Dutch visitors are often bemused to discover that their first encounter with the United States after clearing customs at Kennedy International Airport is a taxi ride into Manhattan on the Van Wyck Expressway. They are soon surprised to find themselves passing through what seems to be familiar, if incorrectly spelled, territory: signs for Brooklyn, Flushing, Van Dam Street, The Bowery, and numerous other Dutch place names flash by the window in dizzying array. From Cape May to the Normanskill, the Dutch of New Netherland left an imprint on the New York-New Jersey landscape that continues to inform the region.

This issue of de Halve Maen presents two essays that focus on the establishment of Dutch culture in New Netherland. Elva Kathy Lyon’s study of the New Amsterdam weighhouse looks at the migration of European technology into the New World, while Shirley Dunn’s continuing series on the location of the farms of Renssealaerswijck reveals how the Dutch view of the landscape shaped the Hudson River Valley.

Ms. Lyon writes, “European concepts based on physical reality, such as cities, houses, taverns, forts, and weighhouses, were firmly fixed in the [settlers’] minds and traveled with them to the New World.” Unlike other colonial ventures of the Republic, where the Dutch encountered entrenched technologically advanced native cultures, the Dutch were able to recreate in New Netherland the societal forms of the homeland. A market economy was a fundamental aspect of Old World Dutch culture, and public standards for the weight and measure of goods was essential to ensure product quality and trust among consumers. It was a privilege for a town to obtain control over these standards, and New Amsterdam’s obtaining of this right in 1653 was a pivotal moment in creating a European urban setting in North America.

Islands played an important role in seventeenth-century Dutch settlement patterns, and, though often attached to the mainland today, continue to shape land use and population distributions. Shirley Dunn looks at the early settlement of Hudson River islands near Albany, now attached to the mainland, and their influence on the economic and political development of the Hudson Valley. She notes that the “contributions made by the island farms to the economy of the area were important into the early twentieth century.”

Historians now recognize that the Dutch influence in the New York-New Jersey region did not end with the 1664 English Conquest. Familial and mercantile contacts kept the Old and New World regions closely tied throughout the English colonial period. In the early National era, Dutch capital greatly contributed to both the internal development of New York and the emergence of New York City as a world port. Today, the Dutch remain among the largest investors in the New York metropolitan area, and Amsterdam and New York City still influence each other in the arts, finance, and social concepts.

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Cover: Detail from Laurens Block, “Novum Amsterodamum” [New Amsterdam], 1650.
The New Amsterdam Weighhouse

Elva Kathy Lyon

A good measure, pressed down, shaken together, running over, will be put into your lap; for the measure you give will be the measure you get back.


The people who chose to work in, relocate to, or visit New Netherland carried into the new setting the persistent cultural roots of the lands that they and their families had known. European concepts based on physical reality, such as cities, houses, taverns, forts, and weighhouses, were firmly fixed in their minds and traveled with them to the New World long before such ideas became part of the city plan for New Amsterdam as shown in the Castello map. Cultural habits involving physical structures were relatively resistant to alteration, as has been demonstrated in the case of the persistence of Dutch and other Northern European designs for houses and farm buildings in New Netherland. This essay explores how the new colonial setting, in conjunction with West India Company control, affected the form and function of the weighhouse as a particular city feature.

The residents of the city-like area around Fort Amsterdam petitioned for the right to have a municipal government in 1649 in the context of other concerns about New Netherland. The West India Company gave its approval in 1653. Simon Hart has pointed out that certain of the New Netherland inhabitants had “threatened to withdraw from the tutelage of the WIC and to turn to the English” in 1649. The threat was continued, and the right to officially become a city was granted in 1653 during a period of war between the Dutch and the English. Apparently the West India Company hoped to ease the colonial tensions by allowing the establishment of the municipal government of New Amsterdam.

The approval for the city status of New Amsterdam then required the development of a physical plan for the growth of the city as well as mechanisms for the plan’s implementation. This necessitated a shift in the thinking of those who were now resident in an official city, not in a city-like community gathered at the base of a fort-factory. When the physical plan was put into action, not every idea was realized or developed according to the original design. Converting the community around Fort Amsterdam into the city of New Amsterdam required everything from political reorganization to physical restructuring. Issues of defense, ship access, and street layout had to be addressed in discussions involving the possibility of new arrangements for the movement of goods and the exacting of fees, and it was certainly the mercantile concerns about goods, services, and fees that were uppermost in the minds of the individuals who were literally the “city fathers” of the newborn urban center. The new city had the awkward task of concentrating and controlling a portion of the commercial activities of a colony firmly under the direction of the West India Company.

Multiple adjustments of the old concepts of a city were required in the new setting and circumstances, yet many of the ordinary features of an Old World city could be instituted.

Ms. Lyon, a Holland Society scholarship recipient, is completing a doctorate in Science and Technology Studies at Rensselaer Polytechnic Institute. Her dissertation addresses the movement of skilled knowledge into early colonial North America through the Dutch. This essay is from a dissertation chapter on the city of New Amsterdam. She thanks Martha Shattuck and Jaap Jacobs for thoughtful criticisms.

1 Castello map as shown in I. N. Stokes, Iconography of Manhattan Island, 6 vols. (New York, 1915), vol. 2, plate 82.
6 “Factory” refers to a central location for mercantile activity, whether within a city in a specific area or at a remote trading region. The debate about Fort Amsterdam as a factory involved the double issue of the special problems in North America and the need to colonize in order to maintain a foothold.
with little alteration. Trying to develop New Amsterdam as a city meant working with an historical aberration from the normative practices of continental European city development. Netherland cities had developed from commercial centers that had been granted privileges by the church, a noble, or a monarch. Exceptions to that pattern were rare but did exist, as was true for New World Spanish cities or the deliberate founding of Goteberg in Sweden. The task of city-building was a serious undertaking for the settlers in New Netherland.

Locating the New Amsterdam weighhouse and examining its functions is a step toward understanding how New Amsterdam operated as a city in the colony of New Netherland. Weighhouse operation reveals in what ways the young colonial city mirrored the practices in Europe and what ways the practices were modified. The issues that arose in establishing a weighhouse also address the differences in the expectations of the West India Company as against the hopes of certain of the New Netherland settlers. New conflicts and tensions began to surface with the city's dependence upon a company that had acquired certain additional privileges due to the risks of long distance travel and the hazards of foreign ports. Other than the Hanseatic League cities, the concept of a city's dependence upon a company or the company rule of a city had few parallels in the reality of the settlers' experiences. The tensions between the West India Company, Director-General Petrus Stuyvesant, and the settlers who were attempting to develop the fledgling city of New Amsterdam contrasted sharply with life in the Dutch Republic where, at this point in time, cities held sway in the States General.

The power to establish cities and their weighhouses had been obtained by the East India Company at its inception, and the West India Company had acquired the same power at its founding. West India Company control of New Netherland, at least on paper, was absolute over a vast area in North America. The company had been established along the general lines of the East India Company with a few significant differences. The two companies diverged both in the specific problems they faced in markedly different parts of the world as well as in the choices made about how to solve some of the problems. Native opposition to a European presence was less successful in the East Indies than in North America, and, ultimately, the extent of economic and political control held by the Dutch East India Company was considerable in the East Indies compared to the control manifested by the West India Company in New Netherland.8

Full-family colonization was neither necessary nor encouraged in the East Indies, but the North American setting required a presence that would maintain the boundaries with the English, provide protection from the natives, and allow for provisioning during the deep cold of winter. For many of the people who settled in New Netherland, control such as that practiced by the East India Company, or the lesser control of the West India Company, had not been their experience. The West India Company efforts to control New Netherland

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did not go unchallenged by the settlers and should not be assumed to have been absolute in practice, although it was effective in certain major respects. Company control in the wilds of a new land had succeeded only marginally in Virginia and in other parts of North America, and what may have worked in Europe for the Merchant Adventurer Company, the Hansa, or the Muscovy Company was not a given for success in the New World.

In Europe, every weighhouse or set of weighscales had a functional location reflecting the commercial emphasis of the city and the city's developmental history. A waterside location indicated the importance attached to goods carried by sea or river, while other European weighhouses were located near the city center, such as in the main market square or close to the town hall. Frequently, the weighscales were hung in the city hall itself, emphasizing the vital role the scales played in the urban economy. Occasionally, the weighscales were set up in an unusual building, equally solid and capably suited for weighing, as was true in the case of one old gatehouse converted into a weighhouse by the city of Amsterdam in its seventeenth-century boom days. In other rare instances, such as in the city of Delft, a weighhouse straddled a canal.9

In the late sixteenth and early seventeenth centuries, weighhouses in the Netherlands were solid and imposing, usually constructed of stone or brick. Hegt en vierkant gebouwd (strongly and squarely built), they were broad at the base to allow room for quantities of bulky goods, and the thickness of the walls provided strong, load-bearing support for the heavy weighscales which had to carry the weights as well as the goods being weighed.10 The broad base of the weighhouse was often relieved visually by a balancing height that sometimes resulted in a building as much as six stories tall, and the upper floors were used for official city organizations, such as guilds or a school.11

The weighhouse had other special features that ordinary weighhouse service required. One such feature was a corner location or other open setting provided by the intersection of streets, the town marketplace, or a dock area. This open setting was necessary to allow easy access to the building and to permit the movement of goods into and out of the structure. Usually, on at least two sides of the weighhouse, there were solid, tall, and wide warehouse-style doorways that were shuttered when not in use. In certain cases these openings permitted gigantic double-pan balances to be rotated outward so that the goods being weighed could remain outside the building.

The earliest weighhouses in the lesser towns were wooden structures. Even the more substantial weighhouses, such as the sixteenth-century one in Amsterdam (see illustration), did not yet have the very broad base developed later to accommodate the quantity of goods being weighed. The early examples also did not have the architecturally balanced height achieved later at a considerable cost, usually as a matter of civic pride.12

Civic pride was a major factor in weighhouse design. At the end of the sixteenth century and the beginning of the seventeenth century, the Lowlands were the most densely populated and most urbanized areas in Europe. Cities dotted the landscape, and the weighhouse made a statement about a city's importance, a statement as telling as that made by a city hall, a clothhouse, or a church. It is not surprising that the activities placed in the expensive additional space above the weighhouse were also representative of the social organizations and educational functions valued by the populace of the city.

It was during the fifteenth and sixteenth centuries that most Holland cities were granted the privilege of weighing certain goods. The weighscales were a means of control over the movement of goods past or through an urban center and provided a basis for assessing tariffs that benefitted the city and provided income to the city lord. The scales were also a method of regulation that set public standards for weights. Such privileges were granted by individuals or organizations with substantial power, such as a monarch, noble, or bishop. In the fifteenth and sixteenth centuries the right to grant privileges to commercial centers or confer city status on a community could be a contested right. Another issue was that of which privilege would confer what degree of status, the word "privilege" itself meaning "private law." The right to weigh goods for the purpose of assessing tariffs was one of these privileges. For example, in 1542 the Prince of Orange, Stateholder of Holland, Zeeland, and Friesland, granted the weighright to Schoonhoven for amounts over ten pounds. In some cities the weighright was conferred by Dukes or others without a princely status.13

The city of Hoorn had developed steadily as a major commercial center after the Zuijder Zee was created by flooding in the fourteenth century, and it had achieved city status. The city had received the privilege of weighing in the sixteenth century.14 With the granting of the privilege of weighing

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8 C. H. Slechte and N. Herwijer, _Het Waagstuk: De geschiedenis van waaggebouwen en wegen in Nederland_. De Batavische Leeuw (Amsterdam, 1990), 44.
9 Ibid., 46.
10 Ibid., 44.
11 Ibid., 44.
13 Communication from Piet Boon, chief archivist at the Hoorn archives.

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Amsterdam Weighhouse from a 1693 engraving.
and the 1608/1609 construction by Hendrick de Keyser of an imposing weighhouse near the harbor, Hoorn's economy expanded dramatically. By comparison, Haarlem's solidly constructed weighhouse on the banks of the Sparne, purportedly completed in 1589 by the stadsbouwmeester (city architect) Lieven de Key, was built as a reassertion of Haarlem's prior city status, a status that had been damaged after Haarlem had been captured by Spanish soldiers. The loss of the city followed a long siege climaxed by the slaughter of a number of the city's burghers. Shortly after throwing off Spanish control, Haarlem suffered a major fire that gutted a vital area where the clothworkers lived. The new weighhouse was an urgently needed commercial focus for the rebuilding city, and it was erected in anticipation of a future intended to be in strong contrast to the past. The choice was made to build it on the banks of the River Sparne at a distance from the market place on which the cathedral and the city hall opened. With the weighhouse located there, the perspective of the city now looked north to the cities of Holland, as well as south to Rotterdam and Middleburg or Antwerp, Ghent, and Bruges.

The story of Alkmaar's prominent weighhouse is interwoven with that of Haarlem. Alkmaar was a community functioning under the supervision of the city of Haarlem, linked to that city by a large inland lake, good road service, and a common overlord. During the Eighty Years' War, when Haarlem lost the fight to the Spanish, Alkmaar successfully resisted the enemy. Alkmaar's reward for holding off the Spanish was a weighright given in 1581. As nearby Haarlem tried to rebuild, Alkmaar grew and enjoyed an increasing commercial success that began to reach well beyond the agricultural basis for its economy. The residents of Alkmaar petitioned the States General and Haarlem for their own privileges as a commercial center, but the petition was in the context of a controversy centered on the brewers of Alkmaar who wanted independence from the supervision of Haarlem. In the heat of the commercial and political battle that followed, Alkmaar lost nearly every hint of a possible new privilege except the principal gift of the weighright. As a consequence of the continued restriction of privileges, Alkmaar shared more peripherally in the fruits of the Golden Age in the Netherlands than did Haarlem, though certain of the professions fared well, as was true for the apothecaries who handled spices and tobacco. Today the only function of the beautiful old Alkmaar weighhouse, once built in anticipation of a greater role, is to continue to weigh the large round cheeses produced in the surrounding countryside. The hatted porters carry piles of cheeses on great shoulder-slung pallets, racing their lot of goods into the weighhouse for their turn at weighing. There is a New Netherland reference to an example of one of these workers, Jan Janssen Gorter, who is referred to as a member of the white-hat guild of porters. It should be possible to locate his name on a seventeenth-century Dutch city guild list of porters.

Many admirable seventeenth-century weighhouse buildings still exist in the Netherlands other than in Hoorn, Haarlem, and Alkmaar, and the architects of certain of these buildings are known. In Leiden and Gouda the weighhouse architect was Pieter Post, while in Arnhem, it was Hendrick Viervant. If these names seem familiar, it is because similar names can be found in New Netherland settlements. In some cases it is known that there were connections between the architects and the families which emigrated to New Netherland, and in at least one case that connection has been established. The individual credited as the architect of the Haarlem weighhouse, Lieven de Key, was closely related to the New Netherland De Peyster family.

An early reference to the use of weights and measures in New Netherland is in a 1625 set of instructions to Verhulst: In the matter of weights and measures the Amsterdam standard (some samples of which are sent by this fleet) shall be used by our people and by those under our jurisdiction

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1 Het Waagstuk, 61.
16 Ibid., 59. See illustration on page 60.
17 Ibid., 45-46.
18 Ibid., 45-46. This weighhouse was also used as a watchtower, a chamber of rhetoric, and a meat hall in various parts and at different times.
19 A painting of the weighhouse done sometime just before 1681 shows little cheeses being weighed (Stedelijk Museum, Alkmaar).
20 See the Alkmaar archives brochure, Apothekers in Alkmaar.
22 Henry de Peyster, "The Pre-American Ancestry of the de Peyster Family," New York Genealogical and Biographical Record, 70 (July 1939), 210-216. Lieven de Key had also worked in London as an architect, and he was responsible for the structure now housing the Frans Hals Museum in Haarlem. The de Key family in Haarlem held directorships for the Haarlem chamber of the West India Company, and Tryntie Roelofs, daughter of the famed Anneke Jans, married a relative, Willem de Key.
and every endeavor shall be made to get the natives to
conform thereto also, and anyone acting contrary thereto
shall be punished as a defraudor according to the circumstances
of the case and the judgement of the Council; and in order
that this article may be better observed, all who wish to
use any weights or measures for retailing or purchasing
any goods shall be bound to have them marked or sealed
each year by the Council or their commissaries, on pain,
if they fail to do so after the expiration of one year, of
being for some time deprived by the Council from carrying
on any trade or business, or punished otherwise, according
as the circumstances of the case may require.\textsuperscript{23}

The company weighscales probably began their functions
at the original site for settlement on Nooten Island (now
Governor's Island). The scales could have been kept on a
West India Company ship as easily as on land, but they
were eventually kept on land, since the area of the Manhattans
became the gateway port for the northern part of the Hudson
River as well as the stopping-off point for other settlements,
such as those at the South River. Once Fort Amsterdam
had been constructed on the tip of Manhattan Island, the
fort and community around it were both a way station and
a weighing station in the long round-trip voyage from the
Dutch Republic. Initially, this location functioned as a fort-
forty, not as a village, town, city, staple port, or trading
centre. The Dutch expression waag instead of the more
appropriate "weighscales." This entry confirms that the scales
did not have a separate weighhouse location until after such a building was
approved and constructed later at the request of the city of New Amsterdam.

Andries Roulloffsz. served the West India Company on
ships as well as "at the beam," and he is found associated
with New Netherland in documents as late as 1649.\textsuperscript{26}
It is not known if he was a long-term resident of New Netherland,
but as a chief figure in the regulation of commerce in the
Kieft administration, Andries may not have been at Fort
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colony.

Little is recorded about the weighscales between the reference
in 1643 and the 1653 request of the city of New Amsterdam
to have a weighhouse. The people were reminded of the
need to use Amsterdam weights and measures in 1644, and
there is a tangential inference that can be drawn about what
had to be weighed based on a 1648 entry in laws and
ordinances. The 1648 entry reinforces the Amsterdam standards
for weights and measures, warns about smuggling, establishes
a weekly market, and opens the East River to the free trade
of all nations. It also says that everything that is not entered
with the fiscal or the receiver will be confiscated "but firewood,
clapboards, lime and stone, which are not entered," suggesting
that these items were also neither weighed nor counted as
export items, although they were certainly part of the merchantable
goods.\textsuperscript{27} After this slight suggestion in the records, there
is no further mention of weighscales until early 1653. The
gap in the records regarding the weighscales corresponds
roughly with the time period of the missing council minutes,

\textsuperscript{23} "Further instructions for Willem Verhulst and the Council of New Netherland," in A.J.F. Van Laer, ed., Documents Relating to New Netherland: 1624-1626 (San
Marino, Calif., 1924), 117.

\textsuperscript{24} "Further Instructions for Willem Verhulst and the Council of New Netherland," in A.J.F. Van Laer, ed., Documents Relating to New Netherland: 1624-1626 (San
Marino, Calif., 1924), 117.

\textsuperscript{25} "Further Instructions for Willem Verhulst and the Council of New Netherland," in A.J.F. Van Laer, ed., Documents Relating to New Netherland: 1624-1626 (San
Marino, Calif., 1924), 117.

\textsuperscript{26} "Further Instructions for Willem Verhulst and the Council of New Netherland," in A.J.F. Van Laer, ed., Documents Relating to New Netherland: 1624-1626 (San
Marino, Calif., 1924), 117.


August 1649 to late January 1652.

On February 10, 1653, the burgomasters and schepens of New Amsterdam sent a request for a weighhouse to Director-General Petrus Stuyvesant and the council of the New Netherland colony of the West India Company:

It ought to be ordered, that at the first opportunity a weighhouse be opened for the convenience and accommodation of all and everybody, to weigh all wares, none excepted, which are delivered here, and to appoint somebody to weigh everything above fifty pounds, for which he is to receive a fee of one penny per pound, payable by both purchaser and seller, each one half or as they agree.28

The council considered the matter on February 26, 1653, and approved it, resolving to establish a weighhouse, having delayed consideration at the previous meeting on February 18.29

The New Amsterdam weighhouse had to be a critical feature in a new city intent upon regulating its own New Netherland trade. As part of a company city, the city weighscales should have had a taxing and farming advantage for the company, and it is uncertain if the West India Company continued to operate its own scales at the warehouse. As noted earlier, the request for a separate weighhouse was an indication of the continuously widening gulf between certain independent merchants and those individuals associated with the West India Company. As the community around Fort Amsterdam began to be transformed into New Amsterdam after 1653, the weighscales in a separate weighhouse should have become a means for New Amsterdam to obtain city income and to exercise control over the trade moving through its gateway location. Nevertheless, New Amsterdam was a city under the auspices of the West India Company, and while many daily events, including the process of city-building, lay in the hands of ordinary residents, the weighscales were still under company control.

Petrus Stuyvesant reported to the West India Company in early 1659 that the burgomasters and schepens of the city of New Amsterdam had asked that all the weighhouse tariffs be paid to the city so that the city could use the income to defray the city's debts. Stuyvesant reported that he had allowed the city one-quarter of the income. The reaction of the directors of the West India Company was that Stuyvesant had assumed more responsibility than he should have and that, though nothing was to be decided finally until the directors learned the annual income of the weighhouse, the one-quarter would be allowed on a temporary basis.30 It is apparent that for the six years from 1653 to 1659 the city operated weighscales from which someone received an operator's fee and the farming income but from which the city did not otherwise benefit, which is puzzling, and the dividing line between company and city is hazy in this time period.

The negotiations between the administrators of New Amsterdam, Petrus Stuyvesant, and the West India Company regarding the income from the company weighscales at the warehouse is puzzling in another respect. It suggests that the West India Company had never had an accounting of the annual income of the city weighscales, and it is unclear as to whether or not the company had ever had an accounting of the income at the company's scales, even at the company warehouse. If they had ever had such an accounting, they would have had a sense of the size of the revenue that could be realized from the city weighscales. The weighhouse income dispute also shows that the burgomasters and schepens of New Amsterdam apparently had the power to obtain concessions, however grudgingly given, from both the director-general and the West India Company, and New Netherland seemed to be operating in a semi-autonomous information vacuum with respect to forwarding the details of certain colonial operations to the company.

The New Netherland records support the existence of large weighscales in New Netherland before New Amsterdam became a city, and the sugar box incident establishes that the weighscales were eventually located in the West India Company warehouse. In The Iconography of Manhattan Island, I.N. Phelps Stokes used the Castello map of New Amsterdam to identify the location of the later city weighhouse. He decided that it was the small wooden structure perched at the edge of the East River on still-like pligings at the base of the dock in front of the warehouse.31 This was an odd choice for the weighhouse considering the structure's location over water, the small size of the building, and the wooden construction material. There were four possibilities in this situation. If Stokes was right about the location and size of the building housing the city's weighscales, then the role of the weighhouse in New Amsterdam was minor compared to weighscales in the Old World. It was equally possible, however, that the New World setting and the nature of the goods being imported and exported determined the location of the building housing the weighscales as well as its architecture and the materials used in its construction. A third option is that Stokes incorrectly identified its features, and the weighhouse had the same importance it enjoyed in the Old World. A fourth possibility is that there was a continuing need to keep the weighscales portable, as they were when they were located in the West India Company warehouse, and that need overrode other priorities. Only two of these possibilities are reasonable since the request for a weighhouse indicates

28 Council Minutes, 1652-1654, item 103, 62. Also Records of New Amsterdam, 1: 52, 56, and O'Callaghan, Calendar of Historical Manuscripts, 130, for February 18, 1653, postponed.
29 Colonial Manuscripts, Correspondence, New York State Library, untranslated, translated, or published, vol. 13, letter 1, fol. 9, and letter 57 fol. 2 verso.
30 Castello map and pages referring to the weighhouse location in Stokes, Iconography of Manhattan, 2: plate 82, and page 214.
both the important function of the weighhouse and the desire to move weighing out of the solid stone company warehouse. Mis-identification of the weighhouse and the need for portable scales remain options. Indeed, portability of “the beam” continued to be a necessity but seems insufficient as a design criterion that would so alter the form of the weighhouse.\textsuperscript{22}

The eight-foot tides for the Hudson River at New Amsterdam and the absence of a crane contribute to the problems of choosing this wooden building on stilts as the weighhouse site. The design is unlike that of weighhouses in the Netherlands, and the structure instead resembles similar sheds for ship equipment shown in many contemporary illustrations of Dutch cities. On the Castello map, the West India Company warehouse is conspicuously marked with a blue roof. The blue roof identifies it as a company building along with the director-general’s house and other company structures. Buildings that were the property of the city are not marked differentially, and the map seems to indicate that some buildings thought to belong to the city remained under company ownership, such as the Stadthuys (city hall) and the works in the fort. But there is no separate company-owned blue-roofed weighhouse, though the West India Company “caused to be built and furnished at the order and expense of the honorable lords directors at the chamber of Amsterdam, lords and patroons of this province, a proper weighhouse.”\textsuperscript{33}

The careful manner of indicating buildings on the Castello map offers a clue to the date of the map, which is usually given as 1660, and hints at whether the map faithfully represented what did exist or whether the map was a plan for what should exist. The weighhouse for the city of New Amsterdam is not on the map in the form it had by 1664, and another structure, a semi-circular gun emplacement in front of the city hall described anonymously in 1661, is also not on the map in the form it had in both 1661 and in 1664.\textsuperscript{24} The absence of the final form of the projected weighhouse, which had been approved very early in 1653, demonstrates that the map may have attempted to show that which was planned or in progress rather than that which was there. Both the gun location and the weighhouse may have been under construction, accounting for the small dock shown in front of the city hall and the building on stilts at the base of the dock in front of the West India Company warehouse. It would have been reasonable for both structures to have been built outward from what had been an unstable water line on the East River and for both structures to have started with the very standard Dutch system of pilings driven into the river bottom. The artist of the map “filled in” with his imagination those details or structures not yet in place — the imaginary dock at the city hall and a red-roofed weighhouse, built most improbably on stilts but possibly intended by the artist to represent a storehouse. The artist also did not include those items not yet under construction, such the new and much longer dock with its base at the weighhouse. Permission was requested to build the new long dock from the weighhouse location on November 9, 1658.\textsuperscript{35} It is certain that the long dock, in a form not that of the dock on the Castello map, had been completed within a year. In the city records for Friday, November 28, 1659, we find the following entry:

Burgomasters order them [the weighhouse workers] to...
keep the Bridge [dock] clean, and that notices be affixed, what those shall have to pay, who lay wood on the Bridge; and they were allowed to do what [whatever else] was asked of them, when they have nothing to do at the Beam; and are ordered to be found at the Beam, or to leave word, where they can be found; which they promise.

Later maps clearly indicate the weighhouse as a building on land at the foot of the completed long dock.

The Castello map was probably based on information available between 1654 and early 1656, the date range within which the weighhouse was built but before there was much more than a mention of the possibility of a new long dock. This conforms with the much earlier Vingbooms map that indicates neither of the structures discussed here. Two other events also narrow the date range: the Peach Tree War in 1655 that raged in the Manhattans and the West India Company hiring of a new weighmaster in Amsterdam on March 31, 1657, to go to New Netherland. The hiring of the weighmaster, who apparently never served in New Netherland, dates the weighhouse completion nearer 1657, but apparently the weighhouse had been completed nearly a year before that. In April of 1656 the Council set out the rules and regulations for the operation of the scales at the weighhouse (see further).

The location of the New Amsterdam weighhouse is only part of the story of weighing in the new city. Identifying what had to be weighed, how the weighing was accomplished, and who was involved is another step toward understanding how the city perceived itself and how it functioned. The identification of what was weighed aids in clarifying issues surrounding commerce in New Netherland in general as well as the role the West India Company played in determining and/or regulating that commerce.

The West India Company scales were originally intended only for export goods and only to record the weights of items loaded on board ship. While weighing at the Manhattans may have served as a check on weights logged in at the receiving port in the Netherlands, there was little need to do a weight when a count would serve as well. Furs, the principal export item, were evaluated by quality, size, and number, therefore not requiring weighing for any purpose other than to determine the number of lasts or tons of cargo the furs took up on board the ship or the weight of the containers used to transport the furs as a check on theft or smuggling.

For the West India Company, the pattern of the movement of goods was simple. The long West India Company warehouse, containing the weigh scales and the company’s goods, opened onto the shore at the eastern end. The western end of the warehouse opened as well, allowing for the movement of goods with respect to the center of the community and leading directly to the buildings where the slaves were sheltered. It was an efficient low-cost system that did not require large numbers of employees, a great investment of time, or transport across distances. Independent merchants and West India Company employees acquired residences


By the time Jaspar Danckaert’s made this 1679 view of New York City, the weighhouse was contained in the building at the foot of the dock on the left.
close to this system. The rest of the community had its own
patterns of interaction, especially at the market place
on the eastern side of the fort.

These patterns of movement, employment, and the items
for the weigh scales were altered by the establishment
of the city of New Amsterdam. An obvious effort was made
to keep the physical movement pattern in place as much
as possible by locating the new weighhouse in an area very close
to that occupied by the West India Company warehouse, nearly
directly opposite it, and the movement of goods toward the
city center was accomplished by enlarging the role of a tiny
east-west alley, Wijnsteeg, into a major street.38

What was weighed and who weighed it was another matter.
Control of the weighhouse apparently was not firmly in
the hands of the burgomasters and schepens as late as April 1656
because it was Director-General Stuyvesant and his Council who
acted first on the appointment of a farmer of the weigh scales
and then enacted a series of ordinances regarding the scales:

Whereas the farmer of the recognition duties and rights
that belong to the lords superiors from exported goods, which
are not sent directly to Holland with the return ships, has
submitted to us various complaints of the great frauds and
smuggling committed in regard to the aforesaid recognition
duties, not withstanding our ordinances and placards formerly
acted thereon. Therefore, the director general and councilors
do, hereby, once more notify, warn and order all skippers,
boatmen, merchants, and traders residing in this country,
or frequenting this place, that henceforth they do not embark,
transport, carry, or move with yachts, boats, carts, or wagons,
or in any manner, any beavers, otters, bearnkins, or other
pelties, together with wines and beers or distilled spirits,
unless such pelties, wines and beer are first properly entered
with the farmer Poulus van der Beeq or his collector,
who shall be found in the weighhouse of this city from
15 April until 15 October, from 7 to 11 o'clock in the
morning and in the afternoon from 2 until 6 o'clock, and
from 15 October until 15 April, in the morning from 8
until 11 o'clock and in the afternoon from 2 until 5 o'clock;
and receive from him a permit upon which is shown the
full quantity, by whom shipped, or sent off, and to whom
consigned, and going beyond the jurisdiction of New Netherland
to pay the fees set thereon; namely

8 percent on peltries according to fair value;
For one tun of Holland or New Netherland beer f3: :-)::
For one ancker of brandy, Spanish wine or spirits f3: 4:-:
For one ancker of French or Rhine wine or the like f1:12::

Larger and smaller containers in proportion; on pain of
forfeiting the unreported peltries, wines and beers, and double
the value thereof, whether the skipper or owner thereof
takes them for his own use or as freight for others. Furthermore,
in order to prevent disputes between the skipper, boatman,
merchant, or trader and the farmer of the duties, everyone
is hereby ordered and commanded not to convey his registered
pelties, wines and beers from one house to the other from
the time that they have been registered and the duty paid,
but to be transported on board or to its destination before
sunset. Let each and everyone hereby be warned not only
against loss but also in addition commanding their fiscal
and other officers strictly to execute these after publication
and posting, duly to inspect and cause to be inspected
all departing and arriving barks, boats, carts, or wagons,
and to prosecute as is appropriate against the defrauders.
Thus done at the session of the honorable director general
and councilors of New Netherland held at Fort Amsterdam.
Ady ut supra. 27 April 1656.39

A second ordinance on the same day involved changing
the cutoff weight for those items that must be weighed to
twenty-five pounds. There are several curious features to these
ordinances. Although the first ordinance was enacted at Fort
Amsterdam, it refers to “in the weighhouse of this city.” It
is also quite specific about the items being transported and they
are obviously those of greatest concern to the West India Company.

The next ordinance requires weights over twenty-five pounds
to be entered, which is a clear abridgement of the original fifty
pounds limit that was part of the gift of the city weighright.
The residents of the city could hardly benefit from this change,
since the weighscale revenue was going to the West India Company,
and the twenty-five pounds, while not unreasonable compared
to weight limits in other Dutch cities, was considerably less
than the fifty pounds cutoff weight used in Amsterdam.40 What
had happened that allowed Stuyvesant and the council to
believe that they could make and enforce this new amount
without successful opposition? Did such opposition develop?
Apparently the city acquired sufficient strength between 1656
and 1659 to convince Stuyvesant to grant the city a share
of the weighscale income.

Another ordinance on the same date, April 27, 1656, suggests
that the first two were not well-received or not well-considered.
The absolute cutoff weight of twenty-five pounds was modified
to a range of weights for which the fees were variable;
full fee for anything over fifty pounds, half fee for twenty-
six to fifty pounds, and one-quarter fee for weights from
one to twenty-five pounds. Introducing a fee for the low
weight range may have been a compromise measure, because
a tariff on a weight as low as one pound was virtually
unknown in the Netherlands.41

The same ordinance modified the word “anything” and
instead listed the items subject to weighing explicitly, indicating
the fees in a “per hundred” notation that probably meant
percent of the full value in stivers:42

<table>
<thead>
<tr>
<th>Fee in Stivers</th>
<th>Items</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 stivers:</td>
<td>silk, spin silk, saffron, cochineal sugar, Spanish leather, other spices</td>
</tr>
<tr>
<td>10 stivers:</td>
<td>indigo, cochineal sugar, saffron, Spanish leather, other spices</td>
</tr>
<tr>
<td>5 stivers:</td>
<td>tobacco, saffron, cochineal sugar</td>
</tr>
<tr>
<td>4 stivers:</td>
<td>salted fish, dried fish, dried fish</td>
</tr>
<tr>
<td>3 stivers:</td>
<td>copper, lead, copper</td>
</tr>
<tr>
<td>2 stivers:</td>
<td>copper, lead, copper</td>
</tr>
<tr>
<td>1 stiver:</td>
<td>copper, lead, copper</td>
</tr>
</tbody>
</table>

Originally the commercial production of cloth and cheese

38 This is not in agreement with the description of the street in this area as
given by Stokes, and I believe Stokes to be incorrect in respect to this particular
area’s iconography.


40 Het Waagstuk, 27.

41 Ibid., 27. The weight range given is from two pounds for a small city to
the fifty pound for Amsterdam.

42 Gehring, Council Minutes, 1655-1656, 311-312.
Weighhouse form and function in the city of New Amsterdam in New Netherland differed little from the practices in the Dutch Republic in most respects. The weighhouse was constructed at a logical location with a large open area on three sides, one side at the waterfront, from the West India Company warehouse, and adjacent to the main dock. It was readily accessible and served the early colonial city well enough for the weighhouse merchandise list to remain almost entirely unchanged from 1656 to 1680. Guild formation nearly succeeded under the Dutch until a minor unrelated infraction by Joost Goderis gave the burgomasters and schepens an opportunity to dismiss him.\(^{46}\) The resistance of the burgomasters and schepens to the full benefits of guild formation as well as the extra duties of the porters on board ships argue for more control by the city officials and by the West India Company than was common practice in the Netherlands.

The use of weights is ancient, but not every culture, church enclave, dukedom, or city-state adhered faithfully to their own standards. Merchant reputations were built on personal integrity and the reliable adherence to fair standards of measure, and many Netherland weighhouses had over the doors an image of Vrouw Justitia (Lady Justice) holding the scales.\(^{47}\) With New Netherland situated between English settlements and the area on the East River opened to free trade, the Dutch must have kept in mind that the concept of the "pound sterling" in England derived from the consistently fair practices of foreign merchants in London. The "Steelyard" in London was a Hanse location esteemed for the reliable honesty of its weights and weighing practices, and the English hand-held sets of balances called "stilliards" took their name from the Steelyard. In London, foreign merchants risked expulsion if they were suspected of cheating the customer, a sure incentive for honesty. In New Netherland the circumstances were equally constraining for those who wanted to settle permanently. Their futures depended upon the reputations built around fair weights, fair practices, and the weighhouse in the city in which the trade was conducted.

The handling of goods at the weighhouse apparently changed little over time or even under the influence of the English. A set of conditions for the weighhouse in New York City in 1680 includes a list of merchandise to be weighed. The list is nearly identical to the one given above in 1656.\(^{48}\)

The relative importance of individuals in the colony can be assessed to some extent by their physical location with respect to the dock and weighscales and also by the role certain New Amsterdam inhabitants played in the weighing process. The number of people who worked in conjunction with the weighhouse and the movement of goods was considerable. However lowly a carter's social position might have been in Amsterdam at the same point in time, no such distinction is realistic in the New Netherland colony. The need to accomplish so many tasks and the ongoing labor shortage forced people to work in multiple capacities and, unfortunately, drove the market for slaves.\(^{49}\)

The records of the city of New Amsterdam give us only some of the names associated with the movement of goods involving the weighhouse. The list of weighhouse farmers, fee collectors, inspectors of weights, and weighmasters includes at least Andries de Haes, Claes Didilofszen, Balthazar Bayard, Jurriaen Blanck, Albert Bos, John Bartels, Joost Goderis, Thomas Fredericks, Warner Wessels, Gerrit Hendricksz, and Poulus van der Beeck. The list of weighhouse laborers and carters is far longer, including such unlikely names as Joseph Waldron and Aerout Webber.

The weighhouse porters provide the first evidence of an effort to form a guild in New Amsterdam. Joost Goderis was elected "elder" or "foreman" of the porters by the porters themselves on July 8, 1661. The burgomasters, on July 27, 1661, demanded delivery of a statement of porter's fees. On August 1, 1661, the burgomasters officially appointed Joost as foreman and issued a provisional set of twenty-three instructions for weighhouse and beer carriers. On October 7, 1661, on behalf of the porters Joost Goderis protested because they were required to go on board ships and do the work of the ships' men. The burgomasters and schepens refused to yield on the matter. Two years later, a benefit fund for the porters was established at Joost's request, permitting the deduction of eight stivers weekly for the workers.\(^{47}\)

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\(^{43}\) O'Callaghan, Documents Relative (Huntington Documents).


\(^{45}\) Deeds 25: 49, New York State Library, Albany.

\(^{46}\) The prohibition against mocking chimney inspectors is a case in point, since it was an unpalatable task that some otherwise solid citizens were required to undertake. In the case of slaves, the unfortunate precedent set by the West India Company at its weighscales, around the ships, and in the warehouse was echoed in similar slave occupations for the city facilities and independent merchants, a system that would have been opposed by the guild in Europe.


\(^{49}\) Het Waagstuk, 44.
Settlement Patterns in Rensselaerswyck:
A Disputed Farm on Constapel’s Island

Shirley Dunn

This article continues a series which pinpoints the location
of, and identifies successive owners of, some of the seventeenth-
century farms of Rensselaerswyck. Information about the early
farms can provide a better understanding of locations of
dwellings, changes in agricultural practices, and the social
relationships of families involved.

Islands in the Hudson River, nearly forgotten today, were
important to Dutch farmers of the seventeenth century. Some
islands were open and ready to till. The clay soil was rich
as a result of flooding. Island farms, in addition, required
few fences to protect crops or to restrain livestock. In the
1660s and 1670s, there was competition to obtain rights
to the islands near Albany, most of which were claimed
by the Colony of Rensselaerswyck. The islands became political
pawns, as a result, in the fight for control between the Dutch
West India Company and Rensselaerswyck.

The following article deals with two representative small
islands about six miles south of the City of Rensselaer.
The two islands lay on the east side of the river, south
of Papscanee Island, and, as the deeds repeatedly explained,
they were obliquely opposite Bethlehem. The more southerly
island was called at different times the Long Island, Mohicans’
island, Constapel’s Island, Winne’s Island, and, finally,
Campbell’s Island. The more northerly island was called
Hendrick Fredericks’ Island, Peghel’s Island, and Staats’ Island.

The 1637 purchase from the Mohican Indians of the large
island of Papscanee and adjacent mainland on the east side
of the Hudson River, south of the present City of Rensselaer,
led to the establishment of some of the earliest farms of
Rensselaerswyck. In the spring of that year, the homesteads
of Cornelis Maesen (Van Buren) and Symon Walichsz (Van
Wijngaerden) were begun on land cleared and formerly used
by the Mohican Indian grantors on the north and central
parts of the island. On the mainland to the east, three farms,
including the farm later called Kost Verlooren, or “Money
Thrown Away,” and the valuable farm of Tensis Dirckse
Van Vechten, were established in 1639. These farms, and
the farm “on the hill” of Gysbert Cornelise (Vandenbergh)
have been located and traced in previous articles in de Halve

A farm on the south end of Papscanee Island was established
somewhat later, probably near the end of the 1650s. There
is a hint that this south end of the large island was covered
with trees until that time. The first European farmer there
appears to have been Marte Cornelise (Van Buren), one
of the orphaned sons of Cornelis Maesen and Catalynje
Martens Van Buren. They had occupied the north end of
Papscanee from 1637 until their untimely deaths in 1648.

On the south end of Papscanee, Marte Cornelise in 1662
relinquished his farm (which was sub-leased to a tenant)
and sold his buildings and fences to Gysbert Cornelise
(Vandenbergh), the new tenant. Cornelise next moved below
Papscanee Island to rent half of the island in the river known
as Constapel’s Island. Nearby was another small island, later
called Peghel’s Island. These small islands clearly were included
with the 1637 purchase of Papscanee Island from the Mohicans.
The deed for Papscanee Island had conveyed islands and
land on the east side of the river extending “to the South,
ending about almost opposite Smacks Island including therein
his Papsickenekas’ [island] and the islands following it, with
all the main and broken land situate on the east side of
the river.” Constapel’s and Peghel’s Islands were the islands
following, or south of, Papscanee Island. (Smacks Island,
which was not included in the sale, was located below the
mouth of the Vloman Kill on the west side of the river.
It was identified as early as c. 1630.)

A controversy had arisen between the Dutch West India
Company and the Colony of Rensselaerswyck over whether
islands in the river were included in the original Rensselaerswyck
land purchases from the Mohicans. The Van Rensselaers,
of course, maintained the islands were theirs. A reading
of the contract given above indicates the small adjacent islands,
both beside and below Papscanee, were included with the
Papscanee Island sale. Other transactions, especially for parcels
on the mainland, were not specific about which islands were
included.

The disagreement over the islands was part of a larger
struggle for control over Van Rensselaer’s colony by the
Dutch West India Company. Petrus Stuyvesant, Director General
of the company, had begun as early as 1649 to thwart,
whenever opportunity arose, attempts to enlarge Rensselaerswyck.
If the islands were not Van Rensselaer property, they could
be sold to speculators by the Dutch West India Company,
provided a new purchase from the native owners had been
obtained first. Stuyvesant duly authorized several Indian
purchases by outsiders for land clearly within the proclaimed
borders of Rensselaerswyck and awarded patents to the buyers.

Owners of Constapel’s Island

In February 1661, under a license given by Stuyvesant,
one of the two islands below Papscanee was privately bought
from the Mohican Indians by Andries Herperts Constapel
1 Shirley Dunn, “Settlement Patterns in Rensselaerswyck,” de Halve Maen, 68,
(Spring 1995), 1: 17.
2 Albion Institute of History and Art, McKinney Library, Indian Deeds: 15.
and Rutger Jacobsen van Schoonderwoert. This license was given despite the island’s inclusion in the Papscanee Island purchase.

The Mohicans, who were the local Indian nation, were easily persuaded to take payment for the island, which had not been assigned to any Rensselaerswijk farmer in the years since the Papscanee purchase. Only a few land sales to the Dutch had been made by the Indians. The Mohicans believed that land in their territory which was not cultivated by the Dutch belonged to them. As the director of Rensselaerswijk noted in the 1650s, land had to be purchased over again if it was left idle.4

Early in March 1661 a Dutch patent for the island was issued to the two men, despite the complaints of Jeremias Van Rensselaer, director of the Colony of Rensselaerswijk, who maintained that the island was within his territory. In the patent, the island was described as about six miles below Fort Orange, located “obliquely opposite Bethlehem, in the Indian tongue called Pachonakellick, otherwise Mahikanders [Mohicans’] island.” 5

Stuyvesant and his council were well aware of the Van Rensselaer claims. The patent carried an advisory: “If the aforesaid island should by determination of the Colony of Rensselaerswyck fall within the limits thereof, then the aforesaid owners shall be obligated to give up the aforesaid island, provided that in such event they shall be entitled to a just and equitable compensation for present and future expenses.”6

After the patent was issued to Andries Herperts Constapel and Rutger Jacobsen, the island was designated “Constapel’s Island” in documents for a few decades. The partners cultivated the island but apparently did not live there. Soon, Andries Herperts Constapel died, ending the partnership. On June 26, 1663, administrators for the estate of Andries Herperts Constapel sold to Rutger Jacobsen all of the wheat and rye growing on the island. The buyer was to harvest and gather the grain into the barn and hay rick which the owners had built there.7

To settle the estate, Constapel’s half-interest in the island was sold on June 26, 1663, to Volckert Janse Dow, a Beverwijk fur trader and land speculator, whose own farm was on nearby Papscanee Island. Marte Cornelise Van Buren, formerly Dow’s neighbor, quickly leased Dow’s half of the island and became the farmer there. Dow received an English patent for his half of the island on September 6, 1667.8 In 1664 the Dutch colony had been surrendered to the English.

On September 12, 1663, Rutger Jacobsen, one of the original buyers, gave power of attorney to Teunis Cornelise Spitzengeren (Van der Poel) and Jacob Heveck to sell at “public sale” his right to half of Constapel’s Island.9 Teunis Cornelise Spitzengeren soon obtained Rutger Jacobsen’s half of the island for himself in settlement of a debt. On August 13,
1667, a patent for his half was granted to Teunis Cornelise by the English governor, Richard Nichols.10

Teunis Cornelise Spitsbergen leased his half of the island to Marte Cornelise Van Buren. Thus, by utilizing two separate leases, Marte Cornelise rented and farmed the whole island. The two English patents kept the island temporarily out of Van Rensselaer hands. Late in 1675 Volckert Jansen Douw and Teunis Cornelis Spitsbergen, the owners, confirmed the six-year lease which they had given to Marte Cornelise Van Buren in the spring for land on Constapel’s Island. The contract stated that this was land Van Buren had already "hired for some years."11

He had lived on the island for over a decade. A house, barn, and two hay barracks were mentioned in the contract. At the time, Marte Cornelise was the southernmost resident of the area, although Claverack and Kinderhook, farther south, had a few farms. In an Albany ordinance of that year, 1675, inhabitants living "from the house of Marte Cornelise to Kalebackers Kill" were ordered to help fortify the old fort called Cralo (Crailo) at Greenbush, present Rensselaer City. Kalebackers Kill was a stream a mile to the north of the fort.12 The house of Marte Cornelise on Constapel’s Island lay several miles to the south.

The Colony of Rensselaerswijck still laid claim to the island. The success of the Van Rensselaer action was evident in 1675 when Volckert Janse Douw sold his half-interest in Constapel’s Island to Peter Winne, with the stipulation that the farmer, Marte Cornelise Van Buren, was to recognize Peter Winne as owner and pay the rent to him. The contract of sale, dated July 26, 1675, read, “Volckert Janse acknowledged, that he had sold, and Pieter Winne, that he had bought of him, the aforesaid half island . . . aforesaid named Constapel’s island, (the other half of which at present belongs to Teunis Spitsbergen, and is leased by Marten Cornelissen), with the half the house, barn and rick, and all that is thereon fast by earth and nailed; the same shall be delivered free and unencumbered to the buyer, only excepting the lord’s right” (emphasis added).13

After more than a decade, the lord or patron of Rensselaerswijck had regained rights to yearly rent from part of Constapel’s Island, although the island had been patented by Stuyvesant to private individuals, and new patents had been issued by the English. The reversion of half of the island to Rensselaerswijck may be explained by the change from Dutch to English rule of the colony. The English takeover began in 1664 and was finalized in 1674. The Van Rensselaers had quickly petitioned the English for a patent which would establish firm boundaries for their district and preserve their rights. They asked for territory, especially on the east side of the Hudson, to which they had never had title. The new boundaries, if granted, would remove all ambiguity from their territorial bounds, including claims to the islands within their limits.

Several Van Rensselaer petitions to the king and the governor and council were presented before the Rensselaerswijck patent was finally awarded in 1685. In the interim, English administrators tempered the Van Rensselaer demands with wary respect, in deference to the family’s importance and connections. At the same time it should be noted that some English administrators did patent parcels of land in Rensselaerswijck to private individuals, as the patents for Constapel’s Island illustrate.14

The July 1675 contract between Volkert Janse Douw and Peter Winne stated the price of sixty-nine beaver skins for the half island, with the half of the house, barn, and rick. It continued, “. . .as the aforesaid half island is still under lease to Marten Cornelise for the term of six years, from the first of May last, the lease shall have its full effect; and as [it is rented] for fifty-six schepels of wheat yearly...

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10 ERA 2:70-71. Note the footnote on page 71 errs in the location of the island and the name of Marte Cornelise Van Buren.
13 ERA 1: 118-119.
14 A.J.F. van Laer, trans. and ed., Correspondence of Maria Van Rensselaer (Albany, N.Y., 1918), 6, 7 [hereafter cited as Correspondence of MVR].
for the whole island, as the seller says, the buyer shall receive five years’ rent thereof and the seller the rent of the current year, each time twenty-eight schepels for the half.” With this document Marte Cornelise was guaranteed use of the island, and of his house and barn until 1681, even though some of the land had been sold.

In January 1676 Peter Winne claimed in the Albany Court that Capt. Volckert Janse Douw had made a new lease with Marte Cornelise Van Buren without Winne being present. Winne charged that the terms of the former lease were altered and that Spitzengeren had confessed to it. Undoubtedly Winne believed the conditions of the lease had been made favorable to Marte Cornelise.

Winne was back before the Court in March to request “that one-half the island called Constapel’s Island may be conveyed to him according to the contract of sale and that the lease which the defendant and Spitzengeren made with Marte Cornelise may be annulled, inasmuch as it is stated in the bill of sale that the defendant [Volckert Janse] was to deliver the aforesaid island on the first of September last past, which he has failed to do, so that the plaintiff cannot see that he had power to make any contract.” Volckert Janse replied that Peter Winne had nothing to do with the lease.

The trio of Volckert Janse, Teunis Cornelis Spitzengeren, and Marte Cornelise were ordered to appear on the next court day to explain why a new lease had been signed on December 27, 1675. Soon, Peter Winne was again in court charging that Marte Cornelise, the lessee, would not recognize him, Winne, as owner and requesting his deed for the half island he purchased. In June 1676 the court ordered Volckert Janse Douw to turn over his half of the island to Peter Winne. Finally, in December 1677, over two years after the contract of sale had been made, the transfer occurred.

In the middle of the controversy, on August 25, 1677, Rensselaerswyck renewed Peter Winne’s lease for his farm on the west shore and also rented him a small piece of land on the east side of the river. In addition, he was granted “the two small islands lying south of the island [Papscanee Island] then used by the farmer of the Hoogenbergh.” Whether Rensselaarswyck was able to give Winne a valid lease for Constapel’s Island is doubtful. However, in light of the expected English patent for their district, the Rensselaerswyck administrators were able to reassert their control over half of Constapel’s Island, apparently at the time Peter Winne became involved as part owner.

The “ownership” which Winne obtained was that of a perpetual lease. The Van Rensselaer influence may explain the rancor over the transfer of the half island from Volckert Jansen Douw, an old adversary of the Van Rensselaers, to Peter Winne, following which Winne charged there were underhanded changes in the rental lease and that Marte Cornelise Van Buren, the tenant, was unwilling to recognize him as the new owner.

As early as 1660 Peter Winne had been promised a flat on the east shore which Jeremias Van Rensselaer, director of Rensselaerswyck, had purchased from the Mohicans. By October 1663, and possibly earlier, Peter Winne was residing on the east shore opposite Bethlehem, and soon mills were operating nearby. It was his lease for this land which was renewed in 1677. His residence on the parcel is confirmed by two incidents. While living on the east shore, Peter Winne was warned by an Indian friend in 1663 about the possibility of an Indian attack on Albany. Winne brought the startling report to Albany. In addition, in 1682 he was charged in court with causing dogs to bite his east shore neighbor’s hogs, which were running free. The hogs were getting into Winne’s grain because he did not have sufficient fences erected to keep them out.

Peter Winne also rented a mill on the west side of the river and a mill on the Vloman Kill at Bethlehem. He was, therefore, a deeply involved Rensselaer tenant. His fortunes declined, however, and before 1684 he had moved across the river to Bethlehem, abandoning his parcel on the east side. He died a few years later.

Despite the Van Rensselaer grant of Constapel’s Island to Peter Winne, Marte Cornelise Van Buren was at last able to buy one half of the island in 1680 from Teunis Vanderpoel. Vanderpoel was free to sell his half because of his English patent dating to 1667. However, the future Van Rensselaer right was acknowledged in the deed; annual lease obligations would have to be paid by Marte Cornelis to Rensselaerswyck. The purchase deed to Marte Cornelise conveyed “the half of a certain island by the Indians called Ghonankenigh, where said Marte now dwells, obliquely opposite Bethlehem.”

Marte Cornelise Van Buren, meanwhile, had obtained land on the east shore of the river adjacent to Poughkeepsie Island. In 1681 Gerrit Teunis Van Vechten, a neighbor to the north, leased to Marte Cornelise Van Buren a farm on the east shore in the area slightly north of Constapel’s Island. Van Vechten had obtained this land in 1677 from Governor Andros as a reward for service during the Indian Wars of the early 1660s. Therefore, the parcel had no obligations to Rensselaerswyck prior to 1685.

Gerrit Teunis Van Vechten and Marte Cornelis Van Buren had known each other well since childhood. The father of Gerrit Teunis Van Vechten had been one of the boyhood guardians of Marte Cornelis after his parents died when he was about ten years old. In exchange for the fourteen-year lease offered by Gerrit Teunis, Marte Cornelis, the lessee, promised to make necessary improvements on the farm in lieu of rent. At the end of his lease he was “to deliver to the lessor a house twenty-five feet long by twenty-two feet wide, under which there is to be a cellar fifteen feet
square, sheathed with oak slabs, and also to repair the barn and make it fifteen feet longer.” The farm included some existing fencing. 27

Within a short time Marte Cornelis moved from Constapel’s Island to the east shore, by inference into the house proposed in the lease of 1681 given above. By 1686, according to a legal paper, Marte Cornelis was living in a house on this farm. However, after 1685, Kilien Van Rensselaer sued Van Vechten to recover the land. Gerrit Teunis Van Vechten warned Marte Cornelis that he, Van Vechten, was not going to fight the Van Rensselaer suit and that “you will be turned out of your house.” However, Marte Cornelis signed a Rensselaerswyck lease for three years for this farm of about eighty acres lying eastward of Papscanee Island. At some point, Gerrit Teunis Van Vechten was so angry that he ejected Marte Cornelis from the house and farm “with force and arms.” On March 27, 1686, Marte Cornelis sued Van Vechten for twenty pounds in damages, charging Van Vechten “did Eject and other harmes he did to him to the Greivous damage of him. . . .” Gerrit Teunis countered that he was not guilty of the trespass and ejectment in the manner that Marte Cornelis had claimed. 28

The incident illustrates the personal tragedies that resulted from decades of strife over Rensselaerswyck claims. Years later, Marte Cornelise Van Buren and Gerrit Teunis Van Vechten apparently reconciled, as Van Buren wrote his 1703 will at the home of Capt. Gerrit Teunis. Both men died soon after.

In 1688 Marte Cornelis leased from Rensselaerswyck a farm on the east shore mainland which lay east of Constapel’s Island and probably included the former parcel of Peter Winne. It was south of the farm Marte Cornelis had obtained from Gerrit Teunis Van Vechten. This farm gave Marte Cornelise Van Buren control of a large tract, including the mouth of the Moordener Kill. According to the 1697 list of “Heads of Families,” Marte Cornelise was residing on the north end of this parcel, adjacent to the farm of Gerrit Gysbertse Vandenbergh. 29

In 1693 Marte Cornelise, a widower, and Tannetje Adams, the widow of Peter Winne, former owner of Constapel’s Island, decided to marry. They signed a careful pre-nuptial marriage agreement preserving the rights of their children to each of their estates. Marte Cornelise promised to present his bride with a silver cup having the weight of eight pieces of eight, and out of their joint revenues he was to build a house on his property in Kinderhook, from which she was to collect the rent. Although Tannetje died within the decade, this marriage seems a fitting closure to the earlier disputes between Cornelis Van Buren and Peter Winne over Constapel’s Island. 30

Later Owners of Constapel’s Island

In his 1703 will, Marte Cornelise Van Buren left to his son, Marte, “the half island with all the rights thereunto belonging, house, barn and rick.” 31 The son lived on the mainland, and it seems likely that the house on the island had been abandoned. A deed of 1708 mentions the Moordenerkill “south of Marte Cornelissen’s house.” 32 A 1720 list of freeholders places Martin Vanburens (meaning the son mentioned above) south of the Vandenberghs and north of Jonathan Witbeck, his brother-in-law, who had married Catalina Van

Buren. Jonathan Witbeck lived at the mouth of the Moordenerkill.

The 1767 Bleeker map of Rensselaerswyck shows a home location for Marte Cornelis Van Buren (a great-grandson) on the mainland opposite Constapel’s Island and close to Vandenbergh neighbors, as his grandfather and great-grandfather had been. In addition, the nearby location of a Jonathan Witbeck is shown immediately north of the mouth of the Moordenerkill. (See illustration of 1767 map, houses numbered 26 and 27, east side.) Although no one then lived on Constapel’s

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27 ERA 3:515-516.
28 Peter R. Christoph and Florence Christoph, eds., The Dongan Papers 1683-1688, Part I (Syracuse, N.Y., 1993), 15-17.
31 ERA 4:151.
Island, according to the map, the south half of the island remained in Van Buren hands until 1771. Meanwhile, the Winne family retained the north half of the island. Directly south of Peghel’s Island, the south half of the island was the farm of “Peter Martese Van Buren.” Shortly thereafter, by 1794, the Van Buren farm had “been returned” to Stephen Van Rensselaer, the patentee of the island, together with part of the farm of Peter Martese Van Buren, to Peter Winne, mentioned above. In 1696 the small island was included in the Rensselaerswijk lease given to Peter Winne, mentioned above. In 1696 the small island was leased as part of a farm called Schonevelt (Beautiful Field) which lay adjacent to it on the east shore, Gerrit Theodore Van Vechten originally had obtained Schonevelt in 1890 after negotiations with Maria Van Rensselaer, who was managing Rensselaerswijk.37

In the 1696 confirmation deed given to Gerrit Theodore Van Vechten, Peggel’s Island was identified as “Hendrick Fredericks Island,” suggesting Hendrick Fredericks had been an interim lessee for the island after 1677 and before 1696. Hendrick Fredericks, a man about whom little is known, was a farmhand in Rensselaerswijk between 1633 and 1650 and owed money in 1660 at Beverwijck.38

The major part of the Schonevelt farm, including Peggel’s Island, was leased to Barent Joachim Staats, grandson of Joachim Staats, in 1787.39 Barent Joachim Staats lived on the south half of his grandfather’s farm on Papscanee Island, adjacent. Early in the nineteenth century a descendant of Barent Staats sold the south part of Peggel’s Island to Richard Smith, an early resident of the developing village of Castleton-on-Hudson.40

The remaining part of Peggel’s Island was part of the estate of Philip Staats, a son of Barent Joachim Staats, in 1828. It was favored as a fishing spot by members of Philip’s family and was termed the “Little Island,” according to deeds.41 The island was farmed by members of the Staats family who lived nearby across a very shallow channel called the Cross Creek. Although Peggel’s Island was valuable for farming and fishing, none of the deeds mentions a house or other structure on it.

Around 1840 the track of the fledgling Hudson River Railroad, installed at water-level along the east shore of the Hudson River, ran across the small island known as Peggel’s (Pictaway) Island but bypassed Constamp’s Island. The fill for the track permanently connected Peggel’s Island to Papscanee Island and to the mainland. Later, stone and concrete levies caused both islands to lose their identities.

Afterthoughts: The Early Impact of the Islands

The small islands which cluttered the Hudson River for a score of miles below Albany were used as valuable fishing and farming sites by the Mohican Indians. When the Dutch arrived in the seventeenth century, some of the islands were cleared and arable and others were timbered. After a few decades, both the timber and the arable land on

Owners of Peggel’s Island

The history of Peggel’s Island, the more northerly of the two small islands below Papscanee Island, is less colorful than that of Constamp’s Island. The name is variously spelled Peggel’s, Pigtius, Pichte, Pictaway, and Pictally. The island was also called Staats Island and Smith’s Island. The author has found no specific Indian deed for Peggel’s Island except the 1637 transaction for Papscanee and the adjacent islands. Both islands, not named, were shown on a map as early as about 1630 (see illustration of map). In 1677 Peggel’s Island was included in the Rensselaerswijk lease given to Peter Winne, mentioned above. In 1696 the small island was leased as part of a farm called Schonevelt (Beautiful Field) which lay adjacent to it on the east shore, Gerrit Theodore Van Vechten originally had obtained Schonevelt in 1890 after negotiations with Maria Van Rensselaer, who was managing Rensselaerswijk.37

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the islands attracted the expanding population of Beverwijck. In the 1660s and 1670s, however, land acquisition was stifled by the earlier Van Rensselaer purchases in all directions around Fort Orange and the village of Beverwijck. Most islands, as well as the surrounding mainland farms, were claimed by Rensselaerswijck.

Resentment grew among the would-be land speculators in the village and fort. To outwit the Van Rensselaers, local residents took advantage of the antagonism of the Dutch West India Company to obtain controversial land grants. After 1685, when the Van Rensselaers received their English charter spelling out their boundaries, farmers on controversial patents had to give up their land or acknowledge Van Rensselaer ownership and make annual payments for the Van Rensselaer right to the land.

The island farms were highly desirable locations for raising wheat, produce, and hay because of their rich topsoil, fertilized by periodic flooding. However, often crops were ruined by high water and scouring ice flows, and livestock perished. Houses and barns were damaged. The threat of floods made life unpleasant for seventeenth-century farm families on the islands. Moreover, the administrators of Rensselaerswijck made it a policy to provide a mainland place of refuge for every island farm. As a result, by the mid-1700s, with a few exceptions where there was high land, owners of island farms such as the one on Constapel’s Island had relocated to nearby mainland locations above flood level.

However, the use of the islands continued. The contributions made by the island farms to the economy of the area were important into the early twentieth century. Some islands contain productive cornfields to this day, although, in general, the value of the islands to agriculture has been compromised. In the last half of the nineteenth century and in the twentieth century, shipping interests took precedence over island agriculture. Control of the Hudson’s penchant for developing sandbars across the shipping channel became paramount. Most islands lost their individual identity with the installation of levees intended to speed the flow in the river’s main channel. In the twentieth century, sand deposited in the course of dredging operations to deepen the shipping channel has connected islands to each other and to the shore and ruined many locations for farming (see illustration).

These changes make it difficult today to appreciate the importance of the islands to seventeenth-century patterns of settlement and farm expansion.

A twentieth-century map shows the course of the New York Central Railroad (earlier the Hudson River Railroad) across Pictaway (Peghel’s) Island. Also shown is an area where dredging spoil has been deposited on Campbell Island, formerly Constapel’s Island.

This booklet of thirty-nine pages investigates the variety of clothing available to seventeenth-century New Netherland colonists. This survey was made difficult by the fact that there exist very few examples of textiles and clothing from this period. The author had to rely on written seventeenth-century records, such as personal inventories, letters, auction sales, court records, and Dutch genre paintings. Illustrations in the form of Dutch genre paintings are abundantly displayed throughout the booklet and serve to help the reader understand how the clothing was worn. Unfortunately, these paintings are scenes from the Netherlands, since there are no contemporary paintings from New Netherland. The front of the glossy wrapper of the booklet is decorated with a color reproduction of Jan Steen’s *The Doctor’s Visit*, painted about 1663, and shows a variety of costumes worn by men and women.

In the seventeenth century the quality of a person’s clothing clearly defined his or her social standing. Most of the colonists in New Netherland were working-class people who needed warm clothes that allowed them to move freely; fashion was a secondary consideration. They brought with them the clothing they had worn in the Netherlands. Replacement clothing for these working-class colonists consisted of ready-made undergarments and second-hand outer wear. These undergarments were usually obtained from West India Company stores or through auction and were made to fit all persons. The company also imported fabrics which the colonists could use to make clothing. There were tailors, hatters, and shoemakers among the colonists, and women were permitted to sew for others. The wealthier colonists, like Jeremias van Rensselaer, ordered suits from the Netherlands, where they kept their clothing sizes on file with a tailor.

This booklet goes into detail on what the clothes were like. The undergarment was a shirt usually made of linen, which was long enough to wrap around the lower part of the body. Several of these shirts were required in a wardrobe, since this was the only piece of clothing frequently laundered and, therefore, had to be replaced more often than other clothing. Outer wear could be in several forms, such as a doublet, waistcoat, coat, stockings, and breeches for the men and a bodice, petticoats, loose jacket, and gown for the women. Fabrics were wool, satin, cotton, or linen, sometimes trimmed with fur or lace. In addition hats and leather shoes in lieu of boots were common in New Netherland.

The doublet covered the whole upper part of the body and was close-fitting and well-padded. It was often considered the main part of a matched suit of clothes and was well-tailored with metal buttons and trim, which all added to its style and cost. The coat was less elaborate than the doublet and was usually worn without a doublet. The front and back of the coat hung straight to the knees, something like our overcoat but without a collar. Wealthy men could afford coats with trimming and accessories, which added detail and elegance. The waistcoat was something like the modern vest and was worn tightly against the body. It was probably worn as an extra layer for warmth and was often colored, many being red in color. Men’s breeches were long enough to meet the stockings at about the knee. Stockings were usually made of wool for warmth, and sometimes several pairs were worn in layers. The mantle, or cloak, was a circle of fabric sewn into a neck band. Men’s hats were frequently made of beaver pelts and were made in many different styles, such as high crowns with narrow brims or broad brims that were turned up on one or more sides. Hats were often decorated with woven metallic bands or ribbons. Caps of cloth or fur were also worn. Linen collars, many times trimmed in lace, were called bands. These bands were either gathered into a ruffle or left smooth to lay flat on the shoulders.

The undergarment for women, called a shift, in many ways resembled the man’s shirt, except it was longer. Over the shift a woman wore a waistcoat or a bodice, often stiffened with bone, which helped support the upper part of her body. For extra warmth, a woman sometimes wore several layers of petticoats, which could be colorful as they were not necessarily to be hidden. Over all this she wore a gown and perhaps a jacket or mantle, sometimes decorated with fur or lace. Other popular items for women were aprons of various colors and fabrics, caps, neck handkerchiefs, and slippers.

The publisher of this booklet was helped by Dr. Charles T. Gehring and the staff of the New Netherland Project in Albany, as well as by some other societies and museums. At the end of the booklet are notes and suggested readings concerning the subject. An index is not needed. This is the first publication that I know of devoted entirely to the clothing of New Netherland and one I believe readers of *De Halve Maen* will find informative and enjoyable.

I highly recommend this attractive and professionally-produced booklet. A copy may be obtained for $8.00 from the Friends of Crailo State Historic Site, 9 1/2 Riverside Avenue, Rensselaer, NY 12144.

—David M. Riker
Society Activities

Annual Meeting

The 111th Annual Meeting of The Holland Society of New York was held at the Union Club, in New York City, on Wednesday, April 3, 1996, to conduct the Society's business, renew old acquaintances, and present the Society's Distinguished Achievement Medal to a Member to Pulitzer Prize-winning author John H. Updike. The Business Meeting was enlivened by the change over of President for the next three-year term. After outgoing President Peter Van Dyke made his year-end report he called upon Secretary Rev. Louis O. Springsteen to report on the Society's current membership and Treasurer Ferdinand L. Wyckoff, Jr., to report on the Society's financial status: both showed a healthy increase in numbers. President Van Dyke then asked the members to stand for the reading of the necrology.

The nominating Committee recommended the election of the following officers for the coming year:

- President, Roland H. Bogardus
- Secretary, Rev. Louis O. Springsteen
- Treasurer, Peter Van Dyke

The Committee also presented nominees for Branch Presidents and for vacancies on the Board of Trustees, all of which were duly elected and can be found in the directory on the inside cover of this issue of de Halve Maen.

President Van Dyke gave a farewell speech in which he spoke with pride of the accomplishments made during his three-year administration, including the translation and publication of the Flatbush Church Records, which is being overseen by Walton Van Winkle III, computerization of the Library, and the new Society category of Friends of The Holland Society, which allows those interested in the objectives of the Society, but not qualified to be members under the present constitution and by-laws, to become Society affiliates. He then invested President-elect Roland H. Bogardus and transferred the President's Badge of Office. President Bogardus gave a dynamic speech and made for a smooth transition of office.

After a congenial cocktail hour, the meeting adjourned to the dining room where the dinner proceedings were enhanced by the traditional parading of the Beaver, toasts to the President of the United States, H.R.M. Queen Beatrix of the Netherlands, to Mr. Frank H. Vedder, our host in absentia, and our host Mr. James E. Quackenbush. Mr. Stephen Bogardus, accompanied by Librarian Linda Rolufs, led the members in a rendition of the American and Dutch national anthems.

Following dinner President Bogardus presented Dr. Martha Dickinson Shattuck with a certificate confirming her election as a Society Fellow; the other newly elected Society Fellow, Dr. Willem Frederik (Eric) Nooter, was unfortunately unable to attend. President Bogardus then awarded the Distinguished Achievement Medal to A Member to the Society's noted author John H. Updike for "American Literature." Mr. Updike gave a warm acceptance speech containing humorous anecdotes and poignant recollections of what being "Dutch" means to him. He noted how deeply he had been influenced by the paintings of Dutch Master Johannes Vermeer, and recalled that only when he came to New York City from rural Pennsylvania did he find others who could recognize the name Updike without difficulty. The members responded with a standing ovation for the heartfelt and well-given address.

The members then retired to enjoy Heineken beer, generously donated by Heineken USA, and Dutch cheeses. Many stayed until late in the night enjoying the good fellowship.
Library Lecture

The Library Committee of The Holland Society hosted a talk by Society Fellow Dr. Firth Haring Fabend on April 4, 1996, in the Portrait Gallery of the New York Genealogical and Biographical Society. About forty Society members and their guests as well as members of The Holland Dames attended. Dr. Fabend gave a fascinating presentation on the persistence of Dutch culture in America into the nineteenth century. Entitling her speech “Our Reformed Zion: An Explanation for the Persistence of Dutchness in Nineteenth-Century New York and New Jersey,” she stressed the role of the Dutch Reformed Church as a factor for the preservation of Dutch culture in the former territory of New Netherland for nearly two centuries after the English takeover. A reception with refreshments followed the talk, during which questions raised by the speaker were further pursued and members of the two organizations became better acquainted.

Florida East Coast Branch Meeting

The 1996 Spring Luncheon for the Florida East Coast Branch of The Holland Society of New York was held on March 9 at the Old Port Yacht Club, North Palm Beach. Members and their guest were welcomed by Branch President Richard Post. After the blessing and toasts were made to the President and H. R. M. Queen Beatrix, members and their guests enjoyed a sumptuous luncheon which was preceded by a cocktail hour. At the business meeting West Coast Branch President Mr. Henry DeGrove and future national Society President Trustee Roland Bogardus both addressed the assembly.

The Florida East Coast Branch was then in for a treat. The Guest of Honor, Sir John van Kesteren, who is a world renowned Dutch opera tenor, author, resistance fighter during the Nazi occupation of Holland, and Knight in the Order of Orange Nassau, knighted by H. R. M. Queen Juliana of the Netherlands and elevated to Officer of the Royal House of Orange-Nassau by H. R. M. Queen Beatrix, made some wonderful remarks, played a tape of one of his solos, and fielded the floor for questions. There was thunderous applause after his presentation, following which he autographed copies of his book Sir John’s Diary. Sir John was accompanied by his lovely wife, Louise, who is well versed in the Society’s interest. One phrase in Sir John’s book is the tongue-in-cheek, “it can’t be much if it ain’t Dutch.” Although Mrs. van Kesteren is an American, she says she is very much Dutch in spirit.

Attending the meeting were Mrs. and Mrs. Edward Banta, Mr. and Mrs. Robert Banta, Mr. Kit Baker, Mr. and Mrs. Roland Bogardus, Mr. and Mrs. Henry DeGrove, Mr. and Mrs. Edward Ditmars, Mr. John Ditmars, Mr. Kingdom Doscher, Mr. and Mrs. Richard Lent, Mrs. William Longstreet, Mr. Paul Palen, Mr. and Mrs. Richard Post, Mr. and Mrs. James Ringo, Mr. Robert Van Winkle, Ms. Barbara McLaughlin, Dr. and Mrs. John Voorhis, and Sir and Mrs. John van Kesteren.

Florida West Coast Branch Meeting

The Florida West Coast Branch of The Holland Society of New York met at the Sarabay Country Club in Sarasota, Florida, on Saturday, March 23, 1996. An informal cocktail hour was followed by the invocation by Dr. Mark DeGrove. Trustee John R. Voorhis III then made announcements on current events at the national level.

Following a delicious luncheon, talks were given by members in keeping with the interests of the History and Traditions Committee. A.E. Voorhis spoke on an ancestor/engineer who built railroads in Chile, Dr. Carl Whitbeck talked about his early ancestor in New Amsterdam, and Dean Wicoff concluded with a presentation on his visit to the 1633 Wyckoff House in Brooklyn, New York.

Attending the meeting were Dr. John R. Voorhis III and Janet Voorhis, George Voorhis, A.E. and Doris Voorhees and Nancy Holmberg, Carl and Virginia Whitbeck, Les and Virginia Wycoff, Dean and Hildegard Wycoff and Ann Walls, Mark De Grove, and Henry and Marion DeGrove.

The next meeting of the Florida West Coast Branch will be held on Saturday, January 25, 1997. All members are urged to attend and to bring guests. For further information, call Henry DeGrove at (407)779-8131.
Here and There With Members

Holland Society member Kenneth Hewes Barricklo, an architect with a speciality in historic preservation, is currently beginning restoration of the 1803 New York City Hall, originally designed by Joseph Mangin and John McComb. Work has commenced on the restoration of the 1858 reconstructed rotunda, dome, and glass oculus. Other work planned, according to Barricklo, will be the reroofing of the building with a new copper roof and the complete reconstruction of the clocktower. The restoration, initiated by Mayor Rudolph Guliani, has drawn considerable controversy but will bring the building, considered one of the historic gems of American architecture, a much-needed face-lift.

Richard G. Post, the newly elected President of our Florida East Coast Branch, and his wife, Helen, were recently the subject of an article in the Vero Beach Florida Press Journal, about the Indian River Memorial Hospital's new, nondenominational chapel for which Mr. and Mrs. Post were the driving force, both financially and spiritually.

The chapel will consist of 570 square feet and have sixteen stained glass panels. The cost so far is pegged at $352,000, the bulk of which is being paid by the Posts, and includes some $75,000 for the stained glass windows which have been contributed by about ten other donors. The Posts are picking up all the other costs and have committed themselves to matching these other contributions to insure that the chapel is cared for in perpetuity.

Mr. Post, besides being an enthusiastic and active member of our Society since 1961, is the grantor of the Richard Post Scholarship Fund, which has been dedicated to help the funding of The Holland Society's Church Records Publication Project.

In Memoriam

Harold Martin Lowe

The Holland Society was recently informed of the death of Harold Martin Lowe approximately four years ago. Mr. Lowe had been living at the Orlando Lutheran Towers, Orlando, Florida, and had been a member of The Holland Society of New York since 1952.

Mr. Lowe claimed descent from Peter Cornelius Lowe, who came to this country from Holstein, via Holland, in the year 1659. A ninth-generation descendant, he was born in Lottsville (Warren County), Pennsylvania, on February 1, 1904, the son of Eldred Martin Lowe and Alice Maude McKelvy. The town of Lottsville was settled in 1816 by Harmones Lott, who had moved there from Hempstead, Long Island, New York. Harmones' daughter, Jane, married Mr. Lowe's great-grandfather, Andrew Low, at Lottsville.

Mr. Lowe began his education in the public school in Lottsville. This lasted six and one-half years before he went on to public school and high school in Warren, Pennsylvania. He then spent four years at the University of Pittsburgh earning a B.S. degree. At the university he was a member of Delta Tau Delta, Gamma Sigma Chapter.

Mr. Lowe began employment in 1927 at the Oliver Iron and Steel Corporation of Pittsburgh in the order and entry function in the hardware division. Four years later he became a sales representative. Some fourteen years later he became a district manager, the capacity in which he was serving at the time of his retirement.

Mr. Lowe married Kathryn Cage Dunn in Pittsburgh on July 9, 1930. They had two children, both born in Pittsburgh: Diane Elizabeth, born on July 11, 1938; and Richard Martin, born on March 22, 1940.

Mr. Lowe's military service included the Pennsylvania National Guard, 176th Field Artillery, in which he enlisted in 1927 and from which he resigned in 1930 as a second lieutenant.

Mr. Lowe's clubs included the Metropolitan and Keystone clubs in Pittsburgh; the Chartiers Heights Country Club in Crafton, Pennsylvania; the St. Clair Country Club in Mt. Lebanon, Pennsylvania; and the Conewango Valley Country Club in Warren. He enjoyed golf, fishing, and tinkering, which resulted in a patent for an improved clothes dryer.

Mr. Lowe's religion was Methodist, and he had belonged to the First Methodist Church in Warren. His politics were Republican.

Michael Lloyd Mandeville

Michael Lloyd Mandeville, of Essex, New York, a member of The Holland Society for more than twenty-five years, died after a brief illness on February 27, 1996, at Baptist Medical Center, Jacksonville, Florida. He was seventy-two years old.

Mr. Mandeville claimed eleventh-generation descent from Yellis Jansen Mandeville, who came to this country from Garderen, Holland, in the year 1659. He was born September 24, 1923, in Long Branch, New Jersey, and was the son of Ernest W. Mandeville and Ruth Elizabeth Turner.

Mr. Mandeville graduated from Ridley College, St. Catherines, Ontario, Canada, in 1941. He then attended Yale University, where he was in the Class of 1945, though he did not graduate until 1948 because of World War II. He recently celebrated his 50th reunion at Yale. During the war he attended the New York State Maritime Academy at Fort Schuyler, New York, becoming a Lieutenant J. G. in the United States Maritime Service and in the United States Navy Reserve, serving in the Atlantic, Mediterranean, and Pacific war zones from 1943 until 1946.

In 1954 Mr. Mandeville became Assistant Sales Manager
Donald Bruce Schenck

Donald Bruce Schenck, who dedicated much of his life to the Schenck family genealogy and in 1987 published The History of the Family of Schenck Von Nydeggen 1225-1860, died at the Muhlenberg Regional Medical Center in Plainfield, New Jersey, on December 9, 1995. He was sixty-four years old, and he had been a member of The Holland Society of New York since 1985.

Mr. Schenck was a tenth-generation descendant of Roelof Martense Schenck, who came to this country from Holland in the year 1650. He was born in Plainfield on April 10, 1931, and was the son of Elmer Edgar Schenck and Nellie Cook.

Mr. Schenck was a machinist at Virko-Type Company in Plainfield for many years, retiring six years ago. Although his formal education ended after two years at Plainfield High School, Mr. Schenck managed to collect more than 4,000 pages of history and genealogy on the Schenck family and became the Schenck family historian. He also enjoyed fishing and target shooting.

Besides his membership in The Holland Society, Mr. Schenck was a member of the New Jersey Historical Society, the Somerset County (N.J.) Historical Society, the Hunterdon County (N.J.) Historical Society, the National Rifle Association, and the Association of New Jersey Rifle and Pistol Clubs. His religion was Episcopal, and he belonged to St. Francis Episcopal Church. His politics were Independent.

Mr. Schenck never married. He is survived by his sister Audrey Parello, of Plainfield, and a brother, E. Robert Schenck, of South Plainfield, New Jersey. Services were held at the Sheehan Funeral Home, in Dunellen, New Jersey.

Evert Bogert Terhune, Jr.

Evert Bogert Terhune, Jr., a member of The Holland Society of New York for more than forty-one years, since 1954, died on January 22, 1996, at Henrico Doctor's Hospital, Richmond, Virginia. He was ninety years old.

Mr. Terhune was a tenth-generation descendant of Albert Albertse Terhune, who came to this country from Holland in the year 1642. He was born on September 21, 1905, in Swampscott, Massachusetts, and was the son of Evert Bogert Terhune, Sr., a member of the Holland Society from 1918 until his death in 1956, and Ella May Phillips. Mr. Terhune's mother was descended from Brigadier General John Glover, who during the Revolutionary War organized and led a contingent of sailors and fishermen from Marblehead, Massachusetts, which is considered by many historians to be the forerunner of the United States Navy. General Glover and his men were responsible for transporting by sea George Washington's besieged troops from New York City to Long Island and for ferrying Washington and his troops across the Delaware River to attack the Hessians at Trenton, New Jersey.

Mr. Terhune graduated from Governor Dummer Academy in Byfield, Massachusetts, in 1924, and then went on to graduate from Williams College with a Bachelor of Arts degree in the Class of 1929. At Williams he was a member of Alpha Delta Phi fraternity, and the Purple Key Society.

After graduation in 1929 Mr. Terhune joined the Chilton Publishing Company, where he was employed for forty years, becoming the publisher of Boot & Shoe Recorder magazine in 1954 and, subsequently, a vice-president of the company and a member of the board of directors. He retired in 1969. Since 1977 he had primarily resided on the island of St. Maarten in the Netherlands Antilles.

Mr. Terhune married Rene Margot Memory in Springfield, Massachusetts, on September 8, 1931. They had two sons: Evert Bogert III, born on October 19, 1940; and Gerrit, born on August 10, 1943.

In addition to his membership in The Holland Society, Mr. Terhune had been an alumni trustee of Governor Dummer Academy, a member of the Radnor Hunt Club, and president of the White Pigeon Club of Philadelphia, and had served on the Trophy Committee of the Devon Horse Show. He also had been a member of the Williams Club of New York.

Mr. Terhune enjoyed travel and fishing for most of his life. His religion was Congregational, and his politics were Republican.

Survived by his wife of sixty-four years, Irene, Mr. Terhune is also survived by his two sons; Evert B. Terhune III of Dayton, Ohio, a member of the Holland Society since 1976, and Gerrit Terhune of Richmond, Virginia; and by his grandson, Gerrit N. Terhune, also of Richmond.

Edmund Linford Van Buskirk, M.D.

It was just learned that Edmund Linford Van Buskirk, M.D., of Lafayette, Indiana, died on April 29, 1995. Dr. Van Buskirk had been a member of The Holland Society of New York since 1973. He was eighty-seven years old.
Dr. Van Buskirk was a tenth-generation descendant of Laurens Andriessen who came to this country from Amsterdam, Holland, in 1654. He was born in Fort Wayne, Indiana, on October 15, 1907, and was the son of Edmund Michael Van Buskirk and Maria Louisa Schwartze.

Dr. Van Buskirk received an A.B. degree, majoring in chemistry, from Albion College in Michigan in 1929 and a B.S. degree, majoring in medicine, from Indiana University in Bloomington in 1932. He received a M.D. degree in medicine from Indiana University School of Medicine in Indianapolis in 1933. In 1935 he finished graduate work in Ophthalmology summa laude, also at the Indiana University School of Medicine. During that time Dr. Van Buskirk served internships at Methodist Hospital in Fort Wayne and at St. Vincent's Hospital in Indianapolis. In 1934 and 1935 he served a residency at Indianapolis General (now Marion County) Hospital, and in 1935 and 1936 he served residencies in rhinology, otology, and ophthalmology at Indiana University Medical Center.

Dr. Van Buskirk practiced ophthalmology and otolaryngology at the Arnett Clinic in Lafayette from 1936 to 1977 and was president of the clinic and the hospital in 1949, 1955, 1961, 1962, and 1963. He was also on the active staffs of St. Elizabeth Hospital in Lafayette, the Lafayette Home Hospital, and the Purdue University Center Hospital in West Lafayette. He continued to practice ophthalmology in Lafayette until the day of his death. Dr. Van Buskirk was chairman of the Division of Ophthalmology and Otolaryngology, Department of Surgery at Elizabeth Hospital and Lafayette Home Hospital and was president of the medical staff at St. Elizabeth Hospital in 1946. He also served as a consultant in Ophthalmology for many organizations, including the Penn-Central and Norfolk & Western Railroads, Manhattan Eye & Ear Infirmary, Iowa University, Cook County Postgraduate Medical School, the Armed Forces Institute of Pathology, and the Indiana University School of Medicine.

Mr. Van Buskirk’s professional memberships included the American Medical Association, the Indiana State Medical Society, the Society of Eye Surgeons, the Contact Lens Association of Ophthalmology (since 1966), the New York Academy of Science, the American Society for Human Genetics, and, from 1933 until 1944, on the editorial board of the Indiana State Medical Journal. He was a charter member of the Society of Eye Surgeons. In addition, Dr. Van Buskirk contributed many medical and surgical articles to professional journals throughout his career.

Besides his membership in the Holland Society, Dr. Van Buskirk was a member of the Indiana Society of Chicago, the Sons of the American Revolution, and the Historical Society of Indiana. His clubs included the Lafayette Country Club, the Diana Skeet Club, and the Elks Club of Indiana. His principal recreations were travel, hunting, and skeet shooting. He was an active member and served on the Vestry of St. John’s Episcopal Church. His politics were Independent.

Dr. Van Buskirk married Dorothy Elizabeth Deming in Kendallville, Indiana, on January 30, 1930. They had three children: Nancy Louise, born on August 27, 1931, in Indianapolis; Joan Elizabeth, born on November 25, 1935, in Indianapolis; and Edmund Michael, born on July 13, 1941. Edmund Michael has been a member of The Holland Society since 1995.

His wife, Dorothy, died in 1987. His three children, Nancy Louise Teachy, Joan Elizabeth Tanner, and Edmund Michael Van Buskirk, survive him.

Paul Emerson Van Horn

Paul Emerson Van Horn, an active member of The Holland Society of New York for more than thirty-five years, from 1951 to 1986, and a Trustee of our Society from 1965 until 1968, died peacefully at his home in Wilmington, Delaware, on February 5, 1996. He was eighty-seven years old.

Mr. Van Horn claimed descent from Jan Van Horn, who came to this country from Holland prior to 1645. He was born on March 21, 1908, in Churchville, New York, and was the son of Milton Dallas Van Horn and Lena McHenry.

Mr. Van Horn’s education began in the public schools of Churchville, where he graduated from high school in 1924. He then attended the Irving School in Tarrytown, New York, for one year before going on to Colgate University, in Hamilton, New York, for two years. Then he transferred to Sheffield Scientific School of Yale University for two years, graduating from Yale with a B.S. degree in 1929.

After graduation from Yale Mr. Van Horn became employed by the Fisk Tire Export Company, of Chicopee Falls, Massachusetts, as assistant manager of European sales. He stayed there for three years, when he became employed as a special factory representative for Taylor Instrument Company, in Rochester, New York, in 1932. He stayed there for three years before becoming, in 1935, assistant manager of the life and accident group of the Rochester branch of The Travelers Life Insurance Company. He stayed there for eight years, until he entered the United States Marine Corps in 1943 as a first lieutenant, serving as the Post Exchange Officer at Ewa, Oahu, Hawaii’s Marine Air Corps Station.

In 1945 Mr. Van Horn returned to civilian employment as the assistant superintendent of agencies with Continental American Life Insurance Company, in Wilmington, Delaware. He stayed there for three years before moving on to the Guardian Life Insurance Company in New York City as director of field training and selection. After a few years with Guardian, the American Surety Company asked him to start American Life of New York for them, which he did. Then American Surety was purchased by Transamerica Corporation and merged into them. Later, with the approval of Transamerica, Mr. Van Horn started Paul E. Van Horn & Associates as a consulting firm, before retiring about a year later, though the firm continued after his departure. One of the major jobs carried out by Mr. Van Horn before he retired was the reorganization of The Thomas Jefferson Life of New York, which had been purchased by the Fidelity and Guaranty Company, of Baltimore, Maryland, working through their life subsidiary.

One of the jobs Mr. Van Horn did after he retired was for the International Executive Service Corps, helping a multiple line insurance company in San Salvador, El Salvador, completely reorganize. While there he and Mrs. Van Horn “fell in love with the wonderful Spanish-speaking people,” so much so that when he returned to the United States he enrolled in several Spanish courses and did “fairly well with it.”

Mr. Van Horn married Eleanor Davis Lancot, on September 7, 1928. They had two sons: Paul Emerson Van Horn, Jr., born on November 30, 1929, in Springfield, Massachusetts; and Peter Hendrick Van Horn was born on April 22, 1931, also in Springfield. Eleanor Davis died in June 1949. On February 4, 1950, Mr. Van Horn married Marion Aydon...
Spruce Smith in Wilmington, Delaware.

In addition to his membership in The Hollond Society, Mr. Van Horn was a Past Master of the Churchville Lodge #667, F. & A. M., member of the Rochester, New York, Consistory and Damascus Temple, past president of the Rochester Life Underwriters Association, past president of the Rochester Chapter of Chartered Life Underwriters, member of Theta Chi fraternity, member of the American Society of Training Directors, member of the Life Underwriters Association of the City of New York, member of the American Association of University Teachers of Insurance, and member of the New York City Chapter of the American College of Life Underwriters. His club was the Yale Club in New York City.

For all of his adult life Mr. Van Horn enjoyed travel and photography, and one of the last events in which he participated with The Hollond Society was the 1985 Centennial Cruise on the Nieuw Amsterdam. Mr. Van Horn was a member of the Congregational Church. His politics were Republican.

Mr. Van Horn is survived by his son, Paul E. Van Horn, Jr., M.D., a member of our Society since 1964, who resides in Princeton, New Jersey.

Chester Howard Van Keuren

Chester Howard Van Keuren, a member of The Holland Society of New York for more than forty-three years, since 1953, died January 22, 1996, at Good Samaritan Hospital in Suffern, New York. He was seventy-six years old and resided in Kingston, New York. Family genealogy was Mr. Van Keuren’s special interest, and he spent more than forty years in the investigation of his family history, after which he wrote and published The History of the Van Keuren Family in 1990.

Mr. Van Keuren claimed tenth-generation descent from Matthys Jansen Keulen, who came to this country from Amsterdam, Holland, in 1633. He was born on May 22, 1919, in Liberty, New York, and was the son of Richard Van Keuren and Edith Armstrong.

After attending local schools in Liberty, Mr. Van Keuren spent two years at the Art Students League in New York City and then two years at the Miami Art School in Florida. He became an artist and sign maker, operating in Liberty under the name of Van Keuren Signs, from 1945 until 1960. In 1960 he relocated to Newburgh, New York. In 1968, he moved to Kingston, New York, where he operated under the name of Van Keuren Signs, and Art until retiring in 1985. Mr. Van Keuren married Grace Carroll at Sarasota, Florida, on October 22, 1947. They had no children. His wife predeceased him.

Besides his membership in the Holland Society, Mr. Van Keuren was a member of the Professional Artists Group, of Kingston; the Huguenot Historical Society, of New Paltz, New York; and the Ulster County Genealogical Society, of Hurley, New York. Also, he had been a member of the American Legion and the Redmen Lodge. He served two years in the United States Army Air Force during the Second World War, from 1942 until 1944.

Mr. Van Keuren was at one time a member of St. Joseph’s Catholic Church, at Kingston. His politics were Republican.

Mr. Van Keuren was survived by his sister, Regina Van Keuren Redding, of Wallkill, New York; and two brothers: Isham Van Keuren, of Wallkill; and Richard Van Keuren, of Beach Lake, Pennsylvania. A mass of Christian Burial was held at Sacred Heart Church in Suffern, and burial was in Hurley Cemetery, Hurley, New York.

Dudley Near Van Kleeck

Dudley Near Van Kleeck, the oldest member of the Holland Society of New York as of his date of election of June 9, 1927, died at Sarasota Memorial Hospital, Sarasota, Florida, on January 9, 1996. He was ninety-one years old and had been living in Sarasota since 1972.

Mr. Van Kleeck claimed eighth-generation descent from Barent Baltus, who came to this country from Holland prior to 1659. He was born in Poughkeepsie, New York, on August 27, 1904, and was the son of Bernard D. Van Kleeck and Margaret H. Near. His ancestors were among the first settlers of Poughkeepsie and built their first house there in 1702.

Mr. Van Kleeck graduated from the Wharton School of the University of Pennsylvania in 1926, receiving a B.S. degree in economics. He married Lillian Perlbut at Tully, New York. At that time she was a school teacher in Poughkeepsie. Later she became president of the Poughkeepsie Children’s Home and a member of the Board of the Day Nursery and was involved in many other volunteer activities. She died about eight years ago.

After college Mr. Van Kleeck went to work for the S.S., White Corporation in Philadelphia, a manufacturer and distributor of dental supplies and dental equipment. He later joined his father to become the third generation in B. D. Van Kleeck, Inc. a firm established in 1866, to distribute dental supplies and dental equipment.

In 1942 Mr. Van Kleeck turned over “the keys of his business to his employees” for the duration of the Second World War, and joined the Army Medical Administration Corps, from which he was discharged as a major in 1946, to return to B. D. Van Kleeck, Inc. In 1966, after the sale of his company, he rejoined the S. S. White Corporation as a consultant to their distributor division and was a systems designer for all functions of their business, before retiring.

Mr. Van Kleeck was a member of the Dutchess Golf and Country Club and the Amrita Club (of which he had been president). He was also a member of St. Boniface Church in Sarasota. When he was still employed he was a member and past president of the American Dental Trade Association, besides being an active volunteer in the American Cancer Society. He was an Honorary Life Member of The Holland Society.

Mr. Van Kleeck was survived by a nephew, Bernard B. Van Kleeck of Bedford, New York; a niece, Joan Van Kleeck of Wappinger Falls, New York; and a godson, John M. Coulter of Poughkeepsie.

Memorial services were held on January 22, 1996, at St. Boniface Church Chapel in Sarasota, Florida. Interment was in the family plot at the Poughkeepsie Rural Cemetery.