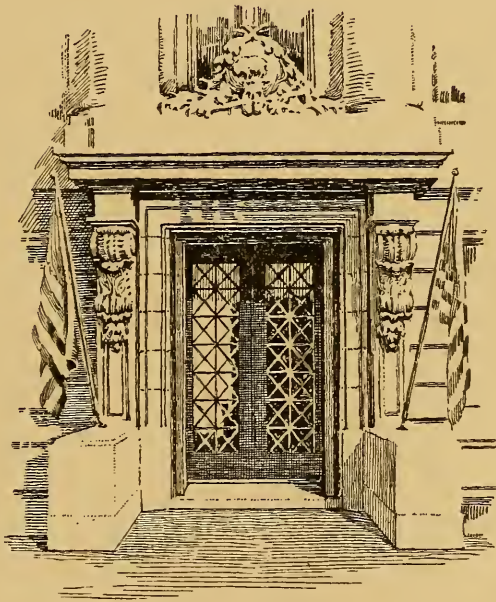






AND MONOGRAPHS



HEYE FOUNDATION

INDIAN NOTES
AND MONOGRAPHS

EDITED BY F. W. HODGE



A SERIES OF PUBLICA-
TIONS RELATING TO THE
AMERICAN ABORIGINES

INDIAN PATHS IN THE GREAT
METROPOLIS

BY

REGINALD PELHAM BOLTON

NEW YORK
MUSEUM OF THE AMERICAN INDIAN
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THIS series of INDIAN NOTES AND MONOGRAPHS is devoted primarily to the publication of the result of studies by members of the staff of the Museum of the American Indian, Heye Foundation, and is uniform with HISPANIC NOTES AND MONOGRAPHS, published by the Hispanic Society of America, with which organization this Museum is in cordial coöperation.

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INDIAN PATHS IN THE
GREAT METROPOLIS

BY
REGINALD PELHAM BOLTON

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A N D M O N O G R A P H S

INDIAN PATHS IN THE GREAT METROPOLIS

BY REGINALD PELHAM BOLTON

I.—INTRODUCTION

HE narrow trails which, three centuries ago, afforded to the red man passage on his errands, and provided for him the means of intercommunication with his fellows, rendered to his white successors the important service of indicating the natural and readiest routes for their wagon-roads. Thus they became in course of time the post-roads of the settled Colonists, which ultimately developed into some of the most important of the modern highways connecting great centers of American civilization.

Scattered references to these native paths in historical records afford the names and

directions of only a few of the many which must have existed. But within the boundaries of the great city of New York some of its thoroughfares are traversed today by millions, who little comprehend that their lines of travel were decided, and their convenience in distance and grade anticipated, by the patient art of the wild men.

Taking advantage of every favorable contour, avoiding every disadvantageous obstacle, the Indian sought his way through the wild woodlands to or from a desired point, and, followed by succeeding generations, his prehistoric trail became a well-defined and "trodden path," by which name the earliest settlers recognized its developed condition.

Such paths were often deeply sunken by long-continued usage. They were narrow, suited to the characteristic native manner of placing one foot in front of the other, as they traveled in single file. They were traced with the unerring instinct of the woodsman to the points they connected, even though the trail wound around hill-sides, digressed to avoid bogs, rivers, and

tidal inlets, bent to meet the natural crossings of streams, turned around rocks and fallen trees, coming always again to the general line of their course, just as the railroad of today is planned on a larger scale, and by the aid of modern invention, survey, and study.

So it becomes an interesting and instructive thought, as we travel along the regraded thoroughfare, or race over its surface in a roaring train of cars, that beneath its hard, asphalted surface, below the remains of its macadamized predecessor, perhaps under the corduroy logs of an earlier cartway, there may yet be traces of the beaten surface of the narrow footway, hardened by the soft footfalls of the moccasined feet of the Mahican during centuries of travel, long before civilization burst its bounds in overcrowded Europe and set forth to seize the home-land of the Indian.

The origin of the path is lost in the haze of uncertainty regarding the anterior history of the American Indian. The length of time during which the region of the Greater City was occupied by the race is indicated

only faintly by the extent of their deposits of waste materials and the archaic character of a few stone tools. But we may reasonably assume that hundreds of years of usage had developed the woodland trail into the beaten pathway. And we may well imagine that even those dimly distant travelers were but the successors of the wild animals whose tracks through the woodlands, across watercourses, and especially those directed to sources of fresh water, the pioneer red men had used and developed.

The woodland growth along the Indian path was doubtless cleared to suit the native habit of bearing burdens across the back. Thus the red men of all times transported their loads of game or merchandise, and the women carried their children or bore the household goods of skins and earthen pots. We can suppose therefore, that the trail was cleared only so far as to cut away the underbrush waist-high, wide enough to pass a load or a package projecting beyond its bearer's shoulders, while the path itself was but a couple of hand-spans wide.

The practical necessity of avoiding unnecessary grades when bearing a heavy load was doubtless a moving element in the choice of a route, and there are many evidences in the course of the known paths of the aborigines that such a defined method was followed by them.

The special purpose of the well-used trails was intercommunication between the native stations, either camps or villages, for the purpose of intercourse or trade, and probably for mutual protection against distant enemies. Such paths, however, ran not only between the several stations of related members of a single tribe or chieftaincy, but were highways of communication between very diverse peoples. The trail up the east side of the Hudson, which is in great part followed by Broadway and the old Albany post-road, provided not only access to the friendly tribes up-river, but to the masterful Mohawk, whose representatives periodically appeared in the region of Manhattan to collect the indemnity or tribute which they had imposed

by force of arms on the subdued or weaker chieftaincies in its vicinity.

The early settlers in New England found "trodden paths" connecting the villages of the Pequot, and also extending far inland. These formed, in fact, their only means of travel from their seashore settlements, and served the purpose of opening up the country, not only to trade, but to inspection and invasion by the whites, a result which their native creators must at times have viewed with very mixed feelings. Leading, as they did, to the most desirable residential sites, to the best fishing-places, and the finest hunting-grounds, the trodden paths directed the invaders to the choicest parts of the land which their cupidity sought to acquire, and doubtless facilitated to a marked extent, and also advanced by a considerable period of time, the overrunning of the interior from the seaboard.

Even political and racial events were affected by the Indian paths, since it was by their means that the several European nationalities spread their ownership, and

were enabled to exercise their influence on the natives, and it was along the Sound-shore trails and by the Westchester path that the refugees from religious persecution in New England found their way to New Netherland and obtained a lodgment therein.

In a region possessing such an extent of waterfront as Long Island sound and East river, the bay and its tributary inlets, with such excellent water-highways as the Hudson, the Raritan, and the Passaic, it might seem that the easiest and most popular method of travel would have been by canoe. But while the dugout was doubtless a favored means of transit, it had its limitations, by ice and storm, and by exposure to hostile attack. Thus the waterways are found to have been paralleled by paths of great length and common usage; such as the Shore path extending along the north shore of the Sound, and the northern trail along the east side of the Hudson, and in great part the same trend can be observed in the Minisink trail, which extended from

Shrewsbury river through east New Jersey to the upper waters of the Delaware.

These main paths ran through one tribal territory after another. They are evidence of the friendly interrelation of nearby and also of distant peoples, since their use for hostile purposes would have involved the consent of the owners of the territory which they traversed. The wily Indian, also, was addicted to the method of secrecy and surprise as prime tactics in his warfare, and the "war-path," which has passed into colloquial reference, was more likely the trail of the wild animal of the forest, or some little-used passage by mountain and water-course, than the trodden path through villages, where the camp dogs at least might be depended on to make known the advent of a war-party.

It may reasonably be assumed that every permanent village, and many seasonally-occupied camps and fishing and hunting stations, were connected by some path with other occupied places of the same tribe or chieftaincy, and these in turn were provided with access to some main thor-

oughfare leading to other tribal territory, to the great rivers, to the mountain regions, or to the sea.

The existence of these paths indicates their considerable utilization, since the rapid growth of vegetation in our climate soon overgrows any clearing, and even the hard trodden surface of the pathway would not long survive the action of frost and the growth of weeds, if the bare or moccasined footfalls upon its surface were infrequent. In some localities, however, their long-continued use must have worn their surface deeply into the ground, and some such well-used paths have left traces in otherwise unchanged regions, and have been recognized by the recent explorer.

It is not by a wholly speculative process, but rather by deduction, that the course of some unrecorded Indian trails may be traced in the windings of ancient highways and their modern successors. The known position of native residences, and the assurance of the existence of some line of connection between them on the most natural and easy grade, will be found usually to

combine in indicating the necessary course of some old-established highroad. It was reasonable and natural for the settlers, as the permanency of their occupancy became established, to open up the trail by which they had made their way to a certain district, and thus to utilize the work of the native in providing an easy route for the widened roadway which was suited to their needs. It is not only assumable, but fairly certain, that the early settlers gradually widened out the trodden path so that companions could travel together, side by side, and that their next act would naturally be to extend the width of the passage to permit of the use of a sled or a wagon. Thus, with a little grading of the highest parts and a corduroy or plank support over wet and boggy places, the foundation was laid for the farm lane. The demarcation of such old lanes by the huge bowlders drawn from the cleared lands followed, which laborious process permanently fixed the course of such a roadway. The direction of certain of these old cartways

led to their extended use and development into highways.

Thus, with the aid of the records of the position of native settlements, and by recent observations and exploration, we can trace, in the known course of some ancient highway following natural lines of contour, the pathway connecting the native stations. There is indeed historical warrant for these deductions, in the case of some known paths which, by the processes above described, became the Kingsway or the Post-road of the Colonial period. Interesting combinations of recorded fact and deduction from physical circumstances are to be found in the Indian trails on the Island of Manhattan, of Brooklyn, and the Bronx, traversing the forest-grown site of the great metropolis.

Around the site of each native settlement, other little paths branched out to all the nearby sources of food and supplies. The most used, and therefore perhaps the widest, was the way to the spring or the bank of a brook, on which trail at some time

daily the whole community and even the village dogs traveled to quench their thirst.

Through the underbrush some path always led to a nearby planting-ground, trod by patient women workers of the soil, or by a cheerful crowd combining to gather the ripened corn or to bring in the daily supply of beans and squashes. In the summer season other of the women folk could be seen making their way on narrow trails through the woods to gather the wild fruits in brake and thicket, the strawberry, wild cherry, and blueberries, or, in fall to collect the mushrooms and other fungi, to shake down the hickory nuts and walnuts, or in early spring to tap the maple for its sweet sap.

Down at the marsh, while the men were snaring mink or muskrat, or shooting bullfrogs or blackbirds, the girls were gathering roots of sweet-flag, or scratching up the arrow-leaf tubers or artichokes, to fill the vegetal larder.

The elder boys were out on slender bypaths in the wild woods gathering sumac and bark for their elders to smoke, and

helping themselves to straight dogwood sticks for their arrowshafts, or with the willing aid of the family cur, chasing the rabbits, or scratching out the woodchuck from his lair.

You could find most of the old men around the bark houses doing a little light labor—repairing arrows and bows, carving bowls and spoons of wood, and fitting handles to tools; and possibly some were fixing gourds with rattles of wild-cherry pits or Jack-in-the-pulpit seeds, or were indulging in the adornment of their persons with paint-stone or dyes of blood-root and sumac.

The old women would be out on another pathway that led to the flower banks where grew the herbs for medicine, scent, and dyes, the mallows and burdocks, ground cedar and pennyroyal, the wild mint and sage, and roots of sweet-flag and cicely.

And perhaps the old shaman might have been found on some lonesome footway looking for materials for ceremonials or charms or potions; love roots and lucky seeds, cedar and sweet-grass for incense.

The arrival of the canoes at nightfall after a day's fishing or oystering was the signal for the villagers to crowd the path to the landing-place, whence, in *notassen* of woven grass and basswood fiber, they aided the men to fetch the catch of oysters and fish; or when the whoop of the returning hunters echoed through the darkening forest, to run on the main trail to meet them, as on boughs of ash they carried the welcome venison to the smoking village fires, freshly kindled in anticipation of their success.

Around every such site the débris of these pursuits and the waste of feasts and meals lay scattered; scraps of skin and bones and charcoal sometimes dumped into a hollow when they became too numerous, and oyster-shells, fish-scales, and fish-bones when they became too objectionable of smell, deposited in the scooped-out oven pits or the holes in which the stores of corn, beans, and dried roots had been preserved over winter.

And so, long years after the native life had departed and the name and even the place of the once busy village had disap-

peared from sight and human memory, the humble but indestructible débris of shell and sherd and spearhead have re-opened the book of history, and recorded in no uncertain terms the place of one-time aboriginal habitation.

And in the trodden paths that once united these recorded, recovered, or other unknown sites, the forerunners of our modern means of communication are found, a practical and permanent result of the life and the arts of the wild men.

A study of the topography of known Indian paths affords very clear indication of the reasons governing the selection of their route. Where the land lay reasonably level, the course was fairly direct, swerving only around obstacles such as rocky projections, and probably diverging to avoid heavy growths and fallen timber. The main objective being some other settlement or some neighboring native haunt, the route was directed toward the easiest crossing of streams, either at a wading place or some shallow point in a watercourse where

stepping-stones, except in times of flood, enabled the traveler to cross dry-foot.

The swampy tracts bordering on streams, with which the area of the city abounded, were avoided by detours to some point near the head of their water-supply, where a footway could be maintained, probably by trampling rushes under foot year after year above the soft ground, thus gradually building up a dry pathway. This is well illustrated by the course of the Shore path through the one-time village of Eastchester on its way to Pelham and the Sound shore. Here the path came over from the Williams-bridge crossing of the Bronx to the hillside overlooking the Hutchinson river, and descended to the margin of its marshy borders which afforded no practicable place of crossing. Turning, therefore, abruptly northward, the path skirted the marsh, rising in grade until it reached the line of the later Boston post-road. Here it turned sharply to the east, descending to the head of the marsh which it traversed toward the river. The selected point of crossing was that now occupied by a bridge, where

a tongue of high land on the northwest side almost touched an extension of dry meadow-land on the southeast, between which narrow space the stream finds its way. At no other place in the vicinity could so easy and desirable a crossing be made.

Following a similar method, the great paths converging on Manhattan—the North or Hudson River path, the Shore path from the east, and the Westchester path—were directed to and united at the only available access to Manhattan island, the important Wading place at Kingsbridge.

These main arteries of traffic then combined in a single trail down the island, uniting at McGown's pass with the branch path extending from Harlem. So far these trails are recorded in history, and below that point we can be reasonably sure that the path was continued on the line of the old Boston post-road, whose tortuous course, avoiding streams and bogs, extended down the east side of the island to the settlements on and near its southern extremity,

the future heart of the Great Metropolis of the Western hemisphere.

James Riker thus imagines the scenery through which that ancient thoroughfare took its way:

“Quitting the drowsy little town of New Amsterdam, its thatched roofs and its fortress with low turf wall receding from view, we follow the Indian trail leading to *Wickguaskeek* or ‘*the birch bark country*,’ which lies beyond the quiet waters of the Papparinamin, as that part of the Spuyten Duyvil was called, where it turns the extreme northerly end of Manhattan. Spring is in her loveliest attire. Around and along our pathway she displays in rich profusion her grandest works. Plains scarce trodden by human kind save by the red man are clothed in all the beauty of their pristine verdure, while the rock-capped hills and the resonant forest echo back and forth the sounds of wild and savage life. Plumed songsters fill the woods and enliven our journey with their music. Perchance the shrill cry of the eagle, or the plaintive note of the cuckoo, or the busy hammer of the woodpecker in turn arrests our attention.”

Pleasant it is to reflect that by no very extended journey we may still discover in parts of the metropolitan area some woodland places, in which the same natural features exist, wherein we may find flourish-

ing the successors of the trees and vines under which the native walked, the same bushes and flowers that the aborigine admired; may still witness the same mystic revival of nature's life in spring as that the shivering red man welcomed, may still be greeted by those birds' descendants, singing the selfsame songs the Indian tried to imitate, and may still look upward through the leafy canopy to the same sky and stars he saw above him, the same eternal distance into which he gazed, and over them all the same Great Spirit he so simply tried to worship.

On the native path, even then an ancient thoroughfare, the rising sun of our early history sees the wondering Manhattan crowding down from the upland regions to the Kapsee rocks, to gaze at the sails of the ship of Verrazano through the vista of the Narrows, and a generation later sees their successors filing down the trail to the place of the fateful bargain when the Manhattan path became a white man's highway. The shadows of history lengthen over Sachkerah, the old Shore pathway,

as the Siwanoy brave pauses at the head of the steep hill leading down to the marshy Acquacanonck to view the approach from the east, of the little band of refugees, leaders of the English incursion which, in spite of all the efforts of the native race, was to displace him as well as the Dutch invader, and to turn the village homes that lay scattered along the path behind him, into the sites of towering tenements.

The path itself, so familiar in its every turn to his quick vision, was destined thereby to become the broad King's Highway on which his silent footfall was forever replaced by the traffic of leathern heels and iron wheels, and over whose widened surface, where once the meeting Reckgawawanc and Siwanoy crowded each other in friendly passage, the rushing tide of rubber-tired cars shall swing past one another in endless procession.



LOWER MANHATTAN IN ABORIGINAL TIMES.

II. MANHATTAN, ITS PATHS AND SETTLEMENTS

(MAPS II, III, IV, V)



THE important influence of the Island of Manhattan on the interrelations of the tribal communities of the entire region is evidenced by the paths which converged on it.

These were undoubtedly developed by experience. The processes of trade, by which the products of the ocean were exchanged for those of the mountains, were probably the most potent influence in deciding the use of a given line of travel.

Such barter would have extended over the whole year, since food and clothing were continuous necessities. Therefore the traffic could not always be conducted by the use of watercourses, and floating ice and storm made travel dangerous by the frail and sometimes clumsy canoe.

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Long canoe trips across broad reaches such as the Lower bay, Jamaica bay, and the Sound, involved risk, and occupied the time and energy of a number of individuals, on a duty or an errand that could perhaps be as well performed by one proceeding afoot. There were obstacles in some places to water-travel, such as tides, shallows, and the roaring torrents of Hell Gate, which had their effect in discouraging travel at certain water-passages, and thus diverted paths to other places. But from every direction of traffic or travel, Manhattan was accessible by water, and the lower part of the island stood at the parting of the waterways.

We may assume, however, that canoes were rare possessions, objects constructed only by long-continued labor and the exercise of unusual skill with the crude stone tools available. We are perhaps afforded an idea of the number of such vessels in the region of the metropolis by the story of the gathering of all the local clans in their raid on New Amsterdam in September, 1655. On that occasion it is probable that

every available craft was brought into service, and there were only about sixty-four in all.

From such contemporary drawings as recorded their appearance, they were usually heavy and clumsy hollowed logs, some with high projections overhanging bow and stern, very unlike the graceful and agile birch-bark craft of the inland waters. Probably the type was a development of local conditions, influenced by the strong tides, floating ice, rough water, and the carriage of goods in bulk. In particular their use in fishing required strength enough to carry loads of shellfish, and heavy sea-going fish such as sturgeon. They were often of great size and admirable workmanship, says Winthrop, and sometimes "so great as one will carry eight men." A canoe in which the envoys of the Dutch authorities returned from a visit to Rockaway carried eighteen natives with them to New Amsterdam, a trip which occupied from early morn to 3 p.m. to accomplish. Such heavy craft may well have discouraged travel by water, where

the same purpose could be accomplished afoot, even by a long detour.

On the other hand, distances traversed by walking did not appear so great to the wiry native as to his heavily shod successors. The Indians' power and endurance in traveling afoot is illustrated by the performance of a native runner who, in 1661, conveyed a letter from Newcastle, Delaware, to New York in less than five days, covering a probable distance of about 180 miles of woodland paths. A "day's walk" is the description applied in early native conveyances, covering tracts fully twenty miles in depth of hill and dale, marsh and forest.

Such a distance from the Battery would have included the vicinity of Yonkers and Larchmont on the north, Port Washington and Valley Stream on the east, Paterson and the Oranges on the west, and would have touched the region from Amboy to Atlantic Highlands on the south.

So we find all the mainland trails converging on the upper end of Manhattan, and all the Long Island paths trending to-

ward the short ferriage over to the lower end of Manhattan, while the traffic of northeastern Jersey concentrated, through Hoboken, at the Greenwich landing, and the Richmond paths apparently led from the Minisink path, the highway of the Lenni Lenape, in the direction of the Narrows toward Manhattan.

The Manhattan pathways therefore became the chief line of intercommunication between these systems, and those natives that were seated on the island practically controlled the traffic in all directions.

It is noticeable that large Indian settlements existed at those points on which traffic converged. This is evident at the upper end of Manhattan and Kingsbridge, where paths from the northeast and southeast merged at the Wading place, and certainly at the head of the Long Island system of paths the native settlements in old Brooklyn indicate concentration on the head of that important network of trails.

The trade which thus passed through or across Manhattan was probably fostered,

as it has been in modern times, by the control of money. The native medium for the exchange of values, the coveted and laboriously produced shell bead or wampum, was largely a Long Island product. The shallow waters around the island teemed with the quahaug or hard-shell clam, from the dark portions of which the more valuable purple beads were derived, and also with the periwinkle or conch, from which the white beads were made. The accumulations of discarded shells around its shores testify to the activity of the coinage industry, and the wealth thus created flowed naturally to Manhattan, and found its way into the pouches of traders up the Hudson, to the distant homes of the Wappinger and the Mohawk, or along the Sound shore to the villages of the Siwanoy and the Pequot.

In addition to their position of advantage in regard to this line of production at the great wampum-making stations of the Canarsee, that chieftaincy controlled its export by reason of its situation on the main line of travel, and by its close relationship with the Manhattan chief-

taincy. It looks very much as though this powerful group at the one end of the island of Manhattan and the aggressive Weckquaesgeek at the upper end had so entrenched themselves as to control on the one hand the flow of the money, and on the other hand the goods of the north and east that were purchasable with it.

The narrow space and the rugged character of the lower part of the Island of Manhattan lent itself but poorly to the support of any considerable population, except in its trading facilities. There could have been but little wild life in its restricted area of woodlands, and no such broad and level acreage suited to cultivation as in the flat lands of Long Island.

The tidal movement in the two estuaries of North and East rivers, around its rocky shores, probably provided good opportunity for the spearing and netting of the swarming inhabitants of the waters, and from the nearby shores of New Jersey and of Long Island abundant supplies of oysters could be obtained by canoe. Chiefly by

such food and by the product of trade, native stations were undoubtedly supported.

The most important situation for such occupancy was at the southern end of the island. Unfortunately no record was made of its existence. But the common traces of native residence were observed in later times under the shelter of the eminence known to the Dutch as the Kalch Hoek (2), at which place there was the most abundant supply of fresh water in the locality, provided by the springs which filled the "Fresh Water" pond occupying the low ground now traversed by Center street. Around this sheltered spot, discarded oyster-shells, the unfailing sign of local aboriginal occupancy, were at one time observable in great abundance.¹

About this site there also spread tracts of cultivable land. The space now composing City Hall Park was of such a nature, though limited in area. A larger tract afterward formed the old Out Ward of the Colonial city, broad and level land extending on the north alongside the earliest pathway, the present Bowery. The position and

evident facilities of this site, and the extent of the visible débris, indicate it as that probably occupied by the largest settlement of natives at the lower end of the island and doubtless that in which were resident the Indians who sold the island to Minuit in 1626, and thereafter removed to reside in the territory of their kinsmen, the Canarsee of Kings county (68).

The native name of this locality was fortunately preserved in a grant from the Dutch government to Augustine Heermans in 1651, which described "the land called Werpoes" containing about fifty acres, extending on the north side of the Kalch Hoek and its adjoining ponds. According to Tooker, this name should have been more correctly written Werpos, or "the thicket," a designation which describes the known conditions of the locality, the hillsides around the ponds being covered in bygone times with bushes and blackberry brambles. Such a name, in the prevalent Indian fashion, was doubtless derived from the most significant feature of the locality to the native mind, and

would have been applied to any settlement in its immediate vicinity. ²

An examination of early maps shows that the pond consisted of two parts, known to the Dutch as the Kolch and the Little Kolch, separated by a narrow tongue of land. The northeastern side of the area was very wet and boggy. The larger pond overflowed in two directions, east and west, the western outlet passing along the base of Kolch hill to a wide area of marsh-land which extended in a northwesterly direction to Hudson river. On the east side the overflowing water had found an outlet to East river, along the line of the present Roosevelt street, passing through a marshy tract which was later the "vly" or meadow of Wolphert Gerritsen, and even in our modern times is known as "the Swamp."

The waters of East river, as well as the tide of the Hudson, seem to have penetrated to the Kolch ponds, according to the assertions of Anthony Rutgers and others in 1730. These citizens stated that the swamp and pond called the Fresh Water were "so much on a level with Hudson's

River, and the South River [East river]... that on the spring or other high tide, when the said rivers overflow they run into and cover the said swamp so as to meet one another." Armbruster considers that in ancient times the watercourses through the swamps may have been sufficient to float canoes between the Hudson and East rivers.

At this favored place, sheltered from the west winds, provided with abundant water and nearby access to the river, the unfailing signs of Indian residence were found in masses of oyster-shells "abundantly strewn over the hill on the western side of the lake."

Modern excavations on the line of Pearl street reached these old shell-beds, indicating the existence of a native station situated about the line of that street, where it passes through the one-time Kolch hill on its way to join Broadway.

There were peculiar advantages for Indian residence in this situation, which become evident on examination of its original features. These have been brought

together in the accompanying Map II. The outlines of the ponds as related to our present street system, are preserved in the map by John Hutchings, 1846, which accompanied the description of the experiments of John Fitch with his steam-propelled boat in 1793.³

The surrounding contours are redrawn from the survey of 1766 by Lieut. B. Ratzer (see Map II). Such a combination of fresh-water supply and of shelter from the northwesterly gales of the winter season, with a natural grade for its drainage, as existed on the west side of the little lakes, would today invite the exploration of the expert investigator, who would confidently expect, on the removal of the surface of turf and leaves, to find the familiar shells and carbonized débris that proclaim aboriginal occupancy.

The position of native lodges and fire-pits would be predicted almost certainly on the west bank of the lake, on which side alone no marshy fringe existed, and at that point where shell-beds were present there must undoubtedly have been a number

of such habitations, the traces of which were ruthlessly shoveled into the lake when its neglected condition led to its entire obliteration, by the process of cutting down the hills and filling in the ponds. It seems from these circumstances that the needs of aboriginal residence would have been served by a site under the lee of the Kolch hill, between Duane and Leonard streets, on the sloping ground between Broadway and Lafayette street. It is through this area that the grading of Pearl street west of Park Row cut between the two ponds and disclosed the shell-beds that marked a village-site.

We may from this comparative study come to the interesting conclusion that the chief place of native residence on lower Manhattan was close to the present center of municipal government of the great metropolis, which has become its overwhelming successor.

The exhaustive explorations by the Museum of the American Indian, Heye Foundation, of complete village-sites in the Borough of the Bronx, have informed us of

the arrangement and approximate extent of these village communities. The lodges seem to have been ranged in rather irregular rows, generally facing to the south, each with its fire-pit within and its rubbish-pit outside the entrance. The center of the group might have had a large community fire-pit, kept constantly supplied with fuel, around which the gatherings of the clans took place.

The extent of the population probably depended more on the facilities for food supply than on the convenience or spaciousness of the village-site. The restricted hunting area and the rather limited cultivable lands in its vicinity would indicate that Werpoes probably comprised fewer lodges than Snakapins, on Clasons point, in which more than sixty pits discovered may be taken to have marked the sites of some forty lodges, housing a population which may be assumed to have been about three hundred. As the needs of a group of even half that number involved considerable cultivation of cereals, we may assume that any suitable ground nearby would

have been cleared and planted. The area of City Hall Park would seem to have been naturally and conveniently suited to such a purpose.

The land north of the vale which was occupied by the lake was even better suited to such a purpose, and the tract extending above Worth street west of the Bowery, which was that described in 1651 as "the land called Werpoes," and was directly opposite the village-site across the pond, may have been the principal planting-ground that supported the village people.

Access to this favored village-site was possible from two directions. It has been noted that the line of lower Broadway, which below Park Row is reasonably assumed to have been the successor of a native path, is directed toward the rear of the village at Duane street. By such a route the inhabitants could have made their way directly to the extreme end of their island home.

A path undoubtedly led, by the easiest grade and as directly as possible, to East

river, where the traffic from Long Island found a landing near the junction of Dover and Cherry streets. This path probably joined the main pathway near the Municipal Building, and by following the latter northward, the village folk could readily reach their planting-grounds along the Bowery.

Werpoes was occupied for no long period of time after the advent of Hudson. If, as would seem most likely, its occupants were those with whom Minit made his bargain in 1622, supposedly for the entire island, the sale of their home-site resulted in their entire evacuation of the place after that event. Doubtless these natives were those Manhattan Indians who were afterward found to be settled at Nayack, or Fort Hamilton (68), where they resided for twenty-five years, when they consented again to remove and transferred their home to Staten Island and in part to the Hackensack region. And it is significant that in Brooklyn another locality was found to bear the same native name of Werpos (67), to which perhaps some of

their neighbors may have transferred the name of their prior home. A close relation evidently existed between these Manhattan natives and those who dwelt in Brooklyn.

The southern extremity of the Island of Manhattan was known to the natives as Kapsee, which name was applied to the rocky upland and also to the rock islets off its shore. The extreme end of this tract, which was later named "Schreyers Hoek," was a point extending south of Pearl street and Whitehall street, bounded on its shore-line by our present State street, the curved portion of which has preserved for our observation the outline of the ancient promontory.

This point formed on its east side a small cove, somewhat protected from the tides that swirled around the end of the island. It lay in the angle of Pearl and Whitehall streets, the name of the former probably preserving the appearance of the shell-strewn beach along which the thoroughfare was laid out in 1633. That such a desirable landing place was utilized by

the natives cannot be doubted, affording as it did to their canoes the best possible starting point for a trip to any of the islands or fishing grounds in the waters of the inner bay. It is reasonable to assume, therefore, that the natives reached this place by a pathway from the local village, and an examination of the one-time topography of the lower end of Manhattan leads to the conclusion that the route of such a pathway would naturally have taken the line of our present Broadway. The physical characteristics that determined this position for the path are evidenced in Map II, which is derived from the survey of Ritzer in 1766, omitting, of course, the then existing development of buildings and streets. It is evident that passage along the east side of the neck was barred by the tidal inlet at Broad street, and by the marshy vly along its course, which extended as far inland as Wall street, with a small branch that ran westward along the line of Beaver street. The path therefore skirted this obstruction by proceeding on the line of Whitehall street to the higher

ground, which rose at the line of Morris street, there taking the straight course of Broadway, as far as the planting-ground of the village of Werpoes. It followed equally naturally that the use of this path was continued by the settlers and their descendants, until its ultimate widening and development into "the greatest street in the world," as Stephen Jenkins has described it.

There was no physical obstruction to this path continuing in its course as far as the native village, into which it would have turned at Duane street. The line of travel farther north, however, was barred in the direction taken by Broadway by the broad swamp-land through which the outlet of the Kolch pond made its way to the Hudson. From the path along Broadway, therefore, another trail set off to the east. If, as is probable, this followed a course which was later developed into the earliest roadway, the turn was made at Ann street, with a sharp bend at Nassau street by which Park Row was reached.

This abrupt turn may be accounted for,

as in other situations, as a means of avoiding an occupied site or a piece of cultivated ground. The latter seems a probable development of the level area of City Hall park, which may even be assumed to have been the most natural and desirable space for a purpose so necessary to village life. The path, turning out of Nassau street, passed along Park Row, which is in a direct line toward the easiest point of crossing over the outlet by which the waters of the Kolch ponds flowed to East river. This point of crossing was at the head of Roosevelt street, where the swampy ground was no wider than fifty or sixty feet, and the rivulet turned in its course between rising ground north and south only fifty paces apart.

At the south this high ground developed into the Catiemut hill, a little eminence occupying the area in the angle of Pearl street and Park Row, covering City Hall place. Another elevation, known much later as Potters hill, the site of the present Hall of Records, stood a little to the west. Between the two was the natural grade for

a branch path connecting the village with the main path.

A branch pathway led eastward to a landing on East river opposite the head of the Indian trail on the Brooklyn side. A suitable landing beach existed at the foot of Dover street, near which the later ferry was established. It was necessarily approached on the south of the swamp, which spread between Park Row and the bank of the river. The most probable line of this path was along Pearl street about as far as Cherry street. The old shore-line ran inland on Dover street near Cherry street, and the outlet of the Old Wreck brook, as the watercourse draining the ponds became known, was near the junction of Roosevelt street with Cherry street. From the crossing of the brook at Roosevelt street the path continued in an easterly direction, following Chatham street to Chatham square. A small hillock then occupied the center of that space, and so the trail swerved to its north side and thus reached the junction of the Bowery and Division street. Here a branch path-

way, probably on the line of the latter street, led to the neighboring village of Rechtauck or Rechtanck (3), which was situated on Corlears hook. The shore-line along this part of the island faces almost due south, and from the vicinity of Market street eastward the shore-line was composed of high banks of sandy soil.

Near Jefferson street there was a depression through which a little fresh-water brook made its way into a pond situated in the block bounded by Jefferson, Henry, Clinton, and Madison streets. This appears to have been the only source of fresh-water supply in the entire tract, and, situated as it was with a southern exposure sheltered between rising ground east and west, the latter being covered with timber even as late as 1766, with a good beach in front, the space in the vicinity of the pond offered about as attractive conditions for village life as could be desired, and was therefore, in all probability, the site of Rechtauck. Though the existence of this station is recorded in local history, its precise

situation was of so little concern to early writers that they made no note of it.

The name of the village signifies "at the sandy town," or "sandy river."⁴ The leading feature of the village-site was evidently the sandy character of the bluffs along the shore-line of East river. It has been called Naghtongh or Nechtank by Schoolcraft and others, but these designations are probably erroneous. It has a tragic interest as the scene in 1643 of that ruthless slaughter of the unfortunate natives of Weckquaesgeek, who had sought refuge from their oppressors, the Mohawk, near the white man's settlement.

From its junction with the trail to the Rehtauck village, the line of the Bowery lane indicates the most probable course of the pathway by which the native traffic proceeded toward the upper end of Manhattan. It passed "the land called Werpoes," that level tract which later became the Out Ward of the growing city, and was in all probability a planting-ground cleared by the inhabitants of Werpoes from the

primeval forest growth with which we may assume the whole locality was covered. The direct line of the Bowery lane indicates the natural course of its predecessor through a tract offering no physical obstructions or changes in grade.

At the line of Astor place another pathway branched westward. This was an important connection between the main line of travel and the landing-place on the shore of the Hudson by which trade in peltries and food was conducted with the tribes on the west side of the estuary. This place was known as Sapohanikan (4), and was situated on the curving shore of the river at our present Gansevoort street. The tide-line in those days was well inland of Washington street, and the stretch of shelving shore between Bethune and Horatio streets formed a shallow cove suited to the landing of laden canoes at all heights of the tide.

There does not appear to have been any fresh-water supply at or near this place, so that it would have lacked the most important element necessary to permanent

residence. It was, in point of fact, a trading station only, occupied by those who met there to exchange goods with the natives of Hobokan (116), a terminal to which the people of the East Jersey mountain regions brought skins and meat, to be ferried directly across the river to Sapohanikan. The name denotes its position "over against the pipe-making place," and thus indicates its character as a convenient spot for communication rather than for residence.

We may assume that the path from this place was a well-trodden and probably widened way on which the bearers of bundles of furs, carcasses of moose and deer, baskets of oysters, and strings of fish, passed one another on their way to and from their distant homes.

The line of this pathway was directed by the physical conditions of the tract over which it passed to a connection with the main trail at Astor place. From the landing place it probably proceeded east over the line of Gansevoort street to the head of Greenwich avenue. This is the old Monument lane of the Colonial period,

which proceeds in a straight line toward Washington Square. At this point the path crossed the rivulet known to the natives as Minetta,⁵ and to their successors as the Bestavaer brook. It turned eastward at this crossing, and cut across the present lots north of Waverly place, passing there between two hillocks, one of which was known as the Sandberg, or Sand hill, and that on the south by a native name, which Schoolcraft gives as Ispetong, probably Aspetong, referring to an elevated place.⁶ The line of Astor place is doubtless the result of the junction of the two paths at this point.⁷

It is quite likely that another branch pathway extended farther eastward, which Stuyvesant later used as the means of access to his bouwery, on the line of Stuyvesant street, by which the head of the narrow creek that set in from East river (as far as First avenue at East 12th street) was reached, affording a short cut by canoe to the mouth of Newtown inlet directly across East river.

From Astor place we now follow the path

on its way northward as it was developed into the earliest roadway through the island, the old road which was existing when a cartway was ordered to be opened in 1670 to connect New Amsterdam with the township of New Haerlem. There is no historical record of this old road having been an Indian path, but there can be little doubt that this was the case, as it led to the junction of two known native paths at McGown's pass, and its crooked course was evidently directed by ancient physical conditions.

The middle part of the Island of Manhattan does not seem to have been occupied to any great extent by the natives, a condition which may be explained by the rugged nature of that territory, and by its restricted area, which probably limited the wild animal life within it. But the shores of the island, particularly on the sheltered east side, must have been dotted with fishing camps at certain seasons.

The absence of village life on the west side was doubtless due to its physical characteristics, which lent themselves but poorly to native occupancy. It was rocky

throughout, with a scanty deposit of soil, the hollows insufficiently drained, and therefore boggy. In the difficulties of maintaining vegetation in Central Park we have an illustration of its meager character, its thin soil, its irregular surface, its infertility and scanty sustenance. But the main objection, from an Indian point of view, lay in the exposure of the west side of the island to the bitter wintry winds. In the course of explorations of native sites in and around the island, it has been very definitely determined that the natives preferred the eastern side of hills, or a southern exposure, and the scattered places where aboriginal débris has been found along the west shore of Manhattan indicate their use as summer fishing camps rather than as residential sites. The Dyckman Street site (100) is an exception, but it was peculiarly situated and sheltered on all sides except due west.

There were some favorable situations along the Hudson shore, where fresh-water springs existed, such as at 79th street and at Strikers bay or 96th street; and at the

latter point an old resident stated that oyster-shell deposits had been observed before the Riverside Park improvement began. The limited use of such stations would not have warranted the divergence of the main line of travel up the western side of the island. They were more probably reached by a trail through the woods, which was in use in 1679, when Sluyter and Dankers made their way from Harlem to North river, "which we followed a little within the woods to Sappokanikke." Some trails doubtless led across the island to the main path on the eastern side, one of which may well have extended from Strikers bay along the line of the later Bloomingdale crossroad (between 94th and 96th streets), thus connecting North river with the village of Konaande Kongh (5), the headquarters of the chieftaincy of the Reckgawawanc.

An article on the history of Broadway¹ states that "The Post Road or Boston Road as it was originally called, was the first highway laid out through the length of the island," and the remark is also made that "the topographical character of the

island in this vicinity was of a broken or rocky character, diversified with swamps and a briery growth, with but slight attractions to the agriculturist."

Along its course, northward of Astor place, we have only one recorded place of Indian occupancy, a tract at East 14th street bearing the name "Shepmoes" (99), probably a title descriptive of a local feature, the "little brook."⁸ (See Map II.)

As there was quite a tract of marshland along the west side of the trail at this part of its course, it is probable that this plantation extended east of the path, over the level lands of the later Tiebout farm. But this area does not have the characteristics of shelter and an accessible spring, which were indispensable elements in the selection of native dwelling places. It is most likely, therefore, that the position of this group of lodges may have been at or near Second avenue, where a run of fresh water existed in the vicinity of a knoll, thus affording to some extent shelter and water-supply.

The course of the old Eastern post-road

which we thus regard as the successor of the original trail, was by way of Fourth avenue from Astor place as far as 17th street, whence, skirting marsh-lands on the west side, it ran to 23d street at Fifth avenue. Here it turned sharply to the east, passing diagonally across Madison Square to 26th street at Madison avenue, the reason for this divergence being a convenient crossing over the head of a brook between two areas of marshy land at that point (see Map II). From this crossing it continued eastwardly over Madison avenue at 26th street, and thence diagonally to Fourth avenue at 28th street. Its east side touched Lexington avenue at 30th street, where it turned north and ran parallel with Lexington avenue through the lots on its west side. It then passed easterly across Lexington avenue between 37th and 39th streets, and diagonally east over to Third avenue at 44th street. It next took a sharp loop westward between 48th and 51st streets, on its diagonal way from Third to Second avenues, which latter it reached at 52d street.

In a statement made by John Randel,⁹ the surveyor, he describes the course of this old post-road, as it lay in 1808-10, in some detail:

“It crossed the 4th avenue at the Middle Road near 29th street, and passed through the Village of Kips bay from 32nd to 38th street west of 3rd avenue. It thence passed the Cross road to Burr’s corners (on the Middle road opposite the present Croton Reservoir) at 41st street, and the road to Turtle bay on the East River between 47th and 48th streets; thence crossed the 2nd avenue at 52nd street, and, re-crossing it between 62nd and 63rd streets, entered the present 3rd avenue at the southeast corner of Hamilton Square, which extended from 66th to 68th street, and from 3rd to 5th avenues.”

“This road continued thence along the present Third avenue, passing Harsen’s crossroad at 71st street and east of Smith’s tavern opposite “Kissing Bridge” at 77th street. It crossed the division line between New York and Harlem commons between 81st and 82d streets, and continued along Third avenue to near 83d street. From Third ave. near 83d street this Eastern post-road diverged westerly, and crossed and recrossed the division line between New York and Harlem commons, and crossed Fourth avenue near 85th street, thence passed over the southwestern corner of Observatory place, and intersected the Middle road at 90th street.”

“From 90th street this Eastern post-road continued along the middle road to 92nd street, and there diverged westerly and passed between Fifth and Sixth avenues (where it was also called the Kingsbridge Road) through the Barrier Gate—at McGowan’s pass at 107th street, about 116 yards east of 6th avenue.”

On the east shore of the island, along this line of the pathway thus described, there were some apparently desirable sites for Indian occupancy, such as at Kips bay, Turtle bay; and doubtless along the bluffs facing Blackwells island could have been found by interested observers in years gone by, the sites of fishing camps. But none of our predecessors in historical investigation seem to have been sufficiently interested in the subject to conduct any exploration or to make any record of such traces, and so the long, sheltered shoreline with its desirable fishing facilities, from Corlears hook to 105th street, is devoid of definite native associations.

III.—UPPER MANHATTAN PATHS

(MAPS IV AND V)



AT 105TH street a neck of land extended south of Harlem kill into East river, known as Rechewanis or Rechewas point (5), owned by the Reckgawawanc, and sold in 1669 by Reckgawack and others to De la Montagne. The native village was known as "Konaande kongh" and was probably situated on the high ground between Madison and Lexington avenues at 98th to 100th streets. Access from the path, which ran in Central Park north of 88th street, was doubtless by a branch leaving the main trail near 95th street and crossing Fifth avenue somewhere near 96th street. A study of the topography of the locality is presented in Map IV.

The name of this native station is recorded in the deed for the sale of Rechewanis in 1669, though it has been misapplied to Harlem creek. Mr Harrington suggests

that the native word *axkwonan*, "to catch with a net," is the basis, and with the addition of *kongh*, the equivalent of the Delaware *xunk*, we derive the meaning of the village name as "the hill near which they fish with nets," a reference to the nearby waters of Hellgate bay, which was doubtless a favorable place for such a known native method of fishing. The terms of the deed of sale, when carefully read, exclude the possibility of the connection of this name with the creek, which latter is referred to as one of the boundaries of Point Rechewanis, as follows:

"The underwritten Indians have sold the Point named Rechewanis, bounded between two creeks and hills, and behind a stream [fonteyn] which runs to Montagne's Flat."¹⁰

This exactly and completely describes the neck of low, sandy marsh-land east from the high ground in Central Park (103rd-107th streets), to Hellgate bay or East river, and bounded on its north side by Harlem creek (the fonteyn referred to), taking in Montagne's tract to Manhattanville, and on its south side by a smaller and unnamed creek bordering the high

ground between Madison and Third avenues from 101st street southward.

The deed proceeds with the description of the property “. . . with the Meadows (Valeyen) from the bend of the Hellegat to Konaande Kongh.”

The meadows thus described lay south of the bounds of the point previously described, and extended along the shore of the bay of Hellgate, from 92d to 100th streets, between First and Second avenues. The marshy area was much cut up by stream and inlets, and it extended back to the high ground on the west, previously referred to, which roughly followed a line north and south.

This is evidently the situation of Konaande Kongh, a particular title which is so precise that it could scarcely have been applied to a mere line of uplands, which in the other part of the deed are referred to merely as “hills” (*bergen*). The topography is suited to the position of the station, in which Reckgawack and his circle of natives must have made their headquarters, on the high ground in the vicinity of,

though it could not have been upon, the point. The latter was wholly unsuited for residence; for it was little more than a mound of sand, rising above the marshland, overflowed by high tides and doubtless swarming with muskrats and crabs, and, moreover, without shelter from every wind that blew. But on the higher ground to the southwest there was such shelter from the wintry winds, and also a good source of water-supply from two springs rising near 98th street. These flowed together in a level space, which lay between two ridges on the line of Park avenue, and as the lodges there commanded a full view of the waters of Hellgate bay, the village-site would agree with the description of Konaande Kongh as "the hill near which they fish with nets." This was the old haunt of the Reckgawawanc, to which they clung until 1669, when they abandoned their home-lands forever.

The path entered Central Park at 88th street and extended northwesterly through the site of the Croton reservoir. It joined the Park drive just above the Transverse road, or 97th street, and followed it to its

junction with the circular drive near 104th street, where it struck across the park over to the head of the gully known as McGown's pass, which led down into the valley west of the eminence on which the Fort of 1812 was perched. This part of the path can still be readily traced, though it leads into the Mere, which now covers the lowland over which it used to pass.

The Indian trail in New Haerlem diverged from the main path at 110th street, at a point midway between Fifth and Lenox avenues. Curving to the northeast, it reached a point at the southwest corner of 111th street and Fifth avenue, whence it ran on a direct line over the broad and level meadow-land known as Muscoota, to a little creek on the Conykeekst tract, on which the tiny hamlet of New Haerlem was later formed at 125th street, just west of First avenue. Its line was adopted as one of the village streets, and as such was long known as "the Indian trail" (see Map IV).

Riker records the discovery, in 1855, at a point between 120th and 121st streets, on the same neck of land, of numerous

shells, flakes, rejects, and weapons, demonstrating native occupancy. This occupied place (98) was doubtless a native site of some importance, since it was the nearest point of access by canoe to the wide territory of Ranachqua, or Morrisania, which could be reached on foot only by a long tramp via Kingsbridge. That territory was also a part of the Reckgawawanc possessions, affording extensive hunting, fishing, and oystering facilities for the chieftaincy. But the situation of this station lacked the necessary shelter required for winter occupancy, and it was more likely a place of landing and trade, or perhaps a fishing-place.

The broad tract of level land on which this station was situated, extending north of the waters of Rechewanis and lying east of the Indian trail, between 108th street and 123d street, was known to the natives as "Conykeekst."¹¹ The queer name may have been more correctly Quinni-keek. As in other situations, the name was probably applied equally to the local settlement (98) and to its vicinity. The tract was waterless, save for one small

brook which flowed diagonally northeastward from a source at 114th street near Second avenue, and reached Harlem river at 123d street near Avenue A, or Pleasant avenue, passing within about three hundred feet of the place at which the native objects were found, as above described.

The situation of Conykeekst, if such was the station's name, was without shelter on the west, except for the forest growth, and it may therefore be assumed to have been unoccupied in the winter season, and during the rest of the year to have been an oystering and fishing camp.

ST NICHOLAS AVENUE

The parting of the Manhattan path from the Harlem trail appears to have been at 110th street, on the east side of Lenox avenue, the Harlem trail passing off diagonally to the east, and the main path continuing in a northwesterly direction into our present St Nicholas avenue at 111th street. The path probably ran along the easterly side of the avenue, on

the line of the old Harlem lane, which was the successor of the Indian thoroughfare.

The course headed directly across the level meadowlands now covered by modern Harlem, toward the foot of Washington Heights. Along its route at or near 115th street, at Seventh avenue, the pioneer white settler fixed the location of his clearing, Vredendal, or "Quiet Vale," the home of the Montagne family. This site may have been selected on account of its proximity to the path, and reasonably convenient access to a supply of water, the nearest brook being about five hundred feet to the south, and the upper branch of Harlem creek extending on the east about an equal distance from the house-site. Riker¹² says:

"Harlem Lane, as we have reason to believe, was at first an Indian trail. Such forest paths, conveniently marked out by savage instinct, were often adopted by the white settlers as the best routes for highways.

"In traveling from New Amsterdam to Spuyten Duyvil, at McGown's pass was the natural descent to the plain, the path striking its northern end, where it would as naturally fork to the left and right, for the equal convenience of the pedestrian passing through the

'Clove of the Kill' to the North River, or along the base of the height to and up Breakneck Hill."

Here these early settlers went about their daily labor of converting the virgin land into a productive farm, while the dusky savage, "whose trail lay near them, leading from the forests of Wickquaskeek to New Amsterdam, passed to and fro on his trading errands and eyed with ill-disguised suspicion this inroad upon his ancient hunting grounds."

At 124th street the little watercourse known to Dutch settlers as the fonteyn, was crossed. Rising near Broadway, it flowed east and south to the head of Harlem creek. A branch path may have extended along the line of Manhattan street to a landing at North river, on the line of 130th street, to which an ancient lane extended in the Colonial period.

The path at 125th street turned north-eastward to avoid the sharp acclivity later known as Point of Rocks, the extreme southern projection of the Penadnic, the Colonial "Hills of Jochem Pieter," our

modern Washington Heights. It skirted along the eastern base of the hilly range, bending here and there, within the bounds of St Nicholas avenue as it now runs, and slightly rising in grade to 141st street. It crossed there, and also at 143d street, the cascading brooks which bounded down the steep hillside from sources on the later estates of General Maunsell and Alexander Hamilton, and uniting, ran into a marshy tract that extended until recent times along the base of the hill as far north as Harlem river, wholly barring farther progress along the level lowlands.

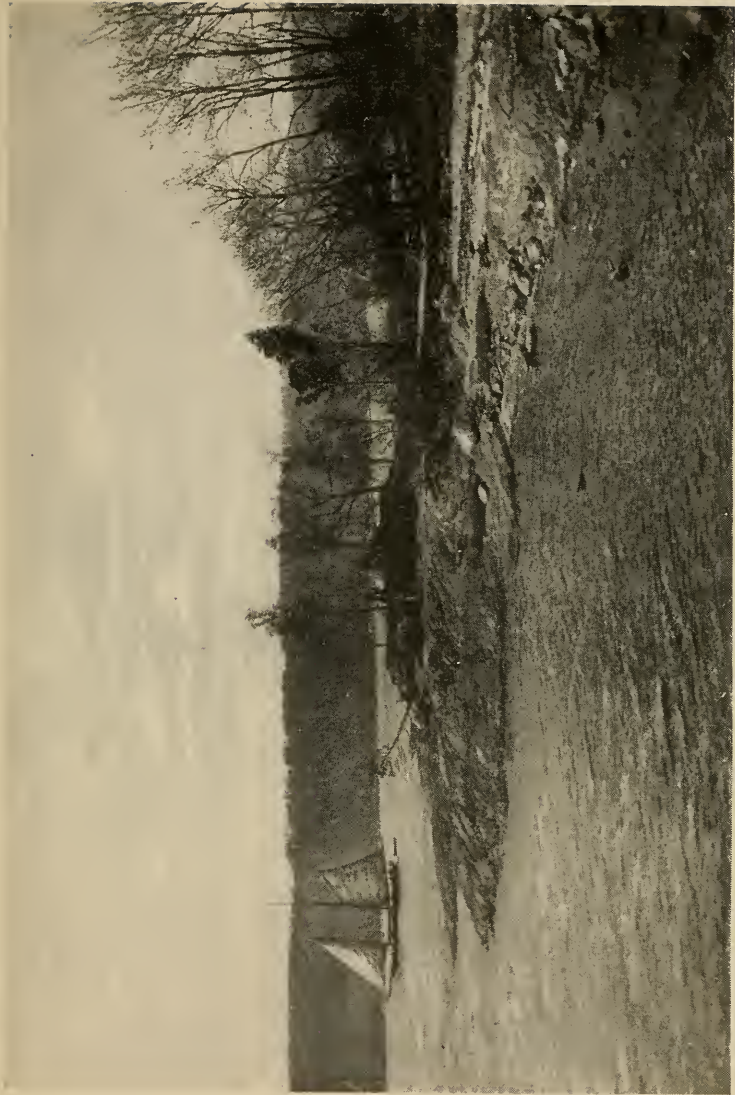
Compelled now to scale the heights, the red man found a difficulty in the varying seasonal conditions of the stream and marsh. In dry seasons it must have been easy to cross the brook and skirt the marsh to the line of the old Breakneck hill, steeply ascending to 147th street, the bugbear of the mail-coach of later times. In wet weather a clamber along the rocky hillside skirting the brook was a better route. In the Military Headquarters Map of 1782, three such routes are shown at this point,

all illustrating the strategic value of the place as that best suited to the scaling of the hill, and the seasonal difficulties which were encountered in the process.

Once landed on the high ground, the trail went easily and directly northward, through the dense woodland growth which, until many decades of Colonial advance had passed, covered the favorite hunting-ground of the Reckgawawanc, passing the future site of Jan Dykman's farmhouse at 153d street, and proceeding in nearly a direct line past the site of the home of Roger Morris, and his successor in ownership, the irrepressible Madame Jumel.

Probably a little side trail led to the west, at or near 158th street, connecting a small fishing-station, the site of which was marked by a deposit of shells on a mound on the south side of that street at Audubon lane.

Bending northwest at 160th street, the path followed the line of the avenue to 168th street, there crossing, sometimes directly, sometimes circuitously, a marshy tract on the site of the present Mitchel Square. Rising in grade to its highest



JEFFREYS HOOK, NOW KNOWN AS FORT WASHINGTON POINT. (STATION 14, MAP I)

Photograph by W. L. Calver

point, the path followed our present Broadway. It crossed the divide at 173d street, and on the line of old Depot lane, now 177th street, a bypath must have led to the fishing-station and canoe-landing on Fort Washington point (14), where a considerable deposit of blackened soil, shells, and occasional scraps of pottery indicate a somewhat extended use of the place by men and women of the local tribe, while the arrowpoints found by Alanson Skinner among the rocks are probably those lost in shooting the darting fish that swarmed the swirling tide around the famous headland (pl. 1).

At 176th to 181st street the path bounded an Indian planting-field, known as "The Great Maize Land" to the early settlers, the only clearing in the wild woodlands, doubtless prepared and tended by those natives resident in Fort Washington Park. Between 179th and 180th streets the path swerved to the east to reach the head of the ravine through which it and its successor, the Albany post-road, now Broadway, made its way directly down between the hills

of Fort Washington and Fort George, to the low-lying valley of Inwood.

At 195th street a brook, later known as "The Run," crossed the path from west to east, at the head of the swampy ground which extended in from Sherman creek (Map V). In the sloping ground north of the watercourse, which has been cultivated for many years as a truck garden, various objects of native handling have been turned up by the spade, but these are not sufficient to indicate its use for more than a camp-site. The path passed on, as Broadway now does, around the western side of "The Knoll" to Dyckman street, which it crossed between the heads of two small watercourses running east and west, respectively, at that point. A branch path must certainly have turned westward along the margin of the latter brook, at the base of the high ground around which Riverside drive now bends, and led to the ancient station (100) on the bank of "Little Sand bay," snugly ensconced behind Tubbyhook.

Along the course of the brook deposits of shells may still be seen, and on the shore



AN INDIAN PATH, THE TRAIL THROUGH SHORAKAPKOK, THE
INWOOD VILLAGE, MANHATTAN. (STATION 16, MAP V)

Photograph by W. L. Calver

of the little cove a mass of shells and carbonized material had accumulated to a depth of nearly five feet, in which Alanson Skinner and Amos Oneroad, exploring for the Museum of the American Indian, Heye Foundation, found crude artifacts, indicative of very ancient use.¹³

This is probably the earliest occupied place in the Inwood district, which has proved rich in the remains of native occupancy. Indeed the numerous spots where such signs have come to light point to the use in one way or another of all parts of the favored valley, from the dense woodlands of the sheltered hillsides to the numerous fishing-places along the placid Muscoota river and around the shore-line of Shorakapkok.

The broad tract of meadow-land and marsh in the center of this vale, extending from the base of Fort George hill to the southerly part of Marble hill, was known to the natives as Muscoota (15), "a meadow or place of rushes." As in other situations, the name was applied also to the contiguous waters of Harlem river, bordering the tract

upon the east, which thus became known to the early colonists as the kill Muscoota.

The hilly extremity of the island, the present Marble hill, around which Spuyten Duyvil creek winds its sinuous way, was known as Saperewack, an apparent and interesting description of the white marble outcrop of this hill, evidenced by the Delaware *sabbeleu-aki*, "glistening place," as determined by Mr Harrington. This name is recorded in the deed of 28 September, 1669, as "the hook called Saperewack." The winding waterway from the head of kill Muscoota, at 225th street, was known as Paparinemin or Papirinemin, a name applied also to the island of Kingsbridge which bounded the stream on its northerly side, and which seems to be derived from the Delaware *papallenumen*, "to continually make a false start," which would indicate to the native mind the special peculiarity of the tides of this locality, according to Mr Harrington. The limits within which the name seems to have been applied were from the head of Harlem river around Marble hill, as far west as the sharp bend in



ROCKSHELTERS AT SHORAKAPKOK. (STATION 16, MAP V)

Photograph by W. L. Calver

the stream caused by an extensive projection of marshy land from the southern end of Spuyten Duyvil hill, now occupied in part by the Johnson Foundry. This point, which was partly inundated at high tide, and nearly surrounded by the waters of the creek, was known to the Indians as Gowa-hasuasing, denoting "a place hedged in."

The sheltered side of Inwood hill was a most desirable place for native residence, and extensive débris discovered on all favorable sites testifies to their long-continued occupancy. The mouth of Spuyten Duyvil creek bounds the hill on the north and partly on the east, and this portion of the waterway was included in the name applied by the natives to the locality, Shorakapkok, which Mr Harrington suggests may be from *shaphakeyeu-aki*, referring to a "wet-ground place."

The principal station appears to have been a village (15) situated at the base of the east side of Inwood hill, along the present Seaman avenue, where a number of the native dead were also interred. This must have been reached by a bypath.

probably extending from the main path at Dyckman street along the line of the old Bolton road and via Prescott avenue to the village-site, which was occupied from near the Bolton road, as far north as 207th street, with numerous shell-pits and, around a spring at 204th street, with extensive beds of débris.

We may be sure that a village path passed on northward to the planting-ground situated on the Isham estate, north of 207th street and west of Seaman avenue. Thence it led by the same route as the present cartway (pl. II) through the woodlands to that shadowy glen under the cliffs of Inwood hill, where the Indian cave still exists, and where the spouting spring still pours out its pellucid stream for the benefit of the visitor to the fascinating Shorakapkok, (pl. III), the present Cold Spring Hollow (16).

The great deposit of débris in this vale was explored by the Museum of the American Indian, Heye Foundation, and was



INDIAN BURIAL OF A DOG AT COOPER STREET AND ISHAM AVENUE, INWOOD.
(STATION 15, MAP V)

Photograph by W. L. Calver

found to fill the ancient bed of a brook long dried up, and to extend even beyond the shore-line into the waters of the creek.¹³

The main path, from Dyckman street eastward, probably left the line of Broadway near Academy street, and crossed the brook, the source of which was the spring at the native village, that ran through the head of a swampy tract later known as Pieter Tuynier's fall. The old highroad, its successor, took this course and ran diagonally eastward to 209th street at Harlem river, where it reached a fishing camp-site, which was marked by considerable shell-deposits, and thence proceeded northward parallel with and near the bank of the river past the sites of the later Dyckman and Nagel homesteads, toward Marble hill.

It may be assumed that branch trails led westward from this path to nearby places occupied by the natives for residence or for ceremonies, such as the site of the slaves' burying-ground at 212th street

and Tenth avenue, where a number of Indian shell-pits were explored by W. L. Calver and Dr Edward Hagan Hall, in which were found pottery, and dog, turtle, and snake skeletons; or on Isham street, Cooper street, and 207th street, where human and dog burials, shell-pockets, and fire-pits have been discovered by Mr Calver and his companions (pl. iv, v, and fig. 1).

Between the high ground of the Dyckman estate at 218th street and the Marble hill at 225th street, the broad water of the United States Ship Canal now sweeps, bordered on the north side by the New York Central railroad. This was in ancient times a marshy gully, in which two brooks ran west and east, the latter easily crossed by the path about a hundred feet west of the present Broadway bridge.

The trail then curved around the eastern side of Saperewack, our Marble hill, past the later site of the Hyatt tavern at 225th street, and at a level considerably below the line of Broadway it made for the Wading place, the ultimate object of its entire course.



INDIAN WOMAN AND CHILD IN A GRAVE AT SHORAKAPKOK.
(STATION 16, MAP V)

An arrowpoint was found in one of the woman's ribs, indicating a violent death.

Photograph by W. L. Calver, 1908

The Wading place is described as having been a short distance east of the original



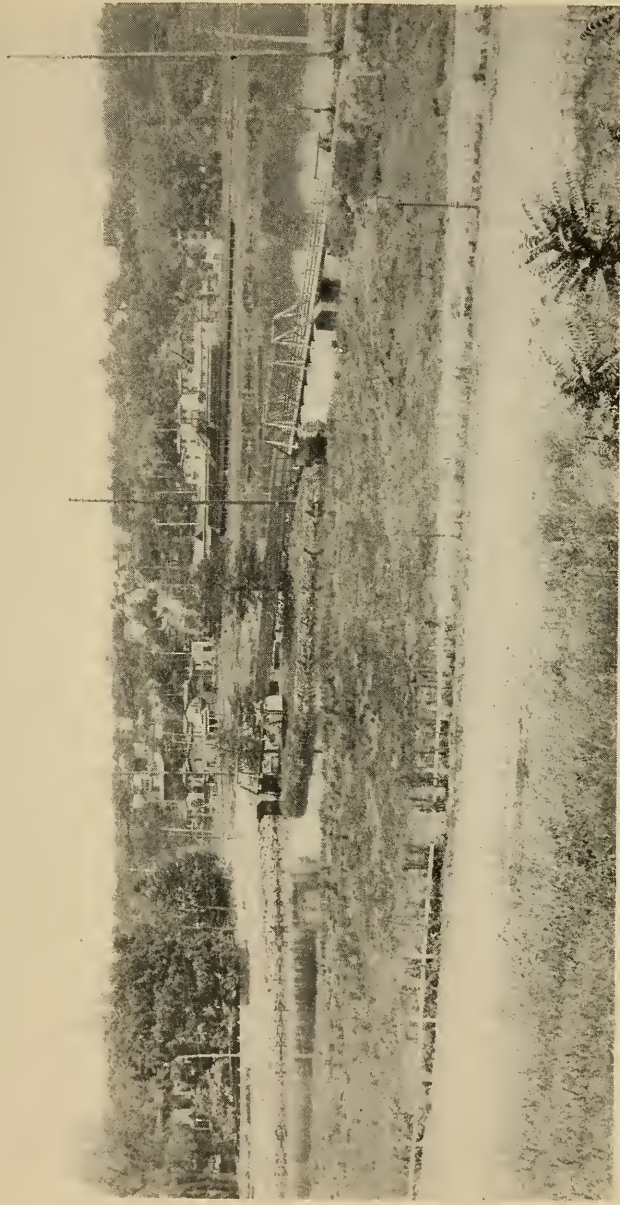
FIG. 1.—Skull of an ancient denizen of Shorakapkok, disinterred on Seaman avenue near 204th street, Manhattan (Station 15, Map V).

Kingsbridge, which in turn was east of the more recent bridge, now buried under Kingsbridge avenue (see Map VI).

Stephen Jenkins, in his Story of the Bronx, places the situation of the Wading place, with much probability of accuracy, under our present Broadway, at the disused

bridge which in recent years spanned the little creek. Here the water was shoal, and at low tide the bottom was exposed in the middle of the tideway, forming a little island (pl. vi). This was further extended by the late Joseph Godwin, whose house stood on the abutting tongue of land, upon the Island of Paparinemin (18), and he used it as a site for a summer house, whereby it became known as Godwin's island. The exact line of the Wading place was under the western part of the bridge, nearer the high ground on each shore. It has been stated that oyster-shells were to be seen upon the island, but of course they may have been carried there in the extension of its area.

By this means the path left the Island of Manhattan. Only those who were ferried over on the backs of others, passed on their way dry of foot, unless perchance at times a dugout may have served the purpose of a ferry. When the tides were high there was often a long delay for travelers,



THE WADING PLACE AT KINGSBRIDGE, NOW COVERED BY BROADWAY
The Macomb house on the left, Old Kingsbridge road in the foreground. Photograph by Edward Wenzel

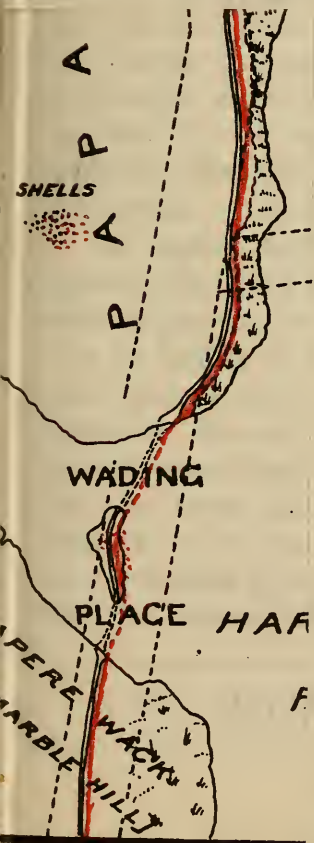
which may account for traces of meals in small shell-deposits on the south side of the creek, and others on the opposite side of the stream on the sloping shore of the Island of Paparinemin.

IV.—PATHS IN THE BRONX

(MAPS VI, AND VII, A, B, C, D)

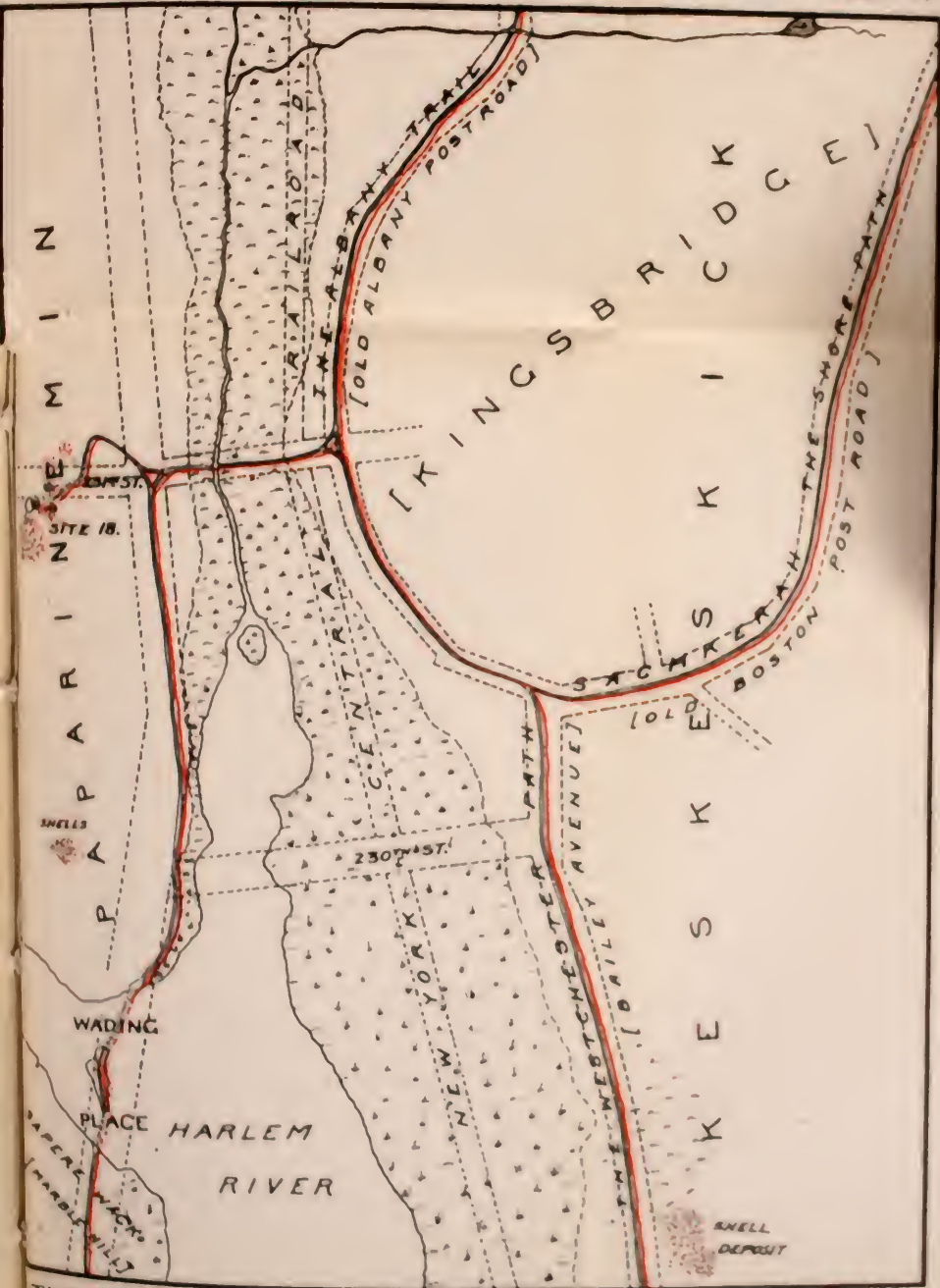


THE low land above Spuyten Duyvil creek at the Wading place, was the island Paporinemin, which was formed by the Mosholu, known later as Tippett's brook, on the west, and on the other side by a marshy tract through which meandered a small watercourse, fed by brooks from the steep hillside on which modern Kingsbridge is now situated. This island was a favored place for Indian residence, as it is sheltered by high hills in every direction, with an ample supply of fresh water. Its surface was composed largely of sand and cultivable soil. In the vicinity of 231st street, across the island, many traces of an occupied station have been found (18). Shell-pockets and scattered débris cover the upland, and near the middle of the area, upon the center line of that street, about



THE WADING





THE WADING PLACE AND THE MEETING OF THE PATHS.



two hundred feet west of Broadway, W. L. Calver discovered a fireplace, in the ashes of which there was standing upright a fine pottery vessel of Iroquois pattern, possibly neglected in a hurried abandonment of the place on the advent of some hostile party, by natives who never revisited the place to recover this domestic treasure.

The path ran along Broadway close to this site, and then turned sharply to the east across the marsh-land at or near 231st street, where the bog was narrowest (see Map VI). A causeway was later constructed at the same crossing by the settlers of Fordham. Over this important crossing all the native traffic necessarily passed between the Island of Manhattan and the outlying mainland north and east.

At its landing on the Fordham side, the path reached the base of the Keskeskick highlands, the north part of which was later known as Tetard's hill. Here it divided into two trails passing north and south. That part of the trail extending northward was the Hudson River path which developed into the present Albany post-road. This

important path was the main line of communication between the Reckgawawanc and their relatives at Yonkers. It passed through the principal stations of neighboring chieftaincies, at Dobbs Ferry, Tarrytown, Ossining, Croton, and Peekskill, crossed the Highlands at Continental Village, and entered the lands of the Wappinger, extending to the country of their oppressors, the Mohawk.

In Kingsbridge village the old post-road existed until recent years, when it was covered by a deep fill to its present level, and is now known as Albany avenue. On the east side of the line of this roadway, at 234th street, W. L. Calver, with the writer, found a shell-pocket with pottery fragments, evidently marking the site of a small camp alongside the trail.

The path curved around Tetard hill as Albany avenue now runs, crossing near 238th street a small brook descending the hillside, and thence extending on a nearly straight course northward toward Van Cortlandt Park, where it found a practicable crossing over the Mosholu brook at 242d



THE ALBANY POST-ROAD, ONCE THE HUDSON RIVER PATH, NOW NEWTON AVENUE,
BOROUGH OF THE BRONX

On the left is the old Hadley farm-house. Looking northward. Photograph by E. F. Coffin

street.¹⁴ This was probably effected by stepping-stones at the foot of the cascade where in 1700 a dam and a sawmill were erected by Van Cortlandt, thus creating the present lake. In Indian days the brook made its way through a marshy tract extending half a mile back to our present city boundary.

Here the trail connected with a considerable village-site (19) which covered a space of several acres on the level land west of the lake. On this area, when the regrading of the present playing-field was undertaken in 1890, J. B. James found many fire-pits, a number of native human interments, and several dog-burials. The name of this village is not recorded: it may have been Mosholu, by which name the surrounding locality has been known to recent times, but more probably was included in the title of the tract of Keskeskick, that formed the first sale by the local natives to the Dutch West India Company in 1639. That sale was made by Taquemack, the local sachem, but was also agreed to by Reckgawack, indicating its connection with the

possessions of the chieftaincy of the Reckgawawanc.

The trail passed to the south of this village-site along the low ridge, on which the Van Cortlandt mansion was later placed, crossed Broadway at 244th street, and turned north and extended parallel with Broadway. This old highroad, now renamed Newton avenue, can still be seen, much in its original condition (pl. VII). In this vicinity traces of native stations were discovered by J. B. James, at 247th street near the Fieldston road and at Pascal avenue. These doubtless had some relation to the Keskeskick village. Beyond Mosholu avenue the old line of the highway is now abandoned, but its course may still be traced by the trees and stone fences that once lined it on both sides, as far as about 260th street, where it fell in line with Broadway of today and so arrived at the north boundary of the City of New York. It was over this trail that the party of Dutch militia despatched by Kieft to raid the native settlement at Yonkers (20) passed in March, 1642, guided by Tobias Teunis-

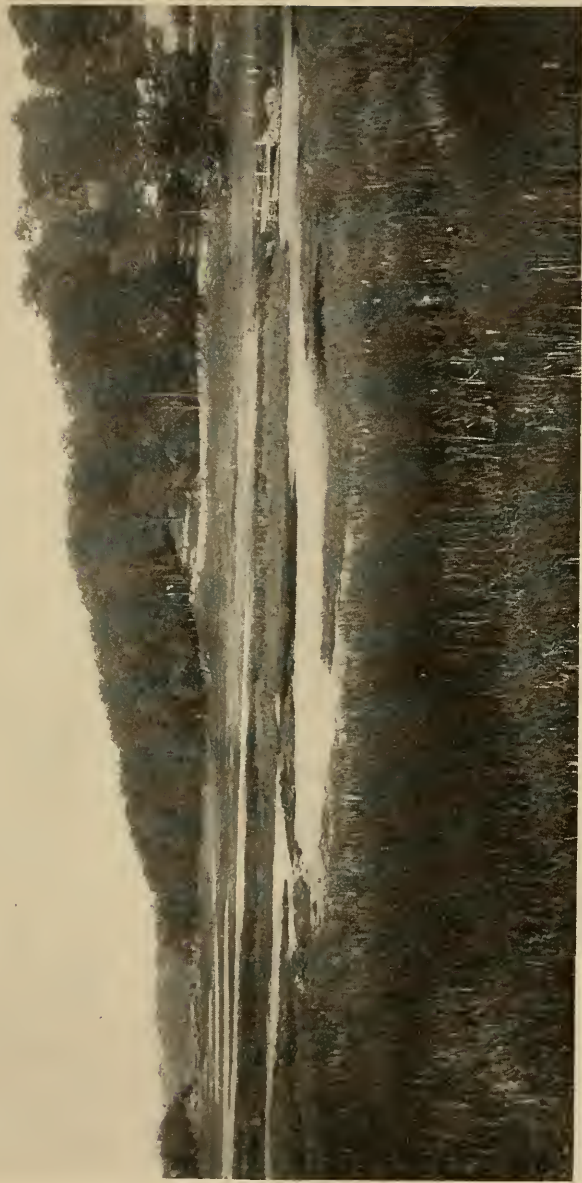
sen, the pioneer settler of Inwood valley, who was probably well acquainted with the path. The expedition must have left the main trail at some point in South Yonkers, with the intention of surprising the Weckquaesgeek from an unexpected direction, as it lost its way in the dense woods and deep glens of the Sawmill River valley east of Yonkers, and was obliged to abandon the accomplishment of its ill-intentioned purpose.

From some point near the village alongside the Mosholu brook, a branch trail must have extended to the Riverdale district, toward the native castle of Nipnichsen (17),¹⁵ which was situated on the strategic position of Spuyten Duyvil hill, commanding an outlook over a wide expanse of land and water. Such a trail most probably skirted the base of the hill by the line of the old Dash's lane, which extends along the west bank of the Mosholu (pl. VIII).

The lane passes an occupied place, marked by scattered oyster-shells and a large pit filled with shells, bones, and carbonized

material, on a projecting tongue of land just south of the intersection of the lane with the recent extension of 238th street. This trail probably made its way round the base of Spuyten Duyvil hill close to the river bank, as shown in Map V, as far as the present Spuyten Duyvil railroad station. A scattered shell-deposit covered the area now buried under the railroad yard, and indicated the site of a native station conveniently accessible across the stream from the Shorakpok stations on Manhattan, the scene of abundant Indian life.

Above this sheltered place, on the summit of the steep hill which was afterward known as Konstabelsche hook, or Berrians neck, there was the native station of Nipnichsen, which is said to have been a stockaded position. It overlooked the junction of the creek and the river, commanding a wide view of the great estuary, as well as of the Dyckman flatlands and all the surrounding hills. Such a defensive place was doubtless planned as a refuge in case of incursion by the overbearing Mohawk, and must have been accessible by paths or trails



THE MOSHOLU, OR TIPPETTS BROOK, BELOW SPUYTEN DUYVIL HILL. (STATION 17, MAP OF
BOROUGH OF THE BRONX)

Along the base is Dash's lane, a probable Indian path to Nipnichsen. Photograph by Edward Wenzel, 1906

leading from the various stations in the vicinity. It could not have been a desirable place for permanent residence, on account of its exposure to every wind that blew, and its lack of water supply.

It probably occupied the crest of the hill a few yards to the south of the site of old Fort Number One of the period of the Revolution, on which the house occupied at one time by the late William C. Muschenheim was built. In the garden of this residence, Dr Edward Hagaman Hall and the writer opened several small shell-pockets, which were, however, without objects of interest. Others may probably exist in the vicinity. W. L. Calver found shells and fragments of pottery near the site of Public School No. Twenty-four, on Kappock street, which is near an abundant spring of fresh water. Along the shore of the Hudson several shell-deposits mark the sites of fishing-camps on the lines of West 232d, 235th, and 245th streets. A site which indicates extensive utilization, and possible long residence, is that of the one-time farm dwelling of the Tippet

family on the same hill, but farther north, about the line of 231st street. Quantities of oyster-shells are imbedded in rich black soil. The place is sheltered, and flowing springs are nearby. Only a few fragments of native materials have so far been found there, but enough to justify the determination of the place as an Indian station.¹⁶

These traces indicate a limited use of the exposed Nipnichsen hill, which, however, does not detract from its importance as a place of aboriginal observation and of possible refuge.

THE WESTCHESTER PATH

Returning now to 231st street, where the Manhattan trail divided (see Map VI), we take up the study of the Westchester path, which turned south from the Albany trail at the crossing of the marsh at 231st street. This was a well known native pathway, recorded in history, utilized later by the white settlers, and extending through the present Borough of the Bronx in two branches—one connected with Westchester and the local stations in its vicinity, the

other passing through Eastchester and Pelham to the long stretch of Sound-shore territory, which was occupied by the neighboring tribe of the Siwanoy. By its extension in that direction and its connection with other trails, this path, now the Boston post-road, brought the tribes of the New England states into contact with their eastern brethren, and provided the means of communication by which the English settlers of the New England colony ultimately found their way into the territory of the Dutch.

The native name of this important path was Sachkerah, derived from the Delaware *shaiahik*, meaning "the shore," and *oana*, or *aney*, "a path," or, in other words, it was "the Shore-road." It is quite precisely located in the deed by which the natives confirmed the purchase by Archer from Elias Doughty of the tract of land which was included between the two branches of the path, extending from the point of crossing where they united, as far east as Bronx river. This interesting deed also preserved some local native titles, of which

mention has already been made of those upon the upper end of Manhattan Island. The south bounds of the tract were defined as extending on a line drawn southeastwardly from the hook Saperewack, or Marble hill, and such a line is found rather closely to follow the native trail that led to the old town of Westchester. This line cuts Bronx river at a place which the deed recorded as being called Acqueegenom (119), evidently the Indian name of the locality where the path thus used as a boundary touched Bronx river, and probably, therefore, the wading place over that stream. As *ocque* means "at the end of," or "as far as," *aney* "a path," and *om* "over," the name may denote "where the path goes over." The boundary ranged thence northward along Bronx river to a place called Cowangongh (120), which was the crossing of the upper or Shore path at Williamsbridge. This name is derived from *cowang*, "a boundary," and *ongk*, "beyond," indicating the point of passing beyond the boundary of the former owners, which was the river.

From this point the boundary ran west "on Sachkerah," the Shore path, "and so to the first place Muscoota," that is, following the path back to Manhattan, it formed the northerly boundary of the tract. To make the matter more precise the deed stipulated, "so that from Muscoota to Sackerath [Sachkerah] it runs upon a straight east line to Broncks Ryver." A line due east and west from Williamsbridge touches the end of the Island of Manhattan.

Sachkerah became the old Boston post-road, and as such is traveled today by thousands of automobiles, the modern successors of the swift and silent Siwanoy, whose patient effort and hardened feet wore the track that ultimately brought about their own displacement.

In 1668 this thoroughfare again formed a boundary of property which Elias Doughty, the heir of Van der Donck's land-rights, sold to the farmers Tippet and Betts. This tract ran "west to Hudson's river and east to Bronck's River, with all the upland from Bronck's River south to Westchester Path."

The path had first necessarily to ascend the steep Keskeskick hillside, which it accomplished (see Map VI) by proceeding south by way of Albany crescent to Bailey avenue, where it divided into its two parts, the Shore path, or Sachkerah, ascending the hill as the Boston post-road, now called Boston avenue, up to Sedgwick avenue. The lower path, which led direct to Westchester and the native stations in the southeastern part of the Bronx, took a southerly route by way of Bailey avenue, around the bend of Spuyten Duyvil creek, toward the line of the old Kingsbridge road, which led to the village of Fordham, turning east at the Farmers' bridge opposite Muscoota or 225th street, Manhattan.

This part of Westchester path, which will be first described, and is shown on Map VII, C, crossed the edge of some marshy ground near the bridge to Manhattan, where there is a patch of cultivable ground richly strewn with oyster-shells, indicating a small station and probably a planting-field.

Crossing Heath avenue, the Lower path,

as we shall describe it, steeply ascended the hill to Sedgwick avenue, and through the wooded upland went due eastward as Kingsbridge road now runs, past the site of the old Dutch Reformed church near the head of University avenue, and the Eighth Regiment armory on Jerome avenue, and bending irregularly but nearly within the lines of the present Kingsbridge road, it ascended the high ground and reached and crossed the present Concourse. Here it turned to the south around the present Poe Park, where the old Williamsbridge road, which is now part of Valentine avenue, later joined its route. It ran past the original site of Edgar Allan Poe's little home, and in front of the site of the old Valentine-Briggs farmhouse which has been very recently removed, on its western side, and so bending sharply east, it descended through the village of Fordham to Mill brook, at the head of Third avenue.

Mill brook was crossed at some point north of Pelham avenue, probably at a shallow place where the brook widened out, which seems to have been due west of the

main College building, and the trail struck across the grounds of St John's College, on a line which may be that of the old rear driveway. Beyond the college it cut eastwardly through the site of Fordham hospital, and crossing the Southern boulevard, entered Bronx Park. Traversing the park, it reached Bronx river, where there is a practicable wading place about one hundred and fifty feet north of Pelham parkway. This, the Indian Acqueegenom (119), is shown in pl. ix. Thence the trail extended to the Siwanoy settlements east of the Aquehung or Bronx river, to which the lower part of the stream formed not only a boundary but a physical barrier. Its extension and branches are described later.

It would seem that some branch path must have extended toward native settlements in Ranachqua¹⁷ or Morrisania, the southern part of the present Borough of the Bronx. The known sites are not numerous, but the fertility of the soil and the attractive natural features of the territory, which were testified to by Jonas



ACQUEEGENOM, THE CROSSING PLACE OF THE WESTCHESTER PATH OVER BRONX RIVER,
IN BRONX PARK

View looking north from Pelham Parkway. Photograph by J. L. Nusbaum, 1921

Bronck, were such as to constitute a very desirable locality for native occupancy. The tract, as shown by Map VII, C, was cut up by watercourses extending from the north to the south. On the west side, a stream known as Mentipathe, the later Cromwells creek, divided the lower part of the Keskeskick range of hills from the vale through which Jerome avenue now extends.

Mill brook extended midway through the Ranachqua tract, rising at a point north of Fordham village and emptying into the Bronx kills at 130th street. The Sackwrahung tract on the east was cut by the stream of the same name, now known as Bungay creek, which extended as far inland as Intervale avenue, and the Quinahunung or Hunts Point promontory was bounded by Bound brook on its west side, and by the Aquehung or Bronx river on the east.

Native trails therefore must have made their way into these localities from the north, and one such trail probably extended to a landing place on the shore of Bronx

kill, opposite Harlem, from which connection could be made by canoe with the head of the Indian trail on Manhattan island, which has been described in Section III. In the vicinity of this probable landing place, traces of native occupancy were found in shell-pits and fire-pits (6) which were opened by W. L. Calver and the writer around the knoll on which the mansion of Gouverneur Morris stood at 132d street, near Cypress avenue, where a fine spring of water was doubtless an attractive feature of the station. Native interments were also disturbed there, and shell-beds existed in the vicinity.

The settlement and cultivated land of Jonas Bronck seems to have been made in that part of the Ranachqua tract directly opposite Harlem, west of the marshes and bogs along Mill brook, as is indicated in the crude map accompanying the Patent of 1676. The extent of the territory known as Ranachqua was not clearly defined, but it ran at least as far east as the Sackwra-hung district or Bungay creek, beyond which stream the West Farms purchase

was made in 1663 from natives who were partly of Siwanoy and partly of Reckgawawanc affiliation.

These physical conditions all seem to indicate that it was necessary for any connecting trails in the west part of the Bronx to extend from the lower Westchester path at some point or points in its course across the eastern part of the present borough. But the existence of such trails is not recorded in maps or deeds, and we can look for indications of probable routes only in the old-time Colonial roadways which took the same general direction.

Thus the old High Bridge road which was in existence long prior to its receiving that name, was an ancient track used prior to the Revolution. It branched from the Kingsbridge road, the line of the Lower path, at or near the old Dutch Reformed church at Fordham, and followed approximately the course of Aqueduct avenue along the range of hills, as far as Washington Bridge, thence via Boscobel avenue to East 169th street. A branch may have forked off along our present Jerome avenue leading

toward the end of the hill at Devoes point. This narrow tract of upland, extending from Highbridge to the present Maccomb's Dam Park, was known to the natives as Nuasin, perhaps *n'ashaue*, "middle," *ink*, "place," indicating its situation between the waters of Cromwells creek and Harlem river. It is quite probable that there was some use made of this ridge for hunting and fishing by the natives. The old road crossed Cromwells creek near 169th street, and thence proceeded diagonally over farming land to the line of Walton avenue, and by East 153d street to Mott avenue. This led to East 138th street, whence the road proceeded in a southwesterly direction to the Morrisania landing-place, which was situated on dry land projecting into Harlem river just east of Willis avenue bridge, now covered by the New Haven Railroad yards. It was close to this place that Bronck established his home, the situation of which was disclosed in the discovery by W. L. Calver and the writer of a stone vault containing much household débris of very early character.

Another old wagon-way, which is described by Jenkins,¹⁸ branched off from the line of the Lower path at the place in Fordham where it crossed Mill brook, following the present Third avenue to East 182d street, along which it passed to East 181st street near Bronx river. If this was the successor of a pathway to Hunts point, which seems the natural direction for such a trail to have taken, it would have followed the line of the Boston post-road to East 177th street, thence by a line which later became the old West Farms road, joining the Southern boulevard at Westchester avenue and following the line of the latter to Hunts Point road, which led directly to the Quinnahung station (7).

Another, starting from the Ranachqua locality, perhaps at the station 6, probably followed the course of the Westchester road which is now Westchester avenue, and may thus have formed a cross-connection between the landing-place and the stations in the eastern part of the Borough of the Bronx, though it would have involved the crossing of Bronx river by canoe at

the present location of Westchester avenue, since there is no fordable place there.

The Hunts point or Quinnahung settlements (7) were probably fairly well-populated stations, judging by the large deposits of shells at several localities, such as around the original Richardson house site just west of Drake Park, in shell-pits on and around the hillock at Eastern boulevard and Preble street, and extensive shell-deposits around the shore-line of the extreme point, near the old Hunt mansion.

The objective of the lower Westchester path, the course of which through Fordham to Bronx Park has been described, was, as previously mentioned, the Siwanoy settlements in the southeastern part of the Borough of the Bronx. This was the district which later became the township of Westchester, the refuge of those fleeing from religious persecution in New England. The native stations occupied several advantageous positions within Westchester township, and one of them, which was situated on the old Bear Swamp road (13),

was maintained by the dwindling native population as late as 1782.

On crossing Bronx river at Acqueegenom in Bronx Park, near Pelham parkway, the path headed directly for that settlement, following the line of the Bear Swamp road, which has been maintained to our times. The irregular course of this old roadway can still be traced as it proceeds from the White Plains road in a southeasterly direction. The native village (13) was situated on a sheltered slope of land on the east side of Downings brook, a small tributary of Bronx river, which has its source in the Bear swamp. Continuing on toward the village of Westchester, the trail crossed Seabrey creek, a little brook emptying into Hutchinson river, where the New Haven branch railroad now runs over it, and a short distance beyond entered the line of the West Farms road and extended into Westchester, where it divided into two trails, one running north at Silver street, and another extending eastward.

It would seem most probable that the latter trail extended to and traversed

Westchester creek at the wide and shallow part of that waterway, now spanned by Westchester bridge, as this appears to have been the only practicable direction in which access could have been gained to the extensive district of Throgs neck. The old Throgs Neck road extending from the Westchester bridge is a natural line of travel, and passes directly to a site (102) on St Raymond's cemetery near the Eastern boulevard, where excavations for interments have from time to time disturbed shell-pits, indicating an Indian settlement.

A trail could readily have been formed from this point, passing eastward over the upper part of Weir creek near the Town Dock road, which would lead to the site (12) of the Siwanoy village at the mouth of Weir creek (pl. x, xi). This ancient site is described in the publications of the Museum of the American Indian, Heye Foundation.¹⁹

It is probable that several other places on Throgs neck were occupied by the natives, one being indicated by shells and stone



WEIRCREEK INDIAN VILLAGE-SITE, THROGS NECK. (STATION 12, MAP VII, D)

artifacts at Adees point, opposite the Weir creek station, and another (11) on Locust point, probably no more than a fishing camp, as it is without nearby water supply. The most important place on the east side of Westchester creek, however, was that known to the early settlers as "Burial point" (10), a place situated, but as yet unexplored, somewhere on the shore of Morris cove, near Old Ferry point.

Upon the point several places, by the presence of shell-beds and by fragments of weapons, evidence the native occupancy of the promontory. It would be most probable that a trail would have led directly from the St Raymond's cemetery site by way of the Eastern boulevard and Ferris road, directly to Burial point, to which it is related that the Siwanoy of the entire district were wont to bring their dead for interment.²⁰

On the west side of Westchester creek, the wide tract now occupied by Unionport and Cornells neck spreads westward to Bronx river. Its native occupied places were of importance: On Screvens point,

now known as Castle point, there existed an Indian fortified position or "castle" (9), from which the local name is derived, situated on an elevation of about 60 feet above tide-water. Below this eminence spreads a tract of about eight acres of rich farm-land, abundantly furnished with oyster-shells and yielding from time to time fine specimens of native weapons and tools. At the extremity of that neck there is also a shore station, where evidences still exist of extensive native work in the manufacture of wampum from clam-shells. Such an important station as Castle point evidently required a pathway, which doubtless must have connected it with the Siwanoy village on the Bear Swamp road. The traffic between the two places could have passed most conveniently by way of the old Unionport road, which, after crossing Westchester avenue, followed the approximate line of Avenue C, or Castle Point road, which leads directly to the site of the one-time Screven residence that occupied the hillock on which the Indian place of refuge was seen as early as 1614.



FORESHORE OF WEIR CREEK INDIAN VILLAGE-SITE, THROGS NECK. (STATION 12, MAP VII, D)

By the same connection, the only practicable route may be traced by which the village of Snakapins (8) could be reached on the modern Clasons point. An old lane which left the Unionport road and passed over the property of the New York Catholic Protectory, led nearly due south across Westchester avenue, to the neck, passing on dry ground through the narrow space between the heads of Pugsley and Barrett creeks, whose marshy areas barred access in any other direction.

Such a trail on Cornells neck would have been necessarily more or less crooked, as the neck is cut up by small brooks and swampy areas, with isolated rocky patches which stand up like islands in the surrounding sea of cattail rushes. The old "Middle path" down the neck was its probable course, as it led directly to the native village of Snakapins, which was situated on the west side of Soundview avenue, at its intersection by Leland avenue. This, which is the one local station of which the native name was preserved, was discovered by Alanson Skinner and explored

in 1918 by him and Amos Oneroad, and the results published by the Museum of the American Indian, Heye Foundation.²¹

This village-site contained about sixty fire-pits and shell-pits, with several human burials; and in its vicinity extensive shell-beds, on the surface of which hundreds of discarded weapons, tools, and fragments were gathered by the late Claude L. Turner, indicate the planting-fields and fishing stations associated with the village life of the Siwanoy.

Returning to the upper Westchester or Shore path, which became the old Boston post-road, we find its starting point, now known as Boston avenue, in the village of Kingsbridge. Its course may be traced by reference to Map VII, A, C. This steep roadway connects at Giles street with Sedgwick avenue, where a little south of that intersection a small shell-pocket in the sidewalk gave an indication of a native rest-place alongside the old trail. Thence the path proceeded north on the latter avenue as far as the point where Giles street turns in from Fort Independence.



VAN CORTLANDT AVENUE AT ROCHAMBEAU STREET, ONCE THE INDIAN SHORE PATH. SHOWING THE VALENTINE-VARIAN HOMESTEAD OF 1770

View looking east toward Williamsbridge reservoir. Photograph by J. L. Nusbaum, 1921

Here it diverged sharply to the east, passing through the northern part of the present Jerome reservoir, and it crossed the line of the old Croton aqueduct at Van Cortlandt avenue, following the course of the latter to Jerome avenue. These parts of the path are now, of course, lost in the reservoir. Making a bend like a flattened S, and crossing the Concourse, it turned around the northern side of the hill on which in the Revolution the Negro Fort was constructed, and, descending to the Mosholu parkway, it went through Mill brook close to its source in a little pond situated near Jerome avenue. Thence curving northeastward, as Van Cortlandt avenue now runs, it passed the site of the old Varian homestead, which is still standing at Rochambeau street (pl. XII), and then continued diagonally across the site of the present Williamsbridge reservoir, in a northeasterly direction, emerging therefrom at the point where the old Boston post-road used to meet the old Gun Hill road. It ran farther northeast to join the present Gun Hill road, on which line it turned, and followed it

eastward across Webster avenue and the New York and Harlem Railroad tracks, to the site of Williamsbridge, where it made a crossing over Bronx river at the place known as Cowangongh (120).

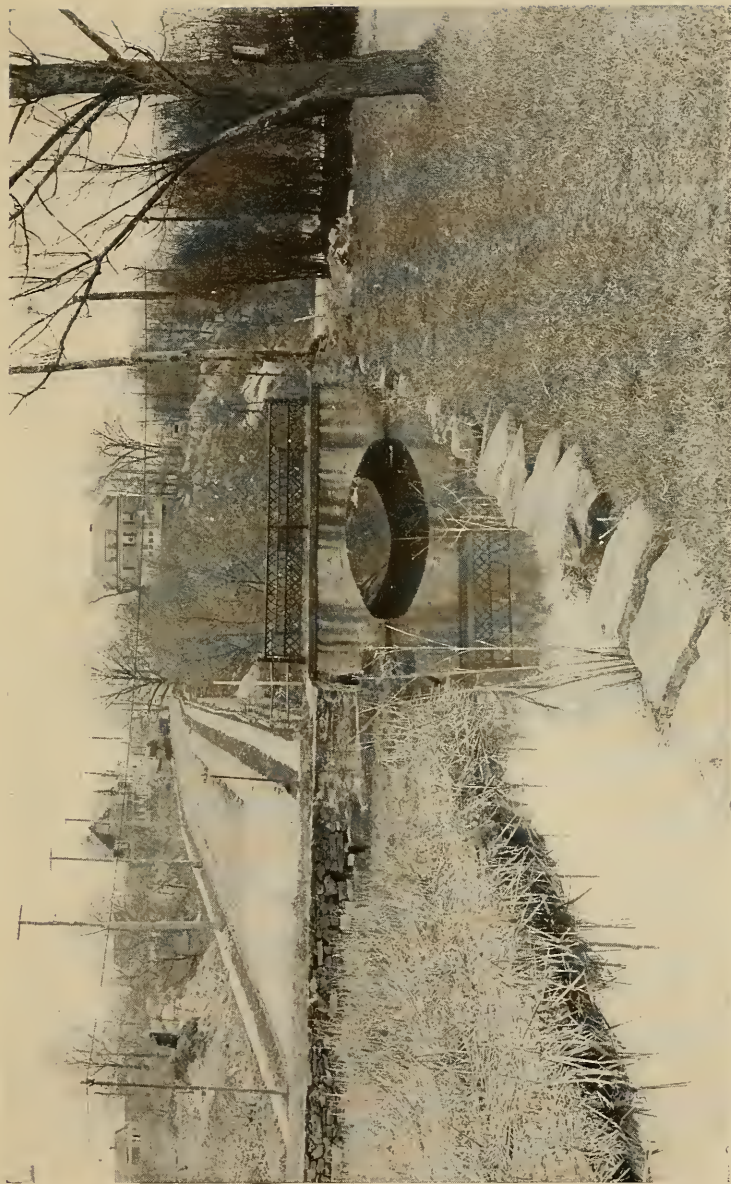
The selection of the crossing of the stream at this particular point was doubtless dictated by natural features. It may be noted that it is situated on a prominent tongue of land, diverting the course of the river some distance to the east. The ground north of the place selected for the crossing which now forms part of Woodlawn cemetery, is at a higher grade and would have made it inconvenient to pass in that direction. The river farther south is tortuous, and the banks appear to have been swampy. The position of the crossing was thus doubtless designed to take advantage of the best conditions for the convenience of the traveler.

From the wading place at Williamsbridge the Shore path rose up the hillside to the line of the present White Plains road, and turning sharply to the north followed its course, which may still be

traced in the irregular form of part of the west side of the avenue, up to 217th street. Thence it took the present straight course of the highroad over level land through Wakefield as far as East 228th street where it branched off toward the northeast, crossing five blocks diagonally to East 233d street, where it can be found again today as Bussing avenue. On this avenue it followed an irregular course to the boundary-line of the City of Mount Vernon, at the intersection of South Twelfth avenue and South Seventh street in that city. Thence it ran nearly due east, only two hundred to four hundred feet north of the New York City boundary, directly to the native station at old Eastchester village (21). The old road may still be traced by the ancient boulder fences and old trees growing alongside as it falls sharply down-grade toward Hutchinson river. It has recently been cut down between high banks at the Kingsbridge Road station on the Boston and Westchester Railway, the process exposing a shell-bed which doubtless indicates part of the site of the Siwanoy station.

Reaching the level of the old village street where a branch trail from Westchester joined it, the path turned sharply to the northwest, around the site of the old Schoolhouse Number One. Near the now abandoned entrance to the old Fowler estate, at the foot of the hill on which it is said a native "castle" was situated, the road turned northeast past St Paul's church and its extensive graveyard.

It may be readily traced as the old unpaved country road beyond that point, where it meets and becomes Columbus avenue, Mount Vernon. It passed up a very steep incline at the Marsh View farm, and reached the line of East Sixth street, which was long known as the *old* Boston post-road, opposite the modern Dunham avenue. Here it descended, east by north, across the head of the marsh bordering Acqueanounck or Hutchinson river, and, as previously described (p. 31), made for a place where the water passed between dry ground on either side, a crossing-place strategically selected and probably crossed on stepping-stones (pl. XIII).



ACQUEANOUNCK, THE HUTCHINSON RIVER, WHERE THE SHORE PATH CROSSED FROM
EASTCHESTER TO PELHAM

View looking north from the grounds of the Pell mansion to Mount Vernon. Photograph by J. L. Nusbaum, 1921

Examination of Map VII, A and B, will readily show that the whole direction of this ancient path was dictated by the impracticability of fording Hutchinson river at any point nearer the Sound than this place. From this crossing the path proceeded on the line of the original Boston post-road, through Pelham Manor, to its junction with the newer Boston post-road. This line it followed to New Rochelle, through which it passed by Huguenot street, and so by the line of the present Boston post-road, through Mamaroneck to Connecticut.

Returning to the village of Eastchester, at the site of the old Schoolhouse Number One, the branch path which united with the Shore path became known as the Eastchester road.

In the confirmation of 1666, by Governor Nichols, of the tenure of the Ten Farms of Eastchester, there is a reference to their boundary upon "ye now known and common pathway coming up from Westchester." This was the ancient native trail, which connected the settlements on the East

River shore and necks in the southeastern part of the Borough with the Eastchester station and the Shore path (Map VII, B, D). Jenkins says, "Before the days of the Oest-dorp (Westchester) settlers it was a trail or path used by the Siwanoy."¹⁸ It passed along the meadowlands of Westchester creek, starting from Main street at Silver street in the village of Westchester, and it followed higher ground near the edge of the marshes of the Acqueanounck until it crossed Pelham Parkway at the site of the old Ferris mansion, opposite which is the modern Pelham Heath inn. Thence passing straight north by west to a junction with the old Corsa lane, which runs through the tract now known as Pelham-Bay-View Park, it led northwest to the present Boston post-road (of 1798), where it turned north-eastward (pl. xiv). The old roadway was known as the Eastchester road before that date, and led only to that village. At the Old Point Comfort tavern the newer road diverges east to the bridge over the creek, but the old pathway necessarily kept on the western side, and so passing



THE OLD EASTCHESTER AND WESTCHESTER ROAD (NOW PROVOST AVENUE) ONCE THE INDIAN TRAIL FROM THE SIWANUY SETTLEMENTS IN THE BRONX, AND THE SHORE PATH

View looking south toward the present Boston Post-road. Photograph by J. L. Nusbaum, 1921

northward it joined the Shore path, at the old schoolhouse site in Eastchester village.

Two blocks beyond the crossing of Hutchinson river, in the village of Pelham Manor, there diverged from the Shore path another trail which led southwardly to Anns hook, or Pelham neck, and thus came back within the boundaries of the metropolis. It has a particular historical interest, having been the means of leading the unfortunate Mrs Ann Hutchinson to her ill-timed settlement on the home-lands of the Siwanoy, and perhaps it was also the means of leading Thomas Pell into the district. It became known as, and is still in part called, Wolf's lane, as far as the later or New Boston post-road. Its course on the opposite side of that road was recently traced by William R. Montgomery, of Pelham Manor, by means of the old boulder fences and line of trees which he found in vacant lots, extending to the Split Rock road (once miscalled Prospect Hill road, but happily renamed), which is the continuation of the line of this old Indian pathway.

The line of this old trail passes the Split

Rock, crossing the brook near the site (22) of Ann Hutchinson's cabin (pl. xv). It dips under the New Haven Railroad's Harlem Branch, just east of which it meets the modern Shore road or parkway. Here it doubtless branched north and south. In the former direction it led to the nearby site (103) of a considerable native station situated close to the entrance gate and driveway to the one-time Bartow estate. This site was recently discovered and explored by the Rev. W. R. Blackie, in behalf of the Museum of the American Indian, Heye Foundation, who so far has uncovered a number of fire-pits, a human interment, and a dog-burial. Situated as it is on the slope on which grew the historic oak tree under which Thomas Pell made the bargain for his manor with Maminipoe and Wampage, the local chieftains, it would seem probable that this may have been the site of their principal village. The locality of which this village formed the center was known to the natives as Laaphawachking, denoting a plowed or cultivated tract, which may well have been the use to which the natives



THE SPLIT-ROCK ROAD IN PELHAM BAY PARK, NEAR THE SITE OF THE HOUSE OF
MISTRESS ANN HUTCHINSON

View looking east toward Pelham Neck. Photograph by J. L. Nusbaum, 1921

put the level lands once included in the Hunter estate, and now turned into the happy hunting-ground of golfers. As in other cases, the title may have been applied also to the village-site.

A trail appears to have extended farther north along the shore-line of Pelham bay. It doubtless connected with a wading place used by those natives who visited or lived on Hunter island (25), and with those who were resident at a station (24) at Roosevelts brook, which runs into the Sound just below the boundary of the city and Pelham Manor, both of which localities bear abundant evidences of native occupancy.

Hunter island (25) was a native resort of some importance, as upon or near it was a great rock known as Mishow, regarded by the natives as a feature of their assemblies and discussions. A careful examination of the shores of this island and of Twin islands fails to determine which of the numerous rocks that may be found along the tide-swept front would have been likely to be the rock in question. There

are some uninhabitable rocks several hundred feet away from the shore, which are marked on the city map as Michaux Rocks, which thus appear to have absorbed the aboriginal name. Whatever may have been the position of this particularly venerated stone, it is evident from a number of indications that the two islands were much frequented by natives, whose arrow-heads have been found by scores on the sandy beaches, their shell-pits in the interior, and their kitchen-middens in sheltered coves along the shore.

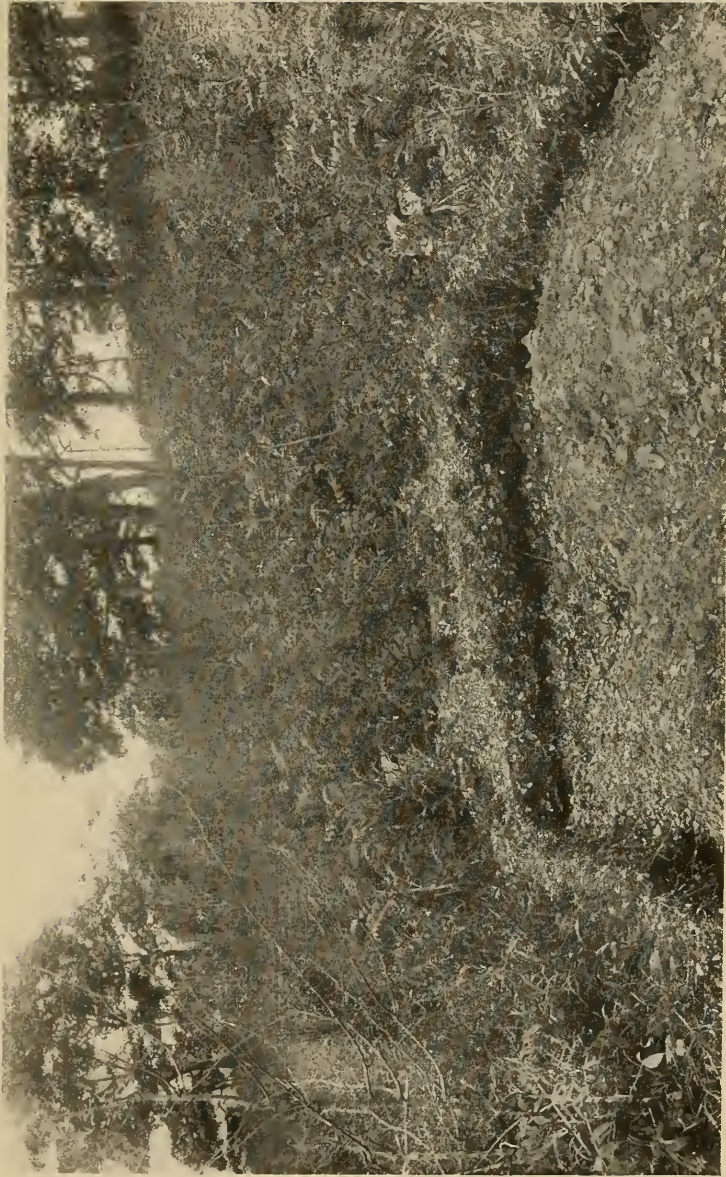
The brook now known as Roosevelts (24), a name dating back to the acquisition of property in that vicinity by that family early in the nineteenth century, may have been the Maninketsuck which Tooker says was a "strong flowing brook" in Pelham. This place is favorably situated, sheltered and provided with good drinking water, and its further exploration by the Museum of the American Indian, Heye Foundation, may, it is hoped, bring to light further evidences of the considerable native popu-

lation which by all surface indications would seem to have made it their home.

It would appear that a path must have extended beyond this point through the eastern part of New Rochelle to the important station at Davenports neck. Such a line of path or cartway is shown on a map of New Rochelle as early as the year 1710, extending from the vicinity of Pelham Manor along the shore-line and terminating near the head of the Titus Mill-pond, at the junction of Davenports neck with the mainland. Its course seems to coincide with that of the present Pelham and East Pelham road, now forming an extension of the Shore driveway.²²

Southward from the Split Rock road the other branch trail must have led across the head of Bartow creek to the line of the City Island road, and following that course would cross the swamp at Glovers rock, where later the New England men held in check the invading army of Great Britain. Thence it surely led to that point of land extending into Pelham bay (23), whereon extensive beds of shell and carbonized materi-

als were discovered and explored by Mr M. R. Harrington (pl. xvi). He disinterred several human burials, which may, as alleged by the local historian, the Rev. Robert Bolton, have included those of the very Siwanoy chieftains who, under the Great Tree, sold their heritage to the specious Englishmen, bartering away for small consideration the broad acres of Pelham and Rochelle with their extensive shore-line, abundant fisheries, virgin forest, and well-watered uplands.



EXCAVATION OF INDIAN SHELL AND RUBBISH HEAP ON RODMANS NECK, OR PELLETS POINT, NEAR
THE PLACE OF BURIAL OF NATIVES OF STATION 23. (MAP VII, B)

Explored by M. R. Harrington. Photograph by Mr. Harrington, reproduced by courtesy of the
American Museum of Natural History

V.—INDIAN PATHS IN KINGS COUNTY

(MAPS VIII, A, B, C, D)



THE Borough of Brooklyn covers an area which afforded considerable advantages for Indian residence. Its fishing and hunting facilities must have been superior and were capable of supporting a numerous population. The extensive shell-beds which are found at certain parts of the shore-line indicate a long period of settlement, and it is considered by Wood that the course of native migration had proceeded from the western end of Long Island to the eastern part. The tract composing the present borough, on the arrival of the white settlers was found to be largely a timbered district, around the margin of which the native stations were planted. The timber, however, was scant in quantity, as a result of the native practice

AND MONOGRAPHS

of annually burning off the underbrush, for the purpose of clearing spaces for cultivation and for the attraction of deer and smaller game. Large tracts of uplands were planted with corn, but the interior area was destitute of occupied stations, owing to the absence of watercourses. Compared with the large area of Kings county, the number of known stations is relatively small, and precise observations were not made in past times as to position and character. The interest and labor of modern local observers such as Austin, Armbruster, and Dove, in exploring and recording the position and condition of native occupied sites, together with the slender references in existing histories, have resulted in locating probably all of the chief places of residence of the one-time owners of the county. What is lacking, however, in regard to the native stations, is compensated by the existence of considerable definite information on the subject of native pathways. Records fortunately exist, by which the main Indian trails are identified with the King's highways and

other old roadways which became the successors of native paths, so that their actual course is now traceable, and their systematic purpose becomes recognizable.

The ingenious selection of their routes, their adaptation to topographical contours, and the connection they provided between the various native communities, are readily perceived on a study of the accompanying maps. Equally marked is the influence of these humble trails on the after-development of the great borough, as the progenitors of those arteries of traffic by reason of which old Brooklyn and its neighbors grew up together and ultimately became united in one great community.

From far eastern regions the Long Island natives made their way along the Rockaway path to Brooklyn, and were joined by the Canarsee and the Nayack, converging by several byways along ancient paths, and uniting at the present Fulton ferry, where a short crossing of the East river brought them to Manhattan.

The strategic importance of the south end of that island is well illustrated by the

evident trend of these Long Island paths toward the same place as that upon which the mainland trails converged from the north and east.

The area of Kings county was occupied at the time of the white men's invasion chiefly by the Canarsee. A sub-chieftaincy called the Marechkawick or Mareyckawick, occupied old Brooklyn. Stations are known to have existed at Flatlands, at Canarsie, at Bergen island, and at Gerritsen basin. Careful exploration of these village sites has been lacking, notwithstanding all the street grading and extensive building operations which have metamorphosed much of the surface of the present borough. Their neighbors on the Fort Hamilton tract, known as Nayack, were some of those Manhattan Indians who had sold their home-lands to the Dutch in 1626. Their territory extended on the east to the boundary of the old township of Newtown, wherein their neighbors and probably near relatives, the Rockaway, were resident.

Gabriel Furman²³ fortunately recorded

some early observations of sites occupied by the Marechkawick. In 1824, when the street development of modern Brooklyn was in progress, "heads of Indian arrows, beds of oyster and clam shells, denoting the former residence of the aborigines, are frequently found in different parts of the town." There were thus, in all probability, several groups situated within the area occupied by the Marechkawick, settled in favorable situations about the broad waters and marshes of the Wallabout and the Gowanus which bounded the old township.

The most definite of these early discoveries is a site (66) which was exposed in the year 1826, on an eminence in the Fourth ward, which Furman precisely locates at Bridge street between Front and York streets, where, on a grass-grown hill surmounted by three conspicuous buttonwood trees, there were found burnt stones doubtless forming part of the fireplaces of native lodges. Below the sod an extensive deposit was uncovered, consisting of ashes, shells, and carbonized material, with which were

mingled such objects as coarse pottery and arrowheads. Furman further notes that clay tobacco-pipes were discovered on this site, which indicate the occupancy of the place after white men had come in contact with the Indians. This village was not far from a water-supply in a brook rising nearby and entering Wallabout bay. It was doubtless situated on the southern side of the hill, which is shown on the Ratzer survey (see Map VIII, A) as situated between two other eminences upon the neck of land between the approach to the Brooklyn bridge and the Navy Yard. This station was directly south, across the waters of East river, from the village of Rechtauck, on Corlears hook, and probably in full sight of the Werpoes hill on Manhattan. Its vicinity is now completely covered by modern streets and buildings. The tract of land on which it was situated was called Rinnegaconck,²⁴ which later became known as the Wallabout. As in other instances, it would seem probable that the name would have been applied to the village as well as to its vicinity. The tract was

sold in 1637, "by special order of the rulers and consent of the community."

The name of Wallabout bay, which is so conspicuous a feature of the locality, has been attributed to Dutch origin as "Wallbought," but it may be noted, as at least a coincidence, that the Delaware word *waloh* means "a ditch," and might not unreasonably be assumed to have been its original native name, adopted and modified by their successors.

The first white settlement in Brooklyn was made upon the site of the native village known as Marechkawick (117).²⁵ This would locate that Indian station at the old settlement which was built up on both sides of the native path, now Fulton street, in the vicinity of Lawrence and Jay streets. The name of the chieftaincy is defined by Tooker as meaning "at his fortified house," indicating some strategic and elevated position in which, for defensive purposes, the natives could gather behind a wall of palisades. A village-site alongside the path had no substantial elevation above

the contiguous area, nor had it any nearby source of water. Its position, however, was on the elevated tract of Brooklyn Heights, and its importance lay in its situation at the narrowest part of the neck of upland between the marshes of Gowanus and Wallabout, through the center of which the main pathway passed. Between Galatin place and Elm place, where the old path diverged from its course somewhat to the southwest, would appear to have been the most likely position of this station, which bore the name and was doubtless the headquarters of the chieftaincy.

On Fulton street at Hoyt street, there was established in later years the village cemetery, possibly succeeding native interments in favorable soil. The path here swerved slightly to the west toward the cemetery site.

The Dutch Church was built on the east side of the line of the trail, and then the highway was opened on its eastern side, making the church plot an "island between two parts of the road."

There was another station in the vicinity

of old Brooklyn of which more definite record is available. It is that which was known as Werpos (67) or Worpus, a name similar to that of the Manhattan village at the Kalch Hoek. Its position seems to have been in the immediate vicinity of the old dwelling of Fredrick Lubbersen, which was situated at Warren and Hoyt streets, in the old Tenth ward of Brooklyn. This dwelling was erected at the head of the branch of Gowanus creek which penetrated nearest to the village of Marechkawick and to the early white settlement which became its successor. The grant, which was dated 27 May, 1640, comprised "a certain piece of land upon the Long Island near Marechkawingh about Werpos, reaching in breadth from the kil and valley that come from Gowanes N. W. by N. and from the strand on the East River S. E. by E., 1700 paces of three feet each, and in length from the head of the aforesaid kil N. E. by E., and S. W. by W. to the Red Hook, under the express condition that if the savages shall voluntarily give up the maize land in the aforesaid piece, Fredrick Lub-

bersen shall be allowed to enter upon it in the width and extent of it."

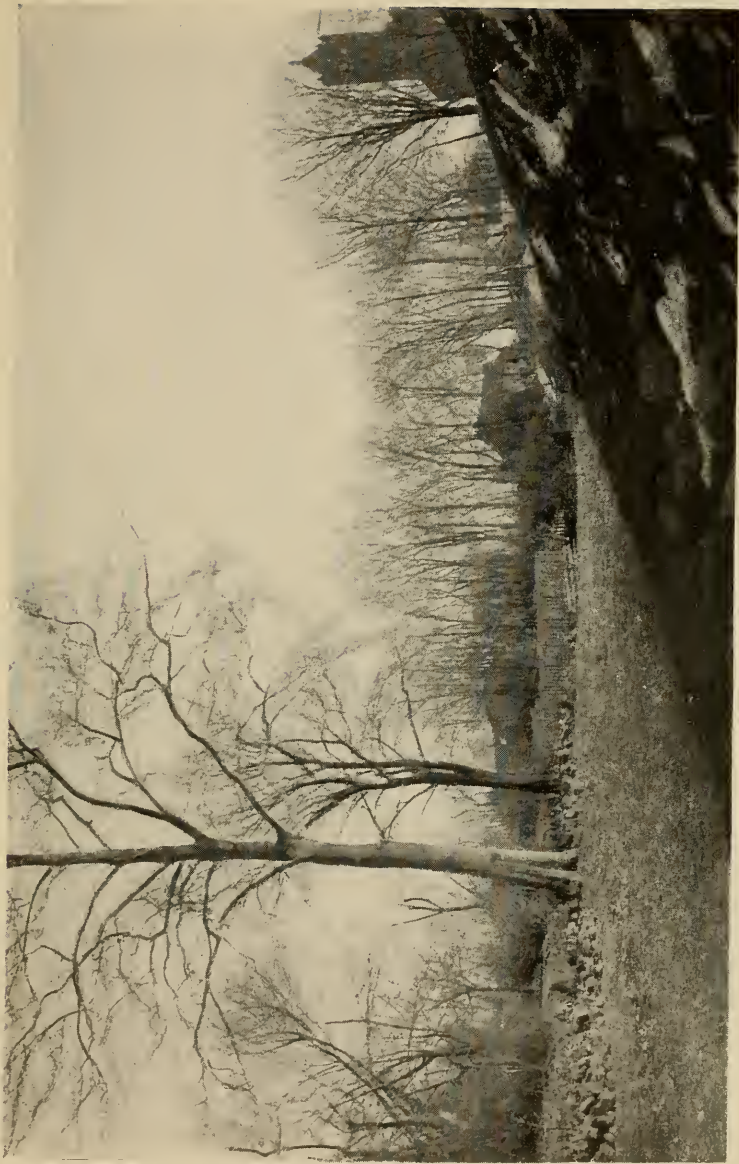
This maize-land, a native corn-field, is stated by Teunis G. Bergen²⁷ to have extended along the east side of Court street, between Atlantic avenue and Baltic street. It was doubtless bounded on the westerly side by the trail that later became Red Hook lane, which made a sharp bend at Pacific street probably around the corner of the maize-field. It was known in 1642 as "Sassian's maize-land," a name denoting "the sower," and the natives continued its cultivation until that date, after which they probably sold it to Lubbersen, since in 1645 it was described as "Frederick Lubbertsen's maize-land." The home which he established in its vicinity was close to the place called Werpos, near which there was a large Indian burying-ground, the interments in which were disturbed in the leveling of the vicinity for city development. In a court trial in 1741, some interesting testimony was given in regard to this locality, one witness recalling that old Jacob Hanse who lived in the old Lub-

bersen dwelling, "said at his house on talking of Wopus—there's Wopus—pointing with his finger thro' his window to the head of the creek by his garden." The house doubtless faced south or southwest, and across the garden at the head of the creek there was a small hillock which may well have been the native site, occupying the intersection of Hoyt and Baltic streets. The place was so favorably situated in regard to shelter and water springs that it not only attracted to it the natives, but their successor, Lubbersen. It was probably reached by a branch trail from Red Hook lane, that extended between Warren and Wyckoff streets.

In the same proceedings an old woman, Maritie Bevors, then 84 years of age, remembered going from Brookland "by the house of Lubbertse, and saw many little hills in the way from the house to the mill [Brower's mill] along the neck and enquired what the hills were and was answered by them with her that it was the Indian cornland." It thus appears probable that the Werpos natives had other planting-grounds

along the neck toward Red hook, probably around Second and Third streets, west of Court street.

The main Indian path that extended through the Borough of Brooklyn commenced at the shore of the East river at the foot of the present Fulton street, and followed the line of that thoroughfare and Flatbush avenue as far as Flatlands village, and thence extended as the present King's highway, to Gravesend and New Utrecht. Flint²⁶ says, "The early settlers widened this trail into a wagon road which retained for many years this rural character." It was not until 1704 that the route was ordered to be laid out as a King's highway, "all along to Brooklyn towne afforesaid through the lane that now is." The route was admirably adapted to connect the native settlements on the Brooklyn peninsula with those which were situated near the southerly shores at favorable places all the way from Canarsie to Fort Hamilton. It began at the nearest point of approach to the Island of Manhattan, thus affording a connection with its pathway that in



OLD FLATBUSH ROAD. NEAR STIRLING PLACE. BEFORE ITS DIVERSION TO THE PRESENT LINE. (MAP VIII. A)

Looking southeast along the old trail to Prospect reservoir, on the right. Photograph by D. B. Austin

turn communicated with the north and east mainland. From the landing at the foot of the later Fulton street, the heights were accessible by a reasonable grade, and at or near Prospect street a trail doubtless branched off to the village at Rinne-gaconck. The path, following our present Fulton street, turned southeast at the Municipal building, near which point the old Red Hook lane branched off and led by a side path to the settlement at Werpos. This branchtrail made a sharp turn, as previously mentioned, to avoid some obstruction, perhaps the native planting-ground at Pacific street, and then followed the line of Court street directly to Degraw street, whence another old lane, which was existing in the eighteenth century, led southwesterly through the native corn-fields as described by old Maritie Bevors, to Red hook.

Near the intersection of Nevins street with Fulton street the main pathway has now become Flatbush avenue, as it turned southward (pl. xvii). On its way over the range of hills on which Prospect park is situated, the present Flatbush avenue is

laid out somewhat to the west of the course of the old path. It diverged east of the avenue at Hamon place, crossing Atlantic avenue at Fort Greene place. At this point two important branches set off west and east. The former was that which afterward became the Gowanus road, leading to the district bordering on Gowanus bay, where native settlements existed. One of these was the site of the De Hart Bergen dwelling near Third avenue at 37th street (110). At this early settlement natives were still making their home as late as 1679, when Sluyter and Dankers, the Labadist monks, enjoyed the hospitality of the homestead, and noted in their diary the abundance and enormous size of the oysters gathered in the vicinity. Another nearby station was evidenced by the discovery by Adam Dove of a number of artifacts in the cut for the Shore Line railroad at 37th street between Sixth and Seventh avenues (109). Other traces were found in Sunset Park near the lake.

There was a native path somewhat farther southeast, paralleling the Gowanus



BATTLE PASS IN PROSPECT PARK, WHERE THE OLD TRAIL RAN THROUGH THE HILLS ON ITS WAY NORTH TO MARECHKAWICK AND THE CROSSING TO MANHATTAN. (MAP VIII, A)

Photograph by D. B. Austin

road, the course of which was on the lines of Sixth and Seventh avenues. It is shown in part on a survey of the properties along Gowanus bay, made in the year 1696 by Augustus Graham, and reproduced by Stiles.²⁷ The portion of this path thus recorded appears to have run in the direction best suited to travel from Fort Hamilton to old Brooklyn, and may very probably have been an extension of the old trail, which became the King's highway, rejoining the latter about the line of Fifth avenue in Bay Ridge. This old path passes very near the place at 37th street where Indian objects were found, as above mentioned, and its extension across the center of Greenwood cemetery is directly toward the main line of trail on Flatbush avenue at or near Battle pass in Prospect Park (pl. xviii). It is the trail mentioned in a declaration made 4 April, 1677, by two natives, "Zemo Kamingh otherwise known in his walks (or travels) as Kaus Hansen," and "Kenrom, both Indians," who recorded the bounds of the land of Paulus Vanderbeeck to be "a certain tree or stump on the Long Hill on the one side, and on the

other the end of the Indian footpath, and that it extends to the creek of the third meadow, which land was previously sold by chief or sachem Ka."²⁸

That there were two paths in the Gowanus district is evidenced in a grant of April 5, 1642, by Kieft to Cornelis Cool, of land "called Gouwanes reaching in width from the wagon road running through said land and Jan Petersen's land lying along the river," which further stipulated that the paths running over this piece of land shall remain open.²⁹ It seems very likely that this district was occupied by the natives whose chieftain was Gouwanes, since his name has persisted as its title. The old Gowanus road wound crookedly around the margin of the marshes, and near Fourth avenue, at 35th street, it became the old Narrows lane, which extended on some undefined course to the vicinity of Fort Hamilton, which was the district known as Nayack. Near 86th street it probably ran into the King's highway, the westerly end of the ancient path known as Mechawanienk. It thus formed the connection by which we may


assume that the Manhattan natives resident at Nayack were wont to pass on their way to revisit their one-time home, and such of their relatives as still clung to the island.

A little south of Gowanus lane the main pathway divided. To the east it diverged toward Bedford, and southward it ran to Flatlands. Of the two, the former was probably the more important, since it extended through the borough of Queens to the heart of Long Island. It ran nearly due east, along the base of the Green hills, and was known in early days as the Rockaway path, as it gave access to the country of that chieftaincy. Within the Borough of Brooklyn it followed first the line of Atlantic avenue, reaching Bedford Four-corners at the present Bedford avenue. Here another path, the old Cripplebush road, set off northward, extending to the Newtown turnpike road, which reached the districts of Bushwick, Williamsburg, and Greenpoint. There are no records nor observations of native residence in these localities, although the shore-line might have afforded good opportunities for fish-

ing. The heads of the extensive inlets at South Williamsburg, and that known as Bushwick inlet, would have been good localities to examine for Indian remains before they were filled in to present levels. The whole area was covered with heavy timber, of which the name Bushwick may be reminiscent, while Greenpoint or Green Hont Punt is evidently the Green Wood point from which the early settlers obtained their supply of hemlock poles. Greenpoint and Williamsburg were reached from the old trail on the present Flushing avenue, by the Bushwick road, a winding lane of which a small part still exists in Bushwick place, at the Bushwick Railroad station of the Long Island railroad. This road may have originated in an Indian trail. The old Wood Point road joined it at Metropolitan avenue, and extended up to Greenpoint. If the natives were accustomed to visit Greenpoint, this old track doubtless followed their woodland trail. It was certainly the first path trodden by the white men in that district.

VI—THE HOME-LANDS OF THE CANARSEE

(MAP VIII, C, D)

 RETURNING to the main path at Atlantic avenue near Fort Greene place, we follow its course southward. It ran as far east of Flatbush avenue as the intersection of Prospect and Vanderbilt avenues, and passed east of the Plaza, across Eastern Parkway, reaching a lofty place on the site of Prospect reservoir. This place was probably selected as a lookout. Thence the trail turned across Institute Park into Prospect Park, through the famous Battle pass of the Revolution, west of the present avenue, emerging from the park at Malbone street, whence it followed the present avenue through Flatbush and as far south as East 26th street. It passed through the Valley grove, as the region about Midwood street was aptly titled, and thence almost due

AND MONOGRAPHS

south through the woodlands of Flatbush. Where Cortelyou road now touches Flatbush avenue, the old Canarsie lane set off eastwardly, extending directly to the planting lands of the Canarsee chieftaincy, at the modern Canarsie, and the neck of land extending to Beach Park (pl. xix). This old lane seems to have been a natural line of access to this important locality, though no record of its use as a trail is existent. On the west it joined Cortelyou road and "the little lane" which led toward New Utrecht. Canarsie lane formed the north boundary of the first white settlement in the locality known as Achterveldt, a triangular tract bounded on the southwest by the main Indian path, and on the southeast by the Flatlands Neck road, another native pathway. Through the center of this tract the Paardegat inlet extended as far west as East 31st street at Foster avenue. This long watercourse, known in later years as Bedford creek, gave access by water to the vicinity of the path from Jamaica bay, and it is not improbable that the natives making their way to and from Bergen



HUNTERFLY ROAD, THE OLD TRAIL TO CANARSIE. (STATION 51, MAP VIII, D)
The road passed through Twiller's flats, near the crossing of Canarsie land, looking north from Kouwenhoven's
Photograph by D. B. Austin, 1905

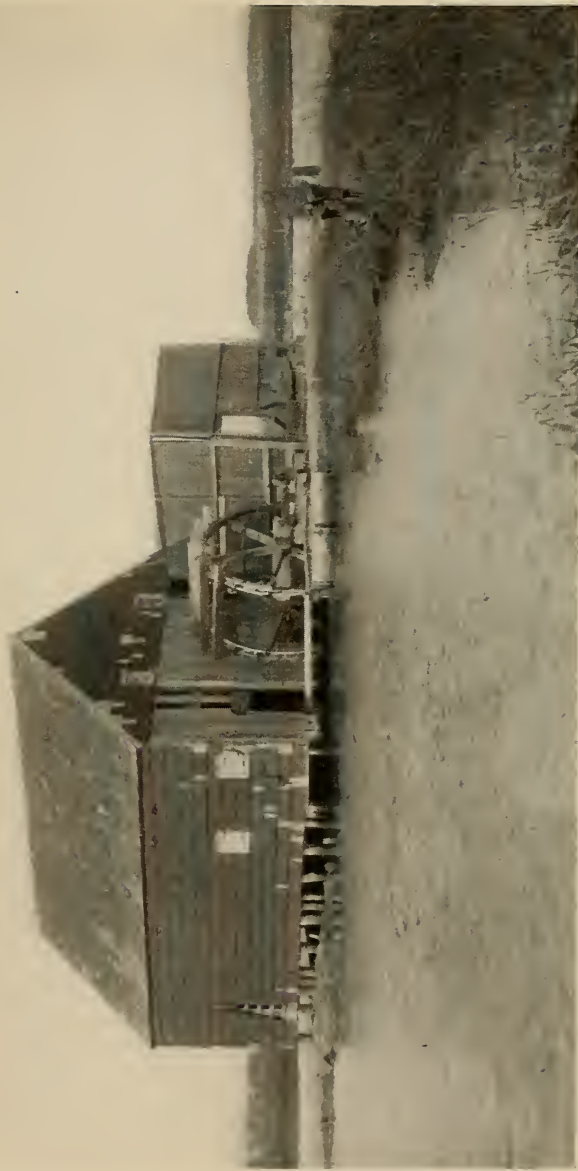
beach and Canarsie beach may have utilized it to avoid a tramp of four miles.

The modern Canarsie, which was part of the township of Flatlands, or Nieuw Amersfoort, was an extensive station of the Canarsee (51). It is first mentioned (Jan. 21, 1647) in a grant by Governor Kieft to settlers of "a certaine tract of land situate on the south side of Long Island called Canarsie with all the meadows belonging." The name signifies "at or about the fence"—or, in other words, "the fenced-in place." The Dutch cultivated part of the lands in this tract with the consent of the Indians prior to any purchase being made, and they doubtless fenced in the crops of both white and red cultivators. This name, therefore, seems to have been applied generally to the fenced-in area, the center of which was the present Canarsie, to which the natives clung, and stipulated in their sale of April 16, 1665, that "the purchasers once for always a fence shall set at Canarissen for the protection of the Indians cultivation." Bounds of such a cultivated area may be indicated

by the old lanes which surround Canarsie, such as Varkens Hook road, Hobson lane, and the Mill road.

Canarsie neck is marked on old maps as "Canarsee Planting Land" (pl. xx). The native settlement seems to have been near Beach Park, where numerous objects of native manufacture have been found by D. B. Austin and others.

The most important native station, however, was that known as Keskaechquerem or Keskaechqueren (104), a name which indicates a place of meeting for some public purpose. The importance of Keskaechquerem as a meeting place for the natives coming from all directions would indicate its situation at some point where the main lines of travel converge. The station on Canarsie neck does not appear favorably in this regard. It seems to have been more of a place for the cultivation of crops and the manufacture of wampum. The most natural position for a place of meeting in this locality is Flatlands (104), a place where a known station existed, which is situated at the junction of paths



THE VANDEVEER TIDE-MILL AT VANDEVEER CROSSING, CANARSIE, NEAR THE PLANTING-LANDS OF THE CHIEFTAINCY. (STATION 51, MAP VIII, D)

Photograph by D. B. Austin, 1907

converging from four directions. At this place the "ancient path" from the west united with the main path from Manhattan on the north. It was reached by the trail on the Flatlands Neck road and Hunterfly road from the northeast, connecting with the Rockaway path. Nearby was Winipague, the Bergen Beach factory of wampum, and the large stations at Gerritsen basin and on Canarsie neck.

From Clarendon road the main path, following Flatbush avenue, turned southeast on a straight line to this station at Flatlands (104), six and a half miles from East river. This was the earliest white plantation, named Nieuw Amersfoort, embracing a broad tract of cultivable land. At this place the old trail divided, passing east to Winippague or Bergen beach, and west to Gravesend and New Utrecht. The Flatlands tract as granted June 16, 1636, comprised all the land between Gerritsen creek and Paardegat creek, including modern South Flatbush, Vandever Park, and Westminster Heights Park. This, however, did not include Winippague, for that island

was granted to Captain John Underhill ten years later as a reward for his doughty services in slaughtering troublesome natives. The little settlement of Nieuw Amersfoort grew up at the intersection of the Indian paths, around a native station, the site of which became that of the church, while the Indians' burial-ground became its churchyard. Frederick Van Wyck³⁰ states that this place was the seat of religious rites, and relates also that Indian remains were disturbed from time to time in the burying-ground. The supply of water within this settlement, upon which it depended, was a spring at the head of a small stream leading to Jamaica bay. This brook extended between Avenues K and L, and found an outlet in the water-course that made of Winippague an island. Flatlands thus appears to have been, from all these circumstances, and from its situation in the general direction in which the council-place was undoubtedly situated, the Keskaechquerem referred to in several of the early sales of lands. Its sachems in 1638 were Kakapetteyno, Menquaeruan,



MUSKYTTEHOOL, THE CROSSING OF THE FLATLANDS NECK ROAD OVER THE PAARDEGAT
(STATION 108, MAP VIII, D)

This was the boundary mark of Nieuw Amersfoort in 1685. Looking north, the Ditmas house on the left
Photograph by D. B. Austin, 1905

and Suwiran. With Pewichaus, the local owner, the first-named sachem agreed to the sale in 1637 of Governors island, and the Rinnegaconck tract at Wallabout. The three chiefs entered into the deed for the sale in the following year of the great tract of Bushwick.

Into this station a trail, the later Flatlands Neck road, came from New Lots. On this road, at the place of its crossing the Paardegat, there stood a white oak tree (on the line of Avenue G) which in 1666 marked the boundary of the township, and was so described in the Dongan patent of 1685. The place was known to the natives as Muskyttehool, a Dutch application of the word, hole, to the Indian word *musquetaug*, "a place of rushes," very well describing the characteristic feature of the Paardegat (pl. XXI). This path was a direct means of communication between the Flatlands station and Canarsie. It connected directly with the Hunterfly Road trail, of which it was evidently an extension, at the sharp bend in the latter at Howard and Sutter avenues

in East New York. It thus formed a short cut to Keskaechquerem from the Rockaway path.

From the Flatlands station another path must have extended to a well-defined native settlement at Bergen Beach (52), known to the natives as Winippague, or "fine water place." Practically an island, it was reached from the Flatlands district only by passing over a tract of marsh-land through which a crooked waterway meandered. The latter was crossed in Colonial times by the old Bergen Beach road at East 69th street and Avenue T, which is the narrowest part of the meadow. This old road connected with the Mill road which ran from Flatlands village at the point where the King's highway turned off from the present Flatbush avenue. We may reasonably assume that these old lanes were successors of the native trails. Scattered objects found upon the island indicate native residence there, and masses of discarded shells decide the position of a considerable Indian industry within its area. It was in fact one of the places where



THE INDIAN VILLAGE-SITE AT GERRITSEN BASIN, FROM A SURVEY AND OBSERVATIONS BY D. B. AUSTIN.

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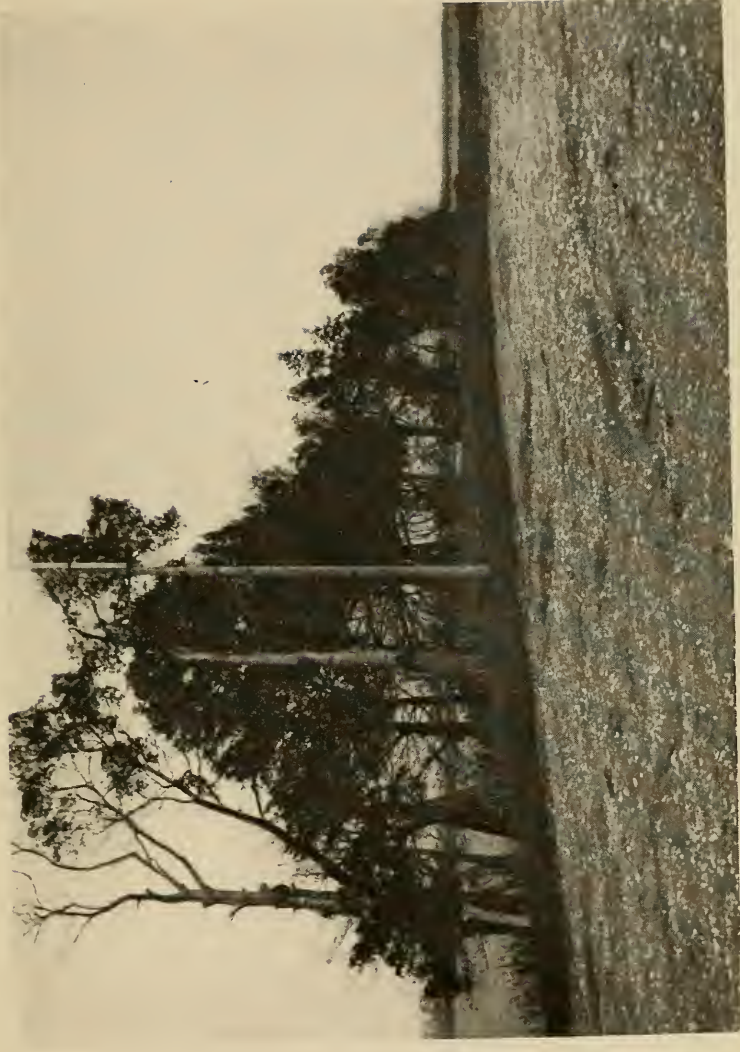
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the important manufacture of wampum was carried on. The position of native residence might be expected to have been on the northern part of the island, near Avenue U and the Grand esplanade, because that part was near a fresh-water supply, and had a good beach for use as a canoe landing, while the southern part was bordered by marsh and had no stream nearby.

From these observations it will be evident that the native station at Flatlands occupied an advantageous and commanding position. It grew up at the junction of four important paths. It might well have been a wayside stopping-place where all the native gossips exchanged information. It could hardly have escaped being a center of barter for goods in exchange for fish and mollusks. We have warrant for assuming it to have been occupied for a long period, as the path that led westward from it was known to the Indians as Mechawaniencck, "the ancient pathway." That name is recorded in a deed of 1652 in which the path was described as the southern boundary of a great tract extending from Gowanus.

MechawaniencK later became the "wagon path," under which name it is described in the Gravesend deed for the tract known as Makeopaca in 1682. We now find it retaining the name of Kings highway, which was applied in 1704, and as such it can still be followed from Flatlands through Kings Oaks and South Bensonhurst nearly to New Utrecht, where, at the present time, it ends at the intersection of Twenty-first avenue and 79th street. But in prehistoric days it ran through New Utrecht on the line of the modern 83d and 84th streets as far as Fifteenth avenue, beyond which its crooked course to the Fort Hamilton Parkway is entirely lost in the modern street lines.

An early transaction in 1636, between certain natives of Keskaechquerem and Jacobus van Corlaer, conveyed to the latter a tract of salt marsh, called Castuteeuw, or Kes-asketu, i.e., "where grass is cut." This is described as being "the middlemost of three flats," which may be identified as those marshy areas that bound the



THE SHELL-STREWN SITE OF SHANSCOMACOCKE, THE NATIVE STATION ON GERRITSEN BASIN, FLATLANDS, DISCOVERED AND EXPLORED BY D. B. AUSTIN (STATION 50, MAPS VIII, D, AND IX)

Canarsie neck of cultivated land along the margin of Jamaica bay.

The "middlemost" is apparently that tract which now includes Canarsie Beach Park, and is bounded on the westward by the Bestevaars kill or Paardegat basin. It was accessible by some pathway such as the old Meadow lane still shown upon the city map.

"The westernmost of the flats, called Kestateuw," was the tract of meadow through which Paardegat creek makes its way, and "the easternmost" was the great marsh bounded by Fresh creek. Of these the western meadow became known, in 1652, as Amersfoort flat, or the flat "at the bay," and the title is still continued on modern maps.

Proceeding from Flatlands westward, by the King's highway and its predecessor, the Ancient Path, another important native settlement was reached, which was situated at Gerritsen basin. This deep tidal inlet, extending northward from the waters separating Coney Island from the mainland, is also known as Ryders pond, though its

early colonial title was the Strome kill. Its head is a natural lake, the water in which was readily impounded by Hugh Gerritsen, who erected a dam and tide gate, with a flour mill, both of which are still existing. It was admirably suited to aboriginal residence, and was extensively utilized.

A branch trail must have set off from the main path in a southerly direction, probably on the line of Ryders lane at East 25th street, extending south to a junction with the old Gravesend Neck road, by which the Indian station (50) was probably reached. This place, on which some Indian burials were disturbed in the grading of Avenue U, and many objects found by D. B. Austin which evidenced native residence, will, it is hoped, be further explored by the Museum of the American Indian, Heye Foundation.

Fortunately a great part of the tract, including the pond and contiguous upland and marsh, will be preserved as a public park, by the recent generous gift of Messrs F. B. Pratt and A. T. White. Its area



THE STROME BEACH, WITH HUGH GERRITSEN'S DAM AND MILL AT THE MOUTH OF GERRITSEN BASIN, THE INDIAN SHANSCOMACOCKE. (STATION 50, MAP VIII, D)

Photograph by D. B. Austin

is illustrated in Map IX. Native occupancy extended over a considerable space on the western side of the basin. The water supply was provided by a good spring which is still running, and a broad and very fertile tract of farm land extends west of the site of the village which may be identified as the Indian Shanscomacocke.

Mashanscomacocke, "a much enclosed place," was the name of a tract in the vicinity of Flatlands, which was sold in 1664 by natives (pl. xxii). It included features that identify it as the Gerritsen Basin station.

"Upland and marshes, anyway belonging thereto, as the Strawn [Strome] Beach or Beaches, as namely that running out more westerly, with the Island adjoining, and is at the same time by the ocean sea wholly inclosed, called hoopaninak and Shanscomacocke, and Macutteris."

The situation of the tracts included in the sale are evidently in the vicinity of the Strome beach. Now, the beach at the Strome kill, which is situated at the mill-dam, was an important feature of the

locality. It was particularly dedicated to public use, and the Gravesend Neck road extended to it (pl. xxiii, xxiv). On the upland above the beach was the Indian burying-ground, where D. B. Austin uncovered interments having the appearance of being regularly disposed, about 35 feet apart. At this beach Hugh Gerritsen established his home, and all along the margin of the pond from the beach the natives have left abundant evidence of their occupancy of the upland which rises quite abruptly above the high-tide level in the pond (pl. xxii).

The pond had other points of access, notably a sandy beach at the promontory near Avenue T, so that the inclusion of the Strome beach, or beaches, in the conveyance of 1664, indicates that the sellers were describing its characteristic features. The name Shanscomacocke appears to be that which is intended to describe this enclosed pond area, and as such was probably the name of the village on its margin.

The marshes "anyway belonging thereto" would have been the extensive tract of



OLD GRAVESEND NECK ROAD TO THE STROME BEACH, AT
ITS TURN SOUTH TOWARD HUGH GERRITSEN'S MILL
AND HOUSE. (STATION 50, MAP VIII, D)

The left foreground when plowed disturbed Indian burials, part of the
native settlement of Shanscomacocke Photograph by D. B. Austin, 1900.

salt meadows on either side of the Strome kill, and the particular reference to "that running out more westerly" points to the great tract between the kill and Shellbank creek, being well described by the name Macutteris, or Moskituash, "a meadow." The "island adjoining," which "is by the ocean sea wholly inclosed," indicates Plumb island, a meadow island which is practically in ocean water. Barren island, or Equendito, which is also contiguous to the tracts of meadow, had been already disposed of by another transaction, in the previous month of April, and on Mill island, also adjoining, the family of Captain John Schenck had been settled for ten years, at Avenue V and East 62d street. We may therefore reasonably presume that the village (50) to which the natives clung, as shown by a later deed, at least until 1684, was known as Shanscomacocke. The site was then included within the tract known as Makeopaca, which in that year was confirmed to the inhabitants of Gravesend. By this deed, natives of the Gravesend district, who we may assume to have been those still resi-

dent on the Gerritsen basin village-site, confirmed the sale of the northern part of the area which was included within the township of Gravesend. The bounds of Makeopaca, "a great cleared space," are carefully detailed, and evidently included all of the area within the township (north of the line of the Gravesend Neck road, and of Lake lane) which had not been specifically included in those prior deals by which the site of the village, the Narrioch neck (69), and Mannahanning, or Coney island, had been secured by the white settlers. Makeopaca began at "the most eastward end of the beach called by the Indians Moeung, or "black miry place," that is, at the head of Harway basin, where the old Beach lane reached Gravesend bay. It extended eastward along the Gravesend Neck road as far as Strome kill, or Gerritsen basin, thus taking in the village-site at that place (50). Passing up this creek the bounds extended "from the head of said creek through the middle of the meadow [between Avenues P and Q], till they come to a white oak tree standing by the Flatland

wagon path." This was the ancient trail, Mechawanienc̄k, by that time expanded to the width of a wagon. Along this path the measurement proceeded "soe running to another white oak tree standing by Utrecht wagon path," which was the western extension of the same old line of travel. This tree stood close to Avenue O, at West 10th street. A line drawn from the first point on the beach, through this tree, made the western boundary of Gravesend, "soe on a direct line to the Flatbush fence," which was struck at Foster avenue near Ocean parkway, meeting a similar line drawn on the east side from the head of Gerritsen creek through the white-oak tree first mentioned.

The old path on the line of the King's highway led farther west to Gravesend (105), where there were settlements of natives which have not been precisely located. In a deed of 1650 the region was known as *Massabarkem*.³¹ This name applied to the west part of Gravesend neck, lying between Gravesend creek and the inlet which extends north from Sheepshead

bay on the line of East 12th street and Homecrest avenue. The name was mis-handled by the scribe who engrossed the conveyance, but can be identified as *Massa*, "large," and *peauke*, "water-land," or land at the many waters, which aptly describes its situation, surrounded as it was by the meandering streams in three marshy tracts.

The eastern part of Gravesend neck was the native Narrioch (69), *naiag*, "a neck," *auke*, "land," or "a point of land." Upon this tract is the Coney Island Jockey Club's racing ground. It was bounded on the east by Shellbank creek, a name strongly indicative of native residence.

The neck was probably an appurtenance of the natives of the Gerritsen Basin station, and its grantor, Guttaquoh, was perhaps the sachem of that settlement. Through these tracts the Gravesend Neck road connected the early settlements of Lady Moody and her companions, with the home and mill of Hugh Gerritsen at the Strome beach. It is so natural a line of travel, though it paralleled the Mechawanienc̄k trail, that it can hardly fail to have been the successor



OLD GRAVESEND NECK ROAD, ONCE AN INDIAN PATH, AS IT ENTERED GRAVESEND VILLAGE, ONCE
A STOCKADED SQUARE, PASSING THE ANCIENT DWELLING OF NICHOLAS
STILLWELL. (STATION 105, MAP VIII, C)

Photograph by D. B. Austin, 1899

of a native pathway extending westward from the beach to the stations at Gravesend (pl. xxv).

With the Narrioch tract the natives also passed title to Mannahanning, or "land on an island," being the contiguous area of what is now known as Coney Island. It may be noted that this name was originally applied only to the western extremity, which in those early days was a separate island. The remainder was further divided into two parts by a marshy area which was submerged at high tide. This extended east of Luna Park, where a small inlet set in from Coney Island creek on the line of Overton place. The eastern island was at first known as Gysbert's eylandt, and both were known as late as 1824 as Schryers hook.

The island was doubtless reached from the mainland by a path which led direct from the site of Gravesend village (105) by what became later the old Shell road. This crossed the creek at a point where there was a little dry islet, and the road was marked on the Goodrich

map of 1824 as being "fordable at low water."

Another old road led westward from Gravesend, which was known as Lake lane. It extended as Beach lane to the shore of Gravesend bay, at Bay 45th street. By such a line of travel the natives of the vicinity doubtless made their way to the shores of New York bay. Beyond Gravesend the ancient path proceeded through New Utrecht to Nayack, and there afforded ready communication, by a short canoe trip across the Narrows, with the natives of Staten Island, and the Raritan and Navasink in eastern New Jersey.

Indian Pond (106) is a picturesque little lake which is situated near Mechawanienc, now Kings highway, upon the boundary of Gravesend and New Utrecht (pl. xxvi). This interesting natural landmark retained until quite recently its pristine character. It was the source of a brook, extending south between Avenues Q and R, at about the line of West 8th street in South Bensonhurst. The native deed of 1645 to Lady Moody and her associates mentions



THE INDIAN POND, IN THE INDIAN FIELD, ALONGSIDE MECHAWANIENCK, THE ANCIENT PATHWAY AT THE BOUNDARY BETWEEN GRAVESEND AND NEW UTRECHT
(STATION 106, MAP VIII, C)
Photograph by Adam Dove

a "certaine pond in an old Indian field on the north side of the plantation of the said Robert Pennoyer," and thus affords us a clue to the existence of a native station with its accompanying planting field. The situation was desirable, alongside the native path, within a short walk of the shore of Gravesend bay.

The line of the ancient pathway proceeding further westward crossed the area later occupied by the village of New Utrecht (107). Its successor, the King's highway, made two sharp bends at Twentieth and at Eighteenth avenues, perhaps due to village developments or to cultivated tracts. From the turn at 20th street there extended to Gravesend beach a lane known as De Bruyn's (Brown's) lane. This was probably an Indian trail, and seems to indicate the existence of a native station preceding the establishment of the Dutch village. It extends from 81st street to the old margin of the bay, beyond Cropsey avenue, and is near the line of Twentieth avenue. It was the dividing line between the plantations of Anthony Jansen and others in

1643 and 1657. As such its probable existence as a trail is indicated. It was utilized by the early settlers as a means of access to the salt hay meadows along the Bensonhurst shore.

From New Utrecht the path proceeded on the line of 84th street to Fifteenth avenue, along the tract which, in 1652, Cornelis Van Werckhoven purchased of the natives of the locality. At that avenue, the Cortelyou lane was later constructed to the shore. Passing around the head of the marshy tract which is now included in Dyker Heights Park, the old highway entered the region of Nayack.

The locality known as Nayack (68) is of particular interest as the refuge of the natives of Manhattan who made the sale of their home on the lower part of that island to Peter Minuit. The name denotes a point or angle of land, and as such may be appropriately applied to the Fort Hamilton tract, bounded probably by Dyker Heights Park on the south, and extending perhaps as far north as Yellow hook to meet the bounds of the home-lands of the

Gouwanis chieftaincy. Through the heart of this district the old trail ran a crooked course, roughly approximating the line of 78th and 79th streets. At Third avenue it probably later became the Van Brunt or Bennett lane, which extended to the shoreline at 78th street, but as to which there is no record of its having been a native trail.

Throughout this favored region of broad uplands and attractive shore there is no recorded information on the existence of native settlements. There was a deed of November 22, 1652, by Seisen and Mattano to Cornelis Van Werckhoven for New Utrecht land "stretching from behind Mr. Paulus' land, called Gouwanis, across the hills to Mechawaniencck, lying on the southeast side of Amersfoort and thence past Gravesend to the sea following the marks on the trees." This conveyance included all Bay Ridge and New Utrecht to the Gravesend line. Seisen was the same chieftain of Marechkawick who in 1637 sold Blackwells island. Mattano was chief of Nayack at the date of this deed, having succeeded Meijeterma after 1649.

That the Nayack natives who were the original owners of lower Manhàttan were related to the Marechkawick Indians, is made evident not only by their removal to this territory, but by the joint action of their chiefs in this sale, and by the appearance, nineteen years later, of the sachem, Maganwetinnemin, as the representative "for the tribe of Marychkenwingh and for Nayack."

From these evidently close relations it is assumable that the Manhattan natives were Canarsee, and that their superiors or rulers were the sachems of the Brooklyn and Flatlands communities. We may even trace in Meijeterma who led the Manhattans of Nayack prior to 1649, and in Seyseys who ruled the Canarsee in 1637, the probable leading participants in that momentous sale in 1622, of the site of the future Great Metropolis.

VII.—NATIVE PATHS IN THE BOROUGH OF QUEENS

(MAPS I, AND VIII, B)



THE Borough of Queens, which is a part of the one-time county of that name, was added to the Metropolis in 1898. It is a very spacious tract, embracing within its area the old townships of Newtown, Flushing, Jamaica, and part of Hempstead, and the modern industrial district of Long Island City. It is divided from Kings county by a boundary-line drawn between the heads of Mespetches or Newtown creek and the source of Spring creek, the Hohosboco of the natives.

The borough includes the entire tract which was occupied by the Rockaway chieftaincy extending from East river to Jamaica bay. Part of the Matinecock territory is also embraced within the northeastern bounds of the borough, in the township of

Flushing, and the districts of College Point, Whitestone, Bayside, and Little Neck. On the south it includes the easterly half of Jamaica bay as far west as the Raunt, and Rockaway beach from Rockaway point to Far Rockaway.

Within the large territory much remains to be done in the direction of exploration and investigation, by which the limited information regarding its occupancy by the Indians may be considerably extended.

The Rockaway, who are considered by Armbruster to have been the Marech-kawick of Brooklyn, or their near relations, were centered beyond the bounds of the Greater City at Rechquakie or Near Rockaway, their chief village having been situated at Rockville Center.

At Hewlett, which is a mile or so beyond the Queens County boundary, there was another station (55), and we know of other settlements beyond that locality.

In the interior few traces of native life have been recorded. A station at Jamaica, which is known to have existed, may have been that of some subordinate clan. Some

traces of occupancy at Flushing attest the residence of the Matinecock.

Within the Newtown district another subordinate chieftaincy, the Mispat, resided in the region around the extensive inlet of Newtown creek, known to the natives as Mespachtes.

The name of the inlet, according to Tooker, bears some reference to a bad water place or swampy locality, which well describes the character of the borders of the creek and of its branches. The native names of three branches of Newtown creek have been preserved. Canapaukah, which seems to indicate a shut-in water place, was later known as Dutch kills. This inlet extended in to the heart of Long Island City, its source being near the approach to the Queensboro bridge at Rapelye and Freeman avenues. Armbruster considers the name to indicate a bears' water place, and thinks that this was indication of Canarsee ownership.

The southwest extension of the creek was known as Quandoequareous. Its tortuous course extends inland as far as John-

son avenue in Bushwick, and it partly forms the boundary between the boroughs of Brooklyn and Queens.

Maspeth creek, which extends in a northeasterly direction between the Laurel hill and Linden hill sections as far as Maspeth. perpetuates the native name of the entire inlet, and was probably applied to the native station (65) as well.

The position of that settlement is indicated by the discovery from time to time of native artifacts upon the Maspeth hills. The situation also appears to have been desirable for native residence, as the creek provided fresh water at its source, and the elevation afforded a wide view over surrounding country. A village-site might have been looked for in the vicinity of Borden avenue and Willow avenue. Neighboring territory lying south and east of this station was desirably sloping and well-drained land upon which the natives doubtless had their cultivated clearings.

Northwest of Mispat, over the promontory now forming the growing Long Island

City and its environs to Corona, a great tract of forest land extended to Flushing bay. This was known to the natives as Wandowenock, which Armbruster defines as "the fine land between the long streams" of East river and Flushing bay.

The only known station within this broad region is at Ravenswood Park (111), on the bank of the east channel of East river, where a shellheap indicates native residence, and some native objects were discovered by W. L. Calver.

It is not possible to suggest any particular line of trail connecting this place with Mispat. The path, if such there was, wound its way through the timber, which in later years was all cut off, through the narrow neck of dry land between the heads of the Sunwick and Canapaukah creeks. near the present entrance to the approach of the Queensboro bridge.

The name of the "creek, called Sunwick," means "a stone house," according to Tooker, and is another illustration of the Indian practice of applying to contiguous waters the designation of abutting territory.

The name is connected with the tract on the north side of the creek, known to the natives as Sint Sinck, "a stony place," which in 1664 was sold to the Colonists by Shawestcout and Erramorhas.

It would seem natural for the neck of land which these creeks enclosed to afford shelter to the aborigines, especially as the waters between the Hunters Point shore and that of Minnahanonck, or Blackwells island, must have afforded good fishing, and the shallows of Mespatches should have been the nursery of countless oysters.

Flushing bay would appear to have been a very favorable place for native occupancy. North beach on Fishs point, the extremity of the promontory, is opposite Rikers island, beyond which a moderate stretch of still water separated it from Quinnahung and Snakapins, native settlements in the south part of the Bronx.

From Flushing bay there set in westwardly a watercourse, known to the settlers as Ludovics or Wessels brook. This was named in a deed of 1666 as a "certain creek

called Sackhickneyah where Wessels mill stood.”

The creek extended inland with deep windings to the Trains meadow, a large tract of marsh-land which is still in great part existing in its original condition, filling the large basin of lowland now partly occupied by North Woodside, and extending as far north as the Flushing turnpike.

On the east of this area the old Trains Meadow road made its crooked way between Maspeth and North Beach on Flushing bay. The name which was thus applied to the creek in the conveyance above mentioned, was probably that of the sea-shore path which followed its course, as pointed out by Tooker,³² corresponding as it does to the Delaware words *shajahik*, “sea-shore,” and *aney*, “a path.”

Such a pathway, if extended through the Mispah village as it might have been, on the line of Trimble avenue, would have been an important means of access to the still waters of the Sound, from the regions around the bay of New York, avoiding

travel by canoe through the treacherous currents of Hell Gate.

The natural line of communication between these places and the mainland north and west, was the Rockaway trail, which ran from the Brooklyn path along the base of the hilly ground known as the Green hills that form the central backbone of the island from Fort Hamilton to North Hempstead. This path followed the line of the old Bedford and Jamaica highway, which the present Atlantic avenue and Jamaica avenue succeed.

The path was expanded into a King's highway in 1704, and for many years bore that name. It became known later as the Jamaica and Brooklyn plank road, and sometimes as the Old Ferry road. In the village of Bedford it crossed, at the Four Corners, the junction of the Clove road, which was an old lane that may still be traced in part in the line of Canarsie avenue from Montgomery street southward to its old junction with the Canarsie lane, now the south boundary of the Cemetery of the Holy Cross in Flatbush.

The Clove road might have constituted a short-cut from the Canarsie region to the old Newtown road, which joined the main roadway at Bedford corners, and of which mention has already been made. This line of travel, by following Flushing avenue beyond Broadway, led very directly to Maspeth, the nearest station in Queens county, and to the territory now covered by Long Island City. It met at Linden hill the old Fresh Pond road, once known as the Kills path. This winding way was a very probable connection between the Maspeth station and the Rockaway path, with which it united at Euclid avenue in East New York.

The Rockaway path crossed the boundary of the Borough of Queens, as does its successor Jamaica avenue, at Elderts lane, and passed thence almost due east toward Jamaica (101), skirting the south side of the Green hills through the Woodhaven and Richmond Hill districts, and entering Jamaica at Fulton street, where it joined another known trail that led north to Flushing.

Evidently proceeding farther east, as Fulton avenue now runs through Woodhull and Hollis, to the present district called Queens, the trail divided there, one branch passing due east to Hempstead, the other in a northeasterly direction to Jericho. These routes were later known respectively as the South Country road or the South Post-road, and the Middle Post-road or Jericho road. It would seem probable that the Hewlett and the Near Rockaway stations would have been connected with Hempstead by some branch trail proceeding directly south from the Southern post-road at Hempstead, possibly along the Valley Stream road.

The main path to those native settlements was doubtless by the route of the old highway from Jamaica which led direct to Rockaway neck, and was practically an extension of the Flushing road. This old road, which may well have been an ancient path, passed over the meadows south of Jamaica, crossing the creek known to the natives as Skupash, the source of which was at Beaver pond in the old town, and thence

proceeding over the broad meadow-land bordering Jamaica bay, to a crossing over Hooker creek, where later a toll-gate was placed, thus reaching Rockaway neck, from which point the long stretch of Rockaway beach would have been accessible by a branch path, while the main road proceeded east to Hewlett (55).

In this district the Rockaway natives had several settlements, including a station on Hog island (54), and not far away an important fortified station situated on Hicks neck, both having access to salt-water on Hempstead bay.

Direct communication was, doubtless well established between the residents in these large settlements and those of their kinsfolk living near the waters of the Sound, by passing through Jamaica, and thence north on the line of the Flushing road, which within Flushing is now known as Jamaica avenue.

The settlement at Jamaica seems to have been occupied by a clan of natives who are thought to have been subordinate to the Rockaway, perhaps survivors of a prior

tribe of occupants. Their village was near the Beaver pond which once existed at the intersection of the Rockaway road and South street. From the pond a "beaver path" led to the lodges. The exact location of the latter has not been recorded, but it would seem likely to have been at the intersection of the important paths which met at Flushing avenue and Fulton street.

In the town of Flushing (53) some traces of native occupancy have been recorded. There was a tract on the north side of Broadway, cultivated in the eighteenth century as a horticultural establishment, which was known as the Linnæan gardens. Within this area skeletons were uncovered indicating its use as a burying-ground. Probably it was a station, and its planting-grounds were extended over the same tract that afterward formed the garden.

A mile to the east, on the Duryea farm, objects of native manufacture evidenced the presence of the Indians. The Flushing station appears to have been the headquarters at one time of the leading sachem of this part of Long Island, for in 1664 Tackapoosa.

son and survivor of the great Mechowodt, the Ancient One, was resident there.

The Matinecock were at one time numerous, and their villages and contiguous cultivated fields were scattered all over the territory they occupied, but disease and warfare so reduced their number that their planting land became waste and their homes were abandoned. The line of Broadway was evidently a natural line of travel between their Flushing settlement and their stations on the North shore. Armbruster states that at the time of the arrival of the first white settlers an Indian trail existed where now Broadway runs.

At Little Neck (122), within the boundary of the borough, the path passed a native station and burial-ground. In this vicinity abundant shellheaps and native objects indicate its favorable advantages for native residence.

Beyond Little Neck the trail went forward to Manhasset, providing means of access from such stations as those at Dosoris, Port Washington, and others along the North shore of Long Island.

It seems probable that this North-shore trail would have been an extension of the Sackhickneyah, which at Corona was but about a mile away from Flushing. The two, however, were separated by the broad marshes extending on the west side of Flushing creek. Across part of this boggy tract a narrow neck of dry land extends nearly two-thirds of the distance, over which Broadway now makes its way, uniting Jackson avenue with Flushing avenue. A canoe ferry over the creek was doubtless a necessary supplement to travel by this route, an effort which would have been warranted by the distance it saved, and the avoidance of a long tramp down to Jamaica to join the Rockaway path.

This shore-path route would also have provided a short-cut from the north shore of Long Island to the island of Manhattan, by a canoe trip across East river below Hell Gate.

Such long trails and tedious detours to avoid watercourses and marshes must have appeared very aggravating at times to those natives living on the shores facing

each other across the waters of East river. Hell Gate offered an obstruction to free passage which led to the tradition among the natives of the region to the effect that at some remote period it had been possible for their predecessors to cross the dangerous rapid by stepping from one exposed rock to another. A folk-story of much the same imaginative character is related by Robert Bolton, regarding the Stepping Stones rocks off Pelham neck. That legend recorded the pursuit by the natives of "Manetto," the Evil Spirit, through Westchester county to the Sound shore, where, escaping to City island, he stepped across to a safe retreat on Long Island by the use of the Stepping Stones, leaving the imprint of one foot which may still be seen upon a boulder near Eastchester. He is said to have landed from his leap over the Sound in Flushing bay, on great rocks which were splintered by the impact. Having thus comfortably rid the mainland of that undesirable alien, the story leaves the burden on Long Island of proving whether his Satanic Majesty skipped back again, over

the gate of hell, to Manhattan, or still remains resident in the Borough of Brooklyn, playing the devil with metropolitan politics.

VIII—RICHMOND PATHS

(MAP I)



THE island known to the Indians as Aquehonga-Monacknong, our present Staten Island, was a favored place for native residence. Though its limited area offered relatively restricted facilities for wild animal life, the range of rugged hills that extend from its northeast corner at St George, to the old county town of Richmond near its center, probably sheltered quantities of small game and birds that supplemented the fish and shell-fish which teemed in the shallow waters surrounding the island and provided the natives with their readiest means of subsistence. The eastern and western shore-lines were deeply indented with marshy tracts, some extending far inland. The area available for cultivation was thus considerably reduced by mountain, marsh, and sand-dunes,

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so that all the important native settlements are found to have been established around the shores, and only in a few places were small stations located inland.

The native ownership of the borough was divided, its residents being members of several chieftaincies, who were settled upon that part of the coast contiguous to their mainland relatives, those on the north being the Hackensack and possibly the Tappan, those on the west and at the southern extremity the Raritan, and on the east and possibly in some inland positions, the natives of Nayack, those one-time residents of Manhattan who removed to Fort Hamilton. As these were all of Unami-Delaware affinity, they appear to have lived in amicable relations and to have had a well-recognized right and title to their share in the ownership of the little island.

Favored by nature as it was, and situated in so commanding a position, the island unfortunately attracted the cupidity of the white man, and his usual process of expropriation of its unhappy tenantry

took place, marked with injustice and treachery that resulted in a bloody tragedy of fifty years, culminating in the complete dismissal of the remnant of its native population in 1670. Perhaps the animosity thus created and continued, and at any rate the contempt of the early settlers for all native subjects, led to the abandonment of the Indian names of their numerous stations, since none of them have been preserved, and their location has been decided only by the persistent efforts of interested archeologists. Similar neglect befell the native paths or trails that must have connected these friendly settlements, and we are left to conjecture their courses by consideration of the location of the native stations and their physical surroundings.

But the topography of the island is so pronounced and varied in character as to lend considerable aid in indicating the probable routes of the necessary paths by which these natives communicated with one another, and, as is found to have been the case elsewhere, these are frequently those natural lines of grade and avoidance

of bogs and waterways which the old roads of the successors of the primeval proprietors are found to follow. Thus the mountainous range from St George to Richmond, and the extensive marshes of the Fresh kills extending therefrom to the Arthur kill, divide the island longitudinally and reduce the opportunity for convenient access from west to east to one or two passes which afforded reasonable grades, such as the Clove road. A trail over that pass would have connected the north and northwestern sections, occupied by the Hackensack, with the easterly and southern parts of the island, the latter being conveniently reached by a line of trail approximating the Richmond road and Amboy road, which traverse the base of the hills and avoid the marshes and waterways between Arrochar and Tottenville.

On the west side of the range of hills the old Richmond turnpike passes through native sites from New Brighton and Silver Lake to Linoleumville, and on the north shore several important settlements were doubtless connected by some path that

paralleled the Kill van Kull between West New Brighton and Howlands hook. This trail would probably have followed the shore-line as closely as the present shore-road, as far as Mariners Harbor, where it would have terminated at the Bowmans Brook site, with a branch path to the south, extending past Arlington station, to Old Place and Bloomfield.

The native settlements on Staten Island were both ancient and extensive. They are described by Skinner,³³ who explored the majority of the sites, and to whom we are indebted for most of our available information. One of several stations at West New Brighton was situated on the shore at Peltons cove, or Upper cove (72), on the line of the present Shore road. A village of extensive character, and one which was asserted to have been the scene of important gatherings and ceremonies in ancient times, was situated at Cedar and Dongan streets, West New Brighton, and burials within its area were found on the site of the parish house of the Church of the Ascension. Other camp-sites were

situated at the Harbor Hill golf-links (86), above Castleton avenue at Silver lake (78), on Harbor hill near Harbor brook and Lafayette avenue, and some scattered relics along the Shore road near St George. Farther west along the shore, at Mariners Harbor, or Arlington, a station (74) existed on a sandy knoll on South avenue, opposite the railroad station.

A larger and more ancient village and burial place (73) was found at Bowmans brook (or Newtons creek), under the site of the Milliken Brothers' steel works, beyond which, at Western avenue and the Shore road, a more recent site was found.

At Old Place (75) in the same district, on a sandy promontory known as Tunissens neck, a large village of ancient character existed.

Farther south at Watchogue, now Bloomfield (76), a quantity of relics indicate occupancy of a site which did not, however, present the characteristics of a settled village. At the junction of Union avenue and the Watchogue road (87) there were burials and probably a village-site, and



THE VICTIMS OF PREHISTORIC WARFARE, KILLED WITH BONE-TIPPED ARROWS AND BURIED IN A COMMON GRAVE AT THE GREAT EGHOUAHON SETTLEMENT AT WARD POINT, NEAR TOTTENVILLE, STATEN ISLAND. EXPLORED BY GEORGE H. PEPPER. (STATION 83, MAP I)

Courtesy of the American Museum of Natural History

scattered relics have been found on the sand-dunes between Chelsea and Travisville.

On both sides of Long Neck, or Lino-leumville (77, A), scattered relics have been found indicating its use as a camp, probably during the summer season.

Farther inland, at New Springville (89), there were indications of a station and burials.

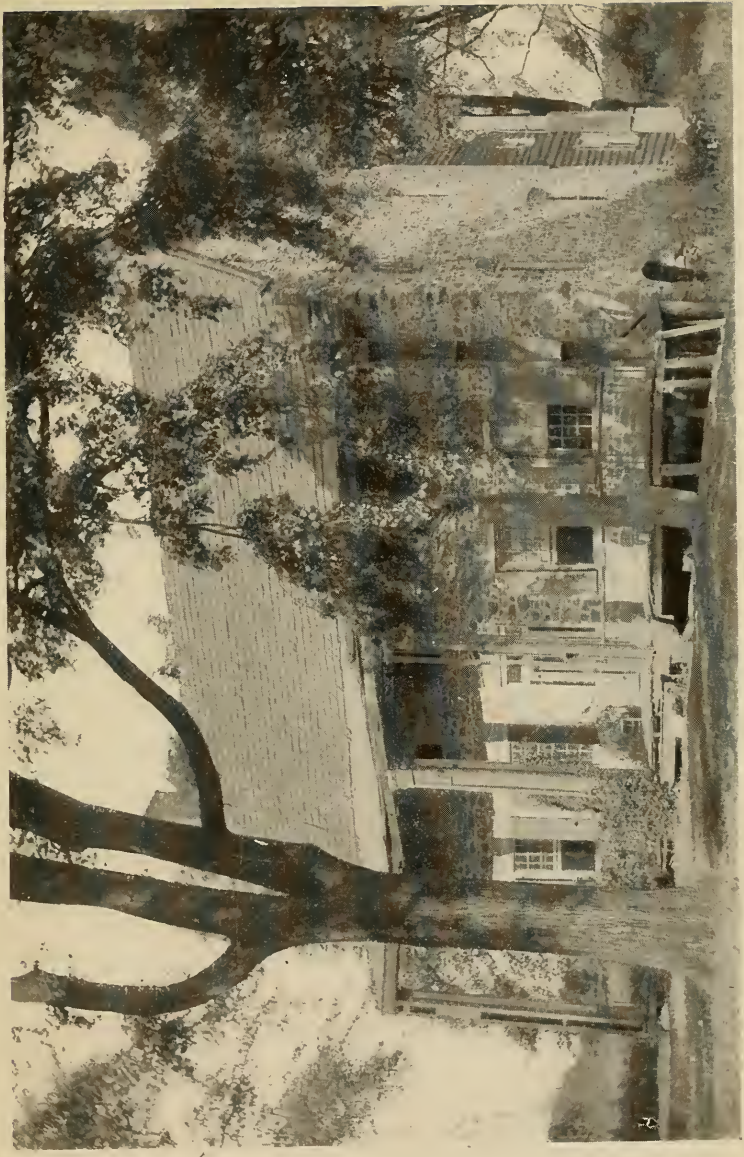
It would seem probable that a trail may have connected these fishing stations with a large camp-site (90) not far from Richmond, at the Ketchum mill-pond, on Simonsons brook, and that an extension may have traversed the old Mill road to Richmond, and thence connected with the Amboy road, forming a short-cut across the center of the island. This, however, can be only conjectured.

The stations in the southwestern part of the island begin at Green Ridge (91), where, on a space between Journeay avenue and Annadale road, relics of ancient character have been found. Far out in the marshlands near the outlet of the Fresh kills, the tortuous channels form an island (79)

known as Lakes island. This afforded numerous relics, even as far back as 1843, when Thoreau visited the place and picked arrowheads from the soil.

Scattered settlements appear to have existed in the southwestern portion of the island around Woodrow (82), where, along the line of Sandy brook (81), on the Wort farm, and over the fields to Rossville (80) and Kreischerville, signs of native occupancy and cultivation are found. The locality was favorable for such purposes, and it may well have been so utilized by the overflow population of the great settlement on Ward point (83) beyond Tottenville. This place, sometimes described as Burial ridge, was evidently of considerable importance and large extent. Recent explorations by the Museum of the American Indian, Heye Foundation, conducted by M. R. Harrington, are increasing the store of information as to its extent and character (see pl. xxvii, xxviii).

Situated on the "high sandy banks" that gave its name to Aquehonga, with the great oyster-beds of Raritan bay extending



THE BILLOPP HOUSE, ERECTED ABOUT 1668, OCCUPYING PART OF THE SITE OF THE RARITAN VILLAGE ON WARD POINT, RICHMOND. (STATION 83, MAP I)

Photograph by George H. Pepper

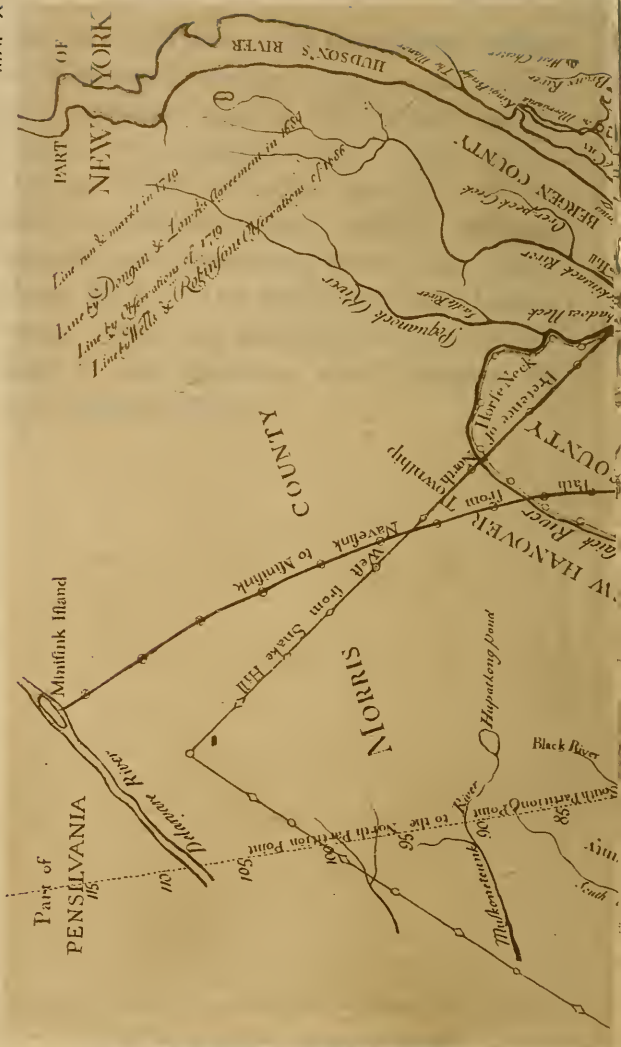
around it, and the tidal waters that surge round the point swarming with fish, the station was admirably suited to native life; while across the river, by a short ferriage, the great Minisink path came down through Perth Amboy, on which the traders of the Lenni Lenape made their way to the sea-coast with the products of their mountain homes.

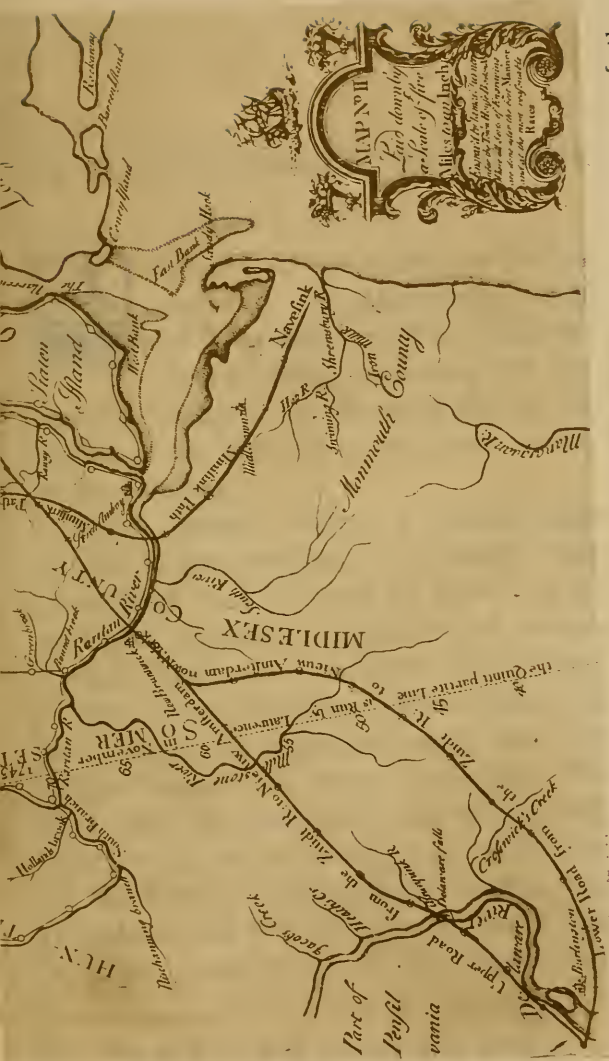
Along the easterly shore from Ward point to Arrochar, small deposits indicate native life at several favorable situations. At Princes bay (92) there are cultivable grounds, a fine water-supply, high banks and good fishing facilities, and along the banks several deposits have been noted that determine the presence of the red man. At Seguine point (93) there was a fishing camp, a site south of the Woods of Arden (94) at the mouth of the Great Kills, and another at Oakwood (95). At the head of that inlet, in the salt meadow, traces were found by Alanson Skinner, indicating the use of the place as a "clam drying" ground. Nothing more has been traced between that locality and Arrochar

(96), at which place, near the railroad station on Richmond avenue, there is an ancient site, probably one of the earliest on the island. At Stapleton (97) there was a station. Such sites on this side of the island could have been reached only by branch paths extending from some inland route, such as the Richmond and Amboy roads. These are indicated in Map I on the lines of old roadways which suggest the most natural routes.

BOLTON—INDIAN PATHS IN THE GREAT METROPOLIS

MAP X





Original map of eastern New Jersey, showing the extent and course of the Minisink path from Navesink to Minisink Island. (From James Parker's "A Bill in the Chancery of New Jersey," etc., New York, 1747.)

IX—PATHS IN NEARBY NEW JERSEY

(MAPS I; VIII, A; X)



STUDY of the system of Indian paths in the Metropolis would be incomplete without consideration of those traversing the contiguous territory on the west side of the waters of the bay and of the great estuary of the Hudson.

Staten Island, which is substantially a part of that territory, has already been considered, and is found to have had an extensive occupancy, composed of natives owing allegiance to several chieftaincies.

The narrow waterway that divided the island from the mainland on the west and north formed no tribal boundary. We find that the natives of the island held title on the west to a large part of the area of the towns of Woodbridge, Linden, and Elizabeth, and that those on the north were in close communication with their fellow

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tribesmen of the Hackensack who were resident on Bergen neck. That promontory, bearing a singular topographical resemblance to Manhattan, evidently had superior attractions as a place from which the pursuit of oystering and fishing could be carried on. A considerable settlement existed at Constable point (71), and there was a fishing station on the opposite side of the point, near the Central Railroad tracks on the shore of Newark bay.

Constable point was practically an island separated from Bayonne by a wide tract of marsh with watercourses extending from Centerville to the Kill van Kull.

At Gamoenepa (118), the modernized form of which name is Communipaw, a Hackensack station was continued up to Colonial times, situated upon the point of dry land which there extended into the waters of the Upper bay, directly opposite the extremity of Manhattan Island.

Another station, whose existence is marked in our city's history by the black record of the indiscriminate slaughter of its occupants in 1643, was Aressick, or

Paulus hook (114), now included in the modern Jersey City, probably situated at a point about a block south and west of Exchange place. It was thus directly across the river from Werpoes, and is likely to have had considerable communication, by canoe, with Manhattan.

It had nearby a neighboring community in the native village of Harsimus (115), situated in the cove about the present Henderson street and 5th street, in modern Hoboken.

At Castle point, the trading station of Hobokan Hackingh (116), was established a place of some importance, which by its position on the highest southerly ground along the river-front commanded the passage of trade to and from the Island of Manhattan.

By some route we may feel assured that these natives of Bergen neck, and others occupying North Bergen and the Palisade region, found their way around the Hackensack meadows to the trails from those mountain regions on which the traders from the interior tribes made their way

with the products of the chase to the marketing place at Sapohanikan.

Direct progress toward the west from the stations on the bank of Hudson river along Bergen neck was barred to native travel by the extensive swamp-land that extended around the head of Newark bay for about sixteen miles inland to Hackensack.

It was, perhaps, a common custom to transport goods and travelers by canoe across the Hackensack, which could have been best accomplished at Kearney, but in the absence of the means of water ferriage the traveler was compelled to journey to some point farther inland, where a crossing by wading could be effected. The Hackensack was approachable at Little Ferry, where dry ground extends on both sides to the margin of the river, but as Overpeck creek there unites with it, the waters are broad, and only at low water could a crossing have been practicable.

The probability is that the line of travel took a longer route around high and dry ground near Englewood, crossing the nar-

rowed stream at New Bridge, thence advancing westward toward the great bend of Passaic river which, emerging from the mountain at Great Falls, loops around the city of Paterson and thence descends in a southerly course parallel with Hackensack river.

At modern Passaic the river takes a horseshoe turn around the site of the native station of Acquacanonck (70), the headquarters of the chieftaincy of that name. A short distance north of its junction with Saddle river there is a shallow place used as a ford in Colonial times, which was probably a crossing used by the Indians on their way to the homes of the Acquacanonck along the Passaic valley, and thence through the Short hills to the west.

Those who sought the region inhabited by the warlike Minsi, who were settled in the Preakness valley and Pompton plain, probably took a path around the bend of the Passaic river, or cut across country from New Bridge on the Hackensack past Maywood, over Saddle river near Arcola, and passing around the Passaic at Hawthorne found themselves on the line of the Pomp-

ton road, at the entrance of the pass through the Watchung mountains.

From Pompton an old roadway, possibly the successor of a trail, followed the course of the Ramapo river along the base of the southern Ramapo mountains, by which route the traveler would have reached Suffern most conveniently. There two known Indian trails diverged, one leading into the narrow valley of the Ramapo river through the heart of the mountains to the Highlands, and the other turning eastwardly along Mahwah creek directly to Haverstraw.

Through these mountain trails there doubtless flowed a great part of the traffic that brought the pelts and game of the wild forests to Manhattan, and carried back again over their steep and tortuous courses the coveted beads of wampum for which they had been exchanged.

The Minisink path was an important native highway which connected the bay of New York and the sea coast with the mountain regions of upper New Jersey in which the Lenni Lenape made their home. This great pathway was so well known a

feature of east New Jersey that it appears prominently in ancient maps, such as that reproduced as Map X, on which its entire course is marked from Navasink to Minisink.

This path commenced at Portland point on Navasink river, probably at some village-site favorably situated for deep-sea fishing and oystering, and proceeded west, to the north of Middletown, passing around the south side of Pidgeon Hill, north of Mount Pleasant, to Middletown Point, through which village it passed and crossed Matewan creek, and curved northward to South Amboy, where it reached a wading place on Raritan river west of Perth Amboy.

Another interesting map, which is included in a collection of surveys of the Colonial period in possession of the New York Historical Society, is reproduced, by the courtesy of that Society, as Map XI. This map shows in some detail the topography of part of the territory through which the path passed. It relates to a dispute between the towns of Newark and Elizabeth as to their respective boundaries, and is evidently the work of some surveyor

acquainted with the historical side of the subject, as it records not only the boundaries but the dates and even some of the native names of the tracts purchased from the natives dwelling in the territory between Raritan and Passaic rivers, and from Staten Island to the Cushetunk hills.

One of the most important boundary lines was the Minisink path, which traverses the region between the two rivers above mentioned, and was used as the western boundary of the earliest native conveyance, comprising that tract contiguous to Staten Island from Amboy to Elizabeth, which it states was "claimed by the Indians of Staten Island" and was sold by them in 1664.

The point of its crossing of Raritan river was about two miles west of Perth Amboy, where a fordable depth was doubtless found at a place which is marked on the old survey as Kents neck, the native name of which was Matockshegan, indicating by its use of the words *matta*, "bad," *tuck*, "a creek," and perhaps *oushachen*, "slippery," the awkward and difficult

nature of the wading place. The path appears to have taken a fairly straight course nearly due north from this point, on a line which is not followed by any main road of later periods. Keeping to the west side of Rahway river, it reached Springfield; thence it passed through the Short hills to Northfield and Livingston, where it crossed the Passaic into Morris county. Its course may be traced beyond that point by old roadways through Sussex county to the island of Minisink in Delaware river, which is situated halfway between Hainesville and Milford.³⁴ This is stated by Whitehead to have been the only native path or trail in upper New Jersey of which there is any definite record. Its importance is evident on examination of its course around the waters of the metropolitan area, as it afforded the desired access to the ocean without the necessity of passing over the mountains of the Ramapo, avoiding also the extensive swamps of the Passaic and the Hackensack. It formed so direct a means of contact with the natives of the Delaware tribe that it can hardly

have existed without a number of branch trails, connecting through the hills with the homes of natives resident in the East Jersey district, and probably extending, by some such routes as those previously described, to the trading-place on the Hudson, thus establishing contact between the Delawares and their blood relatives on the Island of Manhattan, and the adjoining territories on the mainland and Long Island.

NOTES

1. Valentine's Manual for 1865, pp. 572 and 652.
2. On the other hand, Mr M. R. Harrington, in a personal communication to the author, says of the name Werpoes or Worpus: "There seems to be nothing in recorded Delaware to help us here, but the Natick word *waapu*, 'raised up,' with the diminutive *-s* added, would seem to indicate 'a slight elevation.' This would accord with the Kolch hill, the most conspicuous elevation of the neighborhood."
3. Doc. Hist. State of N. Y., vol. ii, p. 1039.
4. Information by Mr M. R. Harrington, who says: "Taking into account the interchangeability of the letters *l* and *r*, the Delaware roots of these names, both of which are used, might be *lexau-taney-k*, 'at the sandy town,' or *lexau-tuk*, 'sandy river.'"
5. MINETTA or MANETTA. This brook was not sufficiently distinctive to deserve a title derived from the Manitto, the Great Spirit, nor could it have had any connection with *menatey*, an island. It is most probable that it is a corruption of the prosaic *menantachk* indicating the "wooded swamp" through which the upper part of the brook meandered.
—M. R. Harrington.

6. ASPETONG; ASHPETONG. An elevation, scarcely sufficiently conspicuous to deserve the name of a hill, seems to be indicated by the Delaware *aspi*, "lifted up," and the locative-*ong*, "an elevated place," or as we should say, "rising ground."—Information by M. R. Harrington.
7. Valentine's Manual for 1865, pp. 608 and 638.
8. SHEPMOES. Though we might derive this from the Delaware word *sipo*, a river, plus the suffix *-es*, meaning little, there is a closer resemblance to the recorded Natick *sepomoese*, and it would seem more probable that it is a title descriptive of a local feature, "the little brook."—M. R. Harrington.
9. Valentine's Manual for 1864, p. 847.
10. RECHAWANES, RECHEWANIS. Far from indicating a great space of sand, as has been suggested by Riker and others, the precise derivation appears to be the Delaware *lexau-hannes-s* or "sand-stream-little," descriptive of the small creek that flowed between its sandy banks. *Rechewas* point thus appears as *lexau-es* or "little sand point."—M. R. Harrington.
11. CONYKEEKST. The Delaware *kwene-akies-k* indicates the character of the tract as a long-place-little-at, or long narrow tract, perhaps wooded, bounded west by the marsh lands and east by the surging waters of the East river.—M. R. Harrington.
12. Riker, James, History of Harlem, p. 282.

13. Skinner, Alanson, Archeological Investigations on Manhattan Island, *Indian Notes and Monographs*, vol. ii, no. 6, 1920.
14. MOSHOLU. A simple explanation of the name is offered by the Delaware *Mosxoxgeu*, meaning clear (not turbid), which may well have been the character of the bright waters of the brook, bounding over the cascade in front of the village-site.—M. R. Harrington.
15. NIPNICHSEN. A more satisfactory definition of the name applied to this hilltop station than has been heretofore suggested, is found in the Delaware *mbinishkeu*, or as it appears in its Natick form, *nip-nishkeneunque*, signifying muddy or dirty water. This could be very reasonably applied to the rain-water pond which in certain seasons filled the hollow space back of the site of the old Tippet dwelling.—M. R. Harrington.
16. Bolton, R. P., A Pioneer Settler's Home, *Quarterly Bulletin, N. Y. Historical Society*, vol. v, no. 1, New York, 1921.
17. RANACHQUA. The Ranachqua tract, which formed the apex of the great peninsula covered by Westchester county, was significantly described by its native name, evidently derived from the Delaware *wunaXkwaloye*, "the extreme end."—M. R. Harrington.
18. Jenkins, Stephen, Story of the Bronx, p. 214.

19. Skinner, Exploration of Aboriginal Sites at Throgs Neck and Clasons Point, New York City, *Contributions from the Museum of the American Indian, Heye Foundation*, vol. v. no. 4, pt. 1, New York, 1919.
20. Bolton, Robert, History of Westchester County, 3d ed., ii, p. 578.
21. Skinner, op. cit., vol. v, no. 4, pt. 2, New York, 1919.
22. Bolton, Robert, History of Westchester County, 3d ed., vol. i, p. 686.
23. Furman, Gabriel, Antiquities of Long Island.
24. RINNEGACONCK, RINNEGOCONCK. The Delaware *lenniga-xunk*, or Bark-house hill, is a satisfactory and distinctive description, according with the native settlement on the hill, the traces of which were above described.—M. R. Harrington.
25. The patent of 1646 to Van Tienhoven describes Breukelen as "formerly called Marechkawick." The village planting-grounds were in the vicinity, as described in the grant of land to Frederick Lubbersen in 1640.
26. Flint, M. B., Early Life on Long Island.
27. Stiles, H. R., History of Brooklyn, vol. i, p. 52.
28. Stiles, *ibid.*, vol. i, p. 49.
29. New York Colonial Documents, xiv, 39
30. Van Wyck, Frederick, Historical Guide of the City History Club, 1913.
31. Munsell, J., History of Kings County.
32. Tooker, W. W., Indian Place Names on Long Island.

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33. Skinner, *Anthropological Papers of the American Museum of Natural History*, 1909.
34. Heye, G. G., and Pepper, G. H., Exploration of a Munsee Cemetery near Montague, New Jersey, *Contributions from the Museum of the American Indian, Heye Foundation*, vol. ii, no. 1, New York. 1915.

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INDEX OF STATIONS ON THE MAPS

NOTE: The numbers applied to the stations are those adopted in "New York City in Indian Possession" up to No. 27 and from Nos. 50-58, 65-83, 86-97, new numbers being applied to stations not described in that work from 98 onward. See *Indian Notes and Monographs*, vol. II, no. 7, 1920.

1. KAPSEE (Map VIII, A). The extremity of the island of Manhattan; probably applied also to the rocks in the tideway. ("The Indian name for the extreme point of the upland was Kap-se"—Benson.) (See Valentine's Manual, 1852, p. 462.) The Dutch name for the point extending south of Pearl street was Schreyers Hoek.
2. WERPOES (Maps II; III; VIII, A). A native village-site at the Kalch Hoek, a hill which overlooked the Kolch or Collect ponds. The village was probably situated on the line of Elm street, between Duane and Worth streets, the center being cut by the line of Pearl street, which, when graded, disclosed masses of shells. See *15th Annual Report American Scenic and Historic Preservation Society*.
3. RECHTAUCK or RECHTANCK (Maps II; VIII, A). A village-site on Corlears hook, on Manhattan island. Natives who had

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taken refuge there were massacred by Dutch soldiery at the order of Governor William Kieft, 1643. The most natural position for such a station was near a fresh-water pond and brook at the present Jefferson, Henry, Clinton, and Madison streets, facing south on an open beach on East river.

4. SAPOHANIKAN (Maps II; VIII, A). A station, but probably no more than a landing and trading place, utilized as the nearest convenient point of access to Hoboken, when peltries and goods were brought by the Hackensack for barter. It was situated on the shore of the slight indentation of the river-front between Bethune and Horatio streets, in what is now "Greenwich Village."
5. RECHEWANIS (Map IV). Rechewas point, Montagnes point, "Little Sand Stream." The tract of marsh and upland extending south of Harlem kill to 91st street as far west as Fifth avenue, to Hellgate bay, on East river. This was the home district of Rechewac, chief of the Reckgawawanc, and was occupied by him and his people until 1669. It probably included a native village known as Konaande Kõngh.
6. RANACHQUA (Map VII, C). The tract purchased of the sachem Rechewac and others by Jonas Bronck in 1639, and by him renamed "Emmaus." The name probably applied also to a native station of which traces have been found around

the site of the one-time Gouverneur Morris mansion at Cypress avenue and 131st street.

7. QUINNAHUNG (Maps VII, C, D). The Great Planting Neck, the modern Hunts point. Several sites around this favored locality are marked by native débris: (1) Around the site of the one-time house of the Richardson family, particularly about the spring nearby, near the old Hunt burial-ground. (2) On the Dickey estate on the Hunts Point road at Randall avenue. (3) On a mound surrounded by marsh-lands on the line of Eastern boulevard, if extended. (4) At the extremity of the point, in front of the site of the one-time Hunt mansion.
8. SNAKAPINS (Map VII, D). A native village, the name of which was recorded, of extensive character, situated on a tract of sloping ground on the west side of the present Soundview avenue, where it is intersected by Leland avenue. The site was covered by about sixty lodges. In the vicinity, south of the village, there was probably an extensive planting-ground. Fishing stations were situated along the shore, and at Clasons point. The site was explored by Alanson Skinner for the Museum of the American Indian, Heye Foundation, in 1918. See *Contributions from the Museum of the American Indian, Heye Foundation*, vol. v, no. 4, part II, New York, 1919.
9. CASTLE POINT or CASTLE HILL (Map VII,

D). An important native station, the name of which has not been recorded, consisting of a palisaded enclosure, or fort, on the high mound on the west bank of Westchester creek, which was the site of the Screven residence. A village probably extended on the south side of the hill, the site being marked by débris. On the extreme point is a large shell-heap containing the discarded shells used in making wampum beads. The place was seen by Adrian Block on his voyage through the Sound in 1614. The hill, being about 60 feet in height, is quite conspicuous from the water.

10. BURIAL POINT (Map VII, D). On Zeregas neck, or Old Ferry point. This place is said to have been the site of a burying-ground to which the natives brought their dead from the interior country. There are deposits of shells and scattered native objects along the shores of the point, indicating native occupancy. The probable site of the burial place is a mound facing Morris cove on the border of the marsh at the foot of the Ferris estate. The place is in full sight of Castle hill (9).
11. LOCUST POINT (Map VII, D). Wrights island or neck on Throgs neck. Along the shore-line native objects indicate its former occupancy, probably as summer fishing places. Locust point, distinguished by a cluster of locust trees, is now under water at high-tide.

12. WEIR CREEK (Map VII, D). On Throgs neck. An important native station situated on the shore at the mouth of the creek, on the Brown estate, near a small spring of fresh water. Its name is not recorded, but the site was in use by the Siwanoy after their contact with white men. It has been carefully explored by the Museum of the American Indian, Heye Foundation.
13. BEAR SWAMP (Map VII, C). The site of a native village at Downings brook, on the present Bear Swamp road. This village, the name of which is not recorded, was probably a principal station of the Siwanoy of the Bronx district, as they continued to occupy it until 1782.
14. JEFFREYS HOOK (Map I). Manhattan Island, on the east bank of the Hudson, the modern Fort Washington point. A fishing station, evidenced by deposits of shells and charcoal, and by arrows found among the rocks on the beaches. Several rock-shelters and camp-sites also have been traced along the riverside as far south as 158th street.
15. MUSCOOTA (Map V). The modern Dyckman tract, comprising all the lowlands draining into Sherman basin, and the marsh meadows along the shore of Harlem river, which was referred to as "the Kil Muscoota." These lands extended as far north as Marble hill. The name indicates a meadow or place

where rushes grow. Around the tract evidences of native occupancy were found, at 196th to 201st streets, 208th and 209th streets, 213th street, and at 219th street. In the interior of the area a ceremonial site at 212th street and sundry places marked by food-pits have been discovered.

16. SHORAKAPKOK (Maps I, V). A name, fortunately preserved, applied to the locality under Inwood hill and to the western part of Spuyten Duyvil creek, on the bank of which, in the glen now called Cold Spring hollow, large deposits of débris, food-pits, and rock-shelters attest the long-continued native residence. The well-known Indian cave is one of the features of Shorakapkok. (See pl. II.)
17. NIPNICHSEN (Map I). Berrians neck, Spuyten Duyvil hill. The site of a palisaded station, the precise position of which is not known. The name denotes a muddy pond. Native débris was found on the summit overlooking the Hudson, but a more probable site has been recently discovered near a small pond on the line of 231st street.
18. PAPARINEMIN OR PAPIRINEMIN (Maps V; VI; VII, C). Applied both to the island which became the site of the village of Kingsbridge, and to that part of Spuyten Duyvil creek contiguous thereto. A favorite resort of the Reckgawawanc, one of whose stations was on the line of 231st street overlooking the crossing of

the main path to the north and east countries.

19. MOSHOLU or KESKESKICK (Maps VII, A, C). An important village-site on the west bank of Mosholu brook, near the Van Cortlandt mansion in Van Cortlandt park. The title Keskeskick applied to the range of hills forming part of Kingsbridge, Fordham, and University Heights, probably as far south as Washington bridge. The village-site was close to the Van Cortlandt mansion. It was destroyed by grading the playing field. See Skinner, *Archeological Investigations on Manhattan Island, Indian Notes and Monographs*, vol. II, no. 6, 1920
20. NAPPECKAMAK (Map VII, A). The modern Yonkers. A principal station of the Reckgawawanc chieftaincy which was probably situated near the outlet of the Neperah river, not far from Getty square, being thus close to the line of the Hudson River trail.
21. EASTCHESTER (Map VII, A). A native station at the junction of the shore path and the path leading from the site of the town of Westchester. Said to have been a "castle." It probably occupied the high ground on the south side of the old Kingsbridge road, west of the New York, Westchester and Boston Railway tracks, where some traces of native occupancy are visible.

22. The site of Ann Hutchinson's house, on the east side of Eastchester creek, near the Split Rock (Map VII, B). It was alongside the Indian path which is the present Split Rock road. Here Ann Hutchinson and her family were massacred in 1643.
23. ANNS HOOK, possibly Asumsowis, the modern Pells point (Map VII, B), Pelham neck, or Rodmans neck. The site of a considerable station, explored by M. R. Harrington on the northeastern side of the neck, and evidenced by large masses of shells and charcoal, and several human burials. This may have been the place in Pelham known to the natives as Asumsowis, which Tooker (Amerindian Names in Westchester County) considers to have been a personal name.
24. MANINKETSUCK (Map VII, B). Roosevelt's brook, close to the northern boundary of the City of New York. A site favorably situated along the north side of the brook, evidenced by quantities of shells and débris. Explored by Morgan H. Secor.
25. MISHOW (Map VII, B). The present Hunter island, probably including the contiguous Twin islands, now part of Pelham Bay Park. At several favorable places there are traces of native occupancy and many arrowheads have been found on the sandy beaches. The place is supposed to have been a resort for

ceremonies with which the great rock of Mishow was connected.

26. SHIPPA (Map VII, B). Now Davenports neck. A large station of the Siwanoy.

27. ECHO BAY (Map VII, B). New Rochelle. At Echo bay and in Hudson Park remains indicate Indian occupancy.

50. SHANSCOMACOCKE (Map VIII, D). A large Indian village and burying-ground on the shore of the Strome kill, Gerritsen basin, or Ryders Pond, Flatlands. Explored by D. B. Austin. Many objects plowed up in the course of cultivation in the vicinity are in possession of Mr. Ryder, resident nearby.

51. CANARSEE (Map VIII, D). The principal station of the chieftaincy known by that name. This is supposed to have been situated at or near the present locality known as Canarsie; but there being no natural water supply, it is evident that the name was that of a locality, probably including the whole neck, on which were extensive planting-grounds. The station, as indicated by native objects discovered, was in the vicinity of Canarsie Beach Park, east of the line of Avenue M. The tract to the north and west is marked on old city maps as the "Canarsee planting land." The real headquarters of the tribe appears to have been Keskaechquerem (104).

52. WINIPPAGUE (Map VIII, D). The modern Bergen beach. Some native objects,

which include grooved axes, indicate native occupancy of this favorable place. Its aboriginal name denotes "a fine water-place" (Tooker, Indian Place Names). Armbruster says there are immense shell-beds on this island. D. B. Austin states that these beds cover the area of the center of the island, and that they were probably débris from the manufacture of wampum.

53. FLUSHING (Map I). Site of a large village of the Matinecock chieftaincy. Armbruster (Hist. L. I., its Early Days, etc., 1914) says eleven native burials were disturbed within the area of the Linnæan gardens in 1841, and in 1880 a burying ground, on which were stone artifacts, was disturbed on the Thomas P. Duryea farm, a mile from Flushing.
54. HOG ISLAND (Map I), situated in Brosewere bay, south of Hewlett. A station of the Rockaway chieftaincy, probably an appendage of the large village at Hewlett (55).
55. HEWLETT (Map I). About two miles beyond the boundary of Queens county, south of Valley Stream, was a native station of considerable extent. At this site many objects were discovered by George H. Pepper in an exploration conducted for the Museum of the American Indian, Heye Foundation.
58. COW BAY (Map I). Site of a Matinecock village. This was explored in 1900 by M. R. Harrington, who found great

quantities of material in shell-pits, also many burials. The greater part of these objects is in the American Museum of Natural History, and one fine pointed-bottom jar is in the Museum of the American Indian, Heye Foundation.

65. MESPACHES (Map VIII, B). The modern Maspeth. The name is applied to Newtown creek and the contiguous swampy area, and probably to the place of residence of some natives known as the Maspeth tribe. The name denotes "at the bad water place" (Tooker, Indian Place Names).
66. RINNEGACONCK (Maps II; VIII, A). A native site, evidenced by débris, fire-pits, and weapons, which existed on a hillock at Bridge street. This site is described and located by Gabriel Furman (*Antiquities of Long Island*, 1875). The name was applied to the vicinity of Wallabout bay, and probably included this occupied station.
67. WERPOS, WORPUS (Map VIII, A). A village in the 10th ward of old Brooklyn, bearing the same name as the Manhattan village (2). It was situated near Hoyt and Baltic streets, on the old farm of Fredrick Lubbersen, and was then a close neighbor of Marechkawick (117).
68. NAYACK (Map VIII, C). The name denoting a point of land, probably applied to the whole neck which now includes Bay Ridge and Fort Hamilton. The position of the native village to which

the inhabitants of lower Manhattan retired is not known. It would have been favorably situated at the southeast end of the United States reservation near the water supply in Dyker Heights Park.

69. NARRIOCH (Map VIII, D). That part of Gravesend neck lying to the east of the town between Squam creek and Shellbank creek. It is probable that native sites may be discovered along the latter water-course. The tract seems to have been an appendage of the Shanscomack village (50).
70. ACQUACANONCK (Map I). The modern city of Passaic, a station, probably the principal headquarters, of the chieftaincy of the Acquacanonck. On the west bank of the Passaic river there was an Indian burying-place. The name, as usual, was applied to contiguous territory.
71. CONSTABLE POINT (Map I). An extensive village-site and native burial-place existed at this point, which is the southern extremity of Bergen neck. It was so isolated from the neck by swamps extending from Bayonne to the Kill van Kull that it must have been reached mainly by canoe. Another occupied station is evidenced by shell-deposits on the west side of Bergen neck, at the right-of-way of the Central Railroad of New Jersey.
72. PELTONS COVE (Map I). A village-site at the Upper cove, West New Brighton.

It is now completely covered by modern improvements. As far back as 1850, Indian burials were reported to have been disturbed there. In 1903 a few traces of native occupancy were found along the line of the Shore railroad.

73. **BOWMANS BROOK** (Map I). An extensive village and burial place, of apparent Hackensack occupancy, situated along the brook, sometimes known as Newtons creek, or De Harts brook, discharging into the Kill van Kull. This was explored in 1903 by Alanson Skinner, who found more than a hundred fire-and shell-pits, and a number of human interments, with much pottery, and bone, antler, and stone implements.
74. **MARINERS HARBOR** (Map I). At Arlington station, a native village-site, with human interments, was discovered and explored in 1901, and further developed in 1918 by Alanson Skinner.
75. **TUNISSENS NECK** (Map I), or Old Place. A native site which yielded pottery, bone, and stone objects, indicating village life.
76. **WATCHOGUE** (Map I). A camping site on Big Hummock, at Bloomfield, the name denoting "hill land" (Tooker, Indian Place Names). Surface discoveries indicated seasonal occupancy.
- 77 and 77 A. **LONG NECK** (Map I). Now Linoleumville. A native site on the sand-dunes.

78. SILVER LAKE (Map I). A native camp-site on the shore of the lake, on which shell-pits were found.
79. FRESH KILL (Map I). At Lakes island, where there is now a garbage incinerating plant, there were many evidences of native occupancy, some having been observed by Thoreau and mentioned in his letters.
80. ROSSVILLE (Map I). A shellheap, with evidences of very ancient existence, was explored by Alanson Skinner.
81. SANDY GROUND (Map I). At Bogardus Corners. A village-site was discovered by Alanson Skinner.
82. WOODROW (Map I). Along Sandy brook there are evidences of native occupancy spread over a considerable area, apparently forming an extension of the village at Bogardus Corners (81).
83. WARD POINT (Map I). Near Tottenville. This very extensive native station is evidenced by masses of débris, accumulated to a considerable depth and spread irregularly over many acres. Part of the site was explored in 1898 by George H. Pepper, who discovered a number of burials, and many objects have since been unearthed through further exploration by M. R. Harrington for the Museum of the American Indian, Heye Foundation.
86. HARBOR HILL (Map I). An Indian site at the Harbor hill, at the golf links, was

- disclosed by the explorations of Alanson Skinner.
87. CHELSEA (Map I). At the junction of the Bloomfield road and Union avenue, a native station with a burying-ground existed.
 89. NEW SPRINGVILLE (Map I). On Corsons brook. A site reported, but not explored.
 90. SIMONSONS BROOK (Map I). On the north side of Richmond creek. At the Ketchum mill-pond there are evidences of an occupied station.
 91. GREEN RIDGE (Map I). A site is noted by Skinner near the Richmond plank road, between Journeay avenue and Annadale road.
 92. PRINCES BAY, PRINCESS BAY (Map I). An unexplored site at the bay, and another site marked by a shell-pit and scattered objects on the shore halfway to the lighthouse, all indicate native stations, probably for fishing purposes.
 93. SEGUINE POINT (Map I). A camp-site, probably a fishing station.
 94. WOODS OF ARDEN (Map I). On the shore, near the mouth of Great kills, there is a place which shows signs of native occupancy, but not of extensive character.
 95. SHAWCOPSHEE, the modern Oakwood (Map I). The probable name of the Great kills, which may have been the refuge, for about 16 years, of the Nayack natives when they removed from Long Island. At the head of the kills there

are signs of occupancy, but they are not indicative of long-continued residence.

96. ARROCHAR (Map I). An ancient settlement is indicated.
97. STAPLETON (Map I). A station is recorded, but its position is indefinite.
98. CONYKEEKST (Maps I, IV). The tract known by this queer title is now the modern Harlem, east side. A native fishing and oystering station evidently existed at 121st street, on the line of Pleasant avenue (or Avenue A), which probably bore the local name.
99. SHEPMOES (Map VIII, A). At east 14th street, probably near Second avenue, there was a small station or plantation, which may have been named from some nearby brook. (Colonial Docs. N. Y., vol. XIV, p. 110.)
100. TUBBY HOOK (Maps I, V). At this point, extending into the Hudson river at Dyckman street, there was a very ancient station, the extensive deposits of debris being located on the shore of the "Little Sand bay," on the south side of Dyckman street. It was recently explored by Alanson Skinner for the Museum of the American Indian, Heye Foundation.
101. JAMECO (Tooker), CHAMAKOU (Armbruster) (Map I). The modern Jamaica. A native settlement seems to have existed near the Beaver pond, whence the name of the locality was derived, "yemacah" denoting the beaver, according to

Tooker. Armbruster considers the name to be that of a small tribe of survivors of original natives of Long Island, overcome by the Canarsee. "The beaver path" led from the native village to the pond.

102. THROGS NECK (Map VII, D). A native site is indicated by burials which have been disturbed at St Raymond's cemetery on the Throgs Neck road.

103. LAAPHAWACHKING (Map VII, B). Pelham Bay park on the Bartow estate. A locality name probably applied to a quite important native site, close to the Shore road or Pelham Bridge road, within the Bartow property now owned by the City of New York. This site, which was discovered and explored by the Rev. W. R. Blackie, for the Museum of the American Indian, Heye Foundation, gives evidence of considerable size and length of occupancy.

104. KESKAECHQUEREM or KESKAECHQUEREN (Map VIII, D). Flatlands. There was a native village at this place, on the site afterward and still occupied by the Dutch church, on Flatbush avenue, near its junction with the King's Highway, old Flatlands Neck road, and the Mill road. There was also a burying-ground. The important position occupied by this station, at the junction of these trails, and its situation in the locality where the famous Council-place was known to exist, seem to indicate it as

the gathering place known by the native name which denotes a place where public meetings took place. (See Colonial Docs. N. Y., vol. xiv. pp. 14, 36.)

105. MASSABARKEM or GRAVESEND (Map VIII, C). The village established by Lady Deborah Moody and her associated refugees. The acquisition of land conveyed a tract misspelled as above, but indicating "land by the great water," and probably applied to whatever native settlement existed in the vicinity, such as the planting-grounds at the Indian pond (106). (See Munsell, Hist. Kings Co., p. 18.)
106. THE INDIAN POND (Map VIII, C). A pond of fresh water, situated at the locality now known as Marlboro, around which the natives had a cultivated tract. The pond has long retained its name, appearing on modern maps.
107. NEW UTRECHT (Map VIII, C). Probable site of a native station, perhaps the home of Chippahig, who had sold lands which on their eastern bounds touched the western line of Gravesend at the Indian pond. There was a native path extending from the main path through the site of New Utrecht, which ran to the beach at Gravesend bay. It indicates the probability of a native settlement at its junction with the ancient pathway.
108. MUSKYTTEHOOL (Map VIII, D). A locality at the Paardegat or Bedford creek, where it is crossed by the Flatlands

Neck road. It was used as a boundary-mark.

109. SUNSET PARK (Map VIII, C). Bennywater pond, in Sunset park, west of Greenwood, was an Indian site located by Adam Dove, of Gowanus. Nearby, at 37th street near Sixth avenue, objects were disturbed, indicating the existence of a station, near an Indian path which was known and used as a boundary in 1696.
110. GOWANUS BAY (Map VIII, C). At the De Hart Bergen house-site there is record of Indian occupancy and immense oyster-shell beds, etc., in the Journal of Sluyter and Dankers. This may have been the home of the chief Gouwane. Its position is in the vicinity of Third avenue at 37th street.
111. SUNWICK, SUNWICKS, SUNSWICKS (Map VIII, B). A native station, indicated by shell-deposits and a few objects, on the shore of East river, at Ravenswood Park, near the creek which is recorded as bearing this name.
112. MINNAHANONCK (Map VIII, B). Blackwells island. The island was owned and perhaps occupied by natives of the Marechkawick or Brooklyn chieftaincy.
113. PAGGANCK (Maps II; VIII, A). Nutten island, Nut island, now Governors island. Owned and probably occupied by natives of the Marechkawick chieftaincy.
114. ARESSICK, or PAULUS HOOK (Maps II; VIII, A). A native village was

situated on this favorable promontory, which was acquired from the occupants by Director Kieft in 1638. It has a dramatic interest as the scene of the bloody massacre of its unfortunate inhabitants by the Dutch soldiery in 1643.

115. HARSIMUS, or AHASIMUS (Maps II; VIII, A). Site of a native village on the Jersey side of Hudson river, between Paulus hook (114) and Hoboken (116). Probably the name was H'ashim-muck, that is, "the place where there is a spring of drinking water." The place is indicated on Ratzler's survey on the north side of the cove formed by the hook, about the present 5th street and Henderson street.
116. HOBOKAN, or HOBOKAN-HACKINGH (Maps II; VIII, A). A native station of importance, situated near Hudson and 2d streets, at Castle point. It was evidently a trading place, whence goods were transported across the Hudson to Sapohanikan (4), and by its position on the Bergen peninsula was best situated to foot travel toward the mountain regions north and west.
117. MARECHKAWICK or MAREYCKAWICK (Map VIII, A). The headquarters of the chieftaincy of that name, probably situated on the main trail from the ferry (Fulton street) at or near Gallatin place and Elm place. The name was probably applied to its vicinity, including nearby

planting-grounds (Colonial Hist. N. Y., vol. xiv, p. 5). The village cornfields covered the space between Atlantic avenue and Baltic street, east of Court street.

118. GAMOENEPÄ, or COMMUNIPAW (Map I). The name, denoting "where the water remained," was applied at times to the whole of Bergen neck. Near the shoreline there was some dry ground situated in the midst of a wide area of marsh, which may have been occupied as the village-site, but the precise position of the Indian village is not recorded.
119. ACQUEEGENOM (Map VII, C). A native name indicating the situation of the crossing over the Aquehung or Bronx river, at or near Pelham parkway, of the path to Westchester. The nearest known station of the natives was that on the east side of the river (13).
120. COWANGONGH (Map VII, A). A name applied to the place where the shore path, "Sachkerah," crossed the Bronx river at Williamsbridge, on the line of the Gunhill road. The name indicates it as a sort of boundary place where the territory of the Weckquaesgeek and Siwanoy met.
121. SETON FALLS (Map VII, A). Near the bend of Rattlesnake creek, on the Seton estate, there is a cave, near a small cataract, and some embankments, said to have been constructed by natives. This is a reputed Indian resort in dense

woodlands, well suited to the purpose of a hiding place, and about midway between the Shore path and the Westchester-Eastchester path.

122. LITTLE NECK, or DOUGLSTON (Map I). A favorite locality for native occupancy, evidenced by abundant shell-deposits, and the signs of a village and burial-ground, probably of the Matinecock.
- 122a. PUDDING ROCK (Map VII, C). A glacial bowlder, stated to have been used by natives as a resort, situated at the Boston road, south of East 166th street, Borough of the Bronx (Historical Guide to the City of New York, City History Club, p. 212, 1913). It is not near any water supply, and is therefore unlikely to have been a permanent station. (Inadvertently omitted from the map.)

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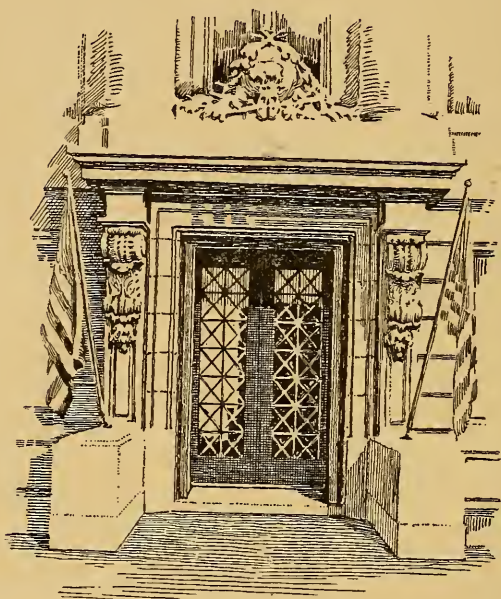
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