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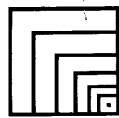
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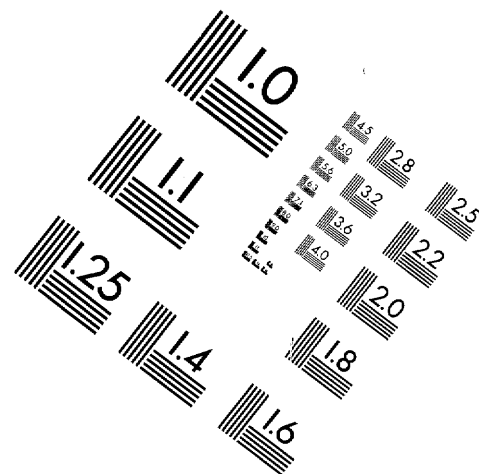
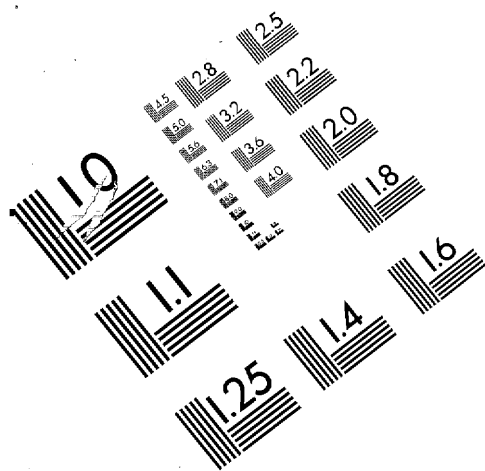
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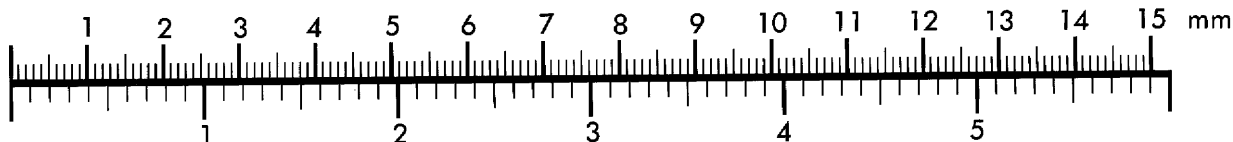


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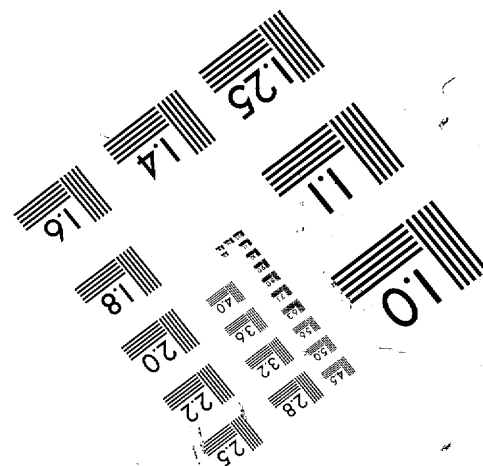
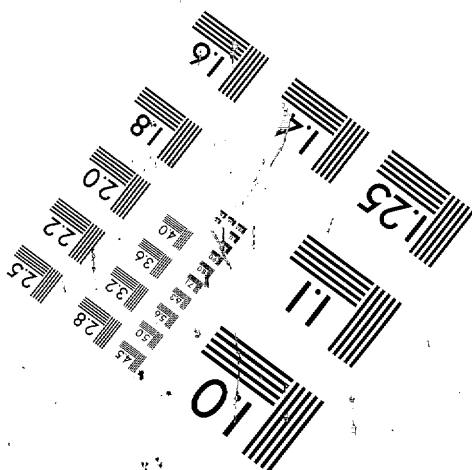
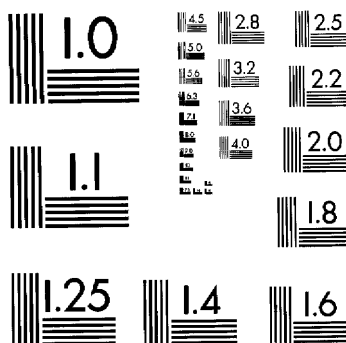
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**An Archeological and Documentary History of
Peebles Island State Park, Waterford, N.Y.**

by Paul R. Huey

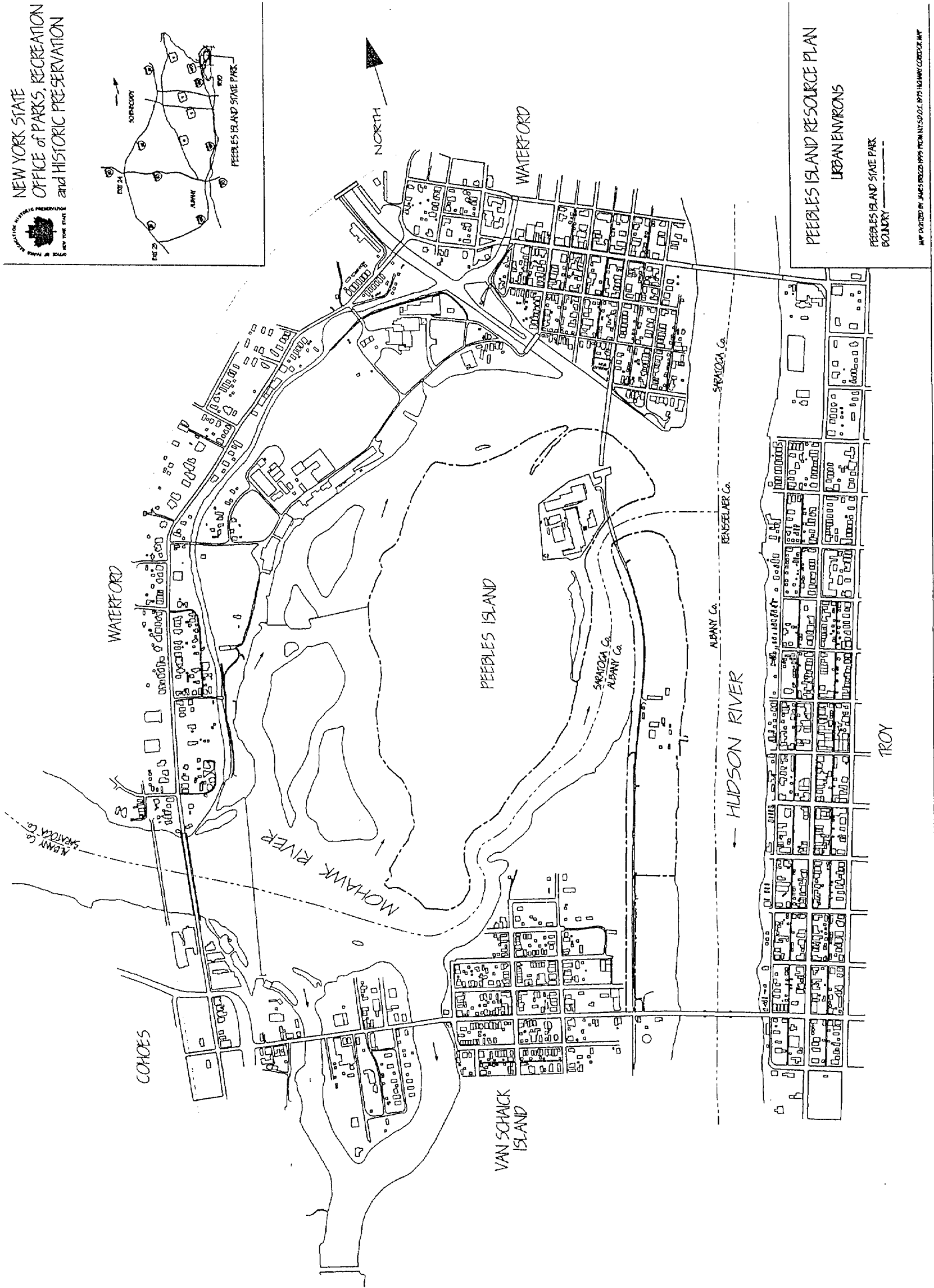
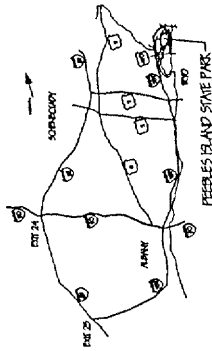
Research Unit
New York State Office of Parks, Recreation and Historic
Preservation
Peebles Island, Waterford, N.Y.

Revised June 1996





NEW YORK STATE
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and HISTORIC PRESERVATION



PEABODY ISLAND RESOURCE PLAN
URBAN ENVIRONS

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MAP DATED BY JAMES PIERCE 1995 FROM 1950 & 1975 MAPS CORRECTED MAP

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Acknowledgements

The following history of Peebles Island could not have been compiled without the generous assistance and support of many people. For more than 20 years, the team of archeologists with the Archeology Unit of the Bureau of Historic Sites has conducted field work for on-going research and resource management at Peebles Island State Park, and they deserve much credit for their dedication and hard work. Particular individuals who deserve mention include Lois M. Feister, Charles L. Fisher, Charles A. Florance, Joseph E. McEvoy, Kevin L. Moody, Joseph S. Sopko, and Dennis L. Wentworth. The documentary research on Peebles Island State Park could not have been completed without the assistance of Kristin L. Gibbons of the Research Unit of the Bureau of Historic Sites. Others who have provided very valuable assistance include David Meyersburg of the Exhibits Unit of the Bureau of Historic Sites, Ralph Folger of Troy, N.Y., and both Brenda J. Baker and George R. Hamell of the New York State Museum.

I. Setting and Prehistoric Occupation

The islands in the Hudson River above and below Albany consist of alluvial flood plain islands as well as protruding outcrops of bedrock. Large alluvial flood plain islands such as Papscanee Island and Schodack (Castleton) Island were quickly recognized by the Dutch who came to this area early in the 17th century as valuable resources for agriculture; these islands had previously been farmed by the Mahican Indians who owned them. Contrasting with those islands were the islands consisting of high, protruding outcrops of bedrock which were smaller but which were strategic places not only for settlement by the Indians but also for settlement and fortification by Europeans; these islands included Beeren Island, Smacks Island, and the Hogeberg south of Albany, while north of Albany the four outlets, or *spruyts*, of the Mohawk River formed Green, Van Schaick, and Haver (Peebles) Islands. The Hogeberg was surrounded by the fertile alluvial flats of Papscanee Island, and adjoining the north side of Haver Island was also a small but fertile alluvial flat. The high, rocky islands such as Haver Island, especially once they were cleared, were ideal for grazing livestock. The Haver Island of the 17th, 18th, and 19th centuries was renamed Peebles Island in the 20th century. Peebles Island, 138 acres in size, was purchased as a State Park by the State in 1973, and to this was added the north end of Van Schaick Island in the 1980's.

The geological history of the area including Peebles and Van Schaick Islands is very tentative, and the theories that have been proposed to explain it require much more research. Peebles and Van Schaick Islands originally were evidently a part of the bed of an ancient pre-glacial river gorge carved in bedrock which the present Hudson River more or less follows. This ancient gorge, averaging about 2 miles in width, was filled with ice as the Wisconsin glacialiation moved south across New York State during the Pleistocene Age beginning perhaps about 200,000 years ago. About 20,000 years ago the glaciers began to recede northward, leaving behind them vast lakes of melted ice water and extensive deposits of sand and gravel (Stoller 1920: 7; Dineen 1975: 11). Perhaps 16,000 years ago the edge of the glacier receded from its margin at the present Helderberg Escarpment and in the Hudson Valley at Ravena and retreated as far north as Round Lake in Saratoga County. As the melting ice water poured in great rivers off the edge of the receding glacier, many piles of gravel formed deep on the bottom of Lake Albany near the margin of the ice. One or more piles of gravel probably were thus left by the retreating glacier on the uneven surface of what later became Peebles Island (Dineen 1986: 98).

About 15,000 years ago the Hudson Lobe of the glacier readvanced southward about 20 miles from Round Lake to South Bethlehem and again reached the edge of the Helderberg Plateau. Then the ice again retreated, apparently more rapidly, about 14,000 years ago possibly leaving the irregularly stratified sand

and gravel kame deposits within depressions on the rock surface of the north side of Peebles Island. Lake Albany, with a surface elevation believed to have been at least 250 feet above present sea level, once again covered Peebles Island and gradually buried it under deposits of clay and sediments (Dineen 1986: 102; Stoller 1920: 32). As the glacial waters of Lake Albany gradually subsided, a river many times larger than the present Mohawk evidently began pouring into the Hudson Valley from the west. Flowing at a level at least 80 feet higher than its present bed, this river probably swept away from the bedrock surface the clay and silt left by Lake Albany in the area north of present Cohoes and on Peebles and Van Schaick Islands (Stoller 1920: 9, 32). Huge pot holes were evidently scoured into the bedrock, and later, about 11,000 years ago, into two of these pot holes located in present Cohoes washed the body of a mastodon. The bones, discovered in 1866 resting on a bed of clay and broken rock above a layer of water-worn pebbles, were buried under a muck and peat deposit at least 50 feet thick. The bones have just recently been radiocarbon dated by the New York State Museum at 11,070+/-60 years ago (Gurnett 1996; Baker 1996a; Hartnagel and Bishop 1922: 10-11).

As the Mohawk River gradually settled into its present channel, sea levels rose, and sea water crept into the Hudson Valley from the south. The sea water formed a tidal estuary in a new river channel in the middle of the old pre-glacial river gorge almost as far north as Peebles and Van Schaick Islands

(Stoller 1920: 7; Ruedemann 1930: 24, 182-183). The post-glacial Mohawk River, meanwhile, formed a great waterfall at Cohoes where it descended the west rim of the ancient pre-glacial river gorge. Then the Mohawk spread across the rocky bottom of the old gorge on its way to the Hudson, cutting several channels into the bedrock. The distributary channels flowing across this surface gradually became intrenched into the soft shale bedrock and formed Peebles and Van Schaick Islands. Beginning at the same time, the post-glacial Mohawk River below Cohoes Falls has cut a channel into the soft rock to a depth of 40 feet, while Cohoes Falls itself has evidently receded to its present location about 2,000 feet upstream from its original location at the rim of the ancient pre-glacial Hudson River gorge (Stoller 1920: 9, 37).

The Cohoes Mastodon is not the only Pleistocene animal remains that are said to have been found in this area. According to the late William Kirby of Cohoes, dredging in the Hudson River within a cofferdam adjacent to the Matton Shipyard on Van Schaick Island brought up a large prehistoric Pleistocene moose mandible which was sent to the State Museum. It was found about where the pier is presently located at the Shipyard. A search for this mandible in the State Museum collections, however, has instead produced only some "moose" bones recorded to have been "found in a pocket near Waterford, N.Y., Dec. 1909." The three bones, in fact, are not from a moose but are those of a large albatross, a sea bird (Steadman 1995).

On Peebles Island there is abundant evidence scattered on the ground surface of prehistoric Indian occupation. These artifacts, including flint chips, worked flint blades, scrapers, projectile points, and hammer stones, each provide important archeological clues about the Indians who once lived on the island before the arrival of Europeans. Arthur C. Parker in 1922 reported the discovery of "chipped red slate" projectile points at the southeast end of Peebles Island. A collector named Albert C. Hurd of Troy had also found sites at the northeast end and on either side of the railroad tracks (Parker 1922: 690). On neighboring Van Schaick Island, the burial of an Indian woman and her child was uncovered on the golf course, and in 1926 Homer Folger of Lansingburgh, a carpenter employed at the Matton Shipyard, also discovered an Indian burial and artifacts near the Shipyard where he worked. They were found north of the Shipyard, not far from Peebles Island. Each of these burials was apparently reinterred following its discovery (Anon. 1926).

More discoveries followed in 1933, when Folger discovered another well-preserved Indian burial, and in April 1938 he found two burials that had been exposed by the high water of the river at the north tip of Van Schaick Island. The bodies had been buried in a fetal position. He claimed that a projectile point was embedded in the skull of one skeleton (Anon. 1933; Anon. 1938; Rockefeller 1938). One of those skulls found by Folger in the spring of 1938 has been reburied in a ceremony conducted by the Stockbridge Munsee Indians on July 24, 1994, at the Grafton

Peace Pagoda in Rensselaer County (Baker 1996b). An examination (see Appendix II) of the skull by Brenda J. Baker and Lisa Anderson of the New York State Museum prior to its reburial suggests that the individual was a male of approximately 35 to 40 years of age. Scars and cavities in the skull and other symptoms of disease indicate a likelihood that the individual suffered from treponemal disease, which includes yaws, endemic or non-venereal syphilis, and venereal syphilis. The man was probably infected in childhood and lived long enough for many of the bone lesions to become wholly or partly healed (Baker 1996c).

According to William Kirby, Indian burials were also found in the Matton Shipyard during World War II when a new frame building was being constructed (Kirby 1985). North of Peebles Island, other Indian burials have been found. In 1981 prehistoric human bones were uncovered during the digging of a sewer connector to a house at 43 Hudson River Road, located .9 mile north of Broad Street in Waterford. A prehistoric occupation stratum was visible, in addition to a pit feature. Flint chips (including one of greenish Cocksackie flint), fire cracked rocks, and a single sherd of Middle Woodland pottery were present (Huey and Fisher 1981). Also north of Peebles Island, but just across the Mohawk River channel, at least three burials were uncovered in Waterford in 1995 by archeologists working in advance of sewer line construction. These, too, were in a fetal position, but establishing an approximate date for the remains was not possible at first because of the absence of diagnostic

artifacts associated with the them (Jones 1995). With the burials, however, were found charred grape seeds. Two unassociated human teeth were also found. One skeleton was of a female of perhaps 35 to 45 years of age. Enamel hypoplasia of her teeth indicated a stress-related event during childhood, and the condition of her lower leg bones was indicative of infection. The second skeleton was of a male of about 18 to 20 years of age. This person also had enamel hypoplasia of the teeth as well as lesions indicative of a more serious and/or chronic infection. The fill of the feature was radiocarbon dated at ca. 995 A.D. The third skeleton was a female about 35 to 45 years of age. She had minor arthritis as well as enamel hypoplasia, and the fill within the burial feature was radiocarbon dated at about 1435 A.D. The two unassociated teeth were each from a child. One of the teeth was actually two teeth fused together, representing a developmental and/or genetic anomaly (Raemsch 1996).

The Matton Shipyard area on Van Schaick Island has produced many other prehistoric artifacts and remains of interest. The stripping of topsoil from the area north of the Shipyard revealed extensive evidence of prehistoric Owasco occupation, with concentrations of mussel shells and sturgeon plates. Kirby himself found about eight Owasco Indian burials there during that work. Near them were large pit features containing fragments of Late Woodland Iroquoian castellated pots. Unfortunately, the topsoil stripping immediately north of the Shipyard fence was very deep and probably destroyed almost all

archeological evidence east of the road. The site, however, probably extends under the road and west of it to the west shore of Van Schaick Island (Kirby 1985). In March 1980 Joseph E. McEvoy, an archeologist with the Bureau of Historic Sites, discovered prehistoric flint chips, a stone net sinker, and the base of a Meadowood point in the area between the former railroad bed and the west shore of Van Schaick Island opposite the Shipyard. The Meadowood point would date probably from the early Point Peninsula complex of Early Woodland culture, from about 2400 B.C. to about 550 B.C. Further discoveries occurred in 1985 within the Shipyard itself. A hole was dug to remove previously installed fuel tanks west of the north building (since collapsed) and north of the office building. Around the edges of the large hole could be seen the exposed remains of Indian hearths. A charcoal sample was carefully taken for dating from a lens-shaped hearth containing fire cracked rocks but no noticeable flint chips or pottery; this hearth was exposed about 14 feet west of the north building. Unfortunately, the charcoal sample has not yet been sent to a laboratory for dating. On the opposite (west) side of the hole, however, another hearth was observed almost 3 feet below the ground surface. Above this feature, at a depth of 21 inches, was found a perfect Late Woodland quartzite Madison point dating from the late prehistoric to early historic periods. This Madison point would probably be consistent in date with the triangular point that R. Arthur Johnson recorded finding about

1963 or later at the north tip of Van Schaick Island, about where the burials had been found in 1938 (Johnson 1963).

The number of prehistoric burials that have been found both north and south of Peebles Island indicates the strong likelihood that there are also prehistoric burials on the east point of Peebles Island, although none have yet been recorded there. In 1978 McEvoy recorded the presence of prehistoric Indian artifacts on the east point of Peebles Island where they had washed out of the bank. The river shore at the point was scattered with fire cracked rock, and a possible occupation stratum was visible along the length of the eroding bank less than 2 feet below the ground surface. The artifacts included a notched net sinker, a double-pitted hammer stone, a sherd of Late Woodland pottery, and flint chips. In another area to the west on the south side of the point was also found fire cracked rock and a small chip of Cocksackie flint (McEvoy 1978). In addition, extensive archeological testing and rescue excavations were conducted at Peebles Island in 1978 and 1979 on the alluvial flat adjoining the north side of the Island northeast of the Collections Care Center prior to the construction of the new waste water treatment drainage system in that area. A number of hearths were completely uncovered and excavated on the flat, but no dateable or diagnostic artifacts were found associated with them. The hearths may be evidence of the drying of fish by the Indians. No human burials were found. Unfortunately, it has not

yet been possible to complete a final report on those excavations (Huey 1978; Feister 1979).

The area below Cohoes Falls was the nearest point on the Hudson River from which the Indians of the Mohawk Valley could obtain anadromous fish species such as American shad, sea-run alewives, blueback herrings, striped bass, and shortnose sturgeon. The Cohoes Falls is of great significance in Iroquois tradition. When Dekanawida was sent to establish the Great Peace among the Iroquois, he demonstrated his power by allowing himself to be plunged into the chasm of Cohoes Falls from a tree overhanging the precipice. The next morning he was discovered by the warriors in an empty bark cabin still alive and cooking his morning meal (Parker 1916: 16).

II. The Early Historic Period to 1664

The end of the prehistoric period at Peebles Island is difficult to date, but the first known European explorers came up the Hudson River as far as Peebles Island in 1609. Henry Hudson's mate and four other men on September 22, 1609, attempted to explore farther up the Hudson River from their ship, the *Half Moon*, which was anchored at Castle Island (an alluvial island below Albany), and they travelled north evidently about 25 miles to the vicinity of present Stillwater (Jameson 1959: 23). They were probably the first Europeans to visit Peebles Island, but there may have been earlier, undocumented European exploration or contact with the Indians. Excavations in Waterford in 1977, in fact, revealed a site between Mechanicville Road and the Hudson River that contained late 16th- or very early 17th-century glass trade beads (Fisher and Hartgen 1983).

In 1630 Killiaen van Rensselaer began purchasing choice farmland along the west side of the Hudson River above and below Fort Orange. On August 13 he purchased from the Algonkian-speaking Mahican Indians the land from Smacks Island (in the present Town of Bethlehem) north "to a little south of Moeneminnes Castle." A map made about 1630 precisely shows the location of Menomine's Castle on present Peebles Island (Fig. 1). This Indian castle, or fortified town, had probably been the home of the Mahican chief Menomine, who had been killed between 1624 and 1626 in the Mahican war with the Mohawks (van Laer 1908: 167,

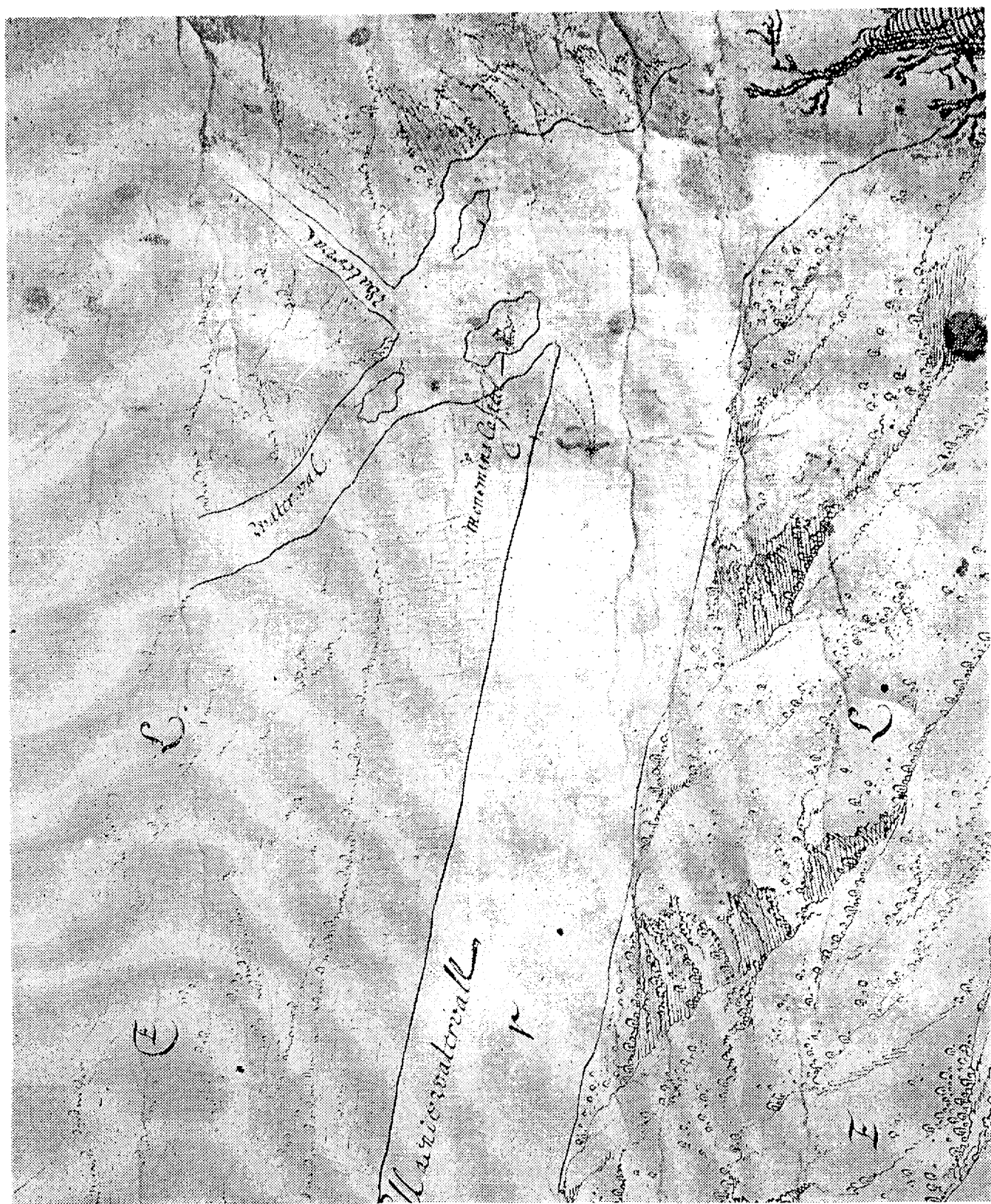


Figure 1. Detail from the map of Rensselaerswyck drawn about 1630 Showing "Menemins Casteel" located on present Peebles Island (van Laer 1908).

197, 216-217, 306, map). Another early map, however, which was drawn possibly in 1639 by Joan Vingboons and was included in his manuscript atlas of about 1665, seems to show this Indian village located instead on the north side of the Mohawk River below Cohoes Falls. It is identified only as a "Vastichuyt," or stronghold (Stokes 1916: C.Pl. 40). An early Dutch visitor to Cohoes Falls in 1640 recorded that "there are a great many Indians here, whom they call Maquas [Mohawks], who catch many lampreys, otherwise called pricks. The [Mohawk] river is about six hundred to seven hundred paces wide at this place, and contains large quantities of fine fish, such as pike, perch, eels, suckers, thickheads, sunfish, shad, striped bass, which is a fish which comes from the sea in the spring, and swims up the river into the fresh water as the salmon does. There are sturgeon, but our people will not eat them; also trout, slightly yellow inside, which I myself have caught, and which are considered in France the finest of fish. There are several islands in this river, of thirty, fifty, and seventy morgens of land in size. The soil is very good" (Murphy 1971: 134).

There was excellent soil in several small alluvial flats near the islands at the mouth of the Mohawk, such as the small flat on the north side of Peebles Island, but more extensive flat land lay along the Hudson River north of present Waterford. The Indian name "Nachtenac" was applied to the site of present Waterford and the mouth of the Mohawk, and it is a Mahican name apparently meaning "excellent land." The Mahican name for Van

Schaick Island was "Quahemiscos." "Cohoes," on the other hand, is most likely of Mohawk origin, and the junction of the Mohawk and Hudson Rivers was "Tiosaronda," a Mohawk name meaning "mingling of two streams," or "place where streams empty themselves" (Schoolcraft 1845: 113; Beauchamp 1907: 19-20, 24, 195-196).

The Mahicans may have moved Menomines Castle to the east side of the Hudson River before 1651. In 1651 the commissioners for the Colony of Rensselaerswyck purchased from the Indians the Wynant's Kill and land south of it located "north of Monamin's Castle," which would be in the present Town of North Greenbush (van Laer 1908: 756n.; Dunn 1994: 103). The site of Menomines Castle on Peebles Island has not been specifically identified from archeological evidence. The excavations in 1979 prior to the construction of the waste water system revealed the most likely evidence of its location, however. A 17th-century Dutch heel-less clay pipe bowl fragment was found on the alluvial flat, and on the higher ground north of and close to the Collections Care Center was found Late Woodland Indian pottery, a fire hearth, burned earth containing calcined bone fragments, charred corn and beans, mussel shells, and historic trade materials including a small white glass bead and droplets of lead waste (Feister 1979; McEvoy 1979; Cotter 1980). Unfortunately, it has not yet been possible to complete a final report on those excavations. Sydney E. Hammersley, however, believed the Castle was located on the high northwest point of the island, where it would

have been protected by towering cliffs on one side and a steep ravine on the other (Hammersley 1957: 83). Whether any 17th-century trade artifacts or other material have been found there indicating that it was the site of the Castle is not known.

The Indians living at Peebles Island would have been in an advantageous position for trade in the 17th century. This location, north of Fort Orange at the junction of the Mohawk and Hudson Rivers, would have been ideal for intercepting any French trade from the northward. Evidence of this French trade is in the Homer Folger collection, which contains a complete 8-inch iron trade axe of French design (Fig. 2) "found by H Folger on Van Schaick Island at Mattons shipyard about the planer site." Similar French axes have been found at many 17th-century French sites and sites of Iroquois villages where French goods were consumed, such as Ganondagan. A French map of "Novvelle France" drawn about 1641 clearly shows a well-established road between the south end of Lake George or Champlain and the upper Hudson River (Anon. 1641), and by 1653 the Dutch at Fort Orange had become increasingly concerned about their access to the trade from Canada. The Indians of Canada were reluctant to come to Fort Orange to trade because "they continually are obstructed by the Mohawk Indians, with whom, although their nearest neighbors, they are in a continual warfare." It was proposed to build a "trading house ...18 or 20 miles above Fort Orange, to render it a staple for furs." This location would have been in the vicinity of present Mechanicville, and in 1654 the proposal to build "a Fort,

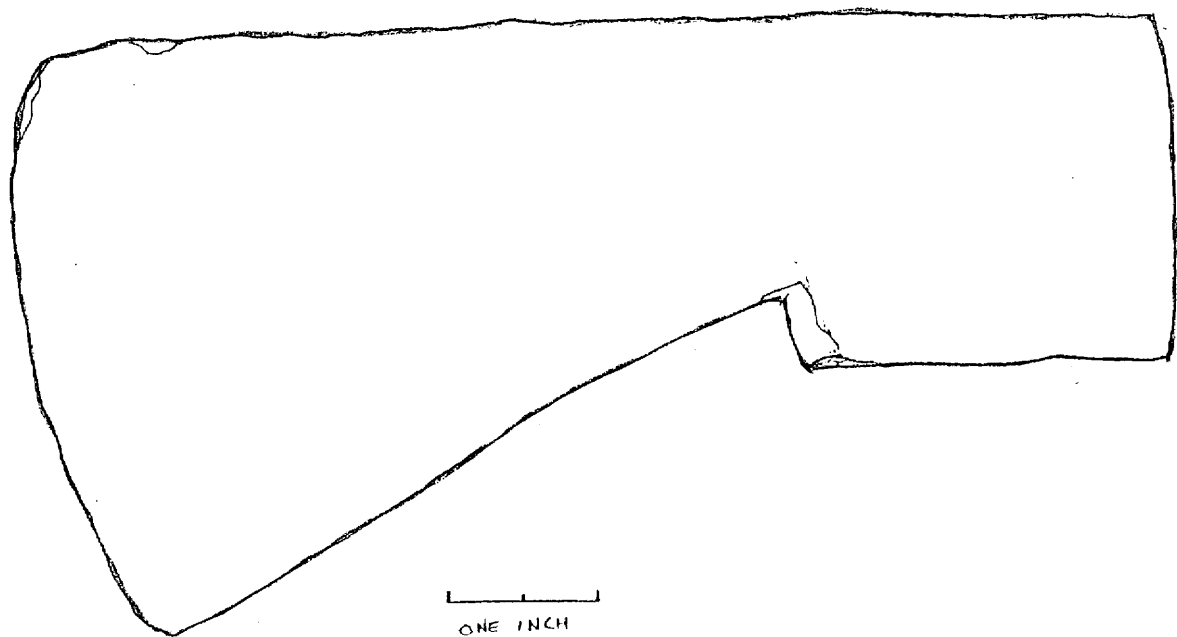


Figure 2. "Trade Axe found by H Folger on Van Schaick Island at Mattons shipyard about the planer site."

even if it were only a redoubt or block-house" there was approved (Munsell 1871: 78, 82). It is not known if any such fort was actually built there by the Dutch, however, and in 1660 the Seneca Iroquois complained to the Dutch that "the French Indians will visit the *Mahikanders* at the Cahous [Cohoes]" (Gehring 1990: 517).

III. The English Colonial Period to 1750

The greatest threat to the Dutch colony of New Netherland in the 17th century was from the English and not from the French. The interest of New Englanders in Fort Orange and the Hudson Valley increasingly alarmed the Dutch, and a crisis approached rapidly in 1664. On May 27 in Beverwyck (present Albany), Philip Pietersen Schuyler and Goosen Gerritsen van Schaick notified the Dutch authorities that the Mahican Indians had informed them that the English in Connecticut had desired to purchase the flat called "the *Half Moon* [present Waterford], situate at the third or fourth mouth [of the Mohawk River] with an island between the second and third mouth." It is probable this included Haver Island, although Van Schaick Island is the island located between the second and third mouths of the Mohawk River. Schuyler and Van Schaick requested and received permission to purchase the land from the Indians "to keep the *English* away from this river" (Fernow 1881: 387-388). Farther south, an Indian deed was signed on May 31 conveying to Willem Hoffmeyer three islands in the Hudson River between the first and second *spruys* of the Mohawk River opposite Green Island. Later in 1664 the English took New Netherland, but it was not until September 11, 1665, that Schuyler and Van Schaick received their Indian deed to Van Schaick Island, "called Long Island in Dutch and Anahemsicos in Mahican" (Gehring 1978: 19, 28). English Governor Richard Nicolls on October 13, 1665, then granted Schuyler and Van

Schaick separate patents for Half Moon (called by the Mahicans "Nachtenach") and for Van Schaick Island ("called by the Mahikanse Indyans Quahemesicos and commonly known by the name of Long Island"). Finally, a third patent was granted on May 4, 1668, for Half Moon that included "three small Islands lying in ye said [North] Ryver," and these islands probably included both Haver and Van Schaick Islands as well as Green Island (van Laer 1916: 132; Gibbons 1980: 1).

Schuyler and Van Schaick had each married influential women from Nijkerk, Gelderland, and they were evidently allied as partners despite the death of Van Schaick's first wife about 1656 and his remarriage (Pearson 1976: 98, 131). In November 1669 Schuyler and Van Schaick divided some of their interests in land and cattle at Half Moon, but the partnership continued (van Schaick 1669). Governor Lovelace in March 1672 combined the previous patents for Half Moon, Van Schaick Island, and the other islands into a single patent to Schuyler and Van Schaick (van Laer 1916: 132). Philip Pietersen Schuyler also purchased the valuable Flatts farm, located south of present Watervliet, in 1672, and in 1678 he became the brother-in-law of Gerrit, the oldest son of Goosen Gerritsen van Schaick. Gerrit died as a young man in 1679, however, after which Gerrit's widow and Schuyler's sister-in-law married Pieter Davidsen Schuyler (Pearson 1976: 98, 132).

Raising cattle was an important business for the Van Schaicks, and Van Schaick's widow, Annatje, continued with it

following his death about 1676. Haver Island was undoubtedly valuable as a place to graze or keep cattle, and in March 1677 the Albany County magistrates confirmed to her and her children the title to the island on the "Fourth Branch" as well as land at Half Moon (Melius 1902: 641). In June she conveyed to Jan Jacobsen van Noorstrandt land north of the fourth branch in addition to "about two morgens of cleared land on the island directly over against the aforesaid parcel, commonly called Haver Island" (Munsell 1870: 156-157). This is the first known reference to "Haver," or "Oat," Island, and the flat conveyed to Van Noorstrandt still lies on the north side of the island. The widow Van Schaick was to have free passage for her cattle north to Half Moon through his land and presumably across Haver Island. Elsewhere, because of the need for fences, her cattle had created many problems whenever they ventured into crops. On Green Island in 1677, for example, her cattle got into the grain and had to be driven across the *spruyt*. Unfortunately, some of the cattle swam back (van Laer 1928: 115, 142, 358). Indians had also continued to live at Half Moon, and in June 1677 there was a serious incident in which nearly 100 Mohawk Indians attacked some Mahicans there and at the Schuyler Flatts farm to the south, robbing them and taking prisoners (Fernow 1881: 508).

In October 1680, Roelof Gerritsen Vanderwerken purchased the property that had been conveyed to Jan Jacobsen van Noorstrandt from Van Noorstrandt's widow. Roelof Gerritsen Vanderwerken was from Meppelen in the province of Drenthe, and

before coming to New Netherland he had worked as a "crane master" at Groeningen. It is believed he was a brother-in-law of Jan Jacobsen van Noorstrandt (Prindle 1966: 1, 4, 6). In 1681 Philip Pietersen Schuyler conveyed to widow Annatje van Schaick his entire interest in Half Moon, Van Schaick Island, and the other islands (van Laer 1916: 131-133). In August 1682 she conveyed Van Schaick Island and other nearby lands, except for the Van Noorstrandt and Vanderwerken farms, to Anthony Goosensen van Schaick, a son of her husband by his first wife (van Laer 1916: 165-166; Gibbons 1980: 4). Philip Pietersen Schuyler died in 1684, but his son, Pieter Philipsen Schuyler, nevertheless continued his father's interest in acquiring land north of Albany. Undoubtedly attracted by the lucrative Canadian trade as well as by valuable agricultural land along the Hudson River, Pieter Schuyler extended his family's influence farther northward beyond Half Moon. In 1683 he purchased from the Indians a large tract called "Sarachtogoe," extending on both sides of the River northward from the land previously purchased by his father and Goosen Gerritsen van Schaick (van Laer 1916: 195-197). Pieter Schuyler's active interest in the Canadian trade is further suggested by 1687 with the settlement on his land at Saratoga of "Dubison, the Frenchman" (Schuyler 1687). The coming of war between England and France in 1689 unfortunately made Pieter Schuyler's position much more difficult and dangerous.

Annatje, the widow of Goosen Gerritsen van Schaick, had conveyed in February 1687 to Roelof Gerritsen Vanderwerken land

in Half Moon as well as the small island lying next to Haver Island, which was adjacent to and west of the alluvial flat that lies on the north side of present Peebles Island and is today attached to it (see Figs. 14, 21). The deed describes this small island as "Roelof's Island" (Frost 1844; van Laer 1916: 328-330, 335-337). In May, Governor Dongan granted the land at Half Moon in a patent to Anthony van Schaick, and this probably included Haver Island (Gibbons 1980: 4, 33). "Roelof's Island" and other land at Half Moon were of value for agriculture, but the coming of war soon made farming a dangerous activity. The Schaghticoke Indians were forced to move "to the place called the Half Moon" for safety, and in 1691 they asked for assistance in building "a Small Fort to Secure them there" (Richter 1982: 85). By 1699 the village had returned to Schaghticoke, but in 1703 reports of "strange Indians" seen at the Half Moon caused alarm despite the temporary return of peace (Routledge 1970: 700). Trade with Canada also continued to influence the acquisition of land. In 1704 David Schuyler and Robert Livingston petitioned for more land, extending 8 miles farther north from the Saratoga tract (O'Callaghan 1987: 76).

As war with France continued in the 18th century, the military significance of Haver and Van Schaick Islands as locations on the invasion route northward to Canada grew steadily. Provisions and troops crossed the Mohawk River from island to island over the four shallow *spruyts*, and supplies were perhaps stored at places such as Haver Island. Writing from Half Moon

(Waterford) on July 21, 1709, Philip Livingston wrote to Anthony van Schaick requesting the opportunity to transport bags of bread from "the Spruyt" (Livingston 1709). Later that year, in September, colonial troops were still encamped at various posts along the river north of Half Moon; John Harrison of New Jersey in a letter dated September 19 mentioned "the half moon and the Sprouts, where the Rest of the men that belong to the Jerseys are posted; you may think with yourselves what trouble I have to travel from place to place, to see that every body is satisfied, which is almost impossible, for they are always grumbling, do what I can" (Whitehead 1856: 88). In September 1711 Connecticut troops returning southward in bateaus from Stillwater arrived and encamped at "Van Schaick's ground" before continuing their journey (Buckingham 1916: 42).

Although these islands were ideal places for military camps and for cattle, they were not necessarily clear of trees. When Anthony van Schaick died in 1737, he left to his son Anthony half of the woodland on Haver Island and on Van Schaick Island. To his grandson Anthony Goosen van Schaick he left the other half of the woodland on both islands, "all the land that is fit for tillage on a certain Island, called by the name of Haver Island," and the land "north of the cross road" on Van Schaick Island (Pelletreau 1897: 140-142). The "cross road" in 1737 may be present Ontario Street. War with France resumed once again in the 1740's, and late in 1745 the destruction by the French of the Schuyler family settlement at Saratoga caused fear and panic

north of Albany. In the middle of April 1748 Anthony van Schaick was listed as a prisoner, together with other captives from the Albany area and from Saratoga, held by the French in Canada (Sullivan 1921: 167).

IV. The English Colonial Period after 1750

The wars with France culminated in the Seven Years' War of the 1750's and ended in 1763. A map made in 1755 clearly shows the north-south military road crossing both Haver and Van Schaick Islands (Fig. 3). On this map, "the *pricked Line* from Albany to Lake George represents the *Waggon Road* in which all our Stores are carried. This Road you may observe, crosses the *three Branches* the Mohocks River divides itself into, each Branch being about 30 Rods Wide, and yet *fordable*, at least in the Summer Season, not being more than 20 Inches or at most 2 Feet deep" (Blodget 1755: 5). In October 1755 the British at Lake George became concerned that their supply of provisions from Albany would be reduced or cut off with bad weather since the "three branches of the Mohawks River" would become impassable (Sullivan 1922: 178).

The British victory at Lake George in 1755 was unfortunately followed by the loss of Fort William Henry at Lake George in 1757. In June 1757, shortly after the initial French attack on Fort William Henry, Colonel James Montresor was sent to Half Moon to examine the location of a new fort to be built at the point north of the junction of the Mohawk and Hudson Rivers. He decided "it must be on a rising ground to the North of the House where we dined and the store house on the Point, raised 3 feet on Posts for fear of an Inundation." Finally, in late September 100 men and officers of the 22nd Regiment were sent to

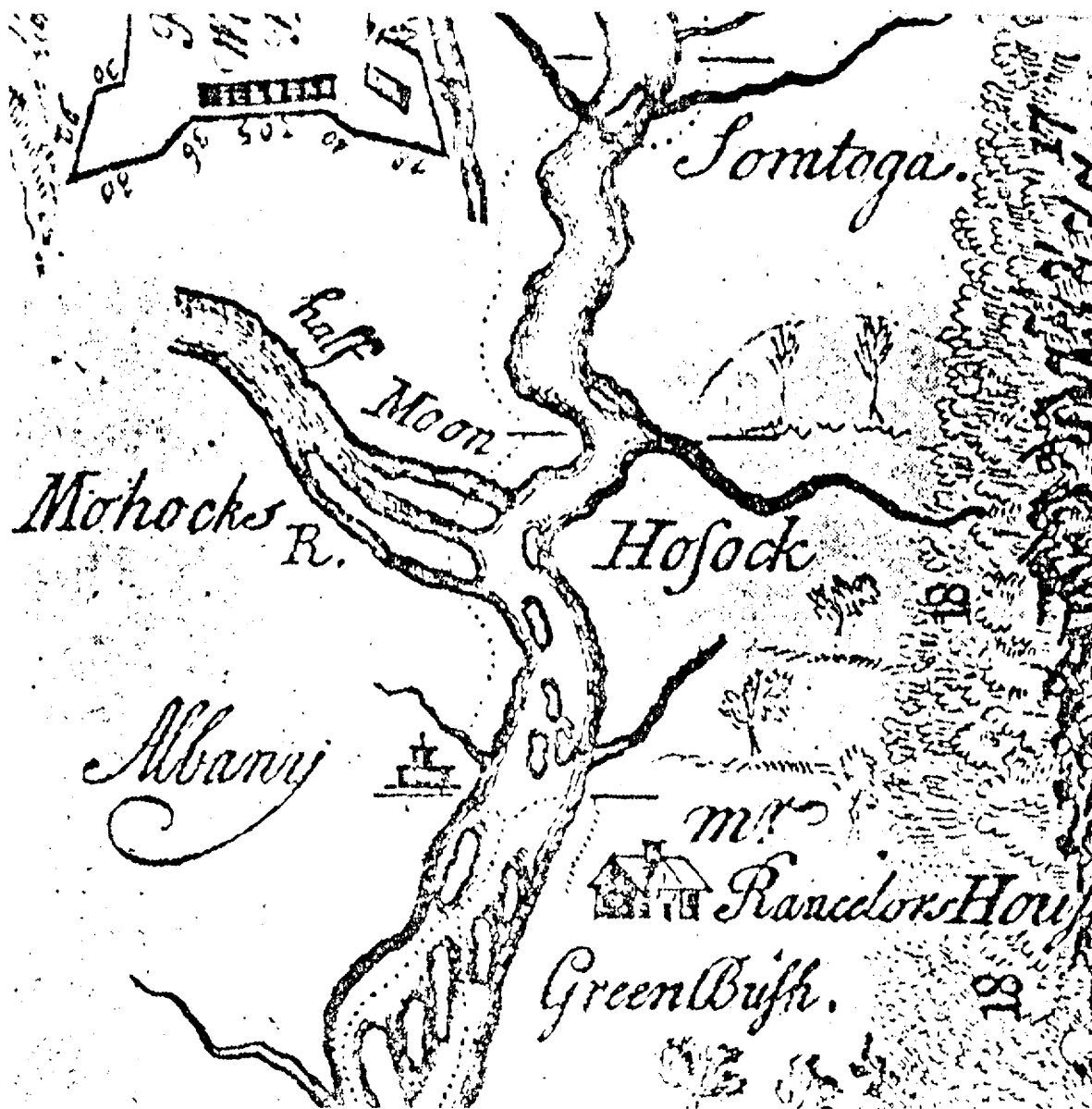


Figure 3. Detail from a map of the Hudson River published in 1755 (Blodget 1755).

Half Moon and encamped there. Four days later Montresor arrived and marked out the location for the new "Post on the Point," but he found the site was "incapable of a good post." More troops marched to the Half Moon on October 3 and were ordered to "Encamp att The landing place opposite The Sprouts." As work continued on the new fort, it was proposed to improve the channel of the Hudson River to Albany, and 100 men of the 17th Regiment were assigned to occupy the fort (Scull 1882: 17, 34-35; Anon. 1756-57; James 1938: 16). A plan of the fort (Fig. 4) shows that it was in present Waterford directly across the northernmost channel of the Mohawk River from Haver Island, and the map shows that there were numerous large trees on the north side of Haver Island (Anon. 1757).

As thousands of British troops advanced in the attack northward on Crown Point in 1758, many camped briefly on Van Schaick Island and at Half Moon as well as, probably, Haver Island. Soldiers with Sergeant Seth Tinkham of Middleborough, Massachusetts, advanced on foot and crossed three of the four *spruyts*. On June 19, 1758, they "marched to the half moon. Good traveling but we had 3 Rivers to wade over. I was Sick all Day but I made out to follow ye Company" (Peirce 1870: 121). Dr. Caleb Rea recorded his visit to Van Schaick Island on June 28, 1758; he left the Schuyler Flatts in "a Scow, but by means of ye strong N. wind we cou'd get no further then Ct Antony Van Schaick's that Night, about a mile below ye upper Mohaak Sprout, here I fell in company with a Swedish and an Irish Gentleman

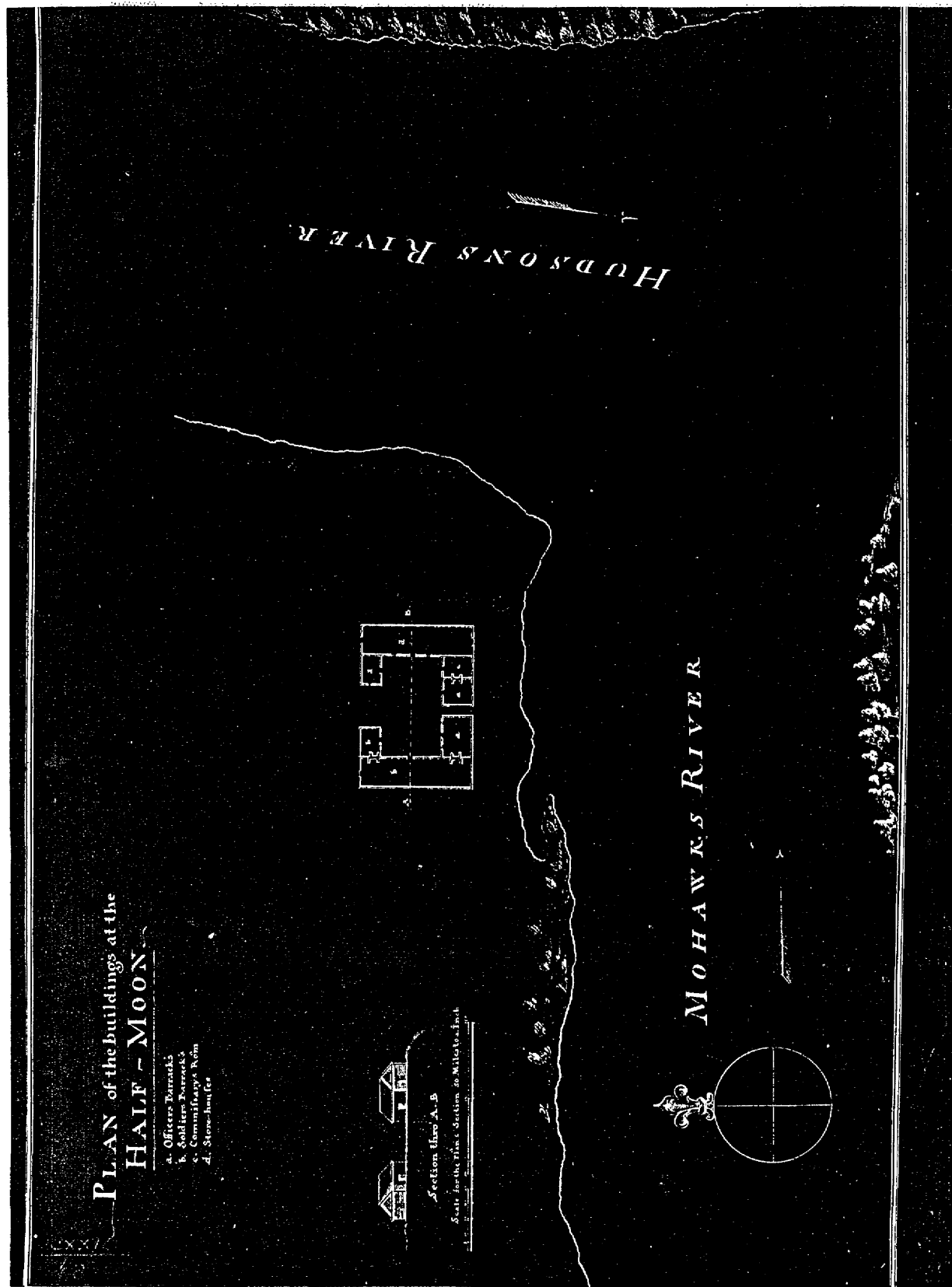


Figure 4. "Plan of the buildings at the Half-Moon," drawn about 1757, in the Crown Collection of Maps, cxxi, 68 (Anon. 1757)

bound on ye Campaign very Civil and Curteous Gentlemen. Ct Schaicks is one of ye most inteligable Dutchmen I've had the opportunity to converse with, he being aquainted with grammer cou'd talk very proper English and was somewhat versed in French, German and several Indian Languages as well as the low Dutch, he told me it seemed almost natural to him to understand any Tongue he heard Spoken" (Ray 1881: 99). Some troops travelled in bateaus on the Hudson River and avoided the *spruyts* entirely. In September, returning southward, Joseph Smith of Groton, Connecticut, recorded that "on ye 16th. we came Down to the Point at halfmoon and on ye 17th. we came Down by water in scows to alboney" (Smith 1896: 309).

With the fall of Crown Point in 1759 and the conquest of Canada, the threat of French attack had ceased. The fort at Half Moon Point, which Pierre Pouchot, a French prisoner, described in 1759 as "a poor redoubt," was no longer needed (Pouchot 1994: 353). Settlements rapidly developed in the Hudson Valley, and one new settlement soon became known as the "New City," "Stone Arabia," or Lansingburgh, directly across the Hudson River from Haver Island. In November 1764, Abraham J. Lansing petitioned for the exclusive right to cure sturgeon and operate a ferry at Stone Arabia, and in 1765 it was noted that while ships of 100 tons could navigate the River only as high as Albany, sloops could go 8 or 10 miles higher, or about as far as Lansingburgh and Haver Island (O'Callaghan 1866: 751; Rogers 1765: 67). The tide ran no higher than this point.

On Haver Island, meanwhile, the ownership of the lands of Roelof Gerritsen Vanderwerken on the north edge of the island had passed, at least in part, in 1728 to his son, Johannes Vanderwerken. In September 1760 Johannes conveyed those lands including "the Moyety [half] of my property of Haver Eiland" to his son Hendrick Vanderwerken, a carpenter (Prindle 1966: 17-20). A map drawn by John R. Bleecker in 1764 to show the lands northwest of Albany is one of the earliest maps to show the outline of Haver, Van Schaick, and Green Islands accurately (Fig. 5). From "the great Falls" at Cohoes he showed the "North Line of the Manor Rensselaer" running westward and crossing the land claimed by Albany (Bleecker 1764). Bleecker's Rensselaerswyck map of 1767 (Bleecker 1767) shows only the Van Schaick house on Van Schaick Island and no houses on Haver Island or in Waterford, but the delineation of Haver Island is also remarkably accurate on this map (Fig. 6). Moreover, on this map of 1767 the road is shown running closer to the middle of Haver Island and crossing the third *spruyt* to Van Schaick Island considerably west of the east point of the island. This road was possibly "the Old Road" which ran past the 19th-century brick farm house on Peebles Island (Brooke 1974), perhaps crossing the third *spruyt* to Van Schaick Island at a wider but shallower section of the channel. A lease in 1793 also mentions repair to the highway on Haver Island and "at the Clip" on Van Schaick Island (Gibbons 1980: 16; van Schaick 1793). "The Clip" may have been the projecting



Figure 5. Detail from the Bleecker map of the lands of the Corporation of Albany, 1764 (Bleecker 1764).

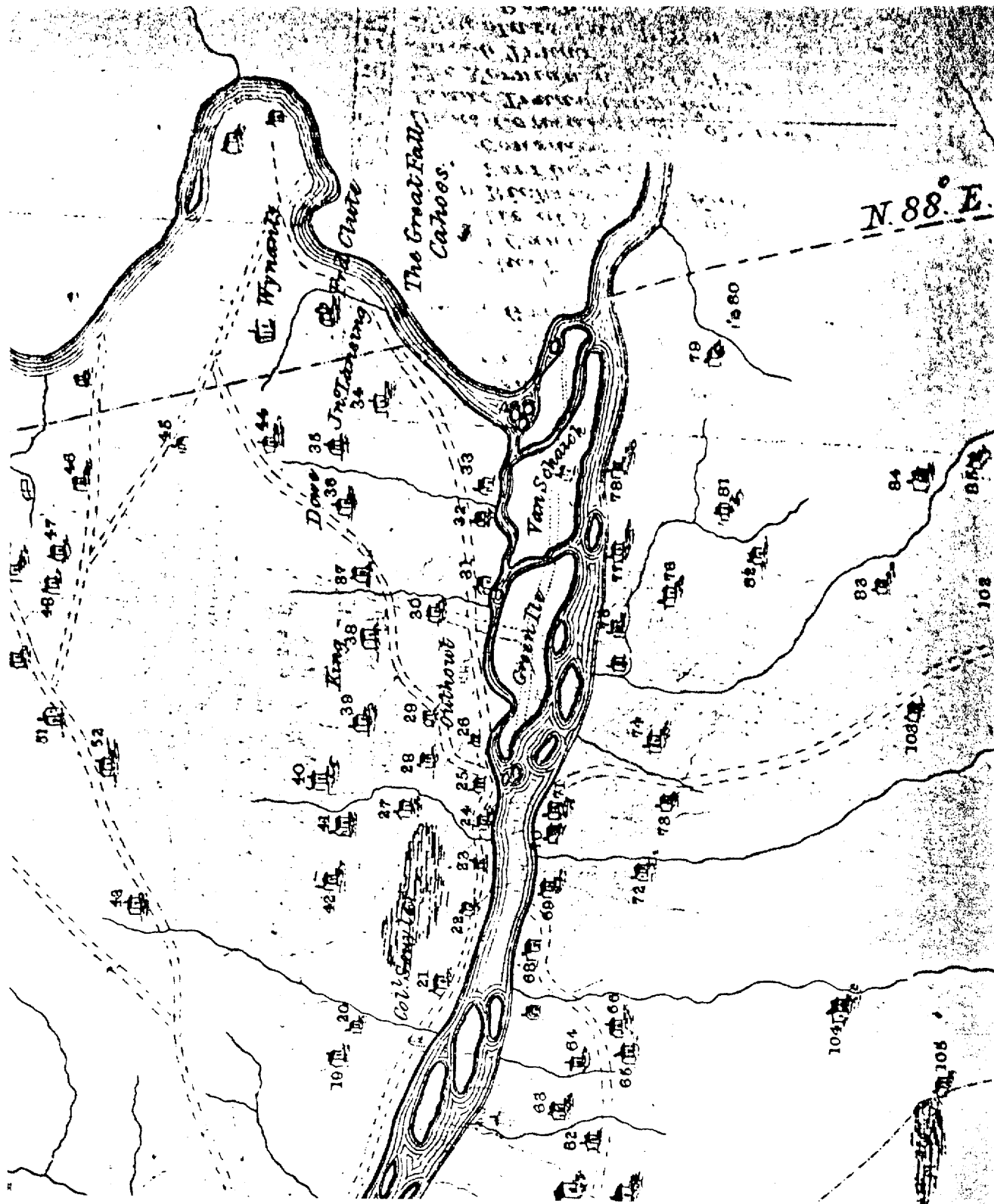


Figure 6. Detail from the Bleeker map of Rensselaerswyck, 1767 (Bleeker 1767).

bedrock point on the north shore of Van Schaick Island that is the remnant of a post-glacial pot hole feature.

On September 1, 1767, a map was drawn by Nanning Vischer and Philip van Rensselaer of the patent at Half Moon, north of Peebles Island, originally granted to Van Schaick and Schuyler (Vischer and Van Rensselaer 1767). Made at the request of Anthony Ten Eyck, Anthony van Schaick, and Abraham Ten Eyck, the map showed in detail the lots that had been laid out in the patent and was obviously intended as a plan for development. The future site of Waterford was well situated at the junction of the Mohawk and Hudson Rivers, and north-south travellers continued to use the old military road, crossing the shallow *spruyts* of the Mohawk and the three islands. Travelling from the north toward Albany on July 21, 1767, Francis Grant "crossed the Mohawk River on horseback, over its four different branches, into which it is divided immediately above its junction with Hudson's River. This river is not fordable here, except when the water is very low, which happened to be the case now" (Grant 1932: 322). On July 13, 1774, Robert Hare of Philadelphia remarked on his trip from Canada that he "proceeded through the same beautiful country to Albany. In the road thither, I crossed the four mouths of the Mohawk River, which here empties itself into Hudson's River" (Hare 1853: 375).

V. The Revolutionary War

Haver Island, Van Schaick Island, and the New City (Lansingburgh) became involved in the Revolution from its very beginning. As plans for the attack on Ticonderoga took shape early in May 1775, Ethan Allen at Bennington sent two Connecticut representatives to New City to purchase provisions for the attack (Pell n.d.: 78). Strong support in New City at this time for the revolt against British authority is indicated by the articles of association signed by 50 citizens, including Abraham J. Lansing, the proprietor, pledging themselves to sustain the measures recommended by the Continental or Provincial Congress (French 1860: 557). In June 1775 Captain John Vischer reported that he had received a supply of blankets for the New York troops from Mr. Wynkoop and Nanning Vischer in the New City (Sullivan 1923: 119). The American attack on Canada in 1775 and 1776, however, was pushed back by the British, and in October 1776 a British invasion from the north threatened Albany. "Jack from the New City" was a Tory who had been arrested but escaped from jail, and an order to pursue him and eleven other escaped prisoners was issued on October 9 (Bielinski 1976: 32). The British advanced in 1776 no farther south than within sight of Ticonderoga, and Albany was spared until in 1777 the British invasion under General Burgoyne again threatened the city.

On August 10, 1777, the American sick and the hospital stores were moved down to New City, and on August 18, just after

the American victory at Bennington and less than two weeks after the victory in the west at Oriskany, the American army moved down to Van Schaick Island and encamped (Kidder 1868: 32). When General Gates arrived the next day, he found the army "encamp'd on different Islands; I cannot say I am fond of the Situation; ...I will reconnoitre well, and then Determine.--" (Gates 1775-82: 232). General Burgoyne, meanwhile, who was encamped with his army near Saratoga, had learned of the position of the army under Gates, "who is now strongly posted near the mouth of the Mohawk-River, with an army superior to mine in troops of the Congress, and as many militia as he pleases. He is likewise far from being deficient in artillery, having received all the pieces that were landed from the French ships which got into Boston" (Burgoyne 1780: xlvii).

Militia from New England continued to join and strengthen the American army, which apparently was encamped not only on Van Schaick Island but also on Haver Island (Fisher 1880: 6). With his artillery, Gates could easily threaten Burgoyne's advance southward across the Mohawk or down the Hudson. The width of the Hudson River would make a crossing and advance by Burgoyne down the east side of the River unwise, while the Mohawk River would have to be crossed either by way of Haver and Van Schaick's Islands or at the heavily guarded ferry above Cohoes Falls, a considerable distance to the west and uphill through rugged country along the north side of the Mohawk. By August 28, the British were aware that "the rebels are fortified at Half-moon,

ten English miles this side of Albany." General Riedesel believed "that we shall attack the enemy, providing he remains at Half-moon" (Stone 1868: 239). It is said the fortifications protecting the American army had been built on Haver Island by Colonel Thaddeus Kosciuszko, a young Polish military engineer serving with the Americans (Haiman 1943: 22).

Life in the camp "in this barren Wilderness" on Van Schaick and Haver Islands during August 1777 was not easy for some of the Americans. On August 21 General Philip Schuyler sent a gift of "Wines, Pipes, Tobacco & Butter" to General John Glover who was in the camp on Van Schaick Island. Glover was very grateful, "being quite Destitute of those Articles." On August 31 Glover complained that he led "the Life of a Military Monk, on an Island in the Mouth of the Mohawk River Containing 600 Acres full of Woods -- but one small Log House on it, about 12 feet square, the Door of which is my Window. This is the Advanc'd post of our Army. We have Erected 3 Batteries to Command the pass over the Sprouts to $\frac{1}{2}$ moon." On September 5, with an advance against Burgoyne now imminent, the American troops were "healthy & in good spirits, but poorly shod & Clothed, & many without Blanketts." Glover complained once again about his "House made of Hemp (I have quitted my Log house mention'd in my Last) the Walls & Roof of which are so thin there needs no Windows, nor do they Obstruct the Rays of Light, or the Rains passing thro' in the least." Writing the same day from Half Moon of the impending advance against Burgoyne, Benedict Arnold

recorded that "we have six thousand men here, and four at Bennington, who will endeavor to get in his rear, while we attack in front; our people are in high spirits, and wish for action" (Leake 1970: 171). Although the American army departed from Haver and Van Schaick Islands, the sick from the American army continued to collect at New City as well as Bennington. On October 6, the Vermont Council of Safety objected to the request from New City that a doctor be sent there from Bennington to attend the sick at New City (Knight 1976: 31, 39, 40-41; Williams 1969: 156-157).

Despite the successful confrontation of the American army against the British above Stillwater, American troops were sent in haste southward on October 17 in response to the British advance up the Hudson River and the burning of Kingston. Some crossed the Hudson at New City and advanced down the east side of the River in an attempt to meet the British, who by this time had burned the Livingston house at Clermont. Massachusetts troops who arrived at Half Moon Sunday evening, October 19, were "ordered to proceed across the Sprouts to Albany flats. This was a bad night; our men got very wet; had to wade arm high" (Fisher 1880: 6; Craft 1864: 196; Cross 1870: 11).

A detailed road map drawn in 1779 by Robert Erskine, the American map maker, shows the fortifications on Haver Island (Fig. 7). The map also shows the north-south road across Haver, Van Schaick, and Green Islands, with the Haver Island fortifications shown entirely east of the road and facing toward

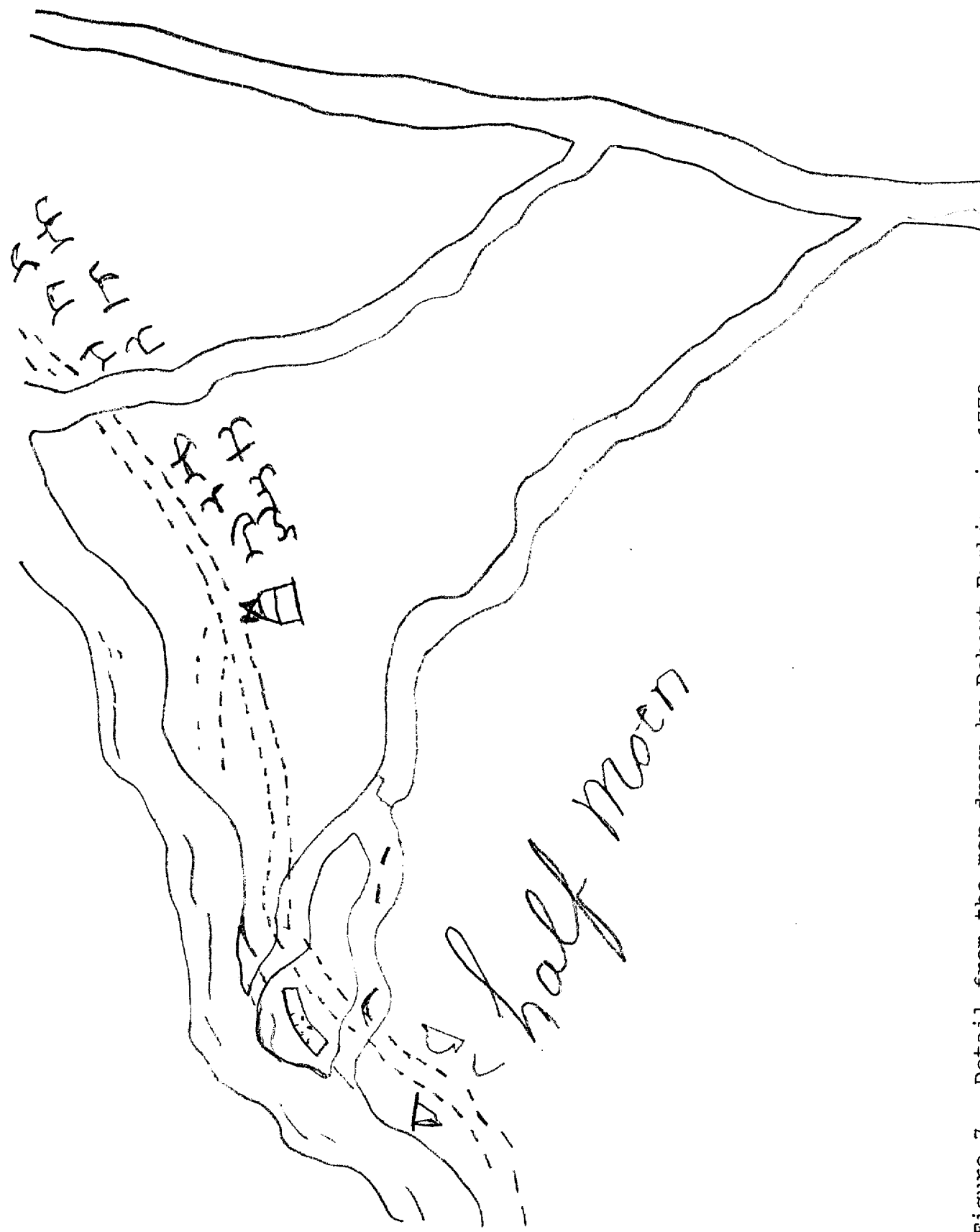


Figure 7. Detail from the map drawn by Robert Erskine in 1779 (Rittner 1976).

Lansingburgh. The military camp on Van Schaick Island appears to be west of the road and south of the Van Schaick house (Rittner 1976). It is possible that a military presence remained on Haver Island at this time, for in March 1780 it was ordered that the military posts at New City and other places be broken up. New City, however, was now becoming a Tory rendezvous, and raids by Indians and Tories west of Albany intensified. In May a British Tory secretly en route to Canada was directed to go to Abraham Lansing in New City and then to Philip Lansing at Saratoga (Hastings 1901: 697, 712). The Commissioners for Conspiracies investigated Lansing that summer. In October Sir John Johnson attacked the Mohawk and Schoharie Valleys causing extensive destruction, while a British expedition up Lake Champlain caused alarm and threatened the Albany area (Paltsits 1909: 470, 487). Raiding parties terrorized present Washington County, and when Ethan Allen of Vermont met with British representatives he proposed a separate truce and exchange of prisoners. Allen proposed to the British extending the truce to the frontiers of New York, a boundary which he defined as the Hudson River and which would have protected people living east of the Hudson from British attack (Allen 1971: 95-97). In New York, families such as the Lansings in New City came under increased suspicion. Some considered the Lansings to be friends of the British at this time (Hastings 1902: 360).

As a result of these threatening developments, Haver Island may have once again become strategically significant. In

December 1780 the Marquis de Chastellux visited Green Island and "remarked an island in midstream [probably Starbuck Island] which offers a very advantageous position for erecting batteries and obstructing navigation. The two majors, to whom I communicated this observation, told me that this point of defense was neglected, because there was a better one, a little higher up, at the extremity of one of the three branches into which the Mohawk River divides itself as it flows into the Hudson. They added that this position [Van Schaick Island] had merely been reconnoitered; the one still higher up [Haver Island], on which fortifications were begun, being sufficient to stop the progress of the enemy. Thus the more you examine the country, the more you are convinced that the expedition of Burgoyne was reckless, and must sooner or later have miscarried, quite apart from the engagements which decided the event" (Rice 1963: 200).

Possible Tory activity in New City, or Lansingburgh, meanwhile continued to be scrutinized, while in Vermont in February the governor, council, and House of Representatives met to consider the laying of Vermont's jurisdictional claims east and west (Paltsits 1909: 624; Cooley 1937: 4). Vermont, of course, at this time was independent of both Congress and of British authority. Two days later, on February 14, 1781, Vermont claimed all land east of the Hudson River and east of a line due north from its headwaters to the Canadian border. When Colonel Ira Allen met with the British in May 1781, Vermont had extended its jurisdiction 20 miles eastward of the Connecticut River while

claiming its westward boundary at the Hudson River south as far as the north line of Massachusetts (Allen 1971: 98; Sherwood 1956: 211). Thus, New City was within the southwest corner of the territory claimed by Vermont, and Vermont claimed not only all of Lake Champlain and the Adirondacks but also both sides of the upper Connecticut River and the head of tidewater on the Hudson River. An independently negotiated truce with the British would bring peace to this area, make it a haven for Loyalists, and threaten New York's control of the Hudson and its access to Canada. New Yorkers were divided, with a declaration by the opposition party against Governor Clinton that they would not assist in resisting Vermont's claims of territory west to the Hudson unless Clinton gave up New York's claim to the remainder of Vermont. In June and July, as Vermont remained firm in its territorial claim, Tory activity in New City intensified (Paltsits 1909: 683, 731, 752-753; Cooley 1937: 3; Sherwood 1956: 216). In London, meanwhile, it was rumored that "Ethan Allen has lately broke his Parole of Honor...& gone over to the King's Garrison at *Ticonderoga*; carrying with him a large Number of Men" (Adair and Schutz 1977: 138).

The tension increased in August, and on August 20, 1781, Congress resolved that any recognition of Vermont to the Union would require a western boundary beginning at the northwest corner of Massachusetts and running northward 20 miles east of the Hudson. Vermont in turn reinforced its claim to New City by appointing military and civil officials there. In September, as

Tories continued to collect in New City, Colonel Ira Allen discussed with the British commissioners the possibility of uniting Vermont with Berkshire County, Massachusetts. By October 1, the British had decided to issue a proclamation on October 12 or 14 confirming and granting the claims made by Vermont (Allen 1971: 113, 115; Hastings 1904: 300-302, 356; Richardson 1941: 97-98). Vermont was also to receive military protection from the British.

New City was now clearly under Vermont authority, and with the threat of British intervention the significance of key military positions for New York such as Peebles Island must have greatly increased. Far away to the south, the American siege of Yorktown, Virginia, had begun on October 1, and within two weeks the British position there was crumbling. The British delayed further action in regard to Vermont, and on October 14 at Yorktown two major British redoubts fell. That evening, by coincidence, the militia of Colonel Henry van Rensselaer's regiment under Major Jacob C. Schermerhorn marched into New City. At Douglass's house there was a sharp skirmish with some Tories commanded by Colonel Samuel Fairbanks, who held a Vermont commission. Van Rensselaer "took them prisoners, broke open their houses, and much distressed their families" (Stark 1860: 277). Colonel Van Rensselaer's militia retreated to Half Moon, perhaps to the fortifications at Haver Island, and the next day he urgently requested the assistance of a surgeon for two seriously wounded men (Hastings 1904: 371; 402-403, 407). On

October 16, "surprised to learn that the militia of Albany county have no other business upon their hands, at this time of general alarm and danger, than to distress the inhabitants of Vermont," Samuel Robinson at Bennington threatened "to march my regiment to that quarter, and try powder and ball with them, which I have as well as they." On the 17th, Samuel Safford at Bennington wrote to General John Stark urging him to mediate between New York and Vermont (Stark 1860: 275-277).

In November Vermont rejected the boundary proposed by Congress. Despite the recent defeats of the British at Yorktown and of the British and Loyalists in the Mohawk Valley at the Battle of Johnstown, Vermont declared that any claim by New York of jurisdiction over New City would be resisted by force (Allen 1971: 121-122; Hastings 1904: 512). The final crisis of this civil war occurred in December 1781 when "an insurrection" broke out in the militia regiment commanded by Colonel John van Rensselaer in Schaghticoke, Hoosick, and San Coick. Some Vermonters under Captain Abbott seized Colonel John van Rensselaer and some other New Yorkers in a tavern at Hoosick and took them to Bennington before releasing them. Troops from New York under Colonel Henry van Rensselaer and General Gansevoort invaded Schaghticoke and Hoosick to take control and to assist Colonel John van Rensselaer. Poorly-clothed troops camped at Saratoga, suffering in the cold and lacking "blankets, shirts, overalls, stockings, and shoes," were not equipped for a winter campaign and could neither reinforce Gansevoort nor "go to the

Mohawk river until they are clothed." The "illegitimate Vermonters" gathered in force near San Coick not far from site of the Battle of Bennington of 1777 and built a "block-house" for their defence. At Tomhannock, Ann Eliza Bleecker wrote to a friend that "our small force there increases daily, and begins to brow-beat the enemy: in short, we are all anarchy and confusion: heaven only knows when it will end."

Colonel Ebenezer Walbridge took command of the Vermont troops and prepared to resist the New York troops under Gansevoort who had "thrown up fortifications" within half a mile of the Vermonters. Ethan Allen later called the confrontation "the siege of Walloomsac." When the Vermont troops were reinforced with 500 more men and a field piece, the New York troops retreated and encamped at Schaghticoke, and Gansevoort attempted to negotiate a truce. Instead, Bleecker reported, "our men intended ...to storm Jackson's house, where the tories were collected; but they capitulated: however we are all in arms." The insurgents nevertheless remained the victors as Gansevoort gave up the expedition. Finally, in February 1782 the Vermont General Assembly recommended that the legislature should accept the boundary set by Congress 20 miles east of the Hudson River, extending north from the corner of Massachusetts. This ended the civil war between New York and Vermont, "and the new [Vermont] claimants left to shift for themselves; upon which they were apprehended by the Yorkers, and carried to Albany jail" (Allen

1971: 123-124, 130-131; Hastings 1904: 611-618; Stone 1838: 203-207; Stark 1860: 296-297, 304; Bleecker 1793: 151-154, 156-157; Williams 1969: 569, 652).

Throughout this crisis New York troops were active along the west side of the Hudson at places probably including Haver Island. As late as November 1782 troops were garrisoned in the barracks at Saratoga, and troops en route there from the south crossed the Mohawk and encamped at Half Moon. The military significance of Haver Island and its fortifications, situated strategically opposite New City, thus did not end with the defeat of Burgoyne in 1777. The archeological evidence of the Revolutionary War on present Peebles Island includes well-preserved remains of some of the earthen fortifications. One redoubt is east of the old road on the north side of the island near its eastern point. To the west of this are remnants of a second redoubt, which apparently was badly disturbed during 20th-century construction. During excavations for the new waste water treatment system in 1979, a cross section was excavated through a part of these remains. The same excavation revealed that below and around these earthen fortifications was preserved the evidence of historic contact period Indian occupation, mentioned above; it has not yet been possible to complete a final report on those excavations. A third earthen fortification is the small fort that was built on the high northwest point of Peebles Island. This is a well-preserved site, and in April 1980 Ron Ducharme of the New York State Office of Parks, Recreation and

Historic Preservation staff picked up an iron 6-pound cannon ball near this site (McEvoy 1980). Surprisingly few other Revolutionary War artifacts have been found on either Peebles or Van Schaick Islands, however, and no visible traces of military hut sites have yet been found or recorded. In the spring of 1860 "a large zinc cartridge-box" was found in the vicinity of the Peebles Island fortifications (Lossing 1972: 109). It is also said that in 1933 or earlier Homer Folger found on Van Schaick Island "a small apparatus used for casting lead musket balls," and this could also have dated from the Revolutionary War period (Anon. 1933).

VI. Haver Island and the Early Settlement of Waterford

The areas along the Hudson River around Haver Island developed rapidly immediately following the Revolutionary War. Even before the end of the war, the Van Schaicks had already rented the "platte plaate," an alluvial flat or island on the north side of Haver Island, during the 1782 and 1783 seasons to John Donaldson (van Schaick 1780-83). In his will dated August 1781 and proved in April 1782, Anthony Goosen van Schaick had left both Haver Island and Platte Plaat to his daughter Anna, to be conveyed at her death to his grandson Anthony (Fernow 1967: 433; Sothorn 1968). A group of developers, mostly from Connecticut, meanwhile purchased the future site of the village of Waterford on Half Moon Point in 1784 and laid it out into village lots. About 1786 another company of New Englanders laid out the future site of Troy as a town, and it was surveyed between 1786 and 1790 (French 1860: 561, 593). Half Moon Point (Waterford) grew rapidly as travellers by land continued to cross the Mohawk River by way of Haver, Van Schaick, and Green Islands. Travellers could travel north and south through Lansingburgh and Troy, crossing the Hudson River to or from Half Moon Point, but it was preferable to cross the Mohawk River by way of Haver, Van Schaick, and Green Islands. John Enys, a traveller in November 1787, having dined at Half Moon Point, found it unnecessary to take the road on the east side of the Hudson because "what they calld the Sprouts were so shallow that our Waggon could ford

them. This is no more than the Mohawk River which here empties into the Hudsons in four Branches or Sprouts as they are called, from the Northermost to the Southermost of these Branches is not less than four Miles" (Cometti 1976: 183). On the other hand, in September 1793 John Heckewelder crossed the Hudson River "at half Moon, a little Town" and travelled down the east side of the river to Lansingburgh, where he dined. At Lansingburgh, he said, "Industry is observed at first View, & in every direction" (Wallace 1958: 330). Lansingburgh was incorporated in 1790 and became the first incorporated village in New York State, and Half Moon Point was incorporated as a village on March 25, 1794 (French 1860: 557, 593).

It is not certain what development in this period may also have occurred on Haver Island. Excavations in 1982 on present Peebles Island on its south shore near the east point just east of the road revealed a pit filled in the early 19th century with ceramics dating mostly from the 1780's and 1790's (Fisher 1982b). The pit also contained an unusual number of buttons and pins. This site may have been associated with the "small Log House" occupied by General John Glover in 1777, but this house would seem to have been on Van Schaick Island. The number of buttons and pins might suggest association of the site with a tailor, or there may have been a tavern near this location for travellers. Enys in 1787 mentioned on his trip southward "what surprised me the most was the number of Public houses we found on the Road there not being hardly a decent house without its being a tavern

most of which were kept by either justices of the peace or Captains." It has not yet been possible to complete a final report on this very interesting excavation (Cometti 1976: 183).

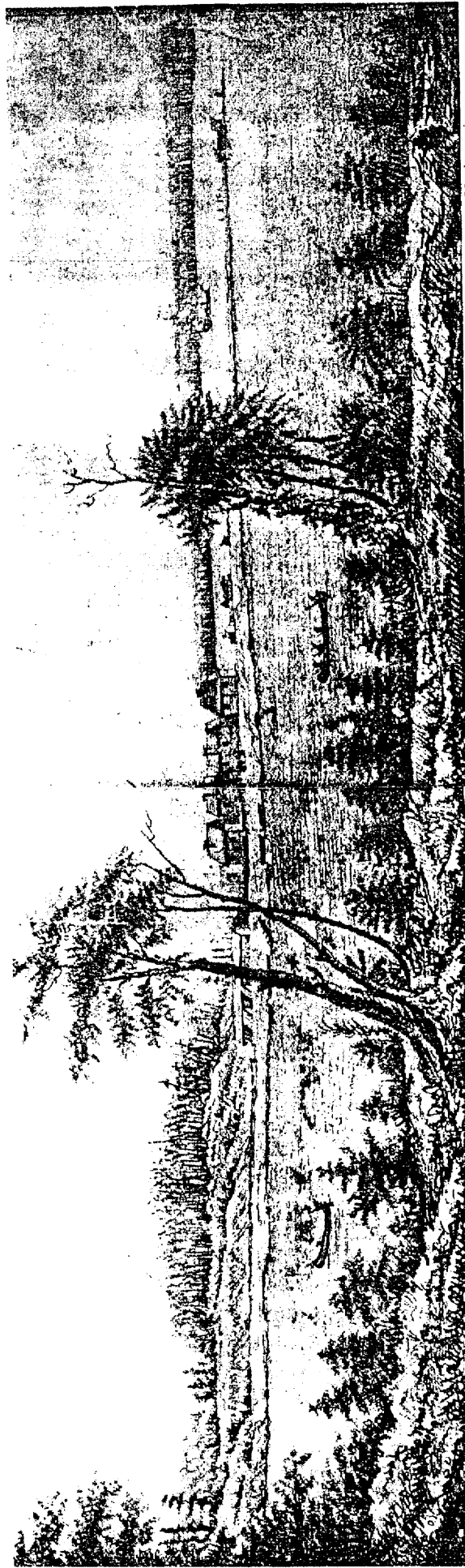
On May 23, 1793, Christina van Schaick leased "my Stone Island called Haver Island" to John Phillips. She was to have "free cutting of fire wood and grazing cattle on said island;" Phillips was to have only the "liberty to cut wood for fuel for one fire and fencing first making use of the old woods that lyes on the grounds in the woods." He was also required to keep the cattle off the north end of Van Schaick Island and to make the necessary fence there (van Schaick 1793). The lease was renewed in 1794 with an additional requirement that Phillips not "clear any more land on said [Stone] island then is already cleared" (van Schaick 1794). The renewal of this lease in 1796 to John Phillips "of Stone Island now Haver Island" excepted "the low land about two morgans lying on the north end of said island possessed by the Widow Van der Werken and ---- Pittet" (van Schaick 1796). John Phillips, or Philip, was a son probably of Zacharias and Anna Margriet (Rau) Philip, christened in the Reformed Church in Gallatin, Columbia County, in 1764. He married Phrona (or Frona) Walter on March 31, 1782, in the Schaghticoke Dutch Reformed Church (IGI 1764a, 1782).

Another possible occupant of Haver Island in this period was John Pettit, who was one of the founding trustees of the village of Half Moon Point in 1794. Christina van Schaick and John Phillips in 1796 complained that Pettit, "not being ignorant

...with force and arms entered and on the premises [Haver and Van Schaick Islands]... and cut down and destroyed the timber and wood there growing" (van Schaick and Phillips 1796). Pettit was listed among the inhabitants of Saratoga and Cambridge Districts as early as 1778, and he had resided in Half Moon as early as 1790 (Hastings 1900: 210; Anon. 1908: 27). He was born probably in Hempstead, Long Island, about 1735, a son of John Pettit who had married Mercy Bishop in Stamford, Connecticut, about 1729. His occupation, in fact, was apparently at first a tailor. He married Rebecca Waterhouse in Saybrook, Connecticut, in 1764 (IGI 1729, 1735, 1764b; Hastings 1897: 848, 855). His will dated 1799 mentions his dwelling house, store house, and lots probably in Waterford, but it also mentions his "Lot or Island of Land lying south of the north branch of the Mohawk River," which would evidently be the low-lying Roelof's Island adjacent to the north side of Haver Island. The inventory of his estate in 1800 lists this island farm following "1 small boat," and on the farm there were tools, stored crops (oats, potatoes, cabbages, hay, turnips, beets, and apples), and some household utensils. Otherwise his inventory includes a stock of furniture that one might expect in the estate of a cabinet maker instead of a tailor. The two slaves he owned in 1790 were probably the two slaves with three children that he owned in 1800 (Pettit 1799; van Schoonhoven and Stearns 1800). By August 1800 John Phillips had also died, but his widow Frona leased the island agreeing to allow Christina Van Schaick to "graze cattle on such parts of the said island as are

not at present under cultivation or enclosed in fence" (van Schaick 1800). Christina Van Schaick again leased Haver Island to Frona Phillips in 1808, allowing Phillips to "use as much wood... as may be necessary for keeping the fences... in repair and for fuel for her family on said premises and for no other purpose" (van Schaick 1808). In 1802 Van Schaick meanwhile had leased the small island adjoining the north side of Haver Island to John G. Walter of Half Moon, who was undoubtedly related to widow Frona (Walter) Phillips. The small island was then called "Platte" Island (van Schaick 1802). "Platte Island" or Platte Plaat was apparently separate from Roelof's Island, as indicated on a map (Fig. 14) made in 1844 (Frost 1844). Roelof's Island was adjacent to the north edge of Haver Island, while Platte Plaat was an island just north of Roelof's Island.

It is not known how or when John Pettit obtained Roelof's Island from the heirs of Roelof Gerritsen Vanderwerken. In 1810, however, according to an unrecorded conveyance, widow Rebecca Pettit sold it to Anthony van Schaick for \$300. Other records show that Roelof's Island had become Pettit's Island (Sothorn 1968). The alluvial flat directly to the east and attached to the north side of Haver Island was then owned by John H. Vanderwerken, a son of Hendrick Vanderwerken. A pencil sketch made before 1800 looking northward (Fig. 8) is a view that looks either from or toward Haver Island (Lancaster 1971: 308-309). The view shows a cluster of buildings that may be the village of Waterford, if not buildings standing on Haver Island. In the



A pre-1800 pencil sketch of a typical white settlement in the Mohawk Valley: the cluster of cabins shown here was at the confluence of the Mohawk (foreground) and Hudson rivers

Figure 8. Pencil sketch made before 1800 looking north either from Haver Island toward Waterford or from the north end of Van Schaick Island toward Haver Island, from the original in the Phelps Stokes Collection, New York Public Library (Lancaster 1971: 308-309).

foreground is an open landscape with scattered trees that would be the north edge of either Haver or Van Schaick Islands. John H. Vanderwerken leased part of his alluvial flat to John Grant, reserving a right of way to the landing place on the bank of the Mohawk River (Sothorn 1968). On John Grant's land, evidently, as early as 1813 there were "mills erected on the upper sprout or delta of that river, just at Waterford Point where it meets the Hudson" (Spafford 1813: 204). A map drawn in 1820 shows that a dam was built across the fourth *spruyt* between the northeast point of Haver Island and Waterford (Fig. 9). The dam supplied water power for a flour mill operated on the Haver island side by John Stewart (Gibbons 1980: 11; Roberts 1825). By 1820, a map published in New York (Anon. 1820) indicates the extent to which Waterford and Lansingburgh had grown (Fig. 10). A prominent pier at Half Moon Point shown on the maps made in 1820 suggests the continued significance of that point as a landing.

The village of Waterford was laid out in a grid pattern of streets, blocks, and numbered lots. Lots numbers 103, 104, and 105, located north of the Mohawk River and west of Second Street, were purchased in 1991 by the New York State Office of Parks, Recreation and Historic Preservation and added to Peebles Island State Park. Each of these lots was 66 feet north-south along Second Street and measured 130 feet west from Second Street to an alley. Lot 103 was a triangular parcel because it fronted on the Mohawk River and the Champlain Canal Side Cut. North of Lot 103 was Lot 104, and north of Lot 104 was Lot 105. On May 1, 1804,

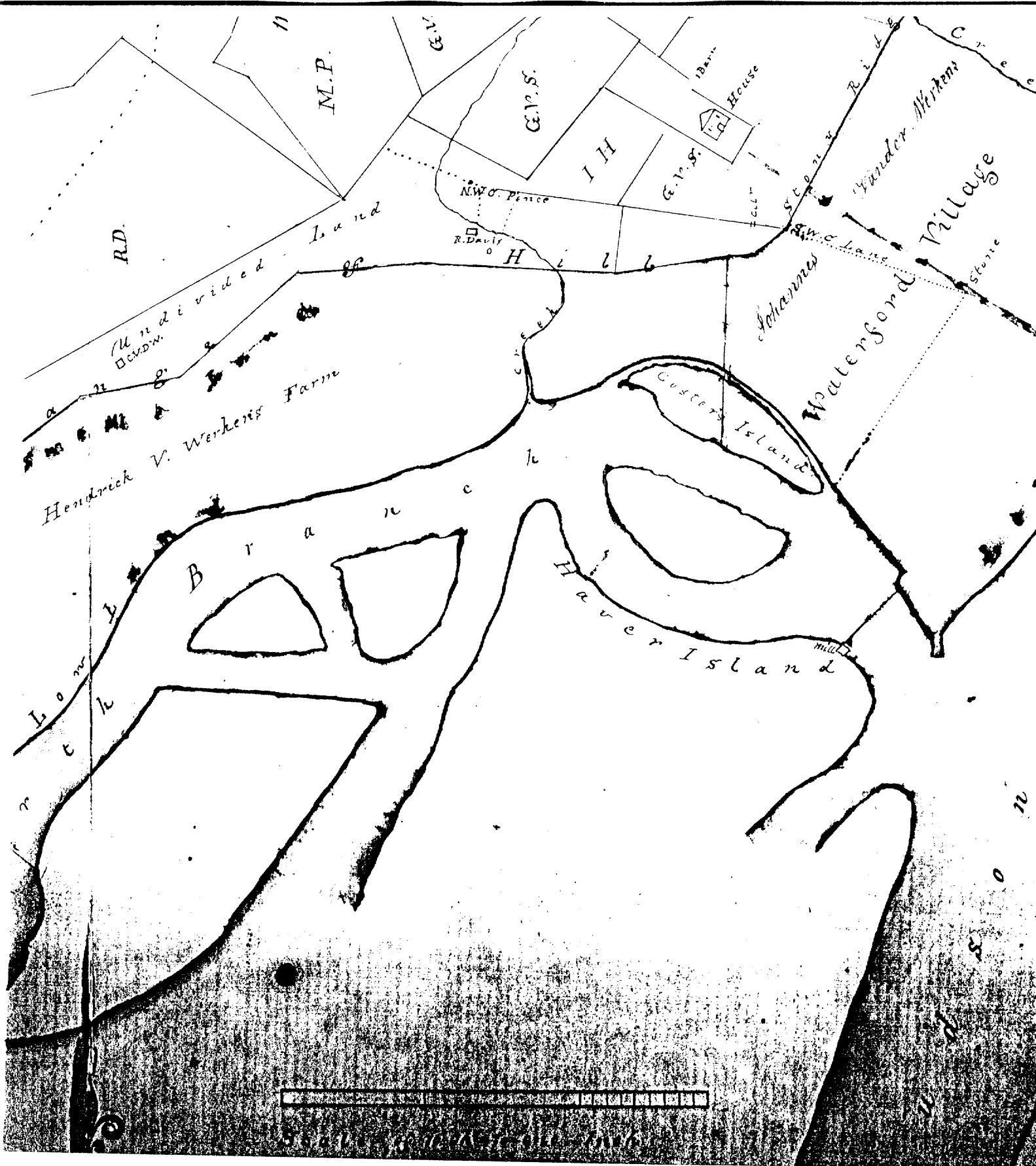


Figure 9. Detail from a map of the area near Waterford in 1820 showing the mill dam and mill on the northeast point of Haver Island (Roberts 1825).

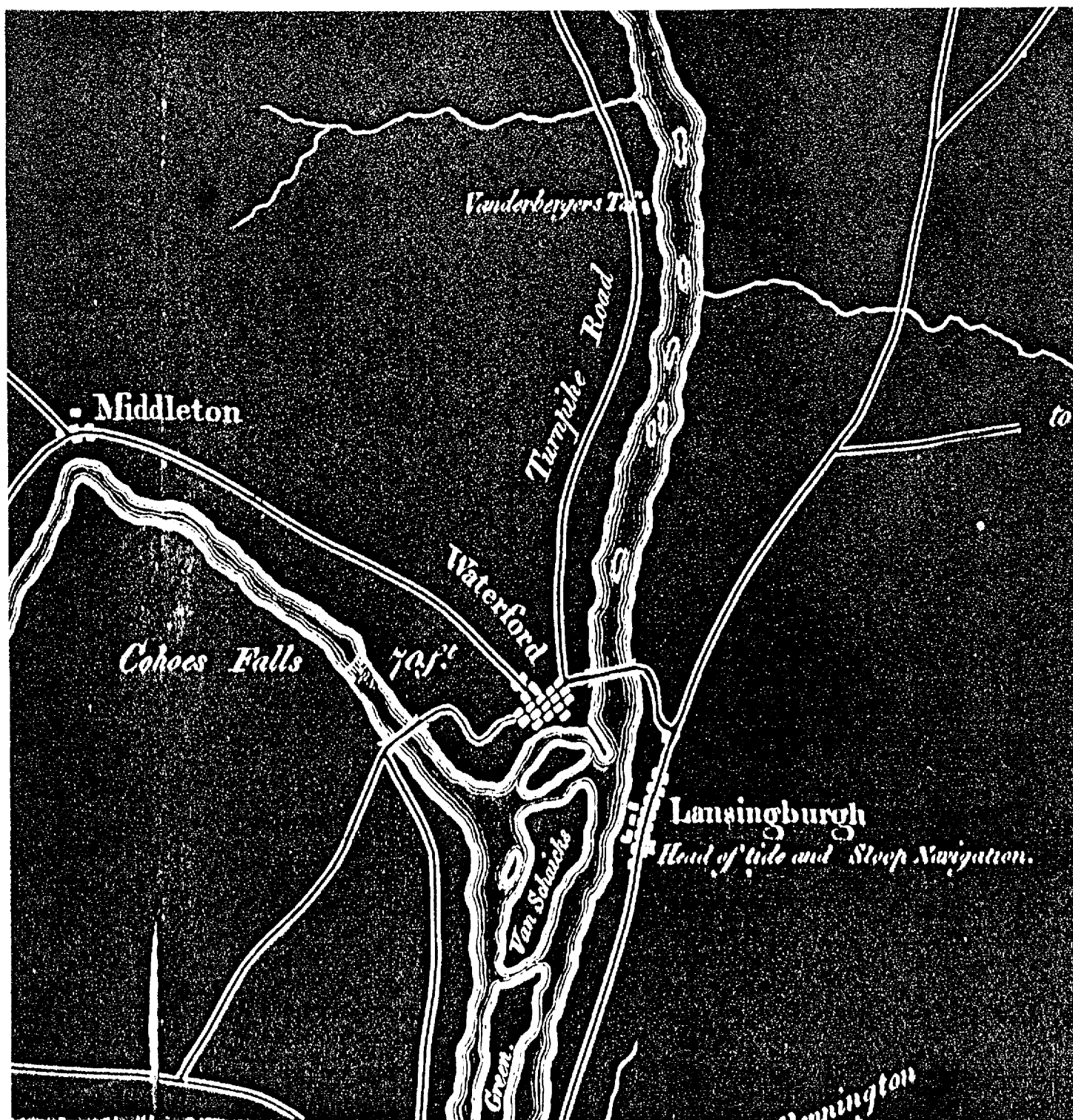


Figure 10. Detail from Map of the Hudson between Sandy Hook & Sandy Hill with the Post Road between New York and Albany, published in 1820 by A.T. Goodrich in New York City (Anon. 1820).

John H. Vanderwerken and his two brothers, Teunis and Hendrick H. Vanderwerken, leased the west part of Lot 104 to Daniel McGuire. Daniel McGuire then transferred his lease of the property to Moses Scott and Robert Moe in 1819, and in 1838 Scott transferred the lease of Lot 104 to George Wright. In 1824, however, John H. Vanderwerken's daughter Maria and her husband, George Vanderwerken, had sold all their title to Lot 104 to James van Schoonhoven of Troy. Van Schoonhoven's title was later assigned to John Dooley, who in 1848 sold it to Sidney S. Waterman (McGuire 1819; Vanderwerken 1824; Dooley 1848). It is possible that a house was built on this lot as early as 1804 by McGuire.

James van Schoonhoven sold Lot 105 for \$300 to Ezekiel Whitney in January 1816. Whitney held Lot 105 for twenty years; his dwelling, however, was on Lot 106, to the north, when he sold Lot 105. In August 1836 he sold Lot 105 to John Paine of Troy (van Schoonhoven 1816; Whitney 1836). Paine, a Vermont native who practiced law in Troy, in 1836 was appointed cashier of the Bank of Troy; "he practically abandoned a large legal practice and became a financier." He purchased Lot 105 evidently for the Rensselaer and Saratoga Railroad, about which more will be said later. "As a banker his aid was at all times extended to business enterprises that were for the welfare of Troy. With a keen eye he saw what railroad connections were for her good, and these he interested himself to bring about" (Anderson 1897: 677). The Rensselaer and Saratoga Railroad owned Lot 105 until 1844, when the company sold it for \$200 to Stephen B. Morehouse. Morehouse

sold it for the same price in 1847 to Thomas Scott (Rensselaer and Saratoga Railroad 1844; Morehouse 1847). Scott sold the lot to Thomas Hogan in 1851 for \$300 (Scott 1851).

Thomas Hogan was born in Ireland about 1808 or 1809 and was a laborer. He had arrived in America apparently about 1848, and he and his wife Bridget had a family of seven children (two girls and five boys) ranging in age from 1 year to 17 years. His oldest son, Daniel, was also a laborer, while his son Patrick was a cooper (Anon. 1850: 5; Anon. 1855: 39-40). Thomas Hogan divided Lot 105 in half, and apparently he and his family occupied a frame house in the north half of the lot, fronting Second Street. In 1855 the house was valued at \$400. In February 1865 Thomas Hogan sold his house and the north half of Lot 105 for \$600 to James Gillis, who in 1866 sold it to Ellen Kelly for \$735 (Hogan 1865; Gillis 1866).

Ellen Kelly, age 41 in 1866, was born in Ireland. In 1870 living with her were two teen-aged boys, Bernard Kelly, age 16, and Michael Kelly, age 15. Both were farm laborers and were born in New York State. They shared their house with Patrick Burns and his family. Burns, age 27, worked in a paper mill, was born in Ireland, and could not write. His wife Mary E., age 24, and children Nellie, age 3, and John, age 2, were all born in New York (Anon. 1870). Ellen Kelly sold her property to Patrick Burns in 1888 for \$400 (Kelly 1888).

Joshua M. Todd purchased the south half of Lot 105 in 1853 from Thomas and Bridget Hogan for \$300. Todd also purchased all

of Lot 104, to the south, from Sidney S. Waterman earlier in the year for \$1,100 (Hogan 1853; Waterman 1853). In 1855, Joshua M. Todd, age 30 and born in Saratoga County, lived in another part of Waterford with his widowed mother, Mary Ann, who was born about 1798 also in Saratoga County. Both Todd and his 19-year-old brother, George M., were sawyers (Anon. 1855: 55). Todd may have built a large house on Lot 104 and the south half of Lot 105, although he probably did not live there. The house was valued at \$800 in 1855, and it was apparently occupied by at least four Irish immigrant families. These included David and Mary Flanahan, recent immigrants from Ireland. David Flanahan was a carpenter. Robert Mathews, a 31-year-old dyer, lived there with his wife and teen-aged son and daughter. Mathew Larkins, age 40, and his wife Margaret had three children of varying ages, and Michael and Catherine Caine, ages 34 and 29, had two young daughters (Anon. 1855: 40). The 1866 Waterford map published in the Beers atlas shows the location and shape of the large house owned by Joshua M. Todd on this property. It was the first house north from the Mohawk River on the left side of Second Street. Behind the house was also a smaller outbuilding facing the rear alley (Beers and Beers 1866: 69).

VII. Haver Island and the Peebles Family

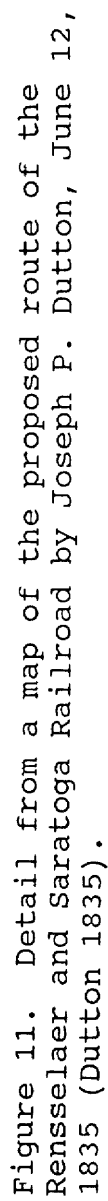
Maria van Schaick, a daughter of John G. and Anna van Schaick and a sister of Anthony van Schaick, married Gerrit Peebles as his second wife. Gerrit Peebles, a son of Thomas Peebles, was born in 1769; his wife Maria inherited interests in Haver Island which were passed to their son, Anthony Augustus Peebles, who was born in 1822 (Gibbons 1980: 21). The family continued to lease Platte Island, which in 1823 was leased to Richard Wilson by Wessel van Schaick, Gerrit and Maria Peebles, Christina van Schaick, and Gerard and Henry van Schaick (van Schaick, Wessel, et al. 1823). Meanwhile, John H. Vanderwerken had died in 1819, and on January 27, 1823, John H. Vanderwerken's son and son-in-law, John and George Vanderwerken, leased to Foster King a parcel of their land on the north side of Haver Island (Prindle 1966: 103). It was not, however, where the mill had evidently been built, since "lands of Samuel Stewart" were located immediately to the east. The Vanderwerken and Stewart parcels together contained 3.5 acres, and in 1825 John and George Vanderwerken leased their portion "in perpetuity" to Foster King, reserving nevertheless a right of way to the landing place (Sothorn 1968).

The potentials for the development of mills "on or about" Haver Island also occupied the attention of Maria (van Schaick) Peebles and her brothers and sister. In December 1826, Wessel van Schaick, Maria (van Schaick) Peebles and her husband Gerrit,

and Christina (van Schaick) Holme and her husband John leased to John King "the waters and privileges of the Mohawk River on the westerly side of the island, called Havre Island, ...with the right of fastening and butting a dam or dams to the said westerly side of said island. The Van Schaicks continued to retain as separate shares, however, rights to "all the mill seats on or about the said Island...said mill seats to be located wherever the owners of said Island shall think proper" (Sothorn 1968).

Agriculture on Platte Island, which by 1828 was about six acres in size, continued, and there were the mill and potential mill seats, but Haver and Van Schaick Islands had become bypassed from their earlier importance on the north-south transportation route between Albany and Canada. Most traffic going north or south crossed to Lansingburgh from Waterford on the new bridge built in 1804 (Gibbons 1980: 9), and construction of the Erie Canal and the Champlain Canal also bypassed Haver Island. In April 1828, however, an act was passed incorporating the Junction Canal Company as a corporation consisting of Stephen Ross, Lewis Burtis, Elias Parmelee, Gerrit Peebles, Abijah Purinton, Jacob C. Lansing, and Oliver Arnold to construct a canal on Van Schaick Island to connect the Erie Canal near its Champlain Canal Junction with the Hudson River (Anon. 1828: 417; French 1860: 64). Within five years the company was required to complete a canal from the Junction "easterly across or upon the Mohawk river, its branch or branches, island or islands, or any of them, to the Hudson river, at the mouth of the white or middle sprout"

(Anon. 1828: 419-420). On July 6, 1832, the Junction Canal Company purchased two parcels on Van Schaick Island from the heirs of Gerard and Henry van Schaick. The northern parcel of more than 6 acres had been the property of Henry van Schaick and extended apparently south from the present south boundary line of the State Park land below the later Matton Shipyard (see Fig. 11). Beyond Henry van Schaick's land was land formerly owned by Gerard van Schaick, and this extended apparently south to about present Ontario Street, a boundary which ran along "a cross fence standing beside the Hawthorn Hedge." Further research will be necessary to verify the exact locations of these parcels. Purchased at a price of more than \$3,000, the land was to be returned to the Van Schaick heirs if within three years the Company had not built the proposed canal, and the Company was prohibited from leasing any of the land for house lots or appropriating "any part thereof to the purposes of gardening or Market" (van Schaick, Araminta D., et al. 1832). The canal was never built, and the Van Schaicks therefore evidently recovered the land (French 1860: 64). In 1840, an act of the legislature authorized the State Canal Board to purchase the assets of the Junction Canal Company for a sum not exceeding \$10,000 (Anon. 1840: 225). In January 1842 the Company sold back to Anna and Catherine van Schaick for \$1,800 the two parcels on Van Schaick Island formerly owned by Henry and Gerard van Schaick (Junction Canal Company 1842).



Meanwhile, on April 14, 1832, an act was passed incorporating the Rensselaer and Saratoga Railroad, authorizing the company for 50 years to construct a single or double railroad from Troy north through Waterford (Anon. 1832: 190-195). Fully organized in May 1833, the company constructed the railroad across the east point of Haver Island, north to Mechanicville, and then to Ballston and Saratoga Springs. On the north side of Haver Island, Abraham Vanderwerken, one of John H. Vanderwerken's sons, in 1834 assigned a lease for the Vanderwerken property to Elijah H. Kimball who in turn assigned it to John Knickerbocker, who may have represented the railroad company. Two months later, Foster King assigned his lease (including "tenements") to David Brainerd King (Sothorn 1968). David Brainerd King apparently was Foster King's brother. By 1835 the railroad crossed the three sprouts of the Mohawk north of Green Island "upon durable bridges, erected upon stone abutments" (Williams 1835:192; French 1860: 72). The map (Fig. 11) of the railroad route surveyed in 1835 by Joseph P. Dutton, the company engineer, shows that nearly half of the east point of "Hawver Island" on its north side was owned by David B. King (Dutton 1835). A petition by the railroad company in 1835 shows that Maria, the wife of Gerrit Peebles, owned land on Haver Island south of the lot "now or once owned by Foster King...of which Elisha Marsh has a lease for about six years." It was also noted that David B. King also owned a parcel of land on Haver Island subject to rent in perpetuity to John Knickerbocker. (Rensselaer and Saratoga Railroad 1835a).

Crossing Haver and Van Schaick Islands was not without controversy for the railroad. The impact on fishing in the river was an issue, and Abraham C. Lansing testified regarding Haver Island that "the Land [was] worth \$200 per acre & the damages [are] worth more than the Land - Has Known the Land for 40 years

- Damages caused by cutting through the Land, making ditches &c.
- In the above Estimate did not including fencing - Road runs so near Barn as to prevent teams passing between...Would not cause so much damage if a good crossing place was made at the Barn."

Joshua Mandeville testified that he thought the railroad "will bring a few lots [on Haver Island] more into market - but not generally. ...Mechanics in Waterford might buy a few lots for building. Fences are made of morticed posts and sawed stuff for 7 or 8 shillings a rod. In clay soil fence would last from 10-15 years, in sand soil & gravel & loom would last from 5 to 8 years - posts would have to be renewed in that time say full $\frac{1}{2}$. Many of the Boards would do a Second time...Fencing Stuff increasing in value. Gates have no gates. Soil of the Island Sandy Loom."

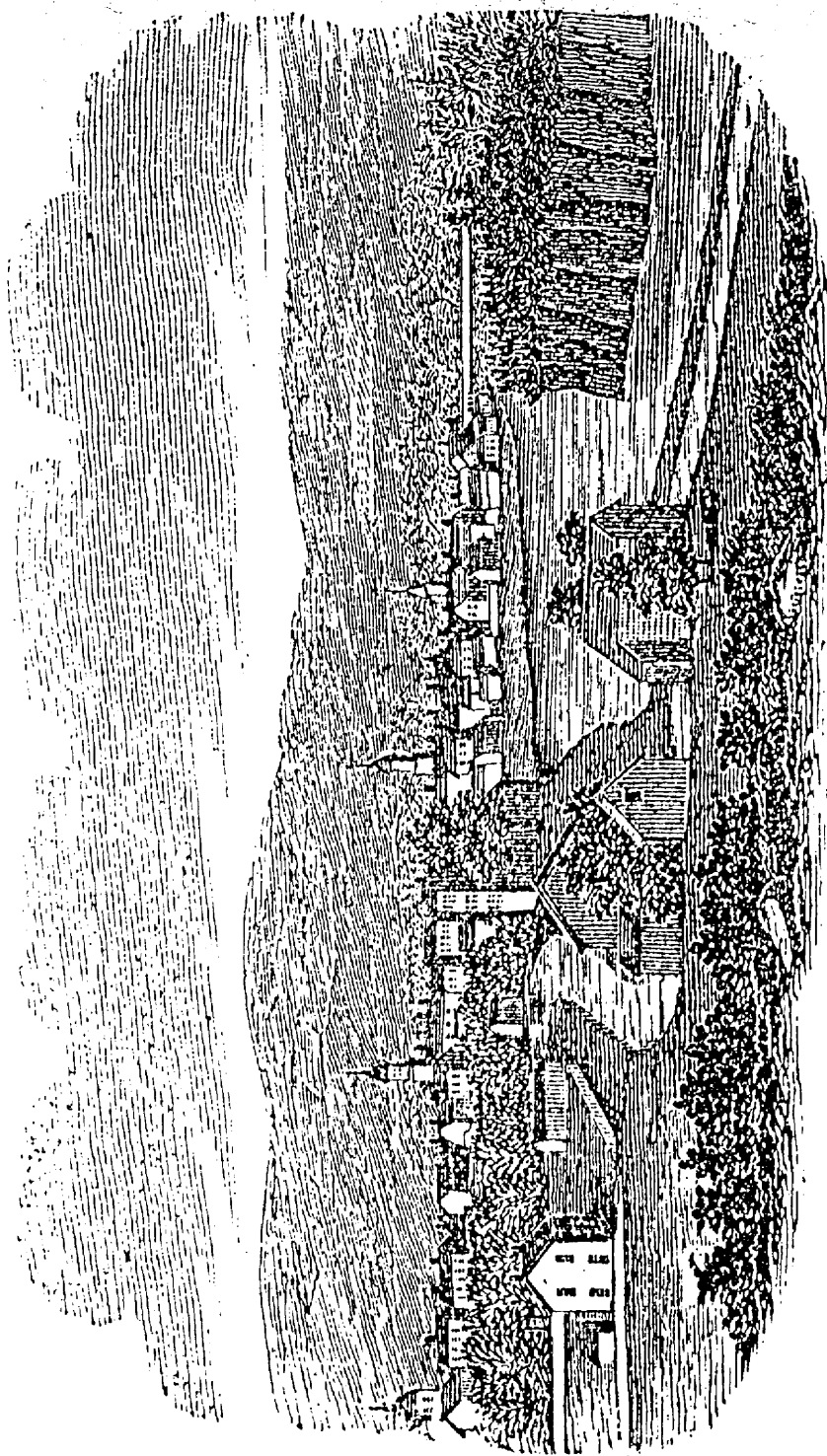
Farguhar McBain of Waterford said he was acquainted with the part of Haver Island belonging to Gerrit Peebles and believed that the railroad "will injure Hauver Island more than [elsewhere] ...as there are market gardens on the Island and the road makes an avenue to them for persons to pilfer from them. Has known the Island for 9 years. The road runs right across a corner of the Island near the Houses - cannot go from barn to any part of the farm without crossing the Road and opening & shutting several

gates." Elisha Alvord believed, on direct examination, that if the barn was on the west side of the railroad, there would be "but little injury - if moved before embankment is made. Thinks Barn could be moved across Rail Road for \$50." On cross examination Alvord admitted that "If Barn was moved & not House, damage would still be considerable as you would have to cross Rail Road & Shut the gates to get to the Barn - Principal damages arise from Barn & House being separated from Farm." He explained that the barn "Looks like a good barn, a few years old, is a heavy one, but has not examined it." The barn was "admitted to have been built 5 or 6 years ago & cost \$600." John G. Britton, representing the railroad company, recalled that Peebles was not unwilling to give the railroad the necessary land "if they would not dig ditches & heap up the dirt in the centre" (Rensselaer and Saratoga Railroad 1835b).

Serving tourists and sightseers to Saratoga Springs, this early railroad is nevertheless indicative of a new romantic spirit and interest in travel. An enthusiastic traveller on the new railroad in May 1836 going northward along the west side of the Hudson River recorded crossing the three bridges over the sprouts, noting that "the second crosses another sprout of the Mohawk from Vanschaick Island to Hawver Island, and is two hundred and two feet long. Three hundred and sixty feet further north, the third or minor bridge crosses the upper sprout of the Mohawk to Waterford, and is three hundred and twenty-six feet long. On Hawver Island may be seen the remains of an old fort

thrown up in the Revolutionary War" (Anon. 1836: 82). Although as early as 1813 the historical interest of the still-visible remains of the Revolutionary War earthworks on Haver Island had been noted, memories of the Revolutionary War were growing dim by the 1830's as the veterans of that great event rapidly decreased in number (Spafford 1813: 322). Interest focussed on revisiting the scenes of conflict, and in the *Lansingburgh Gazette* of January 8, 1838, a writer described the remains of the earthen fortifications on Haver Island in great detail (Anon. 1838). The writer described the two eastern fortifications as "semi-circular breastworks" designed to protect the colonial road which crossed the island, and around the largest of the two could still be seen the remains of a ditch. Unfortunately, the construction of the new railroad had damaged the easternmost fortification, which, because of "the straight-a-head principle, on which rail roads are constructed, has, regardless of the sacrilege, cut a path for the flying locomotive, so that now hundreds speed, unmindful of the labors of their ancestors over and through the rampart of earth, thrown up by their toil worn hands." The writer also described the discovery in the fall of 1837 of the remains of the third battery on the high northwest point of the island, where "the whole of these works are at present overgrown by forest trees and underbrush." At the same time, other historians lamented the fact that "a majority of the public" was unaware of the history of such interesting events as the New York-Vermont civil war of the summer and fall of 1781 (Stone 1838: 203).

Several maps and views in the 1840's provide important clues about the landscape of Haver Island in this period. A view of Waterford from the west drawn just before the great Waterford fire of July 11, 1841, shows the northwest point of Haver Island (Barber and Howe 1841: 506). Above the steep cliffs, the island is heavily wooded (Fig. 12). A map published in 1843 (Lansing and van Schaick 1843) shows a single house on the south side of the east point, east of the railroad (Fig. 13). The age of this house is not known, but it is not far from where the late 18th- to early 19th-century trash pit was discovered. The map also shows that Haver Island had been partially cleared in a regular pattern. Another map (Frost 1844), drawn in December 1844, shows that "Plaat" island was separated by a channel from the "Remains of Roelofs I." which were adjacent to the north side of Haver Island (Fig. 14). Archeological evidence from this period is abundant on Peebles Island. In 1979, for example, it was possible to identify a small blue transfer-printed ceramic sherd picked up during brush clearing from the low alluvial flat east of the north bridge as part of a Staffordshire plate of the Doctor Syntax series, copied from the *Second Tour* published in 1820 and manufactured by the firm of James and Ralph Clews between 1819 and 1836 (Huey 1979). In May 1982 testing for a proposed electrical line on the east side of the north-south road south of the fortifications revealed a foundation wall and cellar hole from a mid-19th-century house that once stood there. Artifacts included metal roofing material, bricks, charcoal,



*Western view of Waterford.**

Figure 12. View of Waterford from the west just before the fire of July 11, 1841, with the northwest point of Haver Island to the right (Barber and Howe 1841: 506).

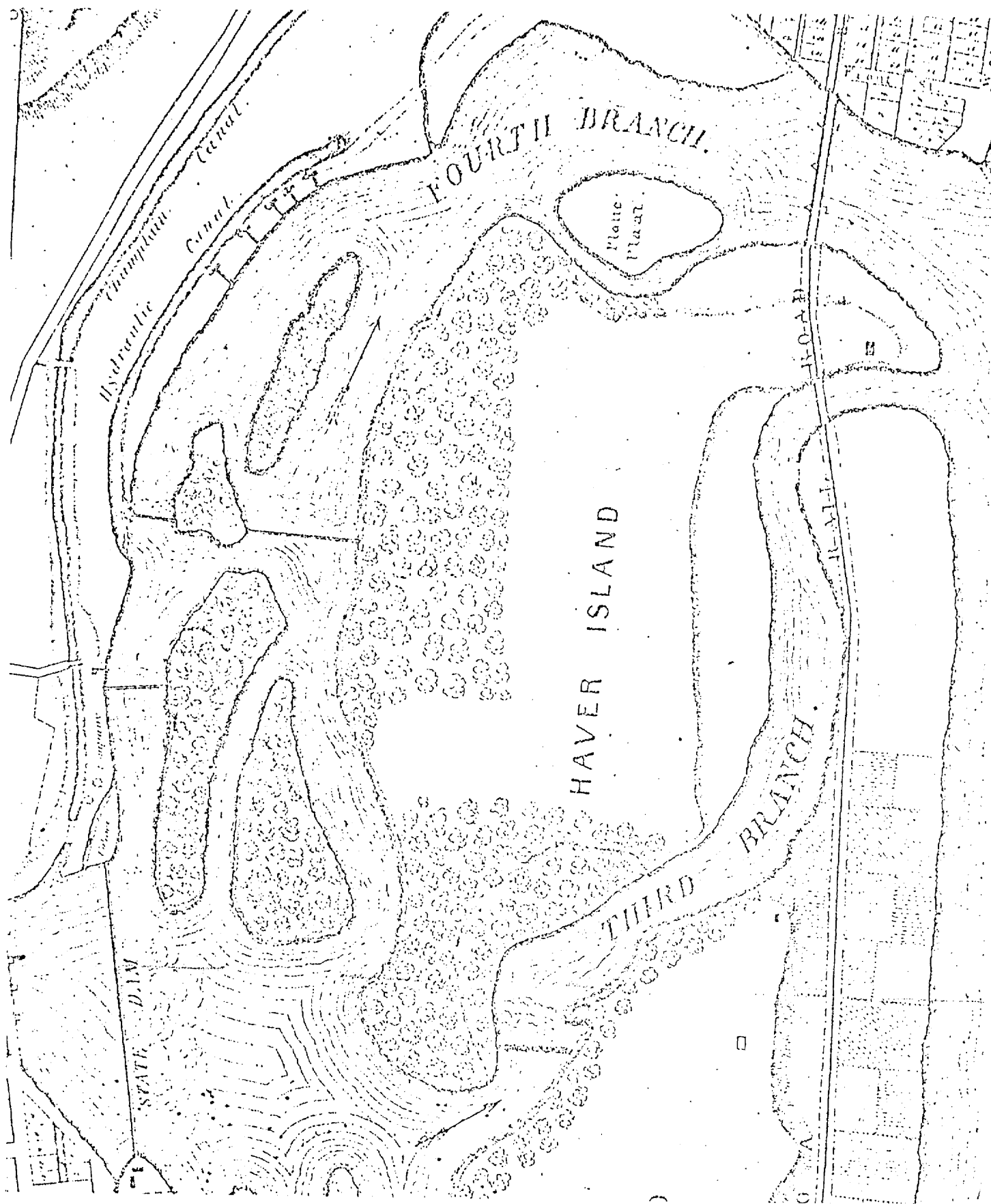


Figure 13. Detail from a map Jacob C. Lansing and Augustus Platt van Schaick published in 1843 by L. Bliss, bookseller, in Lansingburgh (Lansing and van Schaick 1843).

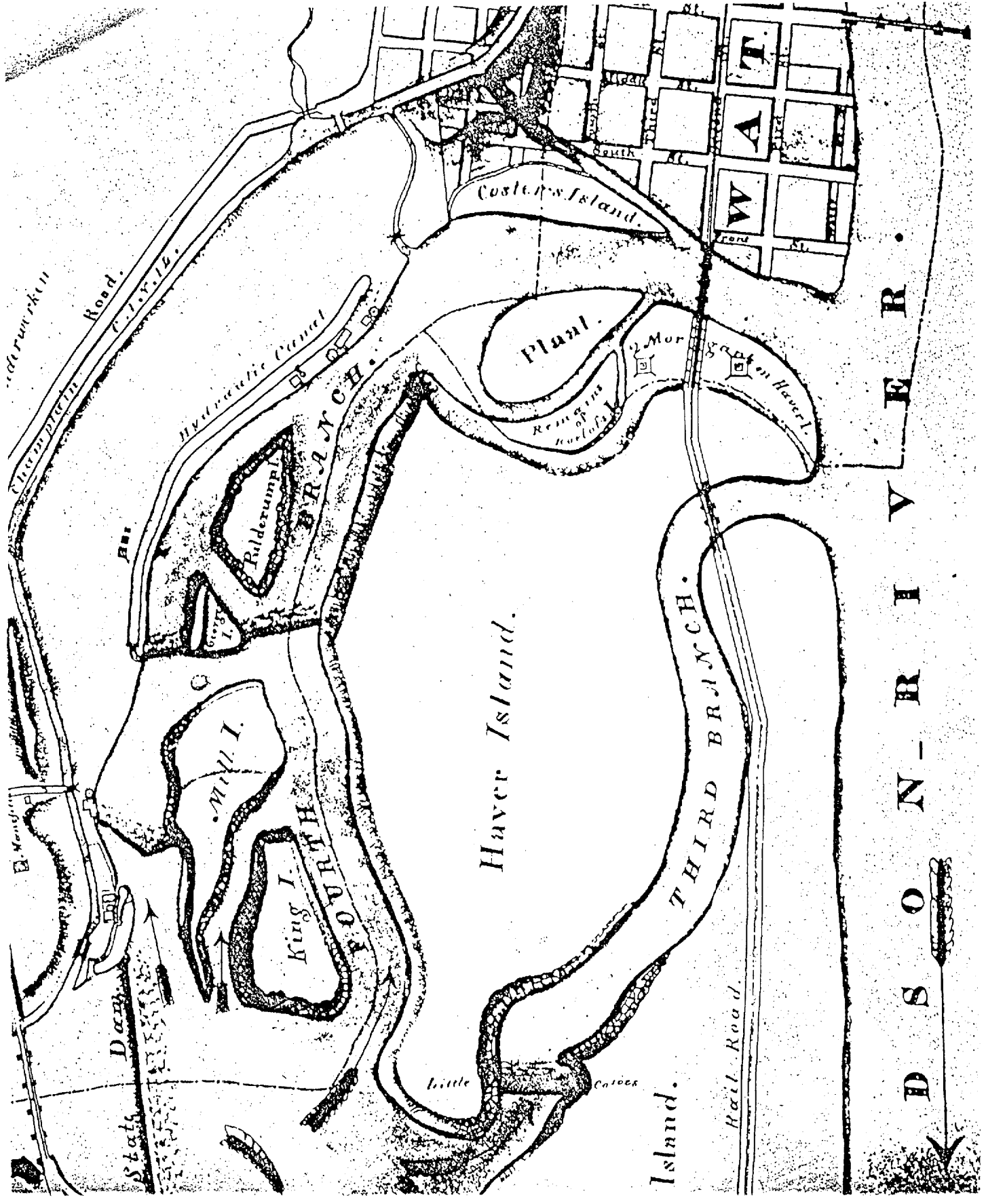


Figure 14. Detail from the map surveyed by James Frost and dated December 25, 1844 (Frost 1844).

slag, cinders, ceramics, and glass (Fisher 1982a). The house is shown on a map dated 1860, and it is believed the MacDowell family lived there. It was still standing in 1894 (Gibbons 1980: 17-18, 20). Farther to the east on the east point of Peebles Island a magnetometer survey was conducted in October which revealed anomalies probably associated with the Hammersley house that once stood in the area. Testing in July 1983 revealed possible remains of a foundation wall and a buried lead pipe that may have connected to a cistern on the north side of the cellar hole depression. Ceramics from the pipe trench include glazed red earthenware, creamware, pearlware, whiteware, and coarse salt-glazed stoneware. There were also brick fragments, window glass, machine-cut nails, coal, bottle glass, and clam shells (Fisher 1983). This material has not been analyzed, and no report has been written. The map dated 1860 (Anon. 1860) indicates that a considerable community, tenants of the Peebles family, had grown up on the east end of Peebles Island (Fig. 15) This map is also one of the first documents known to have used the name "Peeble's Island, More Properly Haver Island."

Other archeological evidence of this period may represent the efforts to develop the remainder of the island for raising cattle or other livestock. Faint traces of a network of low earthen ridges presently can be seen on some parts of the island which form long straight lines as well as right angles. The island may have been partially cleared of timber to develop

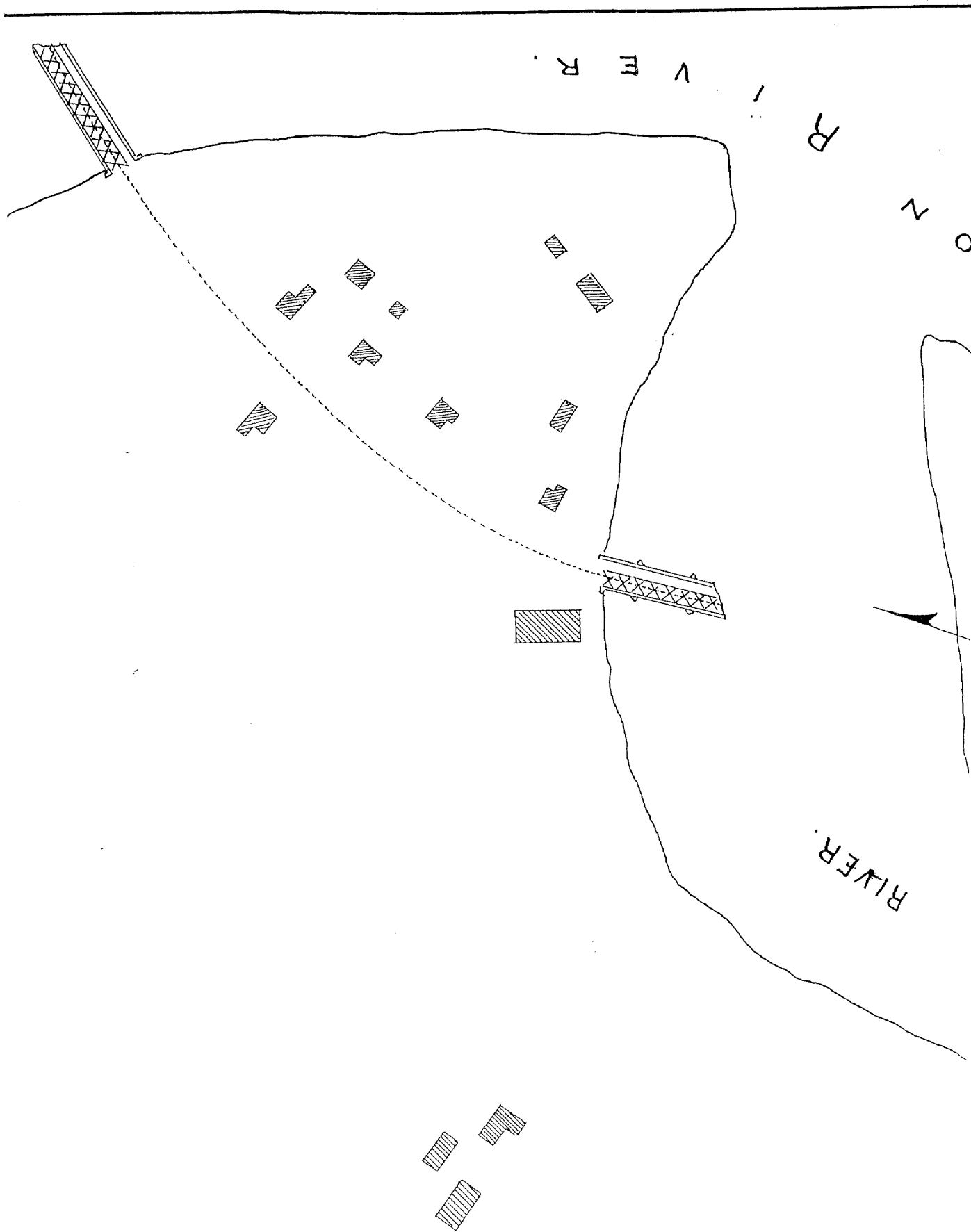
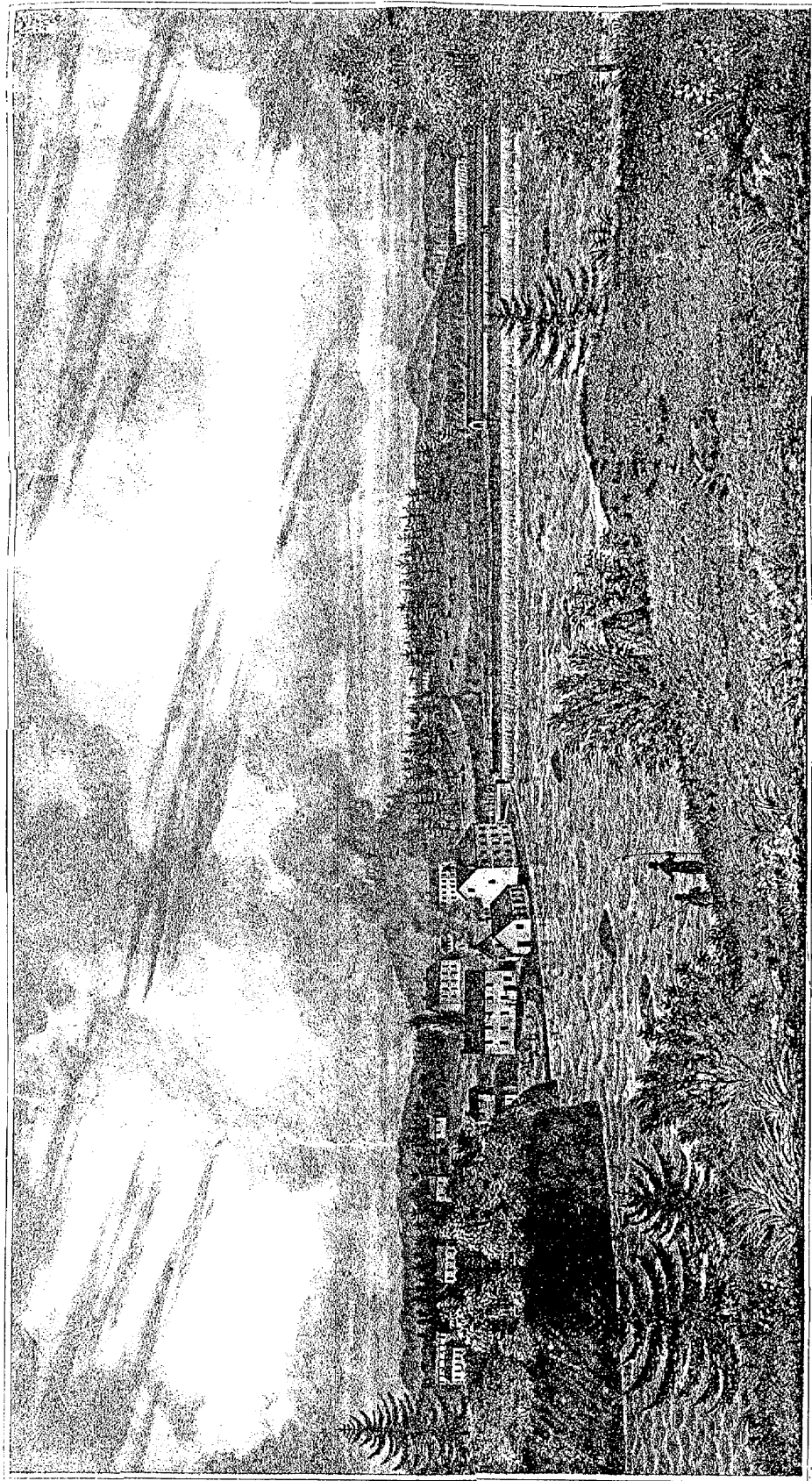


Figure 15. Detail from "Map of Peebles's Island More Properly Haver Island at the Confluence of the Mohawk and Hudson Rivers, Albany County," dated September 10, 1860, from the original in the New York State Archives (Anon. 1860).

hayfields, as suggested by the 1842 map, and a view engraved between 1839 and 1860 (Hayward 1978) from the south tip of Haver Island looking toward Cohoes shows the landscape in the foreground cleared except for a few small, scattered trees (Fig. 16). The faint ridges still visible on the ground surface may be remains of sod fences. A visitor to New York from Maine wrote in 1839 of frequently seeing "a species of wall or fence made of stone and sod, which was thought highly of there, and which I think might be profitably introduced among us. I will endeavor to describe it, and the process of making it. First a layer of stones from four to six inches high, say eighteen inches in width. On top of this is put a layer of sods, grass down, carefully filling up all the interstices in the stone beneath, then a layer of stone, then sod, thus alternately until your wall is at the desired height, when you cap it with sod. Grass seed is then sown on the top, and around the sides on the edges of the turf, which should come out 'flush' and smooth with the stone." Such fences were recommended for farms that have been "denuded of their original timber, while none has grown to supply its place." A writer in 1852 commented "this kind of fence is extensively used in New York, and answers a good purpose." Other examples of remains of these sod fences have been found in the Town of Easton in Washington County, N.Y., and in 1973 R. Arthur Johnson and Joseph E. McEvoy excavated cross sections through two of those. They found that the fences had been built by trenching on either side and piling up the earth over the undisturbed ground surface



See **SIMMONS'S** *See* **AXE AND BUCKE TOOL FACTORY** **COHOES, N. Y.**



Figure 16. View of the Simmons Factory in Cohoes from the south end of Peebles Island engraved between 1839 and 1860, from the original print in the New York State Museum (Hayward 1978).

in the middle. There was no evidence of the use of stone in their construction (Johnson 1973). Whether the ridges on Peebles Island are remains of sod fences remains to be determined.

Several archeological features related to the railroad that was built across Haver Island between 1832 and 1835 have, however, been investigated. In 1979 excavations for the waste water treatment system on the alluvial flat on the north side of the island and west of the north bridge revealed a very large cobblestone hearth feature built evidently in the 19th century to bake oysters and clams (Feister 1979). It is believed it may have been left by a crew of laborers camping there during the construction of the nearby railroad. On Van Schaick Island south of Peebles Island, cross sections were excavated in February 1981 through the railroad embankment before it was graded away for the present access road construction. Three trenches were excavated into the raised railroad bed at separate locations, and these revealed numerous strata. Coal fragments were found in the earliest deposits of historic fill. The earliest deposit which formed the embankment had an irregular surface and had been later widened and raised. There were very few other artifacts, but it is possible the uppermost 4 feet of strata were associated with the 20th-century railroad. Original ground surfaces were also identified. A preliminary report on this work was written by Charles L. Fisher of the Archeology Unit (Fisher 1981).

In 1843 John Knickerbocker assigned to widow Maria Peebles (her husband Gerrit having died in 1841) the lease originally

granted by Abraham Vanderwerken to Elijah H. Kimball in 1834, evidently for land not used by the railroad. David B. King, on the other hand, assigned his lease to George Wright in 1846, and in October 1847 Maria Peebles and the other remaining heirs of John G. van Schaick conveyed to Jeremiah Green for \$666 land within the Mohawk River along the west side of Haver Island including "the spot of land on and against which the present dam rests called King's dam." Nevertheless, within a short time, clear title to all of Haver Island soon rested in the hands of Anthony Augustus Peebles, son of Gerrit and Maria (van Schaick) Peebles. In 1848 the Van Schaick heirs conveyed to Anthony A. Peebles all of Platte Plaat. In July 1849 Cornell Smith, Samuel Stewart, and George Vanderwerken conveyed to Peebles the land on the north side of Haver Island "as may be sufficient for fastening and securing into the bank or shore of said island a mill dam erected...by James Barber [or Brady] and Hezekiah Ketchum not exceeding three feet in height and also...ground for the purpose of docking and securing said Island from wasting not exceeding 40 feet along the shore and not more than 20 feet into the bank." In October, Jeremiah Green conveyed his property including the end of King's dam to Edward F. Bullard, who in 1856 conveyed it to David B. King and Joseph B. Enos. George Wright assigned his lease in 1850 to William Wright, who assigned it in 1861 to Peebles. In 1859, John Holme deeded his rights to the mill seats on Peebles Island to Maria Peebles. When the will of Maria Peebles was admitted to probate in Rensselaer County on April 24,

1865, all her property also passed to her son, Anthony (Sothorn 1968).

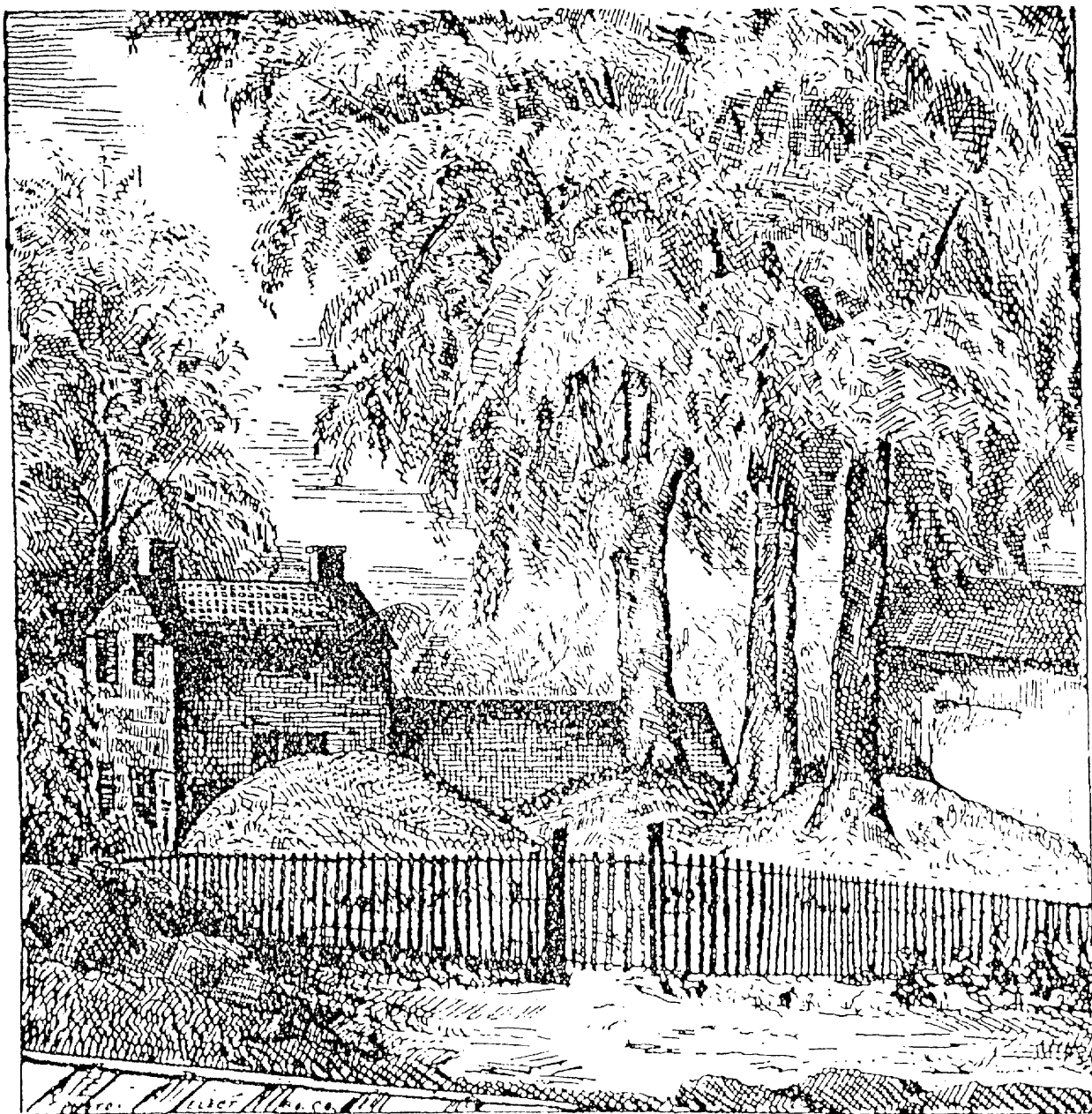
It is probable that the old brick farm house that is still standing was erected about this time. Anthony Augustus Peebles may have had the farm established in order to locate an overseer on his newly acquired property (Gibbons 1980: 21). Archeological testing has occurred prior to new construction including the septic drain field and the fence in the vicinity of this still-standing brick house, but only a small sample of material has been recovered from that area so far (Wentworth 1976; Wentworth 1978; Fisher 1992). In 1976 excavations for the new fence line on the south and west sides of the house revealed nails (both round and machine-cut), coal fragments, garbage bones, .22-caliber cartridge cases marked "U" and "SUPER X," clay pipe stems, and the arm of a children's plastic doll. There were also sherds of whiteware (including "flow blue" and sponge-decorated examples), window glass, unglazed red earthenware, gray salt-glazed stoneware, glazed buff earthenware, pearlware, and glass bottles. Archeological testing in the area of the proposed septic system and drain field in 1978 farther south and east of the house produced machine-cut nails, round wire nails, whiteware sherds (including blue transfer-printed examples), gray salt-glazed stoneware sherds, a piece of window glass, more garbage bone and coal fragments, bottle glass fragments, and other objects. An earthen ridge in this area that might have been a sod fence extends in a straight line southerly and continues for

hundreds of feet from a large tree directly behind the southeast corner of the house. This ridge may have run parallel with the early road that evidently passed nearby. Excavations on the north side of the house in 1992 for an electrical line and parking area expansion revealed bone fragments, window glass, machine-cut and round wire nails, and some other objects, but the absence of any 19th-century topsoil deposit suggests that grading for development in the 20th century has removed earlier deposits in some areas.

The historical significance of the Revolutionary War fortifications had not been forgotten. Historians such as Dr. Asa Fitch in Washington County beginning in 1847 diligently interviewed and recorded the memories of a dwindling number of Revolutionary War veterans, many of whom could vividly recall the terror of the British invasions of 1777 and 1780 (Adler 1983). Benson J. Lossing in 1848 visited Haver Island and reported that "faint traces" of the fortifications were still visible (Lossing 1970: 41). Lossing apparently later confused Haver Island with Van Schaick Island when, in the 1860's, he wrote "the banks of Van Schaick's are steep, a forest of evergreens clothes a large portion of its surface, and only a solitary barn indicates its cognizance by man" (Lossing 1972: 109). Finally, in 1877 Henry Clay Maine of Troy published the booklet *The Burgoyne Campaign. Bemis Heights, Sept'r 19th and Oct'r 7th, 1777: Hauver Island and its Fortifications* (Maine 1877). In this booklet he published engraved illustrations from "pen drawings by Buckland" of the

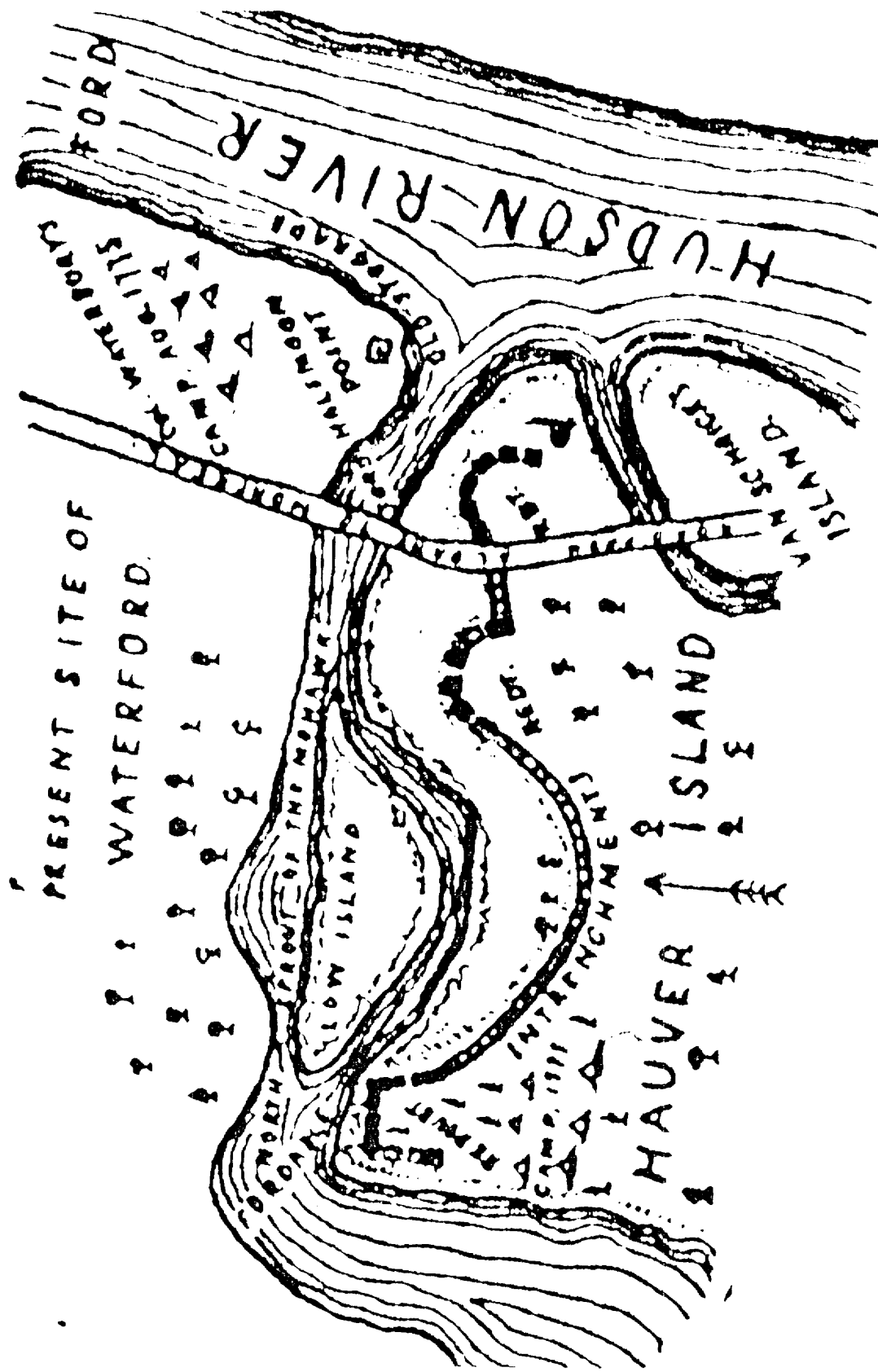
eastern, center, and west redoubts as they appeared in June 1877. Dense forest covered the west redoubt and surrounded the center redoubt. The east redoubt, just east of the railroad tracks, is shown with a house and barn standing north of it (Fig. 17). The existence of a house and barn that once stood in that location is confirmed by an old photograph. Maine also concluded that the three redoubts were connected by a continuous line of entrenchments along the north side of the island (Fig. 18).

In Waterford, meanwhile, along the west side of Second Street north of the Mohawk River, major changes had occurred in what had been a neighborhood of Irish immigrant families. D. Brainard King (probably David B. King), brother of Foster King, was the owner of the triangular Lot 103 along the river when he died in 1865. He had thus once owned land on opposite sides of the Fourth Branch of the Mohawk, on Haver Island and in Waterford, perhaps with the idea of building a dam for industrial development. His executor sold Lot 103 in 1866 to Daniel B. King (King 1865; Lamb 1866). Daniel B. King sold Lot 103 the following month to the Ludlow Valve Manufacturing Company. The Ludlow company also purchased all of Lot 104, to the north, from Joshua M. and Eliza B. Todd for \$2,850 (King 1866; Todd 1866). Four years later, in 1870, the Ludlow Valve Manufacturing Company next purchased the adjoining south half of Lot 105 from Joshua M. and Eliza B. Todd, who by this time had moved to Preakness, Wayne Township, Passaic County, New Jersey (Todd 1870). On these lots, a new industrial building was evidently now erected. Then, on



REMAINS OF THE EASTERN REDOUBT ON HAUVER ISLAND,
SOUTH OF WATERFORD.

Figure 17. Drawing of the east redoubt on Peebles Island in June 1877 from *The Burgoyne Campaign* by Henry Clay Maine published in Troy (Maine 1877: 22).



MAP OF HAUBER ISLAND.

Figure 18. Map of the entrenchment on Peebles Island published in 1877 in *The Burgoyne Campaign* by Henry Clay Maine (Maine 1877: 27).

January 15, 1873, the Ludlow Valve Manufacturing Company sold the entire structure, including the "Engine and Boiler located in the manufacturing building on said premises," to the Dodge Excelsior Press Manufacturing Company (Ludlow Valve Manufacturing Company 1873).

The Dodge Excelsior Press Manufacturing Company soon, unfortunately, defaulted in paying its debts. The property was sold for \$7,270.90 after an auction in Waterford to Edwin A. Merritt of Potsdam, N.Y., and David J. Johnston of Cohoes on August 25, 1876 (Seymour 1876). David J. Johnston, the superintendent of Harmony Mills in Cohoes, in 1874 had built the great mansion which overlooks that complex, and in August 1876 he was already or soon to be involved in difficult negotiations with the Harmony Mills workers about a wage increase (Walkowitz 1981: 187, 190). In 1881 Merritt and Johnston sold the entire property to John H. Pynes and John W. Ford, both of Cohoes, for \$5,500 plus \$3,000 due with interest on a mortgage. With the property was the "engine and boiler & main line of shafting" (Merritt and Johnston 1881). The property next became the home of the Eureka Knitting Mill operated by Pynes and Ford.

On April 15, 1885, Pynes and Ford for \$400 sold an easement to the Rensselaer and Saratoga Railroad to construct and operate a large bridge that would swing across a part of their property. The bridge was to swing with a radius of 61 feet (Ford and Pynes 1885). In 1887 Thomas A. Knickerbocker of Troy released Pynes and Ford from any lien because of rents due from

the lease in perpetuity that had been signed in 1804 between the Vanderwerken family and Daniel McGuire for Lot 104 (Knickerbocker 1887). A yearly rent of \$20 was due on a small strip of land at the rear of the property payable to the Van Schoonhoven heirs, besides the rent due under the lease held by the heirs of John Knickerbocker.

In 1888 Patrick and Mary E. Burns sold to John H. Pynes and John W. Ford the north half of Lot 105, where Ellen Kelly had lived, for \$1,500 (Burns 1888). Finally, in July 1891, John H. Pynes purchased all three Lots from his partner, John W. Ford (Ford 1891). Pynes took over the Eureka Knitting Mill. Many of the flour mills in Waterford had closed, and those mills were being converted into mills for making underwear. The J.W. Ford Company occupied one of the first new plants for making underwear in 1891, while the Stover & Pynes Company made knit neckties "at the old Pynes or Eureka mill site" (Hammersley 1957: 169). By 1905 the company had become De Freest and Stover, run by William De Freest and Robert E. Stover. The property passed to Elizabeth P. Stover in 1922, and in 1923 Elizabeth P. Stover conveyed it to Samuel A. and Edward R. Clifton, business partners of the Capital Knitting Company. Edward R. Clifton, the surviving partner, conveyed it to Capital Mills, Inc., in February 1941, but in April 1943 the Rensselaer County Bank and Trust Company acquired it. In June it was purchased by the Knowlson-Kelley Engine Corporation, formed by Philip Lavine of Albany. The engine company conveyed it in December 1945 to S.A. Scullen, who later

became S.A. Scullen, Inc. Scullen, Inc., went bankrupt in 1968, and the property was sold to Smith Electric Company, Inc., of Cohoes (Samson & Murdock 1933: 488, 491, 571; Lavine 1943; Simon 1968).

A recent concrete block building stood on the site occupied by Full Line Vendors when the property was acquired as part of Peebles Island State Park in 1991, and this was subsequently demolished. These three Lots of land still have the potential to contain archeological evidence of significance, depending on the extent of recent disturbance. First, there is the probability that remains from the occupation by the community of Irish immigrant families during the 19th century still exist and can be documented. In addition, there is the industrial site of the Ludlow Valve Manufacturing Company building of the late 1860s or early 1870's, probably later the Eureka Knitting Mill, and remains of this factory building also may be buried at the site and could be documented.

The name Peebles Island for former Haver Island became increasingly used in the late 19th century (Sylvester 1878: 333). The family of James Hammersley, new arrivals from England, moved into one of the houses on the east point of Peebles Island about 1888 or 1889 (Brooke 1974; Anon. 1905: 25). Hammersley, born in 1844, was a glass engraver. Sydney E. Hammersley, one of the children, became deeply interested in local history and archeology and subsequently wrote the history of Waterford which was published in 1957. He recorded how, in 1893, when a section

of the Troy dam was carried away, the entire Hudson River was drained at Waterford, leaving only narrow channels. The original outline of old Haver Island could be seen, with a long, broad peninsula extending into the Hudson River from the eastern tip of the island near the Hammersley homestead. Springs of fresh water bubbled from the dry bed of the channel around the south side of the island, providing the residents with clean, pure water since the dam failure drained all the wells on Peebles Island. In one of these springs was found an 18th-century Spanish silver coin (Hammersley 1957: 361).

By 1905, a considerable community had grown up on the east point of Peebles Island. There were at least seven households, including the Hammersleys. James and Hannah Hammersley had seven children with them ranging in age from 10 to 28 years. Another large family was that of William and Mary Harney, both born in Ireland and each 39 years old. They had seven children ranging in age from 7 months to 17 years. He was a day laborer, while his two oldest sons worked in machine shops. Three other families had in-laws living with them. Besides the two Harney sons, James Hammersley and four other males living on the island worked as machinists (Anon. 1905). Anthony Augustus Peebles, the owner of the island, died in 1905, and he left it in the hands of his widow, Mary L. (Parmelee) Peebles, to whom he had transferred his title in 1904, except for the riparian rights possessed by the King's Canal Company and the rights of the Rensselaer and Saratoga Railroad (Sothorn 1968). Mary L. Peebles, a niece of

Mary Eleanor Parmelee, the girl who Herman Melville unsuccessfully courted in Lansingburgh,, became an author of children's books under the name Lynde Palmer (Lansingburgh Historical Society n.d.: 16-17, 21). As owner of Peebles Island, in June 1909 she sold an easement to the Hudson Valley Railway Company of Glens Falls to erect on the east point of Peebles Island a substantial tower on which to string electrical lines coming from Waterford to Van Schaick Island (Peebles 1909). The tower was designed by Archbold, Brady Company of Syracuse, engineers and contractors, and the concrete bases of the tower still remain visible (Fig. 19). The easement rights ended when the Hudson Valley Railway Company ceased using the tower. The map (Fig. 20) drawn to show the location of the tower also shows the exact locations of a nearby barn and fences as well as a house, probably the one occupied by the Hammersley family (Archbold, Brady Company 1909).

Mary L. Peebles sold the island in November 1909 to Cluett, Peabody and Company, and around 1910 the company began construction of the new bleachery. The residents of the island consequently were ordered to vacate their homes. The last family to leave were the Hammersleys in 1912, and the houses were torn down except for the brick tenant house and a house near the north bridge (Gibbons 1980: 18, 21, 29). West of the brick tenant house, which is still standing, a clump of lilacs indicates the proximity of still another house which must have stood in the area, which is near a gravel pit. During the fall of 1912 work

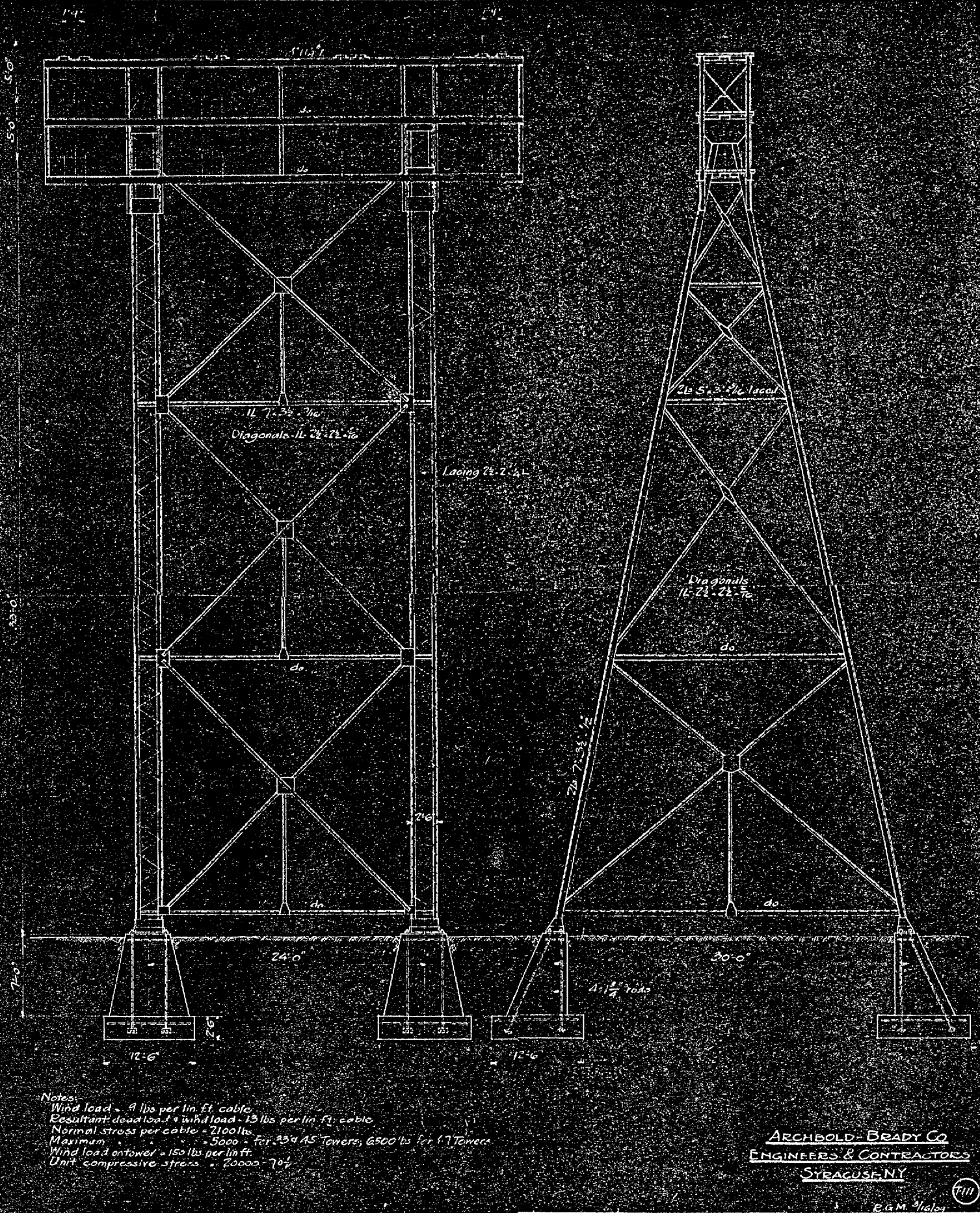


Figure 19. Plan of the tower to be built for electrical lines for the Hudson Valley Railway Company on the east point of Peebles Island, drawn by R.G.M., March 16, 1909 (Archbold, Brady Company 1909).

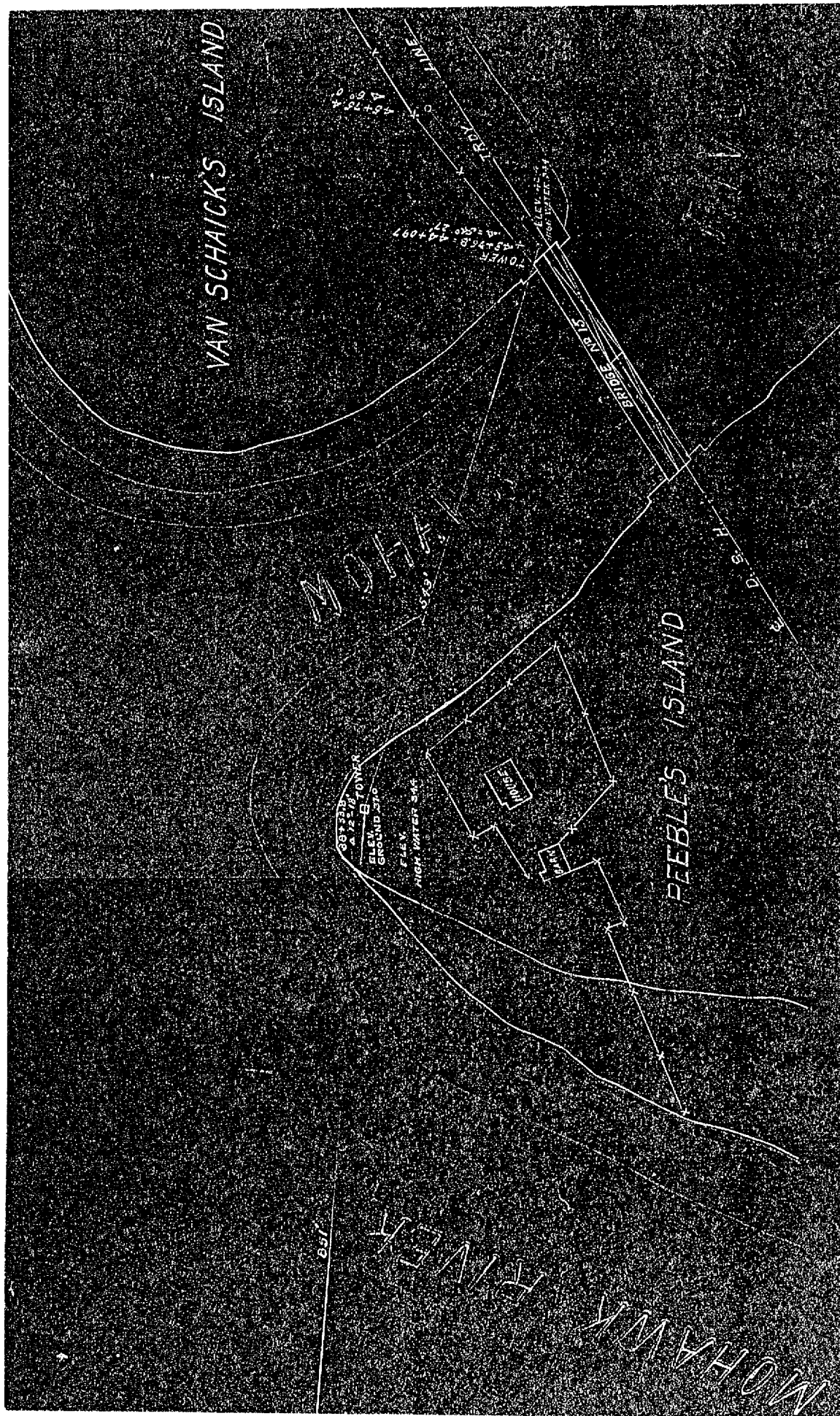


Figure 20. Detail from the map of Peebles Island showing the electrical line to be built in 1909 from Waterford to Peebles Island for the Hudson Valley Railway Company (Archbold, Brady Company 1909).

was begun by Atwell A. Parker for the Delaware and Hudson Company on a new railroad bridge from Peebles Island to Waterford to replace the existing bridge. New concrete piers were built for a higher bridge, and the ramp embankment built of quarried stone on Second Street in Waterford was raised 4 feet higher with a concrete retaining wall. Work continued through August 1913 (Anon. 1913a, 1913b, 1913c). The bridge still bears a plaque dated 1913 with the name AMERICAN BRIDGE COMPANY OF NEW YORK. Meanwhile, Atwell A. Parker began construction of a new concrete dam across the Fourth Branch of the Mohawk to provide manufacturers with power in Waterford, and the work was nearly complete by October 1. "The necessary plant for the construction" was soon to be "taken away and the river bank on Peebles' Island will resume its normal appearance." A deposit of coal and cinders still marks the location of this "plant" on Peebles Island. The completion of both these projects followed the great flood of 1913, perhaps the worst-known flood, when water rose up around the walls of the bleachery (Anon 1913b; Gibbons 1980: 25).

In addition to the houses remaining on Peebles Island, on Van Schaick Island there was also a house near the northern end of the island. It is not known whether this house was standing before about 1916 or 1917 when the Matton Shipyard was built. It apparently became the home of William B. Abbott in 1917, and the Indian burials found in 1938 were found within 10 feet of that house (Rockefeller 1938). Curiously, the 1933 directory lists

William B. Abbott living on a "houseboat," but maps as late as 1947 show the house still standing (Samson & Murdock 1933: 559). In any event, the east end of Peebles Island and the north end of Van Schaick Island were becoming increasingly developed and industrialized. On the land immediately to the south of the Matton Shipyard, photographs dated July 1918 on file in the New York State Archives show the construction of a New York State barge terminal along the Hudson River. By 1918, gravel was being mined from Peebles Island in an area behind the bleachery, and Cluett, Peabody and Company prospered during the 1920's. In 1922 the company's net profits were \$2,751,441, with net sales of \$23,656,124 and expenses of \$20,483,834 (Stoller 1920: 32; Anon. 1923). By 1933 the directory lists on Peebles Island, besides the bleachery, only the families of J. Norman Hartnett and Charles B. Putnam. With the Putnam family was living John Carr (Samson & Murdock 1933: 568). Charles B. Putnam was the tenant farmer who lived with his family in the brick farm house. His daughter, Hazel, married J. Norman Hartnett, and in 1980 she could vividly recall the old brick farm house and farmyard as it had existed in the 1930's. Southwest of the house were the milk house and hen yard. East of the house was a wagon shed, and to the northwest were the barns for horses, cattle, and hay as well as a shed and an ice house. The Hartnett family, however, occupied the house standing near the north bridge (Gibbons 1980: 21-22).

The especially rapid development of the surrounding areas of Waterford, Cohoes, and Van Schaick Island in the early 20th century, however, had gradually created a growing public awareness of the natural beauty of the undeveloped remainder of Peebles Island. One guide book in 1909 commented on the "many islands of much beauty" in the sprouts of the Mohawk (Ingersoll 1909: 220). In October 1919, the Cluett, Peabody and Company maintenance department held a clam steam near the bleachery, and those who attended were attracted by "the natural scenic beauty in the woods along the Mohawk." Not only was it suggested that the scenic beauty "affords a splendid place for camp sites for employes [sic]," but it was also suggested that on parts of the bleachery grounds "an athletic and recreational field, a baseball diamond and tennis courts could be laid out and a dancing platform could be erected by men in our own plant." A committee was proposed to estimate the cost and obtain the funds, but apparently nothing further was done, and Peebles Island remained unspoiled and largely intact as a natural area (Anon. 1919).

As late as 1946, 10,591 people were employed in the local textile and apparel industry centered around Cohoes, representing 13.3 percent of a total work force of 79,156. By 1990, the number of textile and apparel workers had dropped to 1,378, or just .48 percent of a total work force of 287,433 (Laven 1995). Following the closing of the Cluett, Peabody and Company bleachery on Peebles Island, the New York State Office of Parks and Recreation purchased the entire island in 1973. Finally, in

1989, Peebles Island State Park was enlarged with the purchase of the historic Matton Shipyard on the neighboring north end of Van Schaick Island.

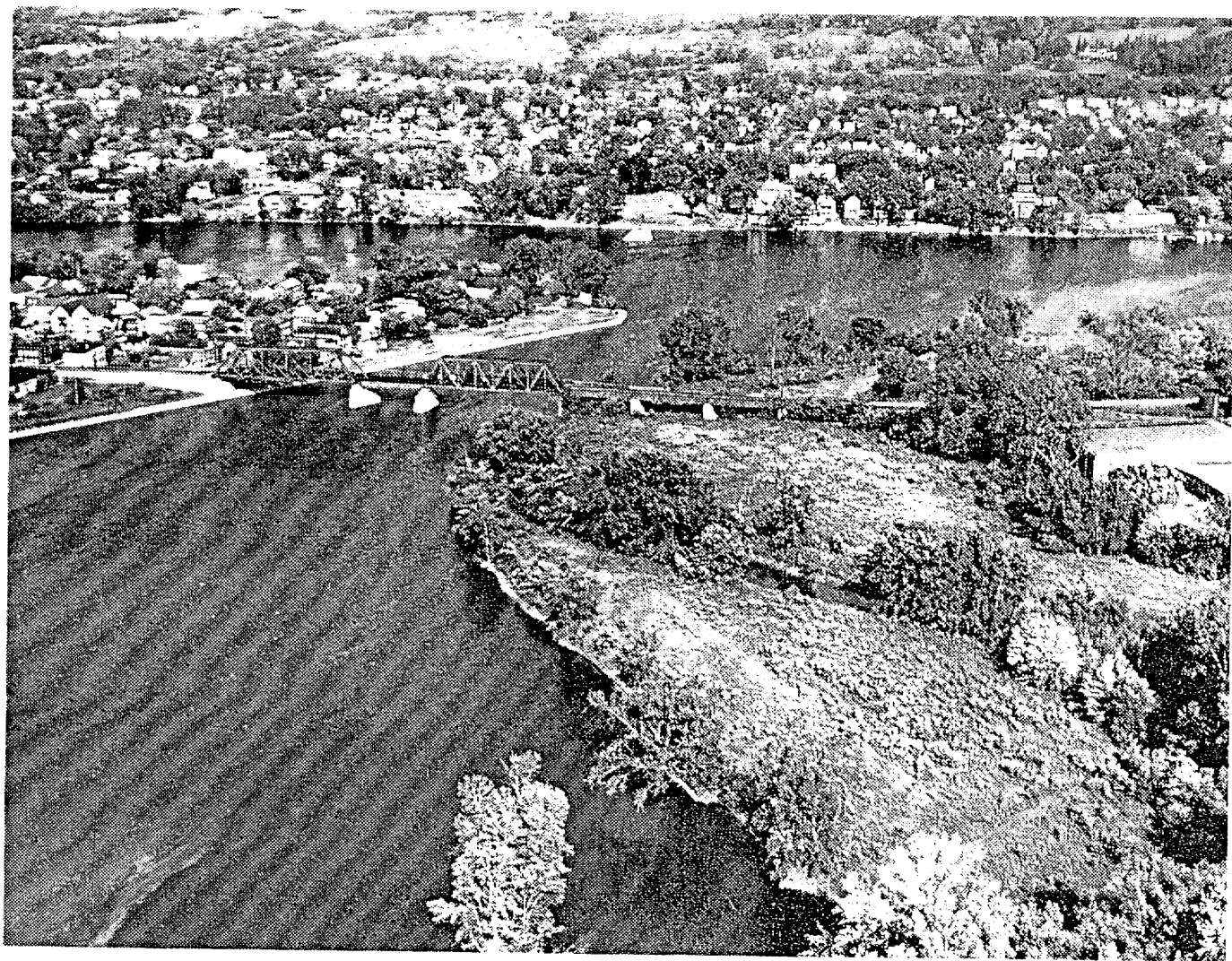


Figure 21. Aerial view of the Fourth Branch of the Mohawk River, the north side of Peebles Island, and the bridge to Waterford about 1966. At lower right is the remnant of Roelof's Island (Rockefeller et al. 1966: 40).

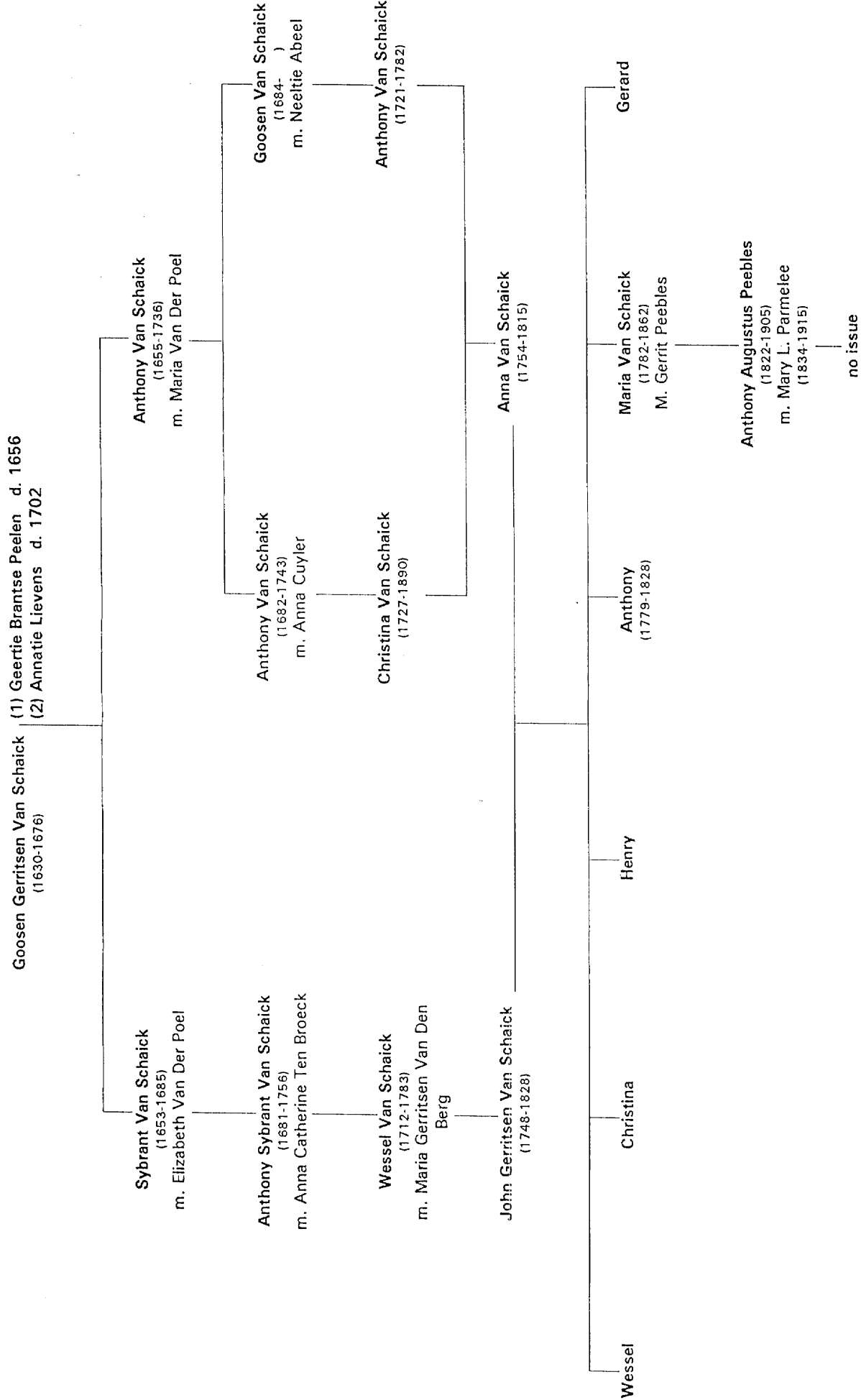


Figure 22. Descendants of Goosen Gerritsen van Schaick to Anthony A. Peebles (Gibbons 1980: 2).

the theme of transportation that was established by the fording places in the colonial period.

Also significant in the history of Peebles Island were the wealthy and influential women who owned or inherited it and continued to manage their property profitably. First there were the Van Slichtenhorst sisters who helped unite the Van Schaick and Schuyler families. Later, Annatje van Schaick, Christina van Schaick, Frona Phillips, Maria Peebles, and Mary L. Peebles are a few examples of women in the history of Peebles Island who deserve further study.

A third important interpretive theme for Peebles Island State Park includes 19th- and 20th-century industrial and labor history. The railroad that crossed Peebles Island was one of the earliest railroads in New York State, and the three Lots of land in Waterford were a part of an immigrant Irish community. With the later 19th-century industrial buildings on that site, those Lots provide a microcosm of 19th-century history and, potentially, a significant archeological resource.

Appendix I. Chronological Abstracts of Reports, Books, and Articles on Facilities and/or Relating to Natural and Cultural Resources at Peebles Island State Park

- 1813 A Gazetteer of the State of New-York, by Horatio Gates Spafford. Printed and Published by H.C. Southwick, No. 94, State-Street, Albany. 336pp.
Mills are now erected on the upper sprout of the Mohawk where it meets the Hudson, just at Waterford Point. The American army was stationed on Van Schaick's Island, also called Cahoos Island, in 1777. Haver Island had a number of breastworks thrown up at that time, which are still to be seen.
- 1835 New-York Annual Register for the Year of our Lord 1835, by Edwin Williams. Published by Edwin Williams, 41 Cortland St., James van Norden, Printer, New York. 491pp.
The railroad crosses the three sprouts of the Mohawk on durable bridges built on stone abutments.
- 1837 Letters About the Hudson River, and its Vicinity. Written in 1835-1837. Published by Freeman Hunt & Co., No. 141 Nassau Street, New York. Reprinted by J.C. & A.L. Fawcett, Inc., Astoria, N.Y. 259pp.
The bridge from Van Schaick to Hawver Island is 202 feet in length. The north bridge to Waterford is 326 feet long. On Hawver Island may be seen the remains of an old fort thrown up in the Revolutionary War. Miss Phelps of the Troy Female Seminary believes the Hudson Valley was once a vast lake, that the region around Troy was once covered with water, and that Mount Ida and Mount Olympus were islands.
- 1845 "Comments, Philological and Historical, on the Aboriginal Names and Geographical Terminology, of the State of New York. Part First: Valley of the Hudson," by Henry R. Schoolcraft. Proceedings of the New York Historical Society. For the Year 1844. Press of the Historical Society, New York. 39pp.[77-115].
The present site of Waterford was called *Nachtenac*, meaning "excellent land." The junction of the Mohawk with the Hudson was called *Tiosaronda*, describing the mingling of two streams.
- 1848 History of New Netherland; or, New York Under the Dutch, by E.B. O'Callaghan. Volume I. D. Appleton & Company, 200 Broadway, New York. 493pp.

Moeniminies Castle in 1630 was located on what is now called Haver Island.

- 1850 The Annals of Albany, edited by Joel Munsell. Volume I. J. Munsell, 58 State Street, Albany. 377pp.

Moenimines Castle was on what is now called Haver Island.

- 1855 The Pictorial Field-Book of the Revolution, by Benson J. Lossing. Volume I. Harper Brothers, Franklin Square, New York. 783pp.

Faint traces of the fortifications thrown up in 1777 on the islands and on the mainland at the "sprouts" of the Mohawk are still visible.

- 1866 The Hudson From the Wilderness to the Sea, by Benson J. Lossing. H.B. Nims & Co., Troy, N.Y. 468pp.

Faint traces of the entrenchments built by General Schuyler in 1777 may yet be seen, and in the spring of 1860 a large zinc cartridge box was found in that vicinity.

- 1870 Gazetteer and Business Directory of Albany & Schenectady Co., N.Y., for 1870-71, compiled by Hamilton Child. Printed at the Journal Office, 23 & 24 E. Washington Street, Syracuse.

In the summer of 1777 General Schuyler retired to Van Schaick's Island and threw up fortifications to check Burgoyne's advance. The remains of some of the earthworks are still visible on the island.

- 1872 History of the State of New York, by John Romeyn Brodhead. Volume I. Revised Edition. Harper & Brothers, Publishers, New York. 801pp.

Monemins Castle was on a small island now called Haver Island.

- 1872 History of the Indian Tribes of Hudson's River, by E.M. Ruttenber. J. Munsell, 82 State Street, Albany. 415pp. Monemius Castle of the Mahicans was on Haver Island, as shown on the map of Rensselaerswyck published by O'Callaghan. The Indian name for Waterford was *Nachtenack*, and Long Island nearby was called *Quahemiscos*. There is apparently a mixture of the Mahican and Mohawk languages in some of the names for this area.

- 1876 Memoirs of an American Lady: with Sketches of Manners and Scenes in America, as They Existed Previous to the Revolution by Mrs. Anne Grant, edited by Joel Munsell. Joel Munsell, Albany. 399pp.

Below Cohoes Falls the Mohawk becomes several streams and empties into the Hudson at four points, forming numerous islands. Among these islands the American army built earthen fortifications, traces of which are still visible on Van Schaick and Haver Islands.

- 1877 The Burgoyne Campaign. Bemis Heights, Sept'r 19th and Oct'r 7th, 1777. Hauver Island and its Fortifications, by H.C. Maine. Troy Whig Publishing Co., Printers, Troy, N.Y. 60pp.

There were three redoubts connected by intrenchments thrown up in 1777 on the north end of Hauver Island, while the main army camped on Van Schaick Island. These redoubts are in an excellent state of preservation, and sketches of them were made in June 1877 (illustrated). The large trees still growing on the redoubts are undoubtedly 100 years old and must have sprung up when the earth was still freshly disturbed. The present owner of the Island is A.A. Peebles, grandson of John G. Van Schaick who owned it in 1777, and he has jealously guarded these historic remains.

- 1877 The History of Cohoes, New York, from its Earliest Settlement to the Present Time, by Arthur H. Masten. Joel Munsell, Albany, N.Y. 331pp.

Remains of fortifications erected in 1777 on Haver Island are still visible.

- 1878 History of Saratoga County, New York, by Nathaniel Bartlett Sylvester. Everts & Ensign, Philadelphia. 514pp.

The name Havre was applied to a portion of Peebles Island. During the Revolution, Schuyler's army encamped on Van Schaick and Peebles Islands, and entrenchments are still plainly visible on Peebles Island from Waterford. On Havre Island the Indians had a stronghold called Castle Moenominis.

- 1886 The City of Troy and its Vicinity, by Arthur James Weise. Edward Green, 214 River Street, Troy. 376pp.

On a map made about 1631 the Indian fort "Moeneminies Casteel" is shown on Haver Island. Defensive earthworks erected in 1777 under the direction of Kosciuszko are still to be seen on the north side of the island, opposite Waterford; they are along the northeastern and northwestern sides of the island and are conspicuous and well preserved.

- 1895 Visits to the Saratoga Battle-Grounds, 1780-1880, by William L. Stone. J. Munsell's Sons, Albany, N.Y. Reprinted in 1970 by Kennikat Press, Port Washington, N.Y./London. 344pp.
The American army under Schuyler in 1777 fell back to Van Schaick's Island at the mouth of the Mohawk River, and the entrenchments which were thrown up there are yet to be seen, in 1895, even by travellers on the Troy & Saratoga Railroad.
- 1907 Aboriginal Place Names of New York, by William M. Beauchamp. New York State Museum Bulletin No. 108, May 1907. New York State Education Department, Albany. 333pp.
The name *Nachtenack* for the site of Waterford and the mouth of the Mohawk River may be derived from *nootau*, meaning fire. Moenemines Castle was on an island at the mouth of the Mohawk in 1630. It belonged to the Mahicans and may be derived from *Moninneam*, meaning "he looks at it," as a lookout or a conspicuous place or person.
- 1908 Van Rensselaer Bowier Manuscripts, translated and edited by A.J.F. van Laer. University of the State of New York, Albany. 909pp.
Moenemines Castle was situated on what was formerly called Haver Island, now Peobles Island, at the mouth of the Mohawk River.
- 1909 Rand, McNally & Co.'s Illustrated Guide to the Hudson River and Catskill Mountains, by Ernest Ingersoll. Rand, McNally & Co., New York. Reprinted 1989 by J.C. & A.L. Fawcett, Inc., Astoria, N.Y. 245pp.
The Mohawk River joins the Hudson through a series of branch streams, or "sprouts," forming "many islands of much beauty."
- 1914 The Summer Paradise in History, by Warwick Stevens Carpenter. General Passenger Department, The Delaware and Hudson Company, Albany. 128pp.
Van Schaick's Island is one of three islands at the mouth of the Mohawk River where in 1777 General Schuyler cast up fortifications to resist Burgoyne's advance. The earthworks are visible from the railroad car windows.
- 1919 "Arrow Recreation Park." The Arrow. Volume III, No. 11, Thanksgiving Number. Published by Cluett, Peabody & Co., Inc. 1p.[4].
Peobles Island impressed many people during a Cluett, Peabody & Co. clam steam with its potential for development of parts of it with athletic and recreational facilities including a

baseball diamond, tennis courts, and a dancing platform. Camp sites could be developed in the woods along the Mohawk River in areas which are appealing because of their natural scenic beauty. A committee may be appointed to plan such developments on Peebles Island.

- 1920 Glacial Geology of the Cohoes Quadrangle, by James H. Stoller. New York State Museum Bulletin Nos. 215, 216, November-December 1918. The University of the State of New York, Albany. 48pp.

On the northern part of Peebles Island sand and gravel are obtained from deposits that apparently fill depressions in the rock surface. The deposits show a stratified arrangement and consist of water-worn rock fragments, in size from pebbles to cobbles, with irregularly interstratified layers and lenses of coarse sand and worn fragments of local rock. These deposits are kames that accumulated at the ice front in its retreat in the Hudson Valley area after the upland ice melted. Subsequently these deposits were covered with Lake Albany clay deposits, but the clay deposits have since been stripped away by erosion. The Mohawk River above its confluence with the Hudson occupies a post-glacial valley. The several islands at the mouth of the Mohawk River are separated by channels which mark original delta distributaries which became intrenched into the underlying weak rocks after removal of the delta soil deposits by erosion.

- 1922 The Archeological History of New York, by Arthur C. Parker. New York State Museum Bulletin Nos. 237, 238, September-October 1920. Part 2. The University of the State of New York, Albany. 272pp.[471-743].

The Moenemies' Castle was located on Peebles Island. There are extensive sites on Peebles Island, in particular at the southeast end. Albert C. Hurd found sites at the northeast end and on either side of the railroad tracks. There is also a Revolutionary War earthwork.

- 1923 "What History Tells About Our Bleachery Grounds." The Arrow. Volume 8, No. 10, October. Published by Cluett, Peabody & Co., Inc. 1p.[3].

Some of the breastworks on Peebles Island can be seen from the windows of the bleachery and are still well preserved, indicating the quality and strength of their construction. A comparison suggests their construction was as careful and permanent as the impregnable French lines at Ticonderoga.

- 1924 "Notes and Queries." The Quarterly Journal of the New York State Historical Association. Volume V, Number 1, January. 47pp.[91-138].
The current issue of The Arrow published in Troy describes the breastworks on Peebles Island near the Cluett, Peabody & Co. bleachery. The breastworks are still in fairly good condition. They are marked by flags bought by veterans of the Spanish-American War and the World War employed at the bleachery.
- 1930 Geology of the Capital District (Albany, Cohoes, Troy and Schenectady Quadrangle), by Rudolf Ruedemann. New York State Museum Bulletin No. 285, December 1930. The University of the State of New York, Albany. 218pp., figures, map, profile.
Numerous outcrops of Ordovician Snake Hill shale can be found along the shores of Green Island, Van Schaick Island, and Peebles Island. The Snake Hill shale, much contorted and affected by cleavage, is well exposed in the cliffs of the Cohoes gorge. Fossils have been recovered from the Snake Hill shale from the northwest point of Peebles Island and from the north side of Van Schaick Island opposite Peebles Island.
- 1936 "Fortifications on Peebles Island," by E. Laurence Springer. New York History. Volume XVII, Number 2, April. 3pp.[254-256].
In 1928 Sanford L. Cluett became interested in the history of the fortifications erected during the Revolutionary War on Peebles Island. He conducted an extensive correspondence and studied old histories and maps. The erection of fortifications was begun on August 16, 1777, under the able direction of Kosciuszko. Three redoubts were constructed; the large one on the northwest corner of the island mounted about eleven cannon and completely dominated one of the two fords crossing the north sprout of the Mohawk River. Rifle pits for infantry were dug and connected the west redoubt with the center redoubt. "The fortifications on Peebles Island, though never used in battle, nevertheless stand today as evidence of the foresight and precautions of the American defenders in 1777."
- 1957 The History of Waterford, New York, by Sydney Ernest Hammersley. Published privately by Col. Sydney E. Hammersley (Ord. Ret.), Waterford, N.Y. 405pp.
The circular fort and entrenchments at the Point O'Rocks (illustrated) which were built during the Revolution are on the site of the previous Mahican Indian castle erected by

Moenemannes. This is separate from the Revolutionary War earthworks built to defend the fording place (illustrated). The location chosen by the Indians for their castle is almost identical in character to the location near Fort Plain of the Mohawk Indian castle Otstungo, which was beside a creek with towering rock cliffs on one side, a ravine on the other, and undoubtedly palisades on the front. Homer Folger once found, on the flats of neighboring Van Schaick Island, buried mounds of clam shells, artifacts, and burials. In 1893, when a section of the Troy dam was carried away, the entire Hudson River was drained at Waterford, leaving only narrow channels. The original outline of old Peebles Island could be seen, with a long, broad peninsula extending into the Hudson River from the eastern tip of the island near the Hammersley homestead. Springs of fresh water bubbled from the dry bed of the channel around the south side of Peebles Island, providing the residents with clean, pure water since the dam failure drained all the wells on Peebles Island. In one of these springs was found an 18th-century Spanish silver coin.

- 1964 Water Resources of the Albany-Schenectady-Troy Area, New York, by H.N. Halberg, O.P. Hunt, and F.H. Pauszek. Geological Survey Water-Supply Paper 1499-D. United States Government Printing Office, Washington. 64pp., map, table.

On October 18, 1954, a water sample was collected from a well on Peebles Island, the shallowest (21 feet) and narrowest (1½ inches) of a total of seven representative wells sampled in the Mohawk River subarea. The Peebles Island well was dug into Pleistocene sand and gravel and had the lowest concentrations of silica, calcium, magnesium, bicarbonate, and hardness in parts per million. It had the highest concentrations of sodium and chloride and the second highest concentrations of iron, sulfate, and dissolved solids. The pH was 7.4.

- 1966 The Report of the Hudson River Valley Commission 1966, by Laurance S. Rockefeller, et al. State of New York, Hudson River Valley Commission, Iona Island, Bear Mountain, N.Y. 100pp.

The groups of islands in the Hudson River south of Waterford and in the Mohawk River near Schenectady are important resources. Several of these islands could make excellent sites for camping, marinas, and picnic grounds.

- 1967 Cohoes Comprehensive Plan, by Sargent, Webster, Crenshaw & Folley. Syracuse, N.Y. 155pp.

The soil on the north end of Van Schaick Island is Manlius shaly silt loam. South of this, and west of the Delaware and Hudson Railroad tracks, the soil is Nassau shaly silt loam, overlying thinly laminated and contorted shale and slate beds. Excavation and grading could be troublesome. A proposal in the Urban Area Report in 1951 is for an arterial street to be built northward from Green Island along the west side of the railroad tracks, finally swinging northwestward across the third branch of the Mohawk River and across Peebles Island toward Waterford. This proposed route should be abandoned, because it would disrupt two residential neighborhoods, would detract from the Country Club, and would not best serve the needs of the central business district. Blight is a major problem in parts of the northern Van Schaick Island neighborhood, caused by high housing unit density without adequate recreation space, high lot coverage, and incompatible land use situations. It has one of the two highest percentages of dilapidated housing units of 13 Cohoes neighborhoods. The strip of land on Van Schaick Island between the Hudson River and the Delaware and Hudson Railroad tracks, "an important spur," is one of the two industrial "corridors" designated for Cohoes. West of the railroad tracks is a vacant 20-acre tract of land at the north tip of Van Schaick Island. "It is recommended that approximately 200 housing units be constructed on most of this site, either garden type or high rise apartments. It is recommended that 5 acres along the shoreline be developed as a public park." Near the north end of Van Schaick Island, opposite the tip of Peebles Island, the Third Branch Park should be developed as a park on vacant City-owned land. Presently there is no such park facility on Van Schaick Island north of Ontario Street.

- 1968 Capital District Hudson River Corridor Study:
Preliminary Summary of Issues Report, by The Hudson
River Valley Commission. Hudson River Valley Commission
Comprehensive Planning Division In-house Report.
Tarrytown, N.Y. 23pp.

The islands in the Hudson-Mohawk confluence have considerable recreational potential. They are scenic and not highly developed. Local groups have no specific proposals, for some of the islands are of difficult access or are blighted by open dumps.

- 1969 Historic Resources of the Hudson: a Preliminary
Inventory, by Lewis C. Rubenstein. Hudson River Valley
Commission, n.p. January. 96pp.
On Peebles Island are remains of Revolutionary War
breastworks.

- 1971 Historic Cohoes, Cohoes, New York: A Survey of Historic Resources, compiled by Diana S. Waite. Marcou, O'Leary and Associates, Inc., and Rensselaer Polytechnic Institute, Troy. June. 64pp.

The Revolutionary War District is on Van Schaick Island. Van Schaick Island is a rich archeological site because of its military occupation during the Revolutionary War. Soldiers' huts were undoubtedly located throughout the island.

Earthworks were built on Peebles Island, and similar defenses were probably also on Van Schaick Island. At the north end of the island the Matton Shipyard is a notable grouping of industrial buildings. It is one of the few remaining intact yards on the Hudson River. Just south of it are attractive vistas of the river and Lansingburgh.

- 1972 Evaluation of Peeble's Island, Waterford, Saratoga County, N.Y., by Eugene Ogden. Presented by the Assessment Committee, Eastern New York Chapter, The Nature Conservancy. Schenectady, N.Y. October. 2pp.

The Assessment Committee spent 3 hours on Peebles Island on October 15 and walked around the shoreline. The habitats include vertical shale cliffs, open shaly hills, open grassland with scattered shrubs, semi-open woods, thickets, and a few small swamps with some open water. A rare moss grows on one of the cliffs. Pheasants, ducks, and rabbits are believed to be present. The Committee strongly believes the island has great value for several reasons, which are primarily aesthetic, historical, and educational. This area would be a useful park because it is in the midst of a large populated area. The cliffs present a possible hazard and may require protective fences as at Thatcher Park. The island is ideal for nature walks and botanical field trips. From every part of the shoreline the views of the Mohawk River and the accompanying bird life are outstanding.

- 1973 Industrial Archeology in Troy, Waterford, Cohoes, Green Island, and Watervliet, compiled by John G. Waite and Diana S. Waite. Hudson-Mohawk Industrial Gateway, Troy, New York. 60pp.

Peebles Island is an area of great scenic beauty and historical importance which has survived with remarkably few modern intrusions. The bleachery was constructed in 1910 along the line of the old Rensselaer and Saratoga Railroad. There is considerable interest in the preservation of Peebles Island as a State Park. The Matton Shipyard relocated to Van Schaick Island as a result of the Barge Canal construction between 1913 and 1915. Originally a builder of wooden canal boats, the shipyard today produces steel barges and tug

boats. The yard built submarine chasers, tugs, and large barges for the U.S. Navy in World War II.

- 1973 Recreation Master Plan for Cohoes, New York, by The Cohoes Planning and Development Agency. June. 139pp., maps.

The City of Cohoes has 7 miles of shoreline on the Hudson and Mohawk Rivers and not one river-oriented recreational outlet, passive or active. This beautiful and historic resource must be reclaimed for the people of Cohoes, as well as tourists, to enjoy. Other deficiencies include a need for playlots for pre-school children with parental supervision. The northern portion of Van Schaick Island is one of nine areas of the City falling within the 8.3-acre deficiency of playlots. Northern Van Schaick Island is one of four areas of the City lacking neighborhood parks. In the Cohoes Comprehensive Plan the Third Branch Park, on the northern part of Van Schaick Island, was one of five recommended new city parks and playgrounds. The northern portion of Van Schaick Island, including the undeveloped area presently owned by radio station WHAZ, is the target for substantial future recreation development including a combined park playground and a marina. There are, here, beautiful vistas and shorelines on both the Hudson and the Mohawk Rivers that provide an ideal setting for leisure.

- 1974 "Heritage of Peebles Island, the Newest People's Park." New York State Environment. Volume 3, Number 8, February 1. 1p.[4].

Environmental Quality Bond Act money has purchased a 138-acre island at the junction of the Mohawk and Hudson Rivers. Long sought by area residents because of its Revolutionary War significance and open space value, it was purchased by the Office of Parks and Recreation for \$600,000 under the section of the Bond Act designed to acquire parkland giving better access to the state's waterways. This is the first completed acquisition under this section. Except for the development of the Cluett, Peabody and Co., Inc., bleachery and the cattle grazing that stopped about 20 years ago, the island has remained virtually untouched by man since the Revolution. Mounds of earth are remains of defensive breastworks constructed during the Revolution. Recreational developments such as picnic areas and boating facilities will be studied in conjunction with the historic aspects of the land.

- 1974 Canal Program, 1973-1978. New York State Department of Transportation and New York State Parks and Recreation. Albany. December. 131pp.

Mobile Service Units, each consisting of a heavy utility vehicle, tractor with trailer, boat with trailer, and various power and hand tools will be set up to cover all basic maintenance and repair functions, such as picking up trash, cutting grass, tree removal, landscape treatment, basic trail construction and maintenance, and general repairs at Peebles Island and at Schoharie Crossing State Historic Site for the Saratoga-Capital District Canal Park and Trail System. The Peebles Island Unit will serve the Hudson-Lake Champlain-Glens Falls feeder corridor (four parks sites, one island park, and 85 miles of trail). Peebles Island is now a large, undeveloped, centralized park area, and its use and development are now being planned. It will serve as a base for operating and maintaining canal system and other satellite parks.

- 1974 Report on the Potential Archeological Significance of Peebles Island, by Lois M. Feister. Albany, N.Y. March. 7pp.

A fully developed, systematic archeological testing program will be necessary in order to determine the location of archeological resources before any major development is undertaken at Peebles Island. Locations of some resources are already known.

- 1974 Riding on the Frontier's Crest: Mahican Indian Culture and Culture Change, by Ted J. Brasser. National Museum of Man Mercury Series, Ethnology Division Paper No. 13. National Museums of Canada, Ottawa. 92pp.

The location of Mahican villages in the early contact period strongly suggests the existence of three local groups, with the northern of these located around the confluence of the Mohawk and Hudson Rivers. Their main village was Monnemin's Castle. The Mahican chief Monnemin was killed in the battle with the Mohawks in 1626. There is no evidence of early historical Mahican villages west of Monnemin's Castle, which was one of the three original villages of Mahicans. Monnemin's Castle was occupied from before 1627 and until after 1632 on Peebles Island. Monnemin's Castle was relocated and its population was moved apparently to Half Moon before 1677. From Half Moon the population moved in the 1720's to Oquaga in the Susquehanna Valley.

- 1974 Saratoga County Heritage, edited by Violet B. Dunn.
Saratoga County Bicentennial Commission and Saratoga
County Board of Supervisors, n.p. 608pp.
The Kosciuszko fortifications are still to be seen on Peebles
Island and remain as evidence of his engineering skill and as
rare examples of Revolutionary War breastworks.
- 1974(?) A Study of Peebles Island: A Summary of My Internship
Program with the Office of Parks and Recreation, by
Christine M. Duell. Albany, N.Y. 12pp.
Efforts to determine the ownership of the small islands west
of Peebles Island were fruitless. Peebles Island is in its
natural state and is covered with woods, shrubs, and open
land. The terrain is hilly, characterized by north-south
ridges. In the center of the island shallow swamps are found
between the ridges. The breastworks from the Revolution are
still quite apparent, but the island is also significant be-
cause of its other archeological value, its birdlife and
unusual flora, its exceptionally beautiful setting, its ex-
cellent views of the rivers, waterfalls, and surrounding
historic communities, and its recreational potential.
Archeological site locations should not be publicized, and
thorough archeological surveys are needed before any develop-
ment. Removeable hazards include junked automobiles, which
are scattered across the island but principally in the low-
lying swampy areas in the west to center section of the
island. The Van Schaick Island housing complex opposite the
southeastern point of the island is an unfortunate eyesore
and intrusion in the landscape. On the island, the lagoon
south of the bleachery is hazardous because of caustic soda,
and the cliffs along the western, northern, and southeastern
sides are hazardous and will require fencing. The best route
for a nature trail would be around the western side and back
up ther center of the island, because the eastern side has
denser vegetation. The historic bleachery complex, in addi-
tion to the collections care complex that has been
established in a warehouse building, could include a Peebles
Island museum and orientation/information center providing
maps of trails and picnic sites. The old bleachery could
also accommodate a cafeteria or snack bar. The plan to ac-
quire land on Van Schaick Island and using at least part of
it for automobile parking is excellent. Otherwise, Peebles
Island should remain as much as possible as it is now. Its
beauty and untouched landscape are rare and unique in the
midst of highly populated and commercialized surroundings.

- 1975 New York State Canal Recreation Development Program, edited by Geraldine Welch and Nancy Pierson. New York State Parks and Recreation and New York State Department of Transportation. Albany. May. 105pp.

Peebles Island is an undeveloped state park, acquired under the E.Q.B.A. A master plan is now being prepared.

Picnicking and a walking trail around the Island perimeter are being planned., with a connection to the Phase 2

Waterford Flight Canal Park and Trail System to be built in 1975.

- 1975 Volume III, New York Annual Preservation Program: A Supplement to the New York State Historic Preservation Plan, by The Office of Parks and Recreation, Division for Historic Preservation. Albany. June. 157pp.

Interim laboratory and collections storage facilities have been installed in the old Cluett-Peabody warehouse at Peebles Island, where the Conservation and Collections Care Bureau has moved. Plans are being made for permanent facilities that will meet the highest standards of the museum profession. It is anticipated other units of the historic preservation staff will also move to Peebles Island, and a wet-lab facility is being developed there by the Archeology Bureau. The adaptive re-use of this vacated factory structure by the state for this purpose sets an example consistent with the preservation philosophy which the agency has advocated to others.

- 1975(?) A Study for the Development of a Portion of Peebles Island, Waterford, New York, as a Permanent Central Conservation Facility for the Preservation of Fine Arts and Historic Works: Analysis, Conclusions, and Recommendations, by Convector Incorporated and Charles Forberg Associates. Prepared for New York State Office of Parks and Recreation. Farmingdale, N.Y. 90pp.

The present needs of the State Historic Sites should be met by a unified, centralized approach to the care and conservation of objects and irreplaceable cultural materials in their collections. The location at Peebles Island is ideal since it is virtually in the geographic center of the concentration of Historic Sites which the conservation facility must serve. Its proximity to major interstate highways for public access is favorable. Albany is a drive of only 20 minutes away, providing easy access to top level administration personnel there. An overall plan is thus established for the development of a complete museum conservation program on Peebles Island by adapting an existing complex of 40,000 square feet of space. The buildings are well constructed, sound, and in

good repair. Access to the site is provided by a vehicular section of an existing railroad bridge which is adequately designed to handle vehicles in excess of anticipated needs.

- 1976 The National Register of Historic Places in New York State: The First Five Years, 1969-1973, compiled by Diana S. Waite. New York State Office of Parks and Recreation, Division for Historic Preservation, Empire State Plaza, Albany, N.Y. 172pp.

Peebles Island is still isolated from the mainstream of urbanization that characterizes neighboring communities, and the island retains its historical environment to a very large extent. Due to the minimal disruption by later development, the island is of major archeological value.

- 1976 The National Register of Historic Places, 1976, edited by Ronald M. Greenberg. U.S. Department of the Interior, Washington. 978pp.

Peebles Island was a natural crossroads, habitation site, and fortress for Indians and white settlers. Occupied by troops during the Revolution, traces of breastworks are visible.

- 1976(?) Hudson Mohawk Industrial Gateway City Edges Final Report: The Preservation and Utilization of 19th Century Industrial Architecture in the Hudson-Mohawk Region, by Mendel, Mesick, Cohen Architects. Hudson Mohawk Industrial Gateway, Inc. 32pp.

Peebles Island is an undeveloped area of scenic beauty and historical importance. The Cluett, Peabody and Company plant was built in 1910, and in 1928 the "sanforizing" process was developed here. The island was acquired for development as a park after the plant was closed in 1972 and there were plans to construct an interstate highway through the center of the island. Studies exploring the adaptive reuse of the bleachery included its possible use as a regional recreation center. Removal of the second floor of the south section of the main bleachery would allow for insertion of tennis courts or basketball courts and a running track. Other possibilities include a gymnasium, swimming pool, outdoor courts, locker rooms, etc., in the surrounding buildings and adjacent site. A program alternative is the establishment of a regional museum for the interpretation of the area's transportation and industrial history. The Division for Historic Preservation shops and labs would be in the adjoining buildings to the north of this complex. The bleachery's location near the hub of the transportation corridors and tourist routes makes this solution especially appropriate. Nearby locks of the canal would add to the

interpretive program. The museum plan would require removal of the second floor of the main bleachery in order to create a well-lighted and impressive exhibition space. The third alternative that would avoid total demolition of the factory buildings is the selective removal of the interior timber structure from the main bleachery leaving only the exterior brick walls standing. This stabilized ruin would provide the enclosure for an open-air theatre.

- 1977 Peebles Island Study, by David Beem. RPI School of Architecture, Troy, N.Y. December. 18pp.
Glaciation has left a drumlinoid feature that runs north-south down the center of Peebles Island. There are three types of shale on Peebles Island: Utica, Canajoharie, and Normanskill. Full archeological studies of the island have not been carried out, but surface evidence indicates prehistoric occupation probably during the Archaic period. A Mahican castle was probably on the island in the 1630's. Remains of fortifications erected in 1777 on the north side can be recognized. The brick house was built between 1839 and 1843. Before 1860 six more houses were built. Preservation of Peebles Island as a natural environment and wildlife park is of the utmost importance. Before any type of development occurs, a full archeological survey is needed. It is time to reconsider the need for any development at all, if the island is indeed to become a "wildlife park." Peebles Island can become a special, unspoiled kind of park, with development of educational facilities for school children in one of the existing bleachery buildings.

- 1978 Interim Report to the Legislature: New York Urban Cultural Park System, by David A. Crane and Partners/DACP, Inc. New York State Office of Parks and Recreation, Albany, N.Y. 28pp.
On Peebles Island are archeological remains of a Revolutionary War fort. The old Bleachery still stands intact.

- 1979 Hudson Mohawk Urban Cultural Park Heritage Trail Technical Report, by The Preservation/Design Group and The Reimann-Buechner-Crandall Partnership. New York State Office of Parks and Recreation and Hudson Mohawk Urban Cultural Park Commission. Albany. 197pp.
The Matton Shipyard is of architectural and historical value and is of significance at the State level. It has tourist potential. Peebles Island State Park has archeological remains of Revolutionary War breastworks and the former bleachery now used as offices for the State Historic Site

system. It is considered unique in the Capital District for its park-like nature, with excellent views of rivers, waterfalls, and historic communities, and with a wide variety of plants and wildlife. Parks intends to maintain open space and encourage passive recreation such as picnicking and hiking. This State Park is of historical and environmental value, has tourist potential, and is of significance at the State level. The old bleachery, however, is of historical and architectural value, also has tourist potential, and is of significance at the National level. The use of the bleachery since 1973 as quarters for the Historic Sites Bureau is "an unusual and successful example of adaptive reuse."

- 1979 Hudson-Mohawk Urban Cultural Park Heritage Trail Summary Report, by The Preservation/Design Group and The Reimann-Buechner-Crandall Partnership. Prepared for New York State Office of Parks and Recreation and Hudson-Mohawk Urban Cultural Park Commission, Albany, N.Y. 29pp., map.

It is recommended that a master plan for Peebles Island State Park be prepared. Bock, Goat, and Second Islands should be acquired and preserved as natural areas, and the possibility of small pedestrian bridges to them should be considered. The Peebles Island bleachery is very important in the history of textile manufacturing and provides unique opportunities for adaptive use. Tour groups to view the process of ship building at Matton Shipyard are needed, and exhibits on the history of tug boat construction there should be included.

- 1980 "Current Research: Northeast," by John L. Cotter. The Society for Historical Archaeology Newsletter. Volume 13, Number 1, March. 5pp.[19-23].

At Peebles Island testing was conducted in 1979 for a new waste water tile field system to be constructed on an alluvial flat that was described in 1677 as 2 morgans of "cleared land." Remains of late prehistoric Woodland Indian occupation were found, and a piece of a 17th-century Dutch pipe bowl was found in a disturbed context. A large 19th-century feature may date from construction of the nearby Rensselaer and Saratoga Railroad across Peebles Island in 1835. A profile was also excavated through a section of the Revolutionary War American earthen fortification on the bluff above the alluvial flat, and adjacent to this feature was found evidence of historic period Indian occupation. Near a small hearth were found droppings of lead, and there were also pieces of incised Indian pottery, flint chips, and a glass trade bead.

- 1980 A Structures Report on the Former Cluett, Peabody and Co., Inc. Bleachery Complex at Peebles Island State Park, Waterford, New York, by Kristin L. Gibbons and Thomas D. Ciampa. Waterford, N.Y. June. 119pp.

The Van Schaick family owned Peebles Island for 240 years, until the 20th century. It was called Haver Island as early as 1677 and actually consisted of three islands. Haver Island, the largest, has become joined with Roelof Gerritsen's Island (Pettit's Island), while a third parcel, Platte Plaat, has become submerged under the water of the fourth sprout but sometimes appears as a sand bar. American fortifications were built on the island in 1777, and John Phillips leased the island as early as 1793. His house may have been the one that stood on the east point. There was a flour mill operated until 1822 or 1823, and the railroad was completed across the east tip of the island in 1835. The island was a popular place for church picnics in the 19th century, while by 1860 a number of dwellings had been built on the east tip. The Peebles family, descendants of the Van Schaicks, sold the island to Cluett, Peabody and Company in 1909. A new bleachery was built by the company on the property in 1910. Additional buildings were constructed until 1961, but in 1972 the complex was closed. The State of New York purchased the island in 1973 as a State Park. There at least 18 structures, dating from 1910 to 1961, ranging in condition from poor to good. The Conservation and Collections Care Center structure includes a core building built in 1918, a west wing built in 1935-1936, and an east wing built in 1947. The south wing was added to the bleachery in 1961. The machine shop was the filter house and the machine shop of 1910 joined together by a carpenter shop in 1942. The brick power house dates from 1910, while the metal building and nearby oil tanks were added in 1950. The smoke stack was demolished in 1978 because of safety hazards. The brick softener plant was built in 1948. The blacksmith shop dates from 1942. The brick farm house was built in the 1860's. The garage, spray shop, chemical storage building, alum house, and service garage were built between 1935 and the 1950's. A shed in poor condition is falling down; it was built before 1920 and perhaps was used as a smithy before 1942. Complete or partial demolition of five structures is recommended.

- 1980 Saratoga County Communities: An Historic Perspective, by Jan Johnstone. Saratoga County Planning Board, Clifton Park, N.Y. 125pp.

Peebles Island was at first an Indian encampment. In 1777 Peebles Island was fortified to resist Burgoyne if necessary.

The breastworks still stand on Peebles Island as a reminder of Kosciuszko's skill. In the early 20th century the island became an industrial site, before which it was used primarily for farming. The bleachery was shut down in 1972, and the buildings were assumed by the Division for Historic Preservation of the New York State Office of Parks and Recreation.

- 1981 Backhoe Testing of the Historic Railroad Embankment, Peebles Island State Park South Road, Van Schaick Island, Cohoes, N.Y.: Description of the Archeological Strata, by Charles L. Fisher. Waterford, N.Y. February. 15pp.

Three trenches were excavated into the raised railroad bed at separate locations. These revealed numerous depositional units. Coal fragments were found in the earliest deposits of historic fill. The earliest deposit which formed the embankment had an irregular surface and had been later widened and raised. There were very few other artifacts, but it is possible the uppermost 4 feet of strata are associated with the 20th-century railroad. Original ground surfaces were also identified.

- 1981 United States of America, Federal Energy Regulatory Commission, Mohawk Paper Mills, Inc., Project No. 3605-000, Notice of Application for Preliminary Permit, by Mohawk Paper Mills, Inc. January 8. 4pp.

A new power house would be built on the north bank of the Mohawk River to utilize an existing two-section concrete dam structure. One section is about 150 feet long and 8 feet high with a spillway crest elevation of 31.8 feet extending from the north bank of the Fourth Branch to an unnamed island (Bock Island on the map) about 200 feet wide. A second dam section of about 550 feet long varies from 3 to 7 feet high with a spillway crest elevation of 31.0 feet. A second state-owned dam is 1,575 feet long and 15 feet high with a spillway crest elevation of 48.7. A section of the "old Champlain Canal" could serve as a headrace about 1,100 feet long.

- 1982 Encyclopedia of New York, edited by Beth Blenz and Thomas J. Gergel. Somerset Publishers, St. Clair Shores, Mich. 743pp.

Peebles Island from the 16th to the 20th centuries has been a natural crossroads and habitation site. Traces of breastworks from the Revolutionary War are visible.

- 1983 "Glass Trade Beads from Waterford, New York," by Charles Fisher and Karen Hartgen. Pennsylvania Archaeologist. Volume 53, Numbers 1-2, April. 6pp.[47-52].
Few sites from the historic contact period have been found in the Hudson Valley. The discovery of a glass seed bead in excavations during a survey at Peebles Island is from one of the few sites that have been investigated and reported.
- 1983 Albany: Three Centuries a County, by C.R. Roseberry. Albany County Tricentennial Commission, Albany. 41pp.
The earthworks built by Kosciuszko in 1777 "have been restored" by the state Division for Historic Preservation, whose headquarters are on Peebles Island, an undeveloped state park.
- 1984 Hudson-Mohawk Urban Cultural Park Management Plan, edited by Richard White-Smith. The Hudson-Mohawk Urban Cultural Park Commission, Cohoes. December. 559pp.
Matton Shipyard and Peebles Island are two of the six "key historic sites" and two of the three "key recreation parks" listed in the Troy/Cohoes/Waterford/Green Island/Water-vliet/Lansingburgh area featured in the facilities plan. Peebles Island State Park surrounds the Matton Shipyard, and the state plans to integrate the park and the shipyard, providing extensive trails, picnic areas, and a boat launch while preserving parts of the shipyard for exhibits on ship-building. A Peebles Island Community Garden has been developed for active use.
- 1985 "In the Beginning," by Lois M. Feister. The Hudson Mohawk Gateway: An Illustrated History by Thomas Phelan. Windsor Publications, Inc., Northridge, Cal. 9pp.[8-15].
A Mahican Indian village was on Peebles Island in 1632. Van Rensselaer requested in 1632 to have the distance from Peebles Island to Cohoes Falls and south to Watervliet measured by pacing.
- 1985 "Renewing Links With the Past," by Ken Johnson. New York Alive. November/December. 5pp.
The Collections Care Center of the New York State Office of Parks, Recreation and Historic Preservation occupies the Cluett, Peabody and Company textile bleachery, a rambling, factory-like facility. This facility is said to be the most spacious and best-equipped state-run art conservation facility in America. Located between the ancient mill towns of Cohoes and Waterford, Peebles Island's 138 acres is mostly trees, fields, shrubbery, and swamp. At its easternmost

point, however, a neatly groomed, grassy park has been developed, overlooked by the bleak complex of brick buildings enclosed behind a 10-foot chain link fence.

- 1985 The New York State Historic Site System: Problems, Strengths and Opportunities, by Stephen A. Iachetta. Master of Regional Planning thesis, Cornell University. 109pp.

The Bureau of Historic Sites administrative headquarters is on Peebles Island, a State Park under development. The Bureau has spacious facilities in a former bleachery complex, which now houses Bureau units for research, interpretation, restoration, archeology, exhibits, and collections care.

- 1985 United States of America Before the Federal Energy Regulatory Commission, New York State Dam Project, Project No. 7481-NY, Status Report No. 2, August 1984-February 1985, by ENERCO Corporation. Syracuse, N.Y. 14pp.

Enerco has received a preliminary permit for the project. Since the first progress report, a concept development of the dam across the Mohawk River between Cohoes and Waterford has been finished. The normal surface elevation of the dam is 51.0 feet, which is 3.2 feet higher than the existing concrete crest at an elevation of 47.8 feet. That is the current elevation of the river when flow is approximately 11,000 cubic feet per second. Present water flow over the dam ranges from 0.1 feet to 8.0 feet every year. The present dam will be flooded after improvements, and there is still some need to confirm height changes in impoundment. The new dam would be built downstream starting approximately 20 feet or so from the toe of the existing dam. Pipes will be placed at the base of the dam to carry water downstream to assist distribution and to maintain a wet river bed as required by third parties' water rights. The present dam is in need of extensive repair, which would cost as much as or possibly more than a new dam. It is a hazard and liability; if it fails it would most likely be lost and not repaired, and sediment now behind the dam would be washed downstream and would destroy much that is of environmental and recreational value.

- 1986 Hudson Mohawk Urban Cultural Park Management Plan Revisions. Hudson Mohawk Urban Cultural Park Commission, Cohoes, N.Y. June. 45pp.

Delaware Avenue, a semi-rural road extending the entire length of Van Schaick Island, is industrially zoned, and no change in the zoning is recommended. This route is proposed

as a Riverspark Bicycle Route connecting the Heritage Trail on Green Island with Peebles Island. The joint project between Department of Transportation and the Office of Parks, Recreation and Historic Preservation would develop the recreation and tourism potential of Peebles island, Lock 2 of Waterford, the old Champlain Canal between the Mohawk River and Lock 2, and the Waterford Flight of locks. Peebles Island and Lock 2 would become the hub of the Capital District bikeway system. As a developed State Park, Peebles Island "will offer a much needed quiet pastoral setting for the residents of an visitors to the heavily urbanized Capital District." Peebles Island is identified as "critical" rather than "contributory" to the interpretation of the park's theme. The area is also rich in archeological resources, and Peebles Island has archeological sites.

- 1986 A Structures Report on the Peebles Island Farmhouse, Peebles Island, Waterford, New York, by Nancy Goldenberg and Lee Wilkinson. Waterford, N.Y. August. 64pp.
The location of the old farm house allows for its future use either by inclusion into the Bureau of Historic Sites facility or in the plan for the proposed park. It was built most likely between 1840 and 1855. Prior to 1922 it had an outhouse located to the west; in 1922 water was piped into the house. It was wired for electricity at an early date. The brick is laid in common bond. Hardware such as the cast-iron door latches is typical of the 1840's. The first floor consists of eight rooms, two of which constitute an early addition. There are structural problems with the east and south walls: the east foundation wall is in poor condition. The structure could be repaired and used as a park interpretation center without prohibitive cost.

- 1986 Mohawk Paper Mills Hydroelectric Development Project, Mohawk Paper Mills, Inc., Waterford, Saratoga County, New York, FERC Project Number 3605-001, by Sandy Taber. Slingerlands, N.Y. Autumn. 58pp.
The east dam, built of reinforced concrete and 570 feet in length, is between Bock Island and Peebles Island and was built in 1913. The dam has not been maintained, and erosion of the spillway crest has occurred. The dam varies in height from .5 to 8 feet. It is determined that Bock Island is included within the Peebles Island National Register site. The level of the Fourth Branch will be restored to its historic level and will be used to generate hydroelectric power. The spillway of the dam will be restored with poured concrete; the headpond area will not be changed, however.

- 1987 Historic Resources of the Upper Hudson, Champlain and Mohawk Valleys, edited by Anne Ackerson and John Polnak. Federation of Historical Services, Troy, N.Y. 135pp. Bureau of Historic Sites administrative offices, exhibit shop, collection care/conservation center, and storage facilities are at Peebles Island. Collections include 250,000 objects, 100,000 manuscripts, and 1,000,000 archeological artifacts from 34 State Historic Sites. Handicap access is provided. There is a reference library for staff use.
- 1987 Application for Permit before the New York State Department of Environmental Conservation and the U.S. Army Corps of Engineers for Article 15, Title 5 - Protection of Waters and Section 404 - Dredged and Fill Material in Waters of the U.S., Mohawk Hydroelectric Project, Mohawk River - Fourth Branch, Saratoga County, New York, by Besha Associates Engineering Corporation. Albany, N.Y. February. 124pp.
The project will be completed and in operation by December 31, 1987. An existing dam will be used and a new power intake, and tailrace will be constructed. A minimum of 200 cfs will be provided over the dams at all times, as required, to maintain water quality, provided there is sufficient flow available in the Fourth Branch. The facility will be operated using all flows between 560 and 4,000 cfs.
- 1990 Draft Study for a Hudson River Valley Greenway, by The Hudson River Valley Greenway Council. Albany. April. 77pp.
It is recommended that a Hudson River Trail should be created "to bring a sense of the river back to its inhabitants and visitors." The Trail should extend from the Mohawk south to the Battery on both banks of the Hudson and should be as close to the river as possible, at all times in view of the river. It should be restricted to non-motorized use.
- 1990 Feasibility Study, Peebles Island: Bleachery/Power House/Water Tower, by Crozier Associates, P.C. Prepared for New York State Parks and Recreation, Division for Historic Preservation, Albany, N.Y. July. 122pp.
The bleachery, power house, and water tower at Peebles Island have long presented a dilemma to the State, the public at large, and various groups interested in developing the Island as a local recreational and historical resource consistent with its historical significance. A scope of work has been outlined for the stabilization of each of the above structures. The site lies below the 100-year flood plane, and

consideration of this fact must be given in any re-use plan. Catastrophic failure of flood-control dams upstream could result in severe danger to persons trapped on the Island. Adaptive re-use of the bleachery is anticipated to be very costly and would be complicated by the exceedingly large windows and skylights, which are oriented to admitting and taking advantage of huge amounts of natural light and ventilation. This design greatly complicates any reasonable attempt at energy conservation and climate control. Roof condition is poor. Only the bleachery presents such an extreme problem. The power house has no apparent structural problems but is mostly unusable at present because of asbestos hazard. The water tank is used to charge the hydrants and sprinkler system from April to November. Its use for this should be discontinued, but it could remain as a non-functional decorative element. If the bleachery is developed as a facility for office space, sufficient parking space for tenants will need to be developed. The interior of the bleachery could be made into an attractive, efficient office layout. It could also be made into an education/conference center with particular focus on the region's industrial history, either totally or in conjunction with development of office space and with the power house made into a reception center.

- 1991 The Matton Shipyard, by Kristin L. Gibbons. Waterford, N.Y. October. 79pp.
- John E. Matton established the Waterford Dry Dock between 1900 and 1902 at Lock 6 on the Champlain Canal north of Waterford, where he operated a planing mill, did custom sawing, and built and repaired canal boats. Changes in the Champlain Canal at Waterford between 1913 and 1917 caused Matton to purchase land on Van Schaick Island in 1916 and establish his planing mill and shipyard there. The firm of John E. Matton and Son, Inc., was incorporated in 1922. The shipyard was extended on additional property northward in 1930. An unusually severe flood in March 1936 resulted in many photographs being taken of the shipyard. During World War II the first submarine chaser built at the shipyard was launched on September 18, 1942. More submarine chasers were built, and a barracks was built for Navy men associated with the yard. Additional land to the north purchased in 1942 was sold to Charles and Delene Fannucci in 1944 and 1946. The shipyard was sold out of the family in 1964, and a new corporation was established by the Turecamo Coastal and Harbor Towing Company. By 1980 a new tug boat was being built about every 18 months, while the yard also served area shipping as a convenient repair shop on the river. The last tug boat was

the Mary Turecamo christened in 1982. The yard closed in 1983. Donald L. Miller purchased the yard in 1984 and used it for a sandblasting operation. The State of New York purchased the property in 1989. There are about 15 buildings on the site dating from about 1916 to after 1964. [Note: The warehouse and mold loft built between 1942 and 1945 as a Navy barracks collapsed under snow in the winter of 1993-1994.]

- 1991(?) The Sphagna of Peebles Island, by William R. Town, Marilou Pudiak, and Michael Corey. The Paludiological Society, Incorporated, Clifton Park, N.Y. 3pp.
Peebles Island is made of Utica, Canajoharie, and Normanskill shales and is covered by glacial debris and alluvial deposits. The *Sphagna* of Peebles Island grow very slowly because of the rapid elimination of rains and melting snows through run-off and percolation, but five species were recorded during a survey in 1989, 1990, and 1991.
- 1992 Natural Areas of Albany County, by Claire K. Schmitt and Mary S. Brennan. The Environmental Clearinghouse of Schenectady, N.Y. 84pp.
Mounds of grass-covered dirt on Peebles Island are the actual remains of Revolutionary War fortifications. Earlier, the island was probably site of Moeniminies Castle, a Woodland period Indian village. Although not marked, an easy-to-follow, almost level trail of about 2 miles follows the shoreline of Peebles Island. Wildflowers abound in the spring, and there are many oaks making brilliant colors in the fall. In early spring the shadblow trees bloom along the bluffs above the shoreline, and white pussytoes bloom on the thin soil. Hepatica blooms in profusion under the maples in a grove on the west side of the island. Later in the season blueberry flowers open, and the hepatica changes to white Canada mayflowers. Masses of wild columbine grow in the rock crevices. Though undeveloped, the area is one of the most interesting in the Capital District. Peebles Island State Park is one of 51 Natural Areas and is included in the Albany County book because part of the State Park is on Van Schaick Island in Albany County.
- 1993 The National Register of Historic Places in New York State, compiled by Peter D. Shaver. Rizzoli International Publications, Inc., New York. 248pp.
Peebles Island, of 132 acres, has Indian, Revolutionary War, and farm archeological sites. It includes the early 20th-century Cluett-Peabody bleachery complex that is headquarters of the New York State Bureau of Historic Sites and Division for Historic Preservation.

- 1994 New York State Parks, Recreation and Historic Preservation 1994 Statewide Comprehensive Outdoor Recreation Plan: People, Resources, Recreation, edited by Diana Gould, et al. New York State Office of Parks, Recreation and Historic Preservation, Albany, N.Y. 215pp.
Peebles Island is classified as a Scenic Park, with some development in natural surroundings.
- 1994 Stage 1B Cultural Resource Investigations for Portion of Lands Now or Formerly of Cohoes Fabric Printing, Inc., and John Wojtowicz, Inc., by Collamer & Associates, Inc. East Nassau, N.Y. April. 18pp., map.
Proposed construction of new apartments along the Hudson River south of "Peebles Island Historic District" prompted testing of the area. The area is considered to have a high probability of producing evidence of prehistoric occupation. In addition, it is believed there was an 18th-century military camp in the area, and foundations of an historic mill are visible. Four trenches were excavated, of which only two were excavated to clay subsoil. Artifacts related to the industrial use of the site were found, but nothing was found as evidence of military activity or prehistoric occupation.
- 1994 The Mohicans and Their Land, 1609-1730, by Shirley W. Dunn. Purple Mountain Press, Fleischmanns, N.Y. 343pp.
Monemin's Castle was shown on an island at the mouth of the Mohawk on the ca. 1632 map, but on the Minuit map of ca. 1630 it was shown on the shore near the mouth of the river. Most likely the Castle was moved to the island after the data for the ca. 1630 map were gathered, although an error on one of the maps is possible. The Castle possibly moved to North Greenbush by 1651.
- 1995 Draft Environmental Impact Statement for Riverwalk-on-the-Hudson, City of Cohoes, Albany County, New York, by C.T. Male Associates, P.C. Latham, N.Y. February. 224pp.
The project site is at the junction of Ontario Street and Delaware Avenue on Van Schaick Island and is a proposed 176-unit complex of 12 two-story buildings on 9.8 acres. Recreational resources near the site include the Hudson River and Peebles Island State Park. The site is open except for vegetation along the river's edge extending north to Peebles Island State Park. The site is shown on Federal Emergency Management Agency maps within a 100-year flood boundary. About 2 feet of fill will be placed on the site to raise it

above the 100-year flood elevation. Lands of Peebles Island State Park to the north are heavily wooded with seasonably wet low-lying areas. Tall trees and thick underbrush make the property inaccessible to the public. Peebles Island itself has "recreational facilities" as well as walking trails and facilities for archeological and cultural education and research. The proposed project will not be visible from Peebles Island due to an intermediate ridge of land.

- 1995 New York State Canal Recreationway Plan, by Beyer Blinder Belle Consortium. n.p. May. 310pp., charts. Waterford Canal Park will have a marina on the south side of the entry to the Erie Canal, on Peebles Island, and there will be parks, a promenade, transient docking, and other amenities in the Village of Waterford on the Canal's north side. A longstanding goal of both the Office of Parks, Recreation and Historic Preservation and the Village and Town of Waterford has been to reconnect Peebles Island with the Village of Waterford via the Peebles Island north bridge, a closed railroad bridge in need of extensive rehabilitation. Peebles Island State Park has spectacular Hudson and Mohawk River frontages. The goal is to create an active canal and river boating center on both sides of the Canal, connected by the rehabilitated railroad bridge. The Canal Harbor should be developed in a manner that is compatible with the natural environment and historic heritage of the State Park and of the conceptual plan for the Park currently under development. Construction of the Eastern Gateway charter-boating center is proposed on Peebles Island, with new dockage, to be developed on the west side of the Peebles Island north bridge. A charter-boat base and boat workshop are proposed close to the southern bridge abutment, with additional parking north of and near the existing visitors' parking lot. East of the north bridge, along the north side of Peebles Island, is proposed the construction of floating docks for charter boats. Along the north side of the Canal will be docking space for tour, excursion, and transient boats, with an information and interpretive kiosk west of the northern bridge abutment. Dock space for a barge for special events is also proposed.

- 1995 An Archeological and Documentary History of Peebles Island State Park, Waterford, N.Y., by Paul R. Huey. Waterford, N.Y. June. 73pp. Peebles Island and the north end of Van Schaick Island are well known for their archeological evidence of prehistoric and historic period Indian occupation. The site of Menomines Castle has not been specifically identified, but excavations

in 1979 revealed the most likely evidence of its location. A number of Indian burials have been found on neighboring Van Schaick Island. The American army was encamped on Van Schaick Island in August 1777 and built earthen fortifications which are still visible on Peebles Island. Military activity in the area continued during a civil war with Vermont in 1781 and 1782. Excavations at Peebles Island in 1982 revealed an interesting trash pit of the 1780's and 1790's. During the 19th century there was a small community of houses in this area, remains of some of which have also been revealed by archeological excavations. Elsewhere on the island are faint traces of earthen features which may have been sod fences from the 19th century. A large cooking area dating from the 19th century found in 1979 may be from workers building the railroad, and in 1981 test excavations were completed in a section of the abandoned railroad embankment. The analysis of archeological data already gathered at Peebles Island unfortunately remains incomplete.

- 1995 Van Schaick Island, City of Cohoes, New York, Waterfront Development Plan, by The LA Group, P.C., and Capital Engineers & Consultants. Prepared for City of Cohoes, New York. Saratoga Springs and Albany, N.Y. August. 11pp.

Existing land uses directly on the waterfront include a marina, boat storage, manufacturing, residential, a contractor's yard, storage tanks, a sewage lift station, park properties, and vacant land. Water-related uses would take advantage of the waterfront and encourage economic growth. The mixed uses should include residential uses (to bring people to the area to create vibrancy), commercial uses (to encourage jobs and economic growth), marina/water uses (to take advantage of good river access), recreation uses (to allow people contact with the waterfront and to bring visitors to the area), and institutional/historical uses (to preserve historical and other cultural elements and bring visitors to the area). The Matton Shipyard ("the Matton Shipyard and Barge Builders Museum"), on state land, is an underutilized resource. The terms of its acquisition by the state require its use for recreational purposes. Delaware Avenue is in fair condition, and increased use would likely require improvement and/or widening. The intersection of Ontario Street and Delaware Avenue is the logical location for high intensity commercial development. If the Peebles Island bridge to Waterford is opened, Van Schaick Island would be much more accessible to tourists and others visiting the canal in Waterford. The proposal for fairly dense residential development west of Delaware Avenue creates an issue for

the protection of views from Peebles Island. The proposal includes public access to a small marina which includes boat storage instead of docks. The Van Schaick Island Marina has considered expansions plans because of the strong demand for additional dock space.

- 1995 Chronological Abstracts of Reports, Books, and Articles on Facilities and/or Relating to Natural and Cultural Resources at Peebles Island State Park, by Paul R. Huey. Waterford, N.Y. September; revised December. 27pp.
From as early as 1813, the presence of archeological remains including Revolutionary war earthworks on Peebles island has been widely and often recognized, and from the beginning of the 20th century writers have repeatedly emphasized the natural beauty, unique character, and scenic value of Peebles Island because it was undeveloped in the midst of a heavily urbanized area.
- 1995 Peebles Island State Park Resource Plan: A 1995 Profile of Existing Conditions, by L. John Lovell. Waterford, N.Y. December. 23pp. [Draft version only.]
Peebles Island is significant for its natural setting, its archeological resources, and its early 20th-century industrial structures. The Revolutionary War earthworks on the island are still evident. Maps detailing archeological excavations, archeologically-confirmed resources, historically indicated resources, and recently disturbed areas are on file. The preservation of archeological resources is a mandate.
- 1996 Van Schaick Island Skull, by Brenda Baker. Albany, N.Y. June 14. 1p.
Two burials were found in the spring of 1938 on Van Schaick Island by Homer Folger. Only one skull apparently survived in the Folger collection and was given by Ralph Folger to the Stockbridge Munsee Indians for reburial. The skull is probably from a male of about 35 to 45 years of age. The teeth exhibit severe enamel defects, perhaps from infection, and there are depressions and scars on the skull that suggest treponemal infection, a disease of childhood.
- n.d. Plants of Peeble's Island, Waterford, Saratoga County, New York, by Stanley J. Smith and Eugene C. Ogden. Albany. 13pp.
The plants are listed that were seen by Smith and Ogden during brief trips to Peebles Island. There are a slime mold, fungi, mushrooms, lichens, mosses, ferns, a liverwort, a horsetail, conifers, and flowering plants.

n.d. Proposed Uses for Peebles Island, by Ivan Vamos and Ruth Monson. Albany. 29pp.

Earlier proposals for the use of Peebles Island are compiled together and include the proposal for an archeological survey. Significant advances have been made in the adaptive use of the factory and warehouse buildings with the development of the conservation center. In general, pending completion of review, development will include acquisition of the north end of Van Schaick Island and the surplus state property south of Matton Shipyard, parking on the north end of Van Schaick Island with picnic and fishing facilities, the boat launch and wharf facilities along the former State property south of Matton Shipyard possibly together with additional parking, and picnic facilities on the eastern tip of Peebles Island with pedestrian access from the parking on Van Schaick Island.

Appendix II. Report on the Van Schaick Island Skull by Brenda J. Baker, New York State Museum, June 14, 1996

VAN SCHAICK ISLAND SKULL
Brenda Baker
June 14, 1996

In the spring of 1938, Homer Folger discovered two burials eroding out of the west bank of the Hudson River on Van Schaick Island (The Knickerbocker News, April 14, 1938). Although newspaper accounts indicate that two skeletons were excavated, only one skull apparently survived in Mr. Folger's collection. This skull was given by the collector's son, Ralph Folger, to the Stockbridge Munsee Band of Mohican Indians for reburial in July 1994. Both Mr. Folger and Mr. Stephen Comer, a member of the Stockbridge Munsee and their NAGPRA representative, requested that the skull be studied by a physical anthropologist before its reburial.

The skull was examined by Dr. Brenda Baker and Lisa Anderson of the New York State Museum. The robusticity of the skull and mandible indicates the individual is a male. The extent of dental wear and cranial suture closure suggest an age of approximately 35-45 years. Several oval depressions are found on the skull vault, four of which are on the right parietal. Three of the depressions are contiguous and completely healed. As a result, they are only slightly discernible. The most anterior depression is much more pronounced. It consists of an area of 13.49 mm by 9.83 mm in which there is evidence of partial healing. Postmortem breakage along the edge of the lesion indicates that the diploe was thickened in the healing process. The inner table of the skull is unaffected in the areas where depressions are located. In addition to these depressions, there is considerable pitting of the palate and slight remodeling in the area of the nasal cavity. The mandibular canines exhibit severe enamel defects, which may also be a result of this disease process.

The depressions on the skull are suggestive of healed and partly healed circumvallate cavitations and radial scars that are diagnostic of treponemal infection (Hackett 1976). Taken together with the bone remodeling in the nasal area and palate, it is very likely that this individual suffered from treponemal disease. Treponemal disease includes yaws, endemic or non-venereal syphilis, and venereal syphilis. In North America before European contact, treponemal infection was a disease of childhood transmitted by casual rather than sexual intimacy

(Baker and Armelagos 1988). Thus, this man was infected in childhood and lived long enough for many of the bone lesions to become wholly or partly healed.

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