associates." The town patent boundaries extended from the Strome Kill (Gerritsen Basin) to Varken's Hook (Bergen Beach). Additional patents were issued in 1668 and again in 1685 in order to attempt to settle disputes with the neighboring towns as to the exact patent boundary lines (DuBois 1884:67-68).

The tax lists for the town of "Amesfortt" for the year 1676 (O'Callaghan 1849 II:488-492) indicate that at this time there were 34 heads of household in the town, 23 of whom were indicated as owning land. At this time "Albert Albertse" was assessed for 29 morgens (58 acres). This individual is presumably the Elbert Elbertse Stoothoof who inherited the Van Couwenhoven property as noted above. It is possible that this tract included the sites of both the original Van Couwenhoven and Hudde houses.

The size of the Flatlands community remained approximately the same during the remainder of the 17th and the early 19th century. The 1698 (O'Callaghan 1849 III:136) and 1738 (O'Callaghan 1849 IV:191-192) censuses indicate the presence of 37 and 34 households, respectively, in Flatlands.

The Hubbard map of 1666 (see Figure 4) shows the Town of "Fflattlands" as it then existed, although some of the relationships between the roadways and natural features appear to be distorted on this map. The road extending southward from Flatbush to Flatlands follows the route of what was later known as the Flatbush Road. The route of this road was changed somewhat in the latter part of the 19th century so as to eliminate the bend which is shown in exaggerated form on the Hubbard map. This straightened and widened (to 100 feet) road is the present Flatbush Avenue (see also below). The road shown on the Hubbard map extending westward from Flatlands to Gravesend was known as the Gravesend wagon path, and this road later became part of Kings Highway. As noted above, both this road and the Flatbush Road followed the routes of Indian trails. As indicated in the

Flatlands town records, the Gravesend Road was officially opened within the town in 1704 with a width of four rods (66 feet). It is uncertain, however, whether the 18th century roads were actually this wide. However, a 19th century map in the collection of the Brooklyn Historical Society (Bergen 1859), as well as other 19th century maps, indicate that by this time the Gravesend road was approximately 55 feet wide. It remained approximately this width until the early 20th century. A 1903 newspaper article (Brooklyn Eagle 1903) discussed plans for improving this road and the improvements were apparently carried out sometime during the early 20th century. A 1929 map (Figure 17) shows the Road in its present configuration, with a width of 140 feet (including sidewalks). However, the present road still follows the same course as the old Gravesend Road.

The 1666 Hubbard map (Figure 4) shows a total of 24 houses within the town, which is not inconsistent with the 34 households indicated in the census taken 12 years later. Three of the houses are shown on the west side of the Flatbush Road. There are no structures shown on the north side of the Gravesend Road.

The Hubbard map shows another road, which no longer exists, extending to the northeast from the Gravesend wagon path (Kings Highway) between the Flatbush Road and the Strome Kill and connecting with the Flatbush Road. The road shown on the 1666 map may be a path which was at least partially incorporated into the route of a road officially opened in 1717/18 as indicated in the Flatlands Town Records (Reel 78:307). This is described as

one certain highway beginning from the highway leading from Gravesend to Flatbush running between the the land of Coll Richard Stillwell and Capt. John Terhunen till it comes to the Great Lott of sd John Terhunen & so along between the great Lott and the four acre Lott till you come to the limits of Flatlands & so along the limitts of Flatlands over the bounds of Gravesend till you come to the land of Albert Terhunen and so along over the land of sd Albert Terhunen easterly along by the Line of Issac Ammerman till you come to the eastern corner of Albert Terhunens land and so along over the land of sd Albert Terhunen till you come to the Land of John Luycassen so from thence along over the land of sd John Luycasson as the line runs between John Luycassens and the Plains till you come to the highway of Flatlands leading to Flatbush in breadth two Rods allowed sufficient swinging gates.

The next map which shows Flatlands in any detail is the 1781 Taylor and Skinner map (see Figures 5a and 5b). This map does not appear to show all of the houses within the town. However, it does appear to provide an accurate depiction of the Gravesend Road and the 1718/19 road connecting it with the Flatbush Road as described above. The Gravesend Road is shown with the southward bend between Flatlands and the Strome Kill which is also shown on the various 19th century maps (see Figures 6 - 12) and which is maintained in the present alignment of Kings Highway.

The 1781 map shows two houses on the north side of Kings Highway, one immediately east of the connecting road described above, and one slightly to the west. Van Wyck (1924) indicates that this road ran along the western boundary of the farm owned in the 19th century by Jeremiah Bergen (see below), and he states that the house shown in the northeast corner of the intersection of this road with the Gravesend Road is the "sand hole house" possibly representing the 17th century Hudde structure referenced in the 1642 lease. DuBois, writing in 1884, noted that two of the houses of the early settlers survived at that time. One of these was "the humble cottage in the corner of Theo. Bergen's field, near John L. Ryder's residence". Theodore Bergen was the son and one of the heirs of Jeremiah Bergen (see below). A house continues to be shown at this location on some of the 19th century maps discussed below.

As noted above, Van Wyck places this house at the present location of East 35th Street. As can be seen by reference to the 19th century maps which show the street grid, East 35th Street is located at the bend in Kings Highway. This is also the location of the boundary line between the Bergen and Ryder farms (see Figures 10 and 12) as well as the site of the road shown on the 1666 and 1781 maps connecting the Gravesend and Flatbush Roads. It should be noted, however, that the 1666 Hubbard map does not show a structure at this location. Thus, it is possible that the old house which stood in the vicinity of Kings Highway and East 35th Street was not the ca. 1642 Hudde house but rather a house constructed between 1666 and 1781.

2. The Revolution

During the Revolution there was no major military activity in the Flatlands area. However, after landing between the villages of Gravesend and New Utrecht in August 1776 the main body of the British army under Lords Percy and Cornwallis marched from Gravesend along Kings Highway and through Flatlands on their way northward, where they would attempt to seize the intersection of the road to Jamaica (Bailey 1840). According to DuBois (1884:73) "the tradition is, that Col. Kniphausen's horse, and perhaps his whole regiment, occupied the Amerman farm, now Jeremiah Ryders." The closest portion of the eastern boundary of the Ryder farm to the project site was at 34th street, some 350 feet west of the project site (see Figures 10 and 12).

3. Nineteenth Century - The Bergen Farm

By the latter half of the 19th century, the project site was located within the boundaries of the Jeremiah Bergen farm. The 19th century history of the land tracts included in this farm can be traced by reference to deeds and maps dating to this period. The approximate boundaries of the various tracts and the locations of structures are shown on Figure 20.

The project site appears to have been within the boundaries of a 20 acre tract of land (Figure 20, B and C) sold by the heirs of Johannes Stoothoff to David Neefus on May 4, 1826 (Kings County Deeds Liber 20:398). The property was described as a "certain farm piece and parcel of land with buildings and improvements." It was bounded on the southeast by the highway (i.e. the Gravesend Road); northeast partly by land of Abraham Terhune, partly by land of said David Neefus and partly by land of the heirs of Barrent Johnson, deceased; southwest by land of Isaac Terhune and John Terhune; and northwest by land belonging to the heirs of Barrent Johnson. Neefus is described in this deed as a "wheelwright". The deed indicates that Johannes Stoothoff had owned this property as of 1797, when he included it among the properties mentioned in his will. Johannes Stoothoff is mentioned in the records of the Flatlands town meetings on October 27, 1774. He was also listed as an "Overseer of the Poor" in 1790 (Flatlands Town Records).

The ownership of this property prior to its acquisition by Johannes Stoothoff is uncertain. It may have been a portion of the land acquired in the 17th century by Elbert Elbertse Stoothoff which had remained in the Stoothoff family during the 18th century. However, if the road described in the town records of 1717/18 formed the boundary between the land which later became the Bergen and Ryder farms, the road description suggests that at least the southwestern portion of the Bergen farm was owned by Richard Stillwell in the early 18th century. The 1826 boundary description of the Stoothoff tract indicates that the Terhune tract, mentioned in the road opening record as being on the opposite side of the road from the Stillwell property, later became the Ryder Farm.

The transaction by which David Neefus had previously acquired the tract (Figure 20, tract D) indicated in the 1826 deed as located northeast of the 20 acre Stoothoff tract was not located, and the exact boundaries of the former tract are uncertain.

On May 31, 1828 David Neefus acquired from Nelly Bennem and John Couwenhoven (Liber 24:341) a third tract (Figure 20, tract A) of some 13 1/4 acres located north and east of the 20 acre tract described above. This was the southerly portion of the tract referenced as belonging to the heirs of Berrent Johnson in the 1826 Stoothoff deed. The Bennem-Couwenhoven/Neefus deed indicates that the latter tract had been owned by Barrent Johnson Sr. prior to 1774.

On September 28, 1826, shortly after acquiring the 20 acre "Stoothoff" tract noted above, David Neefus sold the western portion of the property (Figure 20, tract B) to Robert Prince. At the time of this sale, structures were standing on this tract. The deed (Liber 22:184) describes the property conveyed as "all that certain messuage or dwelling house and tract piece or parcel in Flatlands." The tract conveyed, which contained ca. 8 3/4 acres is described as follows

Beginning at a highway commonly called the Gravesend Road at a locust stake drove in to designate the southeast corner of the premises and turning north 20 west 13 chains and 20 links to the middle of a hedge fence thence along the middle of said hedge fence south 70 degrees west five chains 79 links to a locust stake at the west end of said hedge fence thence south 19 degrees east 15 chains and 78 links to a locust stake at the side of the aforesaid highway or road drove in to designate the southwest corner of said premises, thence along said road north 38 degrees east four chains 22 links to a locust stake and thence along said road north 60 degrees east two chains 46 links to the place of beginning...bounded northeast by land belonging to and now occupied by David Neefus, northwest by land belonging to the heirs of Berrent Johnson deceased, southwest by land belonging to Isaac Terhune and John Terhune and southeast by the aforesaid road or highway called the Gravesend road.....being the westerly part of certain premises granted and conveyed to said David Neefus by Wilhelmus J. Stoothoff and other executors heirs and devisees of Johannes Stoothoff late of the Town of Flatlands (Liber 22:184).

The house included on this property would appear to be the old "sand hole house" discussed by Van Wyck (see above). Its location at the bend in Kings Highway is confirmed by the description of the property boundaries along the road as noted in the deed and by its identification as the westerly portion of the Stoothoff tract, which formed the southwestern portion of the later Bergen farm (see below and Figure 20). The property boundaries as noted in the deed indicate that the project site is located near the northeast corner of the 8 3/4 acre tract (see Figure 20).

Van Wyck (1924:117) notes that in addition to the "sand hole house" there was "another old house on the Jeremiah Bergen farm standing on the western side of the Flatbush Road opposite the burying grounds." Van Wyck (1924:117) notes that this structure "was known in its later years as the 'feed store'." This is apparently the house which was "now occupied" by David Neefus as noted in the above deed to tract B (see also below).

The 8 3/4 acre parcel (tract B) was leased by Robert Prince to Samuel Prince from 1827 (Liber 22:182) until 1831, at which time Robert Prince sold the property to George D. Schonherr (Liber 31:132). In 1833 David Neefus reaquired this tract from Schonherr (Liber 35:368). After reaquiring the 8 3/4 acre property Neefus owned a tract totalling approximately 40 acres.

In 1836 Neefus sold this ca. 40 acre property to James Engle (Liber 58:507). An 1852 map (Figure 6) shows that Engle also owned a tract of land on the south side of the Gravesend Road. However, the 1836 deed indicates Engle as resident in Brooklyn and it is likely that he did not actually occupy property in Flatlands at that time.

In 1843, Engle sold these ca. 40 acres to Rem Hegeman (Liber 109:13). Hegeman may have been renting a house on this property, most likely the old "sand hole house" discussed above, as early as 1831. A document in the Flatlands town records (Reel 104:28) dating to the latter year describes the division of the town into three road districts. The second district included the Gravesend Road. The list of residents includes the name of Rem Hegeman immediately following that of Lawrence Ryder, who occupied the property immediately west of that under consideration here. Although the 1852 map (Figure 6) indicates that Hegeman owned another property southeast of the Gravesend/Flatbush Road intersection, this tract would not have been located within the second road district.

David Neefus is listed in the 1831 road district records as residing within in the first road district, which included the Flatbush Road.

On June 1, 1850 (Liber 231:38) Rem Hegeman sold the entire ca. 40 acre parcel to Jeremiah Bergen. The property is described as bounded by land of Abraham Terhune, deceased, on the southeast; the Flatlands-Gravesend highway on the southwest; the land of Lawrence Ryder on the west; and land of Joseph Bennem, deceased, on the north.

Jeremiah Bergen was born in 1812. Bergen (1866) noted that he "owns and occupies a farm in the village of Flatlands." This suggests that Bergen actually farmed this property.

Although the deeds noted above describe the Bergen farm property as containing ca. 40 acres the tax assessments for the years 1851 through 1876 included in the Flatlands town records indicate that it actually comprised 38 1/2 acres. These records also indicate that Jeremiah Bergen died in 1878/79. The 1878 tax records indicate the property as comprising only 36 acres, suggesting that Bergen had sold a 2 1/2 acre parcel prior to his death. In 1879, Jeremiah Bergen's son, Theodore Bergen, was assessed for 1 3/4 acres and the 34 1/4 acre remainder of the property was assessed to the "heirs of Jeremiah Bergen."

The 1852 Connor map (Figure 6) shows the Jeremiah Bergen farm as a tract of 39 acres. The separate parcel shown at the northwest corner of the Flatbush and Gravesend Road intersection would appear to be the "Abraham Terhune" tract noted in the 1850 deed. The map shows three structures on the Bergen property. The "sand hole house" in the southwest corner of the Bergen farm discussed by Van Wyck and noted by DuBois (see above) is not shown on this map. The house shown on the 1852 map fronting on Gravesend Road is apparently the one which was occupied by Jeremiah Bergen and his family (see below). The southernmost of the two structures indicated west of the Flatbush Road was most likely the "feed store" house noted by Van Wyck (1924) as discussed above. This was probably also the structure occupied in the early 19th century by David Neefus as indicated in the 1826 deed (Liber 22:184) cited above. Subsequent maps, discussed below, indicate

that the sites of these structures would be east of the present Flatbush Avenue.

An 1859 map (Figure 7) shows a similar configuration of structures as shown on the 1852 map. The building at the northwest corner of the Flatbush/Gravesend Road intersection is indicated on the 1859 map as the Flatlands Hotel (this building stood on the "Abraham Terhune" property noted above). The 1859 map indicates two houses as owned by Jeremiah Bergen; one on Gravesend Road, and the second on the Flatbush Road immediately north of the hotel. The northernmost of the two structures on the Bergen farm shown as fronting on the Flatbush Road is indicated on the 1859 map as a blacksmith's shop. It is interesting to note that David Neefus, who owned this property prior to 1836 was listed in one of the deeds cited above as a wheelwright. He may have lived in the southernmost of the two structures and worked in the northernmost. These two structures, shown on the the west side of the Flatbush Road on the mid-19th century maps are most likely the same ones shown on the 1895 Sanborn map (Figure 13) east of the realigned Flatbush Avenue and south of Alton Place. The northernmost of the two structures is indicated on this map as as a blacksmith's and wheelwright's shop and the southernmost as a hay and feed store, corresponding in the first case to the designation on the 1859 map and in the second to Van Wyck's description. These two structures would have been located some 1000 feet east of the project site.

The 1868 Dripps map (Figure 8) is notable because it shows the old house in the southwestern corner of the Bergen property which was discussed by Van Wyck and DuBois and shown on the 1781 Taylor and Skinner map. The 1868 map also shows the Bergen house on Gravesend Road and the two structures on the west side of the Flatbush Road. A structure shown on the north side of the Gravesend road east of the Bergen house and opposite Ryder Lane (the road extending southward from Gravesend Road just west of its intersection with the Flatbush Road) probably represents the hotel which was shown on the 1859 map at the northwest corner of the Flatbush/Gravesend Road intersection.

The 1873 Beers Atlas of Long Island (Figure 9) shows the "hotel" and the two structures on the Bergen property on the west side of the Flatbush Road. This map shows one structure on the Bergen property along the Gravesend Road. The structure is shown on the western portion of the Bergen property, near the bend in this road. This is closer to the location of the old "sand hole house" than to that of the later "Bergen" house as shown on the other late 19th century maps. It should be noted that unlike these other maps the 1874 map shows the house set back from the road some 200 feet. The other maps show both the 19th century Bergen house and the older "sand hole house" as fronting directly on the road.

In 1704 the Flatbush Road had been laid out as far as Flatlands along the line of one of the two major branches of what was known since the beginning of European settlement as the Ferry Road. In

1809 this road became known as the Brooklyn and Flatbush Turnpike Road and in 1855, within the limits of the towns of Flatbush and Flatlands, the road became known as the Brooklyn and Flatbush Plank Road (Armbruster 1919). According to Armbruster (1919) in 1877 the Flatbush Road was straightened throughout Flatlands and extended to Jamaica Bay. Thus the Dripps map of that year (see Figure 10) shows the newly opened road as well as its former route (indicated by the cross-hatched lines). As can be seen the new Flatbush Avenue route was laid out west of the old route of the Flatbush Road. The new Flatbush Avenue route would have passed through the eastern portion of the Bergen farm. This may account for the sale of a 2 1/2 acre portion of the Bergen property as indicated in the tax records (see above). Van Wyck (1924:11) states that the part of the old road east of the new Flatbush avenue between Avenue I and Avenue K and south of Overbaugh Place was closed in 1894-1895.

Although the 1877 Dripps map (Figure 10) does not show structures, it does show the property boundaries superimposed on the planned street grid. However, the mapped streets west of Flatbush Avenue shown within the limits of the Jeremiah Bergen farm were not actually in existence at this time.

The small tract of land in the southeastern corner of the John L. Ryder property (immediately west of the Jeremiah Bergen Farm) which is labelled "Flatlands Tnshp" on the 1877 map is presumably the location of the town sand pit as noted by Van Dyck. This map does not show the property at the northwestern corner of the Gravesend/Flatbush Road intersection indicated above as the Abraham Terhune tract. The land immediately northwest of the intersection is shown as part of the Bergen farm. This may be in error since it is shown as a separate tract on both earlier and later maps.

The 1890 Robinson Atlas (Figure 11) is the earliest map to show the exact location of the Bergen house on the Gravesend Road with respect to the street grid. The house is shown north of Kings Highway within the line of E. 38th Street. It is shown in the same location on the 1898 Robinson atlas (Figure 12). This location places it ca. 900 feet from the project site. The 1898 map also shows the boundaries of the Jeremiah Bergen estate superimposed on the street grid.

Jeremiah Bergen's heirs subdivided the property, as reflected in the division into lots as shown on the 1898 map. The block index of deeds in the office of the Kings County Register indicates that the first sale of lots on block 7635 by the Bergen heirs was made in that year.

The old "sand hole house" in the southwestern corner of the property is not shown on the 1890 and 1898 maps, the building having been torn down in 1889 as noted by Van Wyck. The 1898 map (Figure 12) as well as an 1899 Belcher Hyde map examined during the course of research indicates that no structures had yet been constructed on block 7635.

4. Twentieth Century

A 1906 Sanborn map (Figure 14a) shows that a 2 1/2 story frame house had been constructed in the northwest corner of what is now lot 11. This is the lot on which the present Yeshiva building stands. Lots 15 and 16 remained vacant.

This 1906 Sanborn atlas (Figure 14b) continues to show the Bergen house in the line of East 38th Street. There were two outbuildings, a two story carriage house and a smaller one story structure located north of the house, west of East 38th Street and just south of Avenue L. The carriage house site is ca. 750 feet southeast of the project site.

The 1922 Belcher Hyde atlas (Figure 15) indicates that two outbuildings had been built at the rear of the house on block 7635, lot 11 (shown as lots 11 and 13 on this map). These include a 1 1/2 story frame carriage house or stable and a smaller one story frame outbuilding immediately north of the carriage house. The present lots 15 and 16 remained unoccupied at this time.

In 1925 the Bergen house was still standing within the line of East 38th Street. A newspaper clipping of that year indicates that

the old Bergen Homestead on Kings Highway, between Flatbush Avenue and East 37th Street, one of the most interesting historic structures left standing in the old town of Flatlands is to be preserved (Chat 1925).

The planned preservation effort was to involve moving the house to a site on Avenue L. Another newspaper clipping (Anonymous n.d.) described the structure as "the old Bergen homestead, on E. 38th Street between Avenue L and Kings Highway which has been occupied for the last 110 years by the Bergen family." This description is probably not completely accurate since the Bergen family acquired the property only in 1850.

The appearance of the house as shown in the clipping (see Figure 16) is consistent with an early-mid nineteenth century date of construction. This clipping indicates that the new site for the structure would be located 100 feet away. "The landmark is to be removed so that 38th street may be extended. The house has stood as an obstruction to vehicular traffic midway on the thoroughfare between Avenue L and the Highway." The 1929 Belcher Hyde atlas (Figure 17) shows that the house had been removed from its East 38th Street site. It is uncertain if the house was actually preserved.

The 1929 Belcher Hyde atlas (Figure 17) shows the two houses which now stand on lots 15 and 16. They had apparently been constructed between 1922 and 1929. They are also shown on the 1930 Sanborn atlas (Figure 18). A one story garage was located in the northwest corner of lot 16.

The 1951 Sanborn atlas (Figure 19) shows the same configuration of structures as the 1930 map, with the three houses and associated outbuildings on lots 11, 15 and 16.

III. SUMMARY, ANALYSIS OF ARCHAEOLOGICAL SENSITIVITY AND CONCLUSIONS

A. Prehistoric Period

Prehistoric sites have been noted along the southeastern shore of the Borough of Brooklyn in association with tidal creeks and marshes. The tidal creeks would have provided ready access to marine subsistence resources. Fresh water streams draining into these creeks would have been a source of drinking water. A major site was apparently located at the head of the Strome Kill, now known as Gerritsen Basin. This site is located some 4500 feet southwest of the project site. The head of another tidal creek, known as Bestaver's or Bedford Creek, was located east of the Flatlands settlement.

A existence of a Native American settlement at a trail junction which later became the site of the village of Flatlands can only be inferred from references in historic documents and nineteenth and early 20th century reports of Native American burials being encountered in the graveyard of the Dutch Reformed Church. This site is located ca. 1000 feet east of the project site.

The distance from the reported areas of Native American occupation makes it unlikely that artifacts directly associated with these sites would be found at the project site. It is possible, however, that temporarily occupied resource procurement camps could have been located in the countryside surrounding the permanent village or seasonal base camp sites. The model presented by Lightfoot et al. (1985) discusses camps associated with hunting and with nut gathering activities.

In the absence of particular topographic or physiographic features such as hills, ponds, etc. in the vicinity of the project site there is no indication that this would represent a particularly attractive location for hunting camps. The description of the area as a treeless plain during the early historic period indicates that nut gathering would not have been conducted here. Although the area may have been wooded earlier in the prehistoric period, there is no data which indicates whether stands of nut trees would have been present in the vicinity of the project site.

At locations within New York City which were under cultivation in the late 19th and early 20th century and where relatively little subsequent disturbance occurred, traces of prehistoric occupation have been found scattered within remnants of the plow zone during recent archaeological investigations (e.g. see Pickman 1992, 1993a, 1993b). It is possible that such traces could be located at the project site. However, in the absence of known occupation or temporary camp sites in the immediate area or of topographic or physiographic features which would suggest that such a site is likely to be present, there is no indication that significant concentrations of prehistoric remains would be encountered within

any plow zone remnants (see below) which may exist within the project site.

B. Historic Period

1. Seventeenth - Nineteenth Centuries

During the latter half of the 19th century, the project site was located within the boundaries of the Jeremiah Bergen farm. Several maps indicate that a house stood in the southwest corner of this farm as early as 1781 and one source (Van Wyck 1924) indicates that it may have actually been constructed in the 17th century by Andries Hudde, one of the original Flatlands settlers. The records indicate that the Hudde plantation contained a "tobacco house" as well as a domestic structure.

The 17th/18th century house was apparently included within a $8\frac{3}{4}$ acre tract which eventually became part of the Bergen farm. The project site is located near the northeast corner of this tract. The house itself was located on the north side of Kings Highway at the approximate location of East 35th Street. It was reportedly demolished in 1889. The house site is probably beneath the bed of the present, widened Kings Highway or somewhat to the north. This location is some 900 - 1100 feet south of the project site.

Another house was constructed on the Bergen farm north of Kings Highway, perhaps after the acquisition of the property by Jeremiah Bergen in 1850 but possibly earlier in the 19th century. This house was located north of the widened Kings Highway at the present location of East 38th Street, ca. 900 feet southeast of the project site. It was moved from this location or demolished between 1925 and 1929. Outbuildings associated with this structure were located on the south side of Avenue L between E. 38th and E. 37th Streets, some 700 feet southeast of the project site.

Significant archaeological deposits associated with these structures would be represented by structural remains, surficial refuse middens, and refuse deposited in subsurface features such as cisterns, privies and/or wells after their period of use. Such deposits are usually found in the vicinity of the dwelling house and sometimes in the vicinity of farm outbuildings. It would appear, however, that the project site was located sufficiently distant from both of the dwelling houses noted above so that no associated deposits would be present at this location. The location of the major outbuildings associated with the 19th century Bergen house is also sufficiently distant from the project site that associated deposits would not be expected at this location. The location of outbuildings associated with the earlier structure in the southwest corner of the Bergen farm are unknown. However, the distance of the project site from the house site, and its location near the extreme northeast corner of the associated tract suggests that it is unlikely that associated

outbuildings would have been at this location.

Two other structures, possibly a dwelling house occupied in the early 19th century by David Neefus and an associated blacksmith's shop, were apparently located on the Bergen farm during the 19th century. These structures fronted on the Flatbush Road as it then existed. They would have been located east of the present location of Flatbush Avenue, approximately 1000 feet east of the project site.

The research suggests that the land within the project site was probably utilized for agricultural purposes until the Bergen farm was subdivided in 1898.

2. Early 20th Century

A house was built on Lot 11 between 1899 and 1906. Any archaeological deposits associated with the early 20th century occupation of this lot would most likely be located within any features such as cisterns, privies or wells which may have been present. Such features would only have been constructed on the site if a public water supply was unavailable. While the 1906 Sanborn map (Figure 14a) does not show water pipes on East 35th Street, a six inch water pipe had been installed by this date on Avenue L. Although it is possible that the house on lot 11 could have been connected to this source of supply, it is also possible that the house could have obtained its water from a cistern. However, any features present on lot 11 would have been located at the rear of the structure. As noted previously, nearly all of this area was excavated when the present Yeshiva structure was constructed.

Maps indicate that a small portion of the early 20th century structure and its backyard area would be located within the eight foot wide strip on the north side of lot 11 which would be affected by the proposed construction. However, it is likely that excavation for the basement of the Yeshiva structure disturbed at least a portion of this eight foot wide strip. Additional disturbance would have resulted from the installation of a drain in this area. It is unlikely that any intact features which may have been associated with the ca. 1899-1906 structure would remain intact on lot 11.

The existing houses on lots 15 and 16 are the only ones to have been constructed on these lots. They were built between 1922 and 1929. By the former date water and sewer lines had been laid in East 35th Street (see Figure 15). Thus features would not have been associated with these structures.

3. Plow Zone

Prior to the construction of the existing Yeshiva building on lot 11, two soil borings were taken. These were placed in the eastern

portion of the lot, one in the extreme southeastern corner and the second at the end of a driveway in the northeastern portion of the property. The logs of the first boring indicate the presence of a ca. 1 1/2 foot layer of dark brown organic loam overlying the brown sand which apparently represents the subsoil. The log of the second boring indicates the presence of ca. 1/2 foot of brown organic loam overlying 1 1/2 foot of brown sandy loam followed by the subsoil. The data suggest that the plow zone formed during the cultivation of the area remained intact at the boring locations. It can be assumed that construction of the Yeshiva structure would have removed the plow zone on lot #11. It would also have been disturbed in a major portion of the westernmost areas of lots 15 and 16 by the excavation of the basements for the existing structures. It is possible that the plow zone deposit may have remained intact in a portion of the backyard area of lots 15 and 16 following the construction of the frame buildings. However, subsequent disturbance to any such deposits would most likely have been caused by the installation of the playground equipment.

C. Conclusions

It is possible that a remains of a plow zone deposit produced during the historic period cultivation of the land could remain intact in some portions of the small back yard area of lots 15 and 16. This soil could possibly contain scatters of artifacts associated with the prehistoric and/or historic period occupations of the Flatlands area. Such artifacts could have been distributed throughout the area as a result of plowing. However, the distance of the project site from the documented locations of prehistoric and historic period sites indicates that significant concentrations of cultural materials would probably not be present at the project site location. In addition, considerations of the topographic and physiographic characteristics of the area do not indicate that the project site would have been a particularly attractive location for prehistoric occupation.

The above analysis suggests that there is a low degree of probability that significant archaeological deposits are present on the project site. Therefore, it is unlikely that commitment of resources to field testing would result in the acquisition of significant information pertaining to the history or prehistory of the area.

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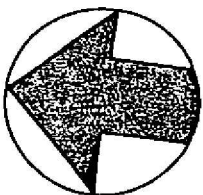
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FIGURES



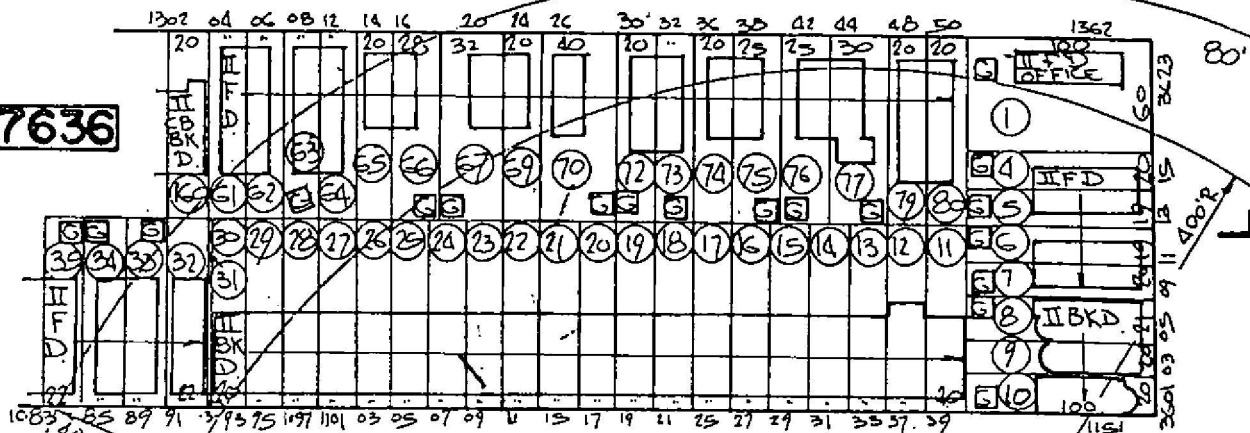
Figure 1a
 Location of Project Site
 Base Map: Hagstrom 1988
 Scale: 1" = ca. 2200'



SCALE: 1" = 100'

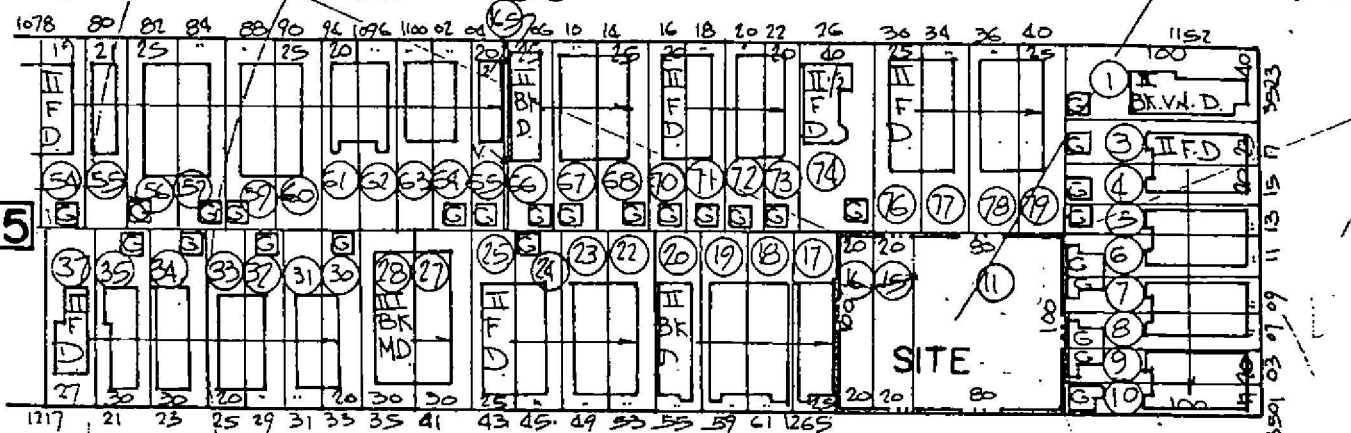
E. 37TH

7636



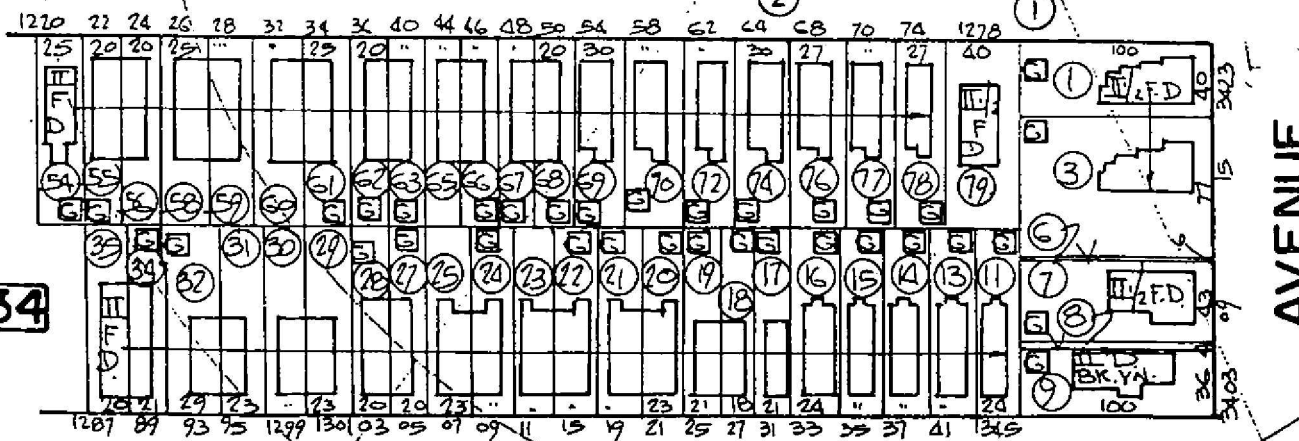
E. 36TH

7635



E. 35TH

7634



E. 34TH

Figure 1b
Block 7635 Showing Project Site
(Existing Buildings on Site Not Shown)

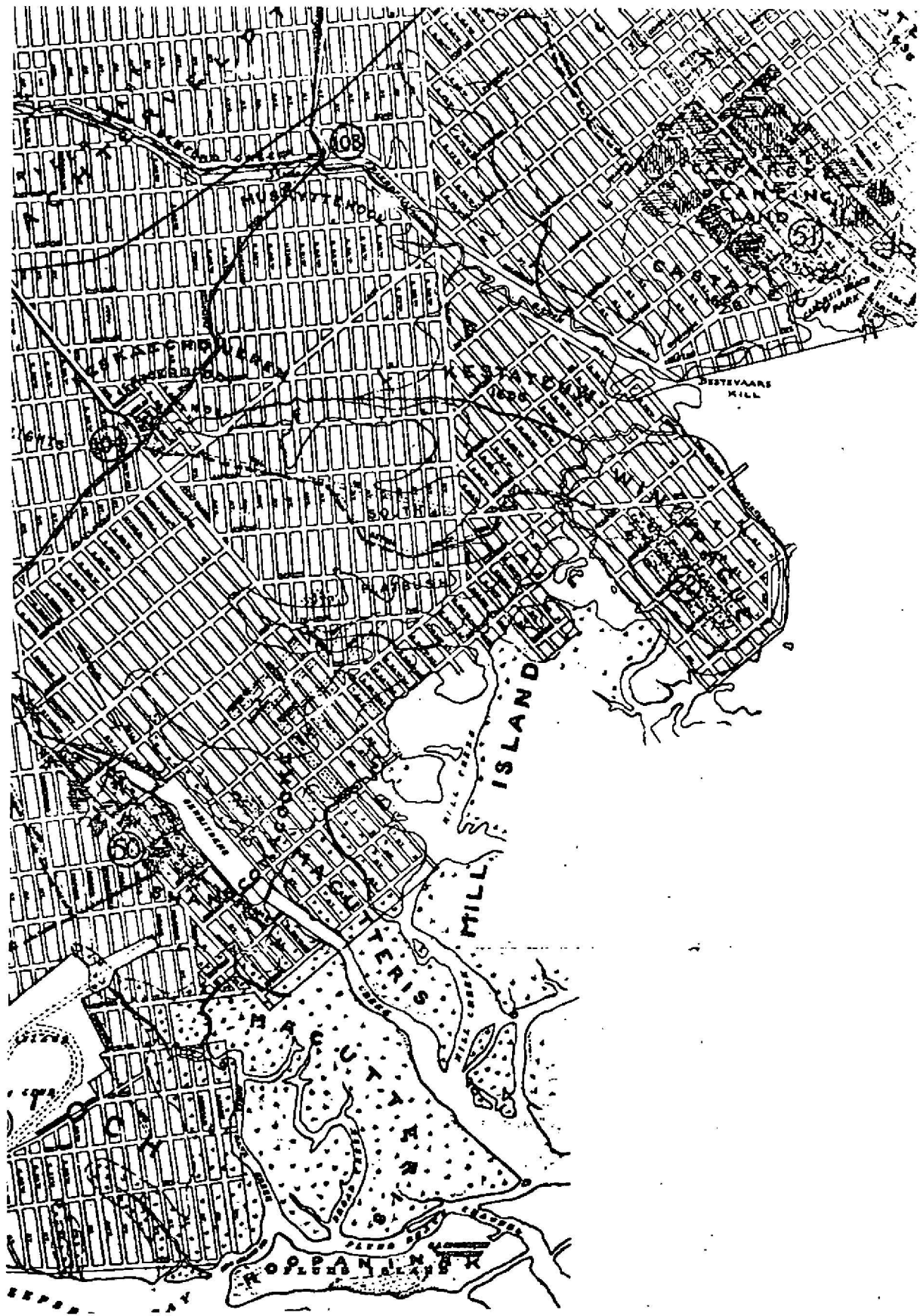


Figure 2
Map Showing Prehistoric Sites Near Project Area
Source: Bolton 1922: Map VIIID

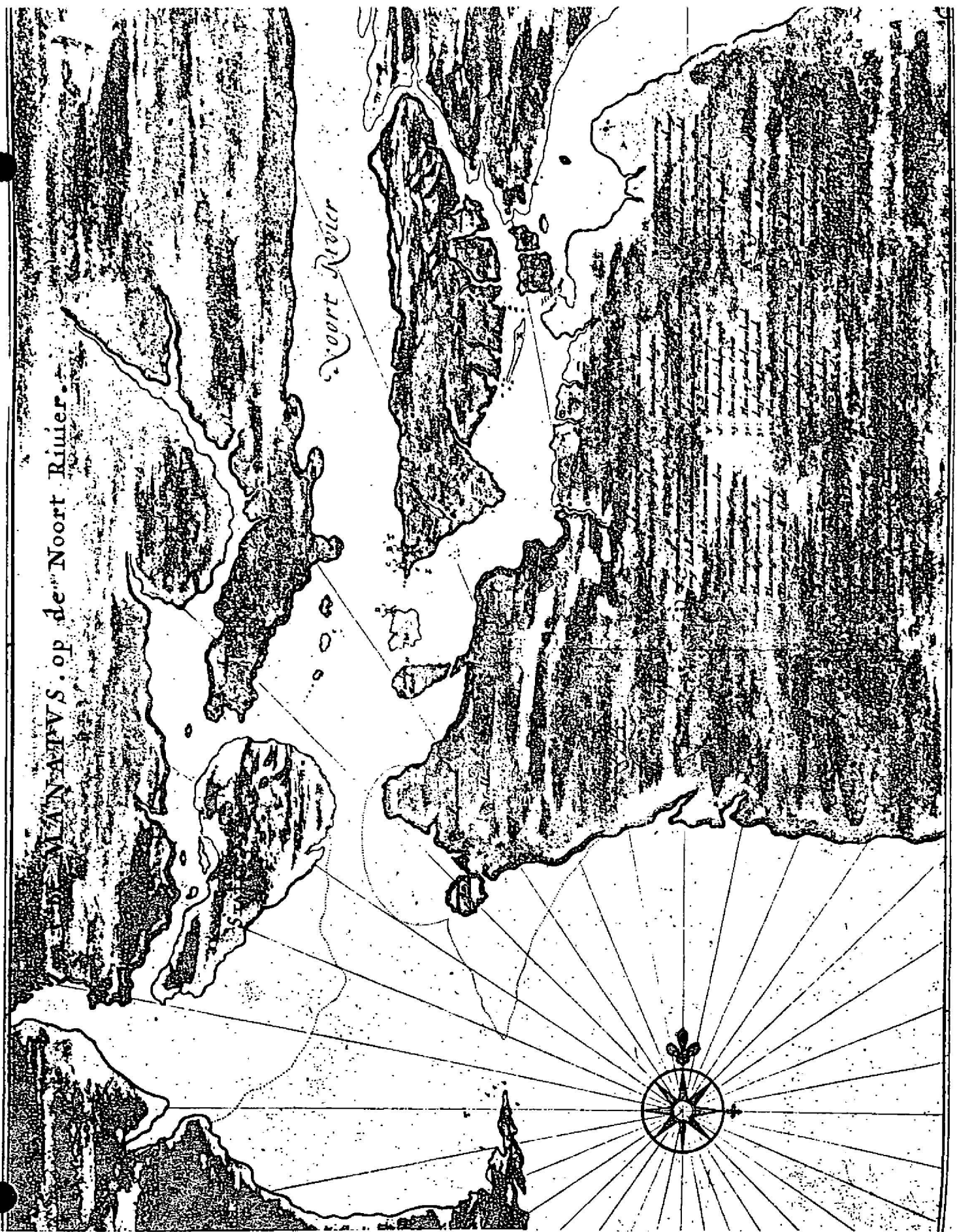
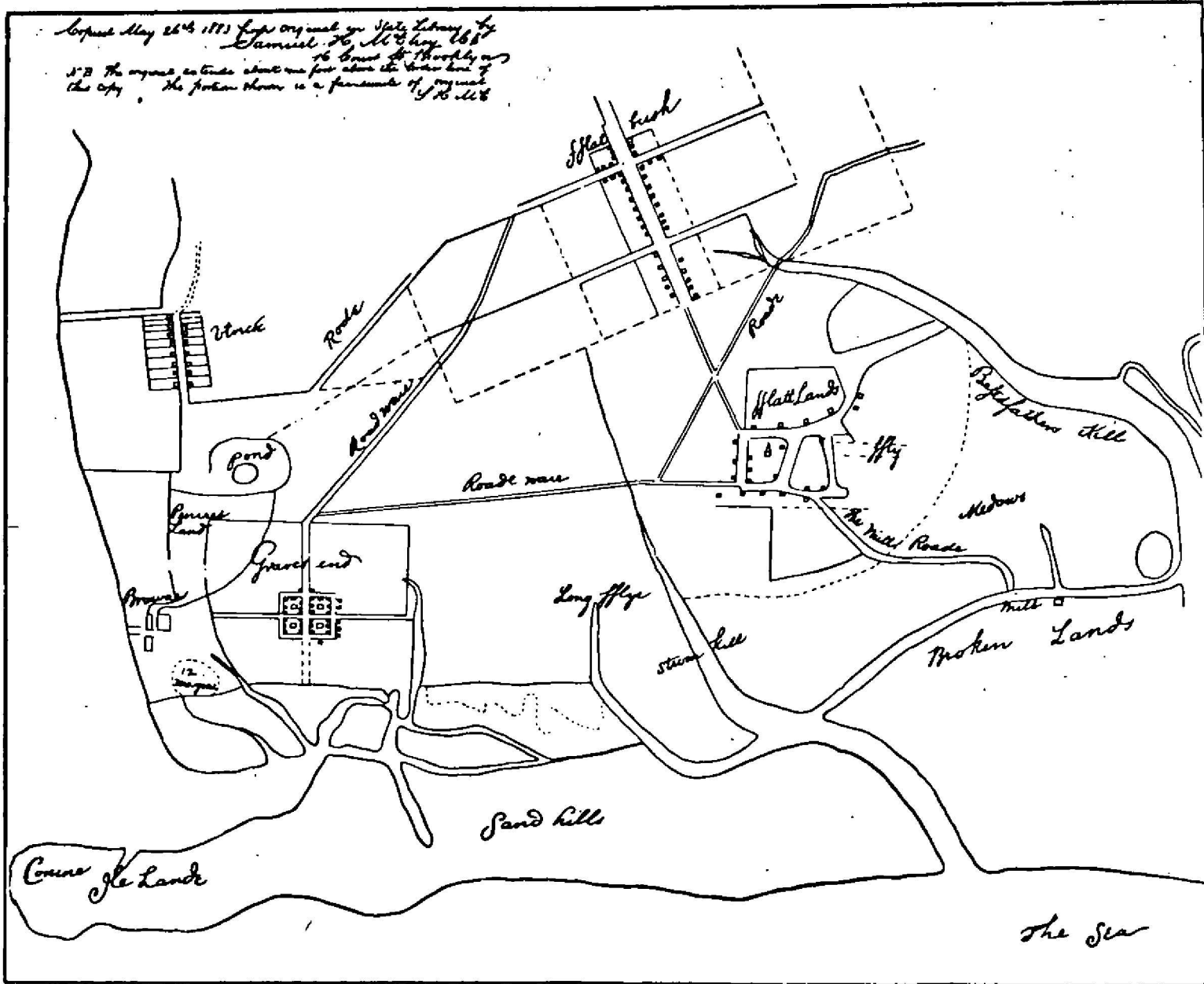


Figure 3
1639 Manatus Map
Source: Stokes 1926, Appendix C: Plate 41



FAC-SIMILIE COPY OF A PORTION OF "A PLANTE OFF YE SITUATION OF YE TOWNS AND PLACES ON YE WEST END OF
 LONG ISLAND TO HEMPSTEAD BOUNDS, LAID DOWNE BY MR. HUBBARDE, JULY 31, 1666."
 Scale, 2 1/2 inches to the mile.

Figure 4
 1666 Hubbard Map
 Source: Stiles (1884:190)



Figure 5a
1781 Taylor and Skinner Map
Scale of Original: 1" = 1 Mile



Figure 5b
1781 Taylor and Skinner Map
Detail Showing Flatlands
Scale of Original: 1" = 1 Mile



Figure 6
1852 Connor Map
Showing Flatlands and Bergen Farm
Scale: 1" = 25 chains (1650')



Figure 7
1859 Dripps Map
Scale: 1" = ca. 1389'

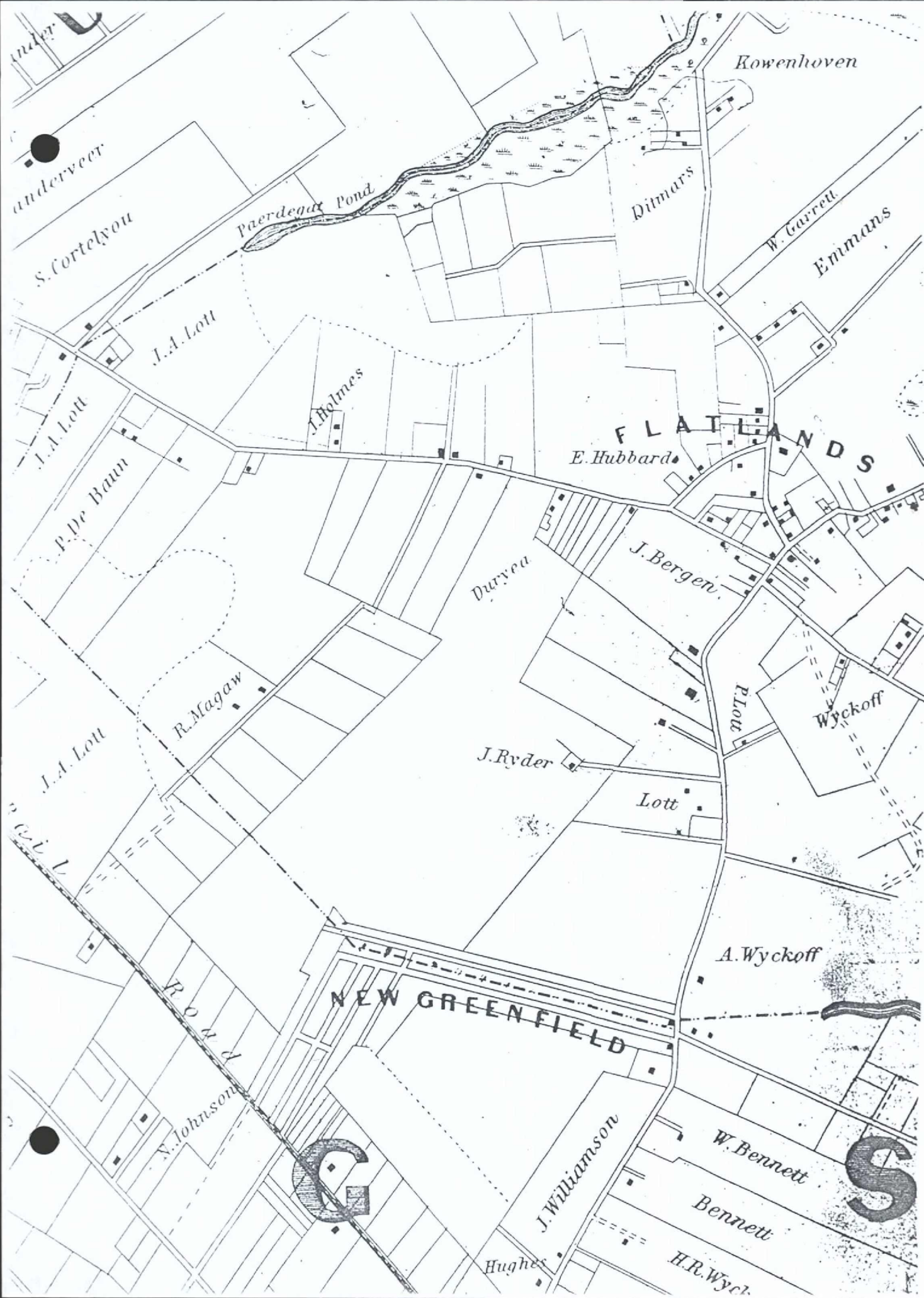


Figure 8
 1868 Dripps Map
 Scale: 1" = ca. 1150'

FLATLANDS

KINGS CO. L.L.
Scale 120 Rods to the inch



Figure 9
 1873 Beers Atlas, P. 35
 Scale of Original: 1" = 120 rods



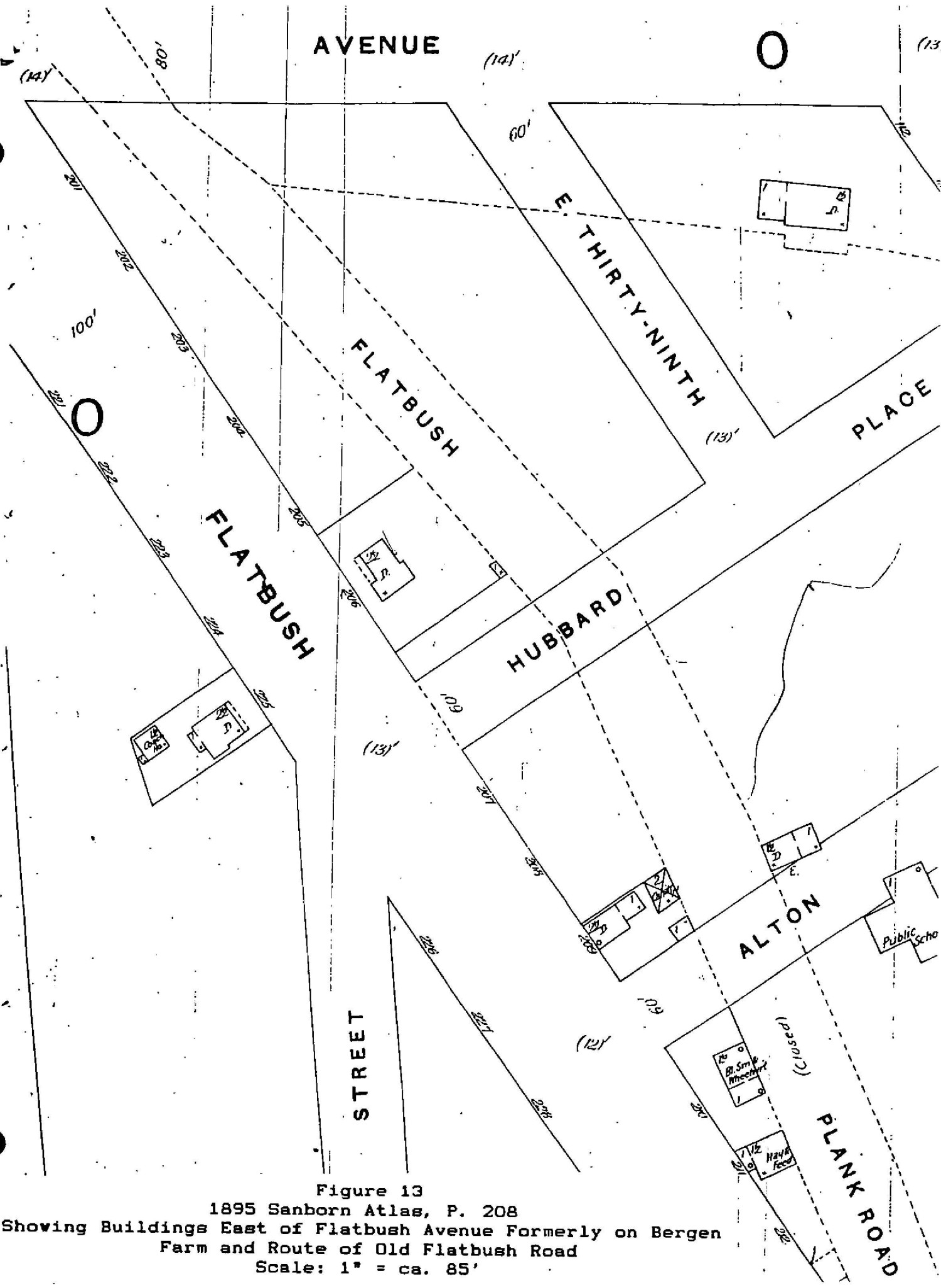
Figure 10
1877 Dripps Map
Scale of Original: 1" = 600'



Figure 11
1890 Robinson Atlas, Plates 25/26
Portion Showing Vicinity of
Flatbush Avenue/Kings Highway Intersection



Figure 12
1898 Robinson Atlas, Plate 29
Showing Bergen Farm and Street Grid



AVENUE

0

(13)

E THIRTY-NINTH

PLACE

FLATBUSH

FLATBUSH

HUBBARD

ALTON

PLANK ROAD

STREET

Figure 13

1895 Sanborn Atlas, P. 208

Showing Buildings East of Flatbush Avenue Formerly on Bergen Farm and Route of Old Flatbush Road

Scale: 1" = ca. 85'

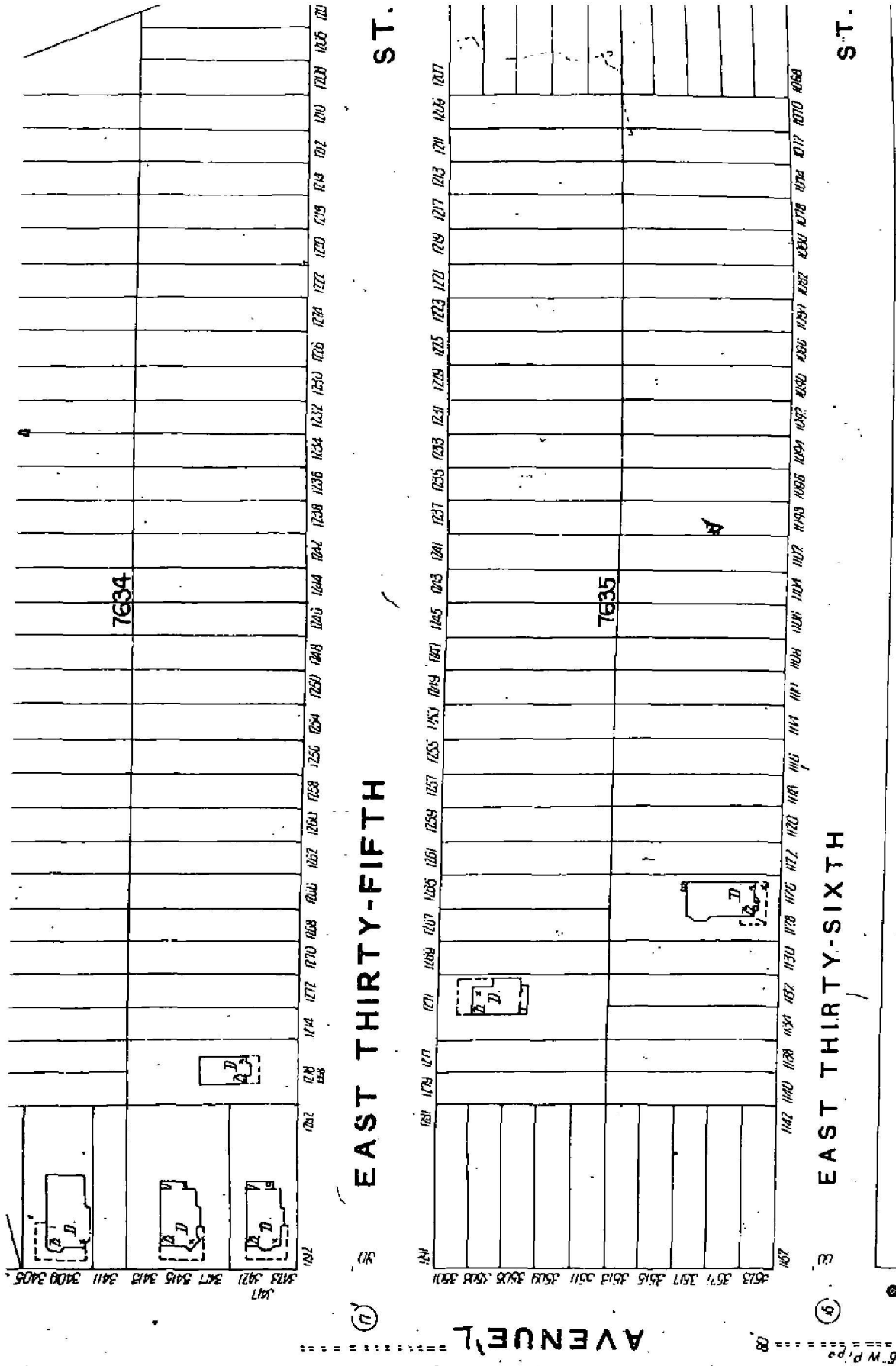


Figure 14a
 1906 Sanborn Atlas, P. 115
 Showing Block 7635 and House on Lot 11 (#1271 E. 35th St.)
 Scale: 1" = ca. 85'

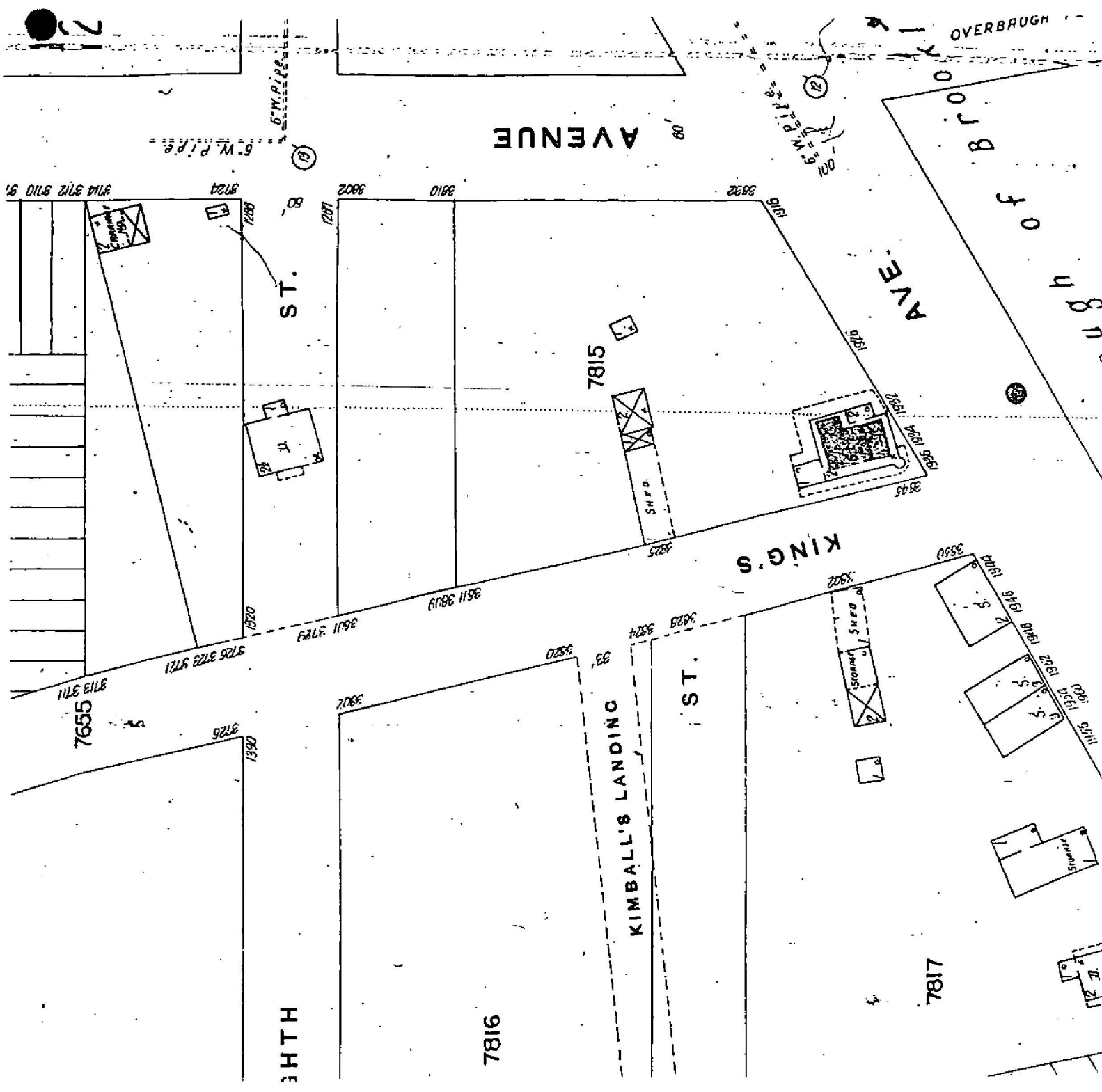


Figure 14b
 1906 Sanborn Atlas, P. 119
 Showing Bergen House (at East 38th Street) and Outbuildings
 Scale: 1" = ca. 85'

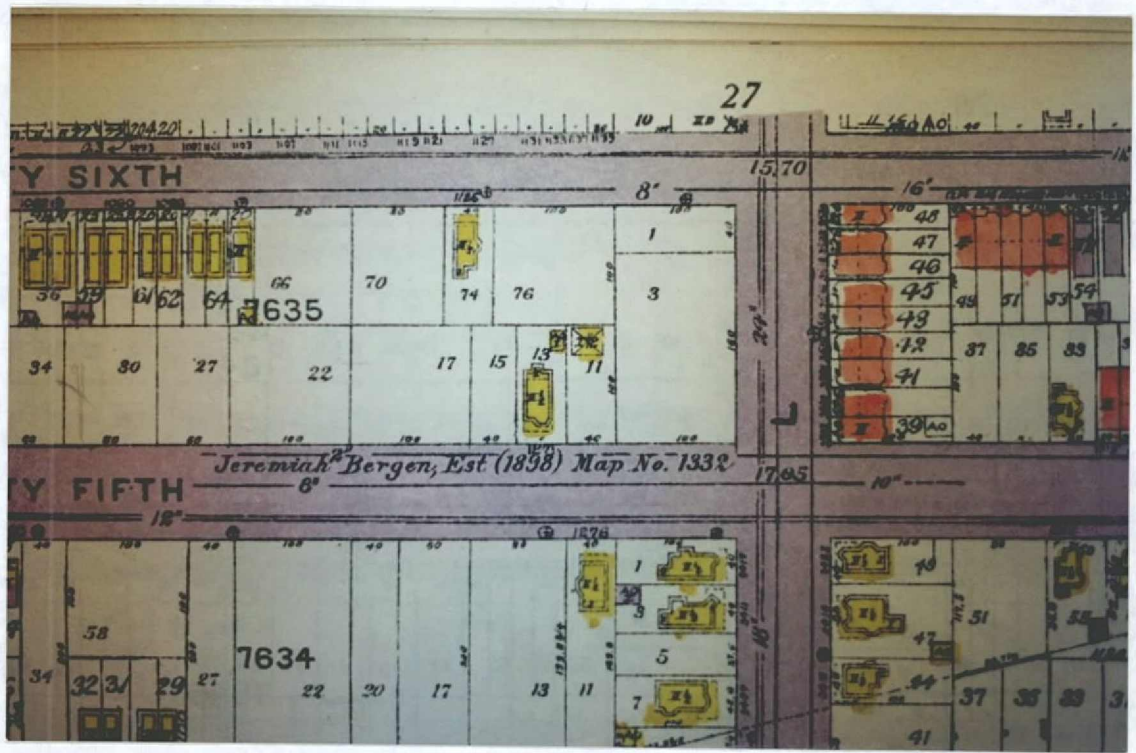


Figure 15
 1922 Belcher Hyde Atlas, P. 26
 Showing Structures on Lots 11/13 (present lot 11)

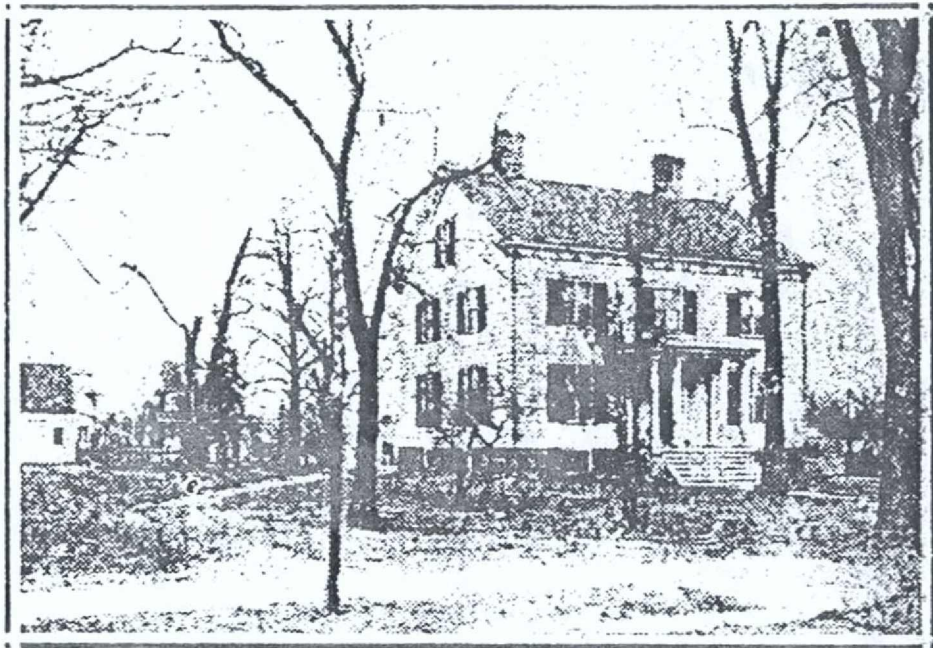


Figure 16
Bergen House - East 38th Street North of Kings Highway
Ca. 1925
Source: Anonymous n.d.

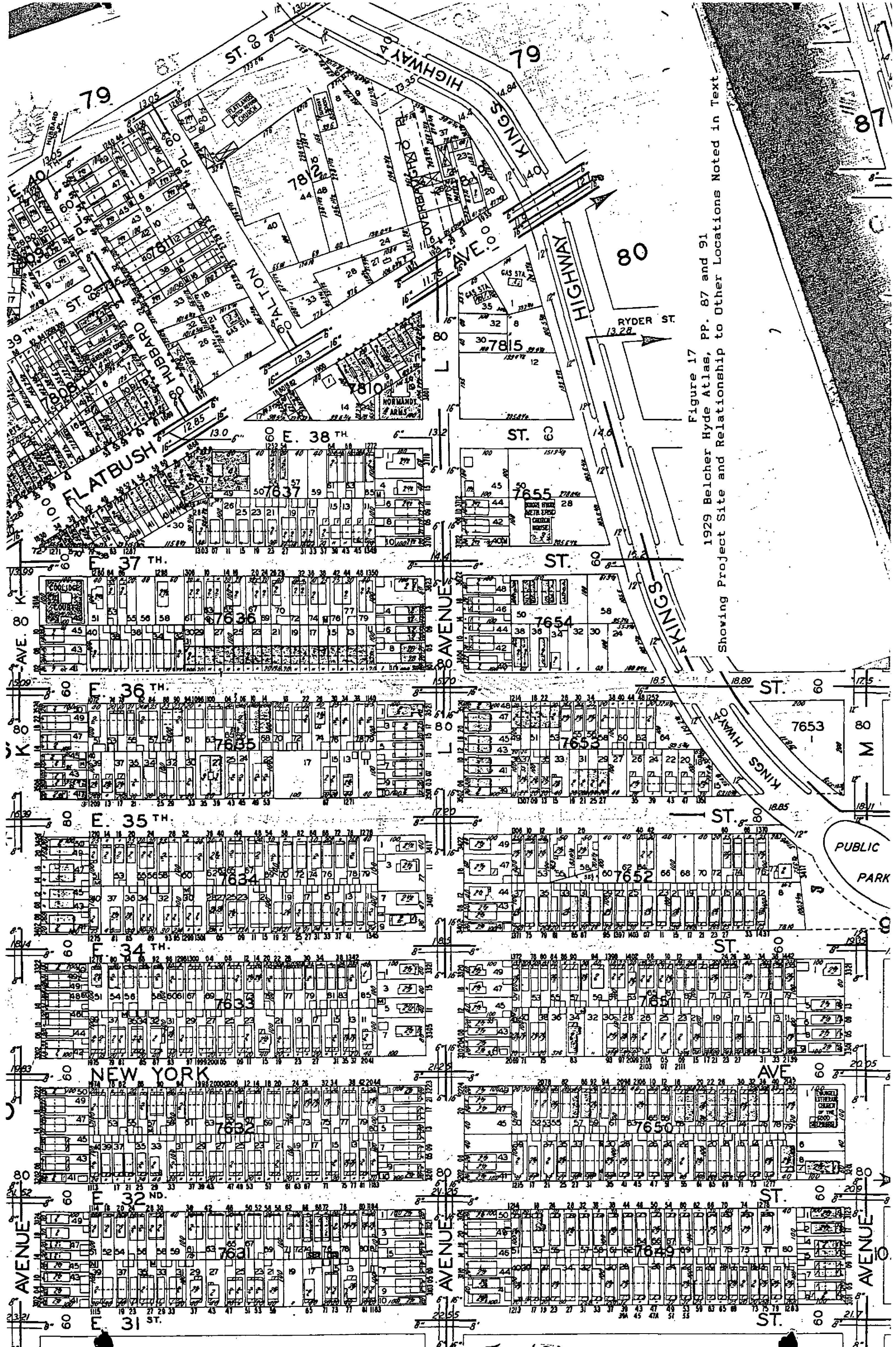
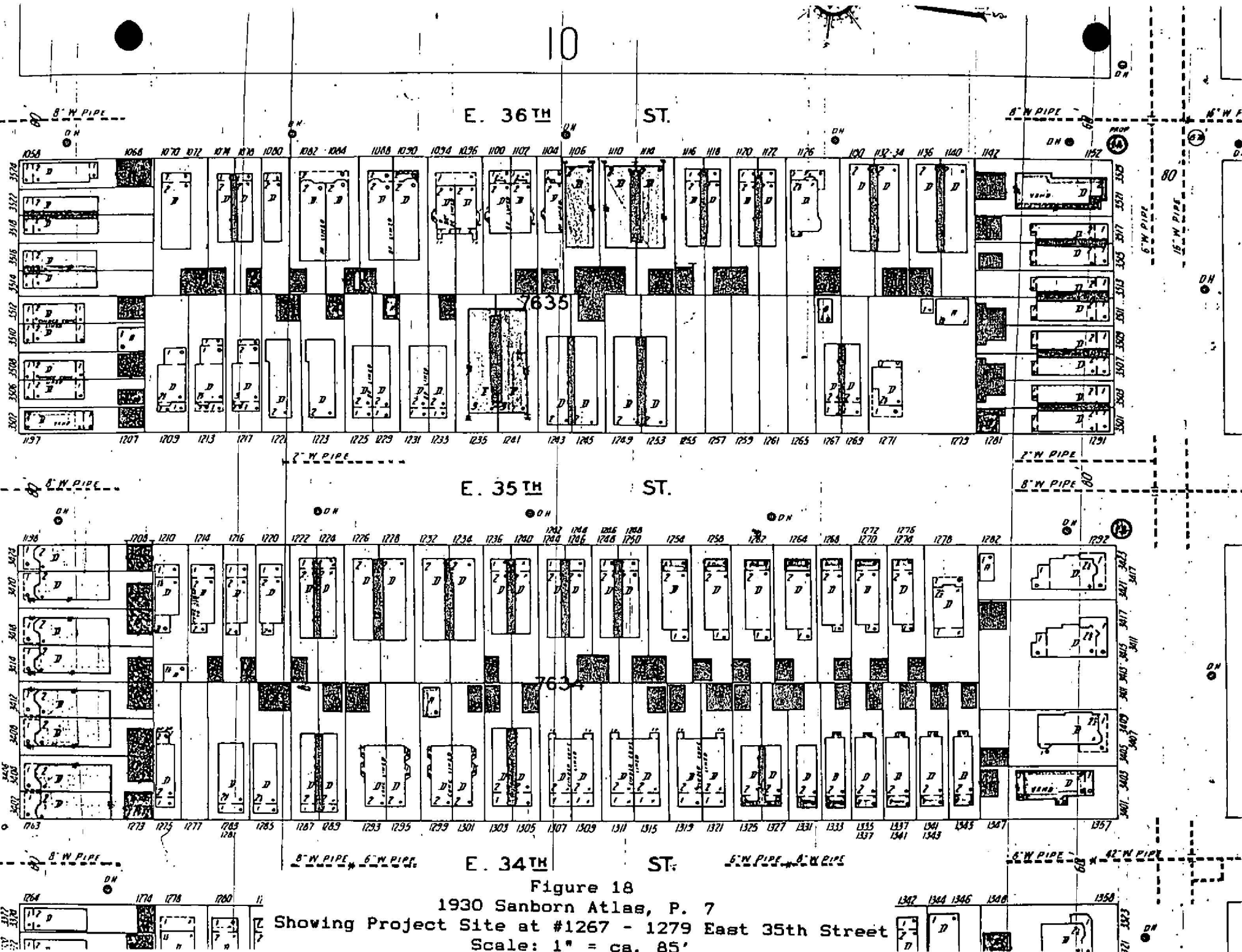


Figure 17
 1929 Belcher Hyde Atlas, PP. 87 and 91
 Showing Project Site and Relationship to Other Locations Noted in Text

SCALE - 160 FEET TO THE INCH

101



E. 36TH ST.

E. 35TH ST.

E. 34TH ST.

Figure 18

1930 Sanborn Atlas, P. 7

Showing Project Site at #1267 - 1279 East 35th Street

Scale: 1" = ca. 85'

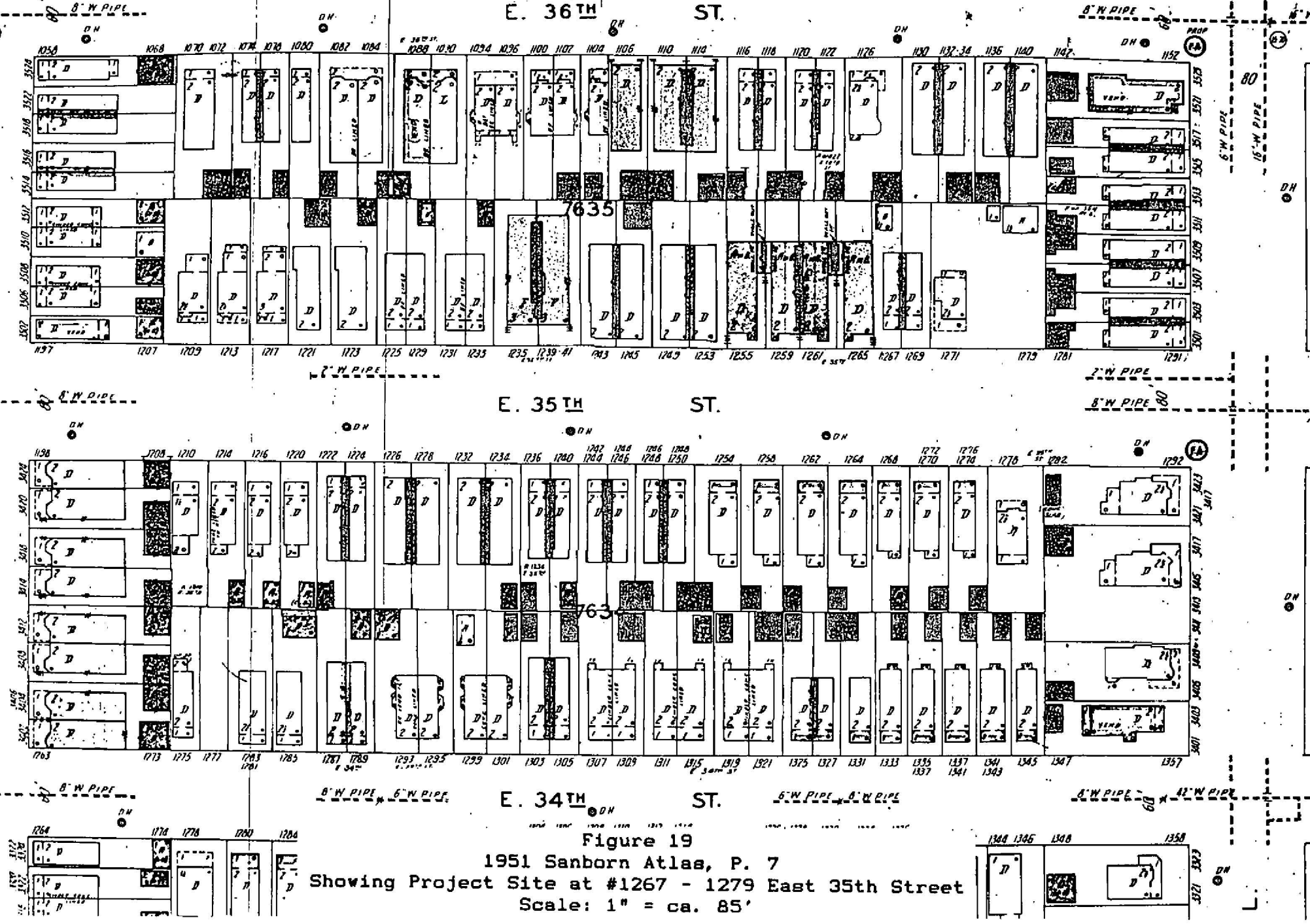


Figure 19
 1951 Sanborn Atlas, P. 7
 Showing Project Site at #1267 - 1279 East 35th Street
 Scale: 1" = ca. 85'

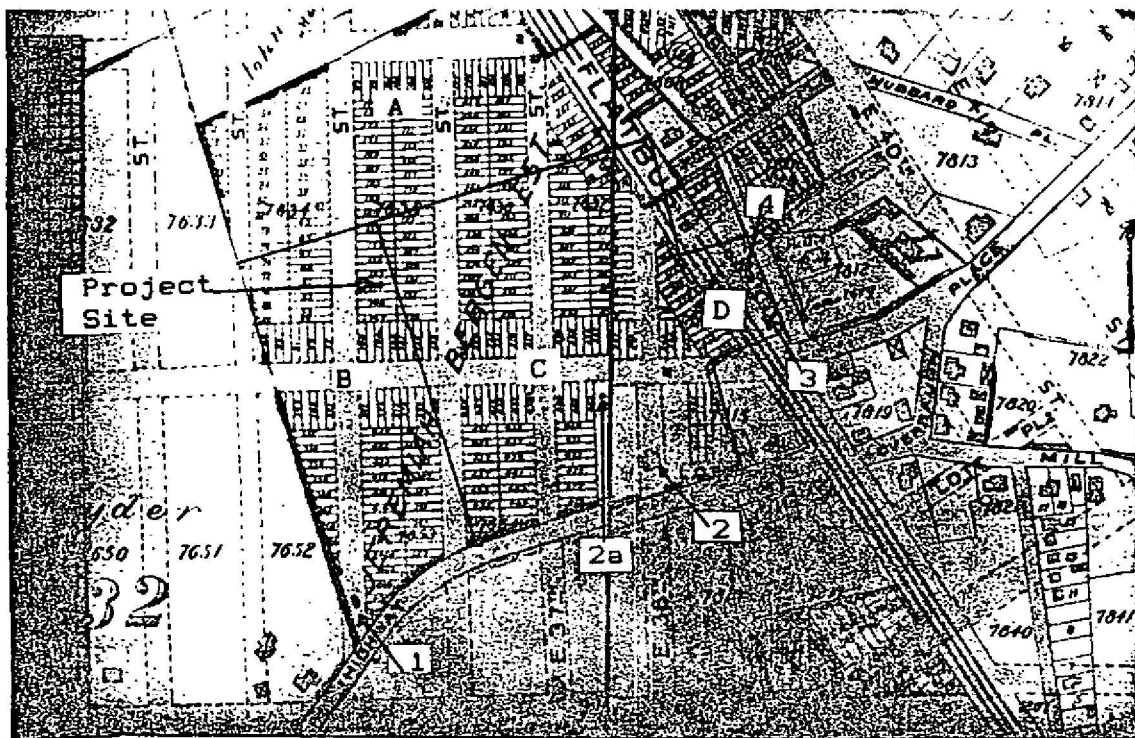


Figure 20
 Tracts Comprising the Bergen Farm and Locations of Buildings
 Base Map - Robinson 1898 (Scale of Original: 1" = 300 Feet)
 Tract Boundaries shown are approximate and reconstructed from
 information in deeds and maps.

Buildings:

1. "Sand Hole House" - Prior to 1781 - Possibly 17th Century
 (Location Approximate)
2. Jeremiah Bergen House - Early-Mid 19th Century
- 2a. Carriage House Associated with Jeremiah Bergen House
3. Probably David Neefus Residence - Probably Early 19th Century
4. Probably David Neefus Blacksmith/Wheelright shop - Probably Early
 19th Century

Bergen Farm - Major Known Land Transactions:

Tract A - property acres acquired by David Neefus Prior to 1826
 (less than 5 1/4 acres - exact size and boundaries uncertain)

 Tract B + Tract C - Total of 20 Acres Owned by Johannes Stoothoff
 Prior to 1797:

Granted by Heirs of Johannes Stoothoff to David Neefus May 4, 1826
 (Liber 20:358)

 Tract B - 8 3/4 acre portion of 20 acre "Stoothoff" tract with
 dwelling house:

Granted by David Neefus to Robert Prince September 28, 1826
 (Liber 22:184)

Leased by Robert Prince to Samuel Prince May 1, 1827 (Liber 22:182)

Granted by Robert Prince to George D. Schonherr July 2, 1831
 (Liber 21:132)

Granted by George D. Schonherr to David Neefus April 4, 1833
 (Liber 35:368)

 Tract D - ca. 13 1/4 acres (formerly part of Barrent Johnson property):

Granted by Nelly Bennem, John Couwenhoven and others to
 David Neefus May 31, 1828 (Liber 24:341 - includes map)

 Tracts A + B + C + D - ca. 38 1/2 acre farm:

Granted by David Neefus to James Engle April 16, 1836 (Liber 58:507)

Granted by James Engle to Rem Hegeman March 8, 1843 (Liber 109:13)

Granted by James Engle to Jeremiah Bergen June 1, 1850 (Liber 231:28)

PLATES



Plate 1a
Yeshiva Teferes Yisrael Existing Building
View Northeast from Corner of East 35th Street and Avenue L



Plate 1b
Existing Attached Frame Structures Lots 15/16
North of Yeshiva Building
View Northeast from East 35th Street



Plate 2
Lots 15/16 - East 35th Street Frontage
Showing Grassy Front "Yard" Area
View Southeast

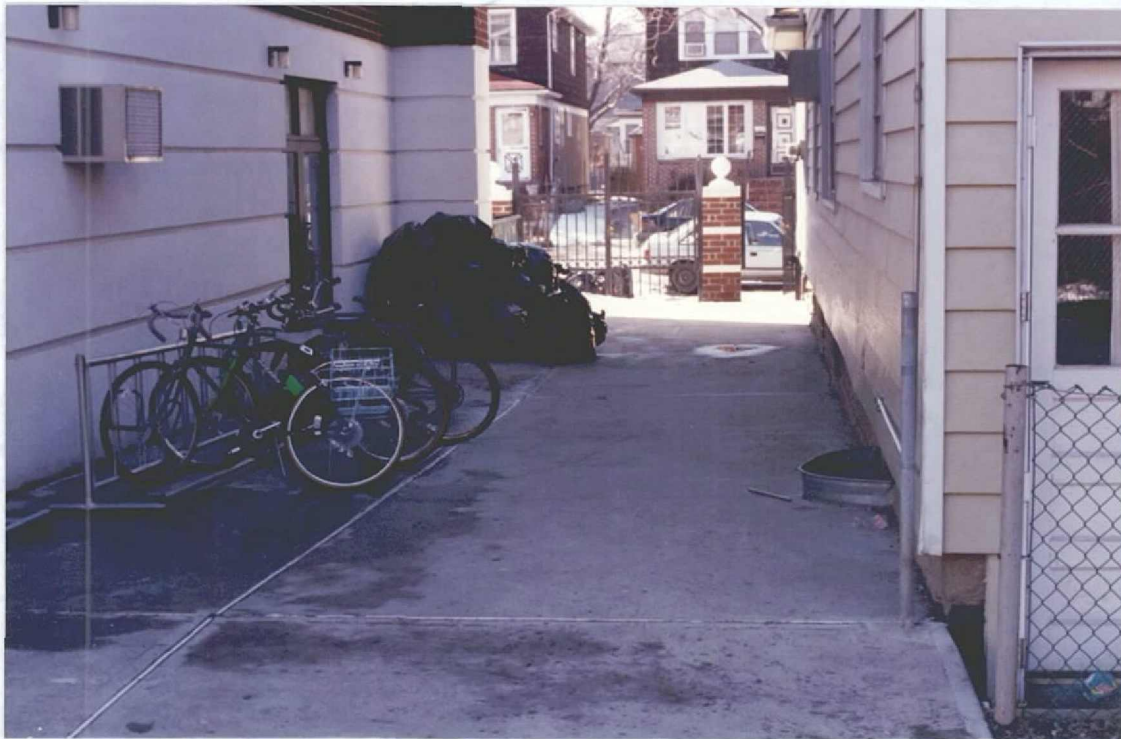


Plate 3a
Western Portion of Side Yard Between Yeshiva and Frame Structure
View West Toward East 35th Street

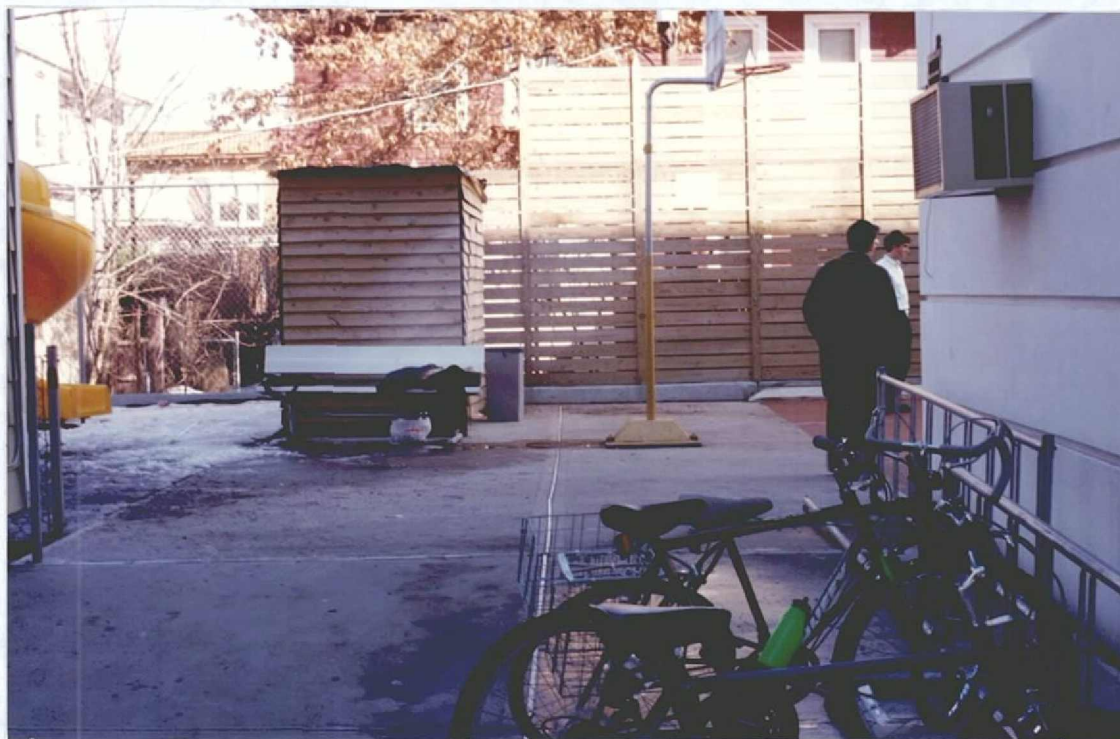


Plate 3b
Eastern Portion of Side Yard Between Yeshiva and Frame Structure
View East Showing Portion of Backyard Area



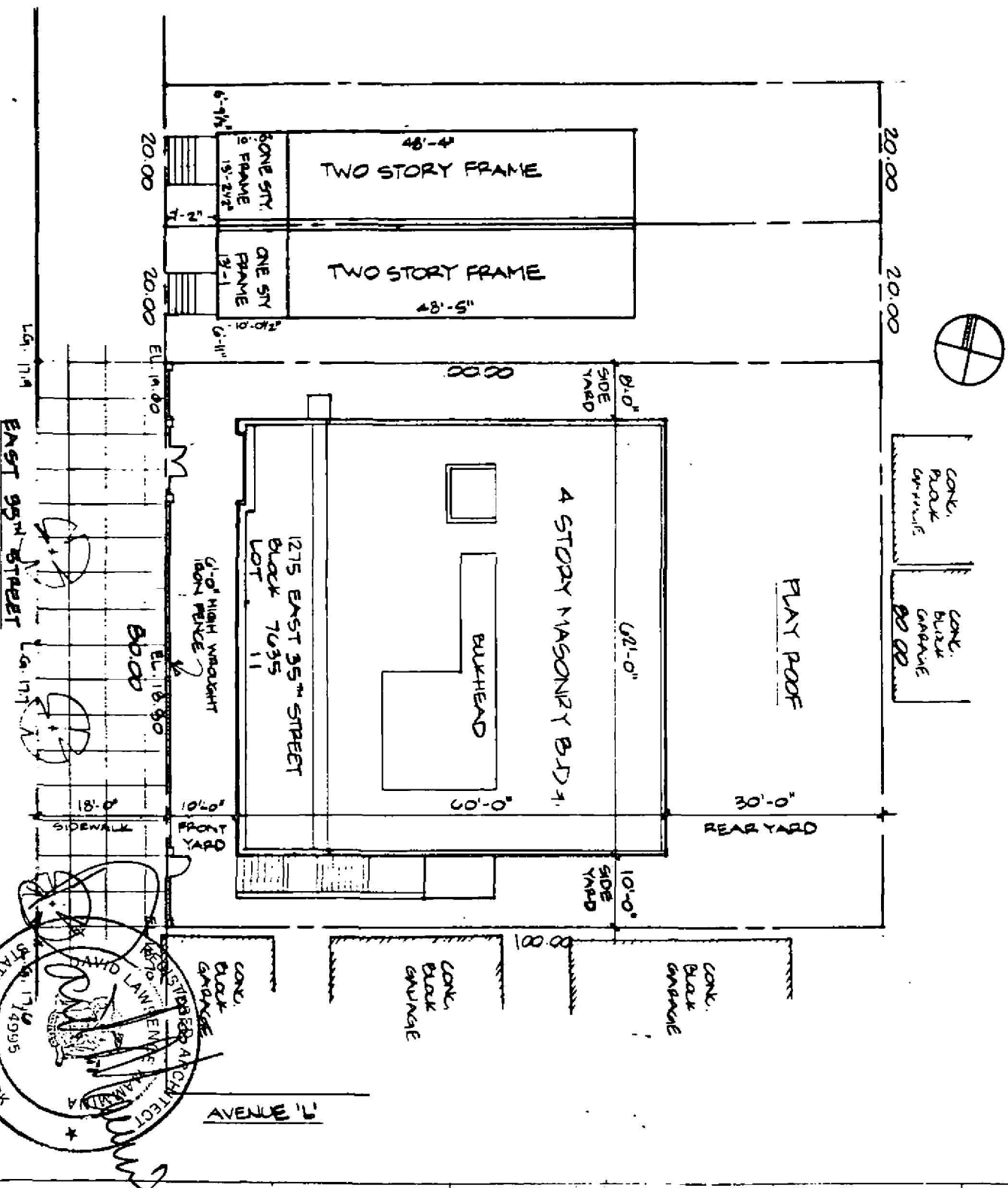
Plate 4a
Composite Photograph Showing Major Portion of Lot 15/16 Back Yard Area
View Northeast



Plate 4b
Western Portion of Lot 15/16 Back Yard Area
Rear Wall of Frame Structures at Left
View North

APPENDIX A
EXISTING AND PROPOSED SITE AND CELLAR FLOOR PLANS

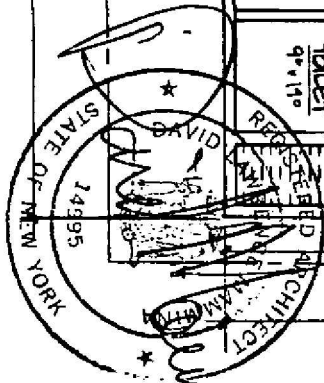
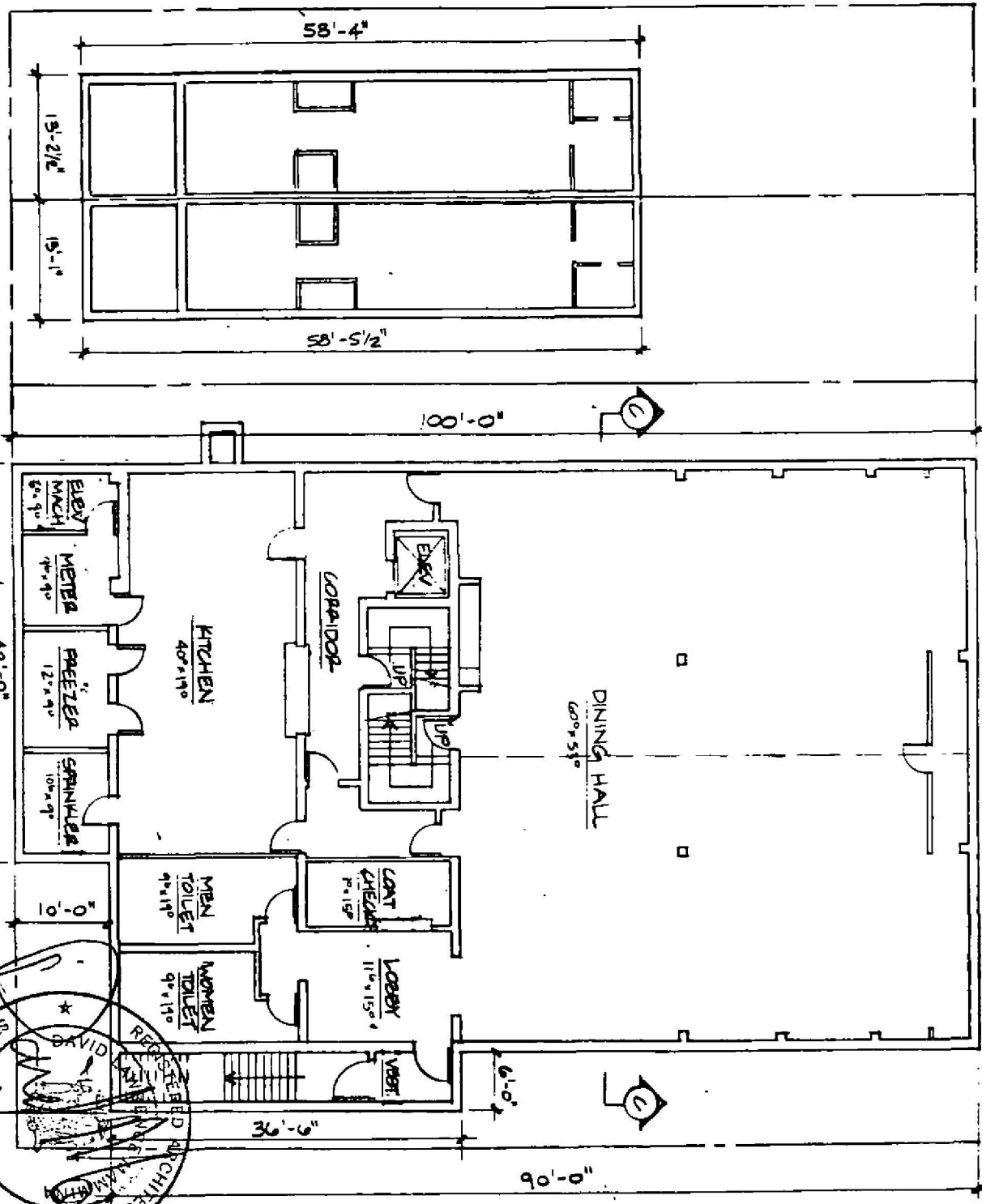
EXISTING SITE PLAN



YESHIVA TIFERES YISROEL
 1275 EAST 35th STREET
 BROOKLYN, NEW YORK 11210

DAVID LAWRENCE MAMMINA
 ARCHITECT
 97-77 QUEENS BLVD., TOWER FL
 FOREST HILLS, NY 11374 • (718)896-3873

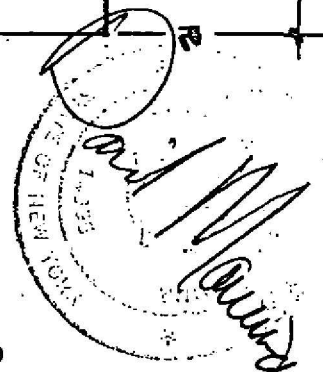
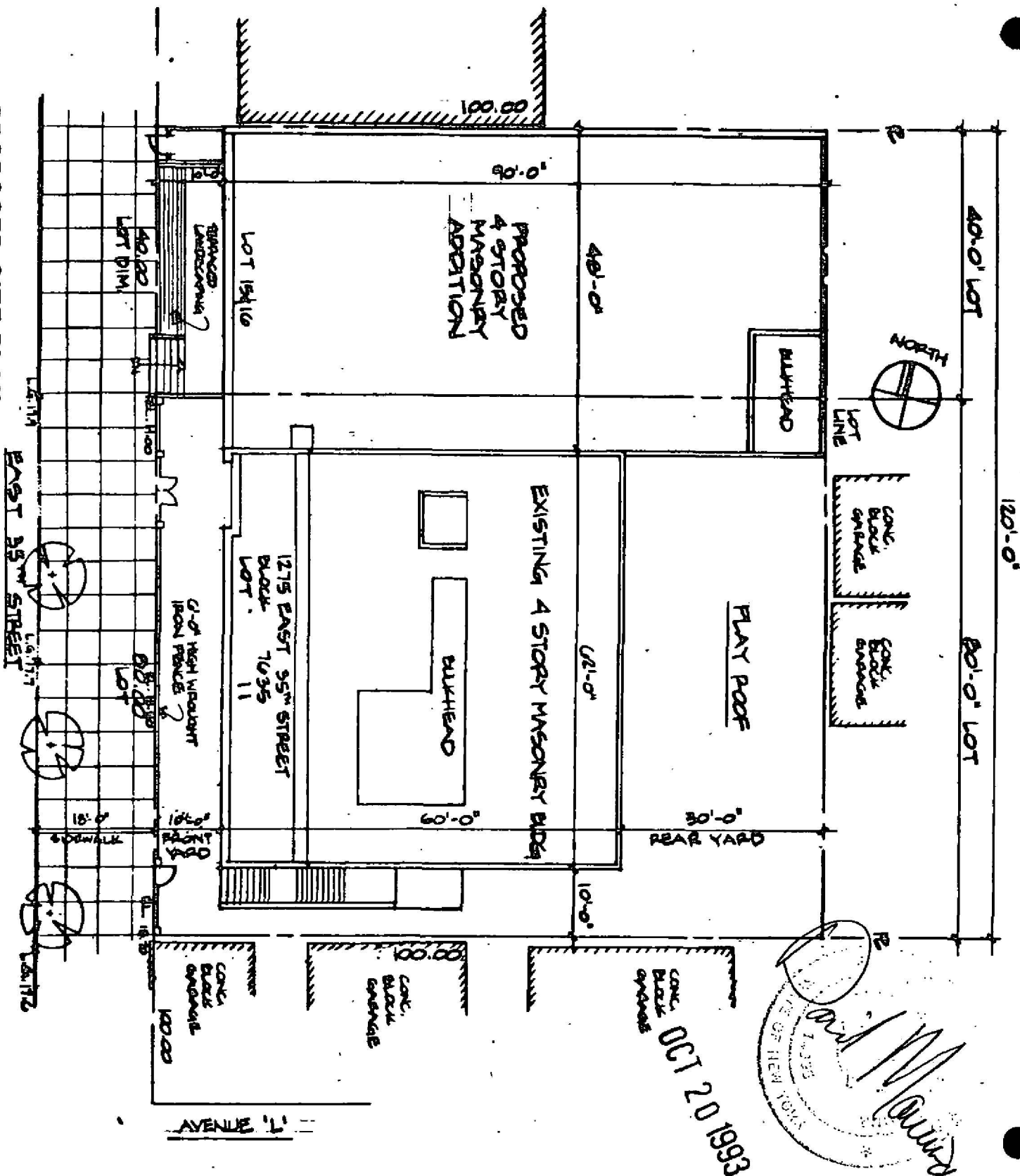
EXISTING CELLAR FLOOR PLAN



YESHIVA TIFERES YISROEL
1275 EAST 35th STREET
BROOKLYN, NEW YORK 11210

DAVID LAWRENCE MAMMINA
ARCHITECT
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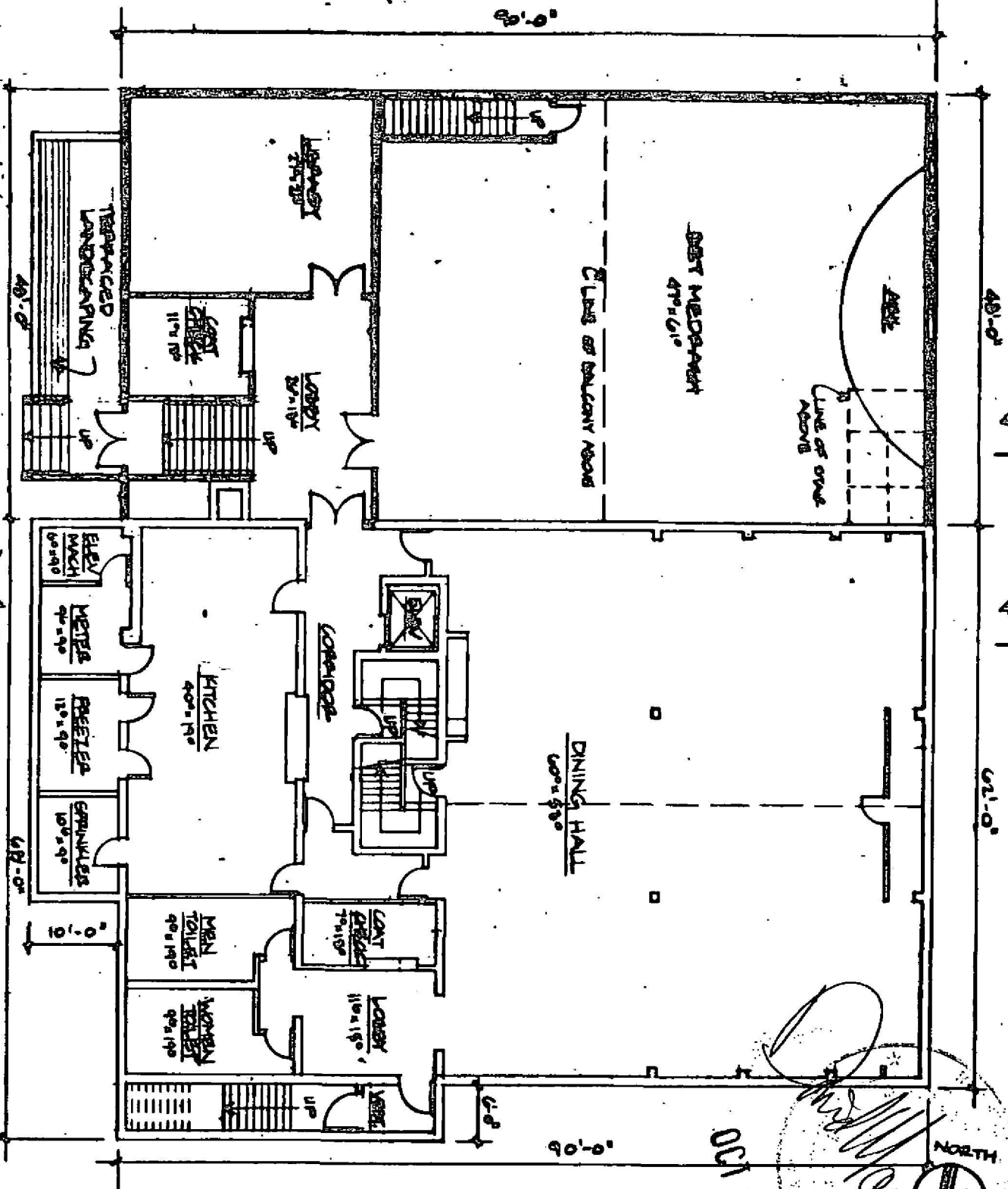
PROPOSED SITE PLAN



YESHIVA TIFERES YISROEL
 1275 EAST 35th STREET
 BROOKLYN, NEW YORK 11210

DAVID LAWRENCE MAMMIA
 ARCHITECT
 97-77 QUEENS BLVD., TOWER FL
 FOREST HILLS, NY 11374 • 718/996-2872

PROPOSED CELLAR FLOOR PLAN



YESHIVA TIFERES YISROEL
 1275 EAST 35th STREET
 BROOKLYN, NEW YORK 11210

DAVID LAWRENCE MAMMINA
ARCHITECT
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