



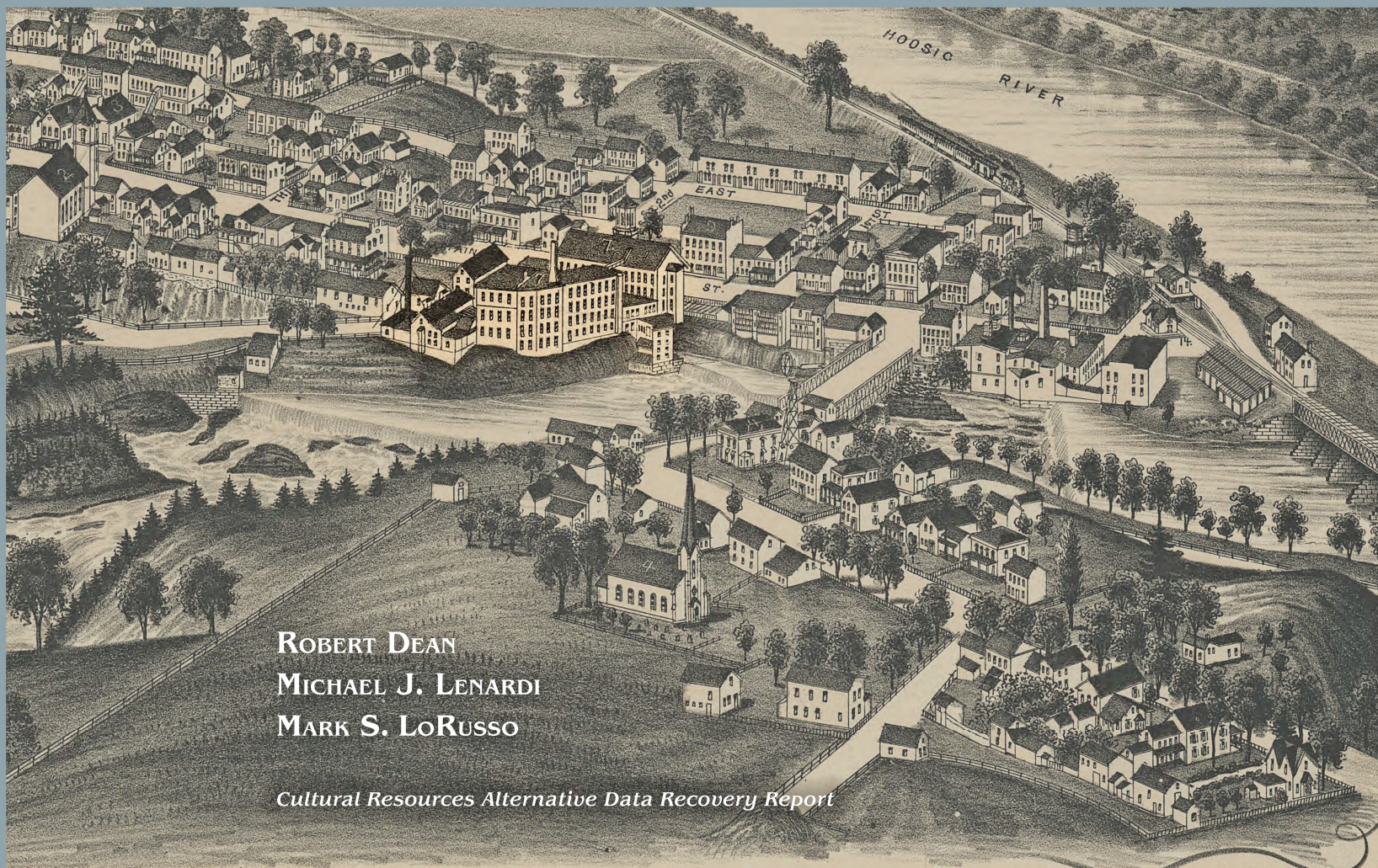
# SCHAGHTICOKE, NEW YORK: A NINETEENTH CENTURY MILL TOWN

Domestic, Commercial, and Industrial Site Archaeology Along the Hoosic River

NY Route 40 Bridge over the Hoosic River

Village of Schaghticoke

Rensselaer County, New York



ROBERT DEAN

MICHAEL J. LENARDI

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*Cultural Resources Alternative Data Recovery Report*



# **SCHAGHTICOKE, NEW YORK: A NINETEENTH CENTURY MILL TOWN**

**DOMESTIC, COMMERCIAL, AND INDUSTRIAL SITE ARCHAEOLOGY ALONG THE HOOSIC RIVER**

Cultural Resources Survey Program Series 9



# THE UNIVERSITY OF THE STATE OF NEW YORK

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**Rensselaer County, New York**

**Robert Dean  
Michael J. Lenardi  
Mark S. LoRusso**

**2019**

***Cultural Resources Alternative Data Recovery Report***



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## ABSTRACT

A series of bridges over the Hoosic River built from 1788 through 1941 played an important role in the development of the Village of Schaghticoke, Rensselaer County, New York. Archaeological and architectural surveys were performed prior to replacement of the 1941 bridge carrying New York State Route 40 over the Hoosic River in Schaghticoke. Thirteen historic sites were discovered, the majority of which are domestic or commercial sites associated with neighborhoods established in the village in the second quarter of the nineteenth century. Several sites are associated with the once-thriving nineteenth century industrial complex that dominated almost every aspect of life in this community.

The Hoosic River, with its dramatic elevation drop and deep gorges, made Schaghticoke a perfect place for water-powered industry. Early flour mills and saw mills gave way to some of the earliest textile operations in the area. By the 1830s, after the initial period of small-scale manufacturing, water-powered industries clustered along both banks of the river. Textile operations grew with outside investments and employed hundreds of workers. The partnership of Troy financier and industrialist, Richard P. Hart, and local mill operator, Amos Briggs, resulted in some of the largest textile factories in the area. First known for making cotton and linen goods like rope, twine, duck cloth, and sacks, over time the town developed into a leading textile manufacturing center for the production of fine woollens.

Throughout the nineteenth century, numerous immigrants were drawn to the area to work in the mills. Streets and house lots were laid out on both sides of the river to accommodate the population surge. The mills continued to operate until the first part of the twentieth century when the industry suffered significant economic downturn causing many to shut their doors permanently. The extensive series of dams across the river were removed and replaced by a hydroelectric dam, and the village experienced significant population loss as families left the area in search of work.

A team of archaeologists from the New York State Museum's Cultural Resource Survey Program excavated several nineteenth century sites, revealing artifact deposits as well as structural and landscape features mostly related to daily activities of mill workers and shop keepers. Uncovered were a wide range of household refuse materials such as broken table ceramics, bottle glass, kitchen bones, shells, and personal objects, as well as architectural debris related to construction and renovation activities during each site's occupation. Investigations at the mill sites produced a large quantity of architectural artifacts commonly associated with the former factories, including evidence of daily operations. A narrow gravel road beneath the Route 40 bridge still marks the location of Mill Street, the main transportation route from Main Street down to the mills that operated along the north bank of the Hoosic River. Foundations and features associated with the former mill buildings dot the landscape on the river's north bank. The massive stone flume of the Schaghticoke Woolen Mill survives today and is visible along the north bank as a testament to the historic development of Schaghticoke's rich industrial heritage.

The archaeological investigations and architectural history documented in this report were supported by the New York State Department of Transportation and the Federal Highway Administration.



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## INTRODUCTION

This publication presents the findings of cultural resource investigations at the Route 40/Hoosic River bridge in the Village of Schaghticoke, Rensselaer County, New York. The work was performed by the Cultural Resource Survey Program (CRSP) of the New York State Museum, in 2008 and 2011, in advance of proposed rehabilitation/removal of the bridge by the New York State Department of Transportation (NYSDOT). Consisting of archaeological and architectural components, the work satisfied federal and state laws governing the protection of historical resources eligible for inclusion on the National and State Registers of Historic Places.<sup>1</sup>

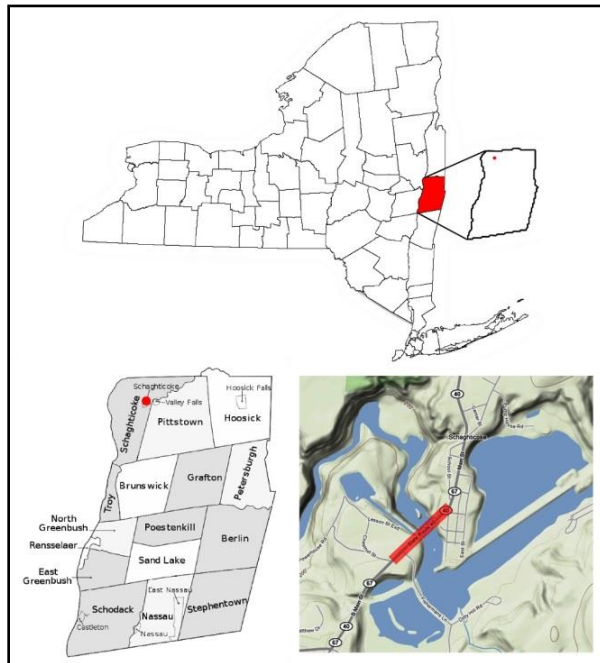


Figure 1. Location of the PIN 1335.18.121 project area within New York State (top), Rensselaer County, in the Town of Schaghticoke (bottom left), and in the Village of Schaghticoke (bottom right).

Schaghticoke was an early center of textile manufacturing in New York State. Sited at a high fall in the Hoosic River, the village formed around the clothing works of Charles Joy in 1800, and became an industrial seat by the 1830s, dominated by the cotton and linen mills of Richard P. Hart and Amos Briggs. Finished products were hauled over the Schaghticoke

road (Route 40) to markets in Lansingburgh and Troy. The lynchpin of the road was the Hoosic River crossing, where a succession of bridges witnessed the rise and eventual fall of industry in Schaghticoke. In 1941, the Route 40 bridge was built on a new alignment high above the falls, with commanding views of the river and traces of industry at its feet.

Phased investigations at the Route 40 bridge began with a Phase I reconnaissance survey in 2008, followed by an addendum reconnaissance survey in 2011. The surveys were designed to identify all significant cultural resources including archaeological sites, buildings, structures and objects, in the Area of Potential Effect (APE) defined by NYSDOT. Under the original proposal for a bridge rehabilitation in 2008, the APE included the bridge, an area along the west side, and the approaches. Under the revised proposal for a bridge rehabilitation or replacement in 2011, the APE included a wider area around the bridge and an extended area on the north approach.

The Phase I surveys identified 13 historic archaeological sites (Dean and LoRusso 2009, 2012). Most of the sites had links to Schaghticoke's various neighborhoods and commercial districts established in the second quarter of the nineteenth century during the initial development of the village. Some were directly related to water-powered industrial activity. The sites on the south side of the bridge, all domestic in nature, included the McGrath Site, the E. B. Arnold Site, the A. Briggs and Co. Housing Site, and the Briggs Tenement Housing Site. Domestic sites on the north side of the bridge included the P. Briggs Site, the A. Briggs and Co. MDS 13A/B Site, the Presbyterian Parsonage Site, and the A. Briggs and Hart Estate Site. Artifacts from the sites consisted largely of household refuse such as ceramics, bottle glass, bones, and shells, a few personal objects, and architectural materials including nails, window glass, and hardware, resulting from construction, repairs, alterations or demolition.

Two sites on the north side of the bridge, the Baker Block Site and the Briggs Company Store Site, had commercial and residential functions, housing the owner and his business, often with tenants. Some of the commercial buildings included grocery shops or workshops. Remnants of foundations were identified on both sites and subsurface testing yielded a large assemblage of domestic artifacts commonly associated with household activities.

<sup>1</sup> Section 106 of the National Historic Preservation Act of 1966 (as amended) and Section 4F of the 1966 U.S. Transportation Law for federally sponsored projects and

Section 14.09 of Parks, Recreation and Historic Preservation Law of 1980 for state sponsored projects.



Figure 2. 1954 (photo revised 1978) 7.5-minute USGS *Schaghticoke, New York* quadrangle, showing the location of PIN 1335.18.121 (highlighted red).

The nineteenth century growth of Schaghticoke was tied to industrial development along both sides of the Hoosic River gorge just beneath the Route 40 bridge. Three industrial sites located partly within the APE included the Schaghticoke Woolen Mill and the Cable Flax Mill Sites, representing two of the largest textile mills in the region in the late-nineteenth century. The sites were connected by the Mill Street Site, the now-abandoned roadway that linked the mills to the midsection of the village. These were some of the earliest sites in the village, dating back to the early 1800s when Schaghticoke Point developed from a primarily agricultural community to an industrial and commercial hub. The sites included foundation remains associated with the textile industry, as well as evidence of features used to harness the waterpower afforded by the Hoosic River. Site-related artifacts included building materials, byproducts of industry such as fuel used to heat the mills and fuel byproducts, along with household refuse discarded by the mill workers throughout the nineteenth century. The location of the 13 sites identified by the Phase I surveys is shown in Figure 3.

Phase I architectural surveys in 2008 and 2011 identified ten properties as eligible for the National Register. The properties consisted of the Presbyterian United Church, the Village Municipal Building, dwellings at 51 School Street and 6, 12, 16, and 22 South Main Street, along with Weatherwax Park and a WWI veteran monument at Main Street and School Street, and a hydroelectric dam and power canal on the Hoosic River (Dean and LoRusso 2009, 2012). No further documentation of the eligible properties was performed

because none was scheduled for direct impact by the bridge replacement. The Route 40 bridge was previously determined eligible for the National Register by a Historic Bridge Survey completed for DOT in 2002. The bridge, a multi-span Warren deck truss built in 1941, was eligible as a significant variation of a standardized Warren truss (Mead & Hunt et al. 2002b). Photographic documentation of the bridge for this publication was completed in 2011.

In 2011, NYSDOT requested a Phase II site examination to further evaluate nine of the archaeological sites for National Register eligibility (Dean and Lenardi 2012). Continued investigation inside the APE assessed the integrity of the sites, the presence or absence of structural components and the artifact assemblages, to help determine the period of construction, occupation, and function. Further historical research fleshed out each site's cultural or historical context.

Following the Phase II investigations, it was determined by NYSDOT, the Federal Highway Administration, and the State Historic Preservation Office that, instead of doing a traditional Phase III Data Recovery at the archaeological sites scheduled for impact, an alternate form of mitigation would be appropriate by way of the creation of this interpretive publication. The publication includes additional historical research and a synthesis of the archeological work to date. The following pages provide introductory summaries of the archeological sites. A full description of the sites and archaeological testing results and a history of Schaghticoke bridges is presented in the next chapters.



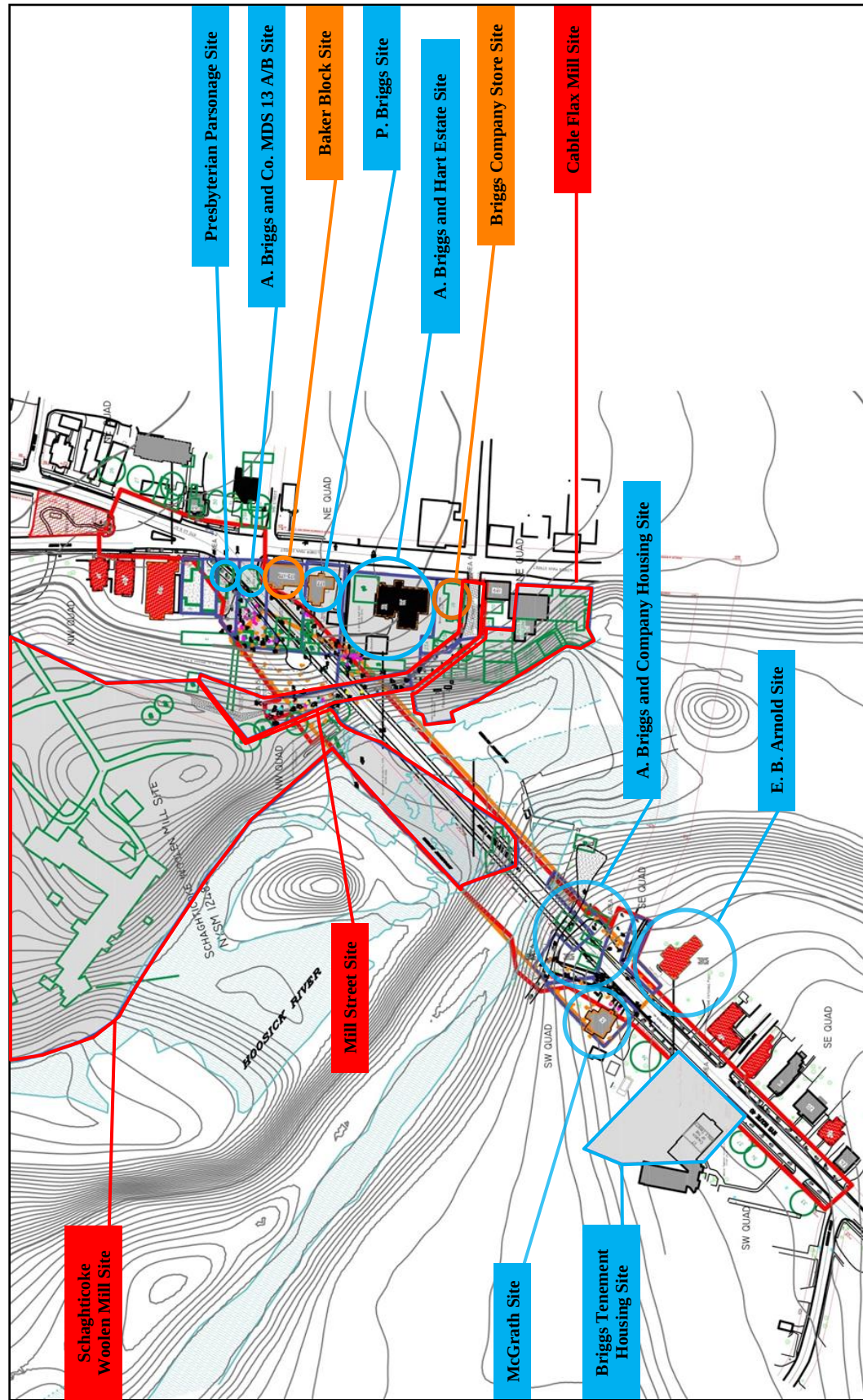


Figure 3. The location of the thirteen historic sites in the Village of Schaghticoke investigated during archaeological excavations for the Route 40 bridge replacement project over the Hoosick River. Blue represents domestic sites, orange commercial/domestic, and red industrial.

## Domestic Sites South of the Schaghticoke Bridge



Figure 4. Ca. 1900 photograph of the residential neighborhood on the south side of the Hoosic River. View is north. (Courtesy of Richard Lohnes, Schaghticoke Village Historian)

Figure 4 above shows a portion of South Main Street near four domestic sites. The Briggs Tenement Housing Site and the McGrath Site line the left side of the street. The A. Briggs Housing Site is located at the end of the road at center, and the E.B. Arnold Site is obscured by trees at the end of the road on the right side.

### **The McGrath Site**

This residential site, located in the southern end of the Village of Schaghticoke, dates to the 1830s when #5 South Main Street was constructed. The property was owned for a time by the McGrath Family. Michael McGrath, an immigrant from Ireland, rose to the role of village president in the 1870s. In the 1890s, the residence became a public house or tavern. Testing throughout the boundaries of the site during the archaeological study, revealed a sheet scatter of artifacts that had developed since the property was initially settled. Historic materials recovered numbered 1,787 and consisted of kitchen and architectural refuse.

The site examination revealed that disturbances and alterations occurred in the front and north yards, first during the 1920s, and again in the 1940s when the current bridge was constructed. Episodes of landscaping, and sidewalk development impacted much of the site area within the APE including most of the sheet midden deposits in the yard area in front of the residence.

### **The E. B. Arnold Site**

This site, on the property of # 6 South Main Street, dates to the 1840s when the house was constructed. It was owned by a wealthy merchant through most of the nineteenth century. By the twentieth century it became a parsonage for the Roman Catholic Church located across the street.

Testing at the site revealed a sheet midden along the front lawn and northern portion of the property where it borders the former highway alignment. Historic materials were recovered from all excavations on the property amounting to 227 artifacts. A portion of this

assemblage was recovered from deposits associated with modern landscaping activities in the north yard. The excavation of a unit there recovered 95 artifacts from soils that were re-deposited during these landscaping activities. The remaining 132 artifacts have a clear association with the continual development of a sheet midden throughout the site's occupation.

Though stratified deposits were identified, most of the materials recovered from the sheet midden were associated with a single period dating to the mid- to late-nineteenth century. Deposits associated with occupation of the house from the late-nineteenth century to the early twentieth century, were encountered directly in front of the structure along the sidewalk edge. A small, non-stratified, peripheral sheet midden was developed in the lawn areas in the northern end of the property during the occupation of the site.

#### **The A. Briggs and Company Housing Site**

This site dates to the mid-nineteenth century (pre-1862) and is comprised of the former location of four residential structures that once housed workers of the A. Briggs cotton factory, which stood nearby on the south bank of the Hoosic River. The cotton mill, in turn, was part of a larger complex, the Briggs Woolen Company, with facilities spanning both sides of the river. The factory worker houses appear to have been abandoned by the early years of the twentieth century, and the structures removed sometime prior to 1911 when a hydroelectric canal and plant were built on the south bank of the Hoosic River. Archaeologists excavated 21 shovel test pits and three 1x1 meter units during the survey and site examination of the A. Briggs and Co.

Housing Site, yielding a total of 2,612 artifacts (1,400 in the shovel tests and 1,212 in the units).

#### **The Briggs Tenement Housing Site**

This site is located on the west side of Route 40 on the property of the Church of the Holy Trinity (formerly St. Joseph's Catholic Church), and the lawn of residential structure #11 South Main Street. The site encompasses the former front yard of a house no longer there (MDS 35) and most of the front yard of #11 South Main Street, two of three adjacent mill worker tenements formerly owned by local industrialist A. Briggs, later Briggs and Hart. These tenements were located in a diverse neighborhood populated both by some of the wealthiest citizens and some of the poorest. Many of the buildings on the west side of the street were occupied by workers, while those on the east side were privately owned homes.

Briggs and Hart ran some of the most prominent textile industries in the village in the nineteenth century and the tenements were occupied by millworkers as early as the 1840s. By the late 1930s, two of the tenements, MDS 35, and MDS 36 bordering the north side of the site, were removed. Subsurface testing at the site consisted of 11 STPs, which yielded 364 historic artifacts from a sheet midden developed over a 120-year period from 1830-1950. Domestic artifacts recovered provide some evidence of the consumer patterns of the occupants, while architectural materials provide information about episodes of building construction and repairs. Other artifacts offer information about the behaviors of the site's occupants, such as how they heated their homes or cooked their food.



## Domestic Sites North of the Schaghticoke Bridge



Figure 5. Velox real photo postcard (ca. 1901-1914) showing the backyards near MDS 13B, the extant Baker Block, as well as MDS 14 along upper Main Street (Courtesy of Schaghticoke Village Historian).

Figure 5 above depicts the rear yards of buildings along Main Street prior to disturbance by the 1941 construction of the Route 40 bridge. Dwellings associated with four domestic sites and two commercial/domestic sites lined the west side of Main Street in the late 1880s. Pictured in the central upper portion of the photo, south of the Presbyterian Church, is the Presbyterian Parsonage Site. Abutting this property is the A. Briggs and Co. MDS 13A/B Site, the Baker Block Site, and the P. Briggs Site. The Federal style dwelling (bottom right) is the building associated with the A. Briggs and Hart Estate Site.

### The P. Briggs Site

This site dates prior to 1854, possibly as early as 1810 as indicated on the cornerstone of the house at #177 Lower Main Street (outside of the APE). Pardon Briggs (1808-1890) was the son of Amos Briggs, one of the most prominent industrialists in the village for much of the nineteenth century. During the third quarter of the nineteenth century, Pardon Briggs served as Town Clerk and Post Master, and he also operated a cotton factory with his partner Charles Stratton, renting the mill facilities and access to water power from his father Amos.

The building likely served as company housing through much of the nineteenth century into the early twentieth. By the time of the 1929 highway department as-built maps, the building functioned as a post office, with George Cunningham acting as post master at least until the 1940 road realignment and bridge construction project (at which time the former sites of three outbuildings, MDS 10, 10a, and 10b, were buried beneath the new road and adjacent berm).

Thus, the portion of the P. Briggs Site within the APE (the western third of the historic lot) represents the backyard deposits of what appears to have been a residence for people associated with Schaghticoke textile mills. Temporally, the material dates from before 1854 through the early twentieth century. A total of 500 artifacts was recovered from five shovel test pits and a single excavation unit dug during both phases of subsurface testing at the site.

### The A. Briggs and Co. MDS 13A/B Site

This site is comprised of three buildings that are no longer standing: MDS 13A (pre-1854 to 1867), MDS B (pre-1884 to circa 1940 residence), and MDS C (pre-1889 to ca. 1940 outbuilding [“car barn” in 1940]), along with associated features and artifacts.

The boundaries of the site match the historic lot lines as indicated on nineteenth and twentieth-century maps. A total of 11 shovel test pits yielded 1,331 artifacts, while 7,338 artifacts were recovered from 18 larger excavation units; most of these date from the mid-nineteenth through the early twentieth century. In addition, features such as a stone foundation and sheet midden associated with the nineteenth century occupation of the site were identified.

### **The Presbyterian Parsonage Site**

A structure (MDS C) was standing within the boundaries of this site by the 1850s, when it was likely part of the extensive A. Briggs and Company holdings on the north bank of the Hoosic River. MDS C was likely an older structure that was refurbished or replaced entirely by 1870. At that time MDS C functioned as a parsonage for the first Presbyterian Church in Schaghticoke, incorporated in 1803.

The congregation met in various locations until the extant church (#165 Main Street) was built in 1847-1848 north of the Presbyterian Parsonage archaeological site. The archaeological site was closely associated with the nearby church, a residence for the pastor until around 1940. It was removed prior to the construction of Route 40, which now overlies the eastern portion of the site. A total of 265 artifacts was recovered from six shovel tests during both phases of investigation at the site, while another 1,744 pieces were recovered from two excavation units, bringing the total count to 2,009. Subsurface features identified during field investigations, including a soil lens of coal, slag, and ash,

and a buried pair of cast iron drain pipes, may not be directly associated with past activities at the parsonage.

### **The A. Briggs and Hart Estate Site**

This site dates prior to 1854 and was part of the extensive A. Briggs and Company textile mill holdings on the north bank of the Hoosic River by at least the 1860s. It was comprised of a substantial nineteenth century residence (MDS 14) fronting Lower Main Street along with three twentieth century outbuildings (MDS 15, 16, and 17), none of which still stand. The property originally may have been developed as part of the Briggs and Hart mill holdings, but by around 1900, the house was occupied by Dr. George R. Little and his family until the 1940s. The main house was destroyed by a 1962 fire, and the lot outside of the APE is now the site of an American Legion Hall. Five shovel tests yielded mid-nineteenth through mid-twentieth century artifacts, a total of 753 pieces, while 4,396 pieces were recovered from the excavation units, bringing the total count to 5,149. One architectural feature was encountered during subsurface testing of the site, a stone and concrete retaining/outbuilding foundation wall that appears to have been a retaining wall that later was used as a shared foundation for the west wall of MDS 15 (circa 1911) and the east wall of MDS 16 (circa 1929, soon after replaced by larger MDS 17 [late 1930s] encompassing the footprint of MDS 16).

## Commercial/Domestic Sites



Figure 6. View north on Lower Main Street, depicting the commercial district near Mill and 2<sup>nd</sup> Street ca.1920 (Courtesy of Richard Lohnes, Schaghticoke Village Historian).

Figure 6 shows the commercial section of Lower Main Street, north of industries that once operated south of Mill Street, on the west side of the roadway. The mills associated with the Cable Flax Mill Site were located just south of where this photo was taken. The Baker Block Site is located one block north of the Mill Street and 2nd Street intersection, though it is obscured by trees. The store associated with the Briggs Company Store Site is shown on the northwest corner of the intersection (center-left)

### The Baker Block Site

This site includes an extant pre-1854 multi-use residential/commercial structure (#173-175 Lower Main Street) and two outbuildings that no longer stand (MDS 11, built around 1880 and removed between 1897 and 1911, and MDS 18, built ca. 1930 and removed around 1940). The building served a variety of commercial and residential functions from the mid-nineteenth century through the mid-twentieth century, at various times housing a doctor's office, a clothing shop, offices, a barber shop, an electrical supply shop, the post office, and most recently, a funeral home.

All eight shovel tests yielded mid-nineteenth through mid-twentieth century artifacts, a total of 596

pieces, while an additional 1,847 artifacts were found in the four 1x1 meter units dug for the site examination, bringing the total count to 2,443. In addition, a sheet midden was identified in what would have been the backyard of the main structure. This feature contains mostly mid-nineteenth century artifacts, covered by a thick layer of disturbed fill. Portions of the concrete foundation of MDS 18 were also encountered.

### The Briggs Company Store

In the mid-nineteenth century a store owned by the Briggs and Hart industrial partnership (MDS 19), was located along Lower Main Street near a large working-class neighborhood. This neighborhood included homes and businesses such as taverns, shops, offices, and factory buildings. The location of the Briggs Company Store, at the corner of Mill and Lower Main Streets, was ideal for residents who routinely passed by it on their way to and from work. It likely provided a mix of household items such as food, hardware, clothing, and tableware. Part of the building also served as living quarters. The store was in operation through the nineteenth century as was part of the larger Briggs and Hart Estate, then in the twentieth century it was sold off. Part of the building operated as a store into the 1930s,



and then was used as an office. Other parts of the building continued to be residential. The building was removed sometime after 1954.

The archaeological study revealed both commercial and domestic components. Shovel testing near the store and the three outbuildings in the rear (MDSs 23a through 23c), revealed the presence of a sheet midden deposit and a section of the building's

foundation wall. Much of the site had been disturbed during or after the building's demolition by filling and landscaping activities that caused intermixing of modern refuse with nineteenth-century deposits and architectural debris.

## Industrial Sites



Figure 7. Postcard image of the Cable Flax Mill (right) and Schaghticoke Woolen Mills (left).

The photograph above (Figure 7) depicts two of the industries that once lined the steep escarpment at the river's edge. The buildings shown on the right side of the photo are associated with the Cable Flax Mill Site. The roadway associated with the Mill Street Site passed northwest from these mills down to the Schaghticoke Woolen Mill, the massive four-story brick building pictured at left beyond the former ca. 1880s bridge.

### The Mill Street Site

This site is associated with a nineteenth century roadbed that passed from Lower Main Street to a complex of cotton mills and factories located below the village. Schaghticoke's textile industry has a long history of development clustering initially along the river's northern bank along the west side of Mill Street. The early mills were located on a bedrock escarpment above the river just beneath the 1941 Route 40 bridge.

Excavations at the Mill Street Site revealed evidence of the nineteenth-century mill works there in the form of building material, how they were heated and lit, and some of the by-products of industrial production. Also found was refuse from workers employed in the mills.

These excavations also revealed evidence of the early roadway, a simple gravel path constructed in the early 1800s. Over time the road was improved and leveled, adding both depth and width that increased the road bed's stability and resistance to erosion. Soil layers contained materials associated with domestic activities conducted both by mill workers during the time the mills were in operation and from the adjacent upland residential properties that border the east side of the roadway.

### Schaghticoke Woolen Mill Site

This is an industrial site associated with a large building complex located west of the village at the western end of Mill Street. The site extends to the western end of Schaghticoke Point, covering a nine-acre parcel of land along the north bank of the river. Portions of the Hoosic Riverbed, where the former mill's dam and flume were located, are included within the site boundaries. Only about an acre of the eastern end of the site fell within NYSDOT's construction APE for the bridge replacement.

This industrial site includes not only works associated with the Schaghticoke Woolen Mill (ca.1864), but also its early nineteenth-century predecessors along Mill Street below the village on the lower terrace. These included a small cotton mill (MDS 2a), a fulling mill (MDS 9), a grist and cotton mill (MDS 9a) and other related mill buildings (MDS 9b, 9c, 9d, 9e, and 9g). Because of the abrupt change in elevation from the top of the escarpment to the river edge, these industrial works were isolated from the village above and accessible only by Mill Street. Intact remnants of a dam and flume are located below the escarpment in the riverbed at the southern end of the site.

Only a small portion of this extensive and complex archaeological site fell within the survey area along Mill Street, beneath, and just to the west of the bridge. Subsurface testing consisted of five STPs excavated during the initial Phase I survey in the APE portion of the site area. These indicated that a moderate to high density of materials was present in the area between Mill Street and the riverbank, totaling over 650 artifacts. Some of the deposits are associated with the nineteenth-century mills themselves and others are related to the mill workers. Also identified were numerous structural features related to the earlier mill buildings as well as remnants of the massive waterpower systems that drove the works at this complex into the 1920s.

### The Cable Flax Mill Site

This is a nineteenth-century industrial site associated with a tightly-packed cluster of mills, warehouses, and sheds situated on the north side of the Hoosic River along the south side of Mill Street and the west side of Lower Main Street. The site itself covers nearly an acre of land, but only a narrow, 125-foot strip of the site falls within NYSDOT's construction APE. The site includes an extant warehouse located just to the south of #189 Lower Main Street.

The site was first developed ca. 1810, when brothers Benjamin and Charles Joy built a textile mill there to manufacture "duck cloth" (linen canvas). The factory, which came to be known as the Schaghticoke Linen Mills, was purchased by Briggs and Hart by 1825.

They operated the business through the mid-nineteenth century producing linen cloth used to make uniforms during the Civil War when there was a shortage of southern cotton.

The Cable Flax Mills, founded by Lape and Sproat in 1871, occupied the site of Joy's linen and duck mill, and by 1876, the Lape and Sproat mills (MDS 21 and MDS 22) were incorporated under Briggs and Hart ownership. In 1880, the Cable Flax Mills produced twines, yarns, shoe-threads, and similar goods while employing 420 workers (1880 Federal Census of Industry Report).

At its height, the Cable Flax Mill consisted of a large complex of mill buildings, shops, and warehouses, with an assortment of buildings and sheds devoted to the production of power. Sometime between the 1920s and 1930s, these mills ceased operation and by 1938 most of the buildings had been removed.

The study of the Cable Flax Mill property revealed the presence of four features. The first was a low-density sheet midden consisting of domestic and demolition refuse found in nine shovel tests excavated within the APE along Mill Street. Just off Mill Street outside the APE are three foundation wall features associated with the remnants of MDSs 25a, 25c and 22 along the bank of the river.

### Historical Context



Figure 8. Ca. 1790 Map of the Corporation Lands of Schatikooke (Gansevoort).

Numerous historic maps dating from the late-eighteenth to the mid-twentieth century were consulted as documentation of the village's development and the presence of structures within or adjacent to NYSDOT's proposed APE (e.g., Figures 8 and 9). This analysis aided in the assessment of potential historic archaeological sites by determining which map-



documented structures (MDSs) are no longer extant. According to map sources, 47 MDSs and 18 extant structures were located within or adjacent to the project area. The Town of Schaghticoke was sparsely populated and remained relatively rural in nature through the 1700s and into the early 1800s. By 1830 the population of Schaghticoke had grown considerably since the founding of the town in 1788.

With the diversification of crops, the establishment of apple orchards and the raising of sheep, farmers moved away from cultivating a single wheat crop. Domestic wool production for the manufacture of textiles had developed during the national embargo of imported goods (1807 to 1809). This trend continued after the War of 1812 and was strengthened when the Erie Canal was opened in the early 1820s (Klopott 1981).

At its initial settlement in the early 1800s, the village of Schaghticoke Point consisted of only a few farms and a cluster of houses (Figure 8). The village developed adjacent to a one hundred-foot stepped falls in the Hoosic River, known as the “Great Falls,” which provided ideal sites for water-powered mills. It proved to be a reliable and powerful source of waterpower throughout the nineteenth century (Anderson 1897). Prior to 1810, only a handful of gristmills and small foundries had been developed, but by ca. 1820, the number of mills increased dramatically. Once the textile industry became firmly rooted in the town, the village changed. By 1835, Schaghticoke Point consisted largely of manufacturing establishments clustered along the banks of the river.

A grid of streets and numerous lots were laid out in the upper portion of the village, while businesses associated with manufacturing were largely clustered along the north bank of the river. Main Street ran north from the southern end of Schaghticoke Point with 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> Streets extending east of Main Street (Figure 9) where homes and businesses became established. Manufacturing interests and warehouses were clustered at the southern end of Main Street, now referred to as Lower Main Street, although the village spanned both sides of the Hoosic River.

Businesses included carriage and blacksmith shops, taverns, hotels, dentists and lawyers’ offices, groceries and small personal businesses. Farmsteads dotted the landscape along the highway, which extended out beyond the boundaries of the village. A dam extended across the Hoosic at the falls, and while many of the mills at Schaghticoke Point were clustered on the north side of the river along Mill Street, a single mill that produced woolen, cotton and linen goods was in operation by the early 1800s on the southern bank as well (Klopott 1981).

The development of town highways and railroads fostered the economic prosperity of the village. A toll bridge, built across the Hoosic at Schaghticoke

Point around 1788, connected the two sides of the village. It ran directly west from the lower portion of Lower Main Street to the opposite bank and was replaced in 1799. Another bridge was also built over the Hoosic at a point further east in what’s now Valley Falls in 1805 (Klopott 1981).

By 1812, the Northern Turnpike was constructed through Schaghticoke, heading north from Lansingburgh. The road was built all the way to Whitehall Landing at the southern end of Lake Champlain, allowing farmers in the northern part of New York to bring their products to Troy.



Figure 9. 1856 Clark and Newcomb Map of the Town of Schaghticoke, indicating a village of considerable size by the mid-nineteenth century.

The town of Schaghticoke soon became a major supplier of agricultural goods and industrial products to the City of Troy (Klopott 1981). The building of a railroad line through the town in the 1850s helped support the development of industries in the village. A post office was established in the early 1800s, providing the settlement with the name Schaghticoke Point. In the early 1820s, there were 12 grain mills, one grist mill and six sawmills, an oil mill, a fulling mill, two carding machines, and two cotton and linen mills located at Schaghticoke Point. By the mid-1830s, the number of cotton mills increased to five. During the mid-nineteenth century, while the overall number of mills increased, some were consolidated. The exact location of some of the earliest operations is unknown though it is reasonable to assume that many were located along the banks of the Hoosic River in the vicinity of the village. The textile industries manufactured cloth from raw materials transported into the area from distant markets. The cloth was then utilized in the mills in Troy and Cohoes (Sylvester 1880).

After an initial period of small-scale industrial development in the village (e.g., Joy Mills), larger scale manufacturing began in earnest with outside investment. For example, the partnership of Troy financier and industrialist Richard P. Hart (Figure 10) with Schaghticoke resident Amos Briggs began with their purchase of the Rensselaer Woolen, Cotton, and Linen Mill in 1821. This partnership was clearly defined; Amos Briggs managed the day-to-day operations of the mills while Richard P. Hart handled the finances, the purchasing of raw materials, and the distribution of the manufactured goods. Evidence of Richard P. Hart's exceptional business acumen can be seen in the systematic way he acquired other mills and non-commercial real estate. In the 1830s, Hart surveyed all the mills along the Hoosic River, planning his strategy to purchase more mills in the area and thus create a monopoly.



Figure 10. Portrait of Richard P. Hart, (1780-1843) from Sylvester (1880:187).

Richard P. Hart was a New York State Assemblyman (Rensselaer Co. 1821), mayor of the City of Troy (1836-1838), and one of the founders of West Troy (later renamed Watervliet). He was an industrialist, vice president of Troy Savings Bank, president of Troy City Bank, and president of the Rensselaer and Saratoga Railroad Company. He was also on the Board of Directors of the Rensselaer School (later renamed Rensselaer Polytechnic Institute) and the Troy Female Seminary run by Emma Willard (Sylvester 1880:187-189).

After his untimely death in 1843, Hart's widow, Betsey Amelia Hart (Figure 11), continued her husband's work and assumed the role of Amos Briggs' financial partner. By the mid-nineteenth century, Briggs and Hart had amassed a large portion of the Village of Schaghticoke having bought, rented, and operated mills,

stores, tenement houses, and other properties. In 1867, the village was incorporated and named Hart's Falls (after Betsey Amelia Hart). The name of the village was changed to Schaghticoke, in 1881 (Anderson 1897:445).

Though the Briggs and Hart partnership appeared successful, based on sheer numbers of real estate holdings seen on historic maps, in terms of personal wealth, the principals fared much differently from each other after the 1870s. After decades of buying up mills and other non-commercial real estate, Amos Briggs was in debt to Betsey Hart. According to one estimate, he owed as much as forty thousand dollars (Kelly 2015a).

Further evidence of Briggs' financial trouble can be seen in a legal notice in the Troy Daily Whig in 1871 for a "Mortgage Sale" announcing that Betsey Hart had assumed the mortgage of the "Congdon Factory Lot" (Troy Daily Whig [TDW] November 1871). This corresponds to the Briggs Cotton Factory on the south side of the Hoosic River, MDS 1 in the archaeological study area.

In contrast to Amos Briggs, Betsey Hart died a very rich woman. Her wealth, initially derived from inheritances left by her father and her husband, was also the result of her own shrewd investments and business dealings. Mrs. Hart's 1886 obituary reveals her estimated wealth at over 7 million dollars, making her one of the independently richest women in the United States at that time (Oswego Daily Palladium [ODP] Oct. 28, 1886).

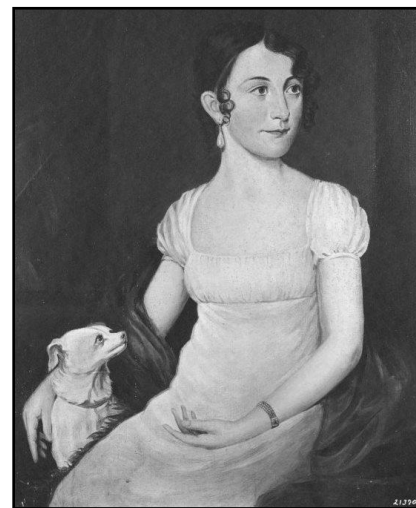


Figure 11. Portrait of Betsey Amelia Hart (1798-1886), oil on canvas, anonymous, American School (ca. 1801-1850). Picture courtesy of Frick Art Reference Library.

The rapid industrial growth in Schaghticoke leveled off between 1835 and 1855. Many of the earliest operations had ceased to function by ca.1845 while a few additional enterprises were developed by 1850. Yet

others were consolidated into larger factories or changed function. During the Civil War, there was a shortage of cotton imported from southern states, which created a demand for cloth made from flax (Baines 1985). Several of the cotton factories in the village had at that time converted to the production of textile and ropes made from flax, hemp, and jute, plants historically used for these products (Klopott 1981).

The largest textile manufacturer in the village in the late-nineteenth century was the Schaghticoke Woolen Mills. This extensive mill was built in 1864 just west of the project area, replacing several of the earliest mill works in the village (Figure 12). It was a complex of buildings that expanded several times so that by the 1890s, 354 workers were employed there, and the factory produced 300,000 to 500,000 yards of worsted, cashmere, and other wool goods (Sylvester 1880).

Besides these large industries, a considerable number of small businesses became established in the village. They consisted of taverns, groceries, butchers, general stores, hardware, jewelry, and furniture stores, blacksmith shops, a wagon maker, law offices, a dress shop, and the Schaghticoke House Hotel. Most of these clustered along Main Street on the north side of the bridge. By 1834, a Presbyterian Church (#165 Main Street), a parsonage (MDS C), and a Methodist Church (MDS 27) were located at the northern end as well (Sylvester 1880).

Industry and businesses that became established on the south side of the bridge and along South Main Street within the project area included a cotton factory/flax mill (MDS 1), a cooperage shop (MDS 8), a grocery store, and a hotel known as the "Brooklyn House" (#5 South Main Street). A Roman Catholic Church (ca. 1842) and parsonage (#6 South Main Street) were also located there.

Throughout most of the village, dwellings were intermixed with the commercial operations. Many of the homes located closest to the mills served as housing for workers. Some of these, such as MDSs 4-7 and MDS 34/37, MDS 35 and #11 South Main Street, were studied during the archaeological and architectural surveys for this project.

A large population of Irish immigrants lived and worked in the south end of the village below the intersection of Mill Street and Second Street in an area known as "Dublin." This area consisted of a cluster of worker's houses and small businesses, a grocery store, a harness-shop, a shoe-shop, paper mills, and the Cable Flax Mills.

The residential neighborhood near Second and Mill Streets was referred to as the new Baker Block. Various shops and businesses were intermixed with dwellings there, including the Briggs Company Store (MDS 19), an opera house, millinery shop, William Bryant general merchant, the store of Charles Baker and the clothing store of Lorenzo Baker (#173-175 Lower Main Street), the meat market of Charles Herrick, the shoe store of Thomas Jackson, the drug store of Mrs. Mary H. Richards, a telegraph and post office (#177 Lower Main Street), the insurance agency of S. S. Congdon, the residence and dental parlors of Dr. James Hornbrook, the undertaking rooms of P. H. Ragan (#173-175 Lower Main Street), the residence and office of Dr. D. H. Tarbell, and the carpenter shop of William Smith. Small shops were also located just south of Third Street, including the carriage-shop of James Canfield at the back lot of MDS 13B, and the blacksmith shop of Albert Hurley.

In the early 1900s, many of the industrial works in the village began to close. The cotton factories and the textile mills were the first to go. The dams that once crossed the Hoosic River were removed around 1910 and were replaced by hydroelectric dams that generated power in the nearby power house. Following that, the last textile mills ceased operation and the remaining industries became electrified. With the closing of the Schaghticoke Woolen Mills (ca. 1911-1920) came the end of the era when the textile industry dominated the economy of the town. In the 1940s, the old east-west oriented steel truss bridge across the river was finally replaced by the Route 40 bridge, which took a straight northeast-southwest alignment. This new alignment spared drivers having to negotiate the sharp turns and decent on Main Street to the old bridge, but it also bypassed the residential and commercial properties that lined Main Street on Schaghticoke Point.





Figure 12. The 1889 Burleigh lithograph of Schaghticoke provides a bird's-eye-view of the village in the late-nineteenth century. Topographical features, landscapes, roadways, outbuildings and water power features associated with the mill are depicted.

## METHODOLOGY

The initial reconnaissance survey fieldwork for this project was completed between August and October 2008 by staff of the CRSP (Dean and LoRusso 2009). An addendum survey was conducted in the summer and fall of 2011 based on revised APE plans by NYSDOT, which included new areas adjacent to the original survey area (Dean and LoRusso 2012). Archaeologists identified 13 historic-period sites during these surveys and made recommendations about their potential National Register eligibility. Based on these results, NYSDOT requested Phase II archaeological examinations on nine of the sites within the revised APE to determine if they were potentially eligible for the National Register. This fieldwork took place between September and December 2011, and the results were reported in a separate volume (Dean and Lenardi 2012).

### Surface Inspection

The entire project area was inspected with a walk-over survey during the initial reconnaissance surveys, and again during the site examinations (especially since vegetation progressively died back while work was ongoing through the end of December). Particular attention was given to areas of exposed soil, such as paths, gravel parking lots, and cut banks. Large portions of the project area consisted of gravel roads (e.g., Mill Street and a series of utility roads on both sides of the Hoosic River). Some areas contained large amounts of fill and gravel for slope stabilization, especially near the two bridge abutments on either side of the river. The fill was likely placed around the time of the 1940s bridge construction.

Most of the project area has witnessed substantial ground disturbance resulting from road and bridge construction, with associated excavation, cutting, filling, grading, installation of below-ground utilities, and paving. In areas with vegetation (such as along Mill Street), ground surface visibility was fair. Above-ground features associated with large industrial operations, like the Schaghticoke Woolen Mill and Cable Flax Mill, were mapped during the surface inspection. Other above-ground features included stone foundations (e.g., outbuilding MDS 12), a concrete retaining wall along the former alignment of Main Street on the south side of the bridge, and stone walls demarcating property boundaries (e.g., between the P. Briggs site and the Briggs and Hart Estate site). A small number of artifacts (glass and ceramic electrical insulators), as well as recent debris, was identified on the ground surface within the project area during the walk-over survey.

### Subsurface Testing

Subsurface testing during the initial reconnaissance survey consisted of the manual excavation of 84 shovel test pits (STPs) and three 1 x 1 meter (3.28 x 3.28 feet) units to ascertain if artifacts and/or features were present beneath the ground surface. Archaeologists excavated an additional 119 STPs as part of the 2011 addendum survey. These tests were generally placed in linear transects at a relatively short interval of 7.5 meters (25 feet) apart due to the overall high sensitivity for finding archaeological remains.

A typical STP measured 40-50 centimeters (16-20 inches) in diameter, and was excavated until a sterile, non-artifact bearing soil stratum was reached or further excavation was halted by rocks, roots, or other obstacles. Excavated soils were dry-screened through six-millimeter (0.25 inch) wire mesh. Soil texture was determined by the relative proportion to one another of sand, silt, and clay. The artifacts from each test unit were bagged by stratigraphic level or feature. All artifacts were returned to the CRSP archaeology laboratory at the New York State Museum for processing.

### Hand Dug Trenches

Hand dug trenches were excavated in areas of known disturbance. Trench 1 (0.5 x 4 meters or 1.64 x 13.12 feet) was excavated at the Presbyterian Parsonage Site, exposing a lengthy soil profile to document various types of large scale disturbance in this area (e.g., fill from ca. 1941 road and berm construction, and a utility trench for a buried phone cable). Another series of trenches, measuring approximately five square meters (54 square feet) in area, were excavated to remove overburden (primarily gravel) deposited for a parking lot behind the local American Legion Hall. The gravel fill partially covered the concrete foundation for a small outbuilding (MDS 15) and continued west to a lesser extent near a large stone wall at the Briggs and Hart Estate Site.

### Excavation Units

During the later-phase site examinations, 39 excavation units were dug at the nine archaeological sites. Most the units (27) measured 1 x 1 meters (3.28 x 3.28 feet) square, 10 units were 0.5 x 0.5 meters (1.64 x 1.64 feet) square, one measured 1.5 x 1 meters (4.92 x 3.28 feet), and one was 1 x 0.5 meters (3.28 x 1.64 feet) square in size. Most of the excavation units were placed within or adjacent to map-documented structures or in adjacent side and back yards. In some cases, such as areas with steep slopes, units were placed where possible (e.g., Units 1-3 at the A. Briggs and Company Housing Site) as determined by the project APE and/or disturbance. Information regarding test unit size, placement, and



rationale for location is provided for each site in the Description of Sites and Testing Results section below.

### **Artifact Analysis**

The processing and identification of artifacts recovered from these sites was conducted in the CRSP laboratory at the New York State Museum. Processing includes washing of artifacts or dry brushing as appropriate, cataloging, and bagging for long-term curation. Artifacts and field notes, maps and other documentation are curated as part of the New York State Museum's archaeological collection.

The collected artifacts were cataloged according to a system first developed at the Museum's Anthropological Survey laboratory, then adapted by the CRSP. At an initial level of analysis, each artifact is first classified by material (e.g., bone, metal, ceramic, glass, stone, etc.) then divided into specific subgroups based on general usage (e.g., architectural metal) or vessel composition or form type (e.g., creamware or pearlware for ceramics, or table or bottle glass for glass). Finally, the artifacts were assigned to specific subcategories based on decorative attributes, manufacturing technique (e.g., machine-cut or hand-wrought nail), or color. When possible, artifact manufacture and use date ranges were assigned. These dates were based on the production of these items and not the date of their deposition, which is interpreted from their archaeological context.

The catalog was then entered into a computerized relational database that utilizes a system of over 900 unique attribute codes. With this catalog, archaeologists commenced artifact analysis using a modification of the classification system developed by Stanly South (1977) in which artifacts are categorized by functional groups, the two main groups being architectural and domestic. On most of these sites, architectural artifacts consist of fragments of brick, mortar, concrete, flat or window glass, nails and other fasteners. Domestic artifacts include primarily broken food service items (ceramic sherds, table glass fragments, and culinary tools), along with prepared food containers (can, jar, and glass bottle fragments), and faunal remains (kitchen bone, clam, and oyster shells). On the domestic sites studied for this project, coal was

commonly used for heating and cooking fuel, and kerosene and gas lamps were used for lighting before the electric light was invented. On some of the sites, fragments of these materials are included in the overall domestic category while on other sites they are separated out as their own "other domestic" category.

Additional functional groups were developed for some artifacts not included in the domestic or architectural category. For instance, the personal category includes artifacts such as tobacco pipes, buttons, toys, figurines, leather, and combs. The work activity category includes things like horseshoe nails, carpentry tools, or industrial tools, and at a few sites, there were some distinctive artifacts such as bullets or shell casings forming an arms/military category, or even casket handles forming a funerary category.

Frequently found on many of these sites was very fragmented or unidentifiable material, or material unaffiliated with known categories, thereby constituting its own unidentifiable or unaffiliated group. Items in this group include various fragments of ferrous metal, aluminum, rubber, plastic, wood, charcoal, ash, and putty.

On some of the sites, there were intact stratified soil layers datable by the presence of temporally diagnostic artifacts, being those with known and relatively short manufacturing date ranges. These include primarily household or kitchen ceramics, glass bottles, and nails, all of which have undergone frequent changes in manufacturing processes or had frequent changes in characteristic traits throughout the last 200 years. For these sites, datable soil layers were correlated with various historical occupation periods, occasionally allowing artifact deposits to be linked to specific individuals or families. In some cases, construction or landscaping events caused mixing of deposits from different periods and the resulting layers were then grouped together.

Along with the functional group categories, these periods provide a framework upon which inferences can be drawn about the occupants of each site and the nature of activities that took place relative to events and developments in the village, town and county.

## DESCRIPTION OF SITES AND TESTING RESULTS

### Domestic Sites South of the Schaghticoke Bridge



Figure 13. 1954 7.5-minute USGS *Schaghticoke, New York* quadrangle, showing the location of the McGrath Site.

### The McGrath Site

This site is located on the property of the ca. 1830s house at #5 South Main Street at the southern end of the Route 40 bridge (Figure 13 above). The older brick main structure has a rear frame addition and an enclosed north-side porch along with later outbuildings in the rear (Photograph 1). The house is depicted on several historic maps including the 1854 Rogerson *Map of Rensselaer County* (Figure 14), the 1856 Clark and Newcomb *Map of the Town of Schaghticoke* (Figure 15), the 1876 *Atlas of Rensselaer County, New York* (Figure 16), and the 1889 Burleigh bird's eye view of the village (Figure 17).

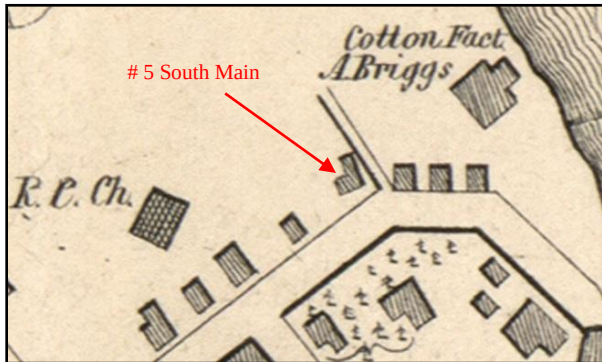


Figure 14. 1854 *Map of Rensselaer County, New York* (Rogerson) showing the location of the McGrath Site.

In the 1850s, the house was a parsonage for St. Johns Roman Catholic Church. The property was owned for a time by N. Finley (ca.1862) and then sometime following, by the McGrath family who were immigrants from Ireland. In the 1870s, McGrath held the office of village president of Schaghticoke. As the top elected

official in the town government, he was a man of considerable influence and was undoubtedly comparatively wealthy. In the 1870s Federal Census, Michael McGrath, a hotel keeper at the time, lived in the house with his wife Catherine, four children, a house servant, and two boarders.



Photograph 1. View southwest showing the front and north yards of #5 Main Street.



Figure 15. 1856 *Map of the Town of Schaghticoke, Rensselaer County, New York* (Clark and Newcomb) showing the house at #5 South Main Street.

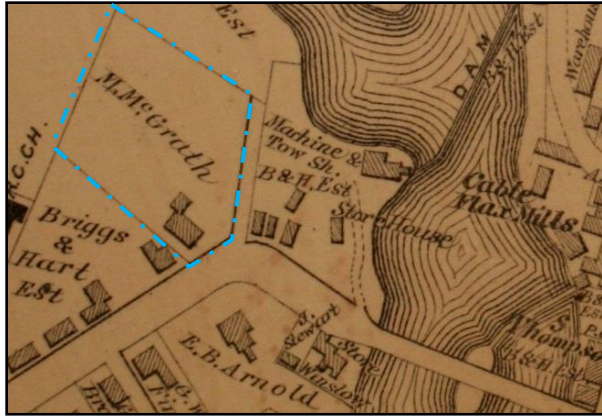


Figure 16. 1876 *County Atlas of Rensselaer, New York* (Beers) depicting the McGrath site.

By the 1880s, the residence became a public house or tavern, as confirmed in a village directory published in 1886. At that time, Michael McGrath was listed as operating a saloon. Continuing this function, the structure is depicted on the 1891 Sanborn Insurance Map as the “Brooklyn House,” at which time the dwelling had two additions to the rear and a porch located on the east (front) side of the building.

In the late-nineteenth century, the village had developed into a thriving commercial center with numerous business operations. This economic development enhanced the wealth of its entrepreneurs and officials so that they could build homes away from the industrial activities in certain parts of the village as on the terrace south of the river where #5 Main Street stands. Unlike the commercial development in the village, which took place largely on the north side of the Hoosic River, this area was generally residential and known as the “Brooklyn” neighborhood characterized by large homes on extensive village lots owned by the more affluent residents. Commercial operations were primarily along the north bank of the river where the densely-populated working class neighborhoods were also located. These neighborhoods were intermixed with businesses such as grocery, butcher, and general merchandise shops.

In the nineteenth century, a cluster of three workers’ tenements associated with the Briggs and Hart Company (see the Briggs and Hart Co. Housing Site) were located at the end of the affluent neighborhood, just to the north of the houses at #5 and #6 South Main Street. A roadway separated the McGrath lot from the Briggs and Hart workers’ housing located at the bend in the highway northeast of the site (MDSs 4-7).

The company’s cotton factory, tow shop, and machine shop were situated just below the McGrath Site to the north of these worker housing units. A general store was also located on this lower terrace beside the bridge, downhill from #6 South Main Street. The

presence of commercial activities and worker’s housing likely effected how the northern edge of the property was used.

Historic maps indicate that the yard space around #5 South Main Street was landscaped and maintained to conform to a formal village standard that was retained when the structure became a hotel. The 1889 Burleigh bird’s eye view (Figure 17) illustrates the fence lines and trees along the street and gives the sense of space between the house and outbuildings.

Several barns were also scattered throughout the property. A small dwelling bordered the southern side of the property at that time, but it was removed along with the rear portion of the extant barn between 1911 and 1929. Later maps suggest that little has changed on the property since the 1940s.

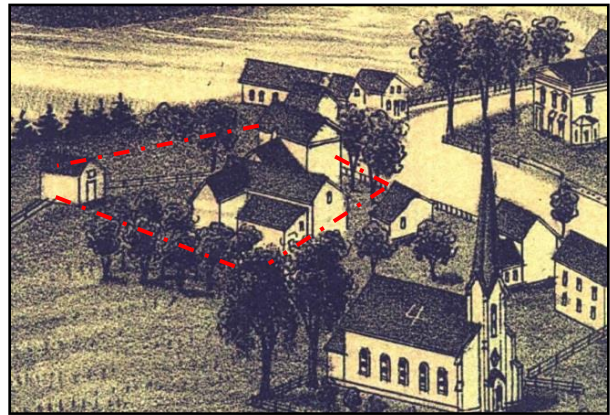


Figure 17. Detail of the 1889 Burleigh bird’s eye view of the McGrath Site showing fence lines, trees, and outbuildings in the rear yard.

### Site Boundaries

Site boundaries were based partly on the 2009 project limits, partly on property lines and the locations of disturbances, and on archaeological testing results. In 2009, the southern project terminus was located along the gravel driveway south of #5, and the western limit ran several meters behind the house. These limits were established as the southern and western site boundaries. The eastern boundary runs along the road edge, then north to the property line where a drainage culvert is located (Figure 18). The site encompasses front yard areas, a small strip of lawn along the back of the house, and a landscaped area along the north side of the house.

In general, the site has a trapezoidal shape approximately 30 meters (98 feet) long measured from the 2009 southern project limit to the hydroelectric dam access road in the north, and 27 meters (88 feet) east to west from the road edge to the western project limit. It encompasses an area of 874 meters<sup>2</sup> (9407 feet<sup>2</sup> or 0.22 acre).



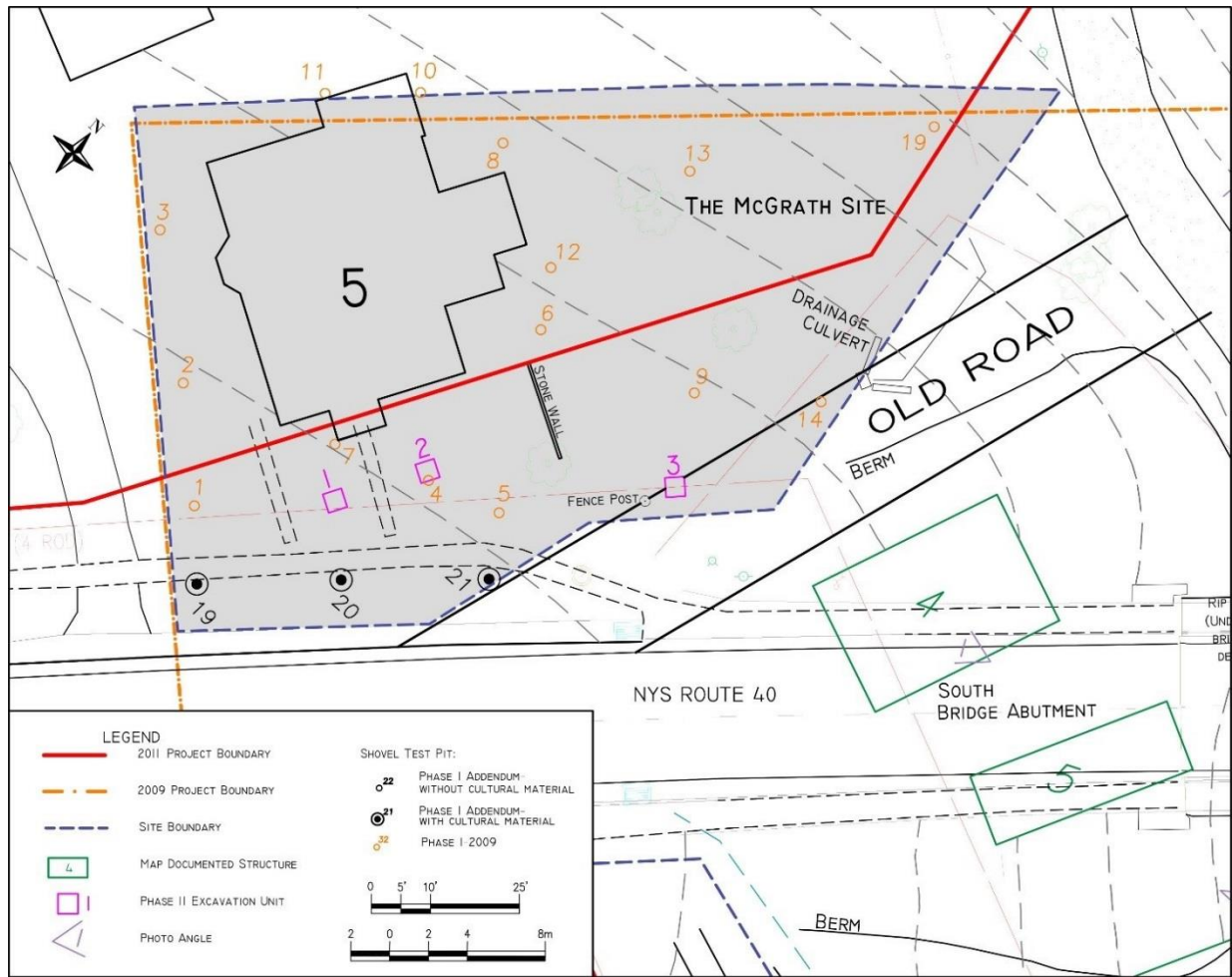


Figure 18. Map of the archaeological testing at the McGrath Site.



## Archaeological Testing

The site was tested by CRSP during separate archaeological studies. The first was a Phase I reconnaissance survey conducted in 2008. The second was an addendum Phase I in 2011 when NYSDOT revised the APE, followed by Phase II site examination.

Excavations targeted the front (east), south, north, and back (west) yards of the house (Figure 18) revealing a sheet midden artifact scatter within the boundaries of the project area. However, the soil stratigraphy varied around the property showing various degrees of disturbance and admixture from apparent episodes of landscaping, building activities, and highway and sidewalk construction. Most of the soil layers produced historic materials that were gradually but continuously accumulated from the time the site was first occupied (ca.1830s) to the early twentieth century (ca. 1920s) when the artifact deposition appears to have slowed.

Excavations in the north yard revealed that it was altered as early as the initial construction of the house in the 1830s. STPs excavated on the upper terrace showed that landscaping was done to build up and retain the soil around the north side of the house. In addition, STPs showed evidence of building episodes at the rear of the structure (STP 8) during the late-nineteenth and early-twentieth centuries. The development of the roadway was also evidenced in several of the test pits excavated below the terrace.

Testing also revealed disturbances caused by several episodes of landscaping and sidewalk construction along the front edge of the property. Some of the materials recovered from the sheet midden were redeposited during landscaping when the bridge was constructed in the early 1940s.

Most of the yard surrounding the house contained a multilayered sheet midden consisting of domestic (kitchen) and architectural refuse. In several tests, temporally diagnostic artifacts help date the soil layers.

The first soil layer encountered in the front yard was re-deposited post-1940s fill mixed with sheet refuse deposited during Period 3 from about 1875 to about 1925.

The second soil layer was a mixture of Periods 2 and 3, Period 2 extending from the 1850s to about 1875. The front and side yards had accumulated a continual deposit of household refuse generally from this time. Sometime later, likely in Period 3, there was a significant landscaping event that blended later soils and artifacts with the Period 2 soils.

Some soil layers at the site combine Periods 1 and 2, which range from the early- to late-nineteenth century, having been developed by household refuse

disposal combined with ground slumping and landscaping activities.

Period 1 corresponds to the first occupation of the site beginning in the early 1830s with the construction of the house and development of the property. The use of the property prior to this is unknown, though the prevalence of farming in the region would suggest that the land was cleared and used for agricultural purposes.

During the 1830s, only a few dwellings were present south of the river, but by the 1840s, the village had undergone significant economic and residential expansion. It was at that time that several other residential lots along South Main Street were developed. Artifact deposits from this period were encountered in two of the STPs excavated during the Phase I Survey (STP 1/L3 and STP 7/L3).

## Artifact Analysis

The artifacts from the site, numbering 1,787 items, consist of a wide range of historical materials, some of which are shown in Photograph 2. They include mainly architectural debris mixed with domestic refuse and some personal items including smoking pipe fragments. Artifacts were recovered from all 21 of the STPs and from the three 1 x 1 meter units excavated during the project.

Various discreet soil layers were combined into one of four periods discussed above based on stratigraphic position and the presence of diagnostic artifacts. The overall assemblage counts are presented by period and function in Table 1. Modern artifacts recovered from upper layers of fill are largely road-side trash (i.e., aluminum foil, plastic, and beer bottle glass fragments) so are included only as "Modern" in Table 1.

The site's assemblage of datable ceramics includes undecorated pearlware (ca.1780-1830), blue transfer-printed pearlware (ca.1795-1840), undecorated ironstone/whiteware (ca. 1820-1900+), brown transfer-printed ironstone/whiteware (ca.1825-1875), under-glaze polychrome hand-painted ironstone/whiteware (ca. 1830-1860), and soft-paste porcelain (ca.1840-1895).

Table 1. McGrath Site Artifact Counts by Function and Time Period.

| Functional Group    | Redeposited Fill<br>(1940+) | 3<br>(1875-1925) | 2&3<br>(1850s-1925) | 2<br>(1850s-1875) | 1&2<br>(1830-1875) | 1<br>(1830-1850s) |
|---------------------|-----------------------------|------------------|---------------------|-------------------|--------------------|-------------------|
| Domestic            | 128                         | 151              | 51                  | 75                | 130                | 10                |
| Architectural       | 147                         | 290              | 73                  | 146               | 177                | 22                |
| Personal            | 2                           | 10               | 4                   | 4                 | 5                  | -                 |
| Other Domestic      | 12                          | 55               | 8                   | 11                | 91                 | 4                 |
| Modern <sup>a</sup> | 152                         | 27               | 2                   | -                 | -                  | -                 |
| Total               | 441                         | 533              | 138                 | 236               | 403                | 36                |

<sup>a</sup>Refers to road-side trash (i.e., aluminum foil, plastic, and beer bottle glass fragments).



Photograph 2. Sample of artifacts from the front yard sheet midden at the McGrath Site: wrought, cut, and wire nails, brick, mortar, window glass, kitchen bone, shell, whiteware, pearlware, porcelain, and kaolin pipe fragments.

Thirty-six artifacts were recovered from soil associated with Period 1 including domestic (10), architectural (22), and “other domestic” artifacts in the form of four pieces of coal. The number of architectural artifacts was relatively low consisting of a cluster of brick fragments, a few machine-cut nails, and one wrought nail. Domestic items include sherds of creamware, pearlware, whiteware and redware.

A sizable quantity of material was recovered from soils that were a mixture of Periods 1 and 2 (403). These include domestic (130), architectural (177), personal (5), and “other domestic” items (91), which consist mainly of coal. This mixed period spans much of the site’s occupation, from 1830 to 1875.

A significant assemblage of artifacts (n=138), was recovered from soils associated with Period 2 and 3 landscaping events (ca.1850-1925). This assemblage includes domestic (51), architectural (73), and personal (4) artifacts, along with 8 pieces of coal and a couple of modern items.

Period 3 soils (ca.1875-1925) produced 533 artifacts consisting of domestic (151), architectural (290), personal (10), other domestic (55), and modern materials (27). Many of these items were manufactured during earlier periods, though were mixed in soils with artifacts manufactured in the late nineteenth and early twentieth centuries.

Modern artifacts (i.e., bottle glass and plastic) were deposited on the surface at the site during the second half of the twentieth century, and some have worked their way into lower soil layers due to small scale disturbances such as animal burrows or the cavities left by decaying roots.

## Features

Six features were identified during the various phases of archaeological investigation including the following:

**Feature 1** Disposing of kitchen refuse into yards by occupants of a house was a common practice during the nineteenth century. This caused the formation of variously dense sheet scatters or middens composed of small fragments of shell, bone, ceramics, bottle glass, and personal objects. These deposits usually also contain coal and cinders from heating and cooking stoves mixed with fragments of architectural debris associated with occasional structural repairs. Such a deposit is an important feature in that it reveals information both about the history of the structure and about the consumer habits of the residents over time. Landscaping activities were also common during the nineteenth century, leaving detectable traces in the archaeological record.

Architectural materials found in such deposits often represent specific episodes of construction or renovation as in the building of additions and porches, or repairs to roofs and siding. Domestic materials indicate the occupants’ consumer choices and strategies, and provide details of socio-economic status.

Such a sheet midden deposit was encountered in the front yard of the McGrath Site house consisting of

a low- to moderate-density deposit, in some places stratified, of domestic and architectural artifacts. As previously discussed, these strata are associated with various time periods of site occupation.

The front yard appears to have been altered slightly by a landscaping event in the early twentieth century, leaving uneven bowl-shaped depressions. This indicates that the area was subjected to grading and re-deposition of the soils.

**Feature 2** A stone retaining wall and terraces were located along the north side of the house, approximately 6 meters (20 feet) from the road edge. The wall, built of dry-laid field stones, measured approximately 50 centimeters (20 inches) wide, stood over 1 meter (3.3 feet) in height, and measured over 15 meters (50 feet) long. It was constructed to build up a terrace around the north side of the house, the terrace averaging approximately 4 meters (13 feet) wide from the front of the property to the rear. There is a second, lower terrace, though there was no visible evidence of a second retaining wall. These man-made terraces were apparently built to stabilize the north yard along the slope.

**Feature 3** A partially buried fence post was located on the northern property line of the house lot. Its base was buried 40 to 50 centimeters (16-20 inches) beneath the surface in fill soil deposited during the 1940s-bridge construction and from subsequent slumping along the slope.

**Feature 4** A buried stone wall/landscaping feature was identified in the west side of Unit 3, apparently, part of a wall aligned with the iron fence posts. This wall consisted of dry-laid stones encountered at 55 to 100 centimeters (22-39 inches) below surface, its base set on soil developed during Period 3 (ca. 1875-1925). This wall was also in line with a concentration of cobbles encountered at a depth of 53 centimeters (21 inches) in STP 14 located along a slope at the north part of the property where the terrain dropped toward the river. The cobbles may have been placed here to control erosion.

**Feature 5** An old road bed lies between the McGrath site and the A. Briggs and Co. Housing Site. The historic maps depicting the village indicate that a roadway was created along the northern property line of the McGrath Site running from the highway to the cotton factory (MDS 1) and tow shop (MDS 8) located below the site. This road separated the lot associated with the McGrath Site from the workers' housing located along the bend in the highway northeast of the site (MDSs 4-7), identified as the A. Briggs and Co, Housing Site. The roadway provided access from the highway to the south side of the Hoosic River, where the cotton mill (MDS 1), owned and operated by A. Briggs and R. Hart, was located.

At the time of this investigation, this portion of the site had become overgrown with dense woody vegetation and the road was not visibly obvious. It was evidenced by gravel soil encountered in STP 14 excavated during the initial survey.

**Feature 6** Features associated with the Route 40 bridge were located along the northern portion of the site. These consist of a series of earthen berms made of fill soils and stone rip rap created during the 1940s bridge construction.

### Site Function

The McGrath Site is a nineteenth century domestic site associated with continual occupation since the 1830s when the house was constructed. The first historic map depicting the house dates to 1854.

In the 1850s it was a parsonage for a Catholic Church located adjacent to the dwelling. During the late-nineteenth century and first decades of the twentieth century, the house served as a tavern as well. The McGrath property was well landscaped and located outside of the busy commercial area of the village though close enough to benefit from times of economic prosperity. The occupants of the site were upper middle class merchants, business owners or civil leaders.

### Integrity and Significance Assessment

Most the site retains most of its integrity. Disturbances are associated with road work conducted in the 1940s during the bridge construction, and subsequent highway and sidewalk improvements along the front edge of the property.

Subsurface testing indicated that a stratified sheet midden, consisting of domestic and architectural refuse, was located throughout the site, though the types of materials in this deposit varied according to its location on the property.

The house's prominent position overlooking the river near the south end of the old bridge crossing made it visible from the village situated on the north side of the river. Landscaping features including a retaining wall and terraces in the north yard area indicate a desire by the occupants to present a landscaped and well-maintained yard to passersby and the community as a whole, which suggests residents of higher social and economic status (or at least a desire to appear that way).

The site provided information that could address research questions associated with both residential and commercial uses during distinct periods from the early-nineteenth to mid-twentieth century. The architectural artifacts found in the sheet midden offer evidence of some of the materials used to build the original house and for later renovations and repairs. Domestic artifacts indicate the types of consumer goods

used and discarded by the occupants through time. In general, the archaeological study of this site provides information of the extent to which the occupants participated in the local and regional market economy, which was spurred by the nearby commercial village and the presence of the extensive textile industry.



Figure 19. 1954 7.5-minute USGS *Schaghticoke, New York* quadrangle, showing the location of the E. B. Arnold Site.

### The E. B. Arnold Site

This residential site is associated with #6 South Main Street (Photograph 3) located on the east side of Route 40 directly opposite the McGrath Site (Figure 19).

The house was first occupied sometime during the first half of the nineteenth century, though the exact date is unknown. Architectural characteristics of the house indicate it was constructed around the 1840s. Artifacts recovered within the project area suggest that the site could have been occupied as early as the 1830s.

The house is first depicted on the 1854 Rogerson *Map of Rensselaer County*, though it is unlabeled (Figure 14 above). One source indicates it was originally built in the 1840s by the president of the Schaghticoke Powder Mill, Riley Loomis (Kelly 2011a). By 1862, the owner of the structure was an individual with the surname Arnold. “E.B. Arnold” was the owner on the 1876 Beers *County Atlas of Rensselaer, New York* (Figure 16 above). From 1867 to 1869, and again in 1870 and 1873, Oliver A. Arnold was the president of the Village of Schaghticoke (Anderson 1897). He also served as treasurer of the State of New York. He lived at this house in the 1850s, retired by 1870, and appears to have been deceased by the mid-1870s, when his son Edward, an agent in his father's coal business, assumed ownership of the property.

When Oliver Arnold served as president (ca.1867 to 1869), the Village of Schaghticoke was known as Hart's Falls. At that time, it was a thriving mercantile center with numerous businesses. Like his neighbor, McGrath, the village president was likely

wealthy. These men owned companies, ran businesses, or were investors in the large mills operating in the village.



Photograph 3. View northeast of the E.B. Arnold Site and the house at #6 South Main Street.

The Arnold family residence was located on the south side of the Hoosic River in a lightly populated portion of the village where big homes on large property lots were common (Figure 20). This area was locally known as the “Brooklyn” neighborhood, with only a small number of businesses clustered around the lower terrace bordering the riverbank. Here, significant wealth, created by industrial and economic development, allowed citizens to build homes substantially removed from the more densely populated commercial and industrial activity in the north part of the village across the river, especially along the southern end of Main Street on the peninsula. Here, many of the immigrant factory workers lived in company-owned tenement buildings in neighborhoods intermixed with businesses such as groceries, butchers, and general merchandise shops while industry lined the river banks below.

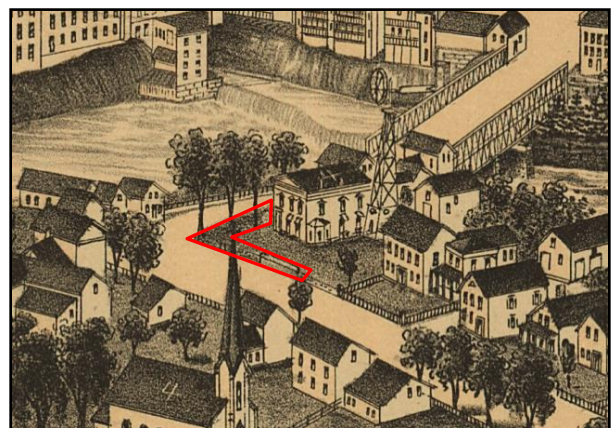
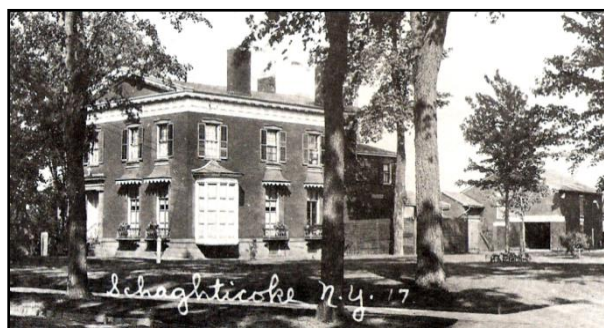


Figure 20. Detail of the 1889 Burleigh bird's-eye view of Schaghticoke depicting the Arnold house, marked with a number four (on roof) and the site area highlighted in red.



By the mid-1850s, the Briggs and Hart Company began building tenements (MDSs 4-6) below Arnold's neighborhood on the south side of the river near a cluster of cotton industry buildings (MDSs 1, 7 and 8). The company also built two tenements just south of Arnold's residence along the west side of the road (MDSs 34, 35 and 37).

By the late 1880s, industrial interests were creeping in on the "Brooklyn" neighborhood. Just below the site, along the road to the bridge, was a concentration of businesses, the most notable being the grocery store of William J. Winslow. Sometime around 1880, the Arnold's residence was sold to the Roman Catholic Church for \$8,500, for use as a parsonage (Photograph 4) (Kelly 2015).



Photograph 4. Post-1900 image of the St. John's Roman Catholic Church Parsonage (Courtesy of Town Historian).

From the late-eighteenth century until the 1940s, Main Street took a sharp turn towards the east at the northern edge of the site property. It descended a steady slope several hundred feet to an iron truss bridge that carried the highway across the river. After construction of the new bridge in the 1940s, the alignment of Main Street at the turn was abandoned and the new straight trajectory road grade was built up. At that time, a storm drain was constructed to collect road runoff from the new street surface in front of the house to direct it east through a culvert along the former roadway. This also involved construction of a concrete retaining wall and terrace along the north end of the site property. The road south of the new bridge became known as South Main Street though it remained isolated from the rest of the village. The portion of the village on the north side of the river continued as the commercial center, while many of the former tenements were removed or converted to single, privately owned homes, and many of the businesses ceased operations.

### Site Boundaries

The E.B. Arnold site encompasses the portion of the property that lies in the front and north side yards of #6

South Main Street. The boundaries were initially drawn only in front of the house around a sheet midden first identified in STPs 22, 23, and 24 excavated during the initial 2009 reconnaissance survey. The boundaries were then expanded along the north side of the property with later testing (STPs 46-48) during the addendum survey (Figure 21).

In the 1940s, the front edge of the property was truncated when the highway and sidewalk were constructed. Subsurface utilities are located within 1 meter of the edge of the sidewalk. STPs 23-27, excavated along the sidewalk, revealed only a few artifacts, essentially eliminating its inclusion in the site. Therefore, the western limit of the site lies approximately one meter east of the sidewalk, to exclude construction disturbances. The eastern boundary coincides with the project APE about 7 meters further east. A drainage culvert and an early 1940s concrete retaining wall border the northern end of the site.

The site encompasses an area of 430 meters<sup>2</sup> (4,628 feet<sup>2</sup> or 0.11 acre), only about four percent of the total 2.47 acres of the property depicted on historic maps. The lot extends an additional 70 meters (229 feet) beyond the APE limits into the backyard (east), and south 30 meters (98 feet) into the side yard to the adjoining house lot. The sheet midden feature identified in the front and north side yards likely extends to other areas of this property.

### Archaeological Analysis

Seven STPs (22-24, and 45-48) and one larger unit were excavated on the property during the various phases of study, all tests yielding historic artifact fragments, amounting to 227 in all. Analysis showed the presence of a stratified sheet midden with dateable depositional layers based on the presence of diagnostic artifacts (i.e., those with known manufacture date ranges such as some ceramics, bottles, and nails). Based on this, the soil layers are generally associated with one of three designated time periods, which can in turn be linked with periods of site occupation.

The sheet midden also varied by location. The spatial distribution of the artifacts suggests that the midden was not developed uniformly through time, but rather different parts of the yard were used for refuse disposal at different times. Differences in refuse disposal patterns may be a result of changing trends in residential land use throughout the nineteenth and into the twentieth century.

The date ranges assigned to each time period are not rigid, though they provide a framework on which inferences can be drawn about the occupants of the site relative to events and developments in the village, town, and county.

Period 1 starts when the site was first occupied ca.1840, and extends to the mid-nineteenth century, a time of significant residential and industrial development in the village. At that time, the cotton factory was operating just north of the site while most of the homes were constructed along South Main Street.

Period 2 extends from the mid-nineteenth century to ca. 1875 when the Arnold family owned the house. This was a time of great economic prosperity in Schaghticoke when many cotton and flax textile industries operated along the bank of the Hoosic River. Emigrants flooded into the community looking for work, many living in company-owned tenements.

Period 3 began around 1875 when the property was conveyed to the Roman Catholic Church to be used as a parsonage, which continued through the first quarter of the twentieth century (ca.1925).

Throughout the three periods, the occupants of the site were primarily engaged in common domestic activities as evidenced by the artifacts recovered in the midden, primarily household refuse. The front portion of the property within the APE functioned as a formal yard area, so a limited amount of household refuse was discarded there.

The area in the northern part of the site has become overgrown with brush and trees in the years since the roadway was abandoned in the 1940s. Testing (STPs 46-48) in this area revealed the presence of an unstratified peripheral refuse midden, a disposal area down slope from the yard. This midden has likely been continually used since the site's first occupation ca.1840 and therefore encompasses all three periods of occupation. Culvert reconstruction in the 1940s, and subsequent ground disturbance, has altered the landscape in this location.

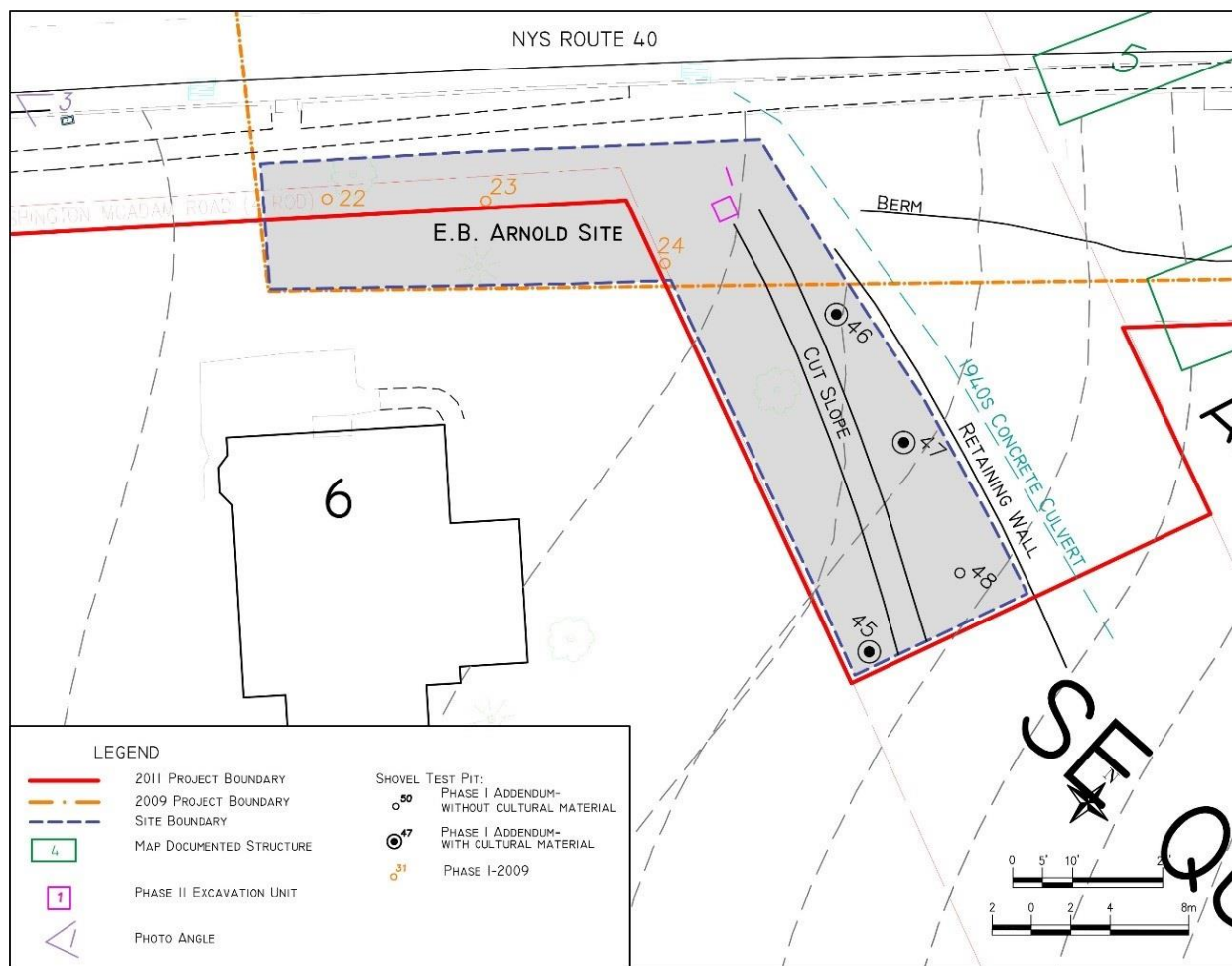


Figure 21. Map of the archaeological testing at the E.B. Arnold Site.

## Features

Archaeological testing indicated that a stratified sheet midden, consisting of a low-to-moderate density accumulation of domestic and architectural debris, was present in the front and side yards of the property. The excavation of STPs 46-48 at the northern edge of the site revealed an un-stratified peripheral midden that contained diagnostic artifacts proving its continual use as a refuse disposal area since the house was first built in the early nineteenth century. It apparently stopped being used around 1925. Unit 1 revealed evidence of a drainage culvert that was constructed in the 1940s when the former roadway was abandoned. It's possible the soils in this location were brought or moved here from another portion of the property to level the lawn, resulting in artifact re-deposition in the 1940s.

## Artifact Analysis

As stated earlier, historic materials were recovered from all seven of the STPs (STPs 22 – 24, and 45-48) and Unit 1 excavated on the property. Of the 227 artifacts recovered, 95 (just over 40 percent) came from the re-deposited fill activities in the north yard associated with modern landscaping related to the new bridge. However, based on the presence of similar artifact types found elsewhere at the site, in particular, ceramic sherds, the fill likely originated from somewhere nearby.

Overall, this assemblage consists of a wide variety of artifact types, a few of which are displayed in Photograph 5. They are categorized according to basic functional groups and time periods and are presented by counts in Table 2. Almost 40 percent are domestic in function, being primarily kitchen refuse in the form of fragmented ceramics, glass bottles, animal bone, and shell. The ceramic types present are typical for nineteenth century domestic sites, including both decorated and undecorated white earthenwares used for serving at table, and a few redware fragments, probably from more utilitarian food preparation or storage vessels. Almost 42 percent of the assemblage is architectural in nature, including brick fragments, slate roofing, nails, and window glass fragments. One wrought nail was found in STP 24, Level 3, which may be associated with the initial construction of the house in Period 1.

The category of “other domestic” material makes up most of the remaining portion of the assemblage, just over 16 percent. This consists of coal, cinder, slag, and a single fragment of lamp glass, all material related to heating, cooking, and lighting. Two small personal objects were recovered: a sport pin made in the early 1900s (Photograph 6) deposited during Period 3 and a single kaolin pipe stem fragment recovered from soils associated with Period 2.

Period 2 soils, deposited from 1850 to 1875, produced the largest number of artifacts with 104, most

being fragments of brick, slate roofing, and a few machine-cut nails. The assemblage of domestic artifacts includes transfer-printed ceramic sherds (14), kitchen bone and shell (14), and can fragments (5). Because of the small size of the ceramic fragments, sets of dishes or vessel types could not be identified. The “other domestic” artifacts consist mainly of the abovementioned coal, cinder, and slag along with a single glass lamp shade fragment.

The artifact assemblage from the sheet midden associated with Period 3 consisted of a very small amount of architectural debris (2), one personal object, and a low density of domestics consisting of a small scattering of bottle glass (2) shell and bone (4), and ceramics (7).

Table 2. E. B. Arnold Site Artifact Counts by Function and Time Period.

| Functional Group    | 1940+ | 3 <sup>a</sup> | 1-3 <sup>b</sup> | 2 <sup>c</sup> | 1 <sup>d</sup> | Total |
|---------------------|-------|----------------|------------------|----------------|----------------|-------|
| Domestic            | 40    | 13             | 3                | 33             | -              | 89    |
| Architect.          | 46    | 2              | 3                | 43             | 1              | 95    |
| Personal            | -     | 1              | -                | 1              | -              | 2     |
| Other Dom.          | 5     | -              | 5                | 27             | -              | 37    |
| Modern <sup>e</sup> | 4     | -              | -                | -              | -              | 4     |
| Total               | 95    | 16             | 11               | 104            | 1              | 227   |

<sup>a</sup> ca. 1875-1925

<sup>b</sup> ca. 1840-1925+

<sup>c</sup> ca. 1850-1875

<sup>d</sup> ca.1840-1850

<sup>e</sup> Refers to road-side trash (i.e., aluminum foil, plastic, and beer bottle glass fragments).



Photograph 5. Sample of items collected from the sheet midden consisting of coal, brick, shell, bone and ceramic fragments.





Photograph 6. Sports pin from 1904.

### Site Function and Integrity

Since the 1940s, the site has seen very little change in its function as a residential yard. Modern landscaping activities were identified in STPs excavated along the front edge (STPs 23-27) and in the northwest corner of the property at the transition between the lawn and the woods (Unit 1). Disturbances are associated with highway improvements and the placement of underground utilities. The site along the back (east) side of the sidewalk on the front lawn appears intact, while the northern part of the site has become overgrown with trees and brush since the roadway was abandoned.

Unit 1 and STPs 46-48, excavated on the slope just north of the property line at the boundary of the old highway, showed some disturbance caused by filling used to level the lawn in that area. This caused a re-deposition of nineteenth century sheet midden artifacts in the upper level of soil that reached a depth of 73 centimeters (28.74 inches) below surface. Though this material has been moved around on the property, it is still likely associated with the site's occupants.

### Significance Assessment

The E. B. Arnold Site, as defined within the project limits, is only a small portion along the edges of a much larger property. Excavations did not locate undocumented features and special activity areas beyond casual refuse disposal over a considerably long period. Even so, it has provided a limited amount of information on the site's function, internal structure, and layout.

For the most part, the development of the sheet midden within these front- and north-side yards appears to have been affected by a change in location for the disposal of kitchen refuse over time. The northern part along the slope seems to have been used continually throughout the site's history, and possibly more so, since artifacts were in higher numbers approaching and along the slope there, while in lower numbers along the front edge of the yard.

The assemblage did not however produce enough artifacts to provide detailed information about the habits and consumer choices of the home's occupants beyond the typical practices of nineteenth- and early-twentieth century homeowners. No deposits were unambiguously associated with Period 1. The presence of architectural items in the soils associated with Periods 2 and 3 provide evidence of some of the materials used to build the residence and when repairs were conducted, though these were obvious from the extant house itself. Domestic artifacts found on the site provide some evidence of the types of materials used by the occupants, but by themselves, these have limited usefulness. Other areas on the property may well be capable of providing such information.



Figure 22. 1954 7.5-minute USGS Schaghticoke, New York quadrangle, showing the location of the A. Briggs and Company Housing Site.

### The A. Briggs and Company Housing Site

This site is comprised of domestic archaeological deposits associated with a cluster of four mid- to late-nineteenth century mill-worker houses (Figure 22; Photographs 7 and 8) that once stood along a side street on the south bank of the Hoosic River. These four Map Documented Structures (MDSs 4-7) were formerly situated close to the ca. 1840 Briggs cotton factory (MDS 1), part of a larger complex of cotton and wool cloth-producing factories operated by the partnership of Amos Briggs (1795-1874), Richard P. Hart (1780-1843), and later his widow Betsey A. Hart (1798-1886). This partnership included facilities spanning both sides of the Hoosic River.

Three of the four worker houses (MDSs 4-6) are depicted adjacent to the "A. Briggs Cotton Factory" on the 1854 Rogerson *Map of Rensselaer County, New York* (Figure 23). The fourth house (MDS 7) showed up a few years later, on the 1856 Clark and Newcomb *Map of the Town of Schaghticoke* (Figure 15 above) labeled as "A. Briggs and Co. Cotton Mill." That house continues to be depicted on the "Schaghticoke Point" inset of the 1861



Lake and Beers *Map of Rensselaer County, New York* (Figure 24).



Photograph 7. The location of the A. Briggs and Company Housing site, looking southeast.



Photograph 8. View from the current bridge of the former access road (red line) between the site and the extant #5 South Main Street.

The mid-nineteenth century A. Briggs Cotton Factory (MDS 1, north of the housing site) was converted to a “Machine & Tow Shop” by the time of the 1876 *County Atlas of Rensselaer, New York* (Beers) (Figure 25). The factory is not depicted on other maps or illustrations after 1876, suggesting the structure was no longer in use. Apparently, the cotton factory “ruins” were demolished in 1908 (Niles 1912:440).

Similarly, the worker houses appear to have been abandoned by the early years of the twentieth century. They are illustrated as vacant on the 1902 Sanborn Fire Insurance Map (Figure 27) and were removed some time after 1908 (they are visible in a 1908 photograph [Photograph 10]). The 1911 Sanborn Fire Insurance map (Figure 28) shows that the worker houses had been removed by that time, probably during

construction of the power canal that had been dug to provide water to the nearby hydroelectric power plant.



Figure 23. 1854 Map of Rensselaer County, New York (Rogerson) showing MDSs 4-6 at the A. Briggs and Company Housing Site.



Figure 24. 1861 Schaghticoke Point inset, *Map of Rensselaer County* (Lake and Beers) depicting all four map documented structures at the site.

Most of this area was also disturbed ca.1940 when Route 40 was realigned. This construction



required the installation of large concrete and steel bridge piers with an earthen berm to match the grade of Route 40 with the new bridge. This buried a substantial portion of the A. Briggs and Company Housing site.

Various types of milling and other water-powered manufacturing were the most important industries in Schaghticoke during the nineteenth century, and while there was a small community established on the banks of the Hoosic River by the 1820s, it was after the arrival of the railroad in the 1850s that development intensified. The original Rensselaer Woolen, Cotton, and Linen Mill (1810-1821) was rebuilt during the mid-nineteenth century by Amos Briggs and Richard P. Hart, two of the most prominent industrialists in the community (Anderson 1897; Klopott 1985).

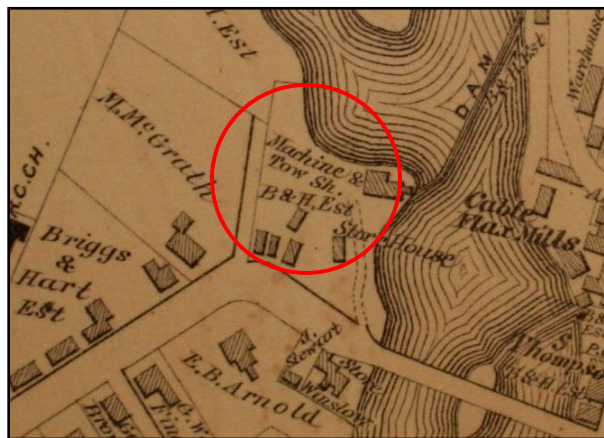


Figure 25. 1876 *County Atlas of Rensselaer, New York* (Beers).

The 1876 Atlas (Figure 25) shows the A. Briggs Cotton Factory complex was labeled as part of the larger Briggs and Hart Estate at that time, and MDS 1 had been converted to operate as a “Machine and Tow Shop.”

The side street depicted on nineteenth century maps to the west of the worker houses was described in a “Mortgage Sale” legal notice published in the *Troy Daily Whig* on December 18, 1871: “a street twenty (20) feet wide, the west line of said street commencing at a point in the north line of the highway at a distance of ten (10) feet easterly from a dwelling house [now #5 South Main Street], and runs northerly and parallel with said house until it intersects the lot within conveyed.

The 1871 “Mortgage Sale” legal notice also mentions that Amos Briggs’ portion of the mortgage for the cotton mill (then referred to as the “Congdon Factory Lot”) had been transferred over to his partner Betsey Amelia Hart on June 6, 1867 (Rensselaer County Deeds, Book 111: Page 382). Amos Briggs’ portion of the Cotton Factory mortgage was likely transferred to repay

the large amount of debt (\$40,000) that Amos Briggs had amassed with his partner by that time (Kelly 2015).

The 1871 “Mortgage Sale” legal notice states that J. Lansing Van Schroonhoven had mortgaged the “Congdon Factory Lot” in July of 1871 from Betsey A. Hart and subsequently defaulted by November of that year, and that the property was scheduled to be sold on February 17, 1872 (*Troy Daily Whig* Dec. 18, 1871).

The 1880 United States Census Report on Water Power in the United States describes the parcel. “The third to be noticed has a total fall of 24 feet, included in which is a sudden pitch of 12 or 15 feet over a slate ledge. Just above this pitch are the partial remains of an old dam by which the privilege was formerly improved. There were mills at each end of the dam, but they were burned and only a few ruins are left. The site is a fine one, but is reported to have been held at a very high price, which has prevented its development.” United States 1880 Census Reports Volume 16 [published 1885]: 34-35). An 1889 Bird’s eye panoramic map indicates that the Amos Briggs Cotton Factory (MDS 1) had been removed by that time (Figure 26).

Much of the output from Schaghticoke textile mills was sent to factories in nearby Troy and Cohoes to be transformed into finished goods (Sylvester 1880).

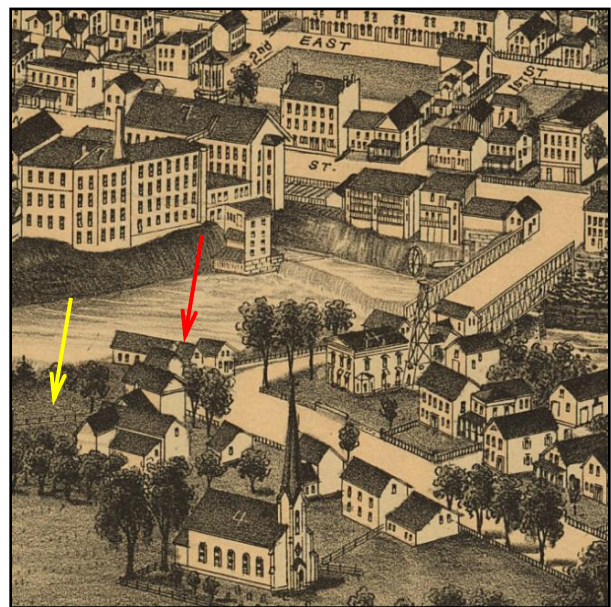
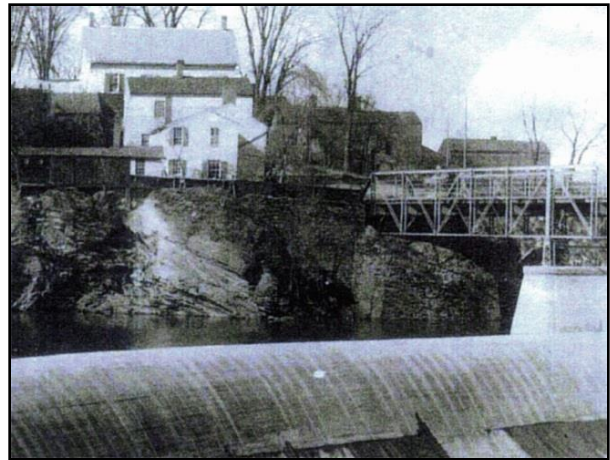


Figure 26. Detail of the 1889 Burleigh bird’s eye view showing the location of the A. Briggs and Company Housing Site (red arrow pointing to MDS 5). Note the fence along the road (yellow arrow) between the McGrath Site and the A. Briggs and Co. Housing Site.

The mills and factories attracted many foreign workers to Schaghticoke. For example, according to the New York State census, the population in 1855 included 600 people born in Ireland, the largest immigrant group, followed by those born in England, Scotland, Germany, and Canada.

By the end of the nineteenth century, many of the industrial works in the village ceased to operate; the cotton factories and the textile mills were among the first to close. The dams that had crossed the Hoosic River to provide power to the mills were removed around 1910 and replaced with a hydroelectric facility (Photographs 9 and 10; Figure 28). When the Schaghticoke Woolen Mills closed in the 1930s, so too did the era when the textile industry dominated the economy of the village.



Photograph 10. A photograph dated November 2nd, 1908 showing the A. Briggs and Company Housing Site, with at least MDSs 6 and 7 still standing (top right), west of the iron bridge. View is northwest.

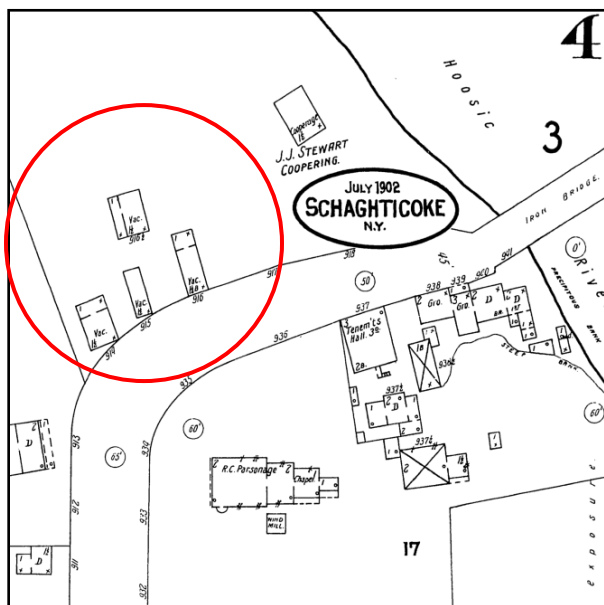


Figure 27. 1902 Sanborn insurance map, the last map to show MDSs 4-7 and adjacent J.J. Stewart Cooperage. The buildings were removed prior to construction of the power canal.

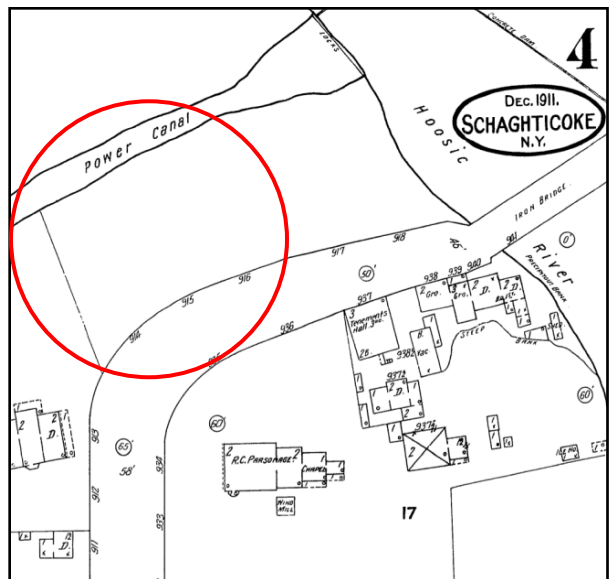


Figure 28. The 1911 Sanborn insurance map shows that all the A. Briggs and Company worker housing (red circle) had been removed by this time, and the power canal for the hydroelectric dam had been constructed.



Photograph 9. Ca. 1908 power canal.

Photograph 11 (below) shows both the E.B. Arnold Site (#6 South Main: top left) and the McGrath Site (#5 South Main Street: top right) to the south of the bridge where construction was in progress as of December 1940. Concrete supports had been poured but the deck of the bridge had not been built by that time. Photograph 11 also illustrates the extent of the ca. 1940s road realignment. The original pre-1940s alignment of New York Route 40/South Main Street is visible (top center) and extends down the slope to the east (top left)



leading to the old iron bridge (not visible) which is shown in Photograph 10 above.



Photograph 11. December 1940 bridge construction showing most of the A. Briggs and Co. Housing Site. View is southwest. (TR Dec. 10, 1940: Page 6).

The structures along the south bank of the river (middle terrace), such as the A. Briggs Cotton Factory (MDS 1), and worker housing (MDSs 4-7) were no longer standing at the time the above photograph was taken. The cotton factory was in ruins by 1908 (Photograph 11) and the associated worker housing was removed between 1908 and 1911 during the construction of the hydroelectric dam and power canal.

### Archaeological Testing and Site Boundaries

During survey and site examination of the A. Briggs and Company Housing Site, archaeologists excavated 21 STPs and three larger 1x1 meter units. The portion of the site that lies within the project area is generally bounded on the north by the service road to the ca. 1908 hydroelectric plant and the steep slope down to the Hoosic River, though the north line is interrupted by the bridge itself and its abutment. To the east, it's bounded by project limits, to the south by the old easterly alignment of Main Street in front of MDSs 4-6, and to the west by project limits and the McGrath Site (Figure 29).

This part of the site is roughly 1,025 meters<sup>2</sup> (11,033 feet<sup>2</sup> / 0.25 acre). The land between the Hoosic River and the old alignment of Main Street consisted of a series of terraces. For much of the nineteenth century, the lowest terrace was typically occupied by water-powered factories, the next terrace up held mill worker housing, and the uppermost terrace held single-family homes in this part of the Village of Schaghticoke. These



Photograph 12. Locally known as the “Star Hole,” may have housed the water powered turbine at the “Congdon Factory Lot” mentioned in an 1871 legal notice (TDW November 23, 1871).

natural terraces were significantly altered by cutting and filling for road and bridge construction c. 1940.

### Site Stratigraphy

Specific data regarding soils in shovel test pits and excavation units, along with a complete artifact inventory for the site, are given in Appendices I–V of the site examination report (Dean and Lenardi 2012). Soil profiles suggest that the site has witnessed significant disturbance, likely associated with the circa 1910 removal of the four houses and with construction of the Route 40 bridge over the Hoosic River. This disturbance is evident as sharply defined layers of different soil colors and textures on top of the subsoil, along with deeply buried materials such as plastic dating to the mid-to late-twentieth century found mixed with earlier artifacts.

In general, artifacts are distributed across the entire project area. Densities in the three excavation units revealed a pattern that may reflect human activity, post-depositional processes, or both: moving from south to north down a relatively steep slope, Unit 3 yielded 143 artifacts, Unit 2 had 347, and Unit 1 towards the base of the slope contained 722. Artifact accumulation down the slope may suggest historic refuse disposal patterns, or given that the densest unit is farthest from the map documented structures, and given the extent of subsurface disturbance, it may indicate twentieth century earth-moving activities such as cutting, filling, and grading.



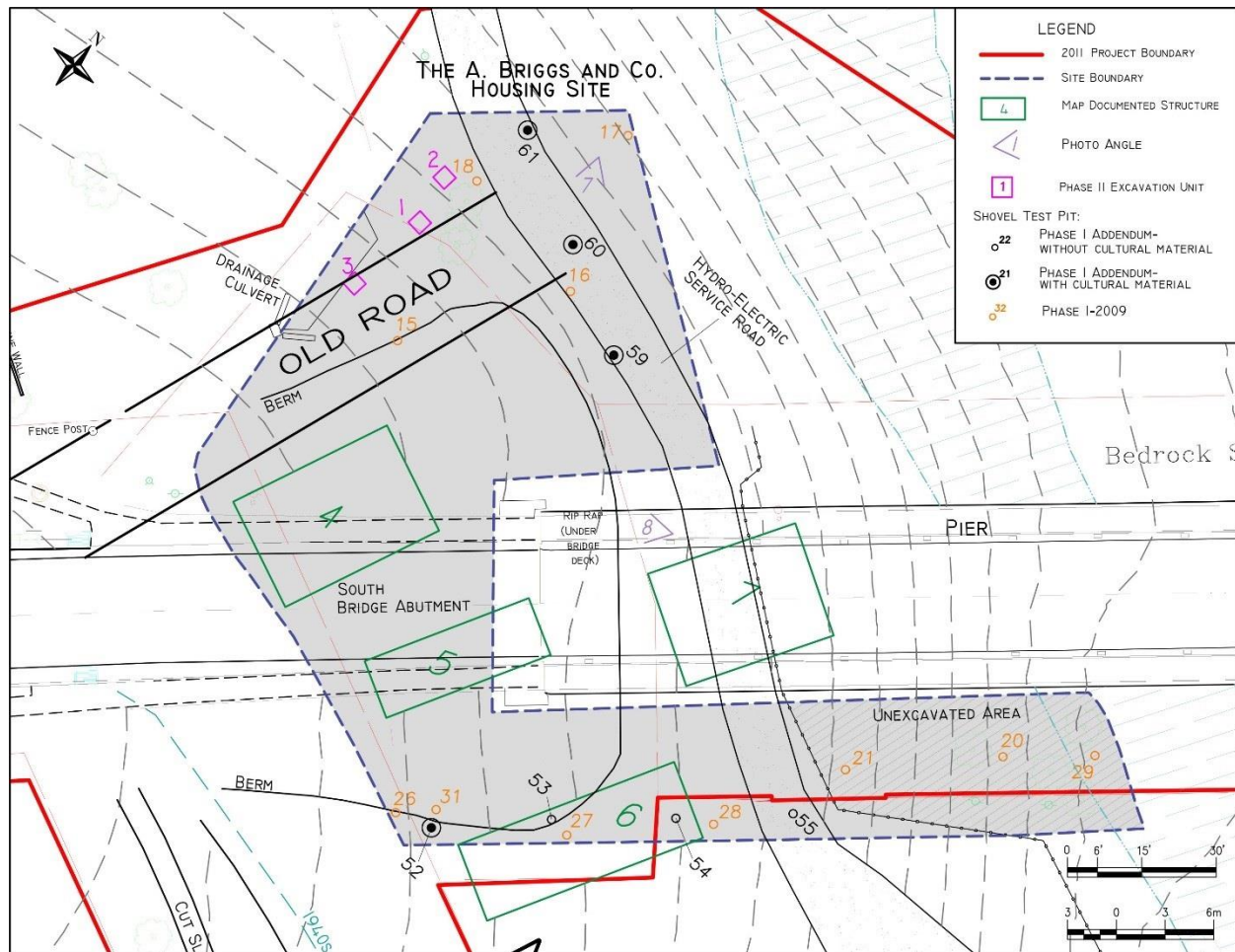


Figure 29. Map of the archaeological testing conducted at the A. Briggs and Company Housing Site.

### Artifact Analysis

Excavations yielded 2,612 artifacts (1,400 in the shovel tests and 1,212 in the units). No features were encountered. In general, the artifacts from the site consist of mid-nineteenth through mid-twentieth century materials, primarily household refuse and architectural debris. These include cinder, charcoal, coal, slag, lamp glass, tools, bottle glass, table glass, toys, shoe and clothing fragments, kaolin pipe stem and bowl fragments, a variety of ceramics (creamware, pearlware, whiteware, ironstone, agateware, redware, yellowware, earthenware, porcelain, semi-vitreous china, and stoneware), food remains, window glass, nails, and brick fragments. Artifacts from the three larger units are summarized in Table 3 and representative materials can be seen in Photographs 13 and 14, below.

Unfortunately, the interpretative value of the site has been compromised by soil disturbance. However, the nineteenth century artifacts may shed some

light on mill worker's lives. The largest class of artifacts in the assemblage (about 44 percent of the artifact total) consists of ceramic food preparation and tableware fragments, and in this group most pieces are undecorated whitewares (though decorated dipped wares are present as well). The dominance of undecorated whitewares, together with a relatively small percentage of fine porcelain (roughly 2 percent of the ceramic assemblage) is suggestive of working class households. That the households were comprised of families (as opposed to only women mill workers) is indicated by the presence of toys (a doll and bell) and smoking pipes (probably indicating men). A hint as to the national origins of the tenants is possibly seen in the presence of pipes from Scotland, France, and Germany.



Photograph 13. Representative sample of ceramic artifacts recovered from Unit 1 Level 3 at the A. Briggs and Company Housing Site.



Photograph 14. Representative sample of architectural debris recovered from Unit 1 Level 3 at the A. Briggs and Company Housing Site.

Table 3. A. Briggs and Company Housing Site Artifact Counts by Functional Group and Unit.

| Functional Group |                           | Unit 1      | Unit 2      | Unit 3      | Total      |
|------------------|---------------------------|-------------|-------------|-------------|------------|
| Architectural    | Architectural Ceramic     | ---         | ---         | 1           | 1          |
|                  | Brick                     | 59          | 29          | 22          | 110        |
|                  | Glass                     | 49          | 34          | 6           | 89         |
|                  | Hardware                  | 120         | 22          | 19          | 161        |
|                  | Mortar                    | 1           | 1           | 5           | 7          |
|                  | Slate Roofing             | 1           | 2           | ---         | 3          |
|                  | <b>Total</b>              | 230         | 88          | 53          | 371        |
| Domestic         | Ceramic                   | 324         | 162         | 48          | 534        |
|                  | Food                      | 28          | 7           | 6           | 41         |
|                  | Fuel                      | 28          | 22          | 2           | 52         |
|                  | Glass                     | 53          | 37          | 10          | 100        |
|                  | Metal                     | 5           | 3           | 10          | 18         |
|                  | <b>Total</b>              | 438         | 231         | 76          | 745        |
| Arms/Military    | Bullet                    | 1           | ---         | ---         | 1          |
| Personal         | Button                    | ---         | 1           | ---         | 1          |
|                  | Doll                      | ---         | 1           | ---         | 1          |
|                  | Kaolin Pipe               | 34          | 5           | 6           | 45         |
|                  | Musical Instrument        | 3           | ---         | ---         | 3          |
|                  | Other Metal Personal Item | 1           | ---         | ---         | 1          |
|                  | <b>Total</b>              | 38          | 7           | 6           | 51         |
| Undetermined     | Bark                      | 1           | ---         | ---         | 1          |
|                  | Plastic                   | 13          | 18          | 8           | 39         |
|                  | String                    | ---         | 2           | ---         | 2          |
|                  | Unidentified Metal        | 1           | ---         | ---         | 1          |
|                  | Wood                      | ---         | 1           | ---         | 1          |
|                  | <b>Total</b>              | 15          |             | 8           | 44         |
| Grand Total (%)  |                           | 722 (59.57) | 347 (28.63) | 143 (11.80) | 1212 (100) |

## Integrity and Research Potential

Based on the results of the shovel tests and especially the excavation units, it appears that the portion of the A. Briggs and Company Housing Site within the project area has lost integrity. The four map-documented mid-nineteenth century textile mill worker houses (MDSs 4-7) were abandoned and removed during the first decade of the twentieth century, and the property was further disturbed by cutting, filling, and grading for ca. 1940 road and bridge construction (Figure 30).

Based on the lack of integrity of the subsurface artifact deposits and the paucity of intact nineteenth century features, the site has limited research potential. Thus, the portion of the site within the project limits is not recommended to be eligible for the National Register of Historic Places.

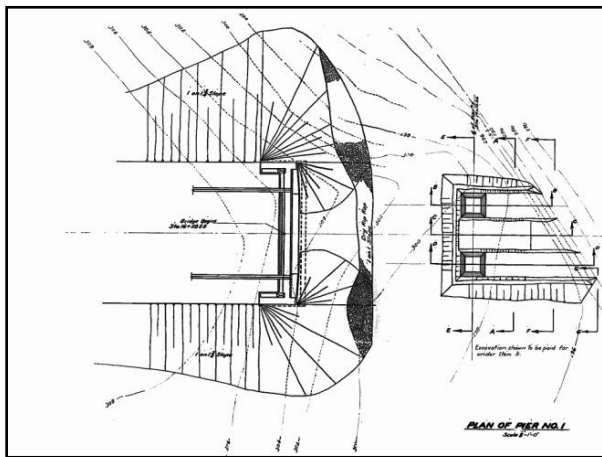


Figure 30. 1940 as-built map showing construction details of the southern abutment and Pier No. 1, which destroyed most of the A. Briggs and Company Housing Site.



Figure 31. 1954 7.5-minute USGS Schaghticoke, New York quadrangle, showing the location of the Briggs Tenement Housing Site.

## The Briggs Tenement Housing Site

This site is in the village on the southern bank of the Hoosic River (Figure 31). The site is located on the west side of Route 40 on the property of the Church of the Holy Trinity (formerly St. Joseph's Catholic Church), and the neighboring property to the north at #11 South Main Street (Photograph 15). The project area encompasses the front yard formerly associated with MDS 35 and most of the front yard of #11 South Main Street. The boundaries of the site were drawn primarily based on historic property lines, as well as with the location of disturbances, the road edge, and the results of subsurface testing. The construction of the church annex has impacted the portion of the site where the former house foundation of MDS 35 was once located.

The Briggs Tenement Housing Site was first occupied sometime during the first half of the nineteenth century, though the exact date is unknown. Architectural characteristics associated with the house at #11 South Main Street indicate a construction date around the 1820s and artifacts recovered in the site area support occupation as early as the 1830s. The house (#11 South Main Street) is first depicted on the 1854 Rogerson *Map of Rensselaer County*, though unlabeled. According to the 1862 Lake and Beers *Map of Rensselaer County*, the property was not owned by an individual, but by A. Briggs & Company, and later listed as Briggs & Hart Est. on the 1876 Beers *County Atlas of Rensselaer, New York* (Figure 32). At that time, the estate property encompassed four houses in a row, the extant #11 South Main Street and MDSs 34 through 37, also visible on the 1889 Burleigh bird's eye view of the village (Figure 33). These structures were associated with the village's large textile industry, first under the ownership of A. Briggs and later the Briggs and Hart Estate.



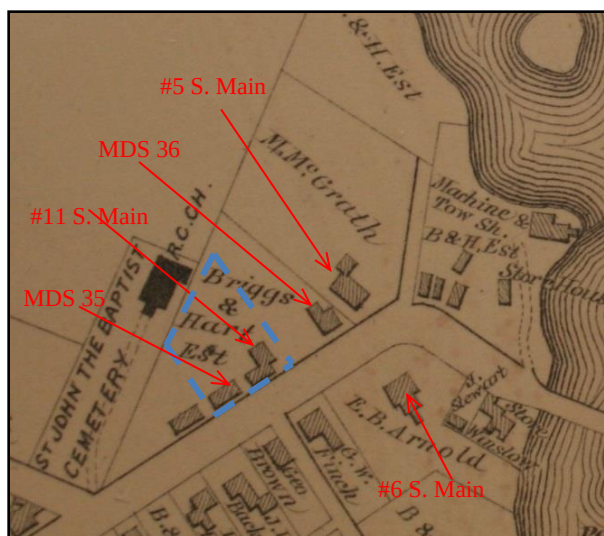


Figure 32. The 1876 *County Atlas of Rensselaer, New York* (Beers) depicting the site area with MDS locations. Site outlined in blue.



Photograph 15. View north showing the location of the site, which extends from the parking lot north to the white house.

It was common that industries in rural areas would provide housing for their workers, in this case, located in an economically diverse neighborhood populated by some of the wealthiest and some of the poorest citizens of the village. This row of houses along the west side of the street was once occupied by mill workers like those discussed in the previous site at the north end of the street near the cotton mill. Meanwhile, privately owned homes like #5 and #6 South Main, and others further south, were occupied by some of the wealthiest residents.

For most of the nineteenth century, these buildings housed as many individuals or families as possible. These people in turn would pay rent to the company or their earnings would be based on boarding arrangements. The need for workers' housing lessened around 1902, though MDS 35 and #11 South Main Street remained as tenements. By 1911, most of the tenements at the end of the street (MDSs 4-7) were vacant and later removed. MDS 35 was subdivided into three individual dwellings though was later modified into a single dwelling by the 1920s. By the late 1930s, MDS 35 and the tenement bordering the north side of the site, MDS 36, were removed.

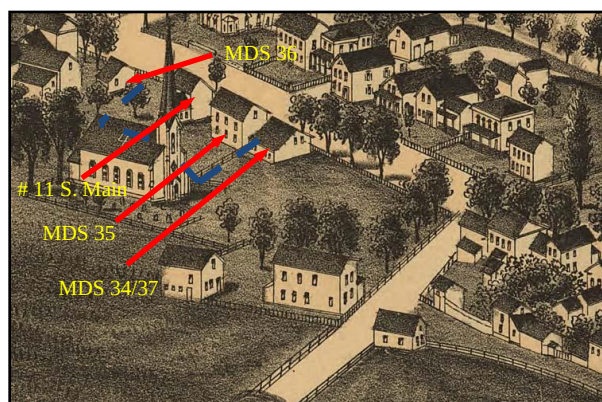


Figure 33. Detail of the 1889 Burleigh bird's eye view showing the homes on South Main Street with details of trees, fences, and outbuildings. The site is outlined in blue.

### Archaeological Analysis

Subsurface testing in the boundaries of the Briggs Tenement Housing Site consisted of 11 STPs, six placed in a single transect between the edge of road pavement and the sidewalk, spaced at a 7.5-meter interval (Figure 34). Four additional STPs were excavated approximately 4 meters from the initial test pits in the lawn area behind the sidewalk.

All the STPs yielded domestic and architectural debris in moderate density indicating a sheet midden deposit continuously developed from the 1830s when the site was first occupied, to the mid-twentieth century. The stratified soils produced artifacts that provided beginning and ending dates, which helped classify layers per time periods. Both architectural items such as wire, machine-cut, and wrought nails, and domestic items including but not exclusive to ceramics, were used to date the layers.





Figure 34. Map of the archaeological testing at the Briggs Tenement Housing Site.

The uppermost soil layer, identified in eight of the 11 STPs, dated to Period 3, the early to mid-twentieth century (ca. 1900 to 1950s+), though there are a few items considered modern, such as recent plastic fragments or bottle glass, that post-date the 1950s. The presence of modern materials is not unusual on a site that is still occupied or close to a highway where recent refuse deposition is common. On the other hand, the absence of modern materials in some of the STPs may indicate regular upkeep of the property.

Soil layers developed during Period 2 were identified in nine of the 11 STPs. In two (STPs 13 and 13.1), this soil was located at the surface, though in most

tests it was generally the second soil layer encountered (Ap2). Period 2 generally corresponds to the second half of the nineteenth century.

Period 1, from the 1830s to the 1850s, corresponds to the time that the tenements were constructed. Soils developed during this period occurred in four STPs (9.1, 10, 13, and 14.1). The assemblages consisted of a low to moderate density scatter of domestic and architectural items, artifacts likely deposited when the site was first occupied. This soil layer contained some of the earliest ceramic types, metal fasteners, and a small assemblage of personal items.

## Site Boundaries

The site has a rectangular shape within the APE, measuring approximately 50 meters long along the highway, and 6 to 7 meters wide from the edge of pavement. Based on property lines depicted on historic maps however (Figure 32), the property associated with #11 South Main Street and MDS 35 extends an additional 50 to 65 meters beyond the APE into the backyards of these houses. Undoubtedly, additional sheet midden deposits are located there. Based on those property lines, the site encompasses an area of 2,983 meters<sup>2</sup> (18,664 feet<sup>2</sup> or 0.42 acre), of which only 323 meters<sup>2</sup> (3,476 feet<sup>2</sup> or 0.07 acre) was in the APE along the road (Figure 34).

## Features

The study of the property revealed the presence of the sheet midden discussed above, a feature that is continually developed over the occupation of the site. Like the midden at the E. B. Arnold Site discussed previously, a sheet midden can be one continuous layer, or it can be stratified with layers of variable thickness. Approximately half of the STPs at this site contained original surface soils (Ap horizon) buried beneath sterile topsoil that is likely associated with landscaping during the twentieth century.

During the nineteenth century, it was common for the occupants of a residence to deposit domestic debris (refuse) into the yard surrounding the house reflecting various behaviors. Domestic artifacts recovered from the sheet midden can indicate the consumer patterns of the occupants, usually with regard to the types or varieties of ceramics they used or types and cuts of meats they ate. Architectural materials can provide information about episodes of construction and renovation of the houses, while various “other domestic” or personal items can indicate how they heated or lit their homes, whether they smoked ceramic pipes, or perhaps if they decorated a porch or windowsill with flower pots.

Nearly all the buried Ap horizon soils yielded artifacts from Period 2, which relates to the second half of the nineteenth century, the exception being STP 14.1 in soil layer L2, where material associated with Period 3 was found.

Approximately half of the STPs produced materials associated with two or more periods of occupation, while half produced materials associated with a single period, that being Period 2 (ca. 1850 to 1900). Sheet midden deposits associated with Period 1 were most commonly encountered below Period 2 soil layers. The exception was in STP 9.1, where deposits associated with Period 1 were recovered in upper soil layers ranging in depth from the sod cap (surface) down to subsoil at 46 centimeters (18.11 inches) below surface.

It is also possible that some landscaping had occurred near the driveway where STPs 13 and 13.1 were excavated. Here it appeared that soil had been removed in the first half of the twentieth century exposing the buried Period 2 sheet midden layer. While exposed, modern debris may have been introduced to the upper centimeters of the layer.

Most the materials recovered from the sheet midden, about 71.5 percent, were associated with Period 2, as compared to 26 percent with Period 1, and only 2.5 percent with Period 3. Given the few artifacts associated with Period 3, this could reflect the change in use of the front yards of these properties from places where household refuse was thrown, to places that were kept relatively clean. It may also reflect the placement of soils used to landscape areas along the sidewalk as mentioned above.

## Artifact Analysis

Excavations produced 364 artifacts within the project area. These are mostly small fragments, and where identification is possible, are categorized according to general function and time period (Table 4). Like most nineteenth century domestic sites, this assemblage includes domestic, architectural, personal and “other domestic” materials.

Domestic artifacts are primarily associated with common household activities such as the preparation and consumption of foods and usually include fragments of ceramics, bottle glass, kitchen bone, and clam shells. Architectural items are associated with the construction, repair and modification of the homes, or even fence lines. Personal objects include pipes, buttons, and toys among other things. “Other domestic” artifacts include spent fuel or coal, and lamp glass fragments, which are related to heating, cooking, and lighting.

Table 4. Briggs Tenement Housing Site Artifacts by Function and Time Period.

| Functional Group             | Period 3<br>1900-<br>1950s | Period 2<br>1850-<br>1900 | Period 1<br>1830s -<br>1850 |
|------------------------------|----------------------------|---------------------------|-----------------------------|
| Domestic                     | 1                          | 153                       | 61                          |
| Architectural                | 2                          | 77                        | 27                          |
| Personal                     | -                          | 8                         | 3                           |
| Other                        | 2                          | 19                        | 4                           |
| Domestic Modern <sup>a</sup> | 4                          | 4                         | -                           |
| Total                        | 9                          | 261                       | 95                          |

<sup>a</sup> Refers to road-side trash (i.e., aluminum foil, plastic, and beer bottle glass fragments).

The architectural material from the site, amounting to 106 artifacts overall, constitutes almost 30 percent of the assemblage. It mainly consists of metal fasteners like machine cut and wire nails from the second half of the nineteenth century (Period 2), and a few hand-wrought nails and a spike from the first half of the century (Period 1). It also includes fragments of brick, plaster, and mortar, along with window glass, wire, rubber, and metal fragments.

Domestic artifacts, numbering 215, constitute the largest part of the site's assemblage at just under 60 percent. When comparing soil deposition by periods, domestic artifacts hover around 60 percent for Periods 1 and 2, while Period 3's soil yielded a single domestic artifact, a ironstone ceramic fragment.

As mentioned previously, a small quantity of "other domestic" items associated with heating and cooking were found in the front yard with the kitchen refuse. Given that coal and cinders are only 6.6 percent of the total assemblage, it is an indication that the practice of throwing out spent embers from the oven or stove into the front yard was relatively infrequent. It's possible that this kind of refuse was thrown elsewhere on the property, perhaps in the rear of the houses. Personal items are the least represented category in the assemblage at 3 percent. Artifacts recovered include kaolin pipe fragments (4), a slate pencil fragment, a bone button, and two flowerpot fragments in soils deposited during Period 2, and three kaolin pipe fragments from Period 1. Personal objects were absent in soil associated with Period 3 deposits.

Historical period ceramics are important artifacts at a site because, for one thing, they preserve in the soil, but also, since they are often datable, they can be linked to known site occupants through time. They can also provide insights into occupants' participation in local and regional markets and sometimes reveal socio-economic status. Testing at the site produced 158 ceramic sherds. Period 2 ceramics number 128 sherds, while Period 1 produced 29 sherds. A single ceramic sherd was recovered in soils associated with Period 3.

These ceramics fall into two use categories: tableware and utilitarian ware. The tableware consists mainly of vessels made of refined white earthenwares, some decorated, some plain, mostly used for serving at the table. These usually include plates, cups, saucers, teapots, platters, bowls and other kinds of vessels.

Falling into the tableware category, whiteware and ironstone sherds were the most frequently identified ceramic at the site, representing 58 percent of the ceramic assemblage. These were types manufactured and commonly available during most of the nineteenth century after about 1820. Pearlware, a type produced from the 1770s to the 1830s, represents 28 percent of the total assemblage. It is nearly equal in number with whiteware and ironstone in Period 1 when the tenement

houses were first built, though it drops in frequency in Period 2 having been replaced by the abovementioned whiteware by that time. Creamware, an earthenware produced even earlier (ca.1762-1820) amounted to 7 percent of the total ceramic assemblage and was equally represented in both Periods 1 and 2.

Utilitarian wares are those generally used for food preparation and storage, commonly in the form of crocks, jugs, pitchers, milk pans, pie plates, mixing bowls, and baking pots among other things, usually made of stoneware, redware, and yellowware.

At this site, sherds of redware vessels represent 4.5 percent of the assemblage and were found only in Period 2 deposits. Many of the redware sherds had a black glazed interior slip. The remaining ceramic types consist of a few sherds of stoneware and yellow ware, also utilitarian in use, and also only recovered in soils associated with Period 2.

The second largest category of domestic refuse, fragments of bone and shell, made up approximately 21 percent of the total domestic assemblage with 30 fragments recovered from Period 1 and 15 from Period 2. This faunal material consists of 10 kitchen bones, 27 unidentified bones, 7 clam shells, and a single tooth. Bone and shell are indicators of the types of food used by the occupants and whether or not they butchered whole or prepared cuts of meat.

Bottle glass fragments make up 5 percent of the site's domestic assemblage. These are generally associated with commercially prepared foods such as vinegar, canned vegetables, beverages and other condiments. The largest number of fragments (9) was recovered from Period 2. These consisted of milk colored, clear (2), olive-green (4), green, and brown shards. Period 1 deposits produced only two bottle glass shards, a clear and a milk-colored fragment. Glass was not recovered in soil associated with Period 3. Generally, the assemblage of bottle glass did not consist of diagnostic items, so information about the occupant's consumer habits was limited.

### **Site Function and Integrity**

The Briggs Tenement Housing Site functioned as the narrow contiguous front yards of two mill-worker's houses that were occupied from the 1840s throughout the nineteenth century. Subsurface testing throughout the site revealed a stratified sheet midden consisting of kitchen and architectural refuse. The sheet midden varied in its development in terms of soil layers and types of materials according to its location on the property. Initially the front lawns were landscaped after the cellar holes were dug and the tenements built. Over the next several decades, kitchen and architectural refuse was gradually and continually thrown into these yards as was common practice then. Alterations were made to the



buildings around the mid-nineteenth century and the front yards were landscaped. Sheet midden deposits were further developed during the late-nineteenth and into the early twentieth century.

At the end of this period, the occupants were no longer disposing of kitchen refuse in the front yards. MDS 35 was demolished in the 1930s, probably accounting for some of the architectural artifacts recovered, but the house at #11 South Main remains. After MDS 35 was removed, the only changes to the site occurred when the church annex was constructed near the foundation of MDS 35. This construction, along with installation of underground utilities and road construction in the 1940s, has caused disturbances along the edge of the highway. A fire hydrant and shutoff valves associated with underground utilities are present within 1 meter (3.28 feet) of the road edge.

### Significance Assessment

The site has the potential to address research questions associated with tenement house occupation during Schaghticoke's nineteenth-century industrial past. The architectural debris provides evidence of some of the materials used to build and repair the residences. The standing structure provides evidence of the building techniques and materials used in its construction that can be compared to the architectural assemblage. Domestic artifacts found on the site offer evidence of the types of materials bought and consumed by the occupants through time. The assemblage is a sample of the material culture left by this working-class population that can be compared to other domestic sites in the village of Schaghticoke. The site was considered potentially eligible for listing on the National Register under Criterion D.

### Domestic Sites North of the Schaghticoke Bridge



Figure 35. 1954 7.5-minute USGS *Schaghticoke*, New York quadrangle, showing the location of the P. Briggs site.

### The P. Briggs Site

This is a nineteenth century domestic archaeological site located near the intersection of Route 40 and Lower Main Street, south of the adjacent Baker Block Site (Figure 35). It dates prior to 1854, when the associated house is depicted on the Rogerson *Map of Rensselaer County* (Figure 36), and possibly as early as 1810 as suggested by this date inscribed on the cornerstone of the extant house at #177 Lower Main Street (a heavily altered two-story, side-gabled five bay house with center entry suggestive of the Federal style; Photographs 16 through 19). Pardon Briggs (1808-1890) was the brother of Amos Briggs, one of Schaghticoke's most prominent industrialists for much of the nineteenth century. Like his brother, Pardon was locally well-known: during the third quarter of the nineteenth century he served as town clerk and postmaster. Pardon also operated a cotton factory with his partner Charles Stratton, renting the mill facilities and access to water power from Amos (Anderson 1897; Klopott 1985).

The standing house associated with the P. Briggs Site may have served as mill company housing through much of the nineteenth century and into the early twentieth (Figures 36 through 40). The house is labeled "P. Briggs" on the 1862 Lake and Beers *Map of Rensselaer County* (Figure 37) but is shown as belonging to the Amos Briggs and Richard Hart Estate at the time of the 1876 Beers *Atlas of Rensselaer County* (Figure 38). The foundation stone in the extant house inscribed with the 1810 date also bears the date 1909 and initials

“J.E.” (Photograph 18). The carver may have been James E. Pinkham, a former superintendent of the Schaghticoke Woolen Mill. By the time of the 1929 highway department as-built maps however, the building functioned as a post office, with George Cunningham acting as postmaster, at least until the 1940 road realignment and bridge construction project. At that time, the former sites of three outbuildings (MDSs 10, 10a, and 10b) were buried beneath the new road and adjacent berm. Thus, the portion of the P. Briggs Site within the project limits (the western third of the historic lot) represents the backyard domestic refuse deposits dating from before 1854. Like many of the structures lining the banks of the Hoosic during the nineteenth century, the P. Briggs Site appears to be associated with the textile milling industry through its association with Parson Briggs and his brother Amos.



Photograph 16. Looking southwest at #177 Lower Main Street. Only a small portion of the backyard falls within the project area and was excavated as the P. Briggs Site.



Photograph 17. Looking northeast at the P. Briggs Site, with Route 40 at left.

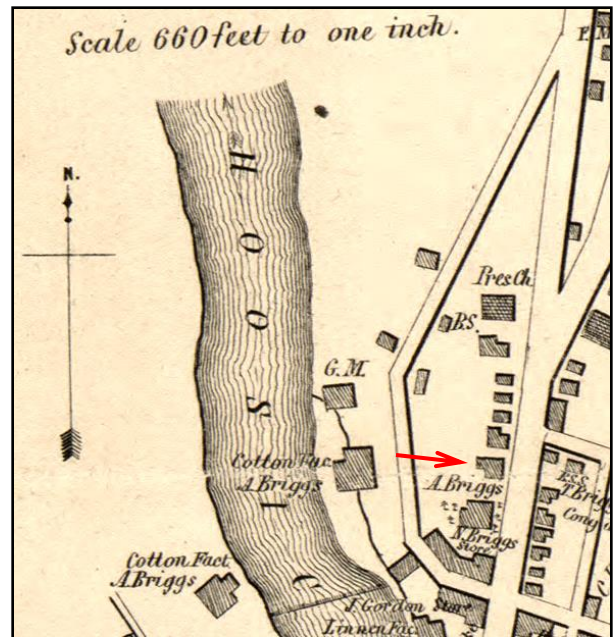


Figure 36. 1854 Map of Rensselaer County, New York (Rogerson) showing the location of the P. Briggs Site.



Figure 37. 1862 Map of Rensselaer County, New York (Lake and Beers) depicting #177 Lower Main Street as belonging to “P. Briggs.”





Figure 38. 1876 County Atlas of Rensselaer, New York (Beers). Note the line between the Amos Briggs and P. Briggs properties, though both lots are labeled as belonging to the Briggs and Hart Estate.

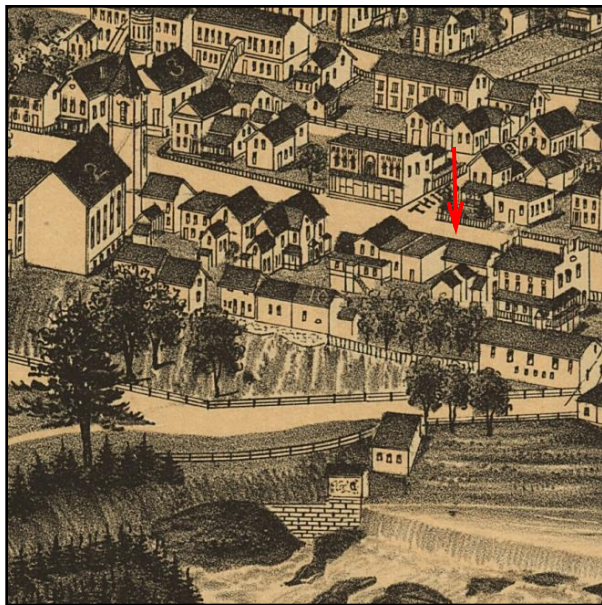


Figure 39. Detail of the 1889 Burleigh bird's eye view showing the location of the Pardon Briggs house (red arrow), standing at #177 Lower Main Street.

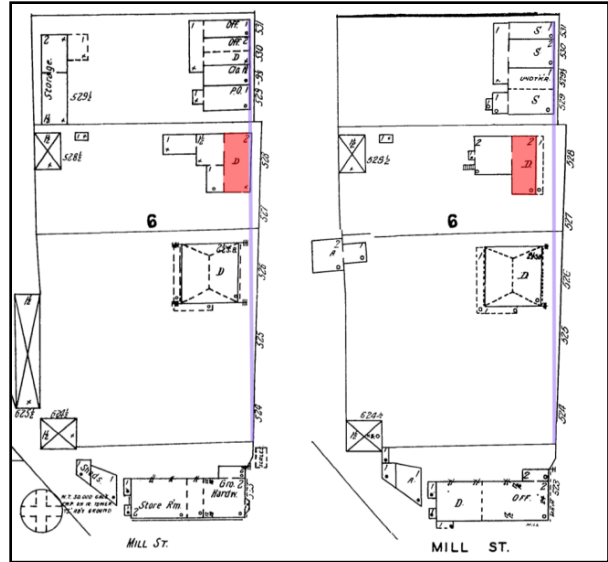


Figure 40. 1902 (left) and 1911 (right) Sanborn Fire Insurance Maps showing major alterations to the Pardon Briggs house.

The foundation stone located at the southeast corner of #177 Main Street had two dates (Photograph 18), which may correspond to the initial construction date and the date of a major alteration (Figure 40 above).



Photograph 18. Inscribed foundation stone at #177 Lower Main Street, with two dates (1810, 1909).

Analysis of historic maps suggests that the gambrel roofed shed standing behind #177 Main Street (Photographs 19 and 20) may have been moved to its present location. If the shed had been moved, it may be one of the three outbuildings (MDSs 10, 10a, or 10b) removed during the ca. 1940 realignment of Route 40 and the adjacent berm.



Photograph 19. Looking southeast at a gambrel roof outbuilding behind #177 Lower Main Street.



Photograph 20. Circa 1960 aerial photograph showing the extant house at #177 Lower Main Street (P. Briggs Site, red arrow).

### Archaeological Testing

The horizontal boundaries of the P. Briggs Site are the same as those of the historic lot held by Pardon Briggs as depicted on historic-period maps. The historic size of the lot is approximately 50 meters (164 feet) east-west by 21.5 meters (70 feet) north-south, or roughly 1,075

meters<sup>2</sup> (11,571 feet<sup>2</sup> or 0.27 acre). Route 40 and its right-of-way now cover the western third of the P. Briggs lot (Figure 41 below).

Approximately two-thirds of the eastern portion of the site (including the extant house and front yard facing Lower Main Street) lies outside of the project area of potential effect. The remaining western third of the site (adjacent to Route 40) has been covered by a substantial berm built to raise the roadway on its approach towards the bridge over the Hoosic River. The northwestern corner of the site is covered by approximately 260 meters<sup>2</sup> (2,800 feet<sup>2</sup>) of this berm. Although the berm is composed of fill, subsurface testing was conducted along the thinnest portions of the berm at the eastern edge of the project limits to ascertain if any intact historic deposits had been capped by the berm, or if the area was completely disturbed by the circa 1940 road construction project.

### Site Stratigraphy

Specific data regarding soils, along with a complete artifact inventory for the site, are given in Appendices I–V of the site examination report (Dean and Lenardi 2012). The five shovel test pits and the one excavation unit (1 x 1.5 meter) dug near the eastern limit of the project limits (farthest from the road corridor, and presumably the least disturbed area) contained modern materials such as plastic and bottle glass mixed with nineteenth century artifacts. The presence of modern plastic found between 45 and 93 centimeters (17.72 and 36.61 inches) below the ground surface suggests that disturbance is extensive. Much of the disturbance can be attributed to road construction. In addition, a modern utility trench with a PVC pipe was encountered in Unit 1 extending to at least 120 centimeters (47 inches) below the ground surface. Disturbances are indicated by a lack of intact soil strata and by the relatively deep finds of modern materials such as plastic and bottle glass. Shale bedrock was encountered in some exposures at approximately 80 centimeters (31 inches) deep.

### Artifacts

In total, 500 artifacts were recovered from five shovel test pits (149 artifacts) and the single 1 x 1.5 meter-square excavation unit (351 artifacts) dug during both phases of subsurface testing at the P. Briggs site. These materials consist mostly of household refuse, including cinder, charcoal, coal, slag, lamp glass, bottle glass (clear, green, olive, brown, and aqua), table glass, kaolin pipe stem fragments, ceramics (mostly ironstone or whiteware, with small amounts of creamware, pearlware, and redware), food remains (animal bone and shell), and architectural debris such as brick, mortar, window glass, machine cut and wire nails, and other hardware. Most of the temporally diagnostic artifacts



(e.g., ironstone/whiteware, amethyst glass, machine cut and wire nails) date to the second half of the nineteenth century. One particularly unusual artifact was found in Level 3 of Unit 1: a fragment of small (child-size) dentures, which may have been discarded by the neighboring funeral home (possibly stock or a display model; no bone recovered from the P. Briggs Site is human) or from Dr. James Hornbrook's dental practice, both of which were housed at various times in the Baker Block building (#173 Lower Main Street), just north of the P. Briggs Site.

No prehistoric artifacts were found. Artifacts are summarized in Table 5 and representative materials can be seen in Photographs 21 and 22, below. No subsurface historic features were identified during the reconnaissance survey or site examination at the P. Briggs Site. However, nearly 55 percent of the artifacts from Unit 1 are architectural in function. These materials may be associated with demolition of three map documented outbuildings (MDSs 10, 10a, and 10b).

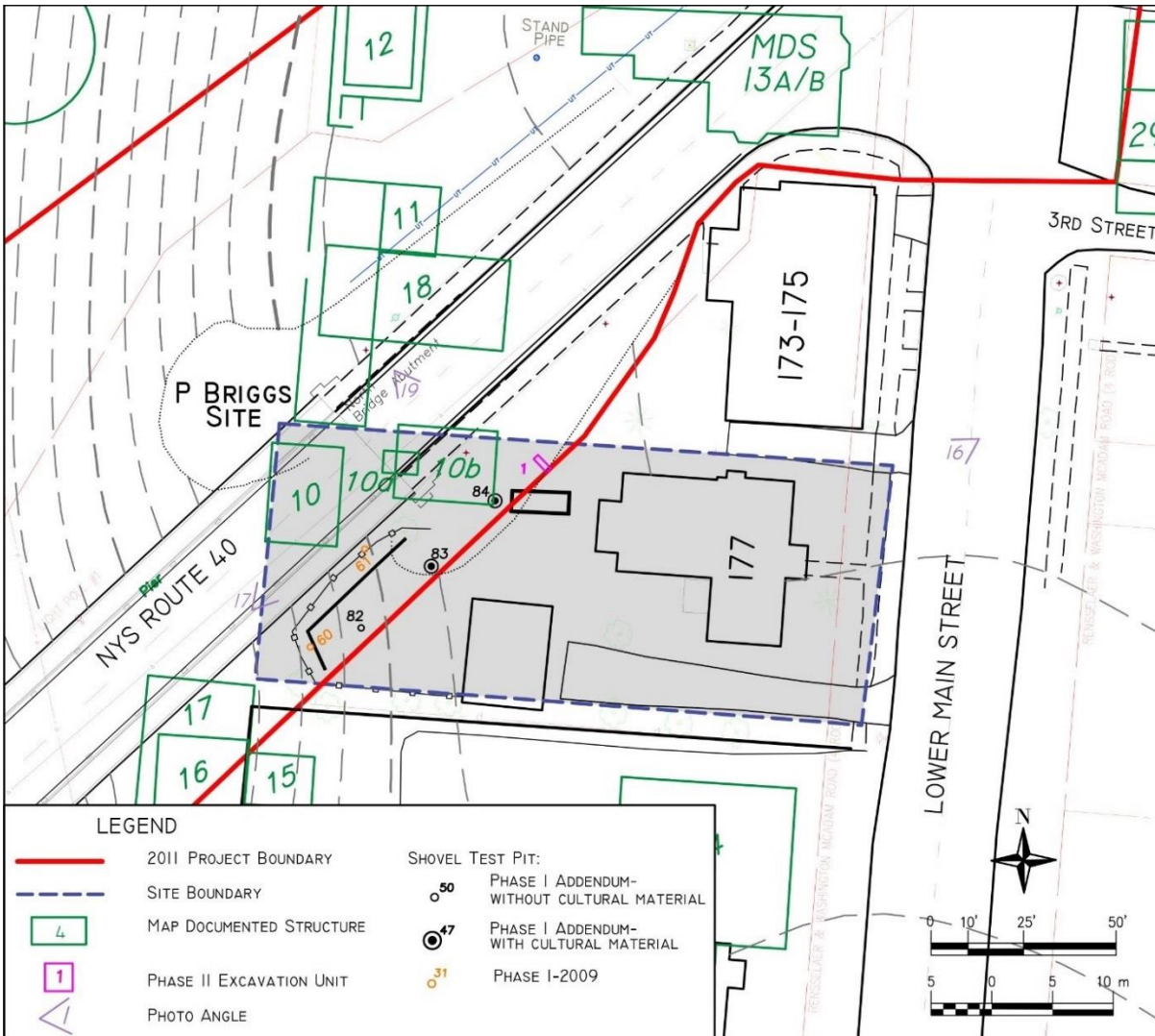


Figure 41. Map of the archaeological testing conducted at the P. Briggs Site.



Photograph 21. Representative sample of artifacts recovered from Unit 1 Level 3 at the P. Briggs Site.

Note the fragment of child-size dentures (center), which may have been discarded by the neighboring funeral home or from Dr. James Hornbrook's dental practice, both of which were housed at various times in the Baker Block building (#173 Lower Main Street), just north of the P. Briggs Site.



Photograph 22. Representative sample of artifacts recovered from Unit 1 Level 4 at the P. Briggs Site.

Table 5. P. Briggs Site, Unit 1 Artifact Counts by Functional Group.

|               | Artifact Type       | Unit 1 (%)  |
|---------------|---------------------|-------------|
| Architectural | Brick               | 44 (12.54)  |
|               | Mortar/Plaster      | 6 (1.71)    |
|               | Slate Roofing       | 2 (0.57)    |
|               | Flat Glass          | 14 (3.99)   |
|               | Plate Glass         | 1 (0.28)    |
|               | Cut Nail            | 41 (11.68)  |
|               | Other Hardware      | 63 (17.95)  |
|               | Wire Nail           | 22 (6.27)   |
|               | Architectural Total | 193 (54.99) |
| Domestic      | Food                | 83 (23.65)  |
|               | Ceramic             | 33 (9.4)    |
|               | Glass               | 25 (7.12)   |
|               | Cans                | 1 (0.28)    |
|               | Fuel                | 9 (2.56)    |
|               | Domestic Total      | 151 (43.01) |
| Personal      | Kaolin Pipe         | 2 (0.57)    |
| Unidentified  | Cast Metal          | 1 (0.28)    |
|               | Ferrous             | 1 (0.28)    |
|               | Plastic             | 3 (0.85)    |
|               | Unidentified Total  | 5 (1.42)    |
| Grand Total   |                     | 351 (100)   |

## Integrity and Research Potential

Based on the results of the shovel tests and especially the excavation unit, the portion of the P. Briggs Site within the project area is thoroughly disturbed by cutting, filling, and grading for circa 1940 road and bridge construction (Figure 42) as well as more recent earth-moving activities (i.e., utility trenching).

Based on the lack of integrity of the subsurface artifact deposits along with the paucity of intact nineteenth-century features, the portion of the P. Briggs Site within project limits has virtually no research potential and is therefore not recommended to be eligible for the National Register of Historic Places. It is possible that intact deposits with significance may exist elsewhere to the east on the former P. Briggs property, but they were not slated for impacted with this project's construction plans.

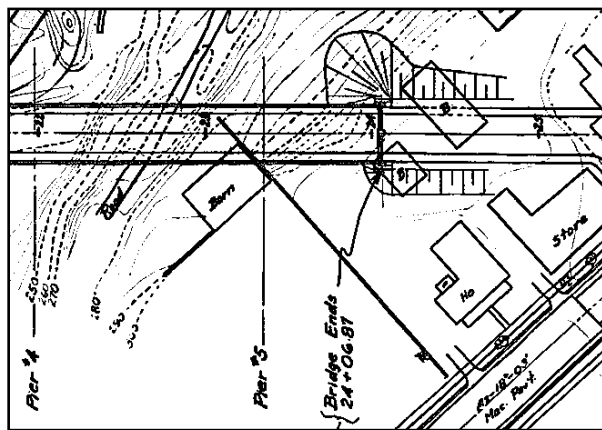


Figure 42. 1940 as-built map showing the extensive construction in the rear yard at the P. Briggs Site.



Figure 43. 1954 7.5-minute USGS Schaghticoke, New York quadrangle, showing the location of the A. Briggs and Co. MDS 13A/B Site.

### The A. Briggs and Co. MDS 13A/B Site

This site is comprised of two main buildings, which are no longer standing, MDS 13A (a pre-1854 to 1867 structure) and MDS 13B (a pre-1884 to ca. 1940 house), both located near the intersection of Route 40 and Lower Main Street (Figure 43 and Photograph 23). The site was initially identified as part of the Baker Block Site described by Dean and LoRusso (2009), but due to changes in size and shape of the project area as defined by NYSDOT, as well as more intensive historical research conducted as part of the site examination, it was determined that the A. Briggs and Co. MDS 13A/B Site (along with the nearby P. Briggs Site) is actually a separate entity from the Baker Block Site.

The site dates prior to 1854, when an unnamed building on the parcel (MDS 13A) was depicted on the Rogerson *Map of Rensselaer County* (Figure 44). The building was illustrated as belonging to E. Baker on the 1856 Clark and Newcomb *Map of the Town of Schaghticoke* (Figure 45), but the lot was part of the extensive A. Briggs and Company holdings on the north bank of the Hoosic River by 1862 (Figure 46).

Starting around 1840, Amos Briggs and his business partner, Richard P. Hart, rebuilt the 1821 Rensselaer Woolen, Cotton and Linen Mill on the Hoosic River at Schaghticoke, and they were among the region's most prominent industrialists for much of the nineteenth century. MDS 13A was destroyed by an 1867 fire (Anderson 1897:192), though the same ownership of the lot apparently persisted through the next decade (the parcel is identified as "Briggs and Hart Estate" on the



1876 Beers *Atlas of Rensselaer County* [Figure 47]). The 1884 Sanborn Fire Insurance map is the earliest to illustrate the subsequent building on the site, MDS 13B, on or near the footprint of MDS 13A. There was also at least one outbuilding (MDS 12; Photograph 23) on the parcel in the late-nineteenth century, as clearly shown on the 1889 bird's eye view drawing of Schaghticoke (Figure 48) and an early twentieth century postcard (Photograph 24).



Photograph 23. Looking north at the rear yard of MDS 13A/B. Note traces of a stone foundation associated with MDS 12, along with brick and stone retaining walls.



Figure 44. 1854 Map of Rensselaer County, New York (Rogerson) showing the location of MDS 13A (red arrow), a building destroyed in an 1867 fire and subsequently replaced by MDS 13B.

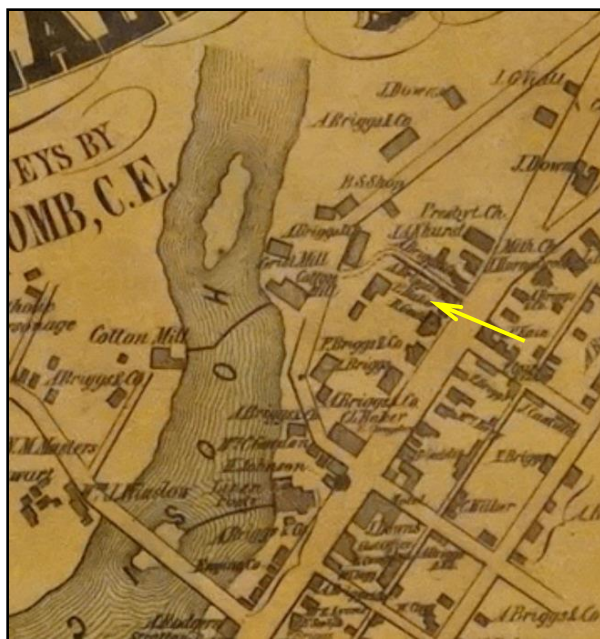


Figure 45. 1856 Map of the Town of Schaghticoke (Clark and Newcomb) showing MDS 13A as belonging to E(zekiel) Baker.



Figure 46. 1862 Map of Rensselaer County, New York (Lake and Beers) showing MDS 13A as belonging to E(zekiel) Baker.



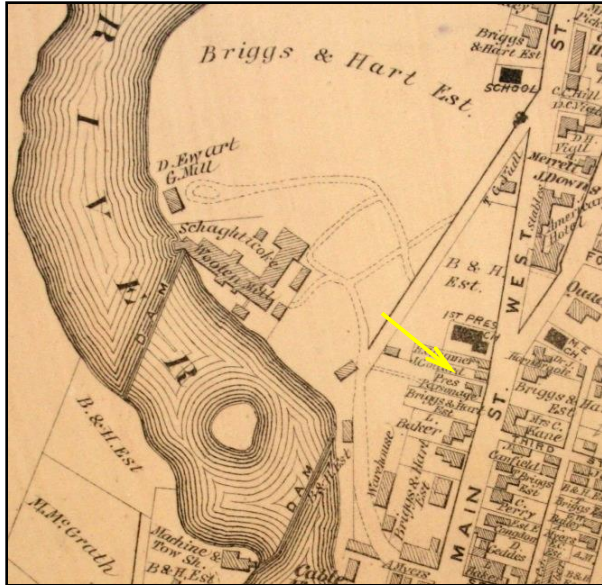


Figure 47. 1876 *County Atlas of Rensselaer, New York* (Beers). The yellow arrow points to MDS 13B, built on the lot after fire destroyed MDS 13A in 1867.

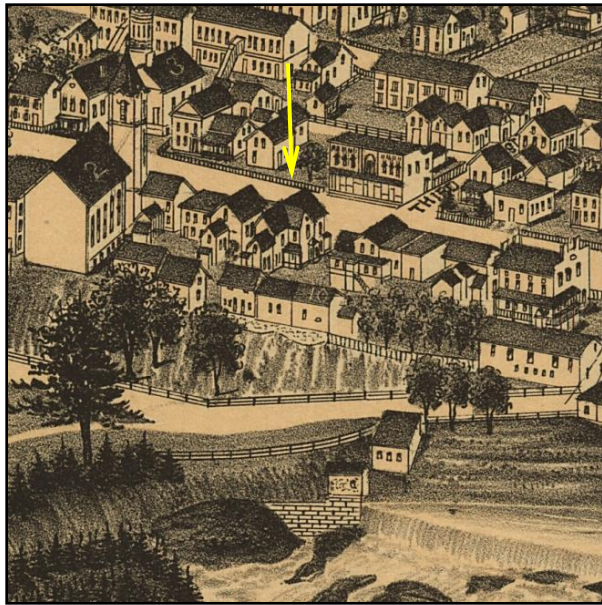
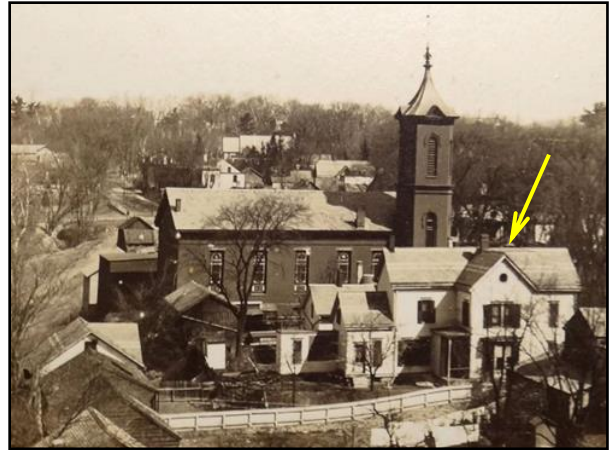


Figure 48. Detail of the 1889 Burleigh bird's eye view showing the location of MDS 13B (yellow arrow), between the ca. 1870 Presbyterian Parsonage to the north (left) and the Baker Block to the south (right).



Photograph 24. Early-twentieth century Velox postcard of Schaghticoke. The yellow arrow points to MDS 13B, formerly located just to the south of the Presbyterian Church and Parsonage.

Local history indicates that MDS 13A may have been used for some time during the nineteenth century as the meeting place of the Schaghticoke Masonic Lodge (Anderson 1897:192), though it appears to no longer have served this function after the 1867 fire. The replacement building, MDS 13B, was identified in the same 1897 text as the James E. Pinkham residence, and James and Jessie Pinkham are identified as the occupants on the 1900 and 1920 Federal censuses. Frank T. Harrison occupied the property from 1923 and is given as the owner on both the 1929 and 1940 as-built maps. The 1940 as-built map indicates that MDS 13B was removed prior to the road and bridge construction around 1940. At that time, Harrison operated the funeral home next door (extant building at #173 Lower Main Street; part of the Baker Block archaeological site). Harrison and his wife Lucy operated the funeral home at this location beginning in 1923 until they retired in 1940; #173 Lower Main Street still serves this function today as the Chase-Smith Funeral Home.

### Archaeological Testing

The horizontal boundaries of the A. Briggs and Co. MDS 13A/B site are the same as those of the historic lot held by the firm prior to 1867 as depicted on historic maps (Figure 49). The historic size of the lot is approximately 48 meters east-west by 16.5 meters north-south (roughly 789 meters<sup>2</sup> [8,482 feet<sup>2</sup> or 0.2 acres]). The ca. 1940 bridge carrying Route 40 over the Hoosic River roughly bisects the site. Nearly the entire site is contained within the project limits, though the eastern half was thoroughly disturbed by road and bridge construction.

## Site Stratigraphy

Specific data regarding soils, along with a complete artifact inventory for the site, are given in Appendices I–V of the site examination report (Dean and Lenardi 2012). Archaeologists excavated 11 shovel test pits and 18 larger units (seven 1 x 1 meter, one 0.5 x 1 meter, and ten 0.5 x 0.5 meter squares) at the site. Many of these exposures revealed disturbed soils, evident as banded layers of different soil colors and textures over what appear to be intact strata. Soil characteristics (color, texture) can be used to identify the disturbed strata, but the presence of mid-twentieth-century artifacts mixed with earlier material confirms the depth of disturbance. The intact strata, where present, are characterized by an artifact-bearing layer of very dark grayish brown silty sand over the dark yellowish brown sandy subsoil with

infrequent artifacts. Some tested portions of the A. Briggs and Co. lot yielded evidence for the destruction of MDS 13A, which burned in 1867, in the form of an ashy lens between the upper disturbed fill and lower intact strata.

Early- to mid-nineteenth century materials were recovered from various depths ranging from roughly 72 to 122 centimeters (28 to 48 inches) below the modern ground surface. In general, the depth of the deposits and the thickness of disturbed fill overlying them are greatest near the eastern limit of testing (nearest the berm associated with Route 40), becoming less deeply buried with a thinner layer of fill on top towards the west. The fill appears to be thicker than average along the north boundary of the parcel due to disturbance.

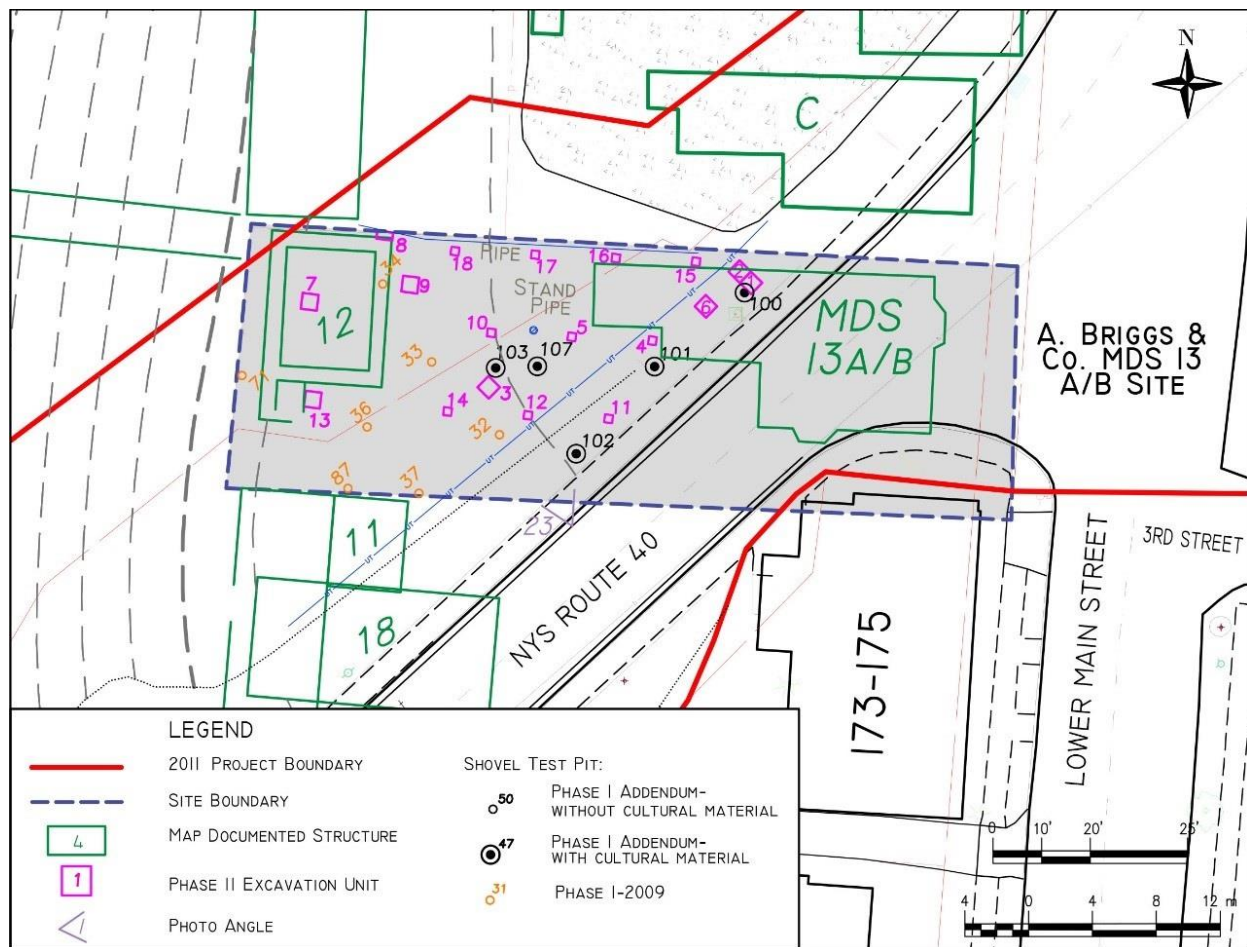


Figure 49. Map of the archaeological testing conducted at the A. Briggs and Co. MDS 13A/B Site.



## Artifacts

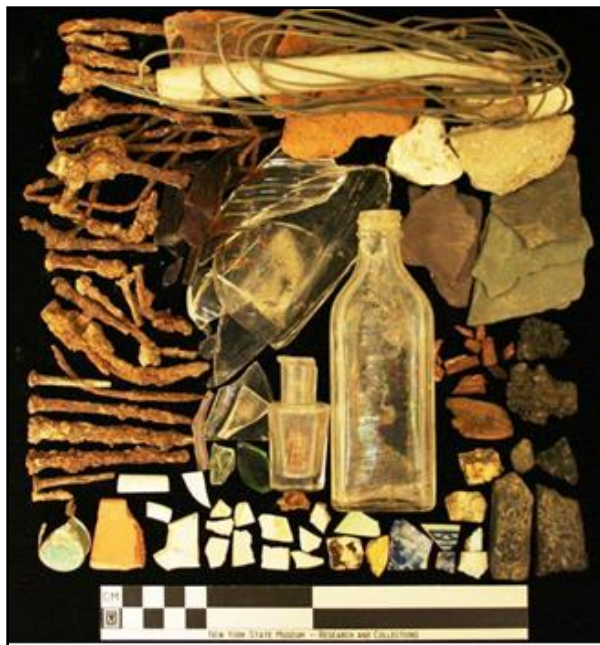
The 11 shovel test pits yielded 1,331 artifacts, while 7,338 artifacts were recovered from 18 excavation units, most of which date from the mid-nineteenth through early twentieth century. In addition, features such as a stone foundation and sheet midden associated with the nineteenth-century occupation of the site were identified (see below).

Artifacts from the 18 units are summarized in Table 6 and representative materials can be seen in Photographs 25 through 27, below. In general, the artifact assemblage from the site is dominated by domestic refuse, with 3,886 pieces. These include glass (bottle, lamp), ceramic food storage, preparation, and tableware fragments, food remains (animal bone and shell), kitchen utensils, personal items such as buttons, glass marbles, a coin, smoking pipe fragments, and other material. The collection also includes architectural debris (3,106 pieces), such as fragments of windows glass, slate roof fragments, brick, mortar, wire and cut nails, and other hardware. In addition, disturbed fill deposits yielded two prehistoric Native American artifacts, a chert Normanskill projectile point and an unmodified quartzite flake, but the origin of these pieces is unknown.



Photograph 25. A chert Normanskill projectile point recovered from Unit 1, Level 1 at the A. Briggs and Co. MDS 13A/B Site (both sides shown).

This point is believed to be associated with the Middle Archaic Vosburg Complex of the Laurentian tradition (Ritchie 1971:37). The only other prehistoric artifact found at the site, a quartzite secondary flake, was recovered from the adjacent Unit 2 (Level 3) which is also interpreted as having disturbed stratigraphy.



Photograph 26. Artifacts recovered from Unit 6 Level 3 at the A. Briggs and Co. MDS 13A/B Site. The two stratigraphic levels above this level contained a mixture of historic period artifacts and modern trash.



Photograph 27. Ceramic artifacts recovered from Unit 9 Level 2, located in the rear yard of the house site.

Table 6. Artifacts Recovered from the A. Briggs MDS 13A/B Site by Functional Group and Unit.

| Function                       | Artifact Type           | Unit 1 | Unit 2 | Unit 3 | Unit 4 | Unit 5 | Unit 6 | Unit 7 | Unit 8 | Unit 9 | Unit 10 | Unit 11 | Unit 12 | Unit 13 | Unit 14 | Unit 15 | Unit 16 | Unit 17 | Unit 18 | Total |
|--------------------------------|-------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-------|
| Architect.                     | Asphalt                 | 2      | 5      | 2      | ---    | ---    | 5.0    | ---    | ---    | ---    | ---     | ---     | ---     | ---     | ---     | 1       | ---     | 1       | ---     | 16    |
|                                | Brick                   | 56     | 16     | 125    | 99     | 14     | 15     | 16     | 116    | 133    | 2       | 57      | 25      | 140     | 2       | 3       | 80      | 42      | 38      | 979   |
|                                | Building Stone          | ---    | ---    | ---    | ---    | ---    | ---    | ---    | 2      | ---    | ---     | 1       | ---     | ---     | ---     | ---     | ---     | ---     | ---     | 3     |
|                                | Cement                  | 3      | 2      | 3      | ---    | 1      | 1      | ---    | ---    | ---    | ---     | ---     | ---     | ---     | ---     | 1       | ---     | ---     | ---     | 11    |
|                                | Ceramic                 | 11     | 54     | ---    | ---    | 9      | 26     | 33     | 1      | 32     | 1       | ---     | ---     | 3       | 2       | ---     | ---     | 3       | ---     | 175   |
|                                | Flat Glass              | 9      | 5      | 49     | 38     | 9      | 2      | 57     | 29     | 57     | 17      | 8       | 2       | 16      | 1       | ---     | 7       | 3       | 10      | 319   |
|                                | Hardware                | 52     | 14     | 174    | 129    | 40     | 127    | 78     | 98     | 213    | 23      | 21      | 19      | 96      | 12      | 14      | 29      | 39      | 39      | 1217  |
|                                | Marble                  | ---    | ---    | ---    | ---    | ---    | ---    | ---    | 19     | 1      | ---     | ---     | ---     | 1       | ---     | ---     | ---     | ---     | ---     | 21    |
|                                | Mortar                  | 64     | 7      | 66     | 10     | 12     | 58     | 3      | 5      | 34     | 1       | 9       | 6       | 21      | ---     | 3       | 1       | 8       | 9       | 317   |
|                                | Slate Roofing           | 2      | 1      | 6      | ---    | 2      | 15     | 1      | 3      | 1      | ---     | ---     | 3       | ---     | ---     | 2       | ---     | 10      | 2       | 48    |
| Domestic                       | Can/Cap Lid             | 12     | 57     | 4      | ---    | ---    | 13     | 1      | 1      | ---    | ---     | 7       | 1       | ---     | 2       | 1       | 2       | 1       | ---     | 102   |
|                                | Ceramic                 | 13     | 24     | 379    | 294    | 58     | 24     | 77     | 68     | 299    | 60      | 49      | 28      | 106     | 11      | 1       | 39      | 37      | 50      | 1617  |
|                                | Cookware                | ---    | ---    | ---    | ---    | ---    | ---    | ---    | ---    | ---    | ---     | ---     | ---     | 1       | ---     | ---     | ---     | ---     | ---     | 1     |
|                                | Cutlery                 | ---    | ---    | ---    | ---    | ---    | ---    | ---    | ---    | 2      | ---     | 1       | ---     | ---     | ---     | ---     | ---     | ---     | ---     | 2     |
|                                | Food                    | 10     | 4      | 161    | 120    | 26     | 3      | 59     | 28     | 111    | 36      | 27      | 8       | 42      | 4       | ---     | 10      | 22      | 21      | 692   |
|                                | Fuel                    | 22     | 5      | 97     | 15     | 44     | 50     | 13     | 36     | 42     | 6       | 8       | 19      | 86      | 3       | 3       | 17      | 47      | 16      | 529   |
|                                | Bottle Glass            | 67     | 48     | 52     | 75     | 49     | 176    | 33     | 18     | 53     | 5       | 35      | 10      | 5       | 15      | 8       | 59      | 23      | 75      | 806   |
|                                | Horse/Ox/Mule Equip.    | ---    | ---    | ---    | 1      | ---    | ---    | ---    | ---    | ---    | ---     | ---     | ---     | ---     | ---     | ---     | ---     | ---     | ---     | 1     |
|                                | Keg/Barrel              | ---    | ---    | ---    | ---    | ---    | ---    | 1      | ---    | ---    | ---     | ---     | ---     | ---     | ---     | ---     | ---     | ---     | ---     | 1     |
|                                | Other                   | ---    | ---    | ---    | ---    | ---    | ---    | ---    | ---    | ---    | ---     | ---     | ---     | ---     | ---     | ---     | ---     | ---     | ---     | 1     |
| Personal                       | Domestic/Activity Metal | ---    | ---    | ---    | ---    | ---    | 1      | ---    | ---    | ---    | ---     | ---     | ---     | ---     | ---     | ---     | ---     | ---     | ---     | 1     |
|                                | Pail/Bucket             | ---    | ---    | ---    | ---    | ---    | 27     | 34     | ---    | ---    | ---     | ---     | ---     | ---     | ---     | ---     | ---     | ---     | ---     | 61    |
|                                | Clothing Related        | ---    | ---    | 2      | 1      | ---    | ---    | 1      | ---    | 1      | ---     | ---     | 1       | ---     | ---     | ---     | ---     | 1       | ---     | 7     |
|                                | Coin                    | ---    | ---    | ---    | ---    | ---    | 1      | ---    | ---    | ---    | ---     | ---     | ---     | ---     | ---     | ---     | ---     | ---     | ---     | 1     |
|                                | Glass Button            | ---    | ---    | 1      | ---    | ---    | ---    | ---    | ---    | 1      | ---     | ---     | ---     | ---     | ---     | ---     | ---     | ---     | 1       | 3     |
|                                | Glass Marble            | ---    | 2      | ---    | ---    | ---    | ---    | ---    | ---    | ---    | ---     | ---     | ---     | ---     | ---     | ---     | ---     | ---     | ---     | 2     |
|                                | Kaolin Pipe             | ---    | ---    | 13     | 10     | 2      | 3      | 4      | 1      | 11     | 2       | 1       | 1       | 3       | ---     | ---     | ---     | 5       | 3       | 59    |
|                                | Clay Pigeon             | 1      | ---    | ---    | ---    | ---    | ---    | ---    | ---    | ---    | ---     | ---     | ---     | ---     | ---     | ---     | ---     | ---     | ---     | 1     |
|                                | Guns/Bullets            | 1      | ---    | ---    | ---    | ---    | ---    | ---    | ---    | ---    | ---     | ---     | ---     | ---     | ---     | ---     | ---     | ---     | ---     | 1     |
|                                | Blacksmithing           | ---    | ---    | ---    | ---    | ---    | ---    | ---    | ---    | ---    | ---     | ---     | ---     | ---     | ---     | ---     | ---     | 1       | ---     | 1     |
| Arms/Military                  |                         | ---    | ---    | ---    | ---    | ---    | ---    | ---    | ---    | ---    | ---     | ---     | ---     | ---     | ---     | ---     | ---     | ---     | ---     | ---   |
|                                |                         | ---    | ---    | ---    | ---    | ---    | ---    | ---    | ---    | ---    | ---     | ---     | ---     | ---     | ---     | ---     | ---     | ---     | ---     | ---   |
| Work-Related Undet., or Modern |                         | ---    | ---    | ---    | ---    | ---    | ---    | ---    | ---    | ---    | ---     | ---     | ---     | ---     | ---     | ---     | ---     | ---     | ---     | ---   |
|                                | Aluminum                | 9      | 23     | ---    | 3      | ---    | 15     | 1      | ---    | ---    | ---     | ---     | ---     | ---     | ---     | 1       | ---     | 1       | ---     | 53    |

Table 6. Artifacts Recovered from the A. Briggs MDS 13A/B Site by Functional Group and Unit (cont.)

| Function        | Artifact Type         | Unit 1  | Unit 2    | Unit 3       | Unit 4   | Unit 5    | Unit 6    | Unit 7    | Unit 8  | Unit 9       | Unit 10 | Unit 11   | Unit 12   | Unit 13 | Unit 14  | Unit 15  | Unit 16   | Unit 17   | Unit 18   | Total |
|-----------------|-----------------------|---------|-----------|--------------|----------|-----------|-----------|-----------|---------|--------------|---------|-----------|-----------|---------|----------|----------|-----------|-----------|-----------|-------|
|                 | Brass                 | ---     | ---       | ---          | ---      | ---       | ---       | ---       | ---     | ---          | 1       | ---       | ---       | ---     | ---      | ---      | ---       | ---       | ---       | 1     |
|                 | Cast Metal            | ---     | ---       | ---          | ---      | ---       | ---       | ---       | 1       | ---          | ---     | ---       | ---       | ---     | ---      | ---      | ---       | ---       | ---       | 1     |
|                 | Charcoal              | ---     | ---       | 8            | ---      | 8         | ---       | ---       | ---     | 11           | ---     | ---       | ---       | 1       | ---      | ---      | 4         | 10        | ---       | 42    |
|                 | Ferrous               | ---     | 2         | ---          | ---      | ---       | ---       | 1         | ---     | ---          | ---     | 1         | 1         | 2       | ---      | ---      | ---       | 1         | ---       | 8     |
|                 | Lead                  | ---     | 1         | 1            | ---      | ---       | ---       | ---       | ---     | ---          | ---     | ---       | ---       | ---     | ---      | ---      | ---       | ---       | ---       | 2     |
|                 | Leather Belt /Harness | ---     | ---       | ---          | ---      | ---       | 1         | ---       | ---     | ---          | ---     | ---       | ---       | ---     | ---      | ---      | ---       | ---       | ---       | 1     |
|                 | Nut                   | ---     | ---       | 5            | ---      | ---       | ---       | ---       | ---     | ---          | ---     | ---       | ---       | ---     | ---      | ---      | ---       | ---       | ---       | 5     |
|                 | Other Fabric          | ---     | ---       | ---          | ---      | ---       | 1         | ---       | 1       | ---          | ---     | ---       | ---       | ---     | ---      | ---      | ---       | ---       | ---       | 2     |
|                 | Other Glass           | ---     | ---       | ---          | ---      | ---       | ---       | 1         | ---     | ---          | ---     | ---       | ---       | ---     | ---      | ---      | ---       | ---       | ---       | 1     |
|                 | Other Leather         | ---     | ---       | 1            | ---      | ---       | ---       | ---       | ---     | ---          | ---     | ---       | ---       | ---     | ---      | ---      | ---       | ---       | ---       | 1     |
|                 | Other Metal           | ---     | 4         | ---          | ---      | 2         | ---       | ---       | ---     | ---          | ---     | ---       | ---       | ---     | ---      | ---      | ---       | ---       | ---       | 6     |
|                 | Paint                 | ---     | 1         | ---          | ---      | ---       | ---       | ---       | 2       | ---          | ---     | ---       | ---       | ---     | ---      | ---      | ---       | ---       | ---       | 3     |
|                 | Paper                 | 1       | ---       | ---          | ---      | ---       | ---       | ---       | ---     | ---          | ---     | ---       | ---       | ---     | ---      | ---      | ---       | ---       | ---       | 1     |
|                 | Plastic               | 25      | 47        | 11           | 11       | ---       | 49        | ---       | ---     | ---          | ---     | 2         | 4         | 1       | ---      | 6        | 9         | ---       | ---       | 165   |
|                 | Plastic tape          | 1       | ---       | ---          | 2        | ---       | 1         | ---       | ---     | ---          | ---     | ---       | ---       | ---     | ---      | ---      | ---       | ---       | ---       | 4     |
|                 | Putty                 | ---     | ---       | 1            | ---      | ---       | ---       | ---       | ---     | ---          | ---     | ---       | ---       | ---     | ---      | ---      | ---       | ---       | ---       | 1     |
|                 | Rope                  | ---     | ---       | 1            | ---      | ---       | 1         | ---       | ---     | ---          | ---     | ---       | ---       | ---     | ---      | ---      | ---       | ---       | ---       | 2     |
|                 | Rubber                | 2       | ---       | ---          | ---      | ---       | 1         | 2         | ---     | ---          | ---     | ---       | ---       | ---     | ---      | ---      | ---       | ---       | ---       | 5     |
|                 | Seed                  | ---     | ---       | ---          | ---      | ---       | ---       | ---       | ---     | 2            | ---     | ---       | ---       | ---     | ---      | ---      | ---       | ---       | ---       | 2     |
|                 | Undet.-Undiag.        | ---     | 4         | ---          | ---      | ---       | ---       | ---       | ---     | ---          | ---     | ---       | ---       | ---     | ---      | ---      | ---       | ---       | ---       | 4     |
|                 | Wood                  | ---     | ---       | 1            | ---      | ---       | 13        | ---       | 5       | ---          | ---     | ---       | ---       | ---     | ---      | ---      | ---       | ---       | ---       | 19    |
|                 | Auto Glass            | 3       | 3         | ---          | ---      | ---       | 1         | ---       | ---     | ---          | ---     | ---       | ---       | ---     | ---      | ---      | ---       | ---       | ---       | 7     |
|                 | Other                 | ---     | 3         | ---          | 1        | ---       | 1         | ---       | ---     | ---          | ---     | ---       | ---       | ---     | ---      | ---      | ---       | ---       | ---       | 5     |
| Pre-historic    | Waste Flake           | ---     | 1         | ---          | ---      | ---       | ---       | ---       | ---     | ---          | ---     | ---       | ---       | ---     | ---      | ---      | ---       | ---       | ---       | 1     |
|                 | Projectile Point      | 1       | ---       | ---          | ---      | ---       | ---       | ---       | ---     | ---          | ---     | ---       | ---       | ---     | ---      | ---      | ---       | ---       | ---       | 1     |
| Grand Total (%) |                       | 367 (5) | 333 (4.6) | 1,163 (15.9) | 809 (11) | 276 (3.8) | 631 (8.6) | 416 (5.7) | 434 (6) | 1,004 (13.7) | 154 (2) | 227 (3.1) | 128 (1.7) | 524 (7) | 52 (0.7) | 44 (0.6) | 257 (3.5) | 255 (3.5) | 264 (3.6) | 7,338 |



## Features

Ten features were encountered during archaeological investigations at the A. Briggs and Co. MDS 13A/B Site. The pre-1897 residential structure (MDS 13B) was demolished prior to the bridge construction and realignment of Route 40 around 1941, and what was the site of the front half of the house is now covered by the road. An earlier structure on the site, MDS 13A, was destroyed in an 1867 fire (Anderson 1897:192). The only evidence of MDS 13B appears to be stone wall rubble encountered in Units 1, 2, and 15, along with a small amount of brick found cemented together, possibly to support a fence post.

A stone foundation, which supported an outbuilding (MDS 12), remains more or less intact as it is not within the portion of the parcel disturbed by road construction (Photograph 23). By 1940, this outbuilding was in use as a “car barn” or garage. Other features identified in the lot include a stone retaining wall located adjacent to the steep slope facing Mill Street. The area between MDSs 12 and 13B also contained a sheet midden. Refuse may have been intentionally used as fill (i.e., to level irregular topography) in this steeply sloping area, and the sheet midden thus may not reflect normal discard of household waste. Plumbing features such as buried drainage pipes (encountered between MDSs 12, 13B, and C) and a metal stand pipe remain behind the site of MDS 13B.

Although large quantities of architectural materials were recovered from the site, no intact portion of the MDS 13B house foundation was found. The building was removed from the site sometime around the ca. 1940 bridge construction. A possible explanation for the lack of intact features could be that the structure was moved from this location, or that the materials (including foundation) had been salvaged.

## Integrity and Research Potential

The eastern half of the A. Briggs and Co. parcel (including much of the footprint of MDS 13A/B; Figure 50) has witnessed substantial disturbance from the ca. 1940 realignment of Route 40 and other construction activities. In addition, the northern boundary of the lot has been disturbed. However, a portion of the parcel around the footprint of MDS 12 near the western boundary appears to have witnessed less disturbance, as suggested by the presence of intact features including stone walls and a sheet midden buried beneath fill soils. The midden yielded an assemblage of mid- to late-nineteenth century artifacts (domestic refuse, personal items, and architectural debris).

The features in the western half of the lot appear to have some potential to address research topics regarding nineteenth century activities at the site, and within the broader context of the development of the

Village of Schaghticoke (though note that the layers of fill above the buried sheet midden found throughout most of the parcel have no integrity as indicated by the extent of disturbance and depth at which modern materials were found, and thus these deposits have no research potential). Artifacts and features dating through the third quarter of the nineteenth century, together with more in-depth archival research, could speak to the site occupants’ roles in the local textile milling industry and their engagement in the larger market economy beyond the village factories. Thus, relatively undisturbed portions of site appear to be potentially eligible for the National Register of Historic Places.

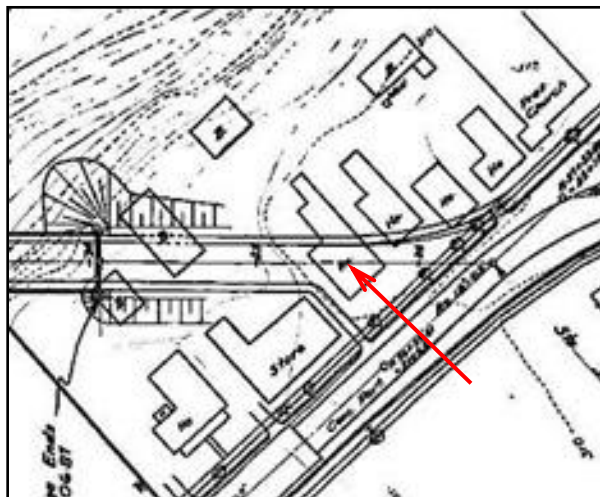


Figure 50. 1940 as-built map showing the realignment of Route 40 through the middle of MDS 13B (red arrow).



Figure 51. 1954 7.5-minute USGS Schaghticoke, New York quadrangle, showing the location of the Presbyterian Parsonage Site.

### The Presbyterian Parsonage Site

This site is located to the west of the intersection of Route 40 with Lower Main Street (Figure 51 and Photograph 28). It is associated with MDS C, a building illustrated on the 1854 Rogerson *Map of Rensselaer County* (Figure 52), that was removed around 1940 in advance of construction for Route 40 on the north side of the bridge. During the mid-nineteenth century, the building was part of the extensive A. Briggs and Company tract, and it became a parsonage sometime after 1862. It is labeled as “A.B. & Co.” on the 1862 Lake and Beers *Map of Rensselaer County*, but as a parsonage on the 1876 Beers *Atlas of Rensselaer County* (Figure 53).

The buildings depicted on the historic maps were most likely different structures (i.e., a pre-1854 building was removed to build a new parsonage shown on the 1876 map). During the building’s history as a parsonage, it was associated with the extant Presbyterian Church, located just to the north at #165 Main Street. According to Anderson (1897:450-451), in 1869 “a meeting was held to consider the propriety of erecting a parsonage, and during the year following, the project was carried out, the building costing about \$2,000.” Historic images from the late-nineteenth and early-twentieth century show the Parsonage as a two-and-one-half story front gable frame house with a one-story wing half the width of the house in back (e.g., Figure 54). The last resident of the parsonage was most likely Reverend Edward Bowers, as recorded on the 1940 census.



Photograph 28. The parking lot for the Presbyterian Church paved over the site of at least four map documented structures, including the Presbyterian Parsonage (MDS C). View is north.

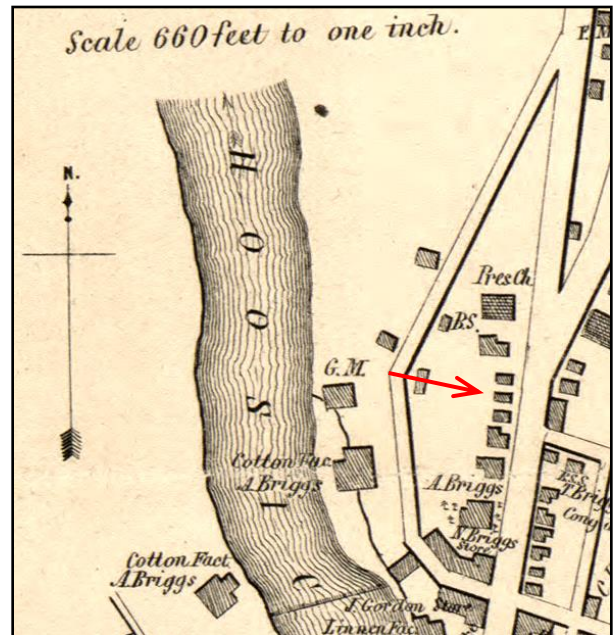


Figure 52. 1854 Map of Rensselaer County, New York (Rogerson) depicting a building on what later became the site of the Presbyterian Parsonage (MDS C; noted by red arrow).





Figure 53. 1876 *County Atlas of Rensselaer, New York* (Beers). The yellow arrow points to MDS C, the Presbyterian Parsonage.

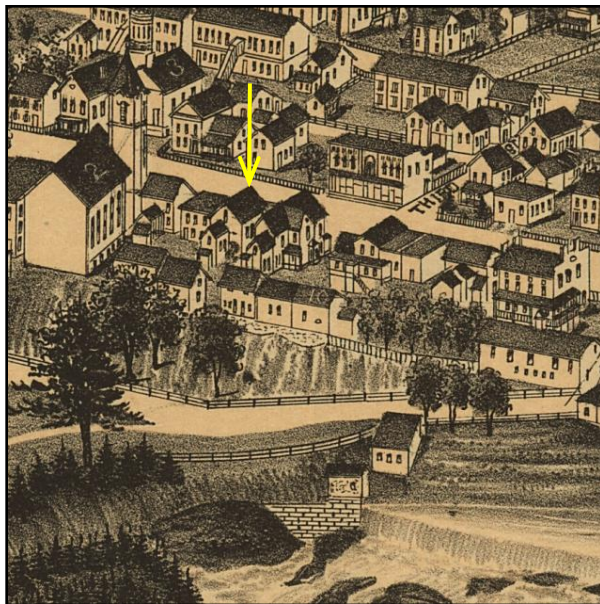


Figure 54. Detail of the 1889 Burleigh bird's eye view showing the location of the parsonage (yellow arrow).

## Archaeological Testing

Most of the Parsonage Site is now covered with pavement; Route 40 lies over the eastern third of the historic parcel, while much of the remainder is a parking lot (Figure 55). The only areas within the project limit that were conducive to excavation by hand include a strip along the southern edge of the lot (which would have been the side yard of the parsonage) and a strip near the east boundary (which intersects the presumed location of the nineteenth-century building foundation).

Thus, based on the parcel size delineated on historic maps (roughly 33 meters [108 feet] east-west by 12.5 meters [41 feet] north-south), approximately 90 percent of the Parsonage Site has been impacted by construction. Only about 45 meters<sup>2</sup> (484 feet<sup>2</sup>) appears to have avoided direct impact from the realignment of Route 40, the installation of a concrete sidewalk, the grading and paving of the Presbyterian Church parking lot, and the installation of buried utilities along the ca. 1940 road berm.

## Site Stratigraphy

Specific data regarding soils, along with a complete artifact inventory for the site, are given in I–V of the site examination report (Dean and Lenardi 2012). Subsurface testing at the Parsonage site during the reconnaissance and site examination entailed the excavation of six shovel test pits, two excavation units (1 x 1 meter), and a trench (0.5 x 4 meters).

The Parsonage Site has witnessed substantial subsurface disturbance, as indicated by banded layers of different soil colors and textures containing a mixture of historic and modern materials overlying undisturbed subsoil. Artifacts dating from the mid-nineteenth through early-twentieth century were found at various depths, ranging from roughly 51 to 85 centimeters (1.67 to 2.79 feet) below the modern ground surface. In general, the depth of the deposits and the thickness of disturbed fill overlying them are greatest near the eastern limit of testing (nearest the berm adjacent to Route 40), becoming less deeply buried with a thinner layer of fill above towards the west. The fill appears to be thicker than average along the southern boundary of the historic lot due to other disturbance in this location including the removal of buildings from this location, and subsequent grading and paving of the Presbyterian Church parking lot.

Possibly intact soil strata were exposed in only one excavation unit, Unit 2, dug near the limits of the project area farthest from Route 40. Here, bands of coal, slag, and ash may represent historic period dumping activities.



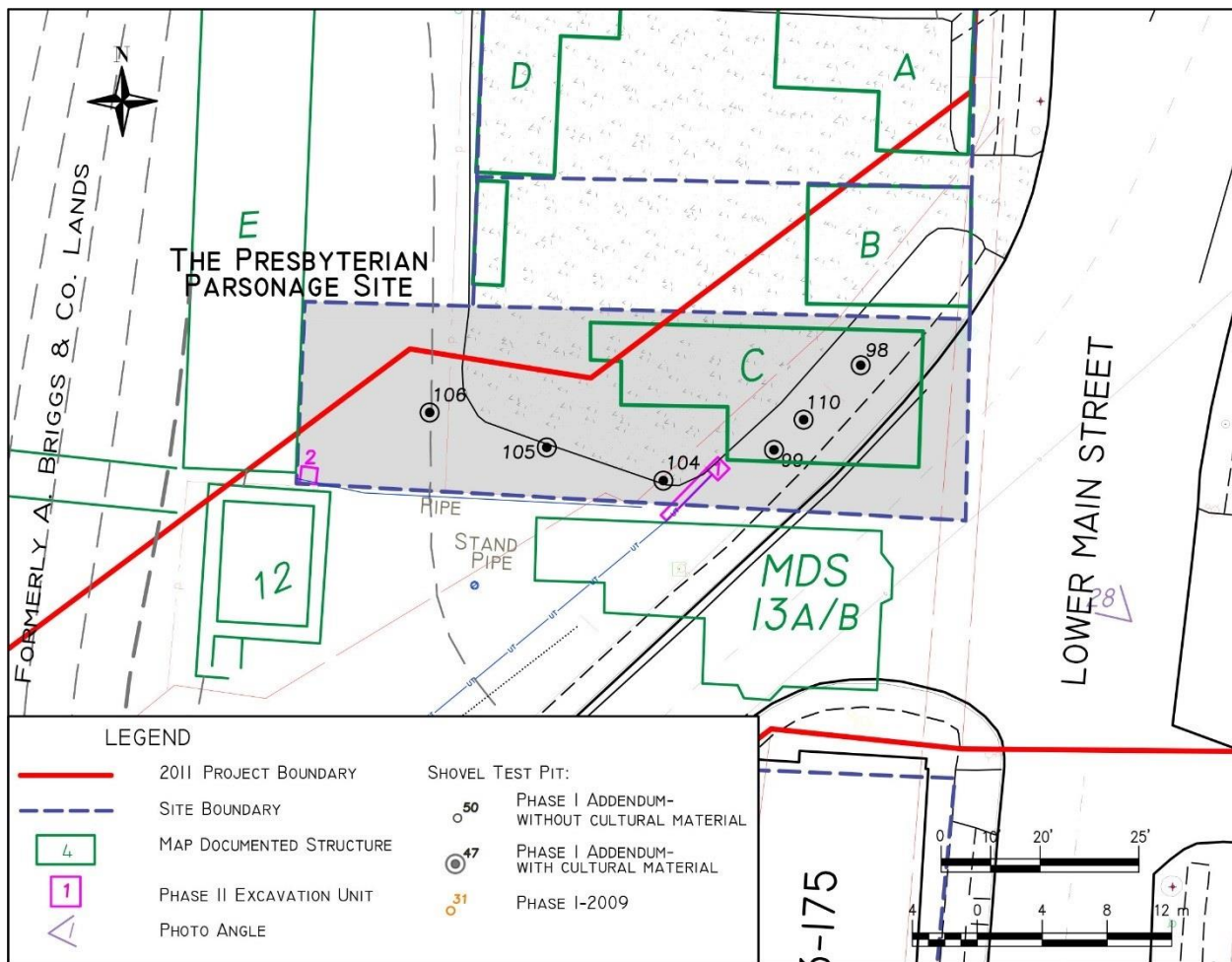


Figure 55. Map of the archaeological testing conducted at the Presbyterian Parsonage Site.

## Artifacts

In total, 265 artifacts were recovered from six shovel tests during both phases of investigation at the site, while another 1,744 pieces were recovered from two excavation units and trench, bringing the total count to 2,009. In general, the artifact assemblage is comprised of architectural debris (704 pieces), such as fragments of windows glass, brick, mortar, wire and machine cut nails, and other hardware. Also included in the mid-nineteenth through mid-twentieth century assemblage is domestic refuse consisting of 988 pieces (table glass, bottle glass [amber, amethyst, aqua, brown, clear, green, olive, and milk], lamp parts, ceramic food storage, preparation, and tableware fragments [mostly ironstone/whiteware, with decreasing amounts of pearlware, creamware, redware, stoneware, yellowware, and porcelain, personal items such as smoking pipe fragments, a glass bead and button, and a metal buckle, a cast iron stove part, and food remains [animal bone and shell]). The materials, taken as a whole, suggest a typical middle class domestic site.

No prehistoric artifacts were found. Artifacts are summarized in Table 7 and representative materials can be seen in Photographs 29 through 32, below. While artifacts were recovered from all tested areas of the historic Parsonage lot, they are not distributed evenly. Instead, testing revealed a higher density in what was the backyard of MDS C (west of where the building once stood). The portion of the site farthest from the major sources of disturbance contained much higher concentrations of artifacts.



Photograph 29. Artifacts recovered from Unit 2 Level 1 at the Presbyterian Parsonage Site. Clues to the nineteenth-century building's appearance and furnishings include slate roof tile (upper left) and cut glass pendants from a lamp or light fixture.



Photograph 30. Artifacts from Unit 2 Level 3, including ceramic drain pipe and kitchen stonewares (the fragment marked "NORTON" near center was made in nearby Bennington, Vermont).



Photograph 31. Sample of metal artifacts from Unit 2 Level 3, including a lamp part, nails, and other hardware.



Photograph 32. Artifacts from Unit 2 Level 4. The black maker's mark on the ironstone plate base (lower right) was first used by Maddock and Son around 1906.

Table 7. Summary of Artifacts Recovered from the Presbyterian Parsonage Site by Function and Unit.

| Function           | Artifact Type         | Unit 1  | Unit 2     | Trench 1 | Total       |
|--------------------|-----------------------|---------|------------|----------|-------------|
| Architectural      | Brick                 | 25      | 46         | 14       | 85          |
|                    | Cement                | 2       | ---        | ---      | 2           |
|                    | Flat Glass            | 1       | 159        | ---      | 160         |
|                    | Hardware              | 17      | 412        | 4        | 433         |
|                    | Mortar/Plaster        | 2       | 3          | ---      | 5           |
|                    | Slate Roofing         | ---     | 5          | ---      | 5           |
|                    | Stoneware             | ---     | 4          | ---      | 4           |
|                    | Tar                   | 10      | ---        | ---      | 10          |
|                    | Total                 | 57      | 629        | 18       | 704         |
| Domestic           | Ceramic               | 9       | 406        | 4        | 419         |
|                    | Electrical            | ---     | 1          | ---      | 1           |
|                    | Food                  | 2       | 219        | 4        | 225         |
|                    | Fuel                  | 3       | 37         | ---      | 40          |
|                    | Glass                 | 35      | 243        | ---      | 278         |
|                    | Lighting              | ---     | 3          | ---      | 3           |
|                    | Metal                 | 11      | 10         | ---      | 21          |
|                    | Stove/Furnaces        | ---     | 1          | ---      | 1           |
|                    | Total                 | 60      | 920        | 8        | 988         |
| Personal Item      | Clothing Related      | ---     | 1          | ---      | 1           |
|                    | Glass Bead            | ---     | 1          | ---      | 1           |
|                    | Glass Button          | ---     | 1          | ---      | 1           |
|                    | Kaolin Pipe           | ---     | 16         | ---      | 16          |
|                    | Leather Footwear      | ---     | 1          | ---      | 1           |
|                    | Other Glass Object    | ---     | 1          | ---      | 1           |
|                    | Toys                  | ---     | 1          | ---      | 1           |
|                    | Total                 | 0       | 22         | 0        | 22          |
| Work Activity      | Blacksmithing         | ---     | 1          | ---      | 1           |
|                    | Tools                 | ---     | 1          | 2        | 3           |
|                    | Total                 | 0       | 2          | 2        | 4           |
| Undetermined/Other | Cast Metal            | ---     | 1          | 1        | 2           |
|                    | Charcoal              | 1       | 1          | ---      | 2           |
|                    | Concretion/Clay Dog   | ---     | 1          | ---      | 1           |
|                    | Cuprous               | ---     | 4          | ---      | 4           |
|                    | Ferrous               | ---     | 4          | ---      | 4           |
|                    | Plastic               | 10      | ---        | ---      | 10          |
|                    | Unmodified Rock/Stone | ---     | 3          | ---      | 3           |
|                    | Total                 | 11      | 14         | 1        | 26          |
| Grand Total (%)    |                       | 128 (7) | 1,587 (91) | 29 (2)   | 1,744 (100) |



## Features

Two features encountered at the Presbyterian Parsonage Site may be related to nineteenth century activities on the parcel. Feature 1 is a thin lens of coal, coal slag, and ash deposit in Unit 2. Similar deposits were found nearby in Unit 8 excavated at the adjacent A. Briggs and Co. MDS 13A/B Site. During the mid-nineteenth century, A. Briggs and Company owned, and possibly leased, this portion of their lands (the parcels abutting Main Street overlooking Mill Street) south of the Presbyterian Church. The coal/ash slag deposit is located closest to MDS E (identified on the 1902 Sanborn insurance map as a “horse shed”) and MDS 12 (a pre-1889 outbuilding), and thus may not be related to the Parsonage.

Feature 2 consists of a pair of cast iron water drainage pipes found near the bottom of Unit 2, more than 80 centimeters (31.5 inches) below the modern ground surface. This feature appears to be the only archaeological evidence directly associated with MDS C, though they were identified near the westernmost end of the site (near MDS E, the horse shed). The pipes most likely continue to the west, with an outfall on the west-facing slope overlooking Mill Street. No other intact remnants of MDS C were encountered, nor were any expected in this highly-disturbed area.

## Integrity and Research Potential

No direct evidence of the Presbyterian Parsonage (MDS C) was encountered during the surface inspection or subsurface testing. A large portion of the building’s former footprint is now beneath a paved parking lot, and the remaining area consists of disturbed soils characterized by banded cut and graded fill. A pair of cast iron water drain pipes was found deeply buried behind the location of MDS C and the adjacent MDS 13B (A. Briggs and Co. MDS 13A/B Site) in Unit 2. It appears that the two drainage pipes may be the only intact features associated with the historic period occupancy of these two adjacent structures.

Based on the results of reconnaissance and site examination subsurface testing, the small unpaved portion of the Parsonage site has witnessed extensive disturbance from twentieth-century construction. Because of the degree to which integrity has been lost due to subsurface disturbance, the Presbyterian Parsonage site has virtually no potential to address research topics regarding nineteenth century activities at the site, or to contribute to our understanding of the development of Schaghticoke. The loss of integrity indicates the site is not eligible for the National Register of Historic Places.



Figure 56. 1954 7.5-minute USGS Schaghticoke, New York quadrangle, showing the location of the A. Briggs and Hart Estate Site.

## The A. Briggs and Hart Estate Site

This site (Figure 56 and Photograph 33) dates prior to 1854, and was part of the extensive A. Briggs and Company textile mill holdings on the north bank of the Hoosic River by at least the 1860s. It includes the site of a substantial nineteenth-century residence fronting Lower Main Street that no longer stands (MDS 14; originally the residence of Amos Briggs [Figures 57 through 61; Photograph 34]), three twentieth-century outbuildings (no longer extant MDSs 15, 16, and 17), and associated archaeological deposits. A building is illustrated in this location on the 1854 Rogerson *Map of Rensselaer County* (Figure 57). It is labeled “A. Briggs” on the 1862 Lake and Beers *Map of Rensselaer County* (not shown) and “Briggs and Hart Est.” on the 1876 Beers *Atlas of Rensselaer County* (Figure 58). The pre-1854 structure (MDS 14) was mentioned in a newspaper article as having been built by Amos Briggs in 1843 (*Troy Times* May 24<sup>th</sup>, 1947: page 14).

As mentioned elsewhere in this report, Amos Briggs and his business partner Richard P. Hart, and later his widow Betsey Amelia Hart, owned major textile mills along the Hoosic River in Schaghticoke, and this partnership comprised the region’s most prominent industrial force for much of the nineteenth century. Historic maps and old photographs show that MDS 14 was a large, handsome residence, two stories in height and four bays across, with unusual stepped parapets in the side gables (Figures 59 and 60; Photograph 34). Amos Briggs died in 1874, leaving the house to his daughter Elizabeth L. Briggs and her husband William

G. Fellows. The Fellows family lived in the house at the time of the 1880 census. After William Fellows' death, the house passed to son George Fellows, who in turn sold the house to Dr. George R. Little prior to 1905 (*Troy Times* May 24<sup>th</sup>, 1947 Page 14).



Photograph 33. Looking west at the A. Briggs and Hart Estate Site. The pre-1854 Amos Briggs residence that once stood here was destroyed by fire in 1965. The site is now a gravel parking lot and the American Legion Post 731 (left, built around 1966).



Figure 57. 1854 Map of Rensselaer County, New York (Rogerson) showing the location of MDS 14, the Amos Briggs house (red arrow).

The milling industry began to wane in the decades following the Civil War, and it is likely that so too did the Briggs family's fortunes. Based on historic maps, census data, and other sources, by around 1905 the house was occupied by Dr. George R. Little and his family, who lived at the site until the 1940s. The main house was purchased by the American Legion in 1947

and was destroyed by fire in 1965. A new Legion hall (standing at #181 Lower Main Street) was built on the site around 1966. The three outbuildings that formerly stood in the backyard (MDSs 15, 16, and 17) are variously identified on maps as a detached garage and barn, and were apparently built between ca. 1911 and the 1930s. Prior to the realignment of Route 40, these outbuildings may have been accessible from Mill Street, now no longer in use.

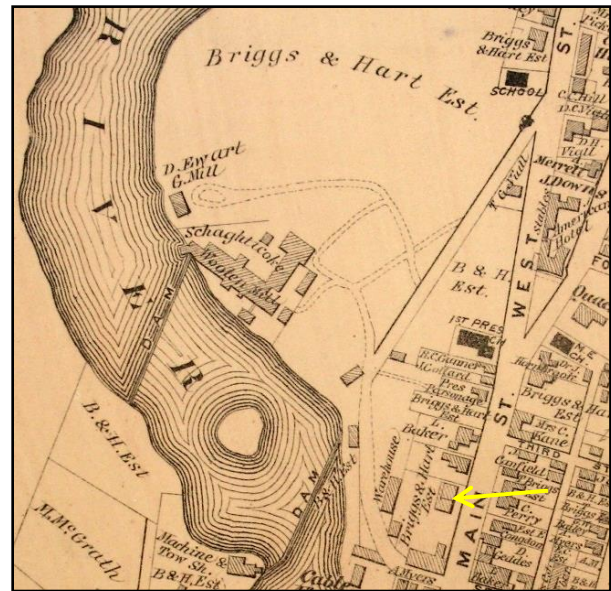


Figure 58. 1876 County Atlas of Rensselaer County (Beers). The yellow arrow points to MDS 14, identified here as the "Briggs and Hart Est."

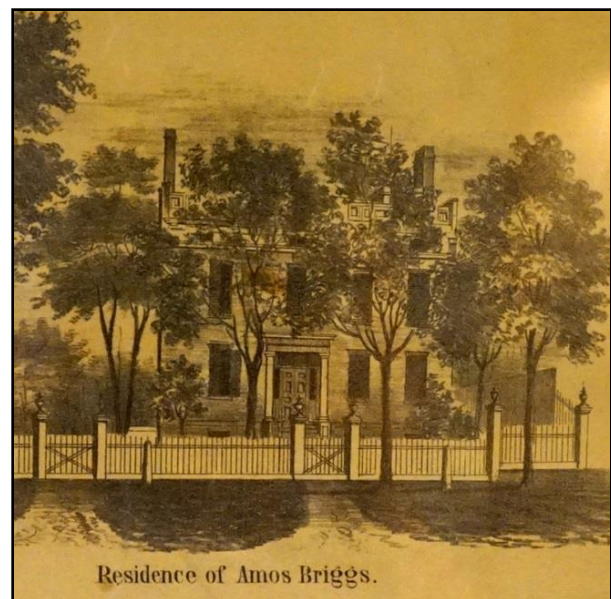


Figure 59. Inset from the 1856 Map of the Town of Schaghticoke (Clark and Newcomb) showing the noteworthy Amos Briggs house (MDS 14).



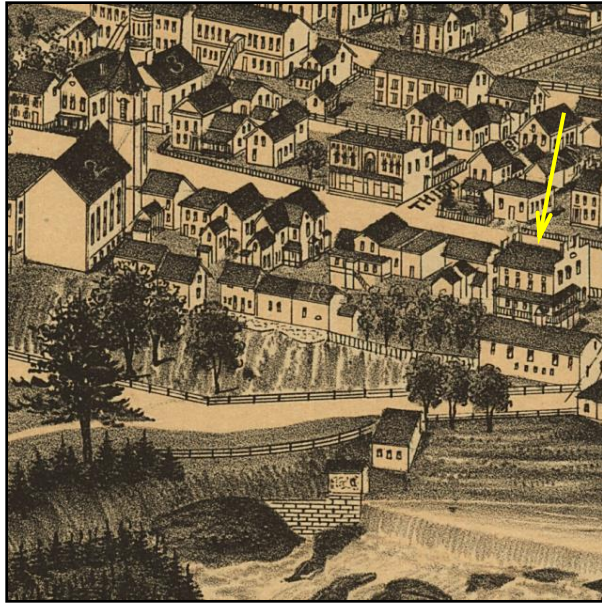
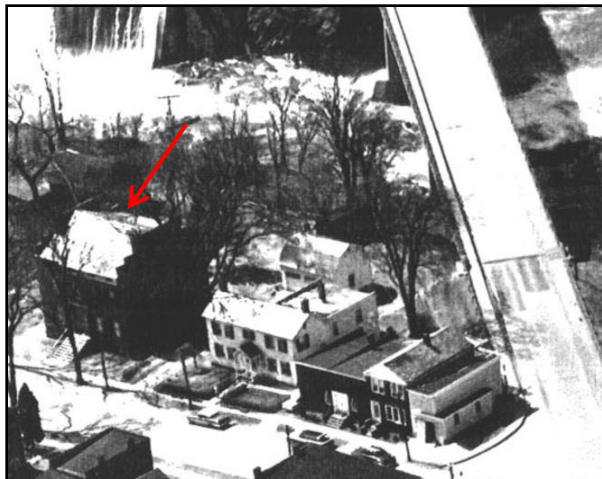


Figure 60. Detail of the 1889 Burleigh bird's eye view illustrating MDS 14 (yellow arrow) as a substantial house.



Photograph 34. Ca. 1960 aerial photograph of Schaghticoke showing MDS 14 (red arrow), the pre-1854 Amos Briggs house destroyed by fire in 1965. Also shown are the Pardon Briggs house (center) and the Baker Block (right).

### Archaeological Testing

The A. Briggs and Hart Estate Site is located on the west side of Lower Main Street north of the intersection with Mill Street (Figure 61). The boundaries of the site mirror those of the nineteenth-century lot held by the Briggs family as depicted on nineteenth-century maps.

This parcel measures approximately 2,803 meters<sup>2</sup> [30,171 feet<sup>2</sup> or 0.69 acres], of which just the northwestern corner lies within the project area. Only

about 140 meters<sup>2</sup> of the project area at the site was testable due to steep slopes and the presence of a large amount of stone fill under the ca. 1940 bridge. Five shovel test pits, seven excavation units (1x1 meter squares), and approximately five meters<sup>2</sup> of trench were dug during the reconnaissance survey and site examination (Figures 61 and 62; Photographs 35 and 36).



Photograph 35. A brownstone window or door lintel (upper right) was uncovered near the surface in Unit 1. It is likely that this architectural element is part of the Amos Briggs House (MDS 14), built in 1843 and destroyed by fire in 1965.

### Site Stratigraphy

Specific data regarding soils in shovel test pits and excavation units, along with a complete artifact inventory for the site, are included in the original report. No evidence of intact nineteenth-century deposits was found in the small portion of the site that lies within the project area. Instead, twentieth-century disturbance was evident in all excavation units, characterized by banded layers of different soil colors and textures with mixed nineteenth- and twentieth-century artifacts. Specifically, Unit 1 (closest to the highway and bridge) contained disturbed layers from the ground surface to the bottom of the excavation square at 160 centimeters (63 inches), likely due to removing the old soil down to bedrock to construct the ca. 1940 concrete bridge abutment and subsequent filling and grading. Units 2, 3, and 4, dug at the shared wall between MDSs 15 and 16, also contained thoroughly disturbed soil levels.

An ashy soil lens found in this location may be related to the 1965 fire that destroyed MDS 14, but modern debris (including plastic and Styrofoam) was found beneath the ash layer as deep as 63 centimeters (25 inches) below the ground surface.

The removal of MDSs 15, 16, and 17 undoubtedly resulted in some ground disturbance, but



their initial construction during the first half of the twentieth century (MDS 15 ca. 1911, MDS 16 ca. 1929, and MDS 17 during the 1930s) also would have impacted any nineteenth-century deposits that may have been present. More recent construction activities (after 1964) associated with the American Legion Hall,

including construction of the nearby extant outbuilding and cutting, filling, and grading for the parking lot, also resulted in disturbance to the site. Testing was not conducted under the bridge as it was completely disturbed by ca. 1940 construction.



Figure 61. Map of the archaeological testing at the A. Briggs and Hart Estate Site.

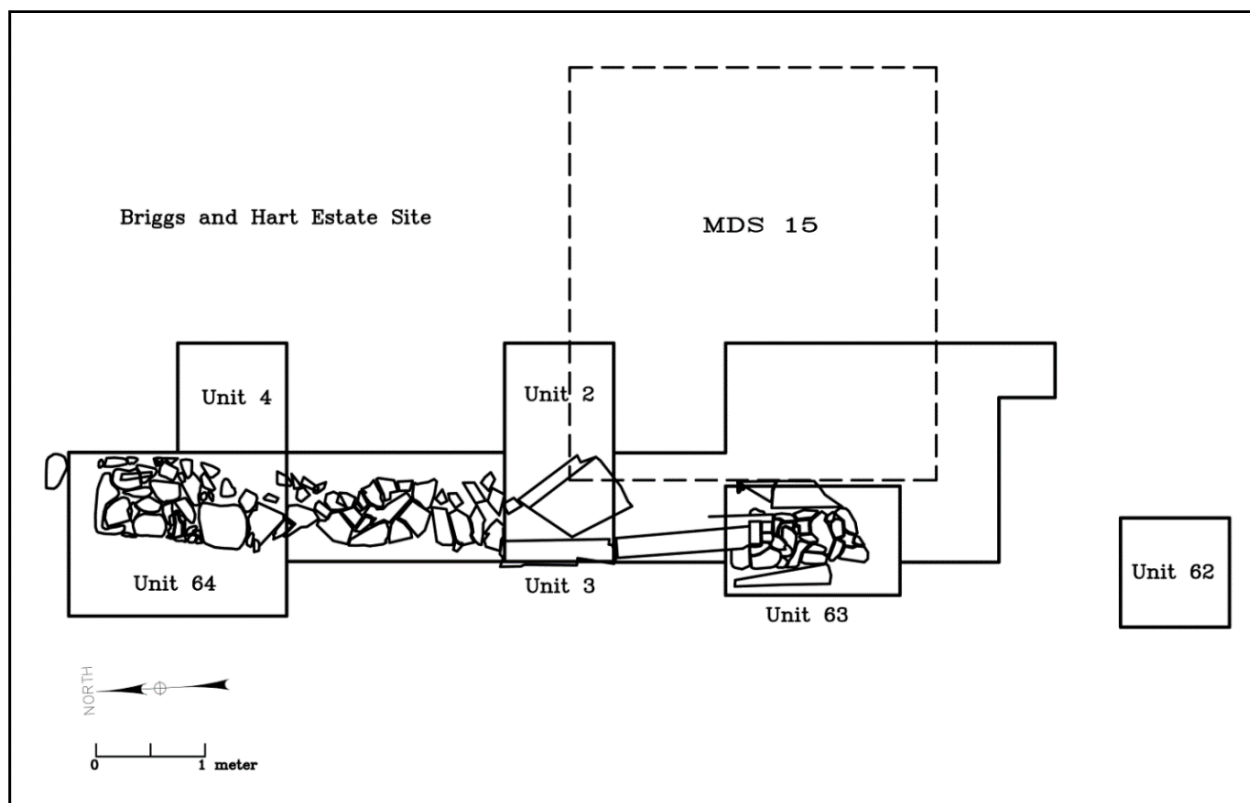


Figure 62. Plan view of portion of excavations at the A. Briggs and Hart Estate Site, conducted near a large stone wall built on the top of a steep slope along the western edge of the property. Note that the stone retaining wall not only marked the western property boundary of the parcel, but also supported the eastern portion of a ca. 1929 outbuilding (MDS 16). Based on early maps, MDS 15 (built around 1911) and MDS 16 may have also shared the foundation wall exposed by units and trenching.



Photograph 36. Looking east at excavation near ca. 1911 through 1940 MDSs 15, 16, and 17. Note that Units 2 and 3 (center, perpendicular to long axis) exposed a portion of the damaged north side of the poured concrete foundation for MDS 15.

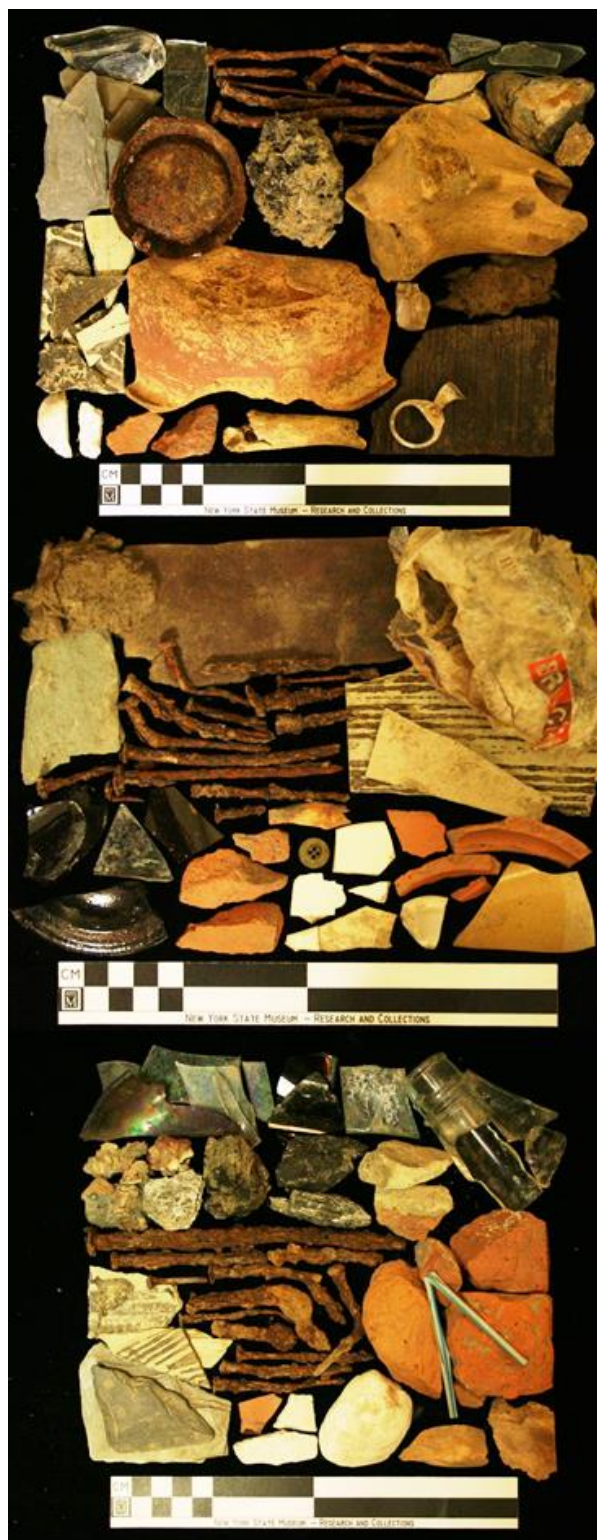


## Artifacts

No prehistoric artifacts were found at the A. Briggs and Hart Estate Site. Artifacts are summarized in Table 8 and representative materials can be seen in Photographs 37 through 41 below. Five shovel test pits and three excavation units (all adjacent to the stone retaining wall/foundation feature (see description below) were dug during the reconnaissance survey, while another four 1x1 meter units were excavated for the site examination. All five shovel tests yielded mid-nineteenth through mid-twentieth century artifacts, a total of 753 pieces. Units 62, 63, and 64 adjacent to the stone wall contained 418 artifacts, and an additional 3,978 artifacts was found in the four 1x1 meter units dug for the site examination, bringing the total count to 5,149. Note that the number of artifacts recovered from the reconnaissance survey units (62, 63, and 64) was approximately 1/10th the number (418 versus 3,978) found in the three site examination units (2, 3, and 4) excavated along the stone and concrete feature. This discrepancy is best explained by the fact that the reconnaissance units essentially tested on top, and along the outside face, of the stone wall to expose more of this feature. The site examination units were placed on top, and to the east, of the stone wall exposing layers of artifact deposits adjacent to the former walls of the map documented outbuildings.

Approximately half of the artifact assemblage from the site is comprised of architectural debris, including wrought, machine cut, and wire nails, other hardware, and fragments of slate roofing, window glass, brick, mortar, architectural ceramics, and miscellaneous interior finishes such as linoleum. These materials date from the first half of the nineteenth century through the first half of the twentieth century, with most diagnostic pieces from the period when the outbuildings (MDSs 15, 16, and 17) were constructed, ca. 1911 to the late 1930s.

The remaining portion of the finds is dominated by household refuse, consisting of cinder, charcoal, coal, slag, lamp glass, tools, bottle glass (clear, green, olive, brown, aqua), table glass, ceramics for food preparation, serving, and storage (mostly ironstone and whiteware, with decreasing amounts of pearlware, redware, creamware, stoneware, porcelain, and yellowware), food remains (animal bone, shell), and personal items (clothing fragments, buttons, kaolin smoking pipe fragments, and a coin). The architectural items and household trash are typical for a middle class domestic site dating from pre-1854 through the mid-twentieth century.



Photograph 37 a-c. Artifacts recovered from the first three levels of Unit 4 at the A. Briggs and Hart Estate Site including a mixture of historic-period artifacts and modern trash (ca. 1940+). Levels 1 (top), 2 (middle), and 3 (bottom).





Photograph 38. Artifacts recovered from Unit 4 Level 4 at the A. Briggs and Hart Estate Site. Levels above this contained modern trash (See photograph 37 above).



Photograph 40. Artifacts recovered from Unit 4 Level 6 at the A. Briggs and Hart Estate Site.



Photograph 39. Artifacts recovered from Unit 4 Level 5 at the A. Briggs and Hart Estate Site.



Photograph 41. Artifacts recovered from Unit 4 Level 7 at the A. Briggs and Hart Estate Site.

Table 8. Summary of Artifacts Recovered from the A. Briggs and Hart Estate Site by Function and Unit.

| Function            | Artifact Type        | Unit 1        | Unit 2     | Unit 2/3      | Unit 3    | Unit 4        | Total       |
|---------------------|----------------------|---------------|------------|---------------|-----------|---------------|-------------|
| Architectural       | Electrical Insulator | ---           | ---        | ---           | ---       | 2             | 2           |
|                     | Brick                | 93            | 10         | 42            | 4         | 68            | 217         |
|                     | Mortar               | 11            | ---        | 11            | 3         | 10            | 35          |
|                     | Hardware             | 270           | 111        | 175           | 19        | 682           | 1,257       |
|                     | Slate Roofing        | 27            | 3          | 10            | ---       | 25            | 653         |
|                     | Glass                | 81            | 51         | 57            | 5         | 99            | 293         |
|                     | Asbestos             | 1             | ---        | ---           | ---       | ---           | 1           |
|                     | Asphalt              | 4             | ---        | ---           | ---       | 4             | 8           |
|                     | Cement               | 1             | ---        | 10            | ---       | ---           | 11          |
|                     | Linoleum             | 19            | ---        | ---           | 1         | ---           | 20          |
|                     | Tar Paper            | 2             | ---        | ---           | ---       | ---           | 2           |
|                     | Total                | 509           | 175        | 305           | 32        | 890           | 1,911       |
| Domestic            | Ceramic              | 113           | 12         | 241           | 1         | 151           | 518         |
|                     | Glass                | 207           | 35         | 17            | 7         | 41            | 307         |
|                     | Food                 | 71            | 7          | 349           | 7         | 172           | 606         |
|                     | Fuel                 | 154           | 27         | 71            | 9         | 91            | 352         |
|                     | Automotive           | 1             | ---        | ---           | ---       | ---           | 1           |
|                     | Batteries            | 1             | ---        | ---           | ---       | ---           | 1           |
|                     | Cans                 | 49            | 2          | ---           | ---       | 5             | 56          |
|                     | Cap/Lid              | 5             | 2          | ---           | 1         | ---           | 8           |
|                     | Metal Other          | 2             | ---        | ---           | ---       | ---           | 2           |
|                     | Pens/Pencils         | 1             | ---        | ---           | ---       | ---           | 1           |
|                     | Paper                | 5             | ---        | ---           | ---       | ---           | 5           |
|                     | Aluminum Foil        | 4             | ---        | ---           | ---       | 2             | 6           |
|                     | Total                | 613           | 85         | 678           | 25        | 462           | 1,863       |
| Personal            | Clothing Related     | ---           | ---        | ---           | ---       | 2             | 2           |
|                     | Coin                 | 1             | ---        | ---           | ---       | ---           | 1           |
|                     | Bone Button          | ---           | ---        | 1             | ---       | 1             | 2           |
|                     | Glass Button         | ---           | ---        | 1             | ---       | 0             | 1           |
|                     | Kaolin Pipe          | ---           | ---        | 5             | ---       | 3             | 8           |
|                     | Total                | 1             | ---        | 7             | ---       | 6             | 14          |
| Work Activity       | Blacksmithing        | 1             | ---        | ---           | 1         | ---           | 2           |
| Horse/Ox/Mule       | Equipment            | ---           | ---        | 6             | ---       | ---           | 6           |
|                     | Locomotive           | 1             | ---        | ---           | ---       | ---           | 1           |
|                     | Pail/Bucket          | 4             | ---        | 1             | ---       | ---           | 5           |
|                     | Tools                | ---           | ---        | ---           | ---       | 1             | 1           |
|                     | Total                | 6             | ---        | 7             | 1         | 1             | 15          |
| Botanical           | Charcoal             | ---           | ---        | 3             | ---       | 14            | 17          |
|                     | Wood                 | 7             | 1          | 1             | ---       | 1             | 10          |
|                     | Total                | 7             | 1          | 4             | 0         | 15            | 27          |
| Unidentified/ Other | Fabric               | ---           | ---        | ---           | ---       | 2             | 2           |
|                     | Plastic/Rubber       | 20            | 27         | ---           | 5         | 3             | 55          |
|                     | Unidentified         | 34            | 6          | ---           | ---       | 42            | 82          |
|                     | Cuprous              | 2             | ---        | 1             | ---       | ---           | 3           |
|                     | Ferrous              | 3             | ---        | 2             | 1         | ---           | 6           |
|                     | Total                | 59            | 33         | 3             | 6         | 47            | 148         |
| Grand Total (%)     |                      | 1,195 (30.04) | 294 (7.39) | 1,004 (25.24) | 64 (1.61) | 1,421 (35.72) | 3,978 (100) |

## Features

One architectural feature was encountered during subsurface testing of the A. Briggs and Hart Estate Site, the stone and concrete retaining wall/outbuilding foundation wall exposed in Units 2, 3, 4, 63, 64, and a trench between that links them (Figures 61 and 62; Photograph 36 above). The feature measures approximately 7 meters (23 feet) long (north-south), with a wall thickness of roughly one meter (3.28 feet). It appears that the stone wall originally may have served as a retaining wall near the steep western boundary of the lot, but then was subsequently used as part of the shared foundation for the west wall of MDS 15 (ca. 1911) and the east wall of MDS 16 (ca. 1929, soon after replaced by larger MDS 17 [late-1930s] encompassing the footprint of MDS 16). The southern half of the stone foundation wall is capped with concrete, probably to level this area for the poured slab foundation of MDS 15. Two of these outbuildings (MDSs 16 and 17) were removed around the time of the ca. 1940 realignment of Route 40, while MDS 15 appears to have been removed after 1952 (possibly at the time of the 1965 fire that destroyed the house [MDS 14]).

## Integrity and Research Potential

Most of the 5,149 artifacts recovered from the A. Briggs and Hart Estate Site were found adjacent to the concrete and stone shared foundation wall between MDSs 15 and 16, early-twentieth century outbuildings that formerly stood in the northwest corner of the parcel. Based on boundaries illustrated on early maps, most the historic lot (approximately 2,803 meters<sup>2</sup> [30,171.24 feet<sup>2</sup> or 0.69 acre]) is beyond the current limits of the project area. Only the northwestern corner of the parcel lies within the project area, and of this portion, roughly 140 meters<sup>2</sup> are conducive to archaeological testing, while the remaining portion is comprised of very steep slopes and thoroughly disturbed soils.

Evidence of subsurface disturbance was encountered throughout the tested portion of the site. Despite this disturbance, the small portion of the site at the far eastern edge of the project area does appear to retain some integrity, as indicated by the intact stone and concrete retaining wall/foundation feature, a remnant wall of MDSs 15 and 16 (Figures 61 and 62; Photograph 36 above). However, this small area appears to have minimal further research potential. Although the parcel was owned by two important local industrialists for much of the nineteenth century, unlike other historic period deposits found nearby that can potentially address questions regarding the lives of generations of textile mill workers, the aspect of the site with integrity—the stone and concrete foundation wall—dates to the post-mill era when the house was occupied by Dr. Little and his family (the first half of the twentieth century).

Artifacts dating to the nineteenth century were found in chronologically mixed contexts, and thus have limited research potential and significance.

## Commercial/Domestic Sites



Figure 63. 1954 7.5-minute USGS Schaghticoke, New York quadrangle, showing the location of the Baker Block Site.

## The Baker Block Site

This property includes an extant heavily altered mixed-use commercial/residential building dating before 1854 (#173-175 Lower Main Street), two outbuildings that are no longer standing (MDS 11, built around 1880 and removed between 1897-1911, and subsequent MDS 18, built ca. 1930 and removed around 1940, at which time it was identified on highway as-built maps as a barn), and associated archaeological deposits (Figure 63; Photographs 42 and 43). Historic maps and other documents indicate that the building served a variety of commercial and residential functions from the mid-nineteenth century on (Figures 64 through 66), from a doctor's office until most recently a funeral home.

During the mid- through late-nineteenth century, the main building functioned as both a doctor's office (Dr. Ezekiel Baker) and a residence. In 1884, the building housed a clothing shop, an office, and a telephone office. By 1891, the structure had been enlarged, and included a barber shop at the southern end. The barber shop was vacant by 1897, at which time the building housed the clothing shop, an office, and a dwelling.

In 1902, the Baker Block contained the Post Office, a clothing shop, a dwelling, and two offices. By 1911, the Post Office remained, an electrical supply store



was added, the dwelling was vacant, and there was a single office. Frank T. Harrison and his wife Lucy moved into the neighboring MDS 13B residence immediately to the north. The Harrisons began to operate a funeral home within the Baker Block beginning in 1922 and continued their business up until the early 1940s, though the building is used as a funeral home to this day. A portion of the extant building was removed around 1940 in advance of bridge construction (Figure 67).



Photograph 42. Looking northwest at #173-175 Lower Main Street on the Baker Block Site, now the Chase-Smith Funeral Home.



Photograph 43. Looking northeast at the rear yards of #177 Lower Main Street (P. Briggs Site foreground, right) and #173-175 Lower Main Street (Baker Block Site, background, left) along Route 40 at the northern end of the bridge.

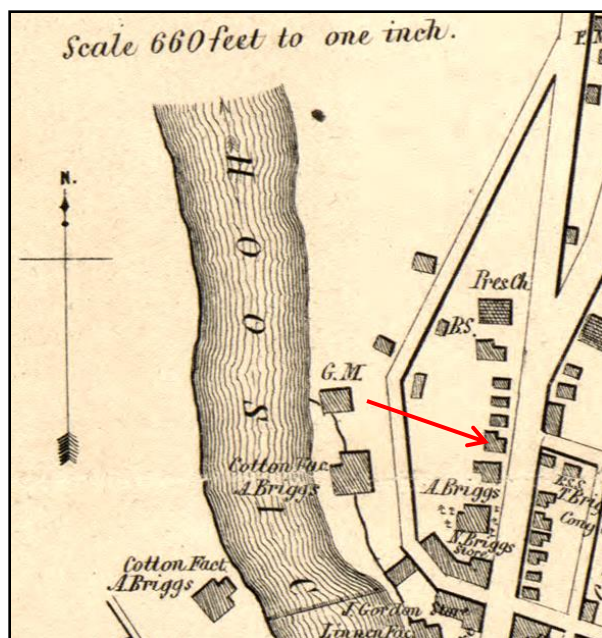


Figure 64. 1854 Map of Rensselaer County, New York (Rogerson) showing the location of the Baker Block.



Figure 65. 1862 Map of Rensselaer County, New York (Lake and Beers) showing the location of the Baker Block.

The nineteenth-century outbuilding behind the Baker Block, MDS 11, was associated with the Camfield & Scougall wagon shop, which had its main facility on Third Street (Figure 66). It appears that MDS 11 was used for a time as a blacksmith shop, and a few metal scraps found at the site may be traces of smithy activity here. In 1905, J. Camfield sold the business to Delbert Seymour, and the MDS was no longer standing by 1911.

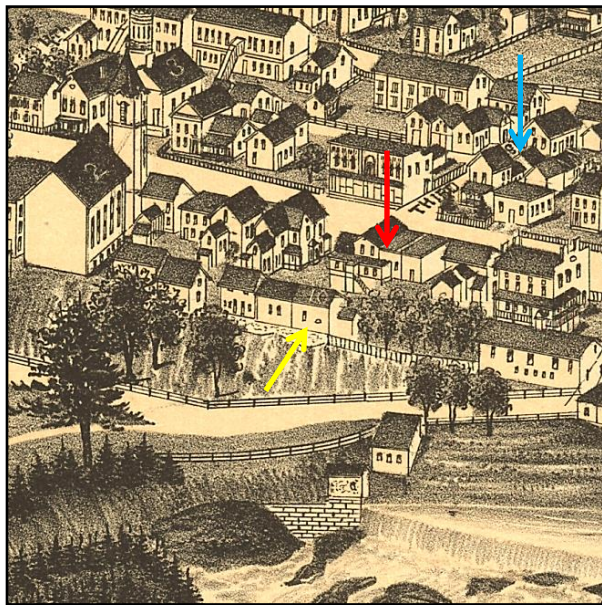


Figure 66. Detail of the 1889 Burleigh bird's eye view showing the location of the Baker Block (red arrow). The structure labeled "10" (MDS 11; yellow arrow), a small blacksmith shop behind the Baker Block, was an annex to the larger Camfield & Scougall wagon shop operations along the entire south side of Third Street (blue arrow).

### Archaeological Testing

The Baker Block Site is located at the intersection of Route 40 and Lower Main Street, extending from opposite 3rd Street to the west side of Route 40. The site, originally identified during the 2009 reconnaissance survey, was named for the first known occupant, Dr. Ezekiel Baker, as shown on the 1862 Lake and Beers *Map of Rensselaer County* (Figure 65). Due to changes in size and shape of the project limit as defined by NYSDOT, as well as more intensive historical research conducted as part of this site

examination, the Baker Block Site boundaries were re-defined to match the historic lot lines as illustrated on nineteenth- and twentieth-century maps. The historic size of the lot is approximately 48 meters (157 feet) east-west by 21.4 meters north-south (70 feet), or roughly 1,025 meters<sup>2</sup> (11,033 feet<sup>2</sup> or 0.25 acres). Approximately 622 meters<sup>2</sup> (6,695.15 feet<sup>2</sup> or 0.15 acres) of the historic tract lie within the project area, and of this portion, only about 310 meters<sup>2</sup> (3,336.81 feet<sup>2</sup> or 0.08 acres) is conducive to archaeological investigations, as the ca. 1940 bridge carrying Route 40 over the Hoosic River roughly bisects the site. Eight shovel test pits and four larger units (1 x 1 meter squares) were excavated during the reconnaissance survey and site examination of the Baker Block Site (Figure 68).

### Site Stratigraphy

Specific data regarding soils in shovel test pits and excavation units, along with a complete artifact inventory for the site, are given in the original report. Soil profiles suggest that much of the site has witnessed significant disturbance (Photograph 44). Specifically, soils in the central third of the site are thoroughly disturbed, resulting from construction of the northern concrete abutment of the bridge and associated road construction. This disturbance is evident as banded layers of different soil colors and textures over what appears to be an intact stratum. Soil characteristics (color, texture) can be used to identify the disturbed strata, but the presence of mid-twentieth century artifacts mixed with earlier material confirms the depth of disturbance.

In general, the depth of artifacts, and the thickness of disturbed fill overlying them, is greatest near the berm associated with Route 40, becoming less deeply buried with a thinner layer of fill on top towards the slope at the western boundary of the parcel, in the vicinity of former outbuildings MDSs 18 and 11. MDS 18, which replaced MDS 11, was a barn that was built perpendicular to the earlier structure. The concrete foundation that once supported MDS 18 was constructed along an intrusive trench dug into the earlier deposits. The intact stratum below MDS 18 is characterized by an artifact-bearing layer of very dark grayish brown silty sand over the dark yellowish brown sandy subsoil with infrequent artifacts.





Photograph 44. East wall profile of Units 3 and 4 at the Baker Block Site showing the ca. 1940 concrete wall encountered in Unit 3. A concrete foundation wall (Photograph 44 above), is associated with an outbuilding (MDS 18) that once stood behind the extant Baker Block structure (#173-175 Main Street). MDS 18 does not appear on the 1938 Sanborn Insurance map but is shown on the 1940 NYSDOT As-built map, below.

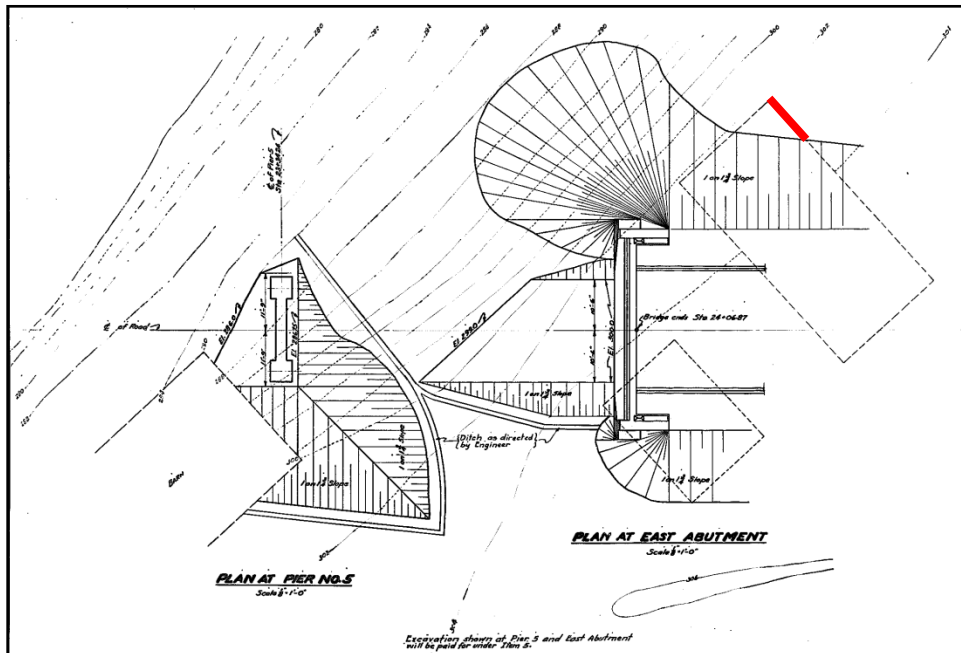


Figure 67. 1940 NYSDOT As-built map showing the extent of fill used to create the berm at the north end of the bridge built to carry Route 40 over the Hoosic River. The red line marks the section of the northern wall of MDS 18 encountered in Unit 3 at the Baker Block Site.



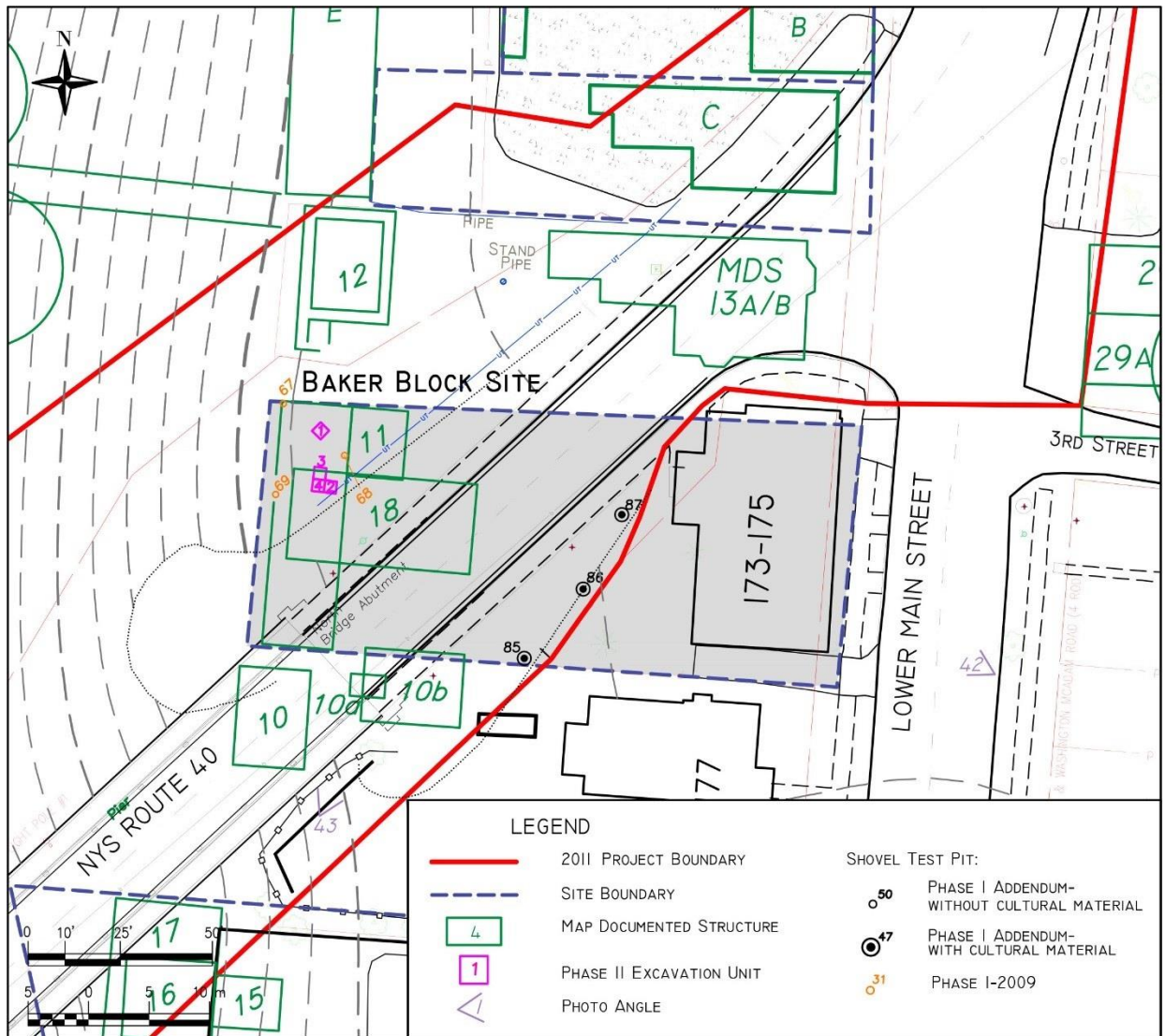


Figure 68. Map of the archaeological testing conducted at the Baker Block Site.

## Artifacts

All eight shovel tests yielded mid-nineteenth through mid-twentieth century artifacts, a total of 596 pieces, while an additional 1,847 artifacts were found in the four 1x1 meter units dug for the site examination, bringing the total count to 2,443. Most of mid-nineteenth century artifacts found at the Baker Block Site were excavated from a sheet midden feature in what was the backyard of the main structure.

Artifacts are summarized in Table 9 and representative materials can be seen in Photographs 45 and 46, below. Roughly half (n=912) of the artifact assemblage (n=1,847) from the site examination units at the Baker Block Site is comprised of architectural debris, including wrought, machine cut, and wire nails, other hardware, and fragments of slate roofing, window glass, brick, and mortar dating from the first half of the nineteenth century through the first half of the twentieth century, with most diagnostic pieces from the period when the outbuildings (MDSs 11 and 18) were constructed, sometime between the 1880s and 1940.



Photograph 45. Artifacts recovered from Unit 4 Level 4 at the Baker Block Site.



Photograph 46. Additional artifacts recovered from Unit 4 Level 4 at the Baker Block Site.

The remaining portion of the finds is dominated by household refuse, consisting of cinder, charcoal, coal, slag, lamp glass, tools, bottle glass (clear, green, olive, brown, amber, and aqua), table glass, ceramics for food preparation, serving, and storage (dominated by ironstone/whiteware, with decreasing amounts of pearlware, creamware, redware, porcelain, yellowware, and stoneware), food remains (animal bone, shell), and personal items (clothing fragments, buttons, kaolin smoking pipe fragments, and a doll part).

While the bulk of the assemblage is suggestive of domestic activities associated with the families who lived at the Baker Block, a few artifacts are clearly associated with businesses that occupied the main building on the site. For example, a coffin handle was found near the concrete foundation wall of outbuilding MDS 18.

As mentioned above, Frank and Lucy Harrison operated a funeral home from within the Baker Block prior to 1940. The casket piece was likely discarded from the Harrisons' business, and does not mark a burial here. A jackknife, whetstone, and metal scraps from blacksmithing found at the site also speak to small-scale manufacturing at the Baker Block during the nineteenth century.

Table 9. Summary of Artifacts Recovered from the Baker Block Site by Function and Unit.

| Function           | Artifact Type           | Unit 1   | Unit 2   | Unit 3   | Unit 4   | Total       |
|--------------------|-------------------------|----------|----------|----------|----------|-------------|
| Architectural      | Architectural Ceramic   | ---      | ---      | ---      | 2        | 2           |
|                    | Brick                   | 30       | 69       | 3        | 9        | 111         |
|                    | Flat Glass              | 79       | 9        | 31       | 97       | 216         |
|                    | Hardware                | 181      | 49       | 121      | 199      | 550         |
|                    | Mortar/Plaster          | 21       | 3        | 2        | 4        | 30          |
|                    | Slate Roofing           | ---      | ---      | 1        | 2        | 3           |
|                    | Total                   | 311      | 130      | 158      | 313      | 912         |
| Domestic           | Batteries               | ---      | ---      | ---      | 1        | 1           |
|                    | Cans                    | 21       | 4        | ---      | ---      | 25          |
|                    | Ceramic                 | 193      | 15       | 62       | 138      | 408         |
|                    | Cookware                | ---      | ---      | ---      | 1        | 1           |
|                    | Food                    | 64       | 4        | 34       | 96       | 198         |
|                    | Fuel                    | 24       | 9        | 15       | 32       | 80          |
|                    | Glass                   | 64       | 18       | 24       | 60       | 166         |
|                    | Lighting                | 1        | ---      | ---      | ---      | 1           |
|                    | Total                   | 367      | 50       | 135      | 328      | 880         |
| Personal           | Bone Button             | ---      | ---      | ---      | 1        | 1           |
|                    | Clay Marble             | ---      | ---      | ---      | 1        | 1           |
|                    | Clay Pigeon             | ---      | ---      | 1        | ---      | 1           |
|                    | Clothing Related        | 3        | ---      | ---      | ---      | 3           |
|                    | Dolls                   | 1        | ---      | ---      | ---      | 1           |
|                    | Kaolin Pipe             | 5        | ---      | 2        | ---      | 7           |
|                    | Total                   | 9        | 0        | 3        | 2        | 14          |
| Arms/Military      | Guns/Bullets            | 1        | ---      | ---      | ---      | 1           |
| Work Activity      | Blacksmithing           | ---      | ---      | 1        | 1        | 2           |
|                    | Horse/Ox/Mule Equipment | 1        | ---      | ---      | ---      | 1           |
|                    | Tools                   | 2        | ---      | ---      | 1        | 3           |
|                    | Total                   | 3        | 0        | 1        | 2        | 6           |
| Funerary           | Casket handle           | ---      | ---      | 3        | ---      | 3           |
| Botanical          | Other Botanical         | 2        | ---      | ---      | ---      | 2           |
|                    | Seed                    | ---      | ---      | 3        | ---      | 3           |
|                    | Wood                    | ---      | 1        | 9        | ---      | 10          |
|                    | Total                   | 2        | 1        | 12       | 0        | 15          |
| Unidentified/Other | Aluminum Foil           | 1        | ---      | ---      | ---      | 1           |
|                    | Cuprous                 | ---      | ---      | ---      | 1        | 1           |
|                    | Ferrous                 | 1        | 1        | 1        | 4        | 7           |
|                    | Paper                   | ---      | 1        | ---      | ---      | 1           |
|                    | Plastic                 | ---      | 3        | ---      | ---      | 3           |
|                    | Unmodified Rock/Stone   | ---      | 3        | ---      | ---      | 3           |
|                    | Total                   | 2        | 8        | 1        | 5        | 16          |
| Grand Total (%)    |                         | 695 (38) | 189 (10) | 313 (17) | 650 (35) | 1,847 (100) |



## Features

Two subsurface features dating to the nineteenth and early-twentieth centuries were encountered during field work at the Baker Block Site: part of the poured concrete foundation wall of outbuilding MDS 18 (a barn) exposed in Units 3 and 4, and a sheet midden deposit in the rear yard of #173-175 Lower Main Street. An older structure on the site associated with the Camfield & Scougall wagon manufacturing business, MDS 11, was removed at some point between 1897 and 1911. No architectural evidence of this earlier outbuilding, used for a time as a blacksmith shop, was found.

The sheet midden is comprised of homogeneous strong brown silty sand directly below a thick layer of banded (disturbed) fill and above the undisturbed subsoil. It contains mostly mid-nineteenth century artifacts associated with the backyard of the main building, and its contents (primarily household refuse) reflect daily life at the Baker Block.

The concrete foundation wall of MDS 18 likely dates to the second quarter of the twentieth century (Photograph 44 and Figure 67 above). The portion of the wall exposed during field testing is relatively intact, and it has been capped by fill associated with the bridge and road construction. A trench dug for the concrete foundation was intrusive into soils containing nineteenth-century materials.

## Integrity and Research Potential

Based on the results of the shovel test pits and especially the excavation units, it appears that a sizeable part of the Baker Block archaeological site has lost integrity, mostly due to road and bridge construction but also due to building removal (MDSs 11 and 18), and installation of below-ground utilities among other factors. Despite this loss of integrity across a broad area of the site, a section of the parcel around the footprint of MDS 18, near the western edge of the project area limits, appears to have witnessed less disturbance, as suggested by the presence of intact features (including a poured concrete foundation wall and a deeply buried sheet midden) and soil stratigraphy. The western part of the Baker Block site likely has some potential to address research topics regarding nineteenth through early-twentieth century activities on the property. These activities contributed to the economic development of Schaghticoke's main street, where diverse businesses served a village population largely engaged in the textile milling industry.



Figure 69. 1954 7.5-minute USGS *Schaghticoke*, New York quadrangle, showing the location of the Briggs Company Store Site.

## The Briggs Company Store Site

This is a commercial property that fronted Lower Main Street in the northwest corner of the Mill and Second Street intersection (Figure 69 and Photograph 47), now an abandoned lot surrounded by a chain link fence. A thick stand of scrub vegetation encloses the lot on all sides. The site is situated at an elevation of approximately 91 m, level with the main portion of the village. First developed during the early-nineteenth century, the company store, identified as MDS 19, was built as early as the 1850s. Residential structures MDS 14 and #177 Lower Main Street were built just north of the site between Second and Third Streets, and a business (#173-175 Lower Main Street) was located at the upper portion of the block.



Photograph 47. View northwest showing the site area at the intersection of Mill and Lower Main Streets.

## Historic Context

The Briggs Company Store Site was first occupied during the first half of the nineteenth century. By the mid-nineteenth century, this portion of the village was well developed, consisting of a mix of residential and commercial buildings such as taverns, shops, offices and factory buildings. The 1854 Rogerson *Map of Rensselaer County, New York* indicates that A. Briggs, a successful businessman associated with the Hart family, owned MDS 19. Briggs and Hart operated a business enterprise together as far back as the 1820s managing numerous cotton and woolen mills along the banks of the Hoosic River.

The store (MDS 19), along with many other businesses and dwellings in the village, were also associated with the Briggs and Hart Estate. An insurance map surveyed in 1839 indicates that the site was vacant at that time. By the 1840s the headquarters and private residences of the Briggs and Hart Estate occupied a building (MDS 14) to the north of the site between Second and Third Streets. In 1854, the store was operated by Stratton and Briggs, in 1856 by Charles Baker and Briggs (Figure 70), by A. Briggs in 1862, and in 1876, the store was operated by agents of the A. Briggs and Hart Estate and Company. By the twentieth century, the store was privately owned. In 1965, MDS 14 to the north was removed and the property was later developed as a VFW Post (#173 Lower Main Street). The store remained until the late-twentieth century.

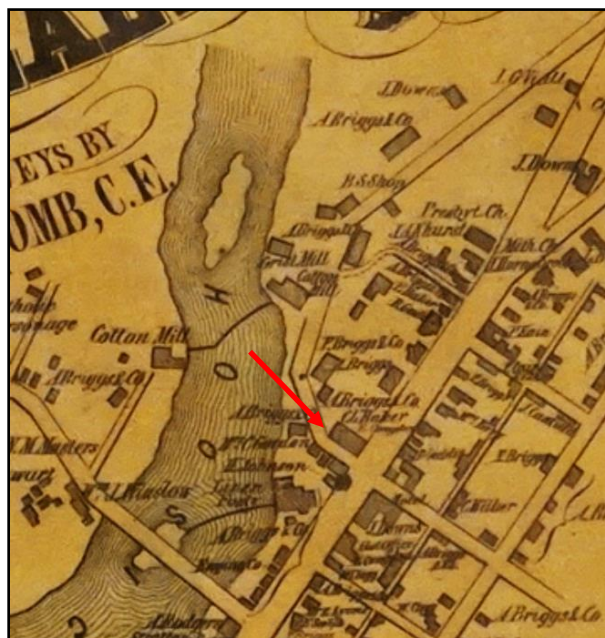


Figure 70. Detail of the 1856 *Map of the Town of Schaghticoke, Rensselaer Co., N.Y.* depicting the A. Briggs and Charles Baker Store (Clark and Newcomb).

The location of the company store at the corner of Mill and Lower Main Streets placed it in the direct route of the workers who routinely passed by on their way to and from work in the mills and factories along Mill Street. A typical company store provided goods to mill workers through a system of exchange or a charge to their account.

Historic mapping has indicated that MDS 19 was a single rectangular building measuring approximately 85 feet long by 26 feet wide but was divided into two sections. The front, or eastern section of the building, served as a hardware store, and the rear portion, functioned first as a dwelling and later as a storage building as depicted on the 1911 and 1938 Sanborn Maps (Figures 71 and 72). The rear portion of the building was a residence internally divided into several smaller units that housed mill workers and possibly the store clerk and his family. For a short time at the turn of the century, the rear portion of the building was used as a storeroom, though its function as a housing unit continued through the 1920s when the building was independently owned and operated by Jacob Vail. Prior to this time, the building was a hardware store that also sold gasoline (Photograph 48 below).

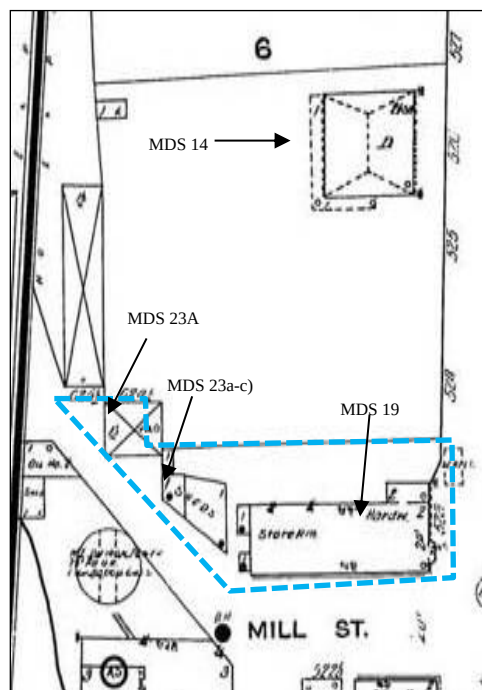


Figure 71. The 1911 Sanborn Insurance Map depicting the site area (blue line) and the location of MDS 19 labeled "Hardware."

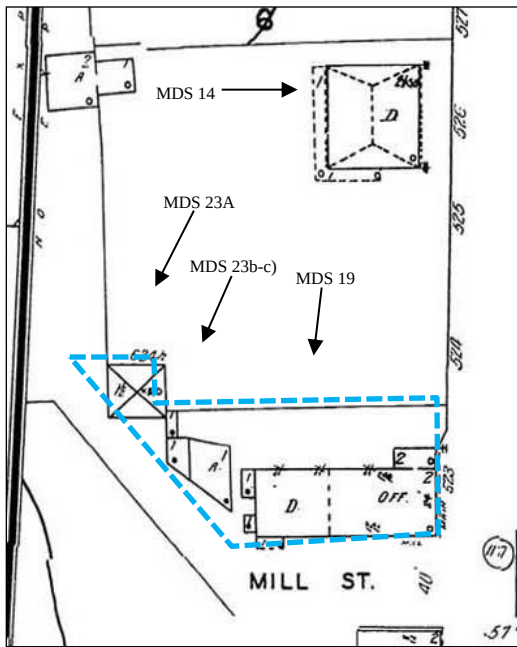


Figure 72. The 1938 Sanborn Insurance Map depicting the site area (blue line) and the location of MDS 19, then a dwelling and office.

Several outbuildings (MDSs 23a and 23b/23c) were located behind the store along Mill Street, approximately 35 meters west of the corner of Lower Main and Second Streets. These buildings were situated at the bend in Mill Street on maps dating from 1876 to 1938. Given the outbuildings' unique shape and orientation, it is possible that access was gained from Mill Street allowing horse carts direct access for unloading goods.

Sometime in the 1920s or 1930s, the woolen industry in Schaghticoke ceased operation and the section of Mill Street west of #189 Lower Main Street was no longer used. As depicted on the figure above, the store was no longer operating in 1938. At that time, it was arranged with a dwelling to the rear and an office to the front on Main Street. When the bridge was built in the 1940s, the portion of Main Street south of Third Street had changed its name to Lower Main Street. The building was still present in 1954 when the USGS map of that date was made (Figure 69) though the outbuildings behind the store had been removed. MDS 19 was removed sometime after the 1970s though an exact date is unknown.



Photograph 48. View north on Lower Main Street, depicting the intersection of Mill and Second Streets ca. 1920 (Courtesy of Richard Lohnes, Village Historian). A gas pump is in front of the store.

### Site Boundaries

The boundaries of the Briggs Company Store Site follow the historic property lines drawn on the twentieth century maps above (Figures 71 and 72 above). The property was once part of a larger lot associated with MDS 14, though the store lot was divided off at the turn of the twentieth century. The APE, and therefore the archaeological study area, only skirts the southern edge of the site since the construction impacts weren't expected to go much beyond Mill Street itself (Figure 73 below). It encompasses a narrow strip extending approximately 3 m from the Mill Street pavement edge into the site, including the south foundation wall of the building. In the east, the site meets the sidewalk along Lower Main Street. In the west, it extends to the former property line and the gravel road that was once part of Mill Street. Most of the main building's footprint lies outside of the project area, as do the outbuilding footprints and most of the rear yard. The site area totals approximately 610 meters<sup>2</sup> (6,565 feet<sup>2</sup> or 0.15 acre), but of this, only approximately 11 meters<sup>2</sup> (118 feet<sup>2</sup> or 0.0027 acre) lie in the boundaries of the APE.



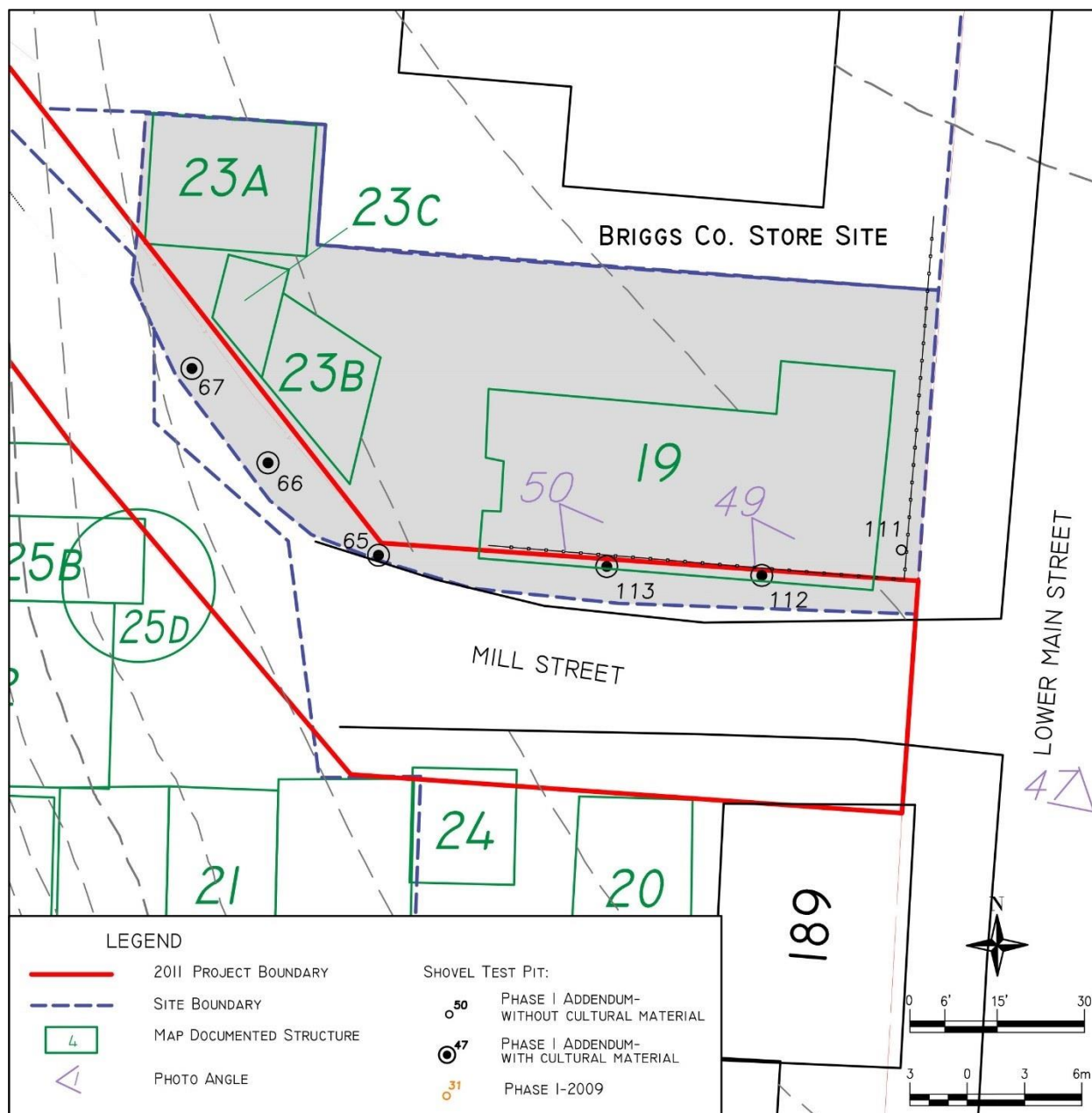


Figure 73. Map of the archaeological testing at the Briggs Company Store Site.

### Archaeological Study

Archaeological testing revealed the presence of two subsurface features including a sheet midden and a section of the foundation wall associated with the store/dwelling itself.

The sheet midden was revealed in STPs 65-67, excavated behind MDS 19 near the former outbuildings (MDSs 23a and 23b). Nineteenth century domestic sites often have dense sheet midden deposits developed by the practice of throwing household trash from doorways and windows into yard areas. Once discarded, these items

could be further scattered in the yard because of actions by humans, animals, and natural forces.

Domestic and architectural artifacts were recovered from STPs 65 through 67. A small number of artifacts dating to the occupation of the site (ca.1840-1954) were recovered in a buried Ap horizon in STP 66 (L2), the only semi-intact deposit found in testing. It produced a bottle glass fragment, a few clam shell fragments, a kitchen bone, coal, and a small collection of architectural debris. Plastic and asphalt were also present suggesting some evidence of post occupation

disturbance. The remaining assemblage was recovered from soil layers mixed with a significant amount of modern debris. These soil layers were likely disturbed by the razing of the structures or later landscaping along the former roadway since sheet midden soils appeared to be mixed with post occupation fills and demolition debris.

A foundation wall associated with the store and dwelling (MDS 19) was identified in STPs 112 and 113. It ran along the edge of a chain link fence situated approximately 1 m north of the edge of the curb on the north side of Mill Street. According to Photo 48, a narrow sidewalk extended approximately 2.6 m from the road to the side of the building.

STP 112 was located approximately 12 m west of the edge of Lower Main Street and 2.5 m north of the edge of Mill Street. The portion of the wall excavated in STP 112 was constructed primarily of brick laid with cement. The STP was expanded out to 1.0 m x 0.75 m to reveal more of the wall. A concrete pad was attached to the east side of the brick wall (Photo 49). A humus layer, consisting of dark brown sandy silt, covered the foundation. Cultural materials included in the layer consist of a scattering of building stone fragments, cement, and brick fragments associated with the demolition of the building.

The concrete pad was approximately 25 centimeters (9.84 inches) wide and demolition fill extended below it, indicating that this portion of the building supported a floor above a cellar and the pad was likely the base floor in the first story of the store. The composition of the wall suggests that it was a column three bricks wide, stacked vertically against a mortared stone foundation (Photograph 49). Bricks continued over the outer foundation. The building's exterior walls were constructed of brick that rested upon a field stone foundation. Excavation continued to 117 centimeters (46.06 inches) along the north face of the brick revealing approximately six courses. The column measured 40 centimeters (16 inches) wide by 40 centimeters (16 inches) deep. The wall and internal column extended beyond the depth of excavation.

Demolition material (brick, slate, and mortar) was recovered from the cellar hole, as discussed below. A deteriorated cement surface, likely part of the former sidewalk that once skirted the building, was exposed along the south side of the foundation wall.

The bricks exposed at the surface in the upper course of the wall appeared handmade and were laid using the English bonding system, a construction technique that used full bricks laid along their face in alternating rows of headers and stretchers. Cement was used to bind the courses of brick, with the upper layer of brick covered with cement to reinforce the upper portion of the wall.



Photograph 49. View southeast showing the concrete slab (left) and the brick column (center) investigated in STP 112.

The design and method of construction suggests that the feature was an internal column set against the main foundation wall to add support to the south side of the building. The brick column was built directly against the outer fieldstone wall. According to the footprint on the 1938 Sanborn Insurance Map (Figure 72 above), STP 112 was excavated close to the mid portion of the building. A stairwell may have been in the interior of the building at this spot providing access to the tenement on the second floor.

STP 113 was excavated approximately 20 m from the edge of Lower Main Street and 2.5 m from the edge of Mill Street. According to Sanborn Insurance maps, STP 113 was placed in the interior of the rear section of the building that served as a residence and later a warehouse. It showed evidence of a foundation wall constructed of rough-cut rubble stone held to together with mortar (Photograph 50). The surface of the foundation was buried below a layer of modern topsoil of light grey brown sandy silt with a large quantity of slate mixed in. The wall was approximately 70 centimeters (27.56 inches) wide and covered the full one meter of the excavation. The STP excavation terminated at a depth of 80 centimeters into dense rubble fill inside the cellar hole.



Photograph 50. View south showing the side wall of the foundation of MDS 19 (STP 113) and the soils in its interior (cellar hole).

### Artifact Analysis

Historic materials were recovered from all but one of the excavations in the site area; STP 111, excavated along the front of the building footprint on Lower Main Street produced no artifacts. STPs 112 and 113, excavated on the south side of the building, revealed the presence of infill deposits from after the building was removed in the late twentieth century. This created an upper soil layer mixed with a concentration of architectural debris and modern materials. STPs 65-67 bordered the edge of Mill Street along the rear part of the property.

In total, 217 artifacts were collected. When the bridge was built in the 1940s, MDS 19 was extant, though the outbuildings in the back were removed after the store had ceased operation. Fill and soil was placed along the former roadway during this time. When MDS 19 was removed several decades later, the cellar hole was also filled and landscaped. Since many site artifacts were re-deposited with modern fill soils after the site was abandoned (ca. 1950s), they are listed only by general period (Post Occupation), and by general function in Table 10. Most artifacts collected during testing came from these disturbed soils (179), of which, 77 were manufactured in the mid- to late-twentieth century. A few domestic artifacts found in this soil were manufactured in the nineteenth century and could be associated with the historic occupation of the site. These include six ceramic sherds representative of tableware or food preparation and storage vessels. One white clay smoking pipe stem fragment was also found.

Approximately 52 percent of the assemblage overall consisted of architectural material (n=113), dominated by small fragments of brick, mortar, and slate roofing. Approximately 39 percent of the total assemblage, or 84 items, are considered modern twentieth century refuse including plastic, bottle glass,

can fragments, bottle caps, asphalt fragments, and Styrofoam.

Table 10. Briggs Company Store Site Artifacts by Function and Time Period.

| Functional Group    | Modern Refuse | Occupation Period |
|---------------------|---------------|-------------------|
|                     | ca. 1954-2011 | ca. 1840-1954     |
| Domestic            | 7             | 9                 |
| Architectural       | 93            | 20                |
| Personal            | 1             | -                 |
| Other-Domestic      | 1             | 2                 |
| Modern <sup>a</sup> | 77            | 7                 |
| Total               | 179           | 38                |

<sup>a</sup> Refers to road-side trash (i.e., aluminum foil, plastic, and beer bottle glass fragments).

The relatively intact soils found in testing in the rear yard are associated with the historic occupation period from ca.1840 to the mid-twentieth century when the building was razed. This produced 38 items consisting of 20 architectural artifacts (wire and cut nails, brick, mortar, concrete, and slate roofing fragments), nine domestic artifacts (bottle glass, animal bone, and clam shells), and two pieces of coal.

The presence of bottle glass, bone and shell suggest the rear portion of the site was used to a limited degree as a peripheral midden, though the number of artifacts are so insignificant that little can be inferred about the habits of the site's occupants.

### Site Function and Integrity

Historically, the Briggs Company Store Site had commercial and domestic elements. Subsurface testing in the narrow APE indicated that a portion of the building's south foundation wall was located at the northern APE limits. The wall appeared to have integrity. Excavations along the wall studied the methods used in its construction and the presence of demolition infill in its cellar hole. Artifacts recovered from inside the foundation, consisting of demolition infill, have little research potential. The rear portions of the property, in the location of the outbuildings, appears to have some limited research potential.

Evidence of a low-density sheet midden scatter was located in the rear yard along the former alignment of Mill Street adjacent to the outbuildings. The assemblage recovered from this midden consists of a small quantity of domestic artifacts mixed with architectural and modern debris. It is likely that the sheet midden deposits were disturbed by demolition and modern landscaping events.



## Significance Assessment

The site has yielded some information related to both residential and commercial activities on the property during the nineteenth and early twentieth centuries. The presence of architectural artifacts provided evidence of some of the materials used in building construction or to make repairs and alterations to the dwelling/store. Given the very narrow project limits, which restricted archaeological testing to southern margins of the property where sidewalk, building foundation, and cellar hole dominated, only a small assemblage of domestic artifacts was found on the site. This limits the potential for answering research questions about the extent to which the occupants of the site participated in the market economy, which in Schaghticoke, was spurred by the commercial activity of the village and the nearby textile industry.

## Industrial Sites



Figure 74. 1954 7.5-minute USGS *Schaghticoke, New York* quadrangle, showing the location of industrial sites along the Hoosic River.

Portions of three industrial sites (the Mill Street Site, the Schaghticoke Woolen Mill Site, and the Cable Flax Mill Site) are located within the boundaries of the project area (Figure 74). These sites were important to the development of the village of Schaghticoke and helped make northern Rensselaer County a hub of commercial activity in the nineteenth century.

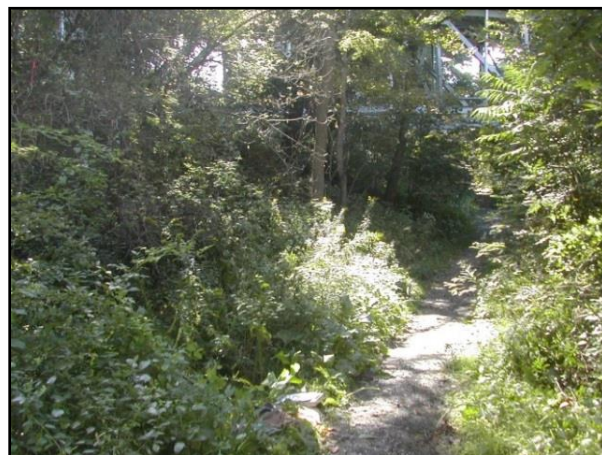
The textile industry has a long history of development in the village starting with a cluster of mills along the river's northern bank, spreading from the lower part of Mill Street to the former river crossing in the southern part of the village. This portion of the village is referred to as Schaghticoke Point, a peninsula of land

where many of the mills were constructed. Early on, small mills were situated on a bedrock escarpment along the river, just beneath where the Route 40 Bridge would eventually be built. By the mid-nineteenth century, these small mills would be replaced by several huge mill complexes, all taking advantage of the water power of the Hoosic River.

The Mill Street Site is associated with an early-nineteenth century roadbed, aptly named since it linked Lower Main Street west to a complex of cotton mills and factories along the north bank of the Hoosic. One complex is the Cable Flax Mill Site, encompassing a group of nineteenth-century mill buildings perched along the upper terrace and slopes of the peninsula south of Mill Street east of the project area. From there, Mill Street descended a steady grade along the river bank to a group of buildings associated with the Schaghticoke Woolen Mill Site west of the project area.

The river flowed over a one hundred-foot stepped falls, which provided ideal water-power for industry, with mill sites on a series of terraces varying between 30 and 50 feet above the water. Since Main Street and the village was established on the top of the peninsula another 30 to 40 feet above that, the industrial works were isolated and accessible only by Mill Street.

From Lower Main Street, Mill Street drops down a slope along a narrow, wooded path that borders the west side, or rear portions, of the village lots (Photographs 51 and 52). The terrain again drops down to a lower terrace that runs along the rock escarpment lining the north bank of the river approximately 10 meters (35 feet) above the water. The remains of several textile mills and related mill buildings, once located along the west side of Mill Street were studied. Remnants of their former power systems are located on the exposed bedrock of the Hoosic River below the former roadway (Photograph 53).



Photograph 51. View of the portion of Mill Street that passes below the former Route 40 Bridge.



Photograph 52. View of the Hoosic River as it flows past the former site of the Schaghticoke Woolen Mills. The Route 40 bridge is visible at center right.

The Schaghticoke Woolen Mill Site is associated with the ruins of a large industrial complex located below the current bridge at the western end of Mill Street. The site extends westerly along the northern bank of the Hoosic River to the western edge of Schaghticoke Point. The site includes an extensive parcel of land and a portion of the river bed where the former mill's dam and flume were located (Photographs 52 and 53). This industrial site includes not only the Schaghticoke Woolen Mill (ca.1864) but also the location of its early nineteenth-century predecessors. Numerous features associated with this complex were identified including remnants of mill buildings and waterpower systems that operated from the 1830s to the turn of the century. Dense vegetation now obscures most of the extant remains of this site.

The Cable Flax Mill Site is associated with a cluster of mills, warehouses and sheds, built west of Lower Main Street and south of Mill Street. Some of its buildings fronted Main Street while others were built along the steep slope to the river and were accessed by Mill Street. The site includes an extant warehouse located just to the south of #189 Lower Main Street, a nineteenth century brick apartment building. Some of the auxiliary works of the mill were situated directly behind the residential neighborhood on Lower Main Street. Most of this area has remained vacant since the mill ceased operation in the late 1920s. Like the Schaghticoke Woolen Mill Site, the bank of the river is now overgrown with dense vegetation that obscures most of the area where the former mill works were located.



Photograph 53. View north showing remnants of a flume along the river bank.

### Historical Background

Milling activities had been conducted in the area since the mid-eighteenth century as indicated in several historic accounts. At that time, the only mills in the area ground wheat for local consumption while wheat for market was sent to Albany. Most of the land around Schaghticoke was settled by tenant farmers who rented the land from wealthy individuals living in the City of Albany, rent being paid in the form of shipments of wheat to their respective landlords (Klopott 1981).

This system began to fall apart between 1802 and 1807 as rights to land changed. By 1810, former tenant farmers had the right to purchase the land they had worked by agreeing to a termination fee, which opened many properties for sale. Relevant to this discussion were those deemed less than desirable for agricultural uses but ideal for water-powered industry along the falls at Schaghticoke Point.

With the end of lease-payment regulation, paid primarily in wheat, the small number of gristmills in the area began producing for the larger market economies (Klopott 1981). This was soon offset by the opening of the Erie Canal in the 1820s, which brought wheat in from the western part of the state, causing a reduction in local wheat production. This in turn reduced the number of gristmills to a single operation by 1825. In addition, the Hessian fly decimated the wheat crops in the early 1830s (Klopott 1985). At the same time, there was a boom in population and the creation of many new industrial



operations. This placed a demand on building supplies, causing an increase in the number of saw mills in town to six by 1825 (Sylvester 1880).

In the late-eighteenth century, following the early gristmills and sawmills, linen and textile industries began operating at Schaghticoke Point. According to the “Troy Northern Budget” newspaper, Edward Hart had operated a fulling mill in the area as early as 1798, though its location, like those of the grist and saw mills, is unknown (Klopott 1985). In 1810, there were 12 grain mills, 11 saw mills, an oil mill, a fulling mill, two carding machines, and a cotton and linen mill in the village (Gates 1813).

During the early-nineteenth century, the Industrial Revolution changed the village landscape from an agrarian based economy to one in which milling became increasingly more important. In 1808, the State Legislature passed an act to loan money to encourage business entrepreneurs to develop manufactories, which stimulated considerable development along the banks of the river in Schaghticoke. Land transaction records provide the approximate locations of some of the earliest cotton mills downstream from the early bridge crossing, a strategic site at the river’s edge that provided an ideal location for a dam and power system.

While most of the mills were constructed on the north side of the river, a small number were located on the south bank. The first was developed in the early 1800s when an early machine shop was operated by George Brown and Giles Slocum (Sylvester 1880). In 1810, Brown and Slocum converted their shop into a cotton mill (MDS 1) with shareholders including George Brown, John Adam, Joseph Goodman, Jr., James Wilcox, and Erastus Pratt (Niles 1912).

In 1823 George Brown sold his share in the company to Mr. Ephraim Congdon, but he had retained his blacksmith shop and water rights to build a small mill with a trip hammer as well as a fulling mill to run wool processing machines. In 1831, a private census was done by industrialist Richard Hart to assess the worth and production of local industries focusing primarily on cotton, woolen, and hemp mills in the Rensselaer and Washington County area. The census showed that at that time, the Congdon mill contained 432 throstles (a machine for continuously spinning wool or cotton) and 20 shirting looms in the production of 40,000 pounds of cotton. It also made 125,000 yards of yarn and used 3,000 pounds of flour for sizing the fabric. It employed eight men and twenty women while forty people lived on the premises (Kelly 2014).

In 1833, Congdon went bankrupt and the mill with its equipment was put up for sale. Some of the machines, including drawing and spinning frames, and power looms, were sold (Kelly 2015). The mill may have burned and been rebuilt at that time according to one historic source (Kelly 2011a). Waddell and Shepard also

built a cotton mill on the south bank of the river in 1816, north of MDS 1. This mill burned in 1836 (Niles 1912).

In 1847 Congdon’s Mill, along with George Brown’s portion, was purchased by Amos Briggs and Betsey Amelia Hart to make tow in the production of cording and rope (Klopott 1985). The cotton mill burned around 1880 and was not rebuilt (Sylvester 1880). Figure 75 shows the building as it looked in 1854 under ownership of Amos Briggs.

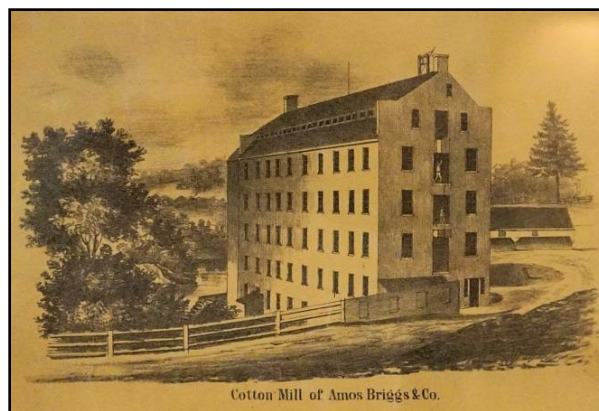


Figure 75. Inset from the 1854 Rogerson Map of Rensselaer County depicting the cotton mill of Amos Briggs (MDS 1).

Mill Street was established on the north bank of the river early in the 1800s when the first mills began operating there on the lower terraces just above the river. It was built because an adequate roadway was needed to deliver building materials to the mill sites and ultimately to transport the products of industry.

The full extent of Mill Street is first depicted on the 1854 Rogerson *Map of Rensselaer County* (Figure 76 below). Several smaller side roads also descended the terraces to these mills as depicted on several maps. Through time, the road was further developed as more manufacturing facilities were constructed to the west where the Schaghticoke Woolen Mill Site is located. In addition to mills, there were small shops (MDSs 9f and 9d), tenements (MDS 9e), and a blacksmith shop (MDS 9g) constructed along the lower part of Mill Street (Figure 77).



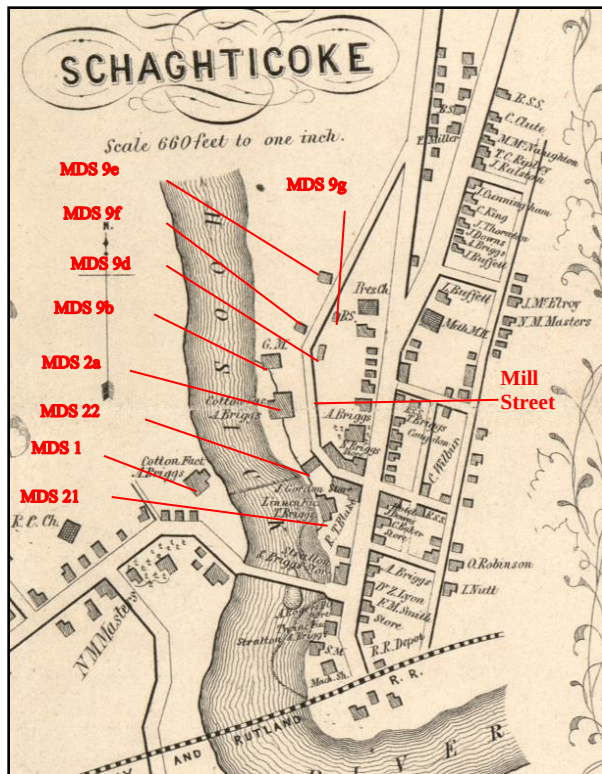


Figure 76. 1854 Rogerson Map of Rensselaer County depicting the buildup of industries along the banks of the Hoosic River.

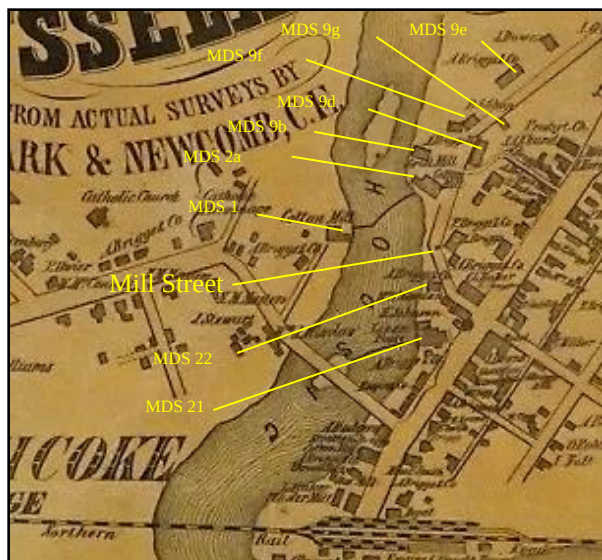


Figure 77. 1856 Clark and Newcomb Map of Town of Schaghticoke, Rensselaer Co. N.Y. depicting mills and related outbuildings in the project area.

In 1799, Benjamin Joy and Herman Knickerbocker purchased a large portion of the mill seat along the north side of the river from William and Mary Chase. The area encompassed much of the western side of Schaghticoke Point north of the former bridge crossing. Benjamin Joy established some of the first mills in the area including a carding mill, a gristmill, and a saw mill (Sylvester 1880) occupying the land from the former bridge to the point where Mill Street descend to the lower terrace. This generally equates to where the Cable Flax Mill Site is today.

Benjamin Joy's Schaghticoke Linen Mills spun linen, hemp twine, and yarn beginning in 1809. Joy's second mill specialized in the manufacture of duck fabric from American flax. This mill was located northwest of his linen mills near Mill Street and could produce 2,500 bolts of sail duck, 15,000 pounds of shoe thread, and 40,000 yards of bagging each year. In the production of these materials, the mill used 50 cords of wood, 200 gallons of oil, 3,000 pounds of potash for bleaching, 500 pounds of oil of vitriol (sulfuric acid), and 1,500 pounds of "foreign bleaching salts." The establishment housed 175 workers and their families on site (Kelly 2014).

In 1825, Amos Briggs purchased the linen factory from Joy, and by 1833, Joy's full estate was sold to Amos Briggs and wealthy industrialist, Richard Hart, who's partnership would soon own most of the mill interests in the village. This transaction encompassed all of Joy's property including buildings, machinery, bridges, houses, teams, tools, and utensils. In 1836, Briggs and Hart set about to make significant repairs to the superstructure of the weave shop, tub wheel, and vertical water wheel. The mill at that time had 282 spindles, 28 duck looms, eight bagging looms, and employed 175 workers, many of whom lived in company tenements (Kelly 2014).

Figure 78 is a detail of the 1839 Washington Fire Insurance Company survey map (Hart Papers, Rensselaer County Historical Society, Troy, New York), which depicts the southern portion of the mill seat, then named Star Manufacturing Company. It was situated on the upper terrace above the river where several mill buildings were located. The linen mill, labeled building #8, is described as a "factory building two stories high." Structures #9, #10, and #11 were used as hackle and weaving shops and for storing flax and yarn. A hackle shop, housing one of the specific processes for turning flax into a yarn, was located on the upper portion of Mill Street. Later maps, dating to the mid-nineteenth century, depict two unidentified mills, MDSs 21 and 22, in the former location of Structures #8-11. By the late-nineteenth century, other buildings (MDSs A-E) were added to form a dense multi-building complex.

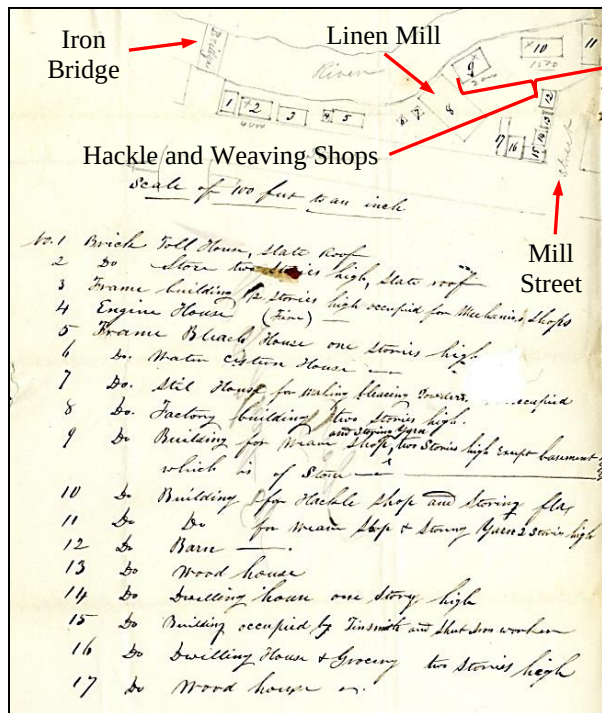


Figure 78. Providence Washington Insurance Company survey map detailing the Star Manufacturing Company buildings in 1839 (Hart Papers, Rensselaer County Historical Society, Troy, New York).

It is likely that many of these mills and shops were associated with the earlier Star Manufacturing Company (Figure 79), which purchased water rights in 1814 and built a cotton and woolen mill in 1818. It went bankrupt though by 1833 due to foreign textile competition (Klopott 1985). According to Hart's manufacturer's census, in 1831, this mill had 720 spindles and 16 looms, used 32,000 pounds of cotton per year and made 10,000 yards of cloth. Ten men and 32 women worked in the factory and 65 people lived on the premises. The mill was operated by Tibbits Briggs, brother of Amos Briggs. Later, it was expanded to produce twine and cordage (ca.1862) and became identified as a "twine factory."

During the Civil War, there was a shortage of cotton imported from the southern states, which created a boon for local linen manufacturers. Linen is a light-colored textile made from the fiber of the flax plant (Baines 1985). Several of the cotton factories in the village had also converted to the production of ropes, cords, threads and cloth for sacks from hemp and jute as well as flax (Klopott 1981). At that time, they used 10,000 pounds of flax and hemp tow per year to make 65,000 yards of bagging, 25,000 pounds of shoe thread, and 10,000 yards of carpet warp, a fabric used to weave carpet on motorized looms (Kelly 2014).

Due to financial difficulties described in more detail further on, the Briggs and Hart partnership dissolved just before the Civil War. After the war, there was an advertisement for the sale of the mill in the *New York Tribune* (13 March 1869) describing many of its facilities in detail. It harnessed about 200 horse power from the river via a Collins wheel in the main building built in 1864 of brick with a slate roof. It was three stories with an attic and measured 108 feet long by 44 feet wide with twelve and a half foot ceilings. There was a wing attached for picking, carding, and heckling that measured 40 feet long by 30 feet wide, along with several other buildings of various purposes. A large bleach or dye house with one floor and an attic, 54 feet long and 17 feet wide, had a ten horse-power Harrison's Patent boiler inside. Included in the sale were seven double tenement houses made of brick constructed two blocks away on East Street in 1867 (Photograph 54, Figure 80). The advertisement included a large quantity of machinery on the premises to be sold together or separately at auction "Thursday, March 23, 1869 at 12 noon."



Photograph 54. Brick tenement houses on East Street as they look today. These were built in 1867 for the Schaghticoke Linen Mills, later the Cable Flax Mills.



Figure 79. View of the Cable Flax Mill around the turn of the century. The reference to the Star Factory is likely associated with this Cable Flax Mill complex (Schaghticokehistory.wordpress.com 2012).



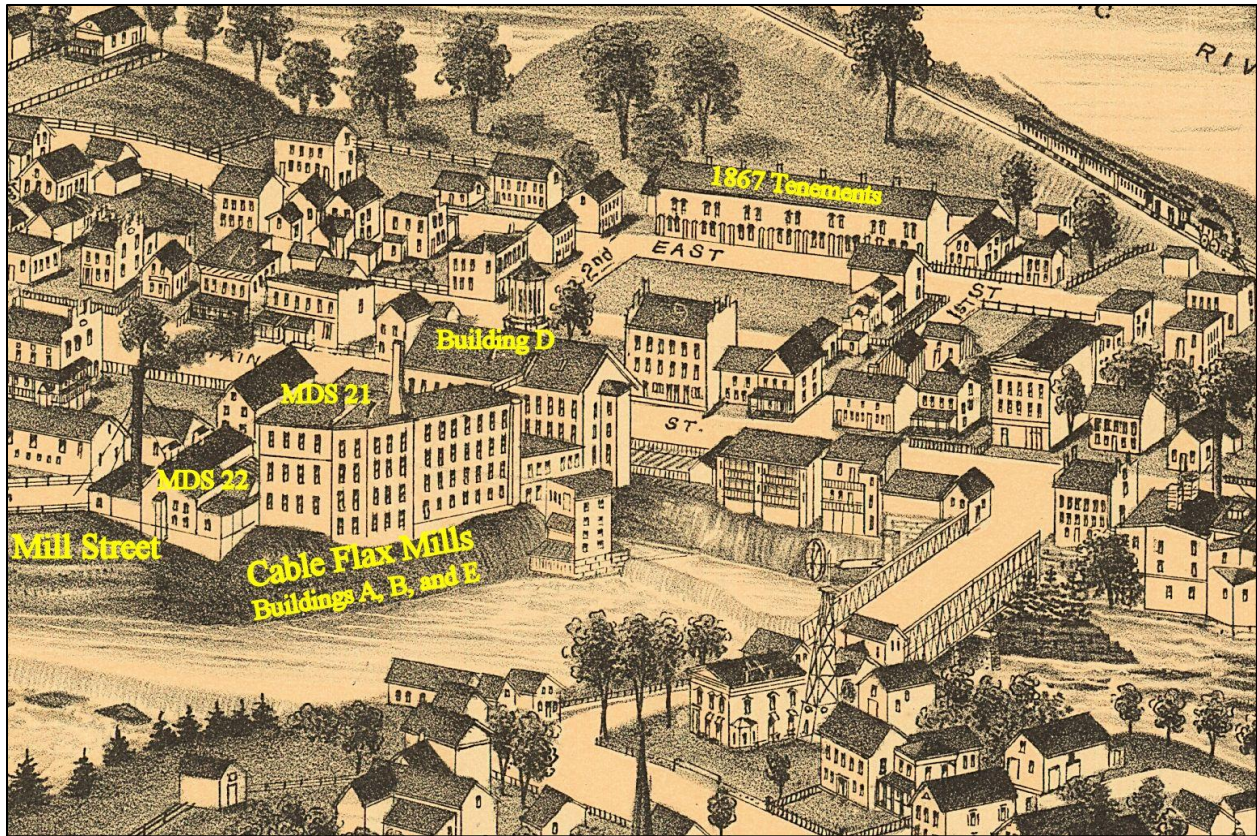


Figure 80. Detail of the 1889 Burleigh bird's eye view showing various components of the Cable Flax Mills along with the row of tenements located on East Street.

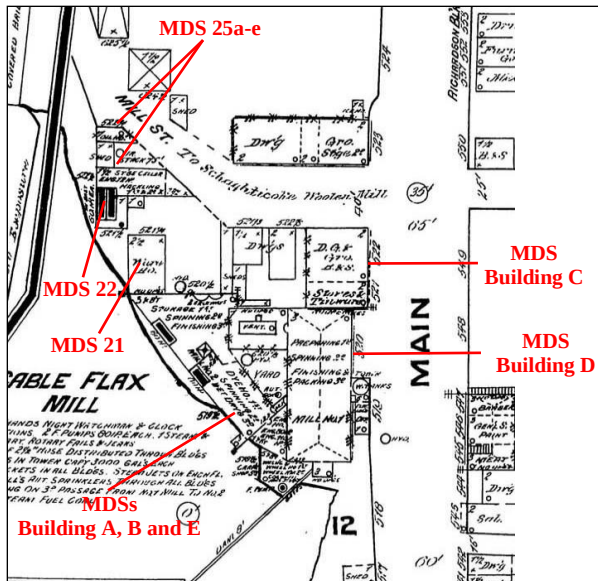


Figure 81. 1884 Sanborn Insurance Map depicting the complex of mill buildings associated with the Cable Flax Mill.

In 1863, it was organized and operated as the Schaghticoke Linen Mills Company until it was reorganized in 1871 as the Cable Flax Mills, likely following the above-described sale. It was operated by Thomas Lape as president, Edwin A. Hartshorn as secretary, and Clark C. Hill as treasurer and superintendent. In 1880, this milling complex produced twines, yarns, shoe-threads, and similar goods (Trowbridge 1885) while employing 420 workers (United States Bureau of the Census 1880b).

Numerous support buildings, constructed to increase production, include MDS Building D (ca. 1860), MDS Buildings A and C (ca.1870), and MDS Building E (ca.1880). The functions of some parts of the mill can be inferred from the labels on the Sanborn Insurance Maps. MDSs 25 a-d comprised the various buildings for burning oil and coal including an oil stack, oil storage, an engine house, and various storage sheds accessible by Mill Street. The Cable Flax Mills ceased operations sometime between the 1920s and 1930s (Figure 83), and by 1938, most of the buildings forming this complex had been removed. Fully preserved and still used as housing today, are the seven tenement houses built in 1867 on East Street (Photograph 54 above).





Figure 82. Post Card view of the Cable Flax Mill around the turn of the twentieth century (Courtesy of Schaghticoke Town Historian).



Figure 83. Ca. 1930s street-side view of the Cable Flax Mill after it ceased operations (Courtesy of Schaghticoke Town Historian).

Several companies are known to have operated north of the Cable Flax Mill Site along Mill Street in the early-nineteenth century though no mapping is available before 1839 to indicate exactly where they were located. Some historical documents suggest that two main companies operated in that general location concurrently, but other information suggests one company was incorporated into the works of the other.

Documents indicate that the Rensselaer Woolen and Cotton Manufacturing Company began in 1810 by a group of men identified as James Brookins, James Cornell, Munson Smith, Leonard Cozzen, and Charles Starbuck to manufacture cloth from cotton and domestic wool (Klopott 1985). Apparently, there is a deed from 1810 between Joseph Klein and the Rensselaer Woolen and Cotton Manufacturing Company that refers to a gristmill already on the property.

In the first years of operation, the company had financial difficulties; the owners had to borrow money in 1812 and 1816 and sold off some cotton spinning machinery in 1814. By 1819, they went bankrupt and the sheriff, Michael Vandercook, sold the mill to pay off \$6,000 in debt. William Howard of New York City paid \$2,025 for the property (Klopott 1981). One source

(Kelly 2014) indicates that this mill was later associated with the Farmer's Manufacturing Company discussed below.

The Industrial Revolution led to the creation of the factory system that was based on wage labor and required bringing together workers into a central building or complex. This drew many people from the town's agricultural community as well as immigrants from the larger cities (Klopott 1981). Early on, companies commonly advertised in newspapers to encourage workers to seek employment. Regarding Schaghticoke's mills, as early as 1814, the Rensselaer Woolen and Cotton Manufacturing Company advertised in the Troy Northern Budget newspaper (5 April) for "six or seven good Families, who would engage several out of each Family to be employed in the Manufactory." These families received housing as part of their pay arrangement (Klopott 1985) and likely, several of the buildings (e.g., MDSs 9e and 9f) depicted on historic maps represent worker's housing provided by the company. Figures 76, 77, 85, and 86 show some of these.

Confusing matters about mill operations, there is also documentation that right around 1811, another milling concern, the Farmer's Manufacturing Company, began production along the same stretch of the river as the Rensselaer Woolen and Cotton Manufacturing Company. One of the original owners, Herman Knickerbocker, operated the mill from 1810 to 1819, the same Herman Knickerbocker who in 1799 purchased an extensive portion of the mill seat along the north side of the river in partnership with Benjamin Joy. During Knickerbocker's ownership, he repaired the mill's flume and rented out parcels of his land for other milling (Klopott 1985).

The Farmer's Manufacturing Company produced woolen, cotton, and linen goods, but it also made glass, bar-iron, anchors, mill-iron, steel, nail-rods, hoop-iron and hardware, sheet-lead, shot, and white-lead and red-lead for paint pigmentation (Klopott 1985). This mill was leased by Amos Briggs and Richard Hart in 1820 and was purchased the following year for \$6,000. Though the documentation is confusing on this issue, it suggests that this purchase included or involved the works of the Rensselaer Woolen and Cotton Manufacturing Company. Either way, at that time, the company was only involved in cotton manufacturing.

The sale included water rights and a brick factory complete with the following equipment: one picker, six carding machines, one thread machine, one drawing frame, 32 power looms, and two dressing machines. The third and fourth floors of the mill had 32 spinning frames, four mule frames, four stretcher frames, eight drawing frames, eight roping frames, and 12 winding heads. On the property was a brick storehouse, four dwellings, and room for gardens utilized by the

workers (Kelly 2014). Sometime following this sale, probably in 1821, the mill burned down and was rebuilt by Briggs and Hart at the same time they purchased the linen factory from Benjamin Joy (ca. 1825). By 1826, there was a new mill on the site of the former works (Klopott 1981).

This new mill was significantly larger than the earlier cotton factory and much bigger than its rivals in the village (Kelly 2014). By the time of the 1831 census, it contained 2,976 spindles, 981 looms, and employed 20 men, 25 boys, 50 women and 55 girls. Men earned \$7 per week, women \$2.50 per week, boys \$1.50 and girls \$1.37 per week. The company housed 500 people, including the workers and their families. It used 172,818 pounds of cotton, 5,000 pounds of starch, 35 barrels of flour, 85 cords of wood, 1,000 bushels of coal, and 650 gallons of oil per year in the production of 750,000 yards of cloth.

A copy of the Providence Washington Insurance Company survey map (Hart Papers, Rensselaer County Historical Society, Troy, New York) depicts the layout of the buildings associated with the Farmer's Manufacturing Company in 1839. It shows a cotton factory (MDS 2a), a fulling mill (MDS 9), a gristmill, and a flax factory (MDS 9b) along with sheds, a hackle shop (MDS 9d), a clothier shop, and a dwelling (Figure 84). The map shows detail not only in terms of building function and dimensions, with distances between each given in feet, but it depicts the water supply features, namely, the dam and the "Grist Mill Floom." The cotton factory and gristmill operated until 1869 when both were razed.

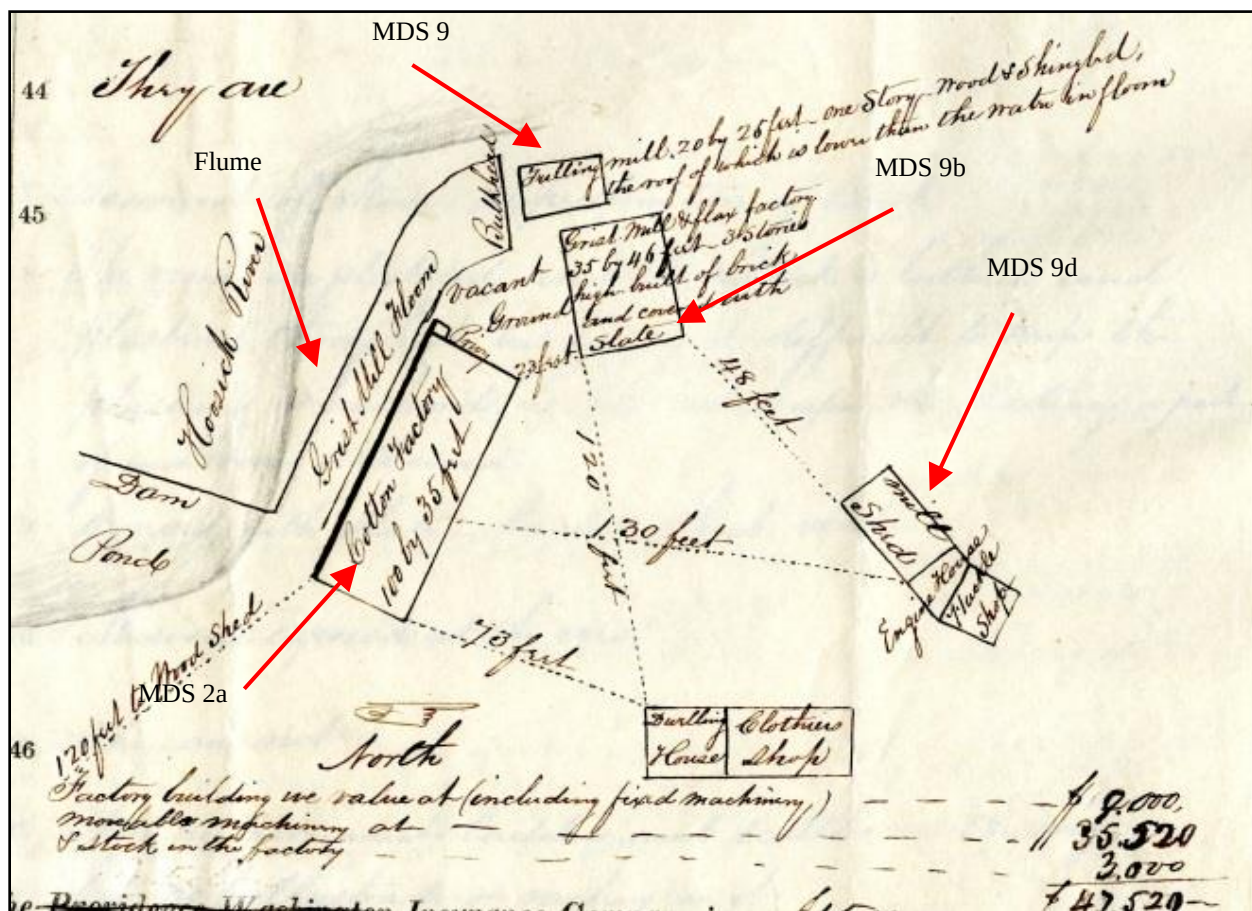


Figure 84. 1839 Providence Washington Insurance Company survey map (Hart Papers, Rensselaer County Historical Society, Troy, New York) of the Farmer's Manufacturing Company cotton factory. A dwelling and clothiers shop were located above the site.



Before the 1840s, Amos Briggs and Richard Hart had purchased many of their competitors' mills at Schaghticoke Point. Briggs was involved in the daily workings of the mills themselves, while Hart, who lived in Troy, supplied much of the capital needed to run the business and established contacts with suppliers in major commercial areas like New York (Kelly 2014).

After Richard Hart's death in 1843, Betsey Hart and her son William Howard Hart continued the business partnership with Amos Briggs and managed to acquire all the water rights and access to land along both the north and south banks of the river. They either owned the mills or leased the land on which most of the mills in the village operated (Kelly 2014). It is interesting though that on the 1862 *Map of Rensselaer County, New York* (Lake and Beers), many of the buildings are labeled only "A. Briggs & Company" (Figure 85). On that map, the new cotton factory of Briggs and Hart is labeled MDS 2a for this study, while the neighboring grist and cotton mill is labeled MDS 9b.

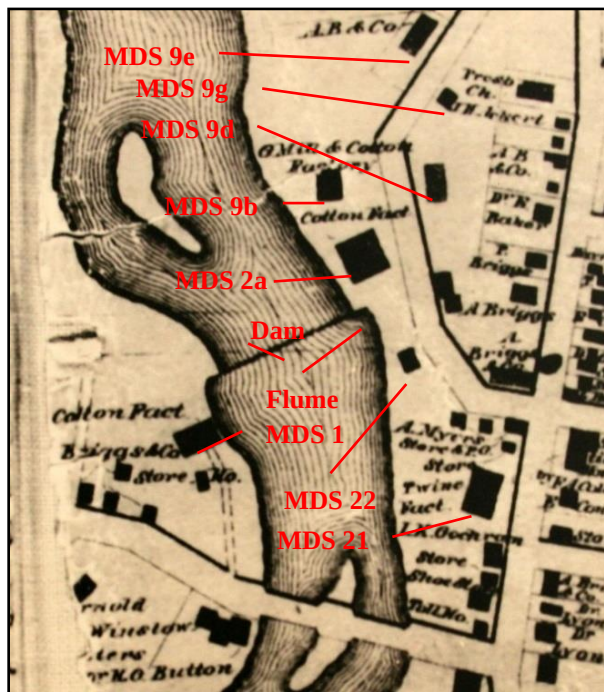


Figure 85. 1862 *Map of Rensselaer County, New York* (Lake and Beers) depicting the "Cotton Factory" (MDS 2a), the gristmill and Cotton Factory (MDS 9b), hackle shop (MDS 9d) and tenement (MDS 9e). The fulling mill (MDS 9) was removed by this time.

After decades of buying up mills and other non-commercial real estate, and apparently living well above his means, Briggs had financial problems both in his business dealings and in his personal life. He owed as much as \$40,000 to the business and Betsey Hart was working to end the partnership as the Civil War began in

the early 1860s. Somehow though, Briggs managed to enlist other investors around that time, enough to build the Schaghticoke Woolen Company works in 1864. A stock company was formed headed by Amos Briggs as president, and D. Thomas Vail as treasure along with other directors including John A. Griswold, Seth B. Hunt, and William Burden (Anderson 1897).

This extensive mill, situated further northwest on the escarpment west of Mill Street, replaced several of the earliest mill works in the village, such as the Rensselaer Woolen and Cotton Manufacturing Company and the Farmer's Manufacturing Company (Figure 86). Despite this, census records indicate that over the next ten years, Briggs lost over \$45,000 in real estate holdings and over \$17,000 in personal holdings. In fact, he remained deeply in debt at the time of his death in 1874.

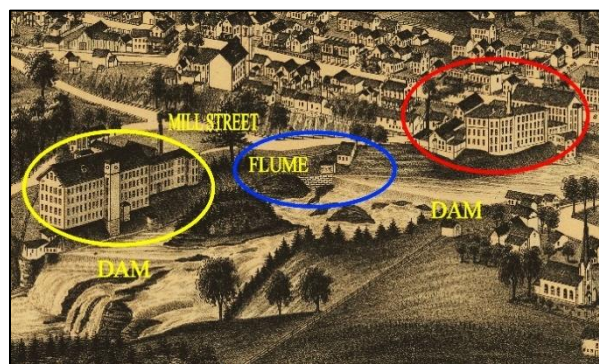


Figure 86. Detail of the 1889 Burleigh bird's eye view showing the Schaghticoke Woolen Mills (yellow circle) and the Cable Flax Mills (red circle). The blue circle marks the former site of the Farmer's Manufacturing Company, the Rensselaer Woolen and Cotton Manufacturing Company, and Joy Linen Mills.

The Schaghticoke Woolen Mill continued to operate and was profitable enough to become the largest textile manufacturer in the village in the late-nineteenth century. Many of the properties in the village continued to be owned by the Harts at that time, but were held in an estate as evidenced by Figure 87, the 1876 *County Atlas of Rensselaer, New York* (Beers), where most of the mills and many other types of property are labeled "Briggs and Hart Estate." On that map, many of the earlier mills, including MDSs 2a and 9b, had been replaced by the Schaghticoke Woolen Mill complex. Other mills continued to lease land from the Harts until Betsey's death in 1886 (Chris Kelly, personal communication 2015).



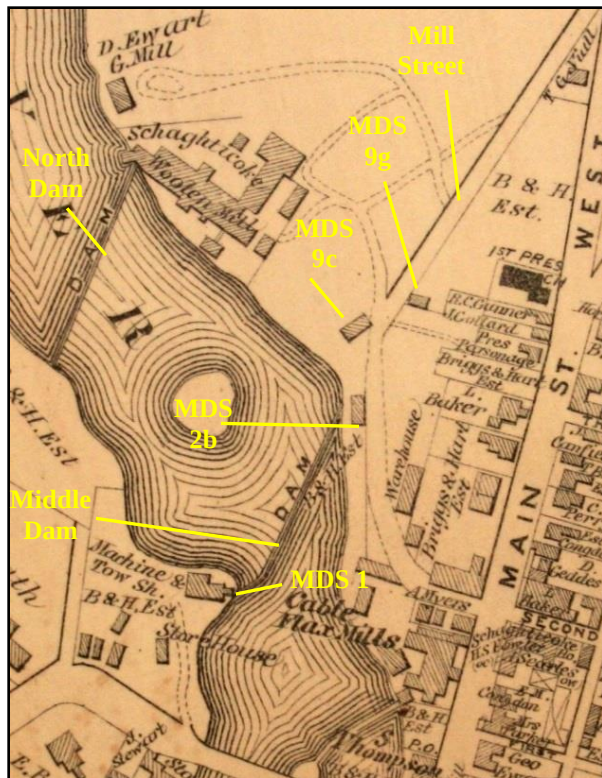


Figure 87. 1876 *County Atlas of Rensselaer, New York* (Beers) depicting Hart's Falls (Schaghticoke).

The Schaghticoke Woolen mill was unlike anything that had operated in the village before. Instead of numerous mills, each competing for water power, this single large operation completely dominated the water rights along the gorge with the construction of a series of dams. When the mill was first built, the earlier factories (MDSs 2a and 9b) were removed (Figures 85 and 86) and a new gristmill was built northwest of its former location by George Ewart & Sons and operated until the mid- to late-1880s (Sylvester 1880).

This massive factory consisted of two wings, each standing four stories high, with an annex, and three separate smaller buildings located around its perimeter (Figures 87-89). A small rectangular building (MDS 2b) was built just south of the former cotton factory (MDS 2a) of the Farmers Manufacturing Company and was likely associated with water control operations around the flume, raceway, and dam. As depicted on the 1876 atlas (Figure 87), another building (MDS 9c) was constructed just north of the former mill seat. It is possible it was a small shop, though its exact function is unknown.

Around 1876, the dam that supplied water to the earlier cotton, fulling, and grist mills was rebuilt to harness additional power for the machine tow shop located on the south side of the Hoosic River (MDS 1). This, the third dam built just below the Cable Flax Mill,

had a total fall of 24 ½ feet. By 1885, the mills at each end of the dam had burned down leaving only their foundations. A lower dam, the fourth fall in the series along this stretch of the river, was constructed adjacent to the northern end of the Schaghticoke Woolen Mill to increase its ability to harness power (Figures 86 and 89). This dam produced a head of 30 feet, which ran one water wheel of 170 horse power (Trowbridge 1885). One source says that the mill closed due to “business reverses” around 1878, despite the improvements (Lohnes 1967).

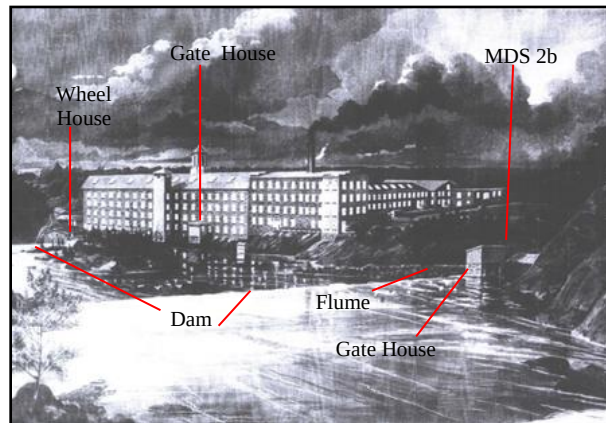


Figure 88. 1890s painting of the Schaghticoke Woolen Mill (Courtesy of Richard Lohnes, Schaghticoke Village Historian).

In March of 1879, the Schaghticoke Woolen Mills were purchased by J.J. Joslin, who employed over 200 workers (Wiese 1880). The mill changed owners again by 1886 to the wool merchant, Stephen J. Barker of Troy, when it became a branch of the historic Linwood Mill of North Adams, Massachusetts (Niles 1912). Under Barker's ownership, the Schaghticoke mill and power system was continuously improved to include a new dam that provided 46 feet of head to a new McCormick horizontal turbine water wheel that could furnish 500 horsepower. It also involved the construction of a new storehouse and sorting room in 1895.

By the late 1890s, the mill employed 354 workers and produced 300,000 to 500,000 yards of worsted, a compactly twisted woolen fabric made from long staple yarn. Yarn from cashmere goats was also made (Anderson 1897).

The manufacturing processes at the mill in 1897 were described in a Troy newspaper along with several photographs of the interior (Supplement to the Troy Daily Times 1897). At the time, the mill consumed 145,000 pounds of mostly Australian wool per month. It was sorted, scoured, and washed by a four-box washing machine 130 feet long, then dyed in rotary dyeing machines, dried, and deburred, all on the first floor of the

dye house (Figure 89). The wool was then blown by a Sturtevant blower system to the fourth floor of the main mill into various color blending rooms to establish even shades. Then it was taken to the carding room to be machine carded and drawn into strands, then spun into thread on machinery, then dressed in the dressing room in preparation for weaving on looms. The cloth from the looms was taken to the finishing department, where it was fulled to rid it of oil, dirt, and other impurities while making it thicker. Finally, it was dried, sheared, and pressed before being delivered to clothing manufacturers.

Electricity was introduced for lighting purposes at that time with installation of 700 lamps, the power, furnished by the new horizontal turbine water wheel, which aside from powering the mill works, operated a dynamo built by the General Electric Company (Anderson 1897; Supplement to the Troy Daily Times 1897).

Apparently, the mill was idle for a year around 1898 and then in 1899 was auctioned off to S.W. Ingalls who operated it until his death in 1903 (Lohnes 1991).

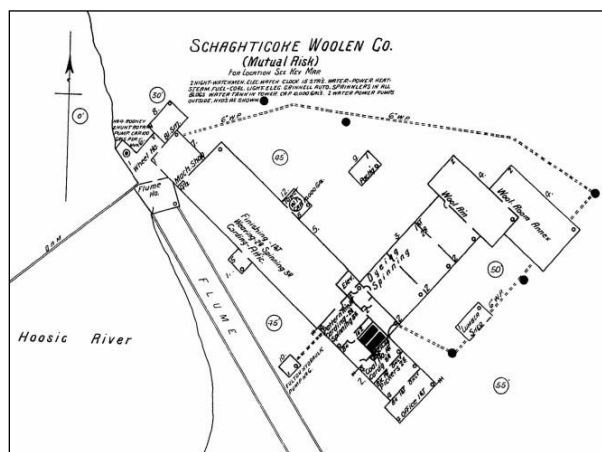


Figure 89. 1897 Sanborn Insurance Map showing the Schaghticoke Woolen Mill.

The unusual topographical conditions along the Hoosic in Schaghticoke turned out to be ideal for the development of hydro-electric power in the early twentieth century. These topographical characteristics involve a drop in the Hoosic River of more than 150 feet in a distance along the stream of about two miles (Liston 1909). In 1907, construction began on a hydroelectric dam along the south bank of the river just southeast of the former dam. This new dam, which superseded all the old mills dams, included a power canal and gateway that controlled the flow of water to a hydroelectric facility situated downstream west of the village. When construction was finished in 1908, the new facility supplied the electrical needs of the factories that were operating near the village, but most of the electricity was

transmitted 21 miles to Schenectady. The north, south, and middle dams depicted on the 1876 *Atlas of Rensselaer County* (Figure 87) were removed at that time.

In 1911, the Schaghticoke Woolen Mill ceased operation after it was sold to the General Electric Company. Heat and lights in the building had been shut off and a guard remained on duty for short periods for insurance purposes. In 1916, the mill was put up for sale again as seen in a *New York Herald* newspaper advertisement (15 October, second section, page 7). The ad states that the mill included 100,000 feet<sup>2</sup> of floor space, with the boilers, sprinkler system, and electric lights all in excellent condition. The mill offered free waterpower for about four months of the year and electric power was available at very low rates.

By the 1930s, most of the former activities associated with Mill Street had ceased. The Schaghticoke Woolen Company Mill remained vacant until 1932 when it was demolished (Lohnes 1967) The Cable Flax Mills at the top of Mill Street also ceased operations sometime around 1938, and many of the buildings associated with this industry were removed. Only a single mill building, one facing Main Street that once housed spinning machines and packing machines, survives to the present day. The building was modified when its upper story was removed.

### Industrial Site Boundaries

The project APE included portions of these sites, though much of the two actual mill sites extend far outside NYSDOT's construction impacts for the new bridge. The archaeological site boundaries are based primarily on depictions on historic maps. They are also based on the presence of aboveground features, current field conditions, and subsurface testing.

The Schaghticoke Woolen Mill Site, the largest of the three, encompasses the former locations of the earlier Farmer's Manufacturing Company and the Rensselaer Woolen and Cotton Manufacturing Company mills, along with water-power features and outbuildings (MDSs 2a, 2b, and 9-9e). In the early nineteenth century, these lined the lower part of Mill Street near the APE, but were demolished when the later mill was constructed on the plateau and escarpment to the west. However, they are inextricably linked because some of the earlier water-power features from the Farmer's Manufacturing Company cotton factory were incorporated into the later Schaghticoke Woolen Mill works when developed. Initially, these MDS locations were included with the Mill Street Site but were split off during the addendum survey.

The overall site encompasses the entire Schaghticoke Woolen Mill complex as depicted on historic maps, covering just over nine acres to the

northwest of the bridge. It extends from Mill Street west to the river, including the course of the former dam (Figure 90). Archaeological testing was conducted only within the narrow APE limits at the east end of the site (see Figure 91), which amounted to approximately 3,900 meters<sup>2</sup> (41,979 feet<sup>2</sup> or 0.96 acres). However, archaeologists did a walk-over survey of the overall site and documented numerous extant surface features related to the massive woolen mill that dominated the landscape west of the village for over 70 years.

The boundaries of the Mill Street Site encompass most of the length of the former road within the APE, though excludes the eastern 70 meters (230 feet), 40 meters (131 feet) of which coincide with the north edge of the Cable Flax Mill Site (Figures 91 and 92). The Mill Street Site is about 10 meters (32 feet) wide following the gravel path beneath the current bridge, widening to 25 meters (82 feet) beyond the APE limit at the northern end. Within the APE, it is about 125 meters (410 feet) long, but formerly, the road looped another 220 meters (721 feet) north to connect with what is now School Street.

Within the APE, the Mill Street Site borders the Schaghticoke Woolen Mill Site, but includes the front edges of MDSs 2a, 2b, 9a and 9c. During the nineteenth

century, this narrow roadway was about 5 meters (15 feet) wide and was used by horse-drawn wagons coming to and from the mills with supplies and finished products. The site area amounts to approximately 3,576 meter<sup>2</sup> (38,491 feet<sup>2</sup> or 0.88 acres), of which 260 meters<sup>2</sup> (2,798 feet<sup>2</sup> or 0.06 acre) lie within the boundaries of the APE.

Like the Schaghticoke Woolen Mill Site, the boundaries of the Cable Flax Mill Site encompass the extent of mill buildings depicted on historic maps, about 3,576 meters<sup>2</sup> (38,491<sup>2</sup>/0.88 acres). It is bordered by Lower Main Street, the river, and Mill Street excepting the property of #189 Main Street, currently an apartment building. NYSDOT's proposed construction impacts for the bridge replacement involved gaining access below the Route 40 bridge via Mill Street at its intersection with Lower Main Street. This meant clearing and widening the old street for construction vehicles, which had only a marginal impact on the north end of the Cable Flax Mill Site (Figure 92).

Archaeological testing was confined to the APE along Mill Street, which encompassed 260 meters<sup>2</sup> (2,798 feet<sup>2</sup>/0.06 acres). Aside from buildings along Mill Street and Main Street, historic sources indicate that the Cable Flax Mill complex included features below the escarpment at the river's edge as well (i.e., mill dam(s), flume(s), and head and tail races).



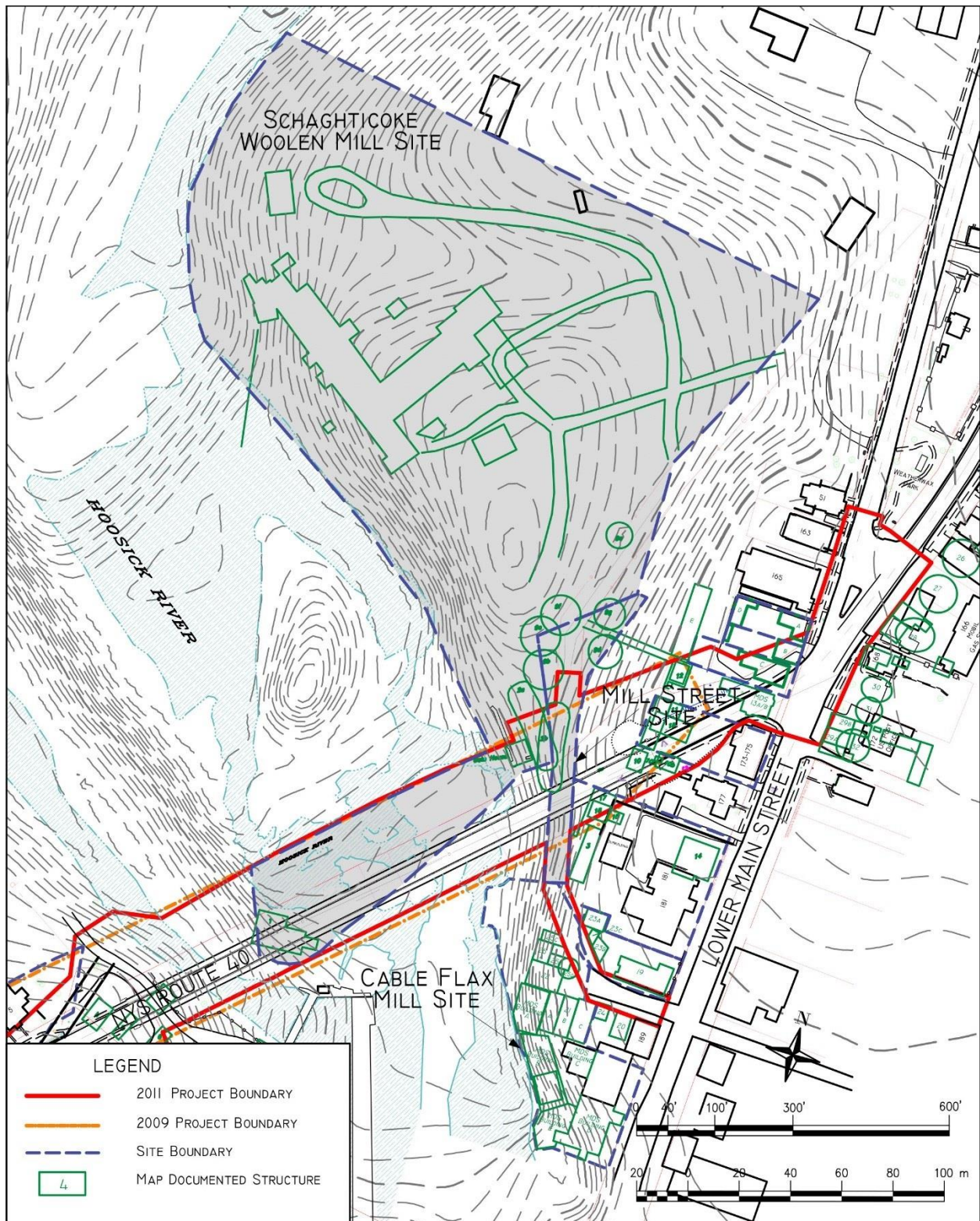


Figure 90. Map of the Schaghticoke Woolen Mill Site in relationship to the project survey area.



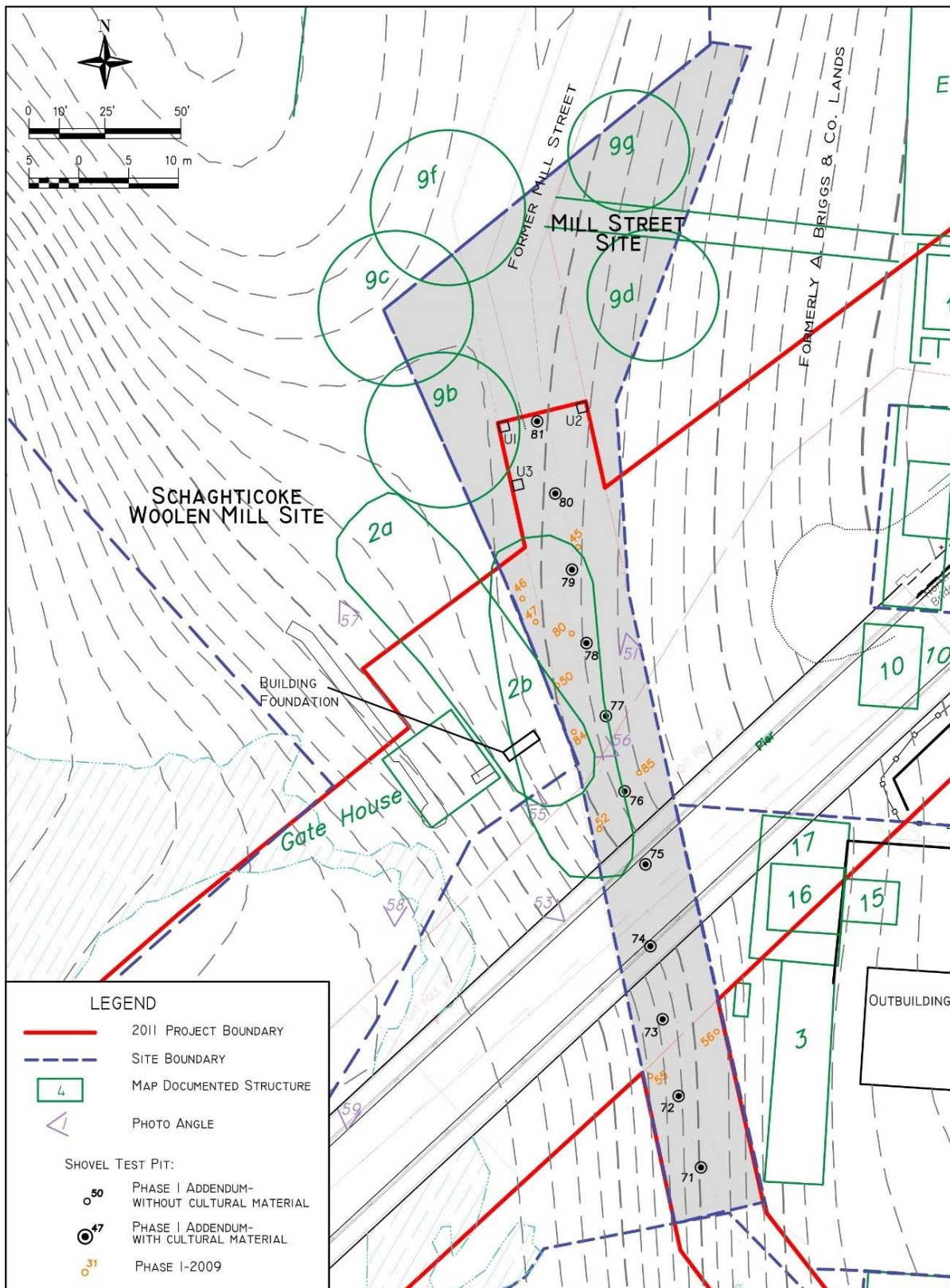


Figure 91. Map of the archaeological testing at the Mill Street Site (gray shading) and the adjacent Schaghticoke Woolen Mill Site (unshaded).

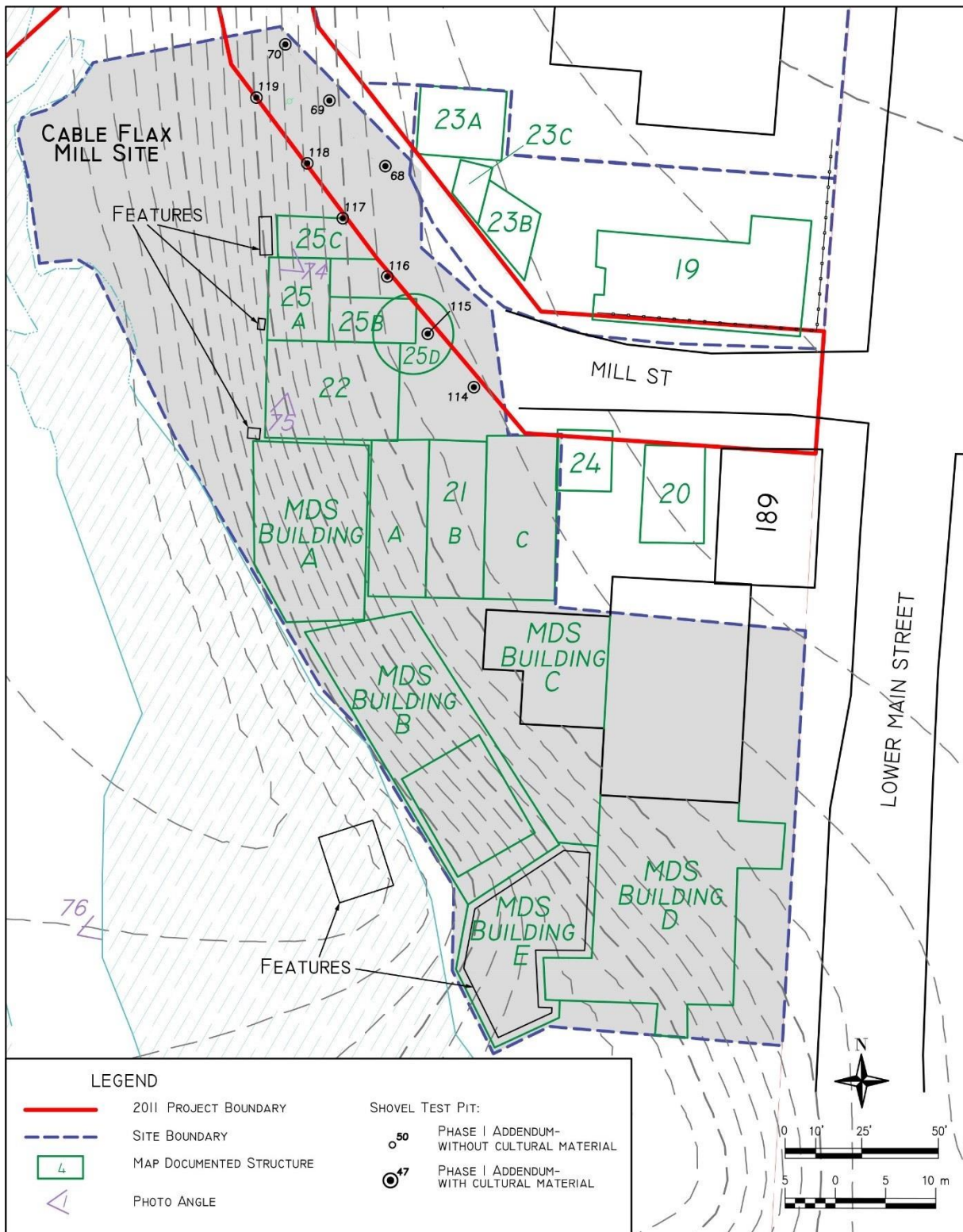


Figure 92. Map of the archaeological testing at the Cable Flax Mill Site (gray shading).



## Archaeological Analysis

During the archaeological survey, several features were studied including a surviving masonry mill flume, remnants of the former middle dam, the foundation remains of several mill buildings, and the former alignment of Mill Street itself (Dean and LoRusso 2009). Excavations revealed a variety of artifacts related to the mill buildings and other industrial activities associated with these sites. Most of the artifact assemblage is comprised of architectural debris but also includes the byproducts of industrial production and the heating of mill structures, and some domestic refuse, deposits of mill workers themselves.

The excavations studied the stratigraphy of the northern and middle section of the narrow roadway where the early nineteenth-century mills were located. Over time the road was improved and leveled, adding both depth and width that increased the road bed's stability and resistance against erosion. Soil layers were also identified that can be attributed to the domestic occupation or use of the area both by mill workers during the time the mills were in operation and by residents who occupied the adjacent properties upslope on the east side of the roadway.

### Schaghticoke Woolen Mill Site

Archaeological testing within the APE limits of this site consisted of five STPs (48, 49, 82, 83, and 86) excavated during the initial phase of survey in 2008. Archaeologists placed STPs between Mill Street and the north bank of the Hoosic River just beneath where the new bridge would later be built. The ground in this area, which generally coincides with the location of two former buildings, sloped steeply downward toward the river from the level of the old street. One of the former buildings in this approximate location was the cotton factory of the Farmer's Manufacturing Company (MDSs 2a), and the other was a building of unknown function (MDS 2b) that shows up in approximately the same spot on later maps after the cotton factory was presumed to have been demolished.

Archaeologists recovered material from all five of the STPs with a total of 650 artifacts. Testing encountered various thicknesses of post-1930s demolition debris and redeposited soil overlying the MDS locations. Artifacts were dominated by architectural fragments (i.e., brick, nails, mortar, unidentified metal) and mid- and late-twentieth century refuse (i.e., broken beer bottles, plastic, and Styrofoam).

The foundation remains of a building were found visible on the surface along the slope near the eastern end of the mill flume's extant northern wall (Photograph 55). Mostly buried beneath fill and displaced soil eroded from the bank above, archaeological testing was unable to confirm whether

these foundation remains were from MDS 2a or 2b. Angular stones and mortar observed in STP 48, and a large flat stone in STP 82, may be evidence of a former floor buried below 46 to 58 centimeters (18 to 23 inches) of post-demolition fill.



Photograph 55. View west showing evidence of the building foundation (white dashed line) along the steep slope on the northern bank of the river. The eastern end of the flume's northern wall is outlined in yellow.

The most prominent feature located within the boundaries of the APE include the flume associated initially with some of the earliest mills situated along this lower portion of Mill Street. It was built to direct ponded water behind the middle dam into the early-nineteenth century cotton mill of the Farmer's Manufacturing Company. Builders took advantage of the rock escarpment that protruded into the river by carving into it to form part of the power channel, then by building stacked stone walls to connect the channel east to the dam.

The extant end of this flume is made of two parallel masonry walls built 4.8 meters (16 feet) apart at the mouth. An interior stone wall about 6.7 meters (22 feet) long, was built into the escarpment along the river bank, and a free-standing outer wall, approximately 23 meters (76 feet) long, faces the escarpment to form the flume (Photographs 56-58; Figures 93 and 94). The western 15-meter (50-foot) length of the exterior wall is about 2.3 meters (9 feet) tall, and the eastern 7.5 meters (25 feet) step up to 4.2 meters (14 feet) tall. The wall is built primarily of stacked blocks of limestone though a short segment of brick was used to face the natural rock where the west end of the south flume wall transitions into the rock channel.

The taller wall section at the east end of the flume formed a gate chamber that supported a building above it. This gate house, visible in a ca. 1890s painting of the mill (Figure 88), held mechanisms to lift and lower

the flume's gates. The inner faces of the gate chamber were built with two vertical parallel channels that presumably held a set of gates that moved up and down for control of water flow. Remnants of the wooden sills were seen at the base of the flume in the gate chamber (Figure 93).

A column-shaped turret approximately 2.4 meters (8 feet) in diameter and 4.2 meters (14 feet) high was built at the east end of the flume's exterior wall. The interior (northern) flume wall had a square end with an extension that anchored it into the embankment.



Photograph 56. View west from Mill Street showing remnants of the flume along the riverbank in 2017.



Photograph 57. View from inside the flume in 2008 showing the stone wall built against the slope. Vertical channels for a gate mechanism were present at its east end (yellow arrow).

Though the middle dam has been long since removed, in the river bottom beneath the bridge, evidence of the method used to anchor the dam to the river bed was identified. This consisted of a series of holes drilled into the bedrock where iron bars were fastened (Photograph 59). The massive four-story L-shaped main buildings of the Schaghticoke Woolen Mill are completely gone and the site overgrown with trees. However, a visual inspection of a larger area during the

Addendum Survey revealed the presence of several above-ground features in the central and western portion of the site. The 1902 Sanborn Fire Insurance map overlaid on a modern ortho-image of the area was used to help identify what parts of the mill these features correspond to. They consist mainly of remnants of masonry walls associated with external parts of the mill and are labeled A-I on Figure 95.

The features are described only briefly here but can be found documented in greater detail in the initial Phase I and Addendum Survey reports (Dean and LoRusso 2009 and 2012). They include remnant parts of a stair tower and storage building (Features A and B), a gate house (Feature C), a flume house (Feature D), the north dam (Feature E), the wheel and pump house (Feature F), the machine shop (Feature G), the boiler house (Feature H), and the packing house (Feature I). Photographs 60-69 show these features as they looked in 2008 and 2011.



Photograph 58. View north showing remnants of the flume's outer wall after clearing for bridge construction in 2014.



Photograph 59. View northeast beneath the bridge showing the locations of drill holes with metal rods (marked with pink tape) used to anchor the dam in the river bed.



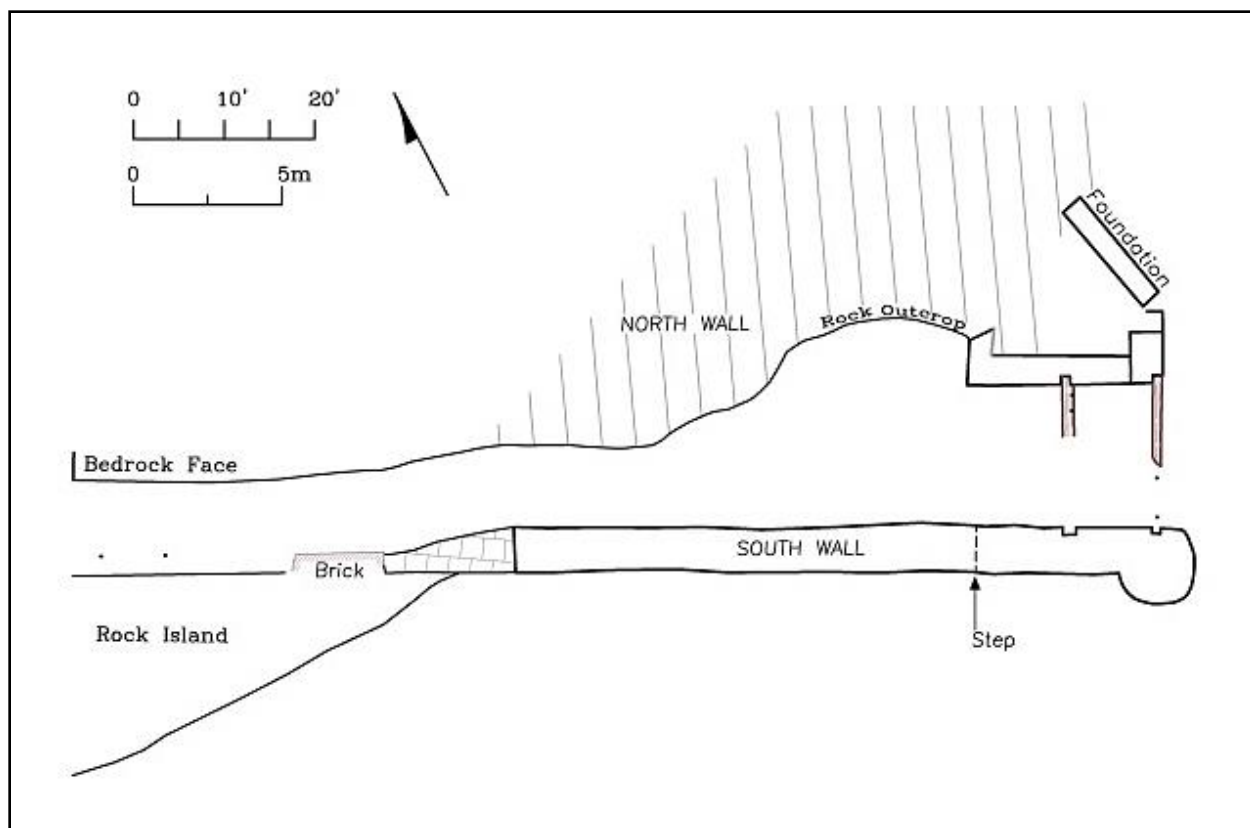


Figure 93. Plan of the flume and exposed building foundation (MDS 2a or 2b).

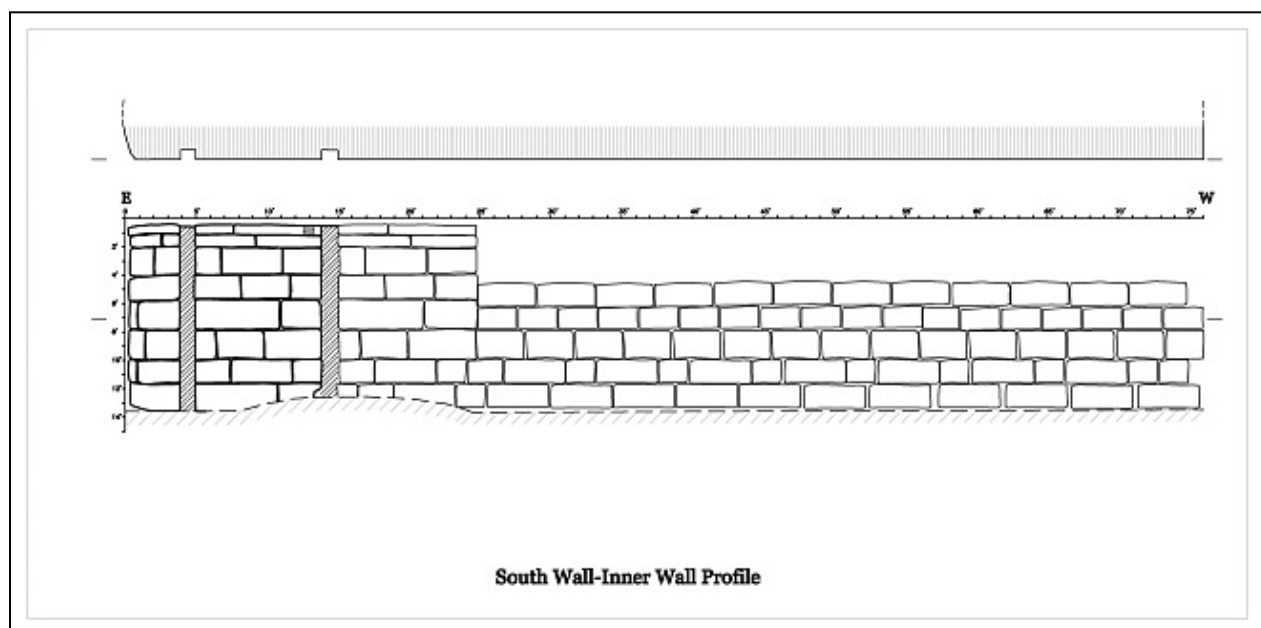


Figure 94. Scaled drawing of the inner face of the outer wall of the flume.





Figure 95. Ortho-image of the Schaghticoke Woolen Mill Site overlaid by 1902 Sanborn Insurance Map. Features labeled.





Photograph 60. View northeast of Feature A, the base remnants of a former five-story stair tower (left), and Feature B, a one-story storage building.



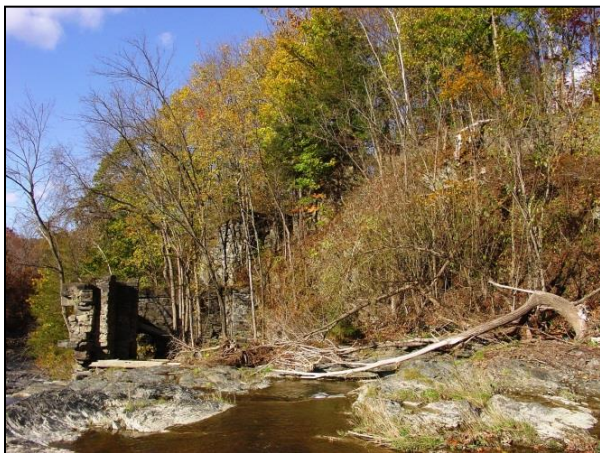
Photograph 63. Close-up of the remnants of the flume house (Feature D) and the round opening at rear for a penstock or pipe into the wheel house (Feature F).



Photograph 61. View northeast of the remnants of Feature C, a gate house at base of the rock escarpment.



Photograph 64. View from top of Feature D showing the upper course of stone associated with the flume house.



Photograph 62. View north of remnants of Feature D, the flume house (lower left), and Feature G, the machine shop situated above. The dam, Feature E, was attached to the southwest corner of the flume house.



Photograph 65. View of Feature G, the machine shop (left), Feature F, the wheel house (center foreground), and Feature D, the flume house (background). Note wooden components still present in the upper portion of the wheel house.





Photograph 66. View southeast of the exterior wall of Feature G, the machine shop. Note opening where line shafting passed from power system to the mill.



Photograph 68. View of metal bars imbedded in the riverbed where the wooden members of the north dam (Feature E) were held in place.



Photograph 67. View southeast showing the inside south wall of Feature H, the boiler house, with the west wall in the foreground.



Photograph 69. View east of the packing house cellar hole (Feature I) partially chiseled out of the bedrock.

### Mill Street Site

At the time of the archaeological study, which occurred in several phases, Mill Street was just a narrow gravel path accessed from Lower Main Street that followed along the river escarpment below the Route 40 bridge. Subsurface testing, which consisted of 23 STPs and three 1 by 1 meter units placed in or adjacent to the path, produced just under 3,000 artifacts.

In most of the excavations, the upper layers of soil were identified as modern or post occupational fill with over 40 percent of the site's assemblage (n=1,248) coming from these soils. Also represented is ash, coal, and slag from heating of buildings or powering machines, though some could also be the byproduct of one of the enterprises of the early Farmer's Manufacturing Company mill, known to manufacture various glass, iron, steel, and lead products before 1820. Concentrations of demolition debris were present on the

surface where Mill Street passes just above the intact foundation remains (MDS 2a or 2b) that were visible on the surface during Phase I testing and mentioned in the Schaghticoke Woolen Mill Site description above. Since there had been a sequence of mill buildings in this location starting in the early-nineteenth century, soil deposits along this part of the street were likely developed by a combination of building and tearing down of mill structures throughout the site's industrial history.

Testing along the west side of Mill Street indicated that most of the former roadway was buried 22 to 87 centimeters (9 to 34 inches) below modern fills, with an average depth of 55 centimeters (22 inches). The roadbed was multi-layered in some locations, an indication that it was built up as it needed repairs or when washouts and slumping occurred.





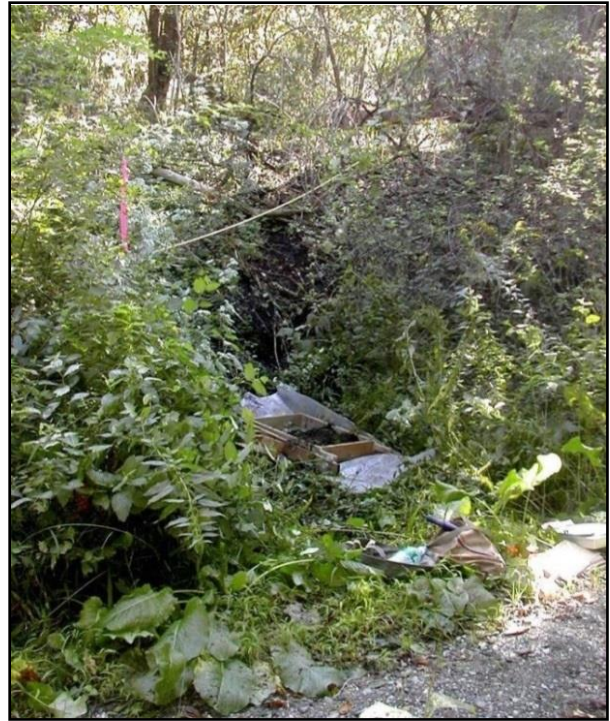
Photograph 70. Artifacts recovered from Unit 3, mostly nails and brick, associated with building demolition in the late nineteenth century.



Photograph 71. View of multiple roadbed layers exposed in Unit 1 excavated at the Mill Street Site.



Photograph 72. View south showing the former alignment of Mill Street, just a gravel path at the time of testing. Note the underside of the Route 40 bridge.



Photograph 73. View of the steep slope along the east side of the road where domestic refuse was located, suggesting the presence of a peripheral midden.

A low to moderate density of demolition debris and domestic refuse was recovered from several of the soil layers associated with the former road bed encountered in Unit 1 (Photograph 71). These artifacts indicate that the road was further developed in the late nineteenth century, though a crude roadway was likely first constructed at the beginning of the nineteenth century.

Excavations also identified a peripheral midden at the toe of the escarpment along the east side of the road (Photograph 72). A portion of this assemblage included artifacts associated with the consumption and storage of food. Some of this material was recovered from displaced soils that likely eroded downhill from the back yards of houses facing Main Street above (Photograph 73). It is also possible a building labeled as a shop (MDS 9d) on the 1839 survey map (Figure 84) functioned as a tenement by the mid-nineteenth century, and the slope below used for domestic refuse disposal. On the 1854, 1856, and 1862 maps, MDS 9d is untitled.

#### Cable Flax Mill Site

Historic materials were recovered from eight of the nine STPs (68-70, and 114-119) excavated in the boundaries of the Cable Flax Mill Site. These were confined to the north end of the site in the Mill Street roadbed and



revealed soil deposits much like those in the adjacent Mill Street Site. The upper layer of soil was post-demolition fill likely placed along the road in the first half of the twentieth century to level depressions during the 1940s-bridge construction. Of the 148 artifacts recovered in testing, 87 percent came from this fill layer and were composed mainly of mid-and late-twentieth century trash (i.e., fragments of bottle glass, aluminum foil wrappers and cans, plastic packaging, Styrofoam, and automotive parts) mixed with building rubble fragments, coal and cinders. This fill did produce a few domestic artifacts, like ceramic and glass fragments along with a 1935 coin and a jackknife.

The soil layer below the fill, which is associated with the mill's occupation from the 1840s to the 1920s, produced relatively few artifacts (n=18) including architectural material (mainly nails, brick, and window glass) along with debris related to heating or mill-related power systems (i.e., coal and cinder), and a few domestic artifacts such as ceramics, shell, and bottle glass. The mill's power system was modified in the late-nineteenth century to include coal- and oil-fired boilers and engines housed in buildings adjacent to Mill Street. This likely accounts for the presence of coal and cinder fragments found in the street. Domestic artifacts include three decorated porcelain teacup or bowl fragments and two shell fragments, likely associated with random disposal by mill workers.

A visual inspection of the larger site outside the project APE showed that all but one original structure of the complex, the main mill building facing Lower Main Street and its rear wing, have long since been removed with the foundations filled and leveled. Part of the lot is now used for parking of Agway vehicles, and the areas near the edge of the escarpment are overgrown with trees and brush. Some of the area nearest Mill Street has recently been used for disposal of clean fill and building debris from elsewhere in the village. However, archaeologists noted several above-ground masonry features at the top edge of the escarpment and at its base that relate to former mill buildings or power systems. These include retaining walls, footings, and supports for various parts of the complex, perched on top of or clinging to the side and bottom of the cliff.

One is a segment of poured concrete wall about 10 feet long and four feet high. The river face of the wall is exposed while being buried almost to the top on the mill side (Photograph 74). Several meters to the south along the top of the cliff is a small square concrete footing exposed several inches above the surface. Yet further south is what looks like a poured concrete pier about three feet tall set just below the cliff edge (Photograph 75). These features are probably part of retaining walls, foundations, or footings related to some of the buildings at the north end of the complex in the early twentieth century, either the coal shed (MDS 25a),

the oil house (25c), or possibly even a warehouse (MDS 22). These buildings are depicted on the 1889 Burleigh bird's eye view of the village and on the 1884 Sanborn Fire Insurance Map (Figures 80 and 81 above). At what was the south end of the mill complex, there are two large concrete structures visible (Photograph 76), one a square multi-story construction still attached to the cliff. This is the remnant of the wheel house and engine room (MDS E) situated where the former upper dam funneled water into the mill. The function of the other structure, roughly the size of a truck, is uncertain since it looks like it fell from the escarpment above to the river bottom where it was seen at the time of the survey.



Photograph 74. View northwest of the poured concrete retaining wall feature at the top of the cliff in the Cable Flax Mill Site.

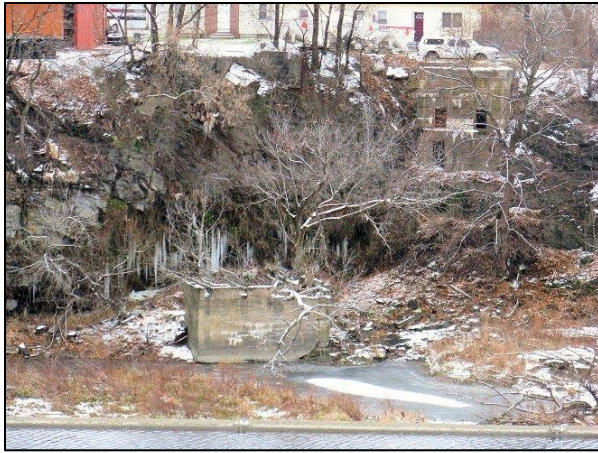


Photograph 75. View south of the poured concrete pier possibly remnant of one of the late-nineteenth century Cable Flax Mill buildings.

### Integrity and Significance Assessment

The three industrial sites discussed here are inextricably linked to the early days of the industrial revolution and the rapid growth of this community in the first half of the nineteenth century. People like Benjamin Joy, Herman Knickerbocker, Ephraim Congdon, George Brown, Amos Briggs and Richard and Betsey Hart are some of

the individuals associated with these industries, and each has contributed to the development of these sites.



Photograph 76. View east of concrete building remnants associated with the Cable Flax Mill wheel house and engine room along the river bank.

This ideal location for water power and the development of the factory system eventually enabled some of these capitalists to own not just the mills, but the stores and houses that employees lived in. Over a relatively short period, industrialization transformed this small agricultural community into a centralized hub of textile production that fully embraced the new factory system. Entire families had their life cycles regulated by time clocks and whistles as they walked the short distance from their mill-owned tenements to their mill jobs along Lower Main Street and Mill Street.

The industrial sites studied archaeologically in this area, are extensive and composed of various building remnants, dams, and water-power systems that transformed over more than a century while adapting to historical developments such as the new factory system, supply and demand of raw materials and products, changes in ownership and capital investment, technological innovation, and workforce availability.

The Schaghticoke Woolen Mill Site, which in 1864 supplanted earlier cotton, fulling, and grist mills, incorporated the earlier mills' dam and flume into its much larger system located further west and outside the project area. Within the project area for the bridge, 1940s construction caused extensive disturbance to the earlier mill foundations, however, the cut stone double-walled flume structure, the most prominent remnant of these mills, is intact and visible in the river below the Route 40 bridge.

Though almost all the main buildings of the Schaghticoke Woolen Mill are gone, large components of the complex remain visible on the surface and at the base of the escarpment. The entire hillside, once dominated by the massive L-shaped structure, is

obscured by trees and otherwise relatively untouched. This would suggest that future study of archaeological deposits and building foundations there could contribute extensively to knowledge of the site's structure, building functions, changes in technology, and interpretation of specific work areas.

The Cable Flax Mill Site, which was originally associated with Benjamin Joy's 1809 linen mills, grew to a multiple-building complex that by the late-nineteenth century filled the land between Main Street, Mill Street and the river with multi-story mill buildings, offices, shops, power facilities, and storehouses. This site falls mostly outside the archaeological study area, with most of the building complex removed in the early-twentieth century. However, part of the main mill structure facing Main Street and its rear wing facing the river, survive. The rest of the site appears to be filled over with soil. Archaeological testing was confined to the northern edge along Mill Street, where remnants of the industrial byproducts of later power systems were found mixed with building debris in STPs. It is very possible that in the rest of the site, intact remnants of some of the earlier structures and industrial activities are preserved below the surface. There are also various external masonry components of structures that survive along the top of the escarpment overlooking the river and at its base.

Mill Street, aptly named as the single roadway linking the village's main street and the industries west along the river, was extremely active from the earliest days of milling in the late-eighteenth century. This narrow roadway was used by horse-drawn wagons coming to and from the mills, at first with construction materials to build the mills themselves, then with raw materials such as flax, cotton, wool, and wheat for processing. Finished goods would have been taken out the same way, sharing the road with the hundreds of men, women, and children, who for generations worked in the mills and lived nearby. The part of Mill Street effected by the new bridge project had already seen impacts during the 1940s-bridge construction, but this appeared to be limited to filling over and perhaps leveling or widening of the old street, much like the construction impacts seen during the recent bridge replacement.

These mills and the street connecting them are significant remnants of a bygone era of Schaghticoke, one that because of its prime location on the Hoosic River, dominated the social and economic history of the village for more than a century. NYSDOT's reconstruction of the Route 40 bridge provided an opportunity to investigate and document some of the physical remains of this industrial history, one that is little evident to the ordinary passerby today.



## HISTORY OF BRIDGES AT SCHAGHTICOKE

The Route 40 Bridge was the fifth successive highway bridge to cross the Hoosic River at Schaghticoke. The steel deck truss, built in 1941, followed an iron truss (1885), a covered bridge (1832), and two open timber bridges (1788 and 1799) dating to the first years of the settlement. The bridges demonstrate an evolution in technology capped by the existing steel girder span, completed in 2014.

The bridges at Schaghticoke were a vital link in a highway that funneled produce and goods from upper Rensselaer County, Washington County and Vermont to markets in Lansingburgh and Troy. Sited at a falls in the Hoosic River, Schaghticoke became a textile manufacturing center because of the access provided by the first bridges. Activity increased as the mills and surrounding farms prospered with wagons crossing the covered bridge to railroad depots at Schaghticoke and Schaghticoke Hill by the 1850s. The iron truss saw decreased use with the decline of mills paired with a rise in motor transportation which brought the need for extensive repairs by the 1920s.

A deck truss bridge was planned to replace the iron bridge as part of a larger improvement of Route 40 in 1930. The bridge was to be built on a straight alignment high above the Hoosic River, eliminating the old twisting route through the village. Ultimately, the bridge would wait a decade as highway funds were diverted to higher priority projects. The contract for the bridge was awarded on August 26, 1940, and the bridge was officially opened on October 5, 1941. The Route 40 bridge represented one of the last major bridge construction projects by the State Department of Public Works prior to WW II.

### Early Bridges

The first bridge at Schaghticoke was built by town resident William Chace in 1788. The Chace bridge provided the only route across the Hoosic River, improving access to northern agricultural areas and opening the river for industrial development. New York State recognized the importance of the bridge under Laws of 1788, "An Act for the relief of William Chace." The law compensated Chace for his expense of building the bridge, allowing him to collect tolls for a term of 20 years. The tolls were set at one shilling for a carriage drawn by two horses, three pence for a carriage drawn by more than two horses or cattle, six pence for a single man and horse, two pence for every ox, cow, heifer or calf, and one shilling for a score of sheep and hogs. To protect his interests, Chace was allowed to fence "or otherwise stop up" the highway leading through his land to the bridge from the north and to fence off existing fords at or near the bridge. No other bridges were to be

built over the river within two miles except for private use (New York State Legislature [NYL] 1788).

Chace and his subscribers were able to maintain the bridge for only four years, relinquishing ownership to New York State under Laws of 1792, "An Act for the relief of William Chase and for keeping in repair the bridge erected over the Hosack river." In return, Chace was awarded an undetermined tract of land north of the Mohawk River not to exceed 12,000 acres. The bridge was to be maintained by the highway commissioners of the Town of Schaghticoke, at the expense of Rensselaer County, for a sum not exceeding 50 pounds in any year (NYL 1792). Under Laws of 1798, the bridge was placed under the direction of the county superintendents of highways and the county was authorized to use money in its treasury, or to borrow money not exceeding \$15,000 in total, for maintenance of the bridge (NYL 1798).

Rensselaer County kept the Chace bridge open for approximately six more years, allowing it to fall out of service by 1799. Under Laws of 1799, New York State authorized John Knickerbacker Jr., Silas Weeks, John Travis, Zephaniah Russell, Bethel Mather and Charles Joy, to build a toll bridge "at the same place where William Chase formerly built a bridge." The tolls were set at six cents for a carriage drawn by two horses or cattle, two cents additional for every carriage drawn by more than two horses or cattle, three cents for every person and horse, one cent for every neat cattle, and six cents for every score of sheep or hogs. The law was specific about how the bridge would be maintained. If the bridge was to become so far decayed as to render it unsafe as judged by the county, or be carried away by floods, ice, or any other accident, Knickerbacker and others shall have 18 months to repair or rebuild it. If not, the bridge shall become the property of the state with no recompense. If the highway commissioners received complaints about the condition of the bridge and judged it to be dangerous for passage, they shall immediately "spike up the toll gates," until the bridge is repaired. (NYL 1799b).

The Chace bridge and the Knickerbacker bridge were built at a fording place known as Schaghticoke Point, where the Hoosic River made a sharp turn before descending through a narrow gorge. Here, the river split around an island and flowed on a flat bedrock bottom conducive to bridge building. A crude sketch of "Chases Bridge" on a *Map of the Corporation Lands at Schatikooke*, ca. 1790, suggests that the bridge was an open timber structure (Figure 96). The Knickerbacker bridge also appears as an open timber structure on a village map made by Mallory, ca. 1824 (Figure 97). Considering the early date of the bridges, each likely



Figure 96. Ca. 1790 *A Map of the Corporation Lands at Schatikooke* (Gansevoort). The map appears to show an open timber bridge and a smaller bridge spanning the Hoosic River at “Chases Bridge” (Courtesy of New York State Library Manuscripts and Special Collections).

consisted of multiple short spans supported on the center island and on piers in the river. Timber arch bridges with longer spans had been introduced but were the exception and not the rule before 1800. Both bridges predated the era of covered truss bridges, which generally began with the introduction of the Burr arched truss in 1804 (Comp et al. 1976).

Under Laws of 1815, the proprietors of the Knickerbacker bridge, then consisting of Bethel Mather, Munson Smith, Charles Joy, Zephaniah Russell and Daniel Campbell, were incorporated as the Schaghticoke Point Bridge Company and were authorized to continue for a term of 38 years. After March 23, 1824, the company was to pay the town annually, one quarter of the tolls received on the Schaghticoke Point bridge to keep in repair a bridge over the Tomhannock Creek at the house of Herman Knickerbacker, and to improve and keep in repair the highway leading from the Schaghticoke Point bridge to the Northern Turnpike (NYL 1815). Under Laws of 1830, the turnpike company was released from the one-quarter payment to the town and most of the tolls were lowered. Residents

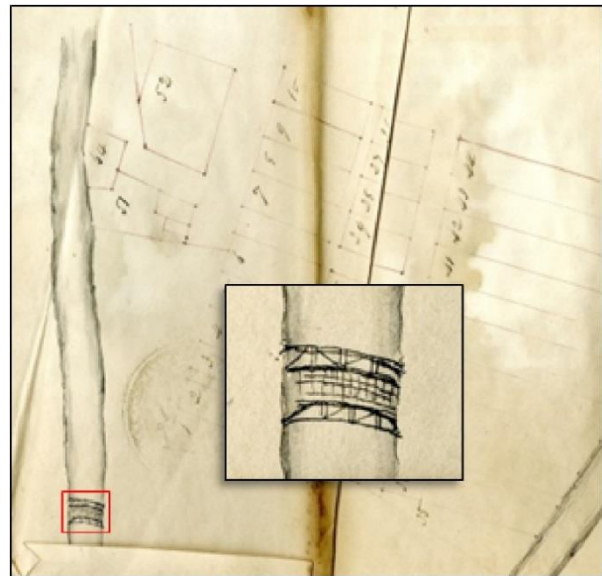


Figure 97. Ca. 1824 village map showing the lots of Briggs and Hart (Mallory). A sketch of the presumed Knickerbacker bridge, enlarged at center, depicts an open truss structure (Courtesy of Chris Kelly, Schaghticoke Town Historian).

of the Town of Schaghticoke were to be charged only half of the normal rates (NYL 1830).

An early competing bridge was built two miles upstream from Schaghticoke Point, at a location known as “the Valley” (Valley Falls), where another falls would see industrial growth. The original bridge, named “Veile’s bridge,” had been used as the original point of reference for the northwest corner between the Towns of Schaghticoke and Pittstown (NYL 1793). The bridge did not survive long, and under Laws of 1805, Sanford Smith, James Hunt, and Simon Viele, were authorized to build a toll bridge at the former location of “Talmadge’s Bridge,” apparently a second name for “Veile’s bridge” (NYL 1805). Under Laws of 1812, the maximum tolls on this bridge were set to be the same as on the Schaghticoke Point bridge, eliminating an advantage of one bridge over the other (NYL 1812). By the 1830s, the tolls were removed on Talmadge’s Bridge, presumably drawing traffic away from the Knickerbacker bridge (Troy Daily Budget [TDB] 1834).

### Covered Bridge and Improved Transportation

In 1832, a covered bridge was built by the Schaghticoke Point Bridge Company to replace the Knickerbacker bridge (Sylvester 1880:443). Research for this report located no images or descriptions of the bridge so its type is unknown. Probable candidates were a Burr arched truss or a Town lattice truss, the two most popular bridges of the time. The Burr truss, introduced in 1804, consisted of multiple king post trusses reinforced by lengthwise arches. Local examples included the Union Bridge over the Hudson River at Waterford (1804), the original Northern Turnpike bridge over the Hoosic River at Buskirk (1804), and a bridge over the Hoosic River at Eagle Bridge (1827). Burr trusses typically ranged from 50 to 175 feet in length. Longer examples included the Union Bridge, where four trusses of equal length comprised the 797-foot bridge. The Town lattice, introduced in 1820, consisted of a continuous web of diagonal planks with no vertical supports, a structure easily built by carpenters. The length typically ranged from 50 to 220 feet. The Town lattice was used for

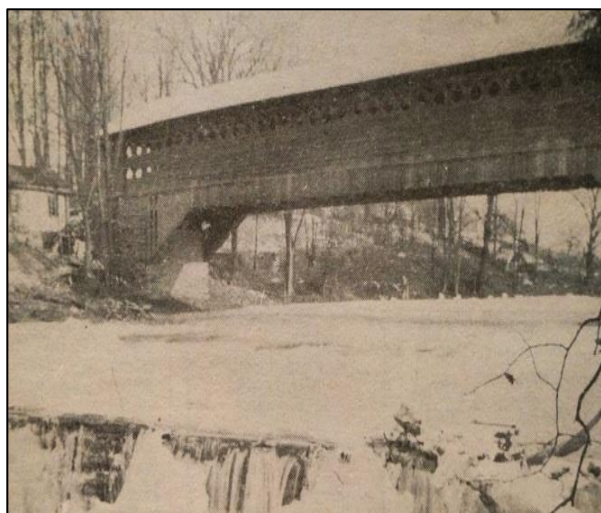


Figure 98. Photograph of the covered bridge over the Hoosic River at Old Schaghticoke. The lattice structure, evident in the openings below the roof, was reinforced with lengthwise arches that extended below the bridge to the abutments (Courtesy of Schaghticoke Village Historian).

bridges over the Battenkill Creek, Little Hoosic River, and Hoosic River in Rensselaer and Washington Counties. A hybrid type was built over the Hoosic River at Old Schaghticoke and over the Tomhannock Creek at Schaghticoke Hill, consisting of a lattice with lengthwise reinforcing arches (Figures 98, 104). Any one of these types would have been suitable for a covered bridge with two spans, 200-feet in length, at Schaghticoke Point

(Comp et al. 1976; Allen 1957:14-16; Wilson 2004:119-126, 97-104; Allen 1983:63-69,74-76,95-102, 105-106).

### Rise of Schaghticoke Point

There was sparse settlement at Schaghticoke Point when the Chace bridge was built. The early farms clustered to the west where the Tomhannock Creek met the Hoosic River, at the original site of Schaghticoke, which became known as Old Schaghticoke. In the early 1700s, the City of Albany purchased land here for lease to Dutch settlers including Johannes Knickerbacker, whose family would become the most prominent in the area (Sylvester 1880:438). Schaghticoke Point would develop around a one hundred-foot stepped falls, which provided ideal sites for water-powered mills. With the completion of the Chace bridge, the falls attracted entrepreneurs eager to capitalize on the mechanized mill technology spreading west from New England. A fulling mill was erected here in the early 1790s, followed by five other textile mills from 1800 to 1820, (Kelly 2014). The Schaghticoke covered bridge served a thriving industrial village that came to be monopolized by Amos Briggs of Schaghticoke and Richard Hart of Troy. Briggs, the mill operator, and Hart, the financier, had partnered in the revival of the Farmer's Manufacturing Company cotton and woolen mill after a fire destroyed the original mill in the 1820s. By the early 1840s, Amos Briggs and Richard Hart's widow, Betsey, owned and operated all the mills at Schaghticoke Point, and had built stores, warehouses, and tenements on the surrounding lots (Kelly 2014).

Milled goods and produce from Schaghticoke Point and environs were trucked to market over improved roads in the early 1800s. Under Laws of 1799 and 1805, the First Company of the Northern Turnpike Road was authorized to build a turnpike from Lansingburgh to Cambridge, Salem, Granville, and Vermont, over which products could be brought to Lansingburgh, the head of navigation on the Hudson River (NYL 1799c, 1805). At the time, Lansingburgh was in competition with Troy as the primary river port above Albany. The state had authorized the dredging of the Hudson River between Troy and Lansingburgh, allowing "lighter boats" to transport goods from Lansingburgh to large ships docked at Troy (Sylvester 1880:161-162; NYL 1799a). The Northern Turnpike angled northeast from Lansingburgh through "The Junction" (Melrose) and Tomhannock, crossing the Hoosic River nine miles above Schaghticoke Point at Buskirk (Figure 99). The road to Schaghticoke Point branched from the turnpike at Melrose and continued north on a parallel route through central Washington County (Troy Daily Times [TDT] 20 April 1923; DeWitt 1804).





Figure 99. 1804 Map of New York State (Dewitt). The Northern Turnpike (blue) and the branch route through Schaghticoke (red) carried trade from southwestern Vermont, Washington County and upper Rensselaer County to Lansingburgh and Troy (Courtesy of New York State Library Manuscripts and Special Collections).

In the mid-1850s, Amos Briggs and Company operated two cotton factories, Briggs and Stratton partnered in a third cotton mill, and Amos Briggs' brother Tibbits Briggs operated a twine mill in Schaghticoke Point (Rogerson 1854; Clark and Newcomb 1856). In the 1860s, with the loss of the Southern cotton supply, the main cotton mill was converted to a woolen mill and the flax mill was expanded. These two mills would employ a large majority of village residents in the years to come (Anderson 1897:446-447). In 1867, as the Briggs and Hart era came to a close, Schaghticoke Point was incorporated as Hart's Falls, in tribute to Richard and Betsy Hart. The village was reincorporated as Schaghticoke in 1881 (Anderson 1897:443).

The route between Schaghticoke Point and Lansingburgh carried more vehicles as the farm and mill economy prospered. Traders paid a toll to cross the covered bridge and another toll to use the Northern

Turnpike. The turnpike was expensive, with tolls at the Tomhannock gate, just east of Melrose, at ten cents for a one-horse wagon, 15 cents for a two-horse wagon, and 25 cents for a score of cattle, in 1824. Protests over the high tolls on the Northern Turnpike in the 1840s led to half tolls for persons living within a mile of a toll gate or for farmers going to and from work and exemptions for persons going to court, funerals, or elections (Times Record [TR], 5 May 1941). An alternate route, built by the Lansingburgh and Schaghticoke Turnpike Road Company, was authorized under Laws of 1841, and immediately placed under construction (NYL 1841; TDB 30 August 1841). The route began above Melrose, angled down to the mouth of the Deep Kill on the Hudson River, and continued south to Lansingburgh, a distance of seven miles. The tolls were substantially lower than on the Northern Turnpike, at two cents for a one-horse wagon, six cents for a two-horse wagon, and ten cents for a score of cattle.

The Champlain Canal, opened in 1823 from Waterford to Whitehall, provided another way to transport goods. The Schaghticoke and Lansingburgh Bridge Company, originally chartered in 1825, erected a bridge across the Hudson River at Stillwater in 1832, allowing direct access to the canal from the Towns of Schaghticoke and Easton (NYL 1825; Hayner 1931). Replacing an earlier ferry, the bridge was a boon to farmers in upper Schaghticoke and Easton, allowing them to easily deliver potatoes and other bulk produce to the canal. The bridge also provided an alternate route to Waterford and Lansingburgh via the Waterford Turnpike and the Union Bridge (Troy Weekly Times [TWT], 18 March 1875; Record Newspapers, 4 November 1961). Millers at Schaghticoke Point may have accessed the canal at Stillwater, but largely traded by highway. The ten-mile wagon trip between Schaghticoke and markets in Lansingburgh and Troy would have outweighed the extra cost and handling of a wagon trip to Stillwater, a canal trip to Waterford, and a transfer back over the river to Lansingburgh.

Railroads built through the Hoosic Valley in the 1850s further improved trade for Schaghticoke Point and its neighbors. For a short period in the mid- 1850s, the Albany Northern Railroad operated a line directly through Schaghticoke Point, with a station at the south end of Main Street. The railroad failed within a few years and was acquired by the Albany, Vermont, and Canada Railroad, which also failed by 1859. The line subsequently was acquired and taken out of service by the Troy and Boston Railroad, which had opened a parallel line just south in 1851. The Troy and Boston Railroad was less convenient than the Albany Northern Railroad, requiring a two-mile trip to and from a depot east of Schaghticoke Hill, but provided a direct route to markets in Albany (AEJ 14 March 1851; TWT 10 January 1878). Amos Briggs served as president and



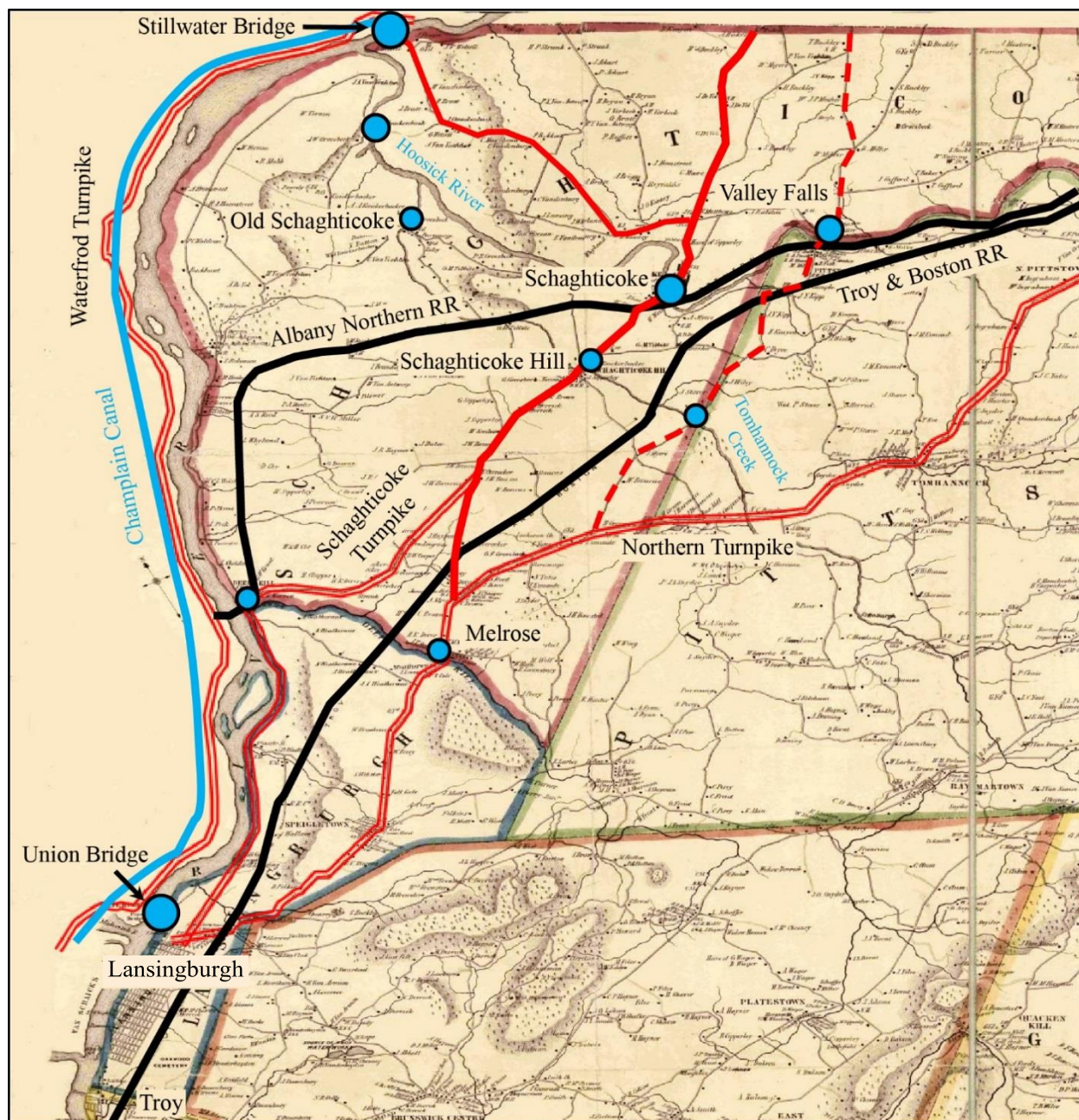


Figure 100. 1854 Map of Rensselaer County, New York (Rogerson), showing primary trade routes. Routes are highlighted in red (highways), black (railroads) and blue (canal). The highway bridges over the Hudson River, Hoosick River, Tomhannock Creek and Deep Kill are marked with blue circles according to size.

director of the Troy and Boston Railroad, in addition to the Lansingburgh and Schaghticoke Turnpike, desiring to optimize access to his mills (TWT 13 August, 1874).

The Schaghticoke covered bridge was crossed by wagons going to and from the Troy and Boston depot along with daily stages and other through traffic. A wagon coming into Schaghticoke Point on South Main Street in 1860 passed the homes of prominent citizens on the east side, including Elihu Butts, the village doctor

and lawyer; Nicholas Masters, who operated the Schaghticoke Powder Company built by his father in 1813, and Oliver Arnold, a coal merchant, who would become the first president of Hart's Falls in 1867 (Figure 100). On the west side of the street were Briggs and Hart tenements and McGrath's Hotel in a neighborhood called "Brooklyn." Drivers then negotiated a sharp turn and a descent to the bridge, passing by one of the Briggs cotton mills, a store and several mill houses on the left,

and the store of William Winslow on the right. Drivers paid a toll at the east end of the bridge before turning onto Main Street in a neighborhood called “Dublin.” Main Street was a bustling commercial district with three stores clustered at the bridge entrance, the Schaghticoke House at Second Street, four more stores above Second Street, and the American House, a central meeting place for the town, at Fourth Street. On the river side, south of the bridge, was a saw mill and the plaster mill of Lorenzo Baker at the first dam and several Briggs storehouses near the Albany Northern depot. North of the bridge, at the second dam, was the twine factory of Tibbits Briggs, and on Mill Street, at the third dam, was Amos Briggs’ cotton factory and grist mill. Manufacturers and merchants lived on Main Street between Second Street and Fourth Street, including Amos and Tibbits Briggs, former mill owner Ephraim Congdon, and Lorenzo Baker. Mill workers resided in tenements on West Street and East Street which paralleled Main Street (Lake and Beers 1861; U.S. Census Population Schedules 1860a; U.S. Census 1860b; Sylvester 1880:443-444).

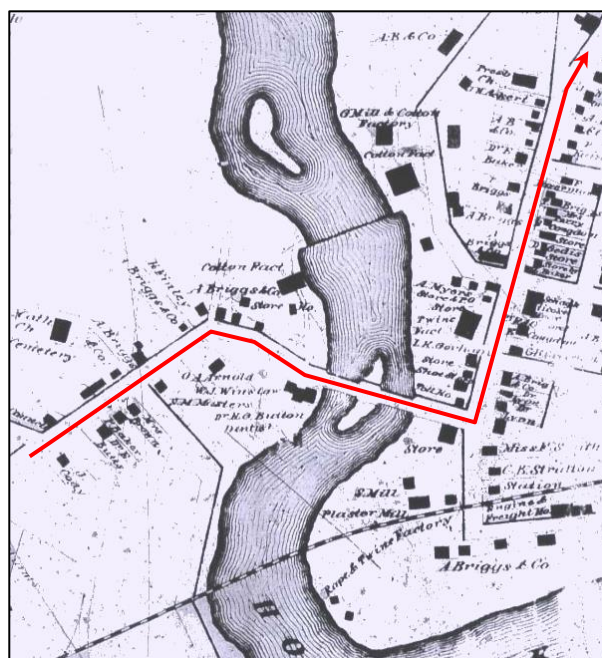


Figure 101. 1861 Map of Rensselaer County, New York (Lake and Beers). The red line traces Main Street over the covered bridge through Schaghticoke. Travelers were required to make a sharp turn and a steep descent to the bridge heading north.

The covered bridge remained in use for 53 years. Perhaps its greatest test came in July 1835, when a violent storm passed over Rensselaer and Washington Counties, tearing the roof off and scattering whole sections, rafters, and shingles through the lower part of

the village. The bridge remained passable, but according to the *Troy Whig*, required an estimated one to two thousand dollars in repairs (New York Spectator, 17 July 1835). In June 1873, ownership of the bridge passed from the bridge corporation to the town and the toll was removed. At the time, the bridge was described as dilapidated and unsafe (TWT, 4 June 1873). In October 1873, a horse fell partly through the floor and had to be rescued. A news story on the incident said that the same fate had befallen pedestrians due to the poor condition of the bridge and expressed hope that it would soon be repaired (TWT, 11 October 1873).

One of the first projects completed by the Village of Hart’s Falls was the improvement of South Main Street leading to the covered bridge. In 1870, the street was graded and dressed with stone curbs and cobblestone crosswalks, and the drainages rebuilt. In June 1874, the village passed a resolution to call attention to the town highway commissioners of the poor condition of the bridge itself. In August 1879, the town met with the village to propose a new span. The village passed a resolution permitting the town to remove the old bridge and to erect a new one, extending the bridge at one or both ends as necessary (Village of Schaghticoke, Minutes of the Board of Trustees (SVB):17 October 1870, 24 October 1870, 28 August 1879).

### Iron Truss Bridge, Toll Free Highways

In 1885, the covered bridge was replaced by an iron bridge, which is shown on the cover of this publication. The iron bridge was a four-span, half-thru Pratt truss, supported on the center island and on stone piers in the river (Figure 102). Truss bridges had begun to replace covered bridges with the advent of metal in bridge building in the 1870s. The Pratt truss was the most popular type, typically built as a through truss or as a pony truss with no overhead structure for shorter spans. The half through truss at Schaghticoke was uncommon, evidently used to lessen the height of the supporting columns, while keeping the roadway at the desired level above the river.

The construction of the bridge was underway in February 1885 with river ice used to support the falsework to erect the truss. The work proceeded slowly in February but was pushed in early March for fear the ice would melt and take away the falsework (TDT 23 February 1885, 17 March 1885). The covered bridge had been left standing to help stage the construction, but collapsed, taking laborers William O’Hara and John Linehan with it (Daily Saratogian, 12 March 1885). The workers fell 40 feet to the river bed and sustained serious injuries but survived (TDT 17 March 1885).



The bridge was built under the supervision of Richard M. Hasbrouck, a town engineer and surveyor, who had been a candidate for Eastern Division engineer of the New York State Canal Commission in 1874 and had served as the city engineer of Troy from 1875 to 1883. Hasbrouck was appointed deputy state engineer in 1883 but due to failing health could not fill the position. The Schaghticoke bridge proved to be his last commission before his death in January 1886 (TDT 27 February 1885; TWT 10 January 1874; Madison Observer, 8 July 1885; TDT 18 January 1886).

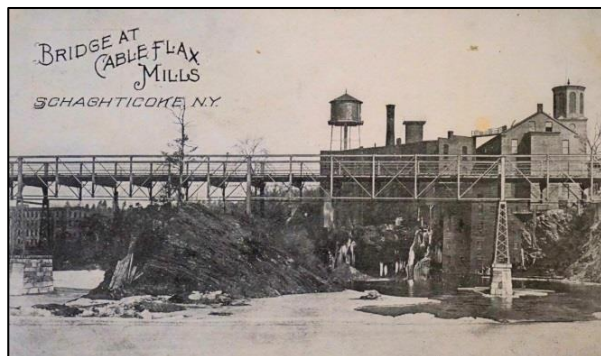


Figure 102. Postcard view of “Bridge at Cable Flax Mills Schaghticoke, N.Y.” Shows the 1885 half-thru iron truss supported on iron columns on stone piers (Courtesy of Schaghticoke Village Historian).

Travel to and from Schaghticoke became less costly in the late 1800s with the elimination of bridge and highway tolls. In addition to the Schaghticoke bridge, the main route between Schaghticoke and Lansingburgh had become toll free with the abandonment of the Northern Turnpike due to competition with the parallel Troy and Boston Railroad. An act passed on April 5, 1858, authorized the turnpike company to abandon its route above Tomhannock, ten miles north of Troy, and by 1861, the remaining toll gates at Tomhannock and Grant’s Hollow, were removed (NYL 1853; Lake and Beers 1861). With the Northern Turnpike a free route, the Schaghticoke and Lansingburgh Turnpike lost revenue, and in 1858, was reorganized as the Hudson River Turnpike Company under new directors (Hudson Daily Star, 7 September 1858). In 1870, the company was given a 30-year extension of its charter and authorized to abandon its route above the Deep Kill (NYL 1870). In 1897, the turnpike was deemed no longer sustainable and was abandoned to the county as a public road (TDT 9 July 1897).

Schaghticoke residents took on a growing tax burden to cover the maintenance of former turnpikes and toll bridges. The Schaghticoke bridge would prove to be one of the largest expenses for the town. In 1892, the

bridge was repaired and painted for \$700 (SVB 30 April 1892, 28 February 1893). In 1895, the town purchased and relocated the old toll house at the corner of Main Street to make way for a sidewalk to be attached to the north side of the bridge (Figure 103) (Town of Schaghticoke, Minutes of the Board of Supervisors [STB] 9 February 1895). With no foresight by its designers, the bridge had been built with no sidewalk, requiring pedestrians to walk with vehicles. The sidewalk was built by the Horseheads Bridge Company at a cost of \$1,800 (STB 8 October 1895, 7 November 1895, 15 June 1896). In 1900, the bridge again required painting and repair work on one of the abutments at a cost of \$400 (STB 8 November 1900). For its part, the village maintained the streets and sidewalks leading up to the bridge and provided lights, as it had done for the covered bridge (SVB 1 June 1874, 6 June 1882, 5 November 1886).

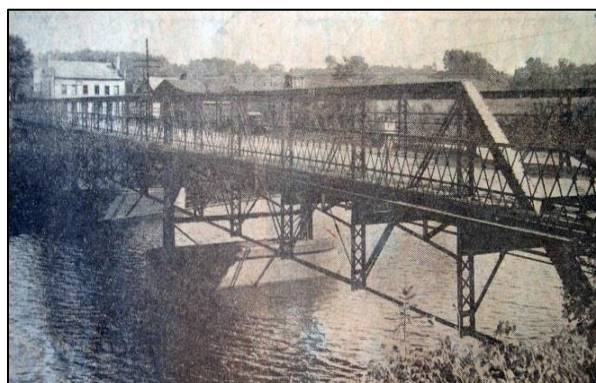


Figure 103. Photograph of the iron truss bridge showing the added sidewalk on the downstream side (Courtesy of Schaghticoke Village Historian).

The town kept bridges in service as long as possible to save on costs, replacing only two bridges from 1891 to 1920 (STB 21 May 1898, 27 June 1913). In 1913, the town extended the lifespan of the covered bridge over Tomhannock Creek at Schaghticoke Hill. Reinforcing arches were built below the deck by James Mortland at a cost of \$700 (Figure 104) (STB 14 July 1913, 7 October 1913). The bridge ultimately was condemned by the state, in 1920, requiring the town to borrow up to \$2,500 for its share of the \$14,750 cost of a replacement (STB 24 July 1920, 25 September 1920; TDT 29 September 1920).

In 1914, Rensselaer County and the Town of Schaghticoke were saddled with the former toll bridges over the Hudson River at Stillwater and Mechanicville. The town was required to pay \$2,700 for its share of purchasing the Stillwater bridge and successfully petitioned the county to delay its payment until the 1916 tax year (STB 6 November 1914). In 1915, the town called for a replacement of the floor of the Mechanicville

bridge, with costs to be shared equally by the Town of Schaghticoke and the Village of Mechanicville (STB 6 July 1915). The town and village would not reach an agreement for the work until 1925 (STB 25 November 1925).

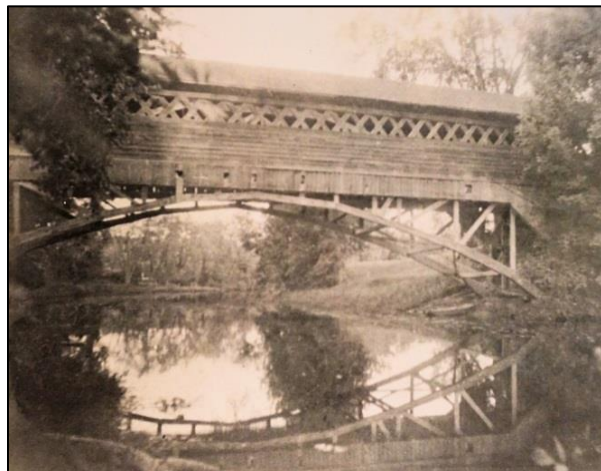


Figure 104. Photograph of the covered bridge at Schaghticoke Hill. Reinforcing arches were built below the original lattice-arch bridge to keep the bridge in service (Courtesy of Schaghticoke Village Historian).

The Schaghticoke bridge, seeing heavy use by motorized vehicles, required major repairs by 1921. In November 1921, the town authorized Ford Harris, an engineer of Melrose, to examine the bridge and to determine its carrying capacity (STB 21 November 1921). In a special meeting on January 25, 1922, Harris explained to the town board that the bridge could not safely carry a 3-ton load and estimated that \$20,000 in repairs would be needed to make the bridge safe for two passing 6-ton loads. At the same meeting, engineer A. R. Lawson provided a substantially lower estimate of \$5,000 to make the bridge safe for two passing 8-ton loads (STB 25 January 1922). The town solicited bids, and in May 1922, contracted with the United Construction Company to repair the bridge for \$5,285, with extra repairs raising the total to \$5,703 (STB 23 May 1922).

### **The State Highway System and Route 40 Improvements**

Highways and bridges in New York had been built according to a patchwork of general statutes and special acts for over a century when the legislature passed the Highway Law of 1890. The Highway Law organized and simplified the earlier laws, making provisions for the duties of highway officers, for the assessment of towns and counties for highway labor, for the laying out and discontinuing of highways, and for the construction,

maintenance and repair of bridges. Towns were to be responsible for public bridges over waters within their own boundaries, with county aid up to \$2,000 in any one year for towns unreasonably burdened by erecting or repairing bridges. Bordering towns and small cities or villages were to share equally the expense of bridges spanning waters along their boundaries. (Greene 1902: vii, 146-147).

An increased interest in the Good Roads Movement brought about the passage of two new laws in 1898 which provided the first state aid for highway improvements. The Higbie-Armstrong Act provided for the improvement of the main traveled roads, with costs to be shared 50 percent by the state, 35 percent by the county, and 15 percent by the town. The Fuller-Plank Act provided that any town electing to adopt the “money system” of funding may receive state aid at 25 percent of the amount so levied for highway purposes. Prior to 1898, a large majority of towns taxed individual residents for the labor to maintain the roads along which they lived. Under the money system, towns paid for roads by a general tax levied on the total assessed value of its real estate. The state provided a greater impetus for highway improvements with an amendment to the Higbie-Armstrong Act in 1907, which increased the amount of state aid to as much as 91 percent in poorer counties, and by amendments to the Fuller-Plank Act, which increased the amount of state aid to 50 percent in 1902, and from 50 percent to 100 percent in 1907, for towns with low real estate valuations (New York State Engineer and Surveyor [NYSES] 1908:15-17, 25-26; Amsterdam Evening Recorder [AER], 4 October 1905; Greene 1902:192-193).

Highways improved under the Higbie-Armstrong Act in Rensselaer County were mostly sections of the old stage routes radiating from Troy. These included roads from Troy to Brunswick, Greenbush, Sand Lake, and Poestenkill, and a section of the old Northern Turnpike. Others included the well-trodden stage road from Boston to Albany, passing through the City of Rensselaer. Overall, Rensselaer County accounted for 21 of the 656 highway improvement contracts awarded in the state under the Higbie-Armstrong Act from 1898 to 1907 (NYSES 1908:54-68).

Smaller roads were improved with assistance from the Fuller-Plank Act, though the large majority of towns, including Schaghticoke, did not initially adopt the money system or receive state aid (AER 4 October 1905). In 1899, the Town of Schaghticoke had called for the repair of the Hoosic River bridges at Schaghticoke and Johnsonville, as well as several smaller bridges and roads, at a cost not to exceed \$1,000. The town authorized the highway commissioner to complete the repairs despite a shortage of funds, apparently borrowing money to do so (STB 2 October 1899). The town also

borrowed \$2,000 for highway and bridge work in 1901, \$1,500 in 1903, and \$1,200 in 1904, to be repaid by a levy on the next annual assessment (STB 7 May 1901, 6 June 1903, 8 April 1904). In 1905, the town faced an added debt of \$6,427.13 for its share of a railroad grade-crossing elimination on the Schaghticoke road at Melrose. In June 1905, the town was notified by the State Railroad Commission to settle its account with the state and the railroad for its expense of building the bridge and was asked for an audit of its annual expenditures (STB 30 June 1905). Perhaps as a result, the town called a special meeting in October 1905, to raise funds for roads, citing its adoption of the money system, by which it could obtain state aid (STB 23 October 1925).

In 1908, the state legislature passed a much more comprehensive Highway Law. The law established the State Department of Highways, headed by three commissioners appointed by the governor, to oversee all highways and bridges built, improved, or maintained with state monies. The law designated 37 primary routes to be constructed or improved at the sole expense of the state, including those previously constructed or improved under Laws of 1898. The law also provided for the construction or improvement of county roads, at the joint expense of the state, county, and town, to comprise a properly developed system of market roads. Highways were to be inspected annually. Bridges five feet or over reported to be unsafe for public use were to be inspected at the direction of the commission. If a bridge was found to be unsafe, the district or county superintendent would either prepare or approve plans and estimates for the construction or repair of the bridge without delay. The law carried forward the provisions of the Fuller-Plank Act for state aid, and the provisions of the 1890 Highway Law for the construction and maintenance of bridges (New York State Department of Highways, Town Highway Bureau 1909:9-12, 52-56, 98-99, 108-112).

In 1916, the Department of Highways was reorganized as the Commission of Highways. The Commission, under Frederick Stuart Greene, identified a shortcoming in the Highway Law which had allowed county officials to capriciously change the routes of highways designated for improvement. In 1921, an investigative committee under Senator Charles Hewitt, following extensive consultation with the counties, issued a revised highway map. The Hewitt Map was based on a map previously prepared by the Commission that designated highways eligible for improvement under the Federal Aid Road Act of 1916 (New York State Commission of Highways [NYCH], 1922: 20-23).

The road between Lansingburgh (then part of Troy) and Schaghticoke was not originally placed on the Hewitt Map. Priority was given to the parallel Waterford Turnpike on the west side of the Hudson River, which

carried almost 2,500 vehicles daily versus less than 500 vehicles on the Troy-Schaghticoke road (NYCH 1923). By the early 1920s, portions of the Troy-Schaghticoke road had been improved by the towns, including a water-bound macadam section from Troy to Melrose, a bituminous macadam section from Melrose to Schaghticoke Hill, and a bituminous macadam section through the Town of Easton (NYSES 1908:57; Hudson Valley Times, 1 July 1920; The Salem Press (SP), 12 November 1925). Several connecting sections remained unpaved, and in 1925, the supervisors of the Towns of Greenwich and Easton met with state officials to secure a larger improvement of the road. The county reported that a plan to improve the entire route as a trunk line from Troy to Whitehall was favored by Commissioner Greene and had enough support to pass the legislature (SP 22 January 1925). The Troy-Whitehall route was not cited as a priority of the Department of Public Works in the succeeding years, however, and became one of the last state roads on the revised Hewitt map of 1925 to be improved (New York State Department of Public Works [NYSDPW] 1926, 1927, 1928, 1929, 1930).

State improvement of the Troy-Schaghticoke road, designated Route 40, finally began in 1929 and continued through the 1930s. Separate contracts were let for individual road sections, consisting of the Schaghticoke Hill-Schaghticoke road (1929), the old Northern Turnpike (1931), the Schaghticoke-Easton road (1931), Main Street in Schaghticoke (1936) and the Melrose-Schaghticoke Hill road (1938). Concrete pavement was used on all contracts, providing a hard surface resistant to damage from trucks and farm vehicles. The dangerous Spook Hollow bridge over the Boston and Maine Railroad south of Schaghticoke, where five people had died in two accidents in 1934, was replaced under a separate contract in 1935. (Washington County Post [WCP], 5 December 1929; WCP 26 February 1931; SP 11 May 1933; SVB 27 October 1935; WCP 29 April 1937; Knickerbocker News [KN] 8 September 1938; SP 7 March 1935; WCP 7 November 1935).

The iron bridge at Schaghticoke would prove to be the last stumbling block on Route 40. The wooden planked bridge, with its narrow width, winding approach from the west end, and blind turn between buildings on the east end, was unable to handle the demands of modern traffic. A replacement bridge had been planned as part of the reconstruction of the Easton-Schaghticoke road, in 1930, but was delayed ten years as highway funds went toward higher priority projects. (SP 17 July 1930; NYSDPW 1930-1940). When finally placed under contract in 1940, the Route 40 bridge represented one of the last major bridge reconstruction projects completed by the Department of Public Works prior to WW II (NYSDPW 1941:97).



### Route 40 Bridge Construction

The State Department of Public Works, which had replaced the Commission of Highways in 1923, finalized plans for the Route 40 bridge at Schaghticoke in June 1940 (Figure 106). The bridge would span the Hoosic River high above the main falls, providing a straight approach from South Main Street to Main Street. The bridge would be 750 feet in total length and 70 feet above the river, consisting of a four-span deck truss with an approach span on either end. The new alignment would require the taking of four dwellings and several barns along Main Street on the east end (New York State Department of Public Works, Division of Highways [NYSDPW, DH] 1940: Sheets 8-9, 17-18, 21).

The contract for the bridge was awarded on August 26, 1940, to Frank E. Antolick of Schaghticoke, for a bid of \$170,229.75 (KN 22 August 1940). Work began in mid-September and by early December the concrete abutments and piers were complete (TR 10 December 1940). The bridge required a total of five piers. Three short piers were placed on the river banks and on an outcrop between the river and a power canal from a hydroelectric dam at the west end, and two tall piers were placed on bedrock in the river bed. The short piers were solid concrete, and the tall piers, 52 feet and 56 feet in height, consisted of columns joined by center and top struts (NYSDPW, DH 1940: Sheets 5, 17-18).

Work on the superstructure was underway by January 1941 and was completed by early August. The work progressed from east to west, using a traveling crane to position the steelwork and timber and steel falsework to support the truss as it was extended between the piers (Figure 105) (TR 18 March 1941; TR 9 May 1941; TR 8 August 1941). The truss portion of the bridge was 621 feet in length, with four symmetrical spans of 138 feet, 172.5 feet, 172.5 feet, and 138 feet. Each truss consisted of individual panels, or structural units, 17'3" in length, 17'0" in width, and 17'3" in height. The web, or configuration of members, consisted of alternating tension and compression diagonals between verticals on the sides; intersecting braces spanning two panels on the top and bottom; and sway frames on the interior at every panel, forming a rigid box. The truss members were fabricated from riveted steel plates and angles, with riveted connections. The girder approach spans were 69 feet and 51 feet in length on the east and west end, respectively. The floor system consisted of I-beams at every panel and I-beam stringers between the floor beams. The deck consisted of a 24' cement concrete roadway with sidewalks cantilevered nine feet out from the bridge on either side (NYSDPW, DH 1940).



Figure 105. View of the truss being built out from pier 3 across the west side of the river channel. A crane is being used to lift truss members into place. Steel instead of timber falsework is used to support the truss due to heavy outflow from the hydroelectric dam (Courtesy of Schaghticoke Village Historian).

The Route 40 bridge was opened on August 30, 1941, to accommodate the expected heavy traffic over Labor Day weekend. Much of the traffic would consist of visitors to the Schaghticoke Fair, which would set an attendance record over its four-day run. The bridge was dedicated on October 4, 1941. The ribbon was cut by town supervisor H. LeRoy Nible and village mayor Albert Film, with engineer James C. Parker, contractor Frank E. Antolick, and Assemblyman Maurice Whitney of the Town of Berlin participating. A highlight of the ceremony was the dedication of a flagpole in the village park by the Charles Waldron Post of the American Legion. A parade across the bridge included participants from Schaghticoke and the surrounding hamlets of Pleasantdale, Valley Falls, Melrose, Mechanicville, Hemstreet Park, Stillwater and Johnsonville (TR 5 September 1941; TR 4 October 1941).

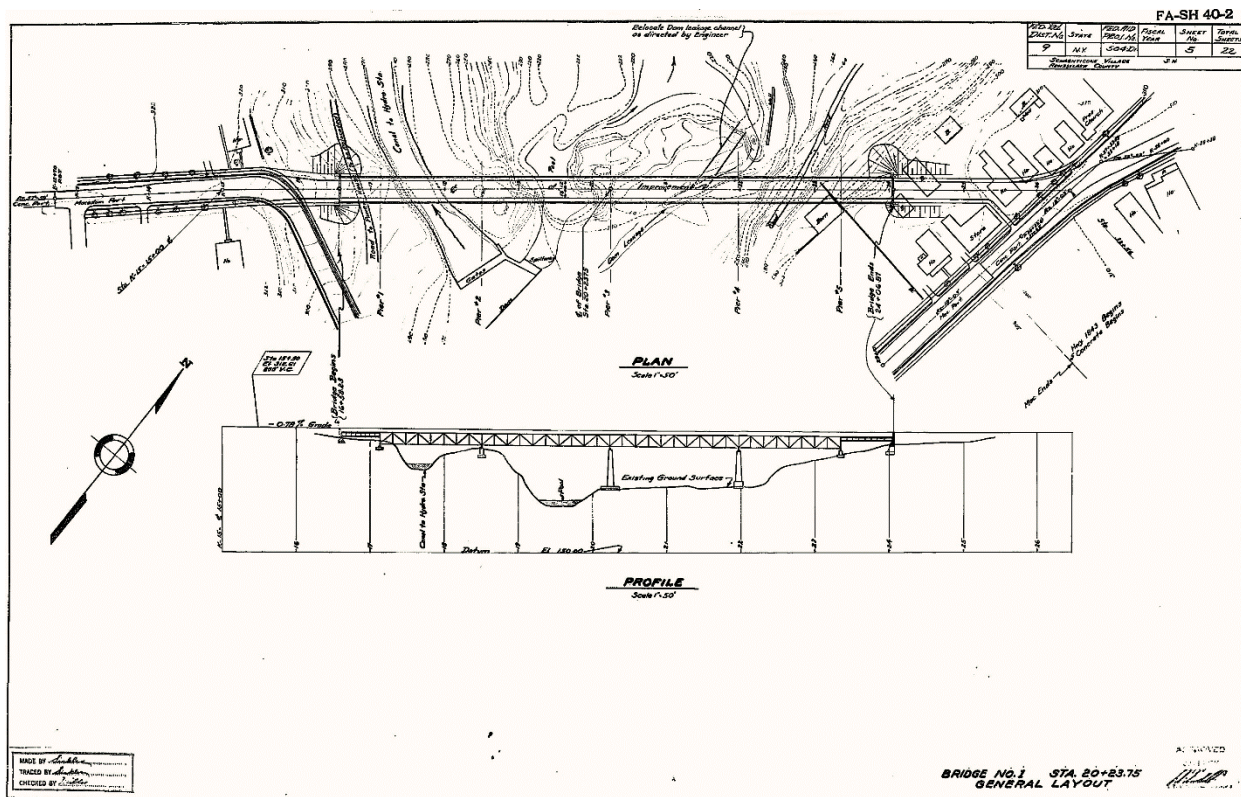


Figure 106. 1940 Plans for Improving with Federal Aid the Schaghticoke Village State Highway (NYSDPW, DH 1940: Sheet 5). Shows the plan and profile of the Route 40 bridge, which was built on a new alignment high above the Hoosic River (Courtesy of New York State Department of Transportation).

### Frank E. Antolick, Contractor

Frank E. Antolick was the general contractor for the Village of Schaghticoke when he was awarded the contract for the Route 40 Bridge. Antolick was a lifelong resident of the Town of Schaghticoke, having grown up on a dairy farm south of the village. He was the son of Martin and Catherine Antolick, immigrants from Poland, who had come to the United States in the early 1880s and moved to Schaghticoke to start a farm. There they raised two sons and four daughters, with Frank, the eldest child, born in 1896 (U.S. Census 1870, 1880, 1900, 1910).

Frank Antolick worked as a carpenter as a young man, supporting a wife and five children by the late 1920s and moving to a large new home on Main Street by 1930 (US Census 1920, 1930). His first ventures into bridge building were unsuccessful bids for a bridge replacement in Saratoga County in 1928 and for four small bridge replacements in Columbia County in 1931 (The Saratogian [TS] 16 June 1928; Chatham Courier [CC] July 1931). Antolick served as a trustee on the village board in the early 1930s where he formed a building committee and advocated for many public works projects including the improvement of the village water and power systems. He recommended that the

village purchase a building on Main Street for general purposes. The building initially was used to house the fire department and recently has been restored for use as the village hall (SVB 6 January 1931, 3 March 1931). Antolick resigned from the village board in December 1933 to become general contractor for the village (SVB 6 December 1931). He suffered a major setback in January 1935, when a fire caused \$10,000 in damage to his garage, truck, and tools, but was able to continue in contracting (Ballston Spa Daily Journal [BDJ] 7 January 1935).

Frank Antolick secured a variety of public works jobs as the economy improved in the mid-late 1930s. In July 1935, he was awarded a contract for the improvement of the village waterworks, and in July 1936 was hired by the village to supervise the repaving of Main Street between the bridge and the Schaghticoke Hotel (SVB 8 July 1935, 27 July 1936; TS 16 September 1936). This section had been excluded from the state highway improvement in 1929 due to the promise of a new bridge being built and the thoroughfare being rerouted (TR 18 January 1936). Antolick also won a contract for a highway landscaping job in Washington County in March 1936, was hired to renovate the State Police headquarters in Troy in June 1937 and won a



contract to build a waste disposal plant in the village of Schuylerville in November 1938 (TS 11 March 1936; BDJ 3 June 1937; TS 23 November 1938). He failed to win a contract for a small bridge replacement in Essex County in May 1937 (Adirondack Record-Elizabethtown Post 27 May 1937).



Figure 107. Photograph of Frank Antolick (left rear) and George Cummings, Schaghticoke water and street commissioner (right rear) overseeing the removal of a water pipe during the construction of the Route 40 bridge (Courtesy of Schaghticoke Village Historian).

The Route 40 bridge presented both a major opportunity and a challenge for Frank Antolick. While he was well-versed in construction, he apparently had never previously built a bridge, let alone a high bridge over a river gorge. Antolick was very likely the least experienced in highway construction among the nine contractors who submitted bids for the bridge contract. These included the Belmar Construction Company of Troy, which had improved the Star Lake Cranberry Lake Road and two highways in Essex County; Dennis B. Riggs of Troy, who had replaced the Spook Hollow bridge in Schaghticoke and reconstructed a bridge on the Cobleskill-West Richmondville highway; Richard Hopkins of Albany, who had built a truss bridge over the Indian River at Indian Lake and built three bridges in Chenango County; and the Belotte Construction Company of Troy, which had improved the Greenwich-

Cambridge highway and the Fonda-East Road (TR 21 August 1940; Survey of Newspapers, 1925-1940).

The Route 40 Bridge would prove to be a watershed in the career of Frank Antolick. Just one month after the bridge completion in November 1941, he was awarded the contract to replace the old Mechanicville bridge, known as the Hemstreet Park-Mechanicville Bridge, over the Hudson River. His original bid of \$220,878 exceeded the \$200,000 maximum authorized for the bridge, delaying its construction until after WW II. The contract was reopened in 1949 and again awarded to Antolick for a bid of \$419,072. For this bridge, Antolick subcontracted with the American Bridge Company to erect the steelwork for the five-span truss, while he built the deck and approaches and removed the old bridge (TS 6 November 1941; Schenectady Gazette 29 June 1949; TS 23 October 1950). In May 1952, Antolick was awarded the contract to replace the Route 9N bridge over the Hudson River at Corinth, for a bid of \$634,927, considered the largest recent public construction project in the area. Here again, he subcontracted with another firm to erect the steelwork for the five-span cantilever bridge, while he built the deck and approaches and removed the old bridge (KN 17 May 1952). In the ensuing years, Antolick moved largely into public school and commercial construction. His major projects, during the 1950s and 1960s, included School 16 in Troy, the Central Dairy Plant in Mechanicville, Lansingburgh High School, the Saratoga County Office Building in Ballston Spa, and School 2 in Troy (TS 30 September 1954; TR 26 March 1964; TR 26 March 1965; TR 27 February 1971).

### Deck Truss Bridge Design

The State Department of Public Works, in its Annual Report for 1945, featured the Route 40 bridge in Schaghticoke in an article titled the "Status of Bridge Design." The bridge was used as an illustration of a "straight functional design" to be favored by the Department in its post-war highway program. The deck truss design was cited for an economy of construction and clean lines, with an "ease of embodiment into the continuity of the highway line." The traditional thru-truss, with its higher cost of materials and construction, and an overhead structure representing a "distracting mental disturbance to the motorist," was viewed as an outdated type (NYSDPW 1946:37-38).

The deck truss design had been popularized for railroad bridges in the 1890s as a replacement for overhead trusses and wooden trestles. The design came into use on highways for railroad and canal crossings in the 1890s to 1910s but did not see widespread use on highways until the early 1930s. Deck trusses typically were used for medium length crossings over non-



navigable rivers where there was adequate clearance under the bridge. Deck truss bridges on New York highways in large part were built according to standardized plans produced by the Department of Public Works. The design of truss bridges in general had begun to be standardized after the passage of the Highway Law of 1908, and was fully standardized by 1926, when the Bureau of Bridges took over the reconstruction of state and county highway bridges and sought to streamline construction. Department engineers, working with architects on the aesthetic aspect of a design, issued plans for virtually all bridges built under contract by this time. The plans were modified, as needed, by the contracting firm, which issued its own set of shop drawings for the actual construction (Mead and Hunt et al. 2002: 4-39 to 4-40).

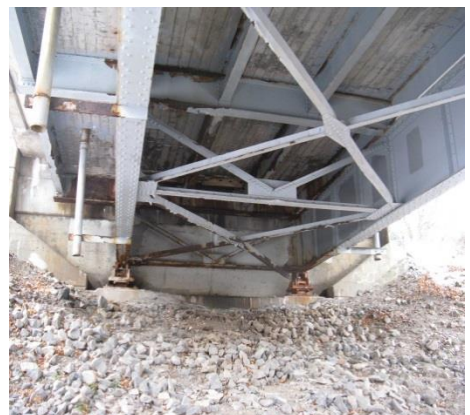
The Department of Public Works built 15 deck truss bridges from 1926 to 1948, including nine in the early 1930s, the most prolific years of deck truss bridge construction in the state. The Department would build very few deck trusses in subsequent years, when truss bridges, in general, were being surpassed by girder bridges for all but long combination spans (NYSDPW 1946, 1949, 1950 to 1961).

The bridge site at Schaghticoke, high and crossing a scenic gorge, was well-suited to a deck truss. There were no issues with clearance and the bridge allowed unobstructed views from its deck. A more aesthetic arched bridge had been considered for the site but was rejected due to the irregularity of the river bottom, and the position of the west abutment, the construction of which would have disturbed the power

canal below the hydroelectric dam. For the selected deck truss, the piers were placed to allow for a visually appealing symmetrical bridge. The solid bedrock foundation, eliminating the chance of an unequal settlement of piers, allowed for the construction of a continuous truss instead of four individual trusses. In the continuous truss, the spans were joined with common members and rested on common bearings, saving on materials and weight in the superstructure and allowing for more slender piers (NYSDPW 1946:37-38).

The Route 40 Bridge required limited repairs over its 70-year lifespan. The worst damage occurred in June 1960, when a thunderstorm undermined an eight-foot section of the south approach (TR 7 June 1960). Maintenance by the Department of Transportation included the reconstruction of the abutments and the replacement of deficient truss members in 1990, repair of scour around the piers in 1993, and patching of the fascia in 1995 (New York State Department of Transportation [NYSDOT] Bridge Data Information System, 2015: BIN 102720 Work History).

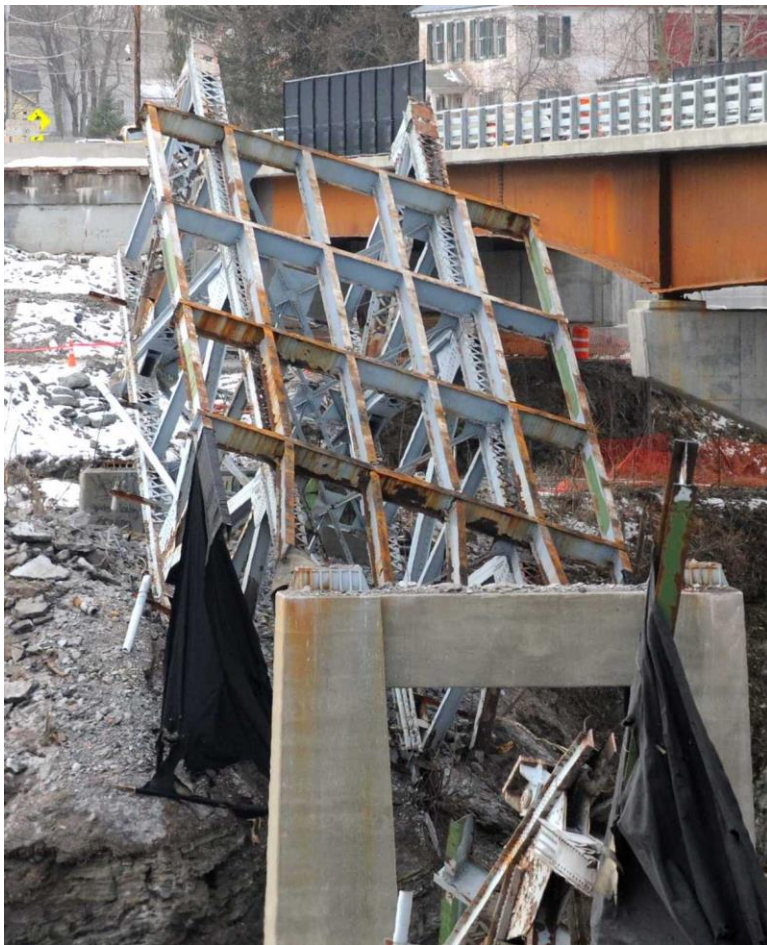
The Route 40 Bridge was determined eligible for the National Register of Historic Places in 2002, as a multi-span deck truss, representing a significant variation of a standardized Warren truss (Mead and Hunt et al. 2002a). The old bridge was kept in service until the new bridge was opened on November 14, 2014. The old bridge was demolished by a controlled explosion on January 23, 2015 (Times Union, 24 January 2015). The new bridge is a gracefully curving girder structure on the downstream side of the old bridge site.



Photograph 77. Views of Route 40 bridge, November 27, 2013.

Left column top to bottom: truss south side, truss north side, west girder span, south side. Right column top to bottom: truss underside, truss underside at pier 4, girder span underside.





Photograph 78. Demolition photos of Route 40 bridge, January 23, 2015.

Top left: view northwest showing demolished old bridge alongside new bridge. Bottom left: collapsed truss section at east end of bridge showing floor structure. Top right: detail of upper chord connection. Middle right: detail of lower chord connection. Lower right: detail of interior bracing at lower chord (Courtesy of Times Union, Albany, New York).



## SUMMARY, INTERPRETATION AND CONCLUSIONS

This publication summarizes the results of archaeological and architectural investigations of land and structures that were slated for potential impacts by NYSDOT's reconstruction of the Route 40 bridge over the Hoosic River in the Village of Schaghticoke, Rensselaer County, New York. These investigations were performed by staff of the Cultural Resource Survey Program at the New York State Museum over the course of several years from 2008 to 2012.

The project area included a long strip of Route 40 (Main Street) centered on the bridge over the Hoosic River. This bridge, now since replaced, was built on a new realignment in the early 1940s over portions of the early industrial works located on both banks of the river. The area studied extended between Chestnut Street south of the bridge to the northern junction of School Street and Main Street north of the bridge. It encompassed the southern half of Mill Street and other areas beneath the bridge. It also included front yards of dwellings in the small neighborhood on the south side of the river and the back yards of dwellings that lined Main Street on the north side of the bridge.

Various levels of investigation were conducted in compliance with historic preservation laws, including Phase I historical and environmental background research, archaeological subsurface testing, and standing structure inventory. The Village of Schaghticoke has a rich history of industrial development forming a context by which to describe the archaeological sites. This report presents that history and highlights the archaeological sites against that backdrop. It also includes an historical documentation of the Route 40 Bridge and previous bridges at Schaghticoke based on an architectural survey completed in 2009 and additional research for this publication.

All phases of survey were conducted according to guidelines of the 2004 Revised NYSED CRSP Work Scope Specifications for Cultural Resource Investigations. Once identified, individual sites and structures were evaluated for eligibility for the National Register of Historic Places in consultation with the New York State Office of Parks, Recreation and Historic Preservation. Properties determined eligible for the National Register (NRE) were assessed for possible adverse effects from the proposed construction.

The Village of Schaghticoke experienced a remarkable period of development in the nineteenth century. Much of the village's growth resulted from numerous industrial and commercial opportunities. The ability to purchase land in the early 1800s followed the collapse of the old system of land tenure in the town from the early 1700s. This opened extensive stretches of land

along the Hoosic River beginning in the early decades of the nineteenth century.

At first, gristmills and a saw mill were constructed at Schaghticoke Point to service the immediate needs of the residents, but soon textile mills dominated the mill seats. Entrepreneurs consisting of individuals and small groups of businessmen built some of the first mills in this area. Several dams were built across the Hoosic River at Schaghticoke Point to harness the river's water power. Flumes and sluiceways were also constructed to carry water to the mills that clustered along the north bank of the river. In addition, a single mill operated on the south bank of the river from the early- to the late-nineteenth century.

From the first, the need for adequate transportation to move raw materials to the mills and finished products to market was desirable. The first bridge was constructed in 1788 to cross the Hoosic connecting the north and south sides of the village. The men who built the mills also financed transportation networks to further exploit the village's strategic position along the river. By 1807 the Northern Turnpike, which ran from Lansingburgh to the northeast portion of the county, was under construction. Also, a roadway was necessary to connect the main street of the village to the mills situated along the escarpment and lower terraces bordering the river. This roadway became known as Mill Street and was used throughout the nineteenth century to transport goods and workers to and from the mills.

By the 1830s, most of the early mills that ventured into the production of textiles, farm implements, and general household needs, went bankrupt. These were often consolidated or were simply replaced by larger industrial works. This trend continued up through the time of the Civil War.

Two of the most ambitious men to emerge from this period were local industrialist Amos Briggs and wealthy Troy financier Richard Hart, who in partnership, bought up many of the mills and the water power in Schaghticoke during the 1820s and 1830s. After Hart's untimely death in 1843, Briggs continued a working relationship with Hart's wife, Betsey Amelia Hart. By the Civil War, they had managed to accumulate most of the textile mills in the village, and many of the nearby stores and dwellings to house the expanding work force. In 1867, the village was incorporated and named Hart's Falls after Betsey Amelia Hart since Briggs ran into financial difficulties forcing the partnership to dissolve by then.

Nonetheless, in 1864, the Schaghticoke Woolen Mill was constructed below the village on the north bank of the river under the direction of Amos Briggs and another group of investors. This sprawling mill complex

replaced many of the earlier textile mills that had operated along the lower end of Mill Street and became the largest textile manufacturer in the village. This mill, along with the Cable Flax Mill situated further southeast were extremely active in the late-nineteenth century, between them, employing 700 to 900 men, women, and children, most living nearby in the village in mill-owned housing.

Numerous shops including groceries, butchers, wagon shops, blacksmiths, and professional offices, lined Main Street. Churches, schools and hotels were also constructed in the mid- to late-nineteenth century, in response to the explosion in the village's population. Industry and growth leveled out by the late nineteenth century and by the turn of the twentieth century, decline was evident as many of the largest mills ceased operating. These same mills had employed most of the people living in the village, so when they closed their doors, many of the working families left the area. By the 1930s, many of the mills fell into ruins and were removed. The former tenements were either converted into private dwellings, or were removed as well.

The archeological study identified 13 historic-period sites within the boundaries of the project area reflecting village occupation from its first development in the early 1800s through the mid-twentieth century. Included were eight house sites, two sites with both commercial and residential functions, and three industrial sites.

More extensive Phase II investigations were conducted at nine of the 13 sites after NYSDOT reduced their APE in 2011. Site examinations were conducted on the McGrath Site, the E.B. Arnold Site, the A. Briggs and Company Housing Site, the Mill Street Site, the Baker Block Site, the A. Briggs and Hart Estate Site, the P. Briggs Site, the A. Briggs and Co. MDS 13A/B Site, and the Presbyterian Parsonage. This additional archaeology was completed to ascertain whether these sites would be eligible for the National and State Registers of Historic Places. Two sites, the Briggs Company Store Site and most of the Schaghticoke Woolen Mill Site, fell outside of the revised APE.

Subsurface testing during all phases of study provided information about the horizontal and vertical extent of each site within the APE, each site's physical integrity, and some of the various land uses and land alterations at each site. Archaeologists identified and documented above-ground features including foundations associated with 12 map documented structures that are no longer present, along with a twentieth-century hydroelectric power canal, the massive stone and rock walls of the Schaghticoke Woolen Mill flume, and imbedded hardware associated with the middle dam. A range of artifacts was recovered

from intact soil layers in each site location that provided a glimpse at the lives of the site's occupants. Some structural remains of external components of the Schaghticoke Woolen Mill and the Cable Flax Mill buildings were also revealed despite the demolition and removal of primary buildings.

After the archaeological study, four sites with associated property within the APE, were considered eligible for the Nation Register of Historic Places because they were determined under Criterion D to have potential to yield information important in local, state, and national history (Shrimpton 1990). These sites include the Mill Street Site, the Baker Block Site, the Schaghticoke Woolen Mill Site, and the A. Briggs and Co. MDS 13A/B Site. These were recommended for Phase III data recovery and monitoring during construction.

Regarding the architectural inventory, reconnaissance surveys in 2008 and 2011 determined that the Route 40 Bridge and ten other properties were eligible for the National Register of Historic Places. These properties consisted of the Village Municipal Building and the Presbyterian United Church at 163 and 165 Main Street respectively, with dwellings at 51 School Street, and 6, 12, 16, and 22 South Main Street, Weatherwax Park and a WWI veteran monument at Main Street and School Street, and a hydroelectric dam and power canal on the Hoosic River. The bridge was eligible as a significant variation of a standard Warren deck truss. The buildings were eligible as good examples of nineteenth century architectural styles in the Village and Town of Schaghticoke. The hydraulic features were eligible by representing early hydroelectric development in New York State. The park and monument were eligible for their commemorative significance to the Village and Town of Schaghticoke. The Route 40 bridge required additional documentation because of its proposed removal. The other properties required no additional investigation because they would not be directly affected by the bridge replacement.

Following the completion of Phase II investigations, it was determined by NYSDOT, the Federal Highway Administration, and the SHPO that, instead of doing traditional Phase III data recovery at the archaeological sites slated for impact, an alternate form of mitigation would be appropriate by way of the creation of this interpretive publication and to make it available for the public. Its function is to describe the sites and the bridge that were in the APE. Efforts were made by the NYSDOT to avoid impacts to intact portions of sites as well as to place fill over sections of sites while construction was ongoing (Photographs 77-85). The bridge was replaced during the winter of 2014 and spring 2015.



Photograph 79. View north of ca. 1830s stone flume associated with the Schaghticoke Woolen Mill, protected to avoid damage from new bridge construction.



Photograph 82. View northwest near the 1941 bridge showing slope below the A. Briggs and Hart Estate Site protected to avoid damage from new bridge construction.



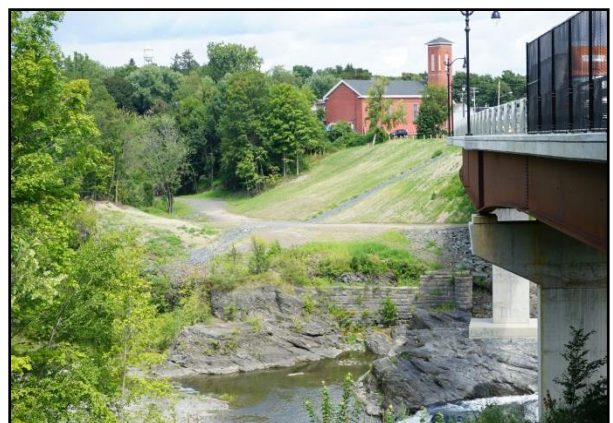
Photograph 80. View north of slope between Mill Street (left) and the domestic archaeological sites north of the bridge (right).



Photograph 83. View north of the new Schaghticoke Bridge after removal of the old bridge.



Photograph 81. View north of Mill Street during the new bridge construction.



Photograph 84. View north of Mill Street after the new bridge construction was completed.



## ACKNOWLEDGEMENTS

The story behind the artifacts is often difficult to discover, particularly when it is associated with a period with few written records. Besides the few secondary sources written in the late nineteenth and early twentieth century, only a small number of newspaper articles, letters or historical footnotes are available. The mills that once dotted the banks of the Hoosic River were afforded some measure of documentation, but the records that pertain to companies that operated in the first decades of the nineteenth century are few.

Little has been written of the transient working class families who toiled in the mills and then left the area in search of a better way of life. Some records do remain, though they are few and scattered. This leads to the acknowledgement of people like Dick Lohnes the former village historian, now deceased. Dick graciously provided photographs, post cards, newspaper clippings and access to maps in the village archive as well as his

personal collection. The same spirit of sharing the village's rich historic heritage can be extended to the current village historian Linda Bunk.

Special thanks go to Chris Kelly, town historian of Schaghticoke, who activity disseminates local and town history on the town's web site <https://schaghticokehistory.wordpress.com>. Chris has aided us here at the New York State Museum in the "gray" aspects of the village's history, particularly during the early 1800s. She has brought to light many primary sources that have provided information well beyond what was written before in secondary sources.

Finally, we would like to thank the field crew, lab technicians and cartographers of the CRSP of the New York State Museum who did the work of excavation, cleaning and cataloging of artifacts, and the production of field maps and unit profiles. The project was sponsored by the New York State Department of Transportation and the Federal Highway Administration.

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