

THE
HUDSON
RIVER
VALLEY
REVIEW

A Journal of Regional Studies

MARIST

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From the Publisher

Arguably the most important year in Hudson River Valley history since 1909, we are already in the midst of celebrations surrounding the Hudson-Fulton-Champlain Quadricentennial. This issue commemorates the accomplishments and legacies of all three honorees—Henry Hudson, Robert Fulton, and Samuel de Champlain—as well as the lasting contributions of the commission that planned events surrounding the 1909 Hudson-Fulton Tercentenary.

We open with a review of the 1909 festivities and follow with a brief survey of Dutch archival history from the preeminent historian and translator of New Netherland manuscripts. For the complete story on Robert Fulton, readers should reference our Autumn 2007 issue, which contained a lengthy biography of the inventor. Here its author offers a brief summary of Fulton's steamboat voyage and how it revolutionized transportation, in America and around the world. Delving into the Champlain Valley for the first time, we begin at the beginning, with an article tracing the Native American presence there from prehistory to the American Revolution. We return to Hudson with an overview written by William T. Reynolds, the captain of the replica ship *Half Moon*, and an excerpt of Robert Juet's journal of the voyage. Joyce Goodfriend illustrates both the power of the Dutch cultural legacy and the tensions caused by the British control after 1664. Lastly, André Senecal explains Champlain and the circumstances that led to his actions in 1609. We conclude with two more articles exploring the signal contributions Hudson and Champlain made to local and world history.

Our Regional History Forums focus on the Hudson-Fulton-Champlain Quadricentennial Commission, which has organized the yearlong celebration, and Walkway Over the Hudson State Park, perhaps the greatest legacy of the 400th celebration. Finally, we close with one author's musings over the lasting mysteries surrounding Hudson's 1609 journey. As Executive Director Tara Sullivan and Roosevelt-Vanderbilt National Historic Sites Superintendent Sarah Olson note in their foreword, there are a plethora of once-in-a-lifetime events taking place throughout the state this year. We encourage you to take advantage of them.

Thomas S. Wermuth



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Call for Essays

The Hudson River Valley Review is anxious to consider essays on all aspects of the Hudson Valley—its intellectual, political, economic, social, and cultural history, its prehistory, architecture, literature, art, and music—as well as essays on the ideas and ideologies of regionalism itself. All articles in *The Hudson River Valley Review* undergo peer analysis.

Submission of Essays and Other Materials

HRVR prefers that essays and other written materials be submitted as two double-spaced typescripts, generally no more than thirty pages long with endnotes, along with a computer disk with a clear indication of the operating system, the name and version of the word-processing program, and the names of documents on the disk. Illustrations or photographs that are germane to the writing should accompany the hard copy. Otherwise, the submission of visual materials should be cleared with the editors beforehand. Illustrations and photographs are the responsibility of the authors. No materials will be returned unless a stamped, self-addressed envelope is provided. No responsibility is assumed for their loss. An e-mail address should be included whenever possible.

HRVR will accept materials submitted as an e-mail attachment (*hrvi@marist.edu*) once they have been announced and cleared beforehand.

Since HRVR is interdisciplinary in its approach to the region and to regionalism, it will honor the forms of citation appropriate to a particular discipline, provided these are applied consistently and supply full information. Endnotes rather than footnotes are preferred. In matters of style and form, HRVR follows *The Chicago Manual of Style*.

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Charles Gehring, Director of the New Netherland Project in Albany, has spent thirty years translating seventeenth-century documents from the Dutch colonial period. He has translated and written numerous guides to historic manuscript collections, and articles on the Dutch and Native Americans in New Netherland. He received gold medals from the Saint Nicholas and Holland Societies of New York as well as the New Netherlands Society of Philadelphia.

Cynthia Owen Philip, an independent historian, has written extensively on the Hudson River Valley. She is the author of *Robert Fulton: A Biography* and the prize winning *Wilderstein and the Suckleys: A Hudson River Legacy*. Her articles and essays have appeared in national and local magazines, and her history *Rhinecliff, N.Y., 1686-2007* was published this year by Block Dome Press.

Nicholas Westbrook, Executive Director Emeritus of the Fort Ticonderoga Museum, was awarded the Katherine M. Coffey Award in 2006 by the Mid-Atlantic Association of Museums for more than forty years of “distinguished accomplishment in the museum field.” He has written on a range of topics in 18th- and 19th-century history, and has contributed articles to *American Indian Places: A Historical Guidebook*, *The Encyclopedia of New York State* and edited *The Bulletin of the Fort Ticonderoga Museum (1991-2009)*.

Captain William T “Chip” Reynolds is director of the New Netherland Museum. He has researched, written and lectured on Henry Hudson and his explorations from his unique perspective as captain of the replica ship *Half Moon*.

Joyce D. Goodfriend teaches 17th and 18th century America, American immigration and ethnic groups, and New England in American historical memory at the University of Denver. She is the author of *Before the Melting Pot: Society and Culture in Colonial New York City, 1664-1730* and co-authored *Going Dutch: The Dutch Presence in America 1609-2009*.

Joseph-André Senécal teaches Québec culture and literature and served as director of University of Vermont’s Canadian Studies Program from 1998-2006. He is presently writing *Everyday Life at Point-à-la-Chevelure in New France*, a history of the first European community in the southern Champlain Valley.



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On the Cover: Hudson-Fulton Tercentenary Postcard. Courtesy of Hudson River Valley Heritage, HRVH.org, from the collection of Vivian Yess Wadlin

Introduction to the Quadricentennial Commemorative Edition

This is a momentous year in New York State and especially the Hudson River Valley. We are commemorating the 400th anniversary of the simultaneous explorations of Henry Hudson and Samuel de Champlain on the waterways that now bear their names, as well as the 200th anniversary of Robert Fulton's successful maiden steamboat voyage on the Hudson River. At the same time, we are celebrating the cultures that colonized this land—Native American, Dutch, and French—as well as the legacy of New York's Hudson-Fulton Tercentenary in 1909.

One important focus of the celebration 100 years ago was the protection of open space, including parkland in New York City, Bear Mountain, and, perhaps most important, the Palisades. In addition to its environmental legacy, the Tercentenary was marked by bridge and roadway improvements, parkways that facilitated transportation and recreation, and a strong cultural-preservation movement. We continue to benefit from all of these.

The completion of three Quadricentennial Legacy Projects will build upon the tremendous work accomplished by organizers a century ago. The Crown Point Lighthouse on Lake Champlain, dedicated in 1912 to commemorate Champlain's exploration, has been completely restored and relighted. In October, Walkway Over the Hudson will open, completing the stunning transformation of the historic Poughkeepsie-Highland Railroad Bridge into our newest state park—and the world's longest pedestrian walkway. In New York City, a new public promenade surrounding Governor's Island will provide thrilling views of Manhattan and New York Harbor.

Planning and implementing the Quadricentennial celebration has been a collaborative venture. Nowhere is this better illustrated than Walkway Over the Hudson, which began with a grassroots movement and has involved legislators on the federal, state, and local levels; state agencies (including the Bridge Authority; the Office of Parks, Recreation and Historic Preservation; and the Department of Environmental Conservation); the Hudson River Valley National Heritage Area; the Governor's Office; and nonprofit organizations such as the Dyson Foundation and Scenic Hudson. Working together, each individual, agency, and organization has built upon their own mission to achieve something far greater than they could have accomplished alone. This and other efforts throughout the region have served to strengthen communication and cooperation—another important legacy of this celebration that we hope will benefit the region for generations.

Myriad communities, national and state parks, historic sites, and museums from Manhattan to the Adirondacks have planned exciting and educational events throughout the year. Festivities officially kicked off at the Knickerbocker Ice Festival at Rockland Lake in February and will continue throughout the year with parades, expos, demonstrations, concerts, lectures, exhibitions, and conferences. A complete listing of over 1,000 Quadricentennial events is available at www.exploreny400.com; www.hudson400.com; and www.Dutchess400.com.

We invite you to learn what the hoopla is all about by reading this commemorative issue of *The Hudson River Valley Review*.

Tara Sullivan
Sarah Olson



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1609 · HUDSON · FULTON · CELEBRATION · 1909 ·

- | | |
|---------------------------------------|-----------------------------------|
| Sept. 25 Commencement Day N. Y. | Oct. 3 Religious Day Upper Hudson |
| " 26 Religious Observance Day N. Y. | " 4 Dutchess Co. Day |
| " 27 Reception Day N. Y. | " 5 Ulster Co. Day |
| " 28 Historical Parade N. Y. | " 6 Greene Co. Day |
| " 29 Commemoration Day N. Y. | " 7 Columbia Co. Day |
| " 30 Military Parade Day N. Y. | " 8 Albany Co. Day |
| Oct. 1 Naval Parade N. Y. | " 9 Rensselaer Co. Day |
| " 2 Naval Carnival Parade N. Y. | |

New York State and the Hudson-Fulton Celebrations of 1909

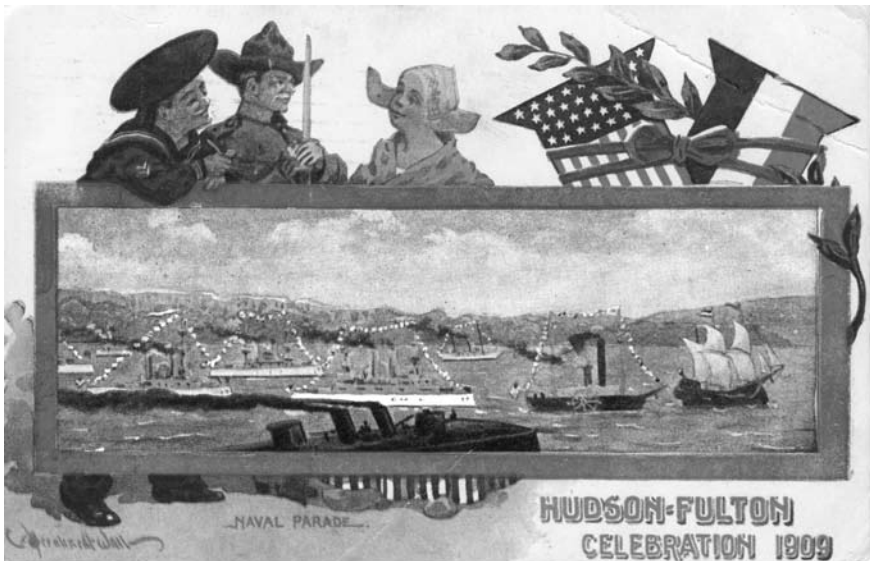
Kenneth Pearl

2009 will mark the 100th anniversary of one of the most unique and enduringly significant events in the history of New York State—the Hudson-Fulton Celebrations of 1909. For two weeks in late September and early October, New Yorkers along with a significant number of visitors marked two events that shaped the history of New York. The first was the voyage of Henry Hudson to North America in 1609, when he sailed up the river that would later bear his name. Little is known about the life of Hudson, yet unlike earlier explorers that had apparently reached the Hudson, such as Giovanni Da Verrazano or Esteban Gomez, Hudson made a record of his journey and also saw the economic potential for this waterway. Economic potential was central to the mind of Robert Fulton, the second person honored in 1909, when he displayed the first practical application of steam propulsion in a demonstration held on the Hudson River in 1807. Somewhat awkwardly, the granting of a monopoly to Fulton in 1809 was used to justify blending the two events into a combined celebration to be held in 1909. While hopefully avoiding any undue awkwardness of my own, this paper will not be concerned with the individual achievements of Henry Hudson and Robert Fulton. Instead I wish to first focus on the reasons that lay behind the decision to hold the anniversary celebrations and then deal with the numerous ways the Hudson-Fulton Celebration left an enduring mark on New York State.

Before I get to that, however, it's important to note that the Hudson-Fulton Celebrations would be interesting if for no other reason than the myriad ways it stands at the cusp of a new age. The recently completed Metropolitan Life tower on Madison Avenue, at the time the tallest building in the world, was one of the many structures that took part in the first illumination spectacle ever held in New York City. If Hudson's voyage of 1609 took place at a time when much of the world was still unknown, then the presence of Admiral Peary and his crew onboard the *Roosevelt*, recently returned from their voyage to the North Pole, serves as a

reminder of how by 1909 few places on earth were untouched by the presence of mankind. A new age in powered flight was dawning as both Glenn Curtiss and the Wright Brothers were invited to put their increasingly bitter aerial rivalry on display. (Wilbur Wright came out on top. In the first recorded flight in New York State, he circled the Statue of Liberty and flew from Governor's Island to Grant's Tomb and back, a distance of twenty-one miles.) Finally, amid signs of the increasingly tense naval rivalry between Great Britain and Germany, both nations sent battleships to take part in a naval flotilla that involved nearly 1,000 ships, the high point of the celebrations. The war that would break out in five short years would lead to the sinking of the *Lusitania*, which as it happens was present at the Hudson-Fulton Celebrations and was rewarding the passengers on its deck with some of the best views of the flotilla as it steamed down the Hudson.

The first suggestion for a commemoration to mark Hudson's voyage apparently came in the form of letters to the *New York Times* and the *Herald Tribune* from the Rev. J. H. Suydam of Rhinebeck. Impressed by the success of the World's Columbian Exhibition held in Chicago in 1893, he suggested that either the St. Nicholas Society or the Holland Society, the two prestigious Dutch social clubs in New York, pick up the mantle and organize some sort of fete to honor the man they referred to as Hendrick Hudson. One of the founders of the St. Nicholas Society, the older of the two organizations, was Washington Irving. Not incidentally, 1909



COURTESY OF THE HUDSON RIVER VALLEY HERITAGE.
FROM THE COLLECTION OF VIVIAN YESS WADLIN

Commemorative Postcard from the 1909 Celebration



COURTESY OF THE HUDSON RIVER VALLEY HERITAGE.
FROM THE COLLECTION OF VIVIAN YESS WADDEN

Commemorative Postcard from the 1909 Celebration

marked the 100th anniversary of the publication of his *A History of New York*. While Irving was of English and Scottish descent, he was fascinated by the Dutch community as shown in this satirical but affectionate book published under the Dutch pseudonym Diedrich Knickerbocker. During Irving's lifetime, the influence of New York's Dutch community remained very strong, but 100 years later, their place at the top of New York's social pyramid was being challenged by others, such as those of English descent, and it was this that led the Dutch community to view Hudson, despite his English ancestry, as an imagined Dutch hero. Unfortunately, the contract for Hudson's 1609 voyage was located in an archive in Amsterdam and instead of Hendrick he had apparently signed his name three times as Henry, even though the document was written in Dutch. Having lost this battle, New York's Dutch community imagined they could find comfort in the name of his ship, the *Halve Maene*, but this also turned out to be a disappointment, since when a replica arrived in New York after being painstakingly crafted in a Dutch shipyard, no name was painted on its stern. (Naval historians pointed out that wasn't done in the seventeenth century.) Throughout the Hudson-Fulton Celebrations, promotional materials repeatedly referred to the ship as the *Half Moon*, in what must have been a bitter reality for the community that had summoned the inspiration for this event in the first place.

While New York's elite battled it out on one end of the social spectrum, another search for identity was taking place among an increasingly significant



Statue of Verrazano

Italian-American community. Led by the publisher and editor of *Il Progresso Italo-Americano*, the most prominent Italian-language daily in New York City, they fought for and won official recognition from the Hudson-Fulton Celebration Commission for the building of a monument in honor of their fellow countryman, Verrazano.

In another sign of the growing confidence of the Italian-American community, three days after the close of the Hudson-Fulton Celebrations, New York celebrated its first official Columbus Day with a parade down Fifth Avenue that featured Italian sailors who had participated in the naval flotilla of the previous week.

Early on, two critical decisions made the Hudson-Fulton Celebrations more than just a footnote of interest for historians of New York State. The first took place toward the end of 1905, when the decision was made to reconsider the initial plan to hold a grand exhibition and instead consider the possibility of creating permanent memorials and parks. Three public hearings were held in December and January 1906. While the precedent of recent successful exhibitions, such as the World's Columbian Exhibition of 1893 and St. Louis' Louisiana Purchase Exhibition in 1904 were considered, the single-exhibition route proved to have few supporters, since opponents pointed out such potential problems as the infrastructure in New York City, which was woefully inadequate for the anticipated crowds, with only two bridges across the East River, no tunnels under either the East or Hudson Rivers, and only limited mass transit. In addition, those communities located along the Hudson River north of the city were concerned they would be ignored if a centrally located exhibition were held. These considerations led to the decision to hold numerous celebratory events along the entire length of the Hudson and also to extend the celebrations to two weeks, with a particular emphasis on the upper Hudson in the second week of the festival.

The second critical decision was to make the commemoration non-commercial—absolutely no advertising was allowed—and to focus on the educational benefits that could accrue from marking the anniversaries. A Committee on

Public Lectures was appointed to organize lectures using stereopticon photos in seventy locations, while Wednesday, September 29, was specifically set aside as Education Day, with the public reading of essay-contest winners drawn from selected topics such as “How the beaver influenced New York” and the “The League of the Iroquois.”

With a brief stemming from these instructions, a Plan and Scope Committee was formed under the chairmanship of Frederick William Seward, a former Assistant Secretary of State during the Lincoln administration. Ultimately, over 800 members of New York’s political and social elite would involve themselves in the planning, including J.P. Morgan, who (as was fairly typical in this period) owned a summer estate in the Hudson Highlands, and a young Franklin Delano Roosevelt, who served on the Hudson-Fulton Public Health and Convenience Committee, a sort of public coming out prior to his first run for elected office in 1910.

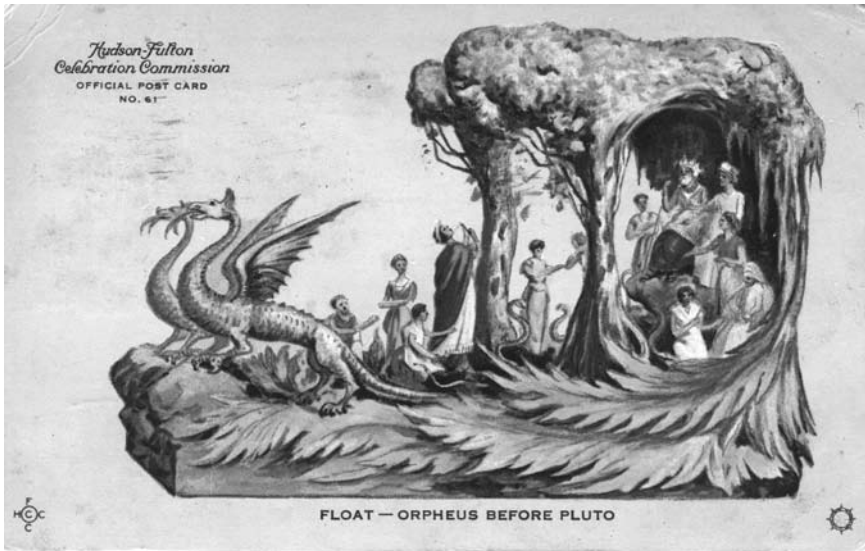
Besides the interest of New York’s Dutch community in wanting to honor a voyage they viewed as being intimately connected with their own past, the question can be asked as to what other factors led to the desire to mark these dual historical anniversaries? After all, in 1809 no celebration was held to mark the bicentennial of Hudson’s voyage. Part of the explanation stems from an increasing historical consciousness that was taking hold throughout the United States, sparked in part by the 1876 Centennial Exposition in Philadelphia. Examples of this growing interest in history can be found in the large readership for Henry Adams’ multivolume *History of the United States*, the establishment of organizations such as the Daughters of the American Revolution in 1896, and the creation of German-style graduate programs in history.

This growing interest in America’s past led to one of the most important legacies of the Hudson-Fulton Celebrations, the establishment of a wing in the Metropolitan Museum of Art dedicated to American art. In 1909, two exhibits were held at the museum in conjunction with the festivities. The first was a major showing of Dutch Old Masters, including thirty-four Rembrandts, twenty portraits by Frans Hals, and five works by Vermeer. The other major show consisted of the first comprehensive exhibition of American art in a major museum. Besides displaying paintings and sculptures, however, the show was noteworthy for its emphasis on the so-called “domestic arts,” including furniture and silver, which were displayed in model rooms, a method previously found only in European museums. Most of the pieces exhibited in 1909 were later purchased on behalf of the museum by the noted philanthropist Margaret Slocum Sage; they formed the basis for the establishment of the museum’s American Wing, which opened in 1924.

There was a general sentiment among organizers of the Hudson-Fulton Celebrations that New York's critical role in the nation's development, both during the Revolution and in its subsequent economic transformation, was not receiving due recognition. States such as Virginia were viewed as being far more successful in framing their respective role in the nation's past, a development that would ultimately culminate in 1926 with John D. Rockefeller, Jr.'s support for the preservation of Colonial Williamsburg. As the official report of the Hudson-Fulton Celebrations noted, "The State of New York, as compared with her neighbors on the east and south, has heretofore shown questionable modesty in refraining from exploiting her own history." Significantly, this remains an issue to this day. In recent discussions on the appropriate way to mark the 400th anniversary of Hudson's voyage, noted historian Kenneth Jackson commented, "Jamestown disappeared. New York City went on to be the greatest city in the world.... New York history tends to get a little bit overshadowed by Massachusetts and Virginia, so we need to tell our story."

If celebrating New York's history was central to the events of 1909, there was also a belief among the organizers that education could serve as an essential tool in bringing about the desired goal of assimilating New York's various immigrant communities. In this the organizers were actively supporting a Progressive-era goal of cultural assimilation, a key theme in what would later be labeled the Americanization Movement. While this movement has often been criticized by historians as a blind drive for cultural conformity, ethnic and religious community leaders at the time were often quick to embrace such ideas as a fast-track means of achieving an American identity. A sermon delivered by Rabbi Henry Klein of Temple Beth Jacob in Newburgh entitled, "The Hudson-Fulton Celebration and the Day of Atonement Ideals," while clearly a somewhat awkward attempt to blend the Jewish holiday of Yom Kippur with more general American values, reveals the extent to which this was deemed to be a desirable goal.

Those interested in the process of Americanization made use of other pedagogic tools such as parades consisting of immigrants who had passed their nationalization tests and the presentation of historical pageants, such as those that marked the centennial of George Washington's inauguration in 1889. Since the children of immigrants were specifically targeted for Americanization, an entire day during the Hudson-Fulton Celebrations was set aside for various displays both by and for children. Echoing on a larger scale what would be done throughout New York State, New York City was divided into fifty pageant districts; ultimately around 300,000 children from both public and private schools participated in various displays. Adults also participated in these historical pageants, the largest being one



Commemorative Postcard from the 1909 Celebration

held on Fifth Avenue consisting of fifty-three floats marking various events in the history of the Hudson River, including the building of the Erie Canal and capture of Major André. Other historically related events during the festivities included the placing of plaques at sites related to the American Revolution, such as those found today in Fort Tryon Park, or with the dedication of monuments such as the Stony Point Arch, the location of one of the last Revolutionary War battles in the Northeast. Arguably the most significant act of historical preservation stemming from the Hudson-Fulton Celebrations was the preservation and opening to the general public of Fort Ticonderoga, which previously lay in ruins.



Writing just two years after Fulton's *Clermont* made its maiden voyage, Washington Irving expressed his fear that something was inevitably going to be lost as the Hudson River became more commercialized. "Happy would it have been for New Amsterdam," wrote Irving, if it could "always have existed in this state of blissful ignorance and lowly simplicity, but alas! The days of childhood are too sweet to last!" By 1909, the economic exploitation of the Hudson was taking place at a rate that would have been beyond Irving's imagination. The somewhat picturesque harvesting of ice for several weeks toward the end of winter may not have been ecologically damaging, but other industries such as brick making and the production of paper were leaving scars along the shores of the river, a situation

made worse by the introduction of dynamite in the quarrying process.

The response to this ecological exploitation led some Progressive-era politicians and private citizens to support what has been called the “First Wave” in American conservation efforts, a movement that had a champion in the White House during the presidency of Theodore Roosevelt. Tentative initial steps to preserve the Hudson from pollution had already taken place prior to 1909, such as the establishment in 1903 by Governor Benjamin Odell of a New York Bay Pollution Commission to study the problem. At the same time, New York City organized the Metropolitan Sewage Commission of New York, but like many environmental efforts from this period, it lacked teeth, since the commission had only the power to make recommendations. Private organizations, often with the participation of wealthy individuals who had built great estates along the river, also formed with the goal of preserving the Hudson Highlands. They succeeded in getting the revised report of the Hudson-Fulton Plan and Scope Committee to acknowledge the importance of these efforts. Nevertheless, the events of 1909 achieved relatively little in terms of conservation as noted by a frustrated letter writer to the *New York Times*, who criticized the organizers for focusing on the “creation of pretty parks...or the erection of a memorial bridge,” while at the same time, “The most impressive monument of the discovery and navigation of the Hudson, its shores, is being torn asunder and ground to bits...”

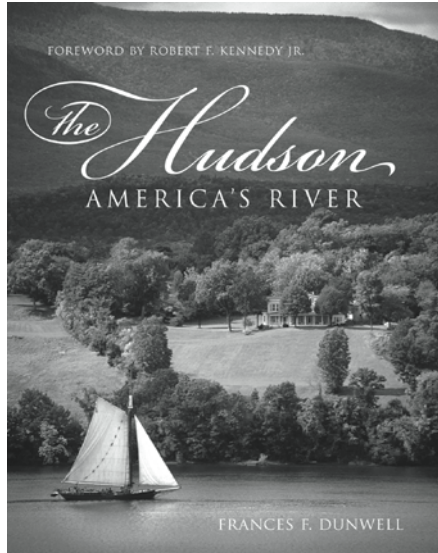
While conservation efforts were not at the forefront, either in terms of educating people for the need to preserve the river in as pristine a condition as possible or by legislating change in the way companies exploited its resources, we should not be entirely dismissive of the ways that 1909 marked the beginning of a more environmentally conscious age in New York. For example, ground was broken for the establishment of Inwood Hill Park, which upon completion in 1916 contained the last natural forest and salt marsh in New York City. The most environmentally significant event during the course of the two-week-long celebrations was the dedication of the Palisades Interstate Park. While planning began in 1900 with the creation of the Palisades Interstate Park Commission, this noteworthy example of interstate cooperation between New York State and New Jersey received increased attention as a result of the upcoming Hudson-Fulton Celebrations and would provide a domino effect leading to other conservation efforts, including the establishment of Bear Mountain and Harriman State Parks.

If the Hudson-Fulton Celebrations provided an inspiration for later conservation efforts, it also left a legacy concerning the clear need for future infrastructure development. The Plan and Scope Committee had made much of the infrastructure failings in New York, leading to the decision to not have a centrally located

exhibition. However, in the two decades after 1909, the automobile was beginning to transform the American landscape, and while the Hudson-Fulton planners had thought in terms of the development of urban mass transit and rail links, the ambitious plan put forward in 1927 by Robert Moses for the transformation of the Upper West Side of Manhattan focused primarily on automobile-centric projects, such as the construction of the Henry Hudson Parkway.



On October 9, 1909, fires were lit along the shore from the mouth of the Hudson up to Troy to mark the end of what was considered by contemporaries to have been a highly successful celebration. For those interested in the past, the New-York Historical Society is planning an exhibition on the events of 1909 that will feature photos and artifacts. This year, New York State again will mark the achievements of Hudson and Fulton while also honoring the French explorer Samuel de Champlain. In 2002, the Hudson-Fulton-Champlain Quadricentennial Commission was organized with a mandate to raise money from private donors, oversee the construction of new facilities, and educate students about the Hudson River, Lake Champlain, and their surrounding communities. Unfortunately, as a result of the poor fiscal situation in New York State, the initial budget of \$7 million has been cut in half and the private funds the commission has sought to raise are not as plentiful as had been hoped. Nonetheless, money or the lack thereof will not diminish the vital work of the commission in reminding individuals of the essential role the Hudson River has played in the history of New York State and the need to preserve its beauty for future generations.



The Hudson: America's River, *Frances F. Dunwell*

Frances F. Dunwell presents a rich portrait of the Hudson and of the visionary people whose deep relationship with the river inspires changes in American history and culture. Lavishly illustrated with color plates of Hudson River School paintings, period engravings, and glass plate photography, *The Hudson* captures the spirit of the river through the eyes of its many admirers. It shows the crucial role of the Hudson in the shaping of Manhattan, the rise of the Empire State, and the trajectory of world trade and global politics, as well as the river's influence on art and architecture, engineering, and conservation.

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